



RIDGE

WILTSHIRE POLICE
Transport Statement
September 2025

WILTSHIRE POLICE TRANSPORT STATEMENT

September 2025

Prepared for

Wiltshire Police
Wiltshire Police HQ
London Road
Devizes
SN10 2DN

Prepared by

Ridge and Partners LLP
Tower Wharf
Cheese Lane
Bristol
BS2 0JJ

Tel: 0117 244 2500

Contact

Chris Long
Partner (Transport Planning)
chrislong@ridge.co.uk



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CONTENTS

1.	INTRODUCTION	5
1.1.	Overview	5
1.2.	Site Location	5
1.3.	Report Structure	6
2.	POLICY CONTEXT	7
2.1.	Overview	7
2.2.	National Planning Policy Framework (December 2024)	7
2.3.	National Planning Practice Guidance (2024)	9
2.4.	National Design Guide (2021)	10
2.5.	Wiltshire Core Strategy (2015)	11
2.6.	Wiltshire Local Transport Plan, LTP4 (2025)	11
2.7.	Wiltshire Local Cycling and Walking Infrastructure Plan (2022)	11
2.8.	Wiltshire Active Travel Parking Standards (2022)	11
2.9.	Wiltshire Local Transport Plan, LTP 3 (2011)	12
2.10.	Policy Compliance	12
3.	BASELINE CONDITIONS	13
3.1.	Site Location and Context	13
3.2.	Public Rights of Way	14
3.3.	Access by Walking	14
3.4.	Access by Cycling	15
3.5.	Access to Local Facilities	16
3.6.	Public Transport – Bus	16
3.7.	Public Transport – National Rail	19
3.8.	Local Highway Network	19
3.9.	Highway Accident Review	19
4.	DEVELOPMENT PROPOSALS	21
4.1.	Overview	21
4.2.	Access Strategy	21
4.3.	Other Considerations	23
5.	TRANSPORT DEMAND ASSESSMENT	24
5.1.	Methodology	24
5.2.	Traffic Surveys	24
5.3.	Assessment Years and Scenarios	24
5.4.	Scope of Assessment	24
5.5.	TEMPO Growth Factors	25

5.6.	Committed Development	25
5.7.	Priority Junction Modelling Software	25
5.8.	Existing Site Access / London Road Junction	25
5.9.	Proposed Emergency Access / Quakers Road Junction	26
5.10.	Quakers Road / London Road Junction	27
5.11.	Transport Impact Summary	27
6.	SUMMARY AND CONCLUSIONS	28
6.1.	Summary	28
6.2.	Conclusions	29
APPENDIX A: HQ PRE-APPLICATION RESPONSE		
APPENDIX B: PROPOSED EMERGENCY ACCESS DRAWINGS		
APPENDIX C: JUNCTION MODELLING RESULTS		
APPENDIX D: JUNCTION MODELLING RESULTS		
APPENDIX E: JUNCTION MODELLING RESULTS		

1. INTRODUCTION

1.1. Overview

- 1.1.1. Ridge and Partners LLP have prepared this Transport Statement (TS) on behalf of Wiltshire Police to support a planning application for an emergency access at the Wiltshire Police Headquarters located on London Road in Devizes.
- 1.1.2. The proposals will provide a new emergency access onto Quakers Road in the northwest corner of the Site, which will operational flexibility if the existing access on London Road become blocked. The proposed priority junction of the emergency access aligns with the emerging Masterplan for the HQ Site.
- 1.1.3. Pre-application advice from Wiltshire Council for the emerging HQ Masterplan which includes a new access onto Quakers Road was provided in May 2024, this has been included in **Appendix A**.

1.2. Site Location

- 1.2.1. The HQ Site is situated to the west of London Road, 1km north of Devizes town centre. The location of the Site in context is presented in **Figure 1**.

Figure 1 – Site Location in Context



Source: OS Mapping – Opensource

1.3. Report Structure

1.3.1. Following this introduction, this report is structured as follows:

- Chapter 2: Policy Context - sets out the relevant national, regional and local policy.
- Chapter 3: Baseline Transport Conditions - sets out the existing accessibility of the site and the immediate surroundings. It covers access by all relevant modes of transport, including walking, cycling, public transport and the local highway network;
- Chapter 4: Development Proposals - sets out the development proposals, including current and proposed access arrangements, and cycle and car parking provision;
- Chapter 6: Travel Demand Assessment - includes a summary of how students and staff currently travel to/ from the school and the likely travel demand associated with the proposals;
- Chapter 7: Summary and Conclusion - a summary and conclusions of the TS.

2. POLICY CONTEXT

2.1. Overview

- 2.1.1. The strategic transport and development planning policies relevant to the development are as follows:

2.2. National Planning Policy Framework (December 2024)

- 2.2.1. The National Planning Policy Framework (NPPF) was originally published in March 2012 and sets out the Government's planning policies for England. It has been updated a number of times over the intervening years with the most recent update to policy published in December 2024 replacing that published 12 months before in December 2023.
- 2.2.2. The most recent NPPF has a number of material changes for transport policy, and these are set out in Chapter 9 of the NPPF and summarise below:
- 2.2.3. Paragraph 109 of the NPPF states that: *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.*
- 2.2.4. Paragraph 110 sets out that: *The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*
- 2.2.5. Following on, paragraph 111 details that: *'Planning policies should:*
- a) *support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*
 - b) *be prepared with the active involvement of local highways authorities, other transport*

infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

- c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;*
- d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);*
- e) provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and*
- f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the General Aviation Strategy.*

2.2.6. Paragraph 112 of the document moves on to consider parking, as follows: *If setting local parking standards for residential and non-residential development, policies should take into account:*

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

2.2.7. Paragraph 113 continues on parking as follows: *Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.*

2.2.8. Paragraph 114 considers overnight lorry parking facilities and is not relevant to the residential proposals being considered in this application.

2.2.9. Chapter 9, then moves on to *considering development proposals.*

- 2.2.10. Paragraph 115 of the NPPF considers what is required by the development proposals as follows:
- a. *'sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- safe and suitable access to the site can be achieved for all users;*
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- 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.'*
- 2.2.11. Paragraph 116 states that: *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*
- 2.2.12. Paragraph 117 identifies that 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.'
- 2.2.13. Finally, Paragraph 118 sets out what is required to support a planning submission: 'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.'

2.3. National Planning Practice Guidance (2024)

- 2.3.1. The Government's National Planning Practice Guidance (NPPG) was launched on 6th March 2014 by the Department for Communities and Local Government (DCLG) as a web-based resource, it was updated in February 2024.
- 2.3.2. Within the NPPG, the 'Travel Plans, Transport Assessments and Statements in Decisions-Taking' guidance provides advice on when transport assessments and transport statements are required, what they are and what they should contain.

2.3.3. Paragraph 6 sets the importance of Travel Plans (TPs), Transport Assessments (TAs) and Transport Statements (TSs) saying that they can positively contribute to:

- Encouraging sustainable travel;
- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new development to increase existing road capacity or provide new roads.

2.4. National Design Guide (2021)

2.4.1. The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. This National Design Guide (NDG) published in 2021 alongside the revised NPPF illustrates how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

2.4.2. The National Design Guide addresses the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics which includes at number four: 'Movement – design should be accessible and easy to move around.'

2.4.3. The Movement section of the NDG outlines that: *patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport.*

2.4.4. A well-designed movement network defines a clear pattern of streets that:

- is safe and accessible for all;
- functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
- limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;
- promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
- incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.

In terms of specific guidance on Movement the NDG sets out the following:

2.4.5. **M1 A connected network of routes for all modes of transport:** A well-designed and connected network gives people the maximum choice in how to make their journeys. This includes by rail, other public transport, walking, cycling and by car.

2.4.6. **M2 Active travel:** In well-designed places, people should not need to rely on the car for everyday journeys, including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment. Safe and direct routes with visible destinations or clear signposting encourage people to walk and cycle.

- 2.4.7. **M3 Well-considered parking, servicing and utilities infrastructure for all users:** Well-designed car and cycle parking at home and at other destinations is conveniently sited so that it is well used. Electric vehicle spaces and charging points need to be considered, so they are suitably located, sited and designed to avoid street clutter. Access for servicing should be well integrated into developments, including for refuse collection, deliveries and removals. Utilities services and infrastructure siting and layout should take into account their space requirements and visual impact; convenient maintenance and implications for foreseeable future changes.

2.5. Wiltshire Core Strategy (2015)

- 2.5.1. The Core Strategy sets the spatial planning framework for Wiltshire. Relevant transport objectives include:
- Locating development in accessible areas to reduce travel demand.
 - Supporting infrastructure that enables efficient emergency service operations.
 - Promoting sustainable travel choices and reducing congestion in town centres.

- 2.5.2. The strategy supports the delivery of public service infrastructure in locations like Devizes, where accessibility and operational resilience are essential.

2.6. Wiltshire Local Transport Plan, LTP4 (2025)

- 2.6.1. LTP4 outlines Wiltshire's long-term transport objectives, it was formally adopted in March 2025.
- 2.6.2. The plan outlines Wiltshire Council's strategic transport objectives for the period 2025–2038. It adopts a place-based approach aligned with the Wiltshire Local Plan, targeting the distinct needs of principal settlements (including Devizes), market towns, and rural communities.
- 2.6.3. This tailored strategy aims to improve transport infrastructure, support sustainable growth, and enhance accessibility while recognising the differing challenges across urban and rural areas.
- 2.6.4. LTP4 includes sub-strategies for electric vehicles, freight, parking, and area-specific transport planning, and is designed to help Wiltshire secure additional government funding for future transport improvements.

2.7. Wiltshire Local Cycling and Walking Infrastructure Plan (2022)

- 2.7.1. The LCWIP identifies priority routes and infrastructure improvements for active travel. For a police facility, this means:
- Ensuring safe and direct walking and cycling access for staff and visitors.
 - Connecting the site to the wider active travel network in Devizes.
 - Supporting modal shift through high-quality infrastructure.

2.8. Wiltshire Active Travel Parking Standards (2022)

- 2.8.1. This document sets out parking requirements for new developments, including:
- Minimum standards for cycle parking and EV charging.
 - Provision for operational vehicles and blue badge holders.
 - Design guidance to support active travel and reduce car dependency.
- 2.8.2. These standards ensure that the police building meets both operational needs and sustainability objectives.

2.9. Wiltshire Local Transport Plan, LTP 3 (2011)

2.9.1. LTP3 outlined Wiltshire's long-term transport objectives until replaced by LTP4 earlier this year. Although it now carries less weight in planning terms, it remains a useful reference for:

- Improving accessibility and safety for all users.
- Supporting the efficient movement of people and goods.
- Encouraging integration between transport and land use planning.

2.9.2. These principles remain relevant to the planning and design of a police facility that have been undertaken prior to the adoption of LTP4 above and align with the comments provided at pre-app last year.

2.10. Policy Compliance

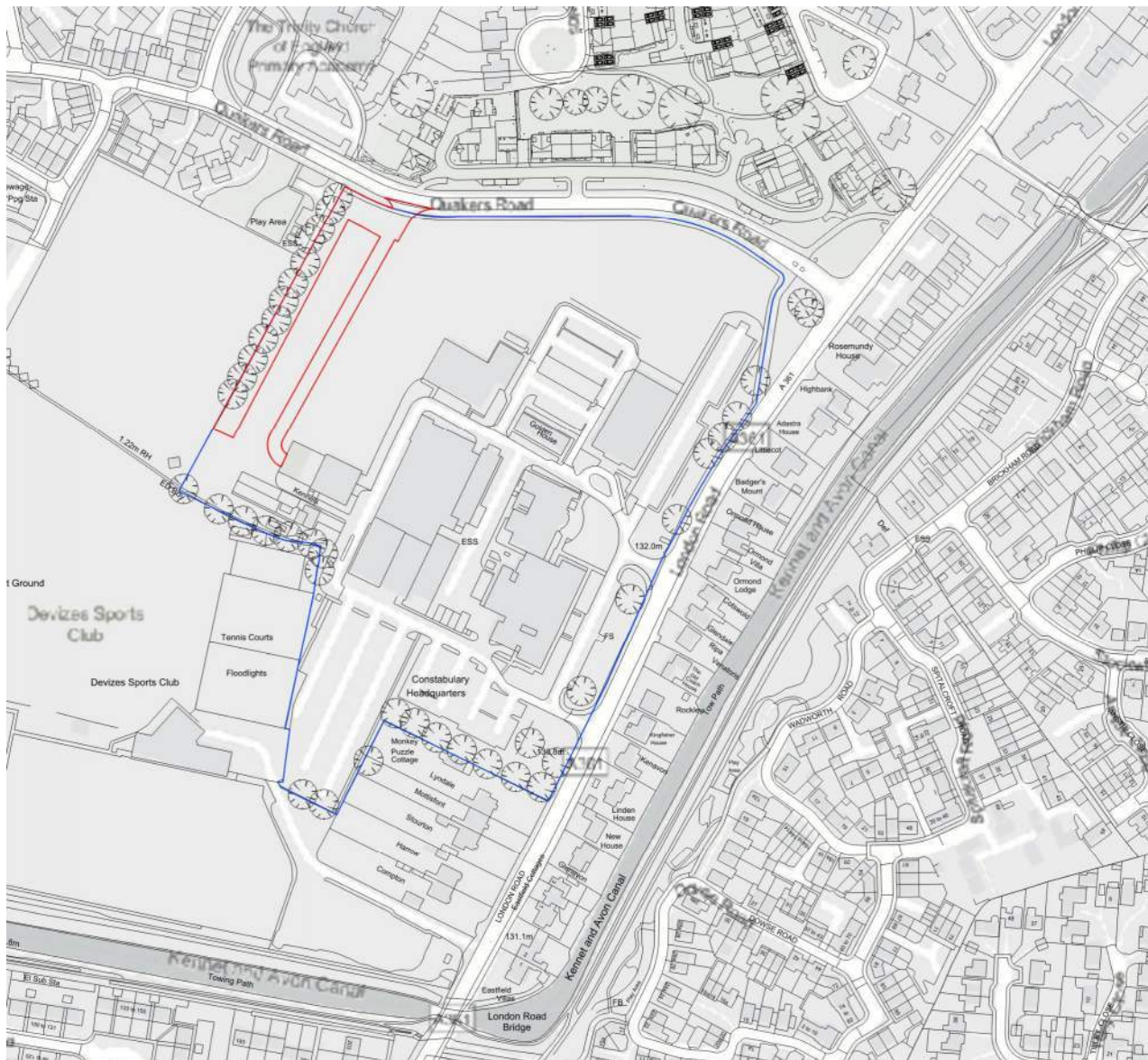
2.10.1. It is considered that the proposed emergency access complies with all the relevant transport policies set out above.

3. BASELINE CONDITIONS

3.1. Site Location and Context

- 3.1.1. The Site is located to the west of London Road in Devizes, circa 1km north of the town centre. The HQ Site is bounded to the south and west by Devizes Sports Club and Quakers Road play area, to the north by Quakers Road and to the east by London Road.
- 3.1.2. The Site can be accessed by vehicles, cycles and pedestrians via the two entrances on London Road. The southern access is a one-way in and the northern access is one-way out; there is an internal loop(s) within the Site for traffic.
- 3.1.3. The location of the Site in context is present in **Figure 2**.

Figure 2 – Site Location and Context

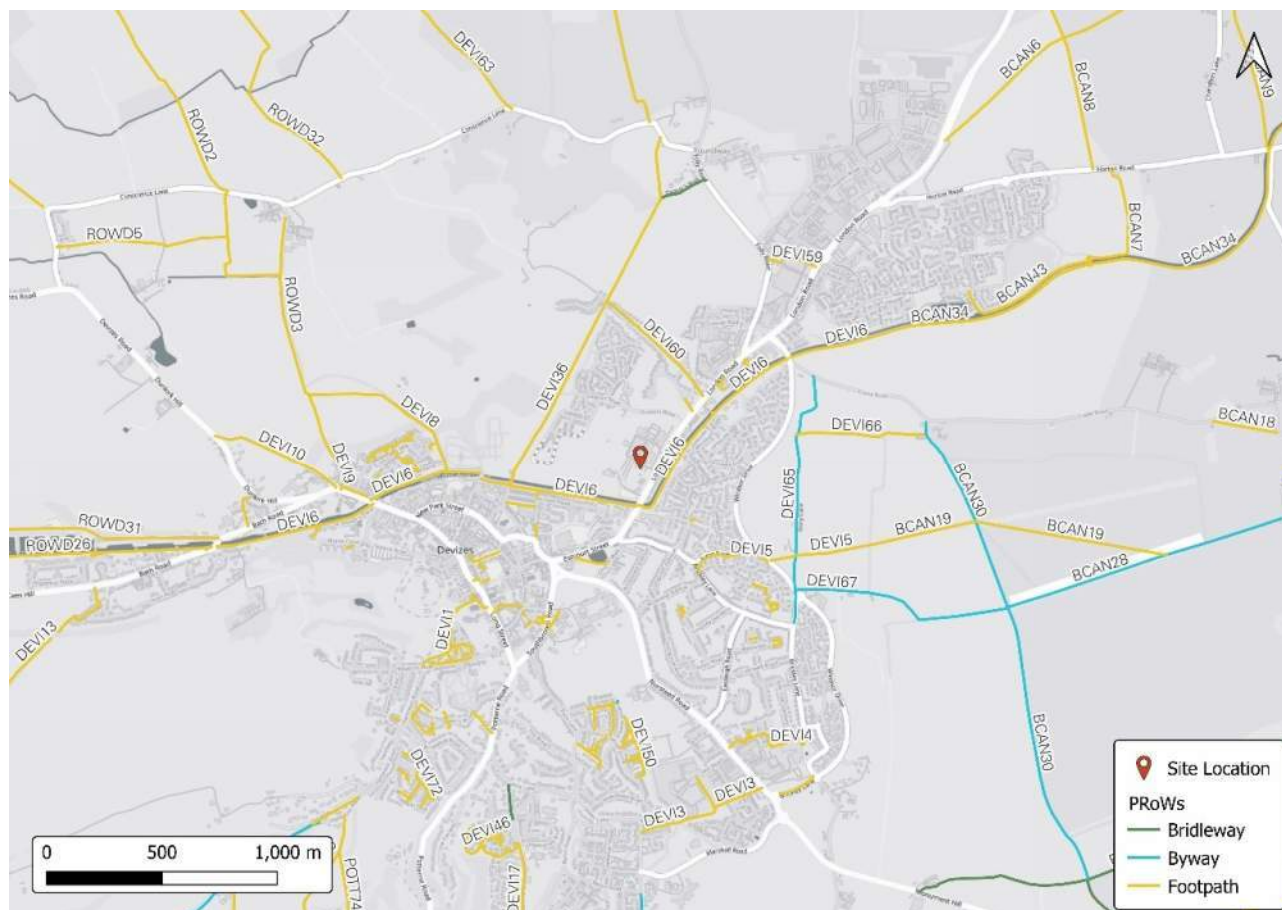


Source: OS Mapping, Ridge and Partners LLP

3.2. Public Rights of Way

- 3.2.1. **Figure 3** shows the local Public Rights of Way (PRoWs). PROW Dev160 runs to the north of the site along Roundway Park. This in turn connects to PROW Dev136 at Quakers Walk linking south to Devizes town centre and north to Folly Road and Roundway Business Centre. Quakers Walk can also be accessed at the western end of Quakers Road and offers an alternative traffic free route to Devizes Town Centre.

Figure 3 – PRoWs



Source – Wiltshire Council Public Rights of Way Map (ArcGIS)

3.3. Access by Walking

- 3.3.1. The Institution of Highways and Transport (IHT) guidance document 'Planning for Walking' (April 2015) states that 80% of journeys shorter than 1.6km are made wholly on foot. Furthermore, 26% of journeys that are 1.6km to 3.2km long area also undertaken on foot.
- 3.3.2. The National Travel Survey (NTS) (2021) identifies that walking is a favourable option for short trips, with the average person willing to walk for an average time of 19 minutes. Given the IHT guidance that pedestrians travel at a speed of 1.4m/s, pedestrians are therefore likely to walk to areas within approximately 1.6km of their origin.
- 3.3.3. The NTS also identifies that 80% of all trips under 1.6km are made on foot. These proportions are broadly similar to those put forward in the IHT 'Planning for Walking' document thereby verifying the results. As stated in 'Planning for Walking':

"Most people will only walk if their destination is less than a mile away, so in meters or kilometres 1,600m or 1.6km is the approximate distance that people are prepared to walk."

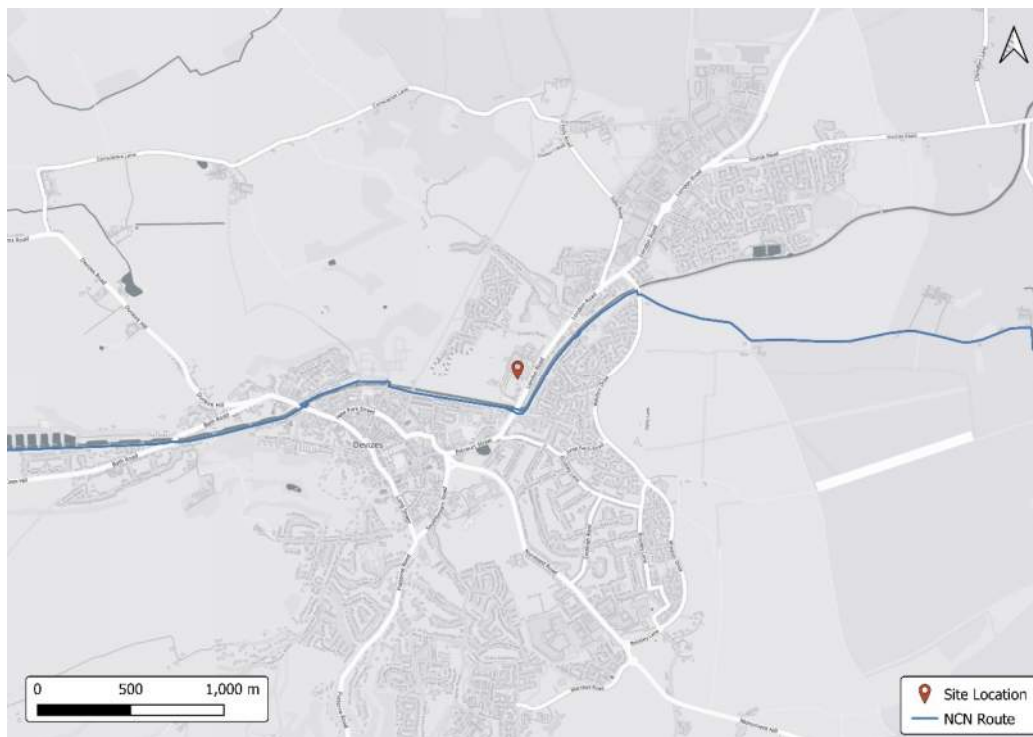
- 3.3.4. The existing walking infrastructure in the area is of a good standard with footways and sections of shared foot and cycleway with street lighting on both sides of the A361 London Road. There are lit shared foot and cycleway on the northern and southern sides of Quakers Road.
- 3.3.5. The Site lies 1.1km away from Devizes town Centre, equating to a 12-minute walk. Bus stops are accessible on London Road within a 3-minute walk north of the Site.
- 3.3.6. Approximately 110m north of the junction of Quakers Road and London Road (A361) there is a signalised pedestrian crossing.

3.4. Access by Cycling

- 3.4.1. The Institution of Highways and Transport (IHT) guidance document 'Planning for Cycling' (October 2015) states the majority of cycling trips are for short distances, with 80% being less than 8km and with 40% being less than 3.2km. However, the majority of trips by all modes are also short distances (67% are less than 8km, and 38% are less than 3.2km). The bicycle is therefore a potential mode for many of these trips.
- 3.4.2. Cycle Infrastructure Design LTN 1/20 states that, "two out of every three personal trips are less than five miles in length - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."
- 3.4.3. The NTS 2021 identifies that cycling is a favourable option for short trips, with the average person willing to cycle for an average time of 26 minutes. Local Transport Note 1/20 'Cycle Infrastructure Design' states that urban cycling speed averages between 10 and 15mph (16 to 24 kph) but vary depending on gradient.
- 3.4.4. It is therefore considered that 16kph is an appropriate average travel speed, given time spent negotiating road junctions, traffic etc. while cycling. It is therefore considered that the average person is willing to cycle an average of 6.9km (26 minutes).
- 3.4.5. A 6km cycle from the Site would easily take you to Cain Hill Marina to the west, to the villages of Heddington and Bishops Canning to the north, the village of All Cannings to the east and the village of Freith to the south. It is worth noting that all of Devizes falls within an 3km cycle of the Site. Therefore, cycling offers the potential to substitute for short car trips locally.
- 3.4.6. The following cycle facilities are currently provided within the HQ Site:
 - 2 bike storage sheds, one with 24 cycle parking spaces and one with 8 spaces; and
 - Lockers and showers for staff.
- 3.4.7. In terms of local cycle routes, on Quakers Road there are shared cycle footways on both sides of the carriageway. On London Road there are on-road cycleways on both sides of the carriageway, running approximately 300m south of the junction with Quakers Road and up to the junction with Windsor Drive northbound. Route 4 of the National Cycle Network runs canal side towards Melksham. This is a long-distance route between London and Fishguard via Bristol. PROW Dev136 also runs to the west of the Site, linking to Devizes Town Centre.

- 3.4.8. Devizes Town Centre is within a 1km cycle from the Site, equating to a 4-minute cycle. The whole of Devizes is accessible within 2km equating to an 8-minute cycle. Devizes' existing cycle network links the town centre to most suburban areas and community facilities, including local primary and secondary Schools, the Devizes Community Hospital and Devizes Leisure Centre, as shown in **Figure 4**.

Figure 4 – Local Cycle Network



Source: Ridge and Partners GIS

3.5. Access to Local Facilities

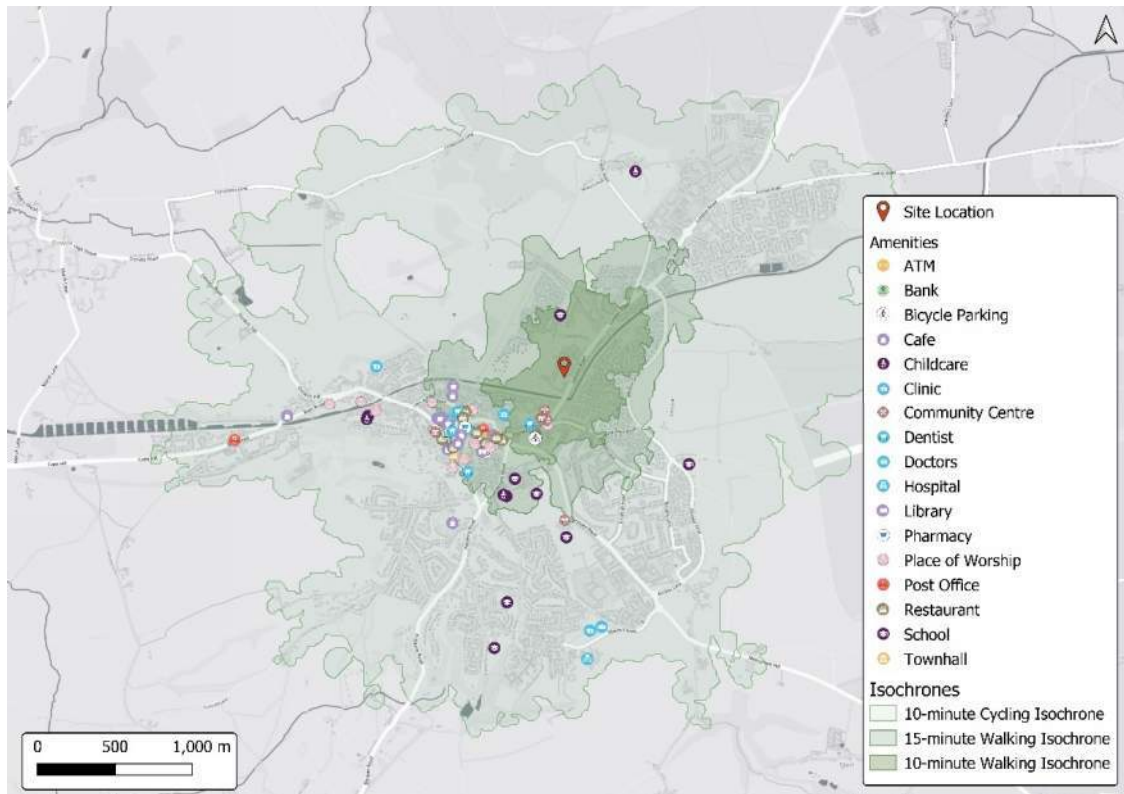
- 3.5.1. **Figure 5** (overleaf) details the facilities within a 10 and 15-minute walk, and a 10-minute cycle of the Site.
- 3.5.2. The figure shows that a range of facilities are available in the surrounding area, including St James community centre, Ferndale Dental and Implant Clinic, Morrisons, Boots Pharmacy, Trinity Primary School, and South Hills Nursey Trinity. within a 15-minute walk.

3.6. Public Transport – Bus

The HQ Site is located within 250m of bus stops on London Road which are to the northeast of the Site, as shown in **Figure 6**. These stops (Police HQ stop) are provided with shelters, seating and timetable information.

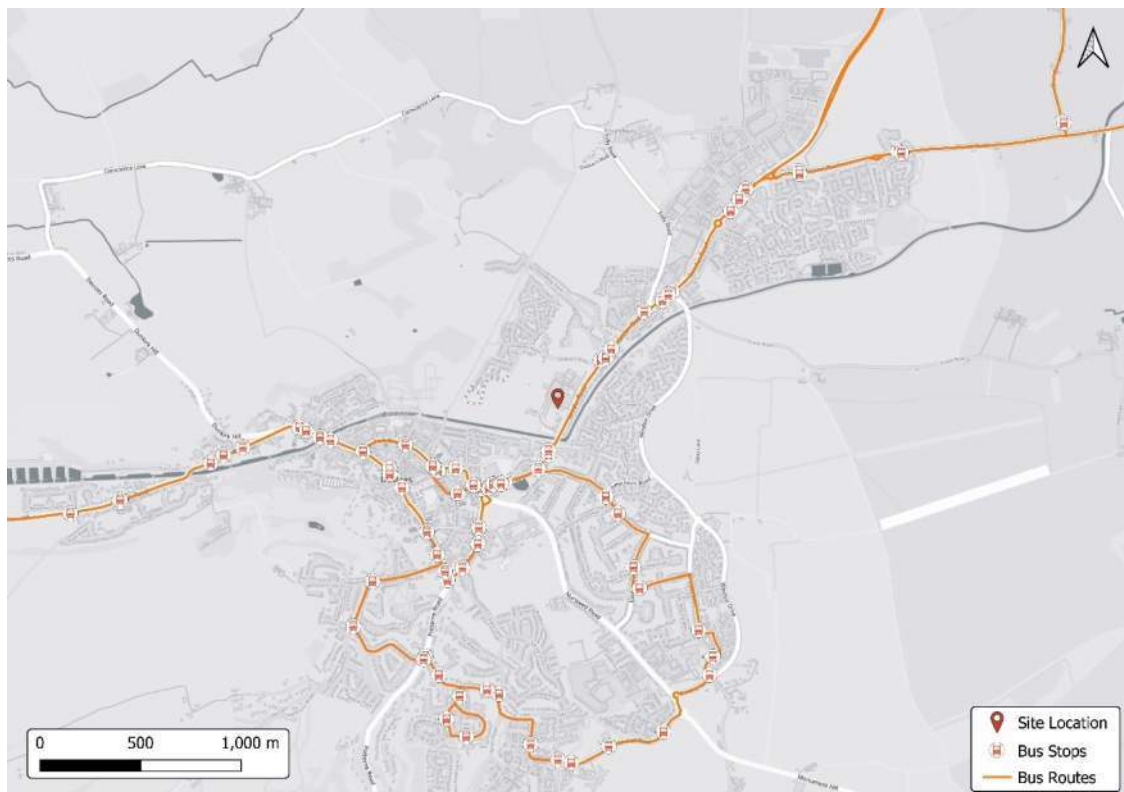
- 3.6.1. Further bus stops can be found northwest of the Site on Keepers Road circa 170m from the proposed access on Quakers Road and approximately 280m southwest of the current access at Canal Bridge. The bus services from the local stops are summarised in **Table 1**.
- 3.6.2. Footways with street lighting are present along the pedestrian routes between the HQ Site and these bus stops, enabling safe access between the two.

Figure 5 – 10 and 15-minute walking, and 10-minute cycle isochrones



Source: Ridge and Partners GIS

Figure 6 – Bus Stops and Route



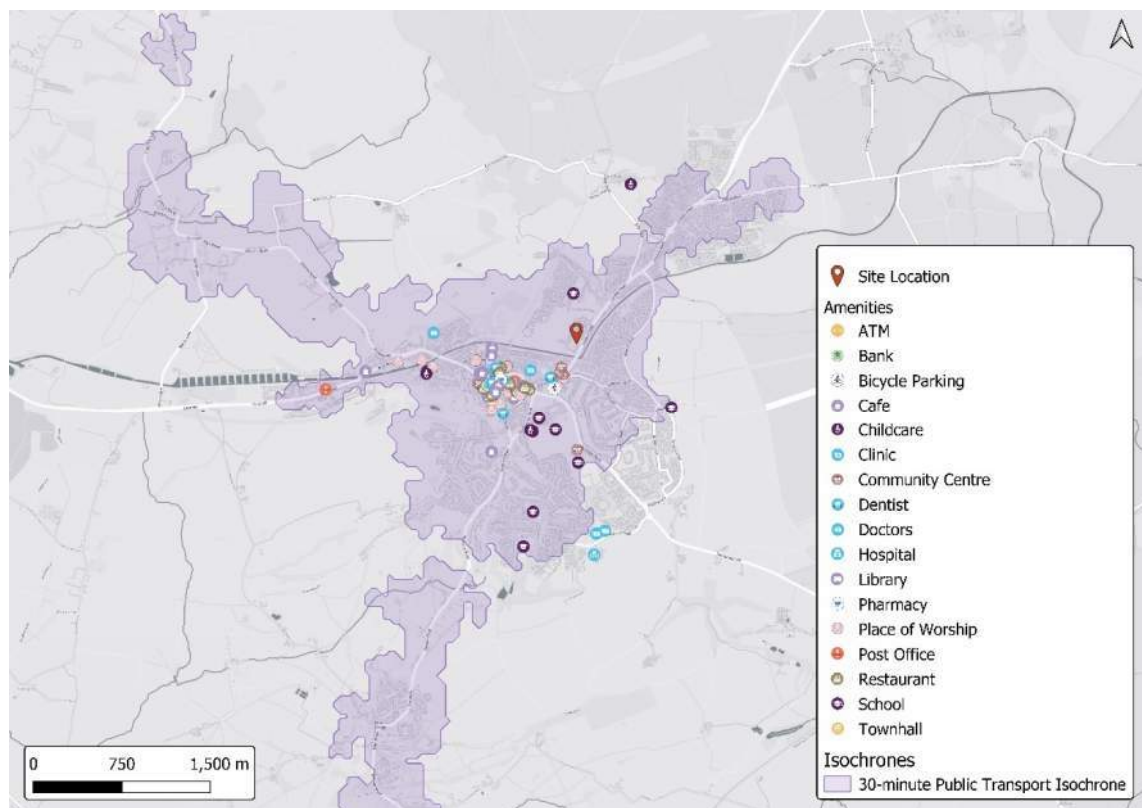
Source: Ridge and Partners GIS

Table 1 – Bus Services from Devizes Police HQ bus stop

Bus Service	Route	Approximate Frequency	Provider
100	Marlborough - Devizes	Twice daily (weekdays)	Sailsburys Reds
101	Pewsey - Devizes	Three times daily (weekdays)	Sailsburys Reds
1C	Devizes Centre – Marina Meadows – Devizes Centre	Once daily (weekdays) Runs more frequently from the Pelican bus stop	Fare Saver
2	Devizes - Salisbury	Once daily (weekdays) Runs more frequently from Roundway Park Bus Stop	Sailsburys Reds
273	Bath – Box – Melksham - Devizes	Four times daily (weekdays and Saturday), hourly on Sundays	Fare Saver
49	Swindon - Devizes	30-minutes (weekdays and Saturdays), hourly on Sundays	Stagecoach West

3.6.3. **Figure 7** shows facilities accessible within a 30-minute public transport journey.

Figure 7 – 30-minute public transport isochrone



Source: Ridge and Partners GIS

3.7. Public Transport – National Rail

- 3.7.1. The closest national rail station to Devizes is Melksham which is approximately 15 km west of the Site. The station is served by Great Western Railway with a two hourly service to Southampton and Cheltenham. Melksham station has a car park with 10 spaces and 8 cycle parking space on platform 1. The station has ticket machines, shops and other basic facilities.
- 3.7.2. The services from Melksham Station are provided in **Table 2**.

Table 2 – GWR Services at Melksham Station

Destination	Approximate Frequency	Approximate Journey Time
Bath Spa	Hourly	50-minutes (1 change at Chippenham)
Bristol	Hourly	1 hour (1 change at Chippenham)
Westbury	Every 2-hours	20-minutes
Swindon	Every 2-hours	30-minutes
Salisbury	Every 2-hours	1 hour (1 change at Westbury)
Southampton	Every 2-hours	1 hour 39-minutes (1 change at Westbury)

- 3.7.3. The next closest railway station is Pewsey Station is located 17km east of the Site. The station is also served by Great Western Railway on the Berks and Hants mainline between Reading and Taunton providing access to London Paddington and Exeter St Davids. At Pewsey Station there is a car park with 115 spaces and bike storage for 20 bikes.
- 3.7.4. Further National Rail services can be accessed at Swindon Station via the number 49 bus or at Salisbury Station via the number 2 bus.

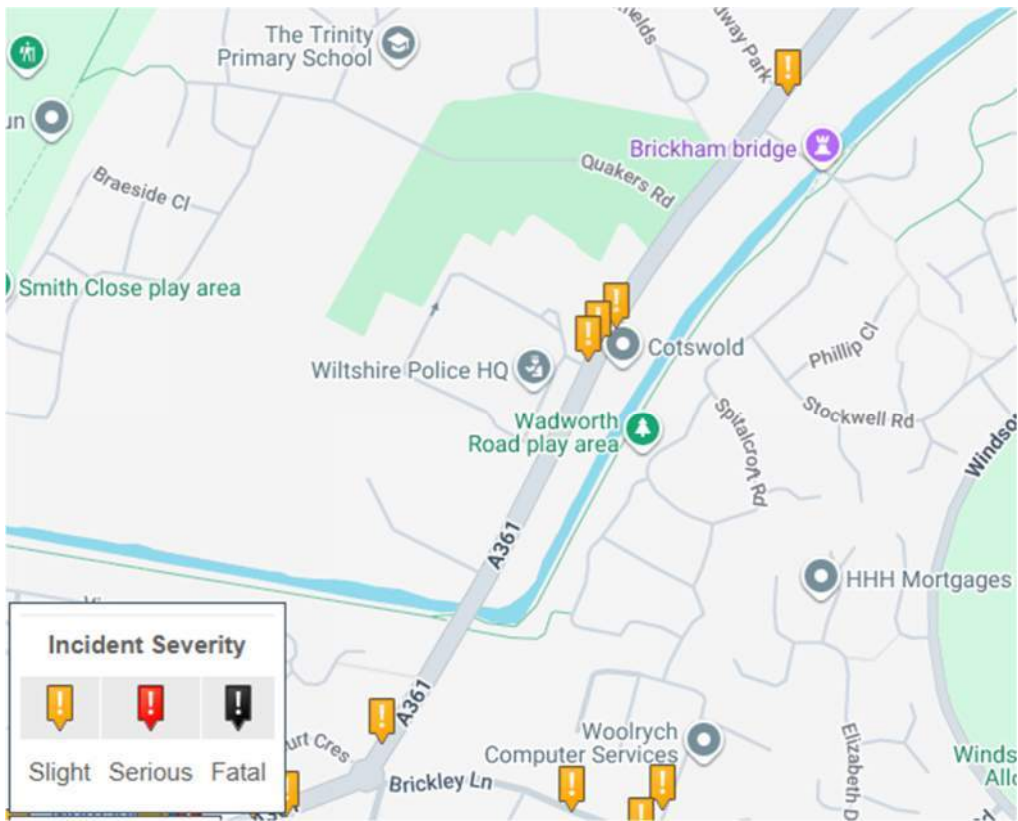
3.8. Local Highway Network

- 3.8.1. A361 London Road is a two-way single carriageway road circa 8.5m wide subject to a 30mph speed limit. Cycleways and footways are present on both sides of the carriageway. It connects to the A342 and A360 to the south in Devizes and the A4 to the north in Beckhampton.
- 3.8.2. Quakers Road runs to the north of the site, subject to a 30mph speed limit. This reduces to 20mph to the west of the site. It provides access to residential properties. Quakers Road is circa 5.5m wide with footways present on both sides of the carriageway circa 3.5m wide for pedestrian and cyclist use.

3.9. Highway Accident Review

- 3.9.1. Highway accident collision data for the most recent 5-year period (2019-2023) around the Site is illustrated in **Figure 8** (overleaf). This shows that 3 slight accidents have occurred on London Road outside the Site, of these one accident involved a pedal cycle.

Figure 8 – Collision Data



Source: CrashMap

4. DEVELOPMENT PROPOSALS

4.1. Overview

- 4.1.1. This section outlines the development proposals regarding the emergency access onto Quakers Road.
- 4.1.2. From a transport planning perspective, the application is straightforward in that it simply proposes an emergency access on the northeast corner of the Site. This emergency access is proposed to be used if the existing accesses on London Road were to be blocked, so that access can be maintained to the HQ Site. Operationally the HQ Site serves the whole county with a number of specialist police units based there.
- 4.1.3. The application is for operational flexibility following a review of the HQ Site and as part of the wider emerging Masterplan for the Site and alignment with further police strategy for Wiltshire.
- 4.1.4. The emergency access proposals align with the wider aspirations for the HQ Site and emerging Masterplan which includes an access on Quakers Road. This emergency access has been designed in such a way that it could be amended to provide a permanent access at a later date. Quakers Road and supporting foot and cycleways are adopted highway.

4.2. Access Strategy

- 4.2.1. The existing primary accesses junctions on London Road are for all modes as set out above. These will continue to be used on a day to day basis.
- 4.2.2. However, following a strategic review and as part of the future police need for Wiltshire it has been concluded that there is no operational flexibility at the Site should the main accesses points on London Road become blocked. For that reason, the Client team have asked the project team to progress an application for an emergency access onto Quakers Road. This access would only be used in an emergency situation if the accesses on London Road were to be blocked. An assessment on this basis has been undertaken in the following section of this report.
- 4.2.3. The emergency access proposals are as follows and as illustrated in **Figure 9** (overleaf) and provided in full in **Appendix B**:
 - The bellmouth junction on Quakers Road will be constructed as per standard highway design with asphalt surfacing covering an area of 117m². The area laid out with proper surfacing up to the access gate is sufficient for a vehicle to clear the carriageway on Quakers Road. At the limit of the asphalt surfaced area the HQ Site will be secured by a new vehicle and pedestrian gate. On the eastern side of the access a 1.8m wide footway is provided with a separate pedestrian gate.
 - Within the Site the proposed emergency access will be constructed in Groundtrax Cellpave covering an area on 1,028m² connecting to the existing car park and internal access roads to the south.
 - The proposals for the Site also show areas that will have improved biodiversity net gain, this includes an area along the western boundary and an area for replacement hedging within the new fence line on the eastern side of the access. These areas have been calculated based on the areas of the new emergency access. This area is a total of 1,300m².

Figure 9 – Emergency Access Proposals



Source: Ridge and Partners

- 4.2.4. An example of the Groundtrax Cellpave system is shown in Photo1, it should be noted in this case it is filled with gravel but the proposals for the HQ Site would be that it would be reinforced grass due to the expected infrequent use and existing use of this corner of the Site for police dog training.

Photo 1 – Groundtrax Cellpave Access Track Example



Source: Ridge and Partners

- 4.2.5. A visibility splay drawing of the proposed emergency access is provided in Drawing 5018779-RDG-XX-XX-XX-0001 provided in **Appendix B**.
- 4.2.6. Vehicle swept path analysis for a Rigid HGV and a Box Van which are expected to be worst case scenario vehicles is provided in Drawings 5018779-RDG-XX-XX-XX-2200 and 5018779-RDG-XX-XX-XX-2201 also provided in **Appendix B**.

4.3. Other Considerations

- 4.3.1. It should also be noted that Wiltshire Council are currently consulting on and promoting an Active Travel Route proposal along London Road to improve cycle and pedestrian links with Devizes Town Centre. These proposals as they stand include Copenhagen Crossings for pedestrians and cyclists over both the existing HQ accesses on to London Road.
- 4.3.2. As both these existing accesses are currently used by Wiltshire Police for emergency response here is a potential for conflict between this initiative both in terms of public safety and the potential impact on response times. This potential issue will need to be carefully managed by Wiltshire Council working with Wiltshire Police and the PCC.
- 4.3.3. The addition of the proposed emergency access on to Quakers Road may longer term assist with managing changes to the existing accesses on London Road, in that it will offer an alternative route with a safer junction arrangement (set back pedestrian and cycle crossing) which would be more visible to all users under blue light response situations.
- 4.3.4. As Wiltshire Council will be aware, on behalf of Wiltshire Police and the PCC, Ridge submitted a formal consultation response on these proposals on the 3rd of September 2025 indicating that consideration may wish to be given by Wiltshire Council to an alternative route via Quakers Walk rather than improving this section of London Road.

5. TRANSPORT DEMAND ASSESSMENT

5.1. Methodology

- 5.1.1. This section of the Transport Statement sets out the transport demand assessment for the Site based on the proposed emergency access being used if the existing primary accesses are blocked.
- 5.1.2. Therefore, this section sets out the current use of the Site including 2023 traffic surveys collected to inform the HQ Masterplan and how this primary data has been used to assess the operation of the emergency access in a future year scenario once it is operational and in use.
- 5.1.3. It should be noted that the access is for temporary emergency use, and it will be gated to stop general access. The route to the access junction through the Site will be constructed of reinforced grass mesh which will not be suitable for general traffic or daily use only light emergency use.

5.2. Traffic Surveys

- 5.2.1. Traffic Surveys were commissioned by Ridge and Partners from an independent survey company at the following junctions:
- London Road / Police HQ Entry Junction
 - London Road / Police HQ Exit Junction
 - London Road / Quakers Road Junction
- 5.2.2. These surveys were undertaken on Tuesday the 13th of June 2023.
- 5.2.3. In addition, the following traffic survey was undertaken for the former Borough Police Station at Wharf Street in November 2023. This local police function has since moved to the HQ Site and has been added to the base flows for 2025 to ensure all current Site uses are captured in the Baseline.
- 5.2.4. The Wharf Street Borough Police Station Surveys were undertaken between the 7th of November and 13th of November 2023 prior to the Site being vacated in early 2025.

5.3. Assessment Years and Scenarios

- 5.3.1. It is proposed to undertake the following scenarios and how these have been set up and assessed is detailed further in this section:
- 2025 Scenario (Base) – created using 2023 traffic surveys with TEMPRO growth factors to 2025; and
 - 2030 Scenario (+5 years, operational) – created using the 2023 traffic flows with TEMPRO Growth factors to 2030;

5.4. Scope of Assessment

- 5.4.1. The junctions to be assessed are:
- Existing Site Access / London Road Junction (Site Exit)
 - Proposed Emergency Access / Quakers Road Junction; and
 - Quakers Road / London Road Junction

5.5. TEMPRO Growth Factors

- 5.5.1. In order to growth the 2023 traffic survey flows to 2025 and 2030 to create the base and future year scenarios, TEMPRO growth factors have been used to account for local growth on the highway network. The TEMPro v8.1 Growth Factors for Devises applied to establish the future base traffic are detailed in **Table 3**.

Table 3: TEMPro Growth Factors

	AM Peak (08:00 – 10:00)	PM Peak (17:00 – 18:00)
2025	1.009918	1.009967
2030	1.065548	1.066209

5.6. Committed Development

- 5.6.1. Local committed development has been included at the Parkfield Site which is currently being built out on the north side of Quakers Road. The agreed vehicle trips from planning application 21/02477/OUT as per Figure 10 of the Ridge and Partners submitted Transport Assessment have been including in the assessments for 2030.

5.7. Priority Junction Modelling Software

- 5.7.1. The traffic impact assessment of the priority junctions and roundabout on the local network junctions has been undertaken using Transport Research Laboratory's (TRL) ARCADY and PICADY computer modelling software, within the JUNCTIONS 10 package.
- 5.7.2. Assessments have been undertaken for the AM (08:00-09:00) and PM (17:00-18:00) peak period using the 'ONE HOUR' method for inputting traffic flows. The results of the modelling are expressed in RFC (Ratio of Flow to Capacity), Delays and Queue Lengths (PCU's).
- 5.7.3. Each software forecasts the overall available capacity at junctions by outputting the junction's Ratio of Flow to Capacity (RFC). The model outputs an RFC for each arm / traffic movement to consider how the junction may operate.
- 5.7.4. This figure ranges from 0.00 to 1.00, with 1.00 identifying that the traffic movement along the junction's arm is forecast to operate at capacity. The theoretical capacity for a junction's arm is identified as an RFC of 0.85, where queuing and delay will likely be low. In instances where RFCs are between 0.86 and 0.99, queuing and delay are likely to be exhibited at the junction but will still operate within capacity and appropriately accommodate traffic movements.

5.8. Existing Site Access / London Road Junction

- 5.8.1. A PICADY model of the Existing Site Access and the London Road junction was developed to show the existing operation of the Police HQ Site for the AM (08:00 – 09:00) and PM (17:00 – 18:00) peaks for the scenarios set out in Section 5.3 above. This junction has been provided for completeness to show the established baseline position.
- 5.8.2. A summary of results is provided in **Table 4** with the detail report in **Appendix C**.

Table 4: Existing Site Access / London Road Junction

Approach Name	AM (08:00 to 09:00)			PM (17:00 to 18:00)		
	RFC	Delay (PCU)	Queue (MMQ)	RFC	Delay (PCU)	Queue (MMQ)
2025 Baseline						
HQ Exit Left	0.24	11.50	0.3	0.21	11.06	0.3
HQ Exit Right	0.67	58.26	1.9	0.47	34.46	0.9
London Road North	0.48	7.25	2.2	0.21	4.68	0.7
2030 Reference Case						
HQ Exit Left	0.29	13.27	0.4	0.23	12.05	0.3
HQ Exit Right	0.80	95.93	3.3	0.56	45.39	1.2
London Road North	0.54	8.01	2.8	0.26	4.84	1.0

- 5.8.3. The results in **Table 4** show that the existing junction operates within capacity in all scenarios with an RFC of under 0.85.

5.9. Proposed Emergency Access / Quakers Road Junction

- 5.9.1. A PICADY model of the proposed emergency access on Quakers Road has been developed to assess the impact of the HQ traffic flows under an emergency scenario with all traffic entering and existing the HQ Site via this access as a worst case assessment. The junction assessment considers the AM (08:00 – 09:00) and PM (17:00 – 18:00) network peaks to provide a robust assessment of the potential impact for the two scenarios set out in Section 5.3 above.

- 5.9.2. A summary of results is provided in **Table 5** with the detail report in **Appendix D**.

Table 5: Proposed Emergency Access / Quakers Road Junction

Approach Name	AM (08:00 to 09:00)			PM (17:00 to 18:00)		
	RFC	Delay (PCU)	Queue (MMQ)	RFC	Delay (PCU)	Queue (MMQ)
2025 Baseline						
Emergency Access Exit	0.5	8.38	0.0	0.25	9.73	0.3
Quakers Road – Eastbound (right-turn)	0.00	0.00	0.0	0.00	0.00	0.0
2030 Reference Case						
Emergency Access Exit	0.5	8.46	0.0	0.25	9.73	0.3
Quakers Road – Eastbound (right-turn)	0.00	0.00	0.0	0.00	0.00	0.0

- 5.9.3. The results in **Table 5** show that the junction operates within capacity in all scenarios with an RFC of under 0.85. On this basis, there is no material impact in this location if this access is in full operation under an emergency scenario.

5.10. Quakers Road / London Road Junction

- 5.10.1. Given the proposed emergency access on Quakers Road would access the wider highway network on London Road to the north of the existing accesses, a PICADY model of the Quakers Road / London Road junction has also been undertaken. This model is based on that previously agreed by Wiltshire Council for the 21/02477/OUT Parkfield planning application in 2021. The junction assessment considers the AM (08:00 – 09:00) and PM (17:00 – 18:00) network peaks to provide a robust assessment of the potential impact for the two scenarios set out in Section 5.3 above.
- 5.10.2. A summary of results is provided in **Table 6** with the detail report in **Appendix E**.

Table 6: Quakers Road / London Road Junction

Approach Name	AM (08:00 to 09:00)			PM (17:00 to 18:00)		
	RFC	Delay (PCU)	Queue (MMQ)	RFC	Delay (PCU)	Queue (MMQ)
2025 Baseline						
Quakers Road Left Out (NB)	0.01	6.60	0.0	0.12	8.09	0.1
Quakers Road Right Out (SB)	0.05	15.61	0.1	0.24	18.15	0.3
London Road North Right Inbound to Quakers Road	0.01	6.46	0.0	0.00	6.67	0.0
2030 Reference Case						
Quakers Road Left Out (NB)	0.01	6.74	0.0	0.12	8.34	0.1
Quakers Road Right Out (SB)	0.06	16.75	0.1	0.25	19.85	0.3
London Road North Right Inbound to Quakers Road	0.01	6.59	0.0	0.00	6.82	0.0

- 5.10.3. The results in **Table 6** show that the junction operates well within capacity in the existing 2025 Base scenario and in a 2030 scenario with growth and the police traffic added if using the emergency access. The model results for all scenarios show an RFC well under 0.85. On this basis, there is no material impact in this location if this access is in full operation under an emergency scenario.

5.11. Transport Impact Summary

- 5.11.1. The junction modelling exercises set out above for the three junctions show that all junctions will operate within capacity in the 2025 and 2030 scenarios. Therefore, it is not considered that the proposal for an emergency access will have a discernible impact on the local highway network.

6. SUMMARY AND CONCLUSIONS

6.1. Summary

- 6.1.1. Wiltshire Police have commissioned Ridge & Partners LLP to provide transport planning consultancy services to support a submission of a planning application for an emergency access as the Wiltshire Police HQ Site on London Road in Devizes. The emergency access would be provided on the northeast corner of the Site on Quakers Road and would be gated to stop general use.
- 6.1.2. The Site is in a sustainable location, and in employment use as the Police Head Quarters for the county. It is located within walking distance of Devizes Town Centre and close to public bus services on London Road.
- 6.1.3. A 6km cycle from the Site would easily take you to Cain Hill Marina to the west, to the villages of Heddington and Bishops Canning to the north, the village of All Cannings to the east and the village of Freith to the south. It is worth noting that all of Devizes falls within an 3km cycle of the Site. Therefore, cycling offers the potential to substitute for short car trips locally.
- 6.1.4. The existing bus stops on London Road are within easy walking distance of the Site and are served by several local bus routes connecting to Marlborough, Pewsey, Sailsbury, Bath, Melksham and Swindon. Four of these routes provided access to the National Rail network at Pewsey Station, Melksham Station, Bath Spa Railway Station, Swindon Railway Station and Sailsbury Railway Station.
- 6.1.5. The proposed development is for the provision of an emergency access in the form of a formal bellmouth junction with Quakers Road and a Groundtrax Cellpave route from the security gate to connect into an existing car park within the Site. Alongside the proposals for the route is an area for Biodiversity Net Gain to replace the area effected by the proposals. There will be minimal physical works given that most of the emergency route will be the temporary Groundtrax Cellpave construction being a reinforced grass route which will allow the area in question to still be used for police dog training.
- 6.1.6. Ridge and Partners LLP commissioned traffic surveys in June 2023 for the HQ Site and November 2023 for the Devizes Borough Police Station Site. These two sets of surveys have been used to create a 2023 baseline which has been factored up with TEMPRO growth rates to provide a current 2025 base and a plus five year future scenario. The Devizes Borough Police Station now operates from the HQ Site hence it being included in the 2025 base year and 20230 future year flows in this location.
- 6.1.7. For robustness, the consented Parkfields development on Quakers Road has been included as committed development alongside TEMPRO Growth.
- 6.1.8. The following junctions has been assessed in this report:
 - Existing Site Access / London Road Junction (Site Exit)
 - Proposed Emergency Access / Quakers Road Junction; and
 - Quakers Road / London Road Junction

- 6.1.9. All three junctions evaluated work well within capacity returning an RFC of less than 0.85 in all scenarios evaluated including with the emergency access in operation. On that basis there is no discernible highway impact if the emergency junction is in operation.

6.2. Conclusions

- 6.2.1. The proposals are for an emergency access only and the HQ Site has an established use as the Wiltshire Police headquarters serving the whole county. These proposals are about making the Site fit for purpose in terms of future policing needs and aligning with the emerging Masterplan to improve the Site in the future. There is an operational need for the emergency access as the Site stands now, hence this planning application.
- 6.2.2. The Site is accessible by public transport, being served by local bus services and is within walking and cycling distance of Devizes Town Centre, local facilities and public transport services. This means that employees and visitors have sustainable travel alternatives to private car journeys.
- 6.2.3. The junction assessments undertaken assuming the emergency junction is in use show that there is no discernible impact and that there is sufficient highway capacity to accommodate the police traffic in the scenario that the emergency access is in use. Thus, the impact of the emergency access is de minimis and safe and suitable access can be achieved by these proposals.
- 6.2.4. Therefore, it is concluded that in transport and highway terms the development proposal for an emergency access is acceptable given that safe and suitable access can be achieved, and the proposals have a negligible highway impact.



APPENDIX A: HQ PRE-APPLICATION RESPONSE

From: James, Jonathan
Sent: Friday, May 10, 2024 4:27 PM
To: NEAGLE Oliver
Subject: [EXTERNAL] RE: ENQ/2024/00317 - Wiltshire Police HQ - Devizes - Pre-app

Oliver

Slightly delayed in providing and the full response to follow, however, please find attached response we have received on the scheme thus far:

WC Public Protection – “Please see attached our standard Pre-Application advice which you may wish to forward to the applicant.”

WC Public Open Space – “no requirement for open space on a development of this type.”

WC Arboriculture Officer – No objection - “There is no Arboricultural objection to the development in principle as the Arboricultural report prepared by WTC and dated February 2024 demonstrates that the retained trees on site have been sufficiently considered and appropriate protection is proposed, however T1 and T2 require the implementation of the cellular confinement system within their RPAs where the parking is proposed, and the report needs to be revised to reflect this.

All Arboricultural reports and planned are to be submitted and approved during the Full planning stage.”

WC Highways – No comment – “Reference to DfT Guidance on Transport Assessment should be omitted

Absence of an existing Staff Travel Plan given employment levels will need to be addressed. Framework Travel Plan is not sufficient given the extant use and proposed application.

Access strategies will need to be reviewed for movement and understanding of security matters, if any.

The Transport Scoping is generally acceptable for a planning submission document”

WC Archaeologist – “Thank you for your consultation. I would draw your attention to the Archaeological Desk-Based Assessment (ADBA), prepared by Tetra Tech, that has been included in the substantial bundle of supporting documents that have been included with this pre-application enquiry. This ADBA concludes, among other things, that:

‘The proposed site lies within an area of known archaeological potential; however, it should be noted that historic images relating to the construction of the Wiltshire Police Headquarters building in the 1950s/50s depict extensive clearance of the site, as well as the digging of foundations. As a result, it is highly likely that this construction will largely have removed or significantly truncated any archaeological features or deposits that had previously been present towards the southern site area. This construction-related groundwork is not likely to have covered the entire site, and LiDAR imagery suggests that possible field boundaries are present towards the northern boundary.

Archaeological Evaluation and Mitigation

Geophysical survey would provide a rapid assessment of open areas of the site that remain undisturbed by the development of the current buildings, roads, and car parks. A particular focus on areas of undisturbed fields/sports pitches to the north should be undertaken following the comments of the Wiltshire Council Principal Conservation Officer, who has highlighted the potential for relatively well-preserved previously unrecorded archaeological remains in this area.

The results of the geophysical survey may inform the requirement for further trial trenched evaluation. Due to the known archaeological assets within the site boundary location, and the comments and prior requirements of WCAS, further development within the site boundary may be subject to archaeological works. These works may include a requirement for trial trenched evaluation of areas of undisturbed fields to the north, which may lead to further archaeological mitigation. Within the developed area of the HQ campus, archaeological mitigation is likely to include monitoring in the form of Watching Briefs during groundworks.

Archaeological mitigation is best secured by an planning condition that is based upon the results of archaeological evaluation.

Wiltshire Council Consultation

Due to the previous comments issued by both Wiltshire Council Archaeology Service and the Wiltshire Council Principal Conservation Officer, it is recommended that further consultation is undertaken to determine the requirement and suitability of these recommendations for further archaeological and buildings recording work.

It is considered that a secured programme of archaeological investigation, recording and publication would satisfy the NPPF (2021) requirement for the significance of heritage assets to be lost (wholly or in part) to be recorded in a manner proportionate their importance and the impact, and to make this publicly accessible, and would further enable the significance of non-designated heritage assets within the site to be understood and hence balanced against the scale of loss. Assuming appropriate archaeological mitigation is secured, the proposal is also considered to comply with local policy.

Any further archaeological work should be undertaken in accordance with the standards and guidance from the Chartered Institute for Archaeologists, any requirements stipulated by the local authority, and a Written Scheme of Investigation agreed in advance with the WCAS. It is considered that a secured programme of archaeological investigation, recording and publication would satisfy the NPPF (2023) requirement for the significance of heritage assets to be lost (wholly or in part) to be recorded in a manner proportionate their importance and the impact, and to make this publicly accessible, and would further enable the significance of non-designated heritage assets within the site to be understood and hence balanced against the scale of loss. Assuming appropriate archaeological mitigation is secured, the proposal is also considered to comply with local policy.'

I would agree with the ABDA that a geophysical survey of the currently undeveloped parts of the site should be carried out at the earliest available opportunity. Having commented previously on an earlier pre-app in 2020 (20/03461/PREAPP), when I asked for those parts of the site not currently occupied by buildings be made the subject of a trial trench evaluation, I would broadly concur with the suggestion for an evaluation to follow on from the geophysics. However, I should point out that Wiltshire Council Archaeology Service (the WCAS referred to in the above quote) normally require any trial trenching to be carried out prior to the determination of an application and not secured via a condition (as suggested in the ADBA). I would not see any future application on this site as being an exception to this policy.

I would therefore advise the applicant to engage the services of an archaeological contractor in order to carry out the geophysical survey. As stated in the ADBA, this survey and any subsequent evaluation and mitigation works are to be carried out by qualified archaeologists following the standards and guidelines of the Chartered Institute for Archaeologists (CIfA). The costs of all this work would be borne by an applicant."

I trust you will find the above useful.

Kind regards

Jonathan James MA MRTPI
Senior Planning Officer
Development Management

Wiltshire Council

County Hall, Bythesea Road, Trowbridge, BA14 8JN

Tel No: +44 (0)1225 718512

Email: jonathan.james@wiltshire.gov.uk

Web: www.wiltshire.gov.uk

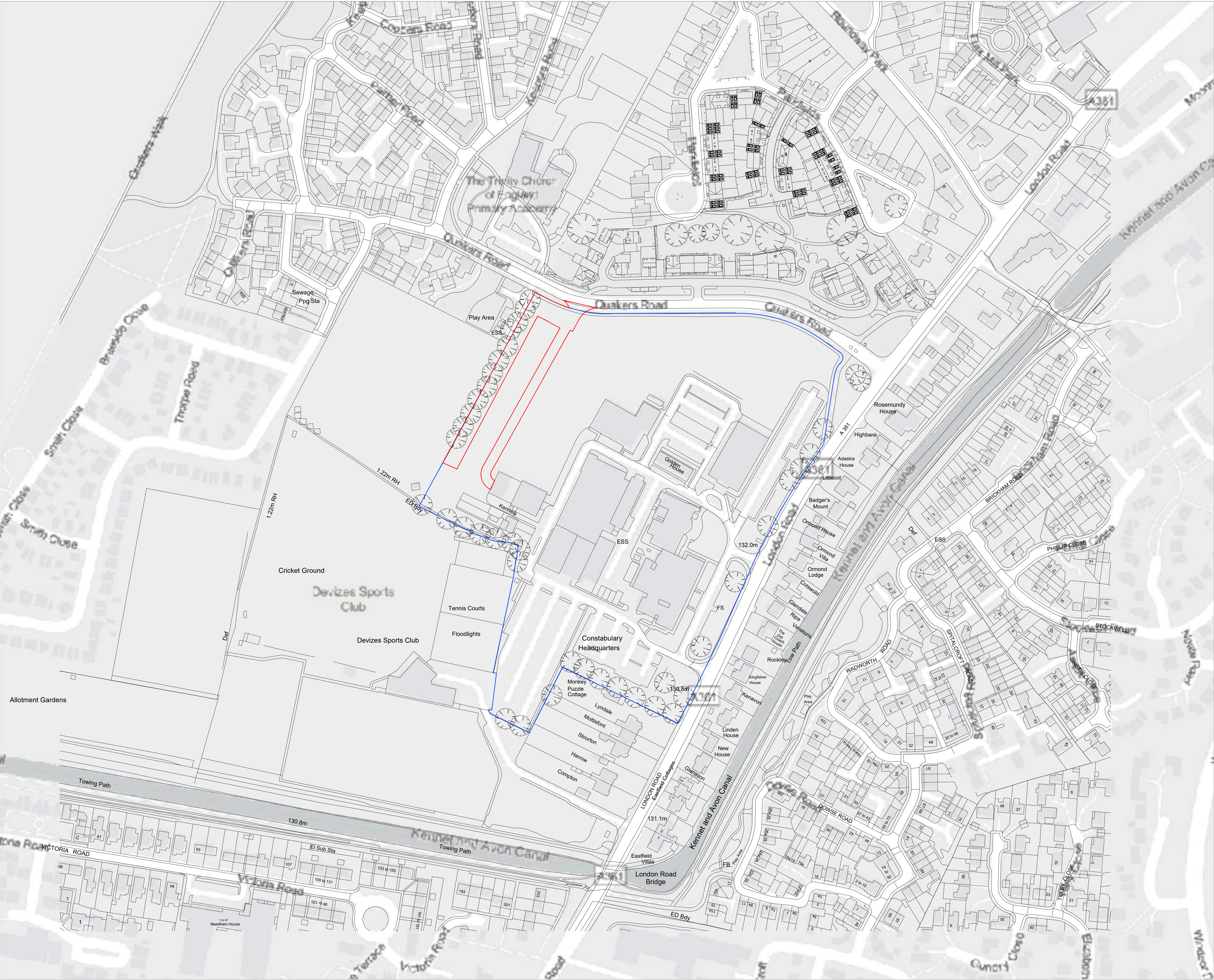
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APPENDIX B: PROPOSED EMERGENCY ACCESS DRAWINGS



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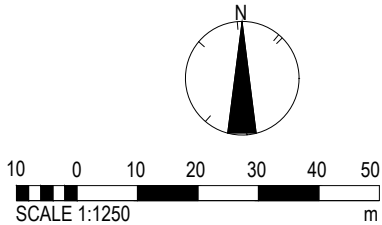
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CDM REGULATIONS 2015

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KEY	
RED LINE BOUNDARY	
BLUE LINE OWNERSHIP BOUNDARY	



P01	FIRST ISSUE	22/09/2025	JT	AB
REV	DESCRIPTION	DATE	BY	CHKD

ORIGINATOR: www.ridge.co.uk

RIDGE

PROJECT NUMBER:5029516

CLIENT:WILTSHIRE POLICE

IN ASSOCIATION WITH:

PROJECT:QUAKERS WAY
VEHICULAR ACCESS

TITLE:LOCATION PLAN

DRAWN BY:JT

CHECKED BY:KW

APPROVED BY:AB

SCALE @ A1:1:1250

DATE OF REVIEW:18/09/2025

ISO 19650 STATUS:

S2 - SUITABLE FOR INFORMATION

DRAWING No:5029516-RDG-ZZ-ZZ-D-C-110003-P01

Location Plan Drawing.dwg

PROJECT:5029516

ORG:RDG

FUNCTION:ZZ

SPATIAL:ZZ

FORM:D

DISCIPLINE:C

NUMBER:110003

REV:P01

INSET A

PROPOSED BELL MOUTH

PROPOSED FRONTIER PITS VEHICULAR
BI-FOLD TERRA GATE
SPECIFICATION TO BE CONFIRMED

FIXINGS AND FOUNDATIONS TO BE
BASED UPON FINAL SPECIFICATION

SECURE FENCE LINE
SPECIFICATION AND EXTENT TO BE
CONFIRMED

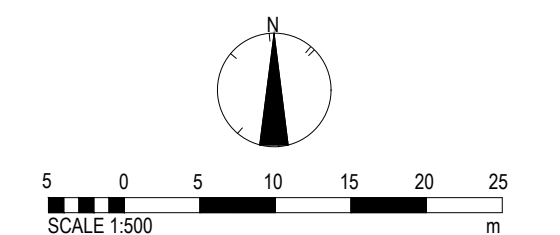
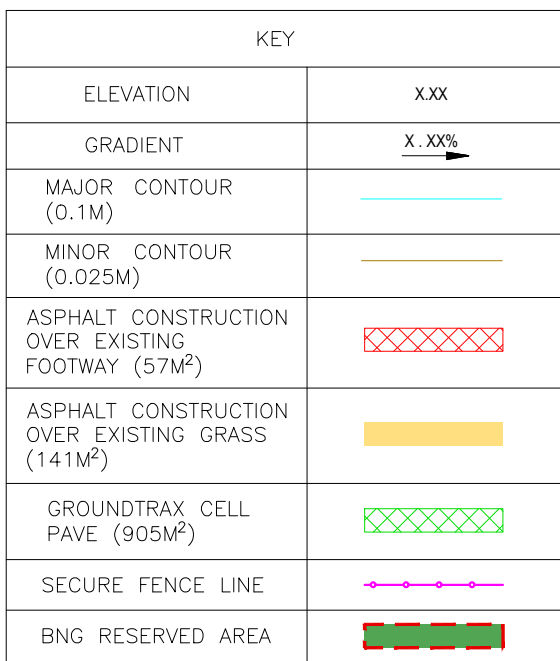
PROPOSED FRONTIER PITS PEDESTRIAN
TERRA GATE
SPECIFICATION TO BE CONFIRMED

FIXINGS AND FOUNDATIONS TO BE
BASED UPON FINAL SPECIFICATION

0.5 0 0.5 1 1.5 2 2
SCALE 1:50 m

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ORIGINATOR: www.ridge.co.uk

PROJECT NUMBER: 5029516

CLIENT

WILTSHIRE POLICE

IN ASSOCIATION WITH

PROJECT:

QUAKERS WAY
VEHICULAR ACCESS

TITLE:

GENERAL ARRANGMENT PLAN

SCALE @ A1: N/A DATE OF REVIEW: 04/05/2025

ISO 19650 STATUS:

S2 - SUITABLE FOR INFORMATION

DRAWING No: 5029516-RDG-ZZ-ZZ-D-C-110001-P03 General Arrangement Plan.dwg

PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:	NUMBER:	REV:
5029516	RDG	ZZ	ZZ	D	C	110001	P03

INSET A

AREA TO BE RESERVED FOR BNG
PURPOSES = 1300m²

PLANTING TO BE AS PER
LANDSCAPING DRAWINGS

TEMPORARY EMERGENCY ACCESS TRACK
AREA - GROUNDTRAX CELLPAVE
CONSTRUCTION OR SIMILAR = 905m²



INSET A

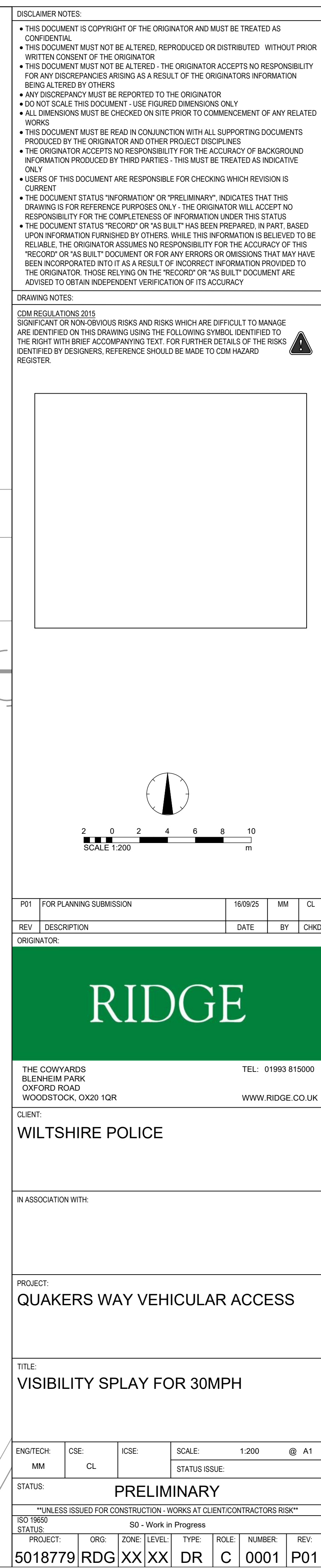
PROPOSED FRONTIER FITS VEHICLE
BI-FOLD TERRA GATE
SPECIFICATION TO BE CONFIRMED

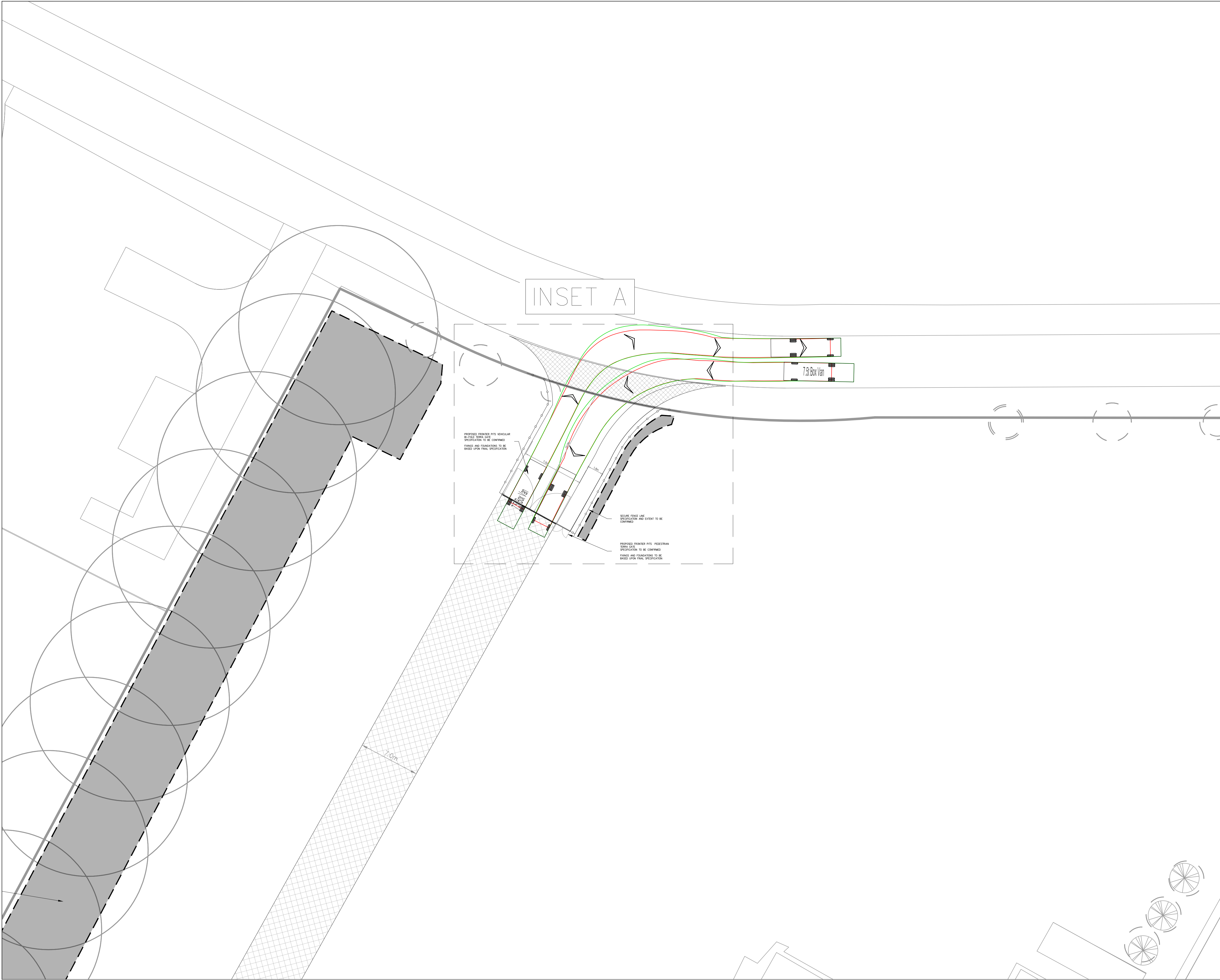
FIBRZG AND FOUNDATIONS TO BE
BASED UPON FINAL SPECIFICATION

SECURE FENCE LINE
SPECIFICATION AND EXTENT TO BE
CONFIRMED

PROPOSED FRONTIER PITS PEDESTRIAN
TERRACE GATE
SPECIFICATION TO BE CONFIRMED

FOUNDINGS AND FOUNDATIONS TO BE
BASED UPON FINAL SPECIFICATION





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DRAWING NOTES:

CDM REGULATIONS 2015

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7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.350m
Min Body Ground Clearance 0.351m
Track Width 2.054m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

2 0 2 4 6 8 10
SCALE 1:200 m

P01	FOR PLANNING SUBMISSION	16/09/25	MM	CL
REV	DESCRIPTION	DATE	BY	CHKD

ORIGINATOR:

RIDGE

THE COWYARDS
BLENHEIM PARK
OXFORD ROAD
WOODSTOCK, OX20 1QR

TEL: 01993 815000
WWW.RIDGE.CO.UK

CLIENT:

WILTSHIRE POLICE

IN ASSOCIATION WITH:

PROJECT:

QUAKERS WAY VEHICULAR ACCESS

TITLE:

BOX VAN TRACKING

ENG/TECH:	CSE:	ICSE:	SCALE:	1:200	@	A1
MM	CL		STATUS ISSUE:			

STATUS:

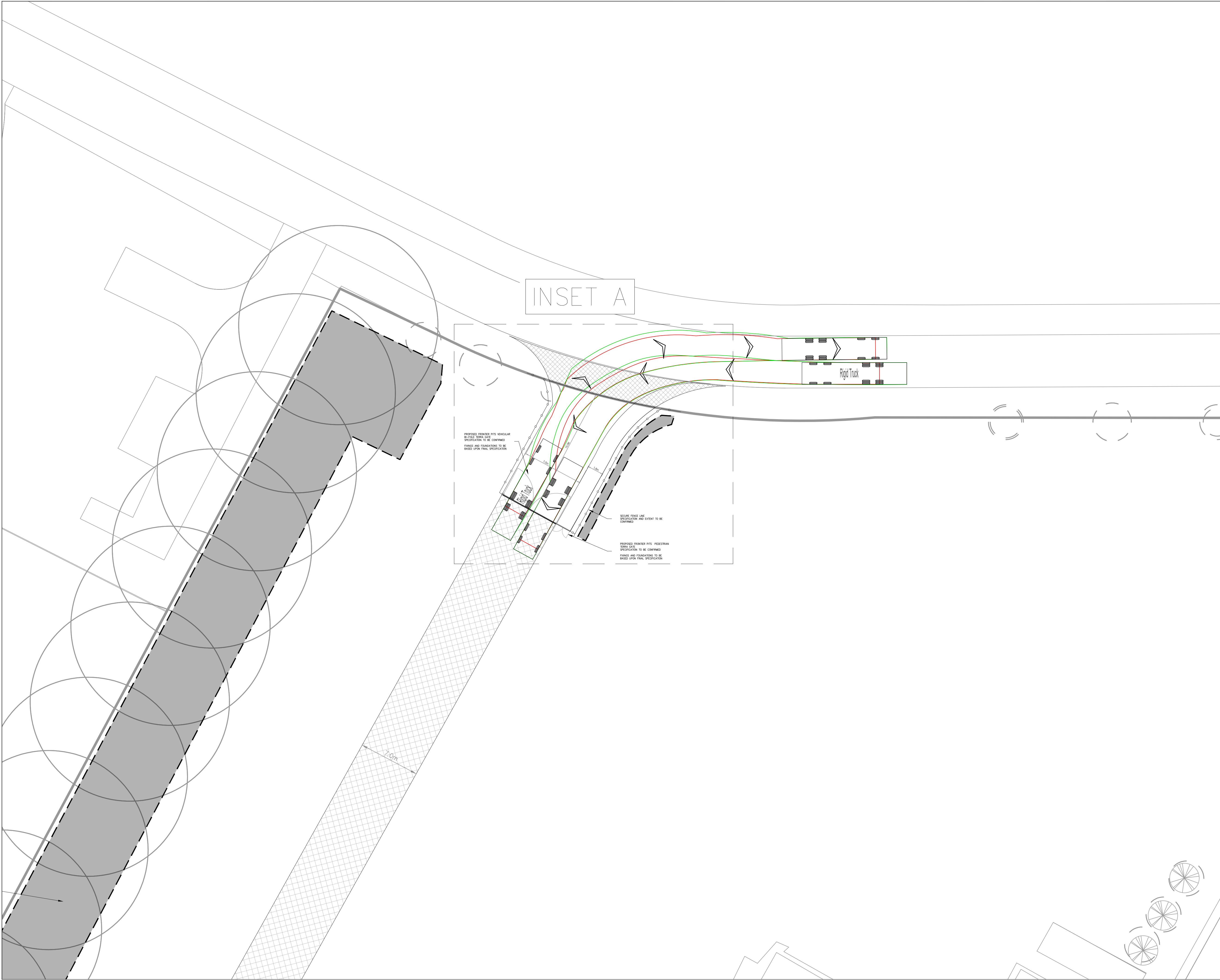
PRELIMINARY

UNLESS ISSUED FOR CONSTRUCTION - WORKS AT CLIENT/CONTRACTORS RISK

ISO 19650

S0 - Work In Progress

PROJECT:	ORG:	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:	REV:
5018779	RDG	XX	XX	DR	C	2200	P01



INSET A

PROPOSED FRONTIER PITS VEHICULAR
BUTTED TURN GATE
SPECIFICATION TO BE CONFIRMED
FENCES AND FOUNDATIONS TO BE
BASED UPON FINAL SPECIFICATION

SECURE FENCE LINE
OCCUPATION AND EXTENT TO BE
CONFIRMED

PROPOSED FRONTIER PITS PEDESTRIAN
TURN GATE
SPECIFICATION TO BE CONFIRMED
FENCES AND FOUNDATIONS TO BE
BASED UPON FINAL SPECIFICATION

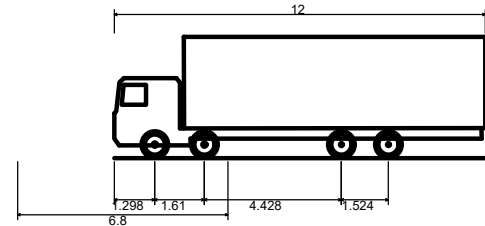
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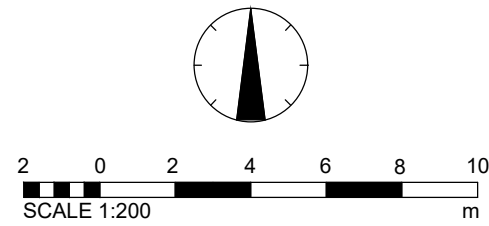
DRAWING NOTES:

CDM REGULATIONS 2015

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Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m



P01	FOR PLANNING SUBMISSION	16/09/25	MM	CL
REV	DESCRIPTION	DATE	BY	CHKD

ORIGINATOR:

THE COWYARDS
BLENHEIM PARK
OXFORD ROAD
WOODSTOCK, OX20 1QR

TEL: 01993 815000
WWW.RIDGE.CO.UK

CLIENT:
WILTSHIRE POLICE

IN ASSOCIATION WITH:

PROJECT:
QUAKERS WAY VEHICULAR ACCESS

TITLE:
RIGID TRUCK TRACKING

ENG/TECH:	CSE:	ICSE:	SCALE:	1:200	@	A1
MM	CL		STATUS ISSUE:			
STATUS:						
PRELIMINARY						
UNLESS ISSUED FOR CONSTRUCTION - WORKS AT CLIENT/CONTRACTORS RISK						
ISO 19650 S0 - Work In Progress						
STATUS:	PROJECT:	ORG:	ZONE:	LEVEL:	TYPE:	ROLE:
5018779	RDG	XX	XX	DR	C	2201
P01						



APPENDIX C: JUNCTION MODELLING RESULTS

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.1.1.1905									
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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: London Road - Site Access.j10

Path: R:\Reading\Projects\Transport Planning\5018779 - Devizes Police HQ\Transport Planning\Working Documents\Modelling\Junctions10

Report generation date: 15/09/2025 17:37:34

»2025 Baseline, AM

»2025 Baseline, PM

»2030, AM

»2030, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 Baseline									
Stream B-C	D1	0.3	11.50	0.24	B	D2	0.3	11.06	0.21	B
Stream B-A		1.9	58.26	0.67	F		0.9	34.46	0.47	D
Stream C-AB		2.2	7.25	0.48	A		0.7	4.68	0.21	A
	2030									
Stream B-C	D3	0.4	13.27	0.29	B	D4	0.3	12.05	0.23	B
Stream B-A		3.3	95.93	0.80	F		1.2	45.39	0.56	E
Stream C-AB		2.8	8.01	0.54	A		1.0	4.84	0.26	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A361 London Road - Wiltshire Police HQ Egress
Location	Devizes
Site number	002
Date	15/09/2025
Version	P01
Status	For Information
Identifier	
Client	Devizes Police HQ
Jobnumber	5018779
Enumerator	RIDGE\benhouse
Description	

Units

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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2025 Baseline	PM	ONE HOUR	16:45	18:15	15
D3	2030	AM	ONE HOUR	07:45	09:15	15
D4	2030	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Baseline, AM

Data Errors and Warnings

No errors or warnings

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	A361 London Road - Wiltshire Police HQ Egress	T-Junction	Two-way	Two-way	Two-way		5.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.78	A

Arms

Arms

Arm	Name	Description	Arm type
A	A361 London Road		Major
B	Site Access		Minor
C	A361 London Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			150.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.86	3.40	27	34

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	523	0.095	0.241	0.152	0.344
B-C	701	0.107	0.272	-	-
C-B	661	0.256	0.256	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Baseline	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	772	100.000
B		✓	202	100.000
C		✓	794	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	160	612
	B	113	0	89
	C	682	112	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	3	6
	B	3	0	0
	C	4	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.24	11.50	0.3	B
B-A	0.67	58.26	1.9	F
C-AB	0.48	7.25	2.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	522	0.128	66	0.1	7.891	A
B-A	85	294	0.289	83	0.4	17.488	C
C-AB	203	879	0.230	200	0.6	5.489	A
C-A	395			395			
A-B	120			120			
A-C	461			461			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	480	0.167	80	0.2	8.980	A
B-A	102	249	0.408	100	0.7	24.805	C
C-AB	297	933	0.318	295	1.0	5.874	A
C-A	417			417			
A-B	144			144			
A-C	550			550			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	414	0.237	98	0.3	11.352	B
B-A	124	187	0.665	120	1.8	52.430	F
C-AB	487	1011	0.481	482	2.1	7.117	A
C-A	388			388			
A-B	176			176			
A-C	674			674			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	411	0.238	98	0.3	11.500	B
B-A	124	186	0.668	124	1.9	58.257	F
C-AB	490	1014	0.483	490	2.2	7.253	A
C-A	384			384			
A-B	176			176			
A-C	674			674			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	80	477	0.168	80	0.2	9.089	A
B-A	102	248	0.410	106	0.7	26.953	D
C-AB	300	936	0.320	304	1.1	5.990	A
C-A	414			414			
A-B	144			144			
A-C	550			550			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	521	0.129	67	0.1	7.944	A
B-A	85	293	0.290	86	0.4	18.049	C
C-AB	205	881	0.232	207	0.6	5.562	A
C-A	393			393			
A-B	120			120			
A-C	461			461			

2025 Baseline, PM

Data Errors and Warnings

No errors or warnings

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	A361 London Road - Wiltshire Police HQ Egress	T-Junction	Two-way	Two-way	Two-way		2.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.73	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Baseline	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	779	100.000
B		✓	164	100.000
C		✓	716	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	73	706
	B	85	0	79
	C	666	50	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	4
	B	0	0	3
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.21	11.06	0.3	B
B-A	0.47	34.46	0.9	D
C-AB	0.21	4.68	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	521	0.114	59	0.1	8.009	A
B-A	64	301	0.213	63	0.3	15.057	C
C-AB	89	870	0.102	88	0.2	4.658	A
C-A	450			450			
A-B	55			55			
A-C	532			532			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	482	0.147	71	0.2	9.008	A
B-A	76	258	0.297	76	0.4	19.732	C
C-AB	129	920	0.141	129	0.4	4.608	A
C-A	514			514			
A-B	66			66			
A-C	635			635			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	423	0.205	87	0.3	11.003	B
B-A	94	198	0.473	92	0.8	33.408	D
C-AB	211	995	0.212	210	0.7	4.656	A
C-A	577			577			
A-B	80			80			
A-C	777			777			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	422	0.206	87	0.3	11.061	B
B-A	94	198	0.473	93	0.9	34.456	D
C-AB	212	996	0.213	212	0.7	4.677	A
C-A	576			576			
A-B	80			80			
A-C	777			777			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	71	481	0.148	71	0.2	9.060	A
B-A	76	257	0.297	78	0.4	20.281	C
C-AB	130	922	0.141	132	0.4	4.639	A
C-A	513			513			
A-B	66			66			
A-C	635			635			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	521	0.114	60	0.1	8.049	A
B-A	64	301	0.213	65	0.3	15.291	C
C-AB	90	871	0.103	90	0.2	4.680	A
C-A	449			449			
A-B	55			55			
A-C	532			532			

2030, AM

Data Errors and Warnings

No errors or warnings

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	A361 London Road - Wiltshire Police HQ Egress	T-Junction	Two-way	Two-way	Two-way		8.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.71	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	812	100.000
B		✓	223	100.000
C		✓	837	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	166	646
	B	122	0	101
	C	720	117	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	3	6
	B	3	0	0
	C	4	3	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.29	13.27	0.4	B
B-A	0.80	95.93	3.3	F
C-AB	0.54	8.01	2.8	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	510	0.149	75	0.2	8.266	A
B-A	92	282	0.326	90	0.5	19.153	C
C-AB	224	894	0.250	221	0.7	5.536	A
C-A	407			407			
A-B	125			125			
A-C	486			486			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	464	0.196	91	0.2	9.623	A
B-A	110	234	0.468	108	0.9	29.072	D
C-AB	332	952	0.349	330	1.2	6.027	A
C-A	420			420			
A-B	149			149			
A-C	581			581			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	389	0.286	111	0.4	12.918	B
B-A	134	169	0.795	127	2.8	76.639	F
C-AB	558	1037	0.538	551	2.7	7.783	A
C-A	364			364			
A-B	183			183			
A-C	711			711			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	111	382	0.291	111	0.4	13.272	B
B-A	134	168	0.800	132	3.3	95.934	F
C-AB	563	1041	0.541	563	2.8	8.008	A
C-A	359			359			
A-B	183			183			
A-C	711			711			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	91	458	0.198	91	0.3	9.846	A
B-A	110	233	0.471	119	1.0	34.802	D
C-AB	337	957	0.352	343	1.2	6.194	A
C-A	416			416			
A-B	149			149			
A-C	581			581			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	508	0.150	76	0.2	8.344	A
B-A	92	281	0.327	94	0.5	20.018	C
C-AB	226	897	0.252	228	0.7	5.623	A
C-A	404			404			
A-B	125			125			
A-C	486			486			

2030, PM

Data Errors and Warnings

No errors or warnings

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	A361 London Road - Wiltshire Police HQ Egress	T-Junction	Two-way	Two-way	Two-way		3.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.42	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	827	100.000
B		✓	174	100.000
C		✓	760	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	82	745
	B	90	0	84
	C	704	56	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	4
	B	0	0	3
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.23	12.05	0.3	B
B-A	0.56	45.39	1.2	E
C-AB	0.26	4.84	1.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	510	0.124	63	0.1	8.278	A
B-A	68	287	0.236	67	0.3	16.217	C
C-AB	105	884	0.119	104	0.3	4.673	A
C-A	467			467			
A-B	62			62			
A-C	561			561			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	468	0.161	75	0.2	9.446	A
B-A	81	241	0.335	80	0.5	22.226	C
C-AB	156	938	0.166	155	0.5	4.663	A
C-A	527			527			
A-B	74			74			
A-C	670			670			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	402	0.230	92	0.3	11.948	B
B-A	99	178	0.557	96	1.1	42.905	E
C-AB	260	1020	0.255	258	0.9	4.816	A
C-A	577			577			
A-B	90			90			
A-C	820			820			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	400	0.231	92	0.3	12.053	B
B-A	99	178	0.558	99	1.2	45.387	E
C-AB	261	1021	0.256	261	1.0	4.841	A
C-A	575			575			
A-B	90			90			
A-C	820			820			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	76	466	0.162	76	0.2	9.526	A
B-A	81	241	0.336	84	0.5	23.250	C
C-AB	157	940	0.167	159	0.5	4.701	A
C-A	526			526			
A-B	74			74			
A-C	670			670			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	509	0.124	63	0.1	8.326	A
B-A	68	287	0.236	69	0.3	16.549	C
C-AB	106	885	0.120	107	0.3	4.702	A
C-A	466			466			
A-B	62			62			
A-C	561			561			

APPENDIX D: JUNCTION MODELLING RESULTS

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.1.1.1905									
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Filename: Emergency Access - Quakers Road.j10

Path: R:\Reading\Projects\Transport Planning\5018779 - Devizes Police HQ\Transport Planning\Working Documents\Modelling\Junctions10

Report generation date: 16/09/2025 09:27:01

»2025 Baseline, AM

»2025 Baseline, PM

»2030, AM

»2030, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 Baseline									
Stream B-AC	D1	0.0	8.38	0.05	A	D2	0.3	9.73	0.25	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2030									
Stream B-AC	D3	0.0	8.46	0.05	A	D4	0.3	9.79	0.25	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

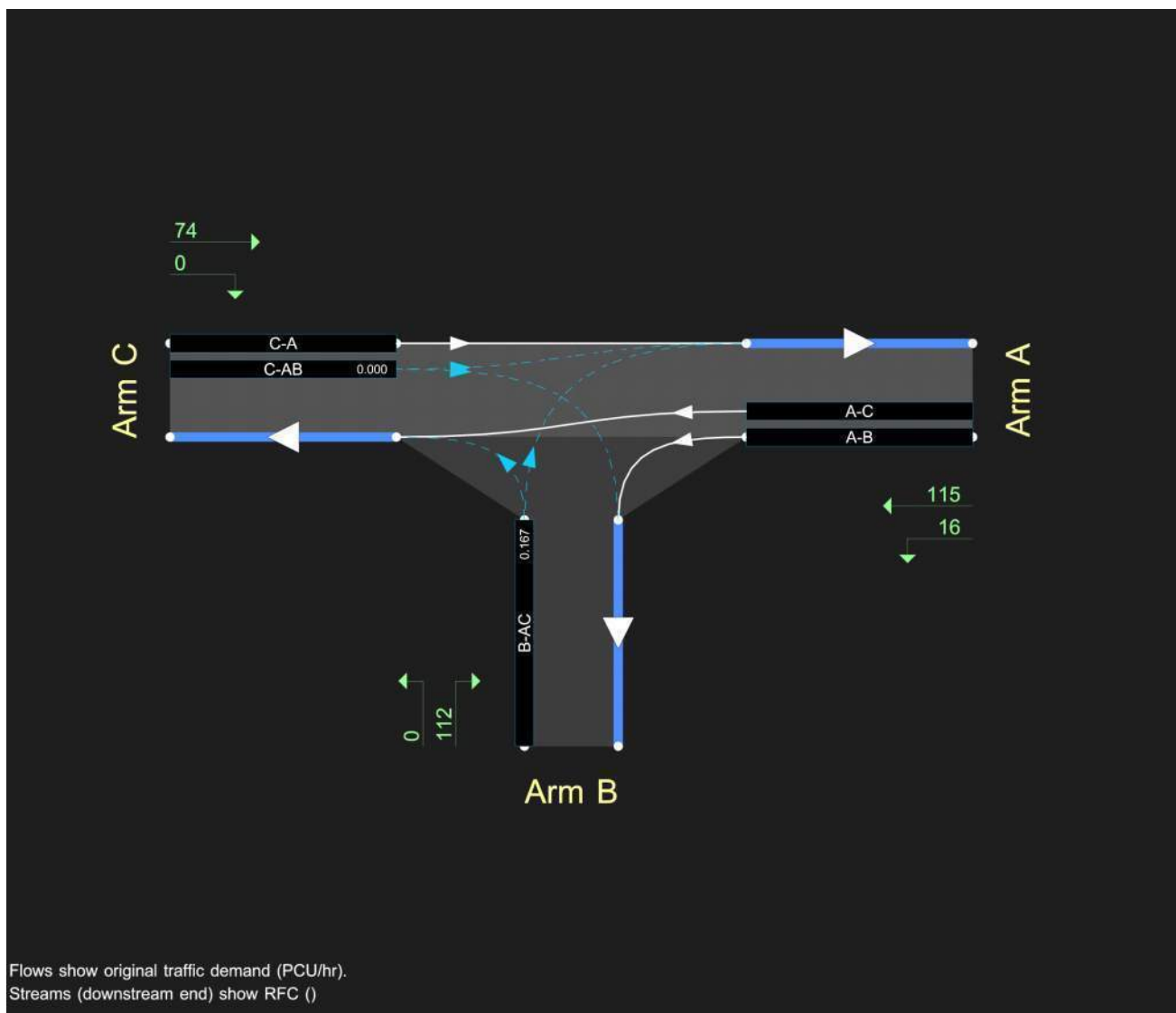
File summary

File Description

Title	Quakers Road - Emergency Access
Location	Devizes
Site number	003
Date	15/09/2025
Version	P01
Status	For Information
Identifier	
Client	Wiltshire Police HQ
Jobnumber	5018779
Enumerator	RIDGE\benhouse
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2025 Baseline	PM	ONE HOUR	16:45	18:15	15
D3	2030	AM	ONE HOUR	07:45	09:15	15
D4	2030	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Baseline, AM

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.32	A

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00			160.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.94	40	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	537	0.098	0.247	0.155	0.353
B-C	683	0.105	0.265	-	-
C-B	667	0.258	0.258	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Baseline	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	290	100.000
B		✓	19	100.000
C		✓	195	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	158	132
	B	19	0	0
	C	195	0	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	3
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	8.38	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	478	0.030	14	0.0	7.766	A
C-AB	0	610	0.000	0	0.0	0.000	A
C-A	147			147			
A-B	119			119			
A-C	99			99			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	466	0.037	17	0.0	8.015	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	175			175			
A-B	142			142			
A-C	119			119			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	450	0.046	21	0.0	8.381	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	215			215			
A-B	174			174			
A-C	145			145			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	450	0.046	21	0.0	8.383	A
C-AB	0	584	0.000	0	0.0	0.000	A
C-A	215			215			
A-B	174			174			
A-C	145			145			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	466	0.037	17	0.0	8.017	A
C-AB	0	599	0.000	0	0.0	0.000	A
C-A	175			175			
A-B	142			142			
A-C	119			119			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	478	0.030	14	0.0	7.770	A
C-AB	0	610	0.000	0	0.0	0.000	A
C-A	147			147			
A-B	119			119			
A-C	99			99			

2025 Baseline, PM

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		3.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.55	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Baseline	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	125	100.000
B		✓	112	100.000
C		✓	70	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
From		A	B	C
	A	0	16	109
	B	112	0	0
	C	70	0	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	9
	B	0	0	0
	C	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	9.73	0.3	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	507	0.166	84	0.2	8.487	A
C-AB	0	642	0.000	0	0.0	0.000	A
C-A	53			53			
A-B	12			12			
A-C	82			82			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	501	0.201	100	0.2	8.978	A
C-AB	0	638	0.000	0	0.0	0.000	A
C-A	63			63			
A-B	14			14			
A-C	98			98			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	493	0.250	123	0.3	9.713	A
C-AB	0	631	0.000	0	0.0	0.000	A
C-A	77			77			
A-B	18			18			
A-C	120			120			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	493	0.250	123	0.3	9.730	A
C-AB	0	631	0.000	0	0.0	0.000	A
C-A	77			77			
A-B	18			18			
A-C	120			120			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	501	0.201	101	0.3	9.001	A
C-AB	0	638	0.000	0	0.0	0.000	A
C-A	63			63			
A-B	14			14			
A-C	98			98			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	507	0.166	85	0.2	8.525	A
C-AB	0	642	0.000	0	0.0	0.000	A
C-A	53			53			
A-B	12			12			
A-C	82			82			

2030, AM

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		0.31	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	297	100.000
B		✓	19	100.000
C		✓	206	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	158	139
	B	19	0	0
	C	206	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	3
	B	0	0	0
	C	7	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	8.46	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	475	0.030	14	0.0	7.810	A
C-AB	0	609	0.000	0	0.0	0.000	A
C-A	155			155			
A-B	119			119			
A-C	105			105			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	463	0.037	17	0.0	8.071	A
C-AB	0	598	0.000	0	0.0	0.000	A
C-A	185			185			
A-B	142			142			
A-C	125			125			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	447	0.047	21	0.0	8.456	A
C-AB	0	582	0.000	0	0.0	0.000	A
C-A	227			227			
A-B	174			174			
A-C	153			153			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	447	0.047	21	0.0	8.457	A
C-AB	0	582	0.000	0	0.0	0.000	A
C-A	227			227			
A-B	174			174			
A-C	153			153			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	463	0.037	17	0.0	8.074	A
C-AB	0	598	0.000	0	0.0	0.000	A
C-A	185			185			
A-B	142			142			
A-C	125			125			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	475	0.030	14	0.0	7.814	A
C-AB	0	609	0.000	0	0.0	0.000	A
C-A	155			155			
A-B	119			119			
A-C	105			105			

2030, PM

Data Errors and Warnings

No errors or warnings

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	untitled	T-Junction	Two-way	Two-way	Two-way		3.46	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.46	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	131	100.000
B		✓	112	100.000
C		✓	74	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	16	115
	B	112	0	0
	C	74	0	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	9
	B	0	0	0
	C	12	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	9.79	0.3	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	505	0.167	84	0.2	8.519	A
C-AB	0	641	0.000	0	0.0	0.000	A
C-A	56			56			
A-B	12			12			
A-C	87			87			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	499	0.202	100	0.2	9.021	A
C-AB	0	636	0.000	0	0.0	0.000	A
C-A	67			67			
A-B	14			14			
A-C	103			103			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	491	0.251	123	0.3	9.774	A
C-AB	0	629	0.000	0	0.0	0.000	A
C-A	81			81			
A-B	18			18			
A-C	127			127			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	123	491	0.251	123	0.3	9.791	A
C-AB	0	629	0.000	0	0.0	0.000	A
C-A	81			81			
A-B	18			18			
A-C	127			127			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	499	0.202	101	0.3	9.044	A
C-AB	0	636	0.000	0	0.0	0.000	A
C-A	67			67			
A-B	14			14			
A-C	103			103			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	505	0.167	85	0.2	8.558	A
C-AB	0	641	0.000	0	0.0	0.000	A
C-A	56			56			
A-B	12			12			
A-C	87			87			

APPENDIX E: JUNCTION MODELLING RESULTS

Junctions 10							
PICADY 10 - Priority Intersection Module							
Version: 10.1.1.1905							
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Filename: Quakers Road junction 2025.j10

Path: R:\Reading\Projects\Transport Planning\5018779 - Devizes Police HQ\Transport Planning\Working Documents\Modelling\Junctions10

Report generation date: 15/09/2025 17:37:05

»2025 Baseline, AM

»2025 Baseline, PM

»2030, AM

»2030, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
2025 Baseline								
Stream B-C	0.0	6.60	0.01	A	0.1	8.09	0.12	A
Stream B-A	0.1	15.61	0.05	C	0.3	18.15	0.24	C
Stream C-AB	0.0	6.46	0.01	A	0.0	6.67	0.00	A
2030								
Stream B-C	0.0	6.74	0.01	A	0.1	8.34	0.12	A
Stream B-A	0.1	16.75	0.06	C	0.3	19.85	0.25	C
Stream C-AB	0.0	6.59	0.01	A	0.0	6.82	0.00	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A361 London Road - Quakers Road - Priority Junction
Location	Devizes
Site number	001
Date	15/09/2025
Version	P01
Status	For Information
Identifier	
Client	Devizes Police HQ
Jobnumber	5018779
Enumerator	RIDGE\benhouse
Description	

Units

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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Baseline	AM	ONE HOUR	07:45	09:15	15
D2	2025 Baseline	PM	ONE HOUR	16:45	18:15	15
D3	2030	AM	ONE HOUR	07:45	09:15	15
D4	2030	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Baseline, AM

Data Errors and Warnings

No errors or warnings

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	A361 London Road - Quakers Road	T-Junction	Two-way	Two-way	Two-way		0.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.18	A

Arms

Arms

Arm	Name	Description	Arm type
A	A361 London Road (S)		Major
B	Quakers Road		Minor
C	A361 London Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.00		✓	3.25	180.0	✓	2.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	Two lanes	3.56	2.84	95	143

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	571	0.095	0.240	0.151	0.343
B-C	754	0.105	0.267	-	-
C-B	756	0.267	0.267	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Baseline	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	664	100.000
B		✓	19	100.000
C		✓	798	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	6	658
	B	13	0	6
	C	795	3	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	6
	B	8	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	6.60	0.0	A
B-A	0.05	15.61	0.1	C
C-AB	0.01	6.46	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	617	0.007	4	0.0	5.878	A
B-A	10	361	0.027	10	0.0	11.068	B
C-AB	2	622	0.004	2	0.0	5.807	A
C-A	599			599			
A-B	5			5			
A-C	495			495			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	590	0.009	5	0.0	6.158	A
B-A	12	320	0.037	12	0.0	12.609	B
C-AB	3	596	0.005	3	0.0	6.065	A
C-A	715			715			
A-B	5			5			
A-C	592			592			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	552	0.012	7	0.0	6.598	A
B-A	14	263	0.054	14	0.1	15.598	C
C-AB	3	560	0.006	3	0.0	6.462	A
C-A	875			875			
A-B	7			7			
A-C	724			724			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	552	0.012	7	0.0	6.598	A
B-A	14	263	0.054	14	0.1	15.607	C
C-AB	3	560	0.006	3	0.0	6.462	A
C-A	875			875			
A-B	7			7			
A-C	724			724			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	590	0.009	5	0.0	6.159	A
B-A	12	320	0.037	12	0.0	12.620	B
C-AB	3	596	0.005	3	0.0	6.065	A
C-A	715			715			
A-B	5			5			
A-C	592			592			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	617	0.007	5	0.0	5.878	A
B-A	10	361	0.027	10	0.0	11.077	B
C-AB	2	622	0.004	2	0.0	5.809	A
C-A	599			599			
A-B	5			5			
A-C	495			495			

2025 Baseline, PM

Data Errors and Warnings

No errors or warnings

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	A361 London Road - Quakers Road	T-Junction	Two-way	Two-way	Two-way		0.95	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.95	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Baseline	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	731	100.000
B		✓	112	100.000
C		✓	710	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	1	730
	B	56	0	56
	C	709	1	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	8.09	0.1	A
B-A	0.24	18.15	0.3	C
C-AB	0.00	6.67	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	589	0.072	42	0.1	6.574	A
B-A	42	358	0.118	42	0.1	11.344	B
C-AB	0.75	609	0.001	0.75	0.0	5.921	A
C-A	534			534			
A-B	0.75			0.75			
A-C	550			550			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	555	0.091	50	0.1	7.126	A
B-A	50	317	0.159	50	0.2	13.471	B
C-AB	0.90	580	0.002	0.90	0.0	6.215	A
C-A	637			637			
A-B	0.90			0.90			
A-C	656			656			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	507	0.122	62	0.1	8.080	A
B-A	62	260	0.237	61	0.3	18.067	C
C-AB	1	541	0.002	1	0.0	6.672	A
C-A	781			781			
A-B	1			1			
A-C	804			804			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	507	0.122	62	0.1	8.089	A
B-A	62	260	0.237	62	0.3	18.147	C
C-AB	1	541	0.002	1	0.0	6.672	A
C-A	781			781			
A-B	1			1			
A-C	804			804			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	555	0.091	50	0.1	7.135	A
B-A	50	317	0.159	51	0.2	13.539	B
C-AB	0.90	580	0.002	0.90	0.0	6.215	A
C-A	637			637			
A-B	0.90			0.90			
A-C	656			656			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	589	0.072	42	0.1	6.588	A
B-A	42	358	0.118	42	0.1	11.396	B
C-AB	0.75	609	0.001	0.75	0.0	5.922	A
C-A	534			534			
A-B	0.75			0.75			
A-C	550			550			

2030, AM

Data Errors and Warnings

No errors or warnings

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	A361 London Road - Quakers Road	T-Junction	Two-way	Two-way	Two-way		0.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.18	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	701	100.000
B		✓	19	100.000
C		✓	841	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	6	695
	B	13	0	6
	C	838	3	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	6
	B	8	0	0
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.01	6.74	0.0	A
B-A	0.06	16.75	0.1	C
C-AB	0.01	6.59	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	609	0.007	4	0.0	5.951	A
B-A	10	349	0.028	10	0.0	11.445	B
C-AB	2	615	0.004	2	0.0	5.878	A
C-A	631			631			
A-B	5			5			
A-C	523			523			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	581	0.009	5	0.0	6.255	A
B-A	12	306	0.038	12	0.0	13.201	B
C-AB	3	587	0.005	3	0.0	6.157	A
C-A	753			753			
A-B	5			5			
A-C	625			625			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	541	0.012	7	0.0	6.737	A
B-A	14	246	0.058	14	0.1	16.732	C
C-AB	3	549	0.006	3	0.0	6.591	A
C-A	923			923			
A-B	7			7			
A-C	765			765			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	541	0.012	7	0.0	6.737	A
B-A	14	246	0.058	14	0.1	16.746	C
C-AB	3	549	0.006	3	0.0	6.591	A
C-A	923			923			
A-B	7			7			
A-C	765			765			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	581	0.009	5	0.0	6.258	A
B-A	12	306	0.038	12	0.0	13.214	B
C-AB	3	587	0.005	3	0.0	6.157	A
C-A	753			753			
A-B	5			5			
A-C	625			625			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	609	0.007	5	0.0	5.951	A
B-A	10	349	0.028	10	0.0	11.458	B
C-AB	2	615	0.004	2	0.0	5.880	A
C-A	631			631			
A-B	5			5			
A-C	523			523			

2030, PM

Data Errors and Warnings

No errors or warnings

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	A361 London Road - Quakers Road	T-Junction	Two-way	Two-way	Two-way		0.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.97	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	771	100.000
B		✓	112	100.000
C		✓	749	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	1	770
	B	56	0	56
	C	748	1	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
From	A	0	0	4
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.12	8.34	0.1	A
B-A	0.25	19.85	0.3	C
C-AB	0.00	6.82	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	581	0.073	42	0.1	6.677	A
B-A	42	347	0.122	42	0.1	11.773	B
C-AB	0.75	601	0.001	0.75	0.0	6.001	A
C-A	563			563			
A-B	0.75			0.75			
A-C	580			580			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	545	0.092	50	0.1	7.274	A
B-A	50	303	0.166	50	0.2	14.211	B
C-AB	0.90	570	0.002	0.90	0.0	6.320	A
C-A	672			672			
A-B	0.90			0.90			
A-C	692			692			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	494	0.125	61	0.1	8.328	A
B-A	62	243	0.254	61	0.3	19.743	C
C-AB	1	529	0.002	1	0.0	6.821	A
C-A	824			824			
A-B	1			1			
A-C	848			848			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	62	493	0.125	62	0.1	8.339	A
B-A	62	243	0.254	62	0.3	19.850	C
C-AB	1	529	0.002	1	0.0	6.821	A
C-A	824			824			
A-B	1			1			
A-C	848			848			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	545	0.092	51	0.1	7.284	A
B-A	50	303	0.166	51	0.2	14.298	B
C-AB	0.90	570	0.002	0.90	0.0	6.320	A
C-A	672			672			
A-B	0.90			0.90			
A-C	692			692			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	580	0.073	42	0.1	6.689	A
B-A	42	347	0.122	42	0.1	11.835	B
C-AB	0.75	601	0.001	0.75	0.0	6.003	A
C-A	563			563			
A-B	0.75			0.75			
A-C	580			580			



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