



Land East of Calne Road, Lyneham

Transport Assessment

Client: Ashflame Properties Ltd

i-Transport Ref: DE/JW/ITB210361-002A

Date: 03 December 2025

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SECTION 1 Introduction

1.1 Overview

1.1.1 Ashflame Properties Ltd has appointed i-Transport LLP to provide transport and highways advice in respect to a proposed residential development for up to 200 new homes at Land East of Calne Road Lyneham ('the site').

1.1.2 The application is made in outline with all matters reserved except for access which is proposed from Calne Road. The description of the development is as follows:

Outline planning application (with all matters reserved except for access) for residential development (Use Class C3), provision of public open space, and associated infrastructure on land east of the A3102, Lyneham.

1.1.3 The site location is shown in **Image 1.1**, which is an extract of **Figure 1**.

Image 1.1: Site Location



Source: Figure 1

1.1.4 The site is within the civil parish of Lyneham and Bradenstoke in Wiltshire. The site fronts A3102 Calne Road to the west and MOD Lyneham to the north.

1.1.5 As a unitary authority, Wiltshire Council (WC) are both the local planning authority and local highway authority.

1.1.6 The transport vision for the development is:

“To deliver 200 new homes in Lyneham with multi-modal connectivity to encourage travel by more sustainable modes and support the existing services and facilities within Lyneham. The scheme will support the reduction of carbon emissions through providing access to services and facilities in Lyneham on foot any by bike and to destinations further afield by public transport. Electric vehicle charging will also be provided for new homes to support the uptake of low and zero emission vehicles.”

1.2 Scope and Structure

1.2.1 In line with the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG), this Transport Assessment (TA) assesses the potential transport impacts arising from the proposed development and considers the proposal against the relevant transport policies.

1.2.2 The remainder of this TA is structured as follows:

- **Section 2** – Sets out an overview of the relevant national and local transport policy to provide the context for the assessment;
- **Section 3** – Describes the existing transport conditions in the local area including the provision for walking, cycling and public transport journeys, as well as the local highway network and prevailing conditions and how sustainable transport will be promoted including the transport vision;
- **Section 4** – Provides details of the development proposal, the Transport Vision and the access strategy for pedestrians, cyclists and vehicles;
- **Section 5** – Establishes the likely multi-modal trip generation of the proposed development and provides an assessment of the impacts of the development on the local highway network; and
- **Section 6** – Provides a summary and conclusion of this report.

SECTION 2 Policy Context

2.1 Overview

- 2.1.1 This section of the TA summarises the national and local transport planning policies that provide the context for the transport appraisal of the proposed development.

2.2 National Planning Policy

National Planning Policy Framework (NPPF) December 2024

- 2.2.1 The National Planning Policy Framework (NPPF) details the Government's planning policies and provides information on how these are expected to be applied in relation to development proposals. The NPPF is a material consideration in determining applications for development.
- 2.2.2 The NPPF confirms (paragraph 10) that at the forefront of planning is the ***"presumption in favour of sustainable development"***.
- 2.2.3 The NPPF (paragraph 109) confirms that transport issues should be considered from the earliest stages of plan-making and the formation of development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This will ensure that opportunities from existing or proposed transport infrastructure and opportunities to promote walking, cycling and public transport can be identified and pursued, and transport issues addressed.
- 2.2.4 The scope and structure of this TA have been prepared to consider the four critical tests outlined in paragraph 115 of the NPPF:
- "a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;***
- b) safe and suitable access to the site can be achieved for all users;***
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and***
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."***
- 2.2.5 Furthermore, paragraph 116 of the NPPF goes on to state:

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

2.2.6 Therefore, development should provide opportunities for sustainable travel, achieve safe access for all modes, meet relevant design standards and have acceptable traffic impacts.

2.2.7 Paragraph 116 of the NPPF sets a high-bar test in determining planning applications. Only when transport impacts are ‘severe’, following mitigation or where safety impacts are ‘unacceptable’ should an application be refused, and development prevented. This is an intentionally high-bar and acknowledges that even significant impacts of development can / should be acceptable.

Planning Practice Guidance (PPG)

2.2.8 The Planning Practice Guidance is a set of guidelines set out by the UK government in March 2014. The guidance is repeatedly updated and replaced previous transport guidance documents, including the DfT’s ‘Guidance for Transport Assessment’ (2007).

2.2.9 In relation to Transport, PPG identifies that:

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. (ID42 – 002)

Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework. (ID42 – 005)

Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets. (ID42 – 003)”

2.2.10 In accordance with PPG, this TA provides a robust assessment of the development proposals and demonstrates that the transport impacts are not ‘severe’. A Travel Plan is also provided as a separate document, which outlines a long-term, realistic strategy for the promotion of sustainable travel.

2.3 Local Planning Policy

Wiltshire Core Strategy (2015)

2.3.1 The Wiltshire Core Strategy (i.e. their Local Plan) provides the strategic planning policy for Wiltshire and covers the period up to 2026. The aim of the strategy is to deliver sustainable growth for the communities of Wiltshire that best meets their needs now and for the future.

2.3.2 Core Policy 60 of the strategy addresses sustainable transport and focusses on ways to reduce the need to travel by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire. The policy seeks to achieve the following:

- ***“planning developments in accessible locations***
- ***promoting sustainable transport alternatives to the use of the private car***
- ***maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community***
- ***promoting appropriate demand management measures***
- ***influencing the routing of freight within and through the county***
- ***assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.”***

2.3.3 Core Policy 61 focusses on transport and new development and states that:

“New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.”

2.3.4 Where appropriate, contributions will be sought towards sustainable transport improvements, and Travel Plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.

2.3.5 Core Policy 62 addresses development impacts on the transport network and states that all new development is required to assess the transport impacts related to that development. The strategy also mentions the documents that developers will be required to submit to support an application, as follows:

“Where a development will have significant transport implications, the council will require a transport assessment to be prepared and submitted alongside a planning application in accordance with national guidance.

“Developers will also be required to submit a travel plan with planning applications which are likely to have significant transport implications. The travel plan should aim to promote more sustainable forms of transport including, where relevant, more sustainable freight delivery and routing arrangements. The detailed requirements for travel plans will be set out in an additional planning guidance.”

- 2.3.6 Finally, Core Policy 62 states that developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages. Proposals for new development should not be accessed directly from the national primary route network outside built-up areas unless an over-riding need can be demonstrated.

Wiltshire Local Plan Pre-Submission Draft 2020 - 2038 (Regulation 19)

- 2.3.7 WC is in the process of reviewing its Local Plan. The draft Local Plan sets a long-term spatial strategy for the county, identifying housing, employment and infrastructure needs over the period.
- 2.3.8 It supports sustainable transport through policies on demand-management, reducing reliance on private vehicles, improving walking and cycling networks, and strengthening the strategic transport network for transporting both people and goods. Specific transport policies relevant to the proposed development are:
- **Policy 70** – Combining Core Policy 60 (sustainable transport) with Core Policy 63 (transport strategies) including the incorporation of electric vehicle charging infrastructure;
 - **Policy 71** – An update to Core Policy 61 (transport and development) to include a distinguishment between rural and urban locations;
 - **Policy 72** – An update to Core Policy 62 (development impacts on the transport network) to focus on impacts on primary and major road networks; and
 - **Policy 73** – An update to Core Policy 64 (Demand Management) to include reference to electric charging infrastructure and active travel modes.

Wiltshire Council Local Transport Plan 4 (LTP4)

- 2.3.9 The Local Transport Plan 2025 -2038 (LTP4) was endorsed by WC on 11 March 2025. LTP4 sets out WC’s strategic transport objectives, using a place-based approach that aligns with the Core Strategy.

2.3.10 LTP4 core objectives include decarbonising transport, improving safety and resilience of networks, and ensuring access and connectivity, especially for new development areas. By applying an “Avoid-Shift-Improve” framework, LTP4 seeks to reduce the need to travel (especially by private car), shift trips toward more sustainable modes (walking, cycling, public transport), and improve the network where needed. LTP4 aims to ensure that new housing and employment development is well-integrated into transport networks through design that enables active travel, Travel Plans, and developer contributions — all while supporting economic growth efficiently and minimising environmental impacts.

Draft Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP)

2.3.11 The LCWIP establishes a long-term, strategic 10 -year vision for a comprehensive network of walking and cycling routes across Wiltshire — including ‘inter-urban’ corridors connecting towns. It identifies priority zones and routes for investment, based on analysis of demand, connectivity, and potential public health and environmental benefits.

2.3.12 The plan also proposes a prioritised programme of infrastructure improvements, aligning with active-travel design standards and providing an evidence base to support funding. At this time, the LCWIP does not identify any routes within or via Lyneham.

Wiltshire Local Transport Plan 3 - Car Parking Strategy

2.3.13 The Wiltshire Local Transport Plan Car Parking Strategy (LTP3) sets out the car parking standards for a residential development which is summarised at **Table 2.1** below.

Table 2.1: Minimum Residential Parking Standards

Bedrooms	Minimum Car Parking Spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor Parking	0.2 spaces per dwelling (unallocated)

Source: Wiltshire Council

2.3.14 Cycle Parking standards are set out within the LCWIP, with a requirement for 1 covered space per bedroom for up to 3-bedroom homes, 3 covered spaces for 4-bedroom homes, 4 covered spaces for 5-bedroom homes and 1 visitor space per 20 bedrooms across larger schemes.

Lyneham & Bradenstoke Neighbourhood Plan

- 2.3.15 The Lyneham & Bradenstoke Neighbourhood Plan (covering the period 2020–2030) places strong emphasis on sustainable transport through seeking to reduce reliance on private car use, encouraging cycling and walking, and enhancing footpaths, cycleways and public transport provision.
- 2.3.16 In doing so, it aims both to limit traffic impact on residents and align future development with the community’s vision for more sustainable and accessible travel.

2.4 Policy Context Summary

- 2.4.1 Taken together, national, and local policy requires new development to have access to a range of facilities and services by a choice of modes of transport including walking, cycling and public transport, to provide the opportunities to minimise the number and length of car journeys. Safe and suitable access to sites should be achieved for all people.
- 2.4.2 In relation to the impact of development generated traffic on the operation of the local highway network, planning decisions should take account of whether improvements can be undertaken within the transport network that cost effectively limit any significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts, including with mitigation, of development are severe.
- 2.4.3 This TA has been prepared in accordance with the requirements of the national and local policies. The following sections of this TA describe how the proposed development complies with these national and local transport planning policy considerations.

SECTION 3 Existing Transport Conditions

3.1 Overview

- 3.1.1 This section of the TA provides a detailed review of existing baseline transport conditions, including site location, opportunities for walking, cycling and public transport in the vicinity of the site and in the wider local area, as well as local road network conditions.

3.2 Local Context

- 3.2.1 The site fronts Calne Road to the west and MOD Lyneham to the north. A location plan is included at **Figure 1**.
- 3.2.2 The settlement of Lyneham is a large village approximately 15km southwest of Swindon, 6km southwest of Royal Wootton Bassett and 12km northeast of Chippenham.

3.3 Walking Opportunities

- 3.3.1 Calne Road forms the western frontage of the site and provides access to the site for all users. South of the site, towards Goatacre, there is a footway on the eastern side of the carriageway which is separated by a grass verge for the majority of its route between Lyneham and Goatacre. The footway varies in width and is typically 1.2-1.5m wide.
- 3.3.2 Along the site frontage, the footway continues north on the eastern side of the carriageway, connecting to Slessor Road, Eider Avenue, Teal Avenue and Preston Lane to the north. A controlled pedestrian crossing is provided on Calne Road adjacent to Melsome Road which provides a safe crossing to the footway on the western side of Calne Road. This footway continues north and provides the primary pedestrian access to services and facilities within Lyneham. A series of pedestrian crossings are provided on Calne Road, including a Zebra Crossing to the south of Shield Drive and a further controlled crossing adjacent to the Co-Op.
- 3.3.3 North of the Calne Road / Preston Lane mini roundabout, footways are provided on both sides of the carriageway together with further uncontrolled pedestrian crossings.
- 3.3.4 Footways are provided on both sides of Preston Lane with the northern footway providing pedestrian access to Lyneham Primary School. Two raised tables are provided at the school frontage which act as traffic calming features and provide opportunities to cross the road to access the school. The footways continue to the south east, with further raised tables on Preston Lane while side roads are provided with dropped kerb crossings.

Public Rights of Way (PROW) Network

Image 3.1: Local PROW Network



3.4.1 There is no formal cycle infrastructure within Lyneham but many local residential streets are suitable for cycling on-carriageway with low traffic flows and vehicle speeds.

- 3.4.2 During a weekday site visit undertaken by i-Transport LLP in October 2025, cyclists were observed on Calne Road, Slessor Road, Eider Avenue, Teal Avenue and Preston Lane.
- 3.4.3 Cycling on Calne Road for experienced cyclists is promoted by leisure cycling routes / organised rides hosted on British Cycling's Breeze Champions, Komoot and BikeMap.net.
- 3.4.4 Opportunities to provide cycle infrastructure as part of the development proposal have been reviewed and are presented at Section 4.

3.5 Public Transport

Bus Services

- 3.5.1 The nearest bus stops are on Calne Road- approximately 200m north of the site access and 350m from the centre of the site. These bus stops are served by the Stagecoach 55 service which is summarised in **Table 3.1** below.

Table 3.1: Summary of Bus Services

Service	Destinations	Service Frequency		
		Weekday	Saturday	Sunday
55	Swindon - Royal Wootton Bassett – Lyneham - Calne - Chippenham	Services every 20 minutes from 07:15 until 20:51 with services every 30 minutes until 23:51. Early services at 05:24 and 06:29	Services every 20 minutes from 07:24 until 18:56 with services every 30 minutes until 23:51. Early service at 06:54	Services every 30 minutes from 08:43 until 19:56, then one an hour until 23:06

Source: Bustimes.org

- 3.5.2 The 55 service provides high frequency connections seven days a week to Chippenham which is a principal settlement within the Local Plan, defined market towns including Calne and Royal Wootton Bassett and Swindon. This service and the proximity of the site to the bus stops provides a good opportunity for journeys to be made by bus to a range of key local and regional destinations.
- 3.5.3 The 55 service also provides a connection to Royal Wootton Bassett Academy which is the catchment secondary school for Lyneham. The closest bus stops to the school are provided at the High Street / Lime Kiln junction which are a 500m / 7-minute walk from the school entrance.

Based on information from the school's website¹, the school day begins at 08:30 meaning that students living at the site could catch the 07:55 bus from Melsome Road, arriving at the High Street stop by 08:07 and arriving at school at approximately 08:15 ready for the start of the school day. At the end of the school day (15:00), students can return to Lyneham via either the 15:32 or 15:44 buses which reach Lyneham at 15:32 and 15:44 respectively. Later services are available to accommodate students attending after school clubs or activities.

Rail

- 3.5.4 The nearest railway station is Chippenham Railway Station, located approximately 11km southwest of the site. The station provides direct and regular services to London Paddington and Bristol Temple Meads as well as other local and regional destinations. The key services are summarised in **Table 3.2**.

Table 3.2: Summary of Key Rail Services

Destination	Typical Daytime Frequency		Journey Time
	Peak Services	Off-Peak Services	
London Paddington via Swindon	2 services per hour		Swindon – 14 minutes Paddington – 63 minutes
Bristol Temple Meads via Bath Spa	3 services per hour		Bath Spa – 15 minutes Bristol – 25 minutes
Westbury via Melksham and Trowbridge	1 service per hour		Melksham – 10 minutes Trowbridge – 19 minutes Westbury – 26 minutes

Source: National Rail

- 3.5.5 The station can be accessed within a 38-minute bus journey from Lyneham via the 55 Stagecoach service with buses arriving at Chippenham at 05:40, 06:35, 07:17, 07:37, 07:57 and 08:26. Allowing a 5-minute transition between bus and rail, Melksham, Swindon, Bath Spa and Trowbridge can be accessed in around an hour from the site via a combined bus and rail journey. This provides an opportunity for linked public transport journeys, avoiding the use of the private car for some residents.

¹ <https://www.rwba.org.uk/daily-routine>

- 3.5.6 Swindon Railway Station is located approximately 15km to the north east of Lyneham and can be accessed by the 55 Stagecoach service within approximately 45 minutes. Additional peak and off-peak train services are available from Swindon to Cardiff Central via Bristol Parkway, Swansea, Weston-super-Mare and Cheltenham Spa via Gloucester.

Local Facilities and Services

- 3.5.7 This section provides a review of the accessibility of the proposed development to local facilities by walking, cycling and public transport including employment, education, leisure and shopping.

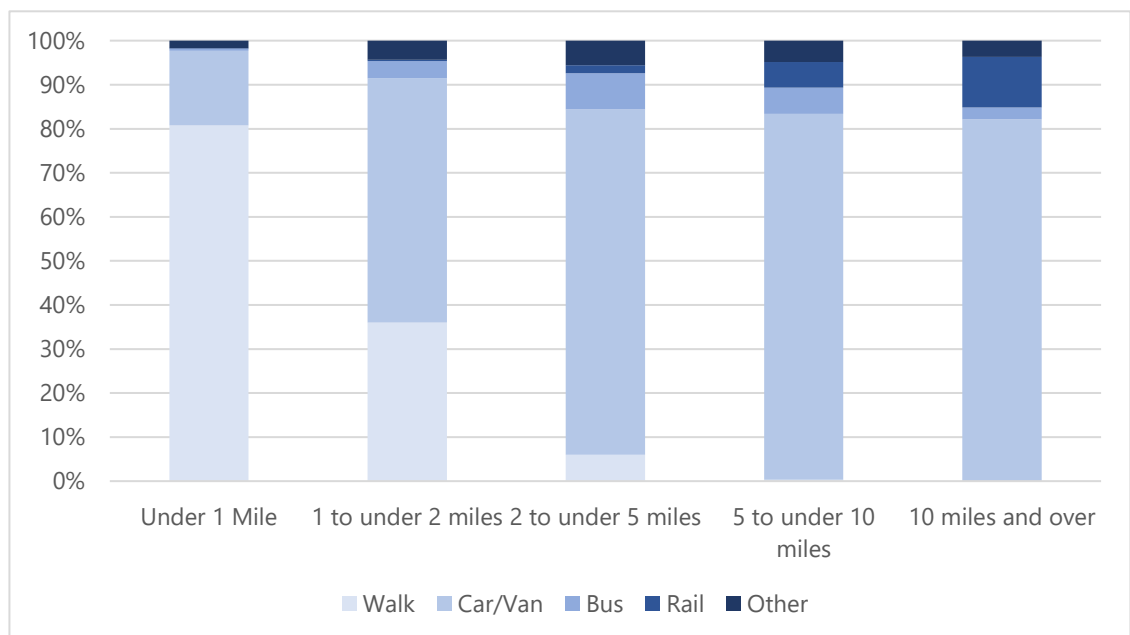
Walking Distances

- 3.5.8 Manual for Streets identifies that walkable neighbourhoods comprise those locations where facilities and services can be accessed within an 800m (10 minute) walk.

“4.4.1 Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km.”

- 3.5.9 This is further shown by the National Travel Survey (NTS) 2023 which identifies the mode share of journeys of different lengths and is presented in **Image 3.2**. This confirms that the vast majority (80%) of trips of up to one mile (1.6km) are undertaken on foot.

Image 3.2: Proportion of Trips Per Year by Journey Purpose (all modes)



Source: National Travel Survey, England 2023

3.5.10 Therefore, facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be made by walking.

3.5.11 It is important to note that neither 1.6km or 2km are the maximum walking distance. Historically, the Design Manual for Roads and Bridges (DMRB) TD91/05 "Provision for Non-Motorised Users" at paragraph 2.3 has stated that:

"Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can be undertaken as a leisure activity, often over longer distances."

3.5.12 Whilst TD91/05 has been superseded, there is no evidence to suggest that is not still the case. On this basis, it is reasonable to consider a journey of 2 miles / 3.2km as a 'maximum' walking distance for most day-to-day journeys.

3.5.13 Against this background research, the following distances will be used in the TA for assessing the likelihood of walking journeys to and from the site:

- Up to 800m – comfortable walking distance;
- Up to 1.6km – reasonable walking distance; and
- Up to 3.2km – maximum walking distance.

Cycling Distances

3.5.14 The Department for Transport's Cycling and Walking Investment Strategy (2017) states at paragraph 1.16 that:

"... there is significant potential for change in travel behaviour. Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are even greater. Three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk or bus journey from a primary school."

3.5.15 The DfT's Gear Change A bold vision for cycling and walking states (page 11) that:

"In particular, there are many shorter journeys that could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017-18. For many people, these journeys are perfectly suited to cycling and walking."

3.5.16 There is a wealth of guidance on cycling distances, with 8km (5 miles) considered to be a reasonable cycle distance.

Key Local Services and Facilities

3.5.17 Lyneham provides a range of local services and facilities that provide for some everyday needs of residents including leisure, convenience retail, health, education and employment opportunities. The primary services and facilities which residents of the site may wish to access are listed within **Table 3.3** and shown at **Figure 2**.

3.5.18 Distances from the centre of the site to the local facilities and services have been measured based on actual walking routes, using the proposed access from Calne Road.

Table 3.3: Local Facilities and Services

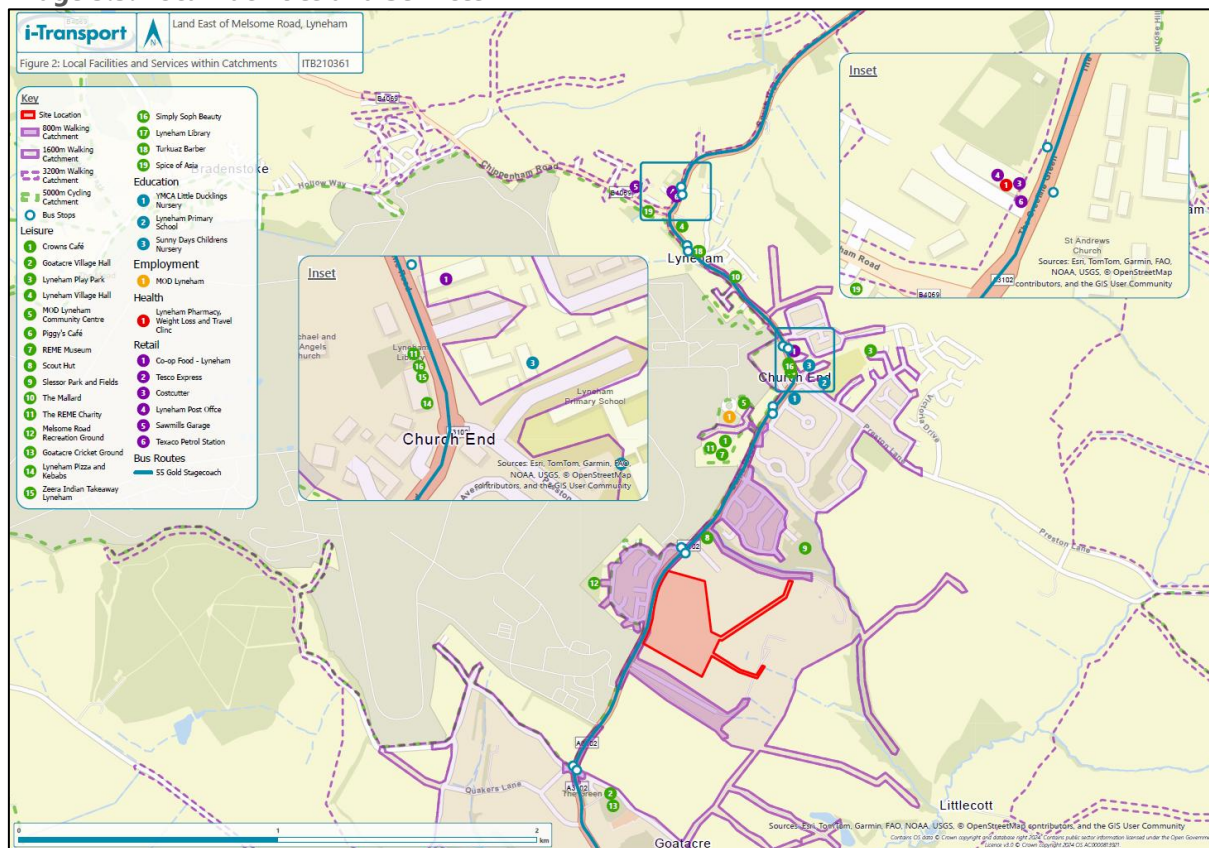
Purpose	Destination	Distance (M)	Walking Journey Time	Cycling Journey Time
Leisure	Scout Hut	539	6	2
	MOD Lyneham Community Centre	883	11	3
	Melsome Road Recreation Ground	925	11	3
	Crowns Café	926	11	3
	The REME Charity	926	11	3
	REME Museum	926	11	3
	Goatacre Village Hall	928	11	3
	Slessor Park and Fields	1,110	13	4
	Goatacre Cricket Ground	1,275	15	5
	Lyneham Pizza and Kebabs	1,275	15	5
	Zeera Indian Takeaway	1,275	15	5
	Simply Soph Beauty	1,000	15	5
	Lyneham Library	1,375	16	5
	The Mallard Public House	1,460	17	5
	Lyneham Play Park (At Arnhem Cross)	1,570	19	6
	Piggy's Café	1,630	19	6
	Turkuaz Barber	1,875	22	7
	Lyneham Village Hall	2,035	24	8
	Spice of Asia	2,175	26	8
Retail	Tesco Express	967	12	4
	Co-op Food - Lyneham	1,090	13	4
	Costcutter	2,175	26	8

Purpose	Destination	Distance (M)	Walking Journey Time	Cycling Journey Time
	Lyneham Post Office	2,175	26	8
	Texaco Petrol Station	2,175	26	8
	Sawmills Garage	2,275	27	9
Education	Little Ducklings	1,060	13	4
	Lyneham Primary School	1,100	13	4
	Sunny Days Children's Nursery	1,340	16	5
Employment	MOD Lyneham	876	10	3
Health	Lyneham Pharmacy, Weight Loss and Travel Clinic	1,900	23	7
	Within 800m 'MfS Walkable Neighbourhood' – Comfortable Walking Distance / Within 8km 'Acceptable Cycling Distance'			
	Between 800m and 1,600m 'Reasonable Walking Distance'			
	Between 1,600 and 3,200km 'Acceptable Walking Distance'			

Source: Consultants Estimates

3.5.19 An extract of **Figure 2** is provided at **Image 3.3** which shows the locations of the services and facilities, the 55 bus service route and bus stops and walking catchments.

Image 3.3: Local Facilities and Services



Source: Figure 2

3.5.20 Table 3.3 and Figure 2 demonstrate that the site is well located to the available local services and facilities, that are within a reasonable walking and / or cycling distance.

3.6 Local Highway Network

Overview

A3102 Corridor / Calne Road

3.6.1 A3102 / Calne Road is a classified A-road that routes through the centre of Lyneham, providing access to local services and facilities as well as Calne, Royal Wootton Bassett and Swindon. The speed limit varies through Lyneham and the posted speed limit changes from 50mph to 40mph at the site frontage before changing to 30mph through the centre of Lyneham. On approach to the site / at the site frontage, the width of the road varies between 6.5m to 7.5m with central hatching provided on some sections. Streetlighting is provided within Lyneham, together with footways and pedestrian crossings as described above.

Preston Lane

3.6.2 Preston Lane is a single carriageway road that provides access to Lyneham Primary School and neighbouring residential estates. Preston Lane routes southeast from Lyneham before merging with Greenway. From the Calne Road / Preston Lane mini roundabout there is no central hatching and road markings and signage outside the school. The road varies in width and narrows to a single lane towards Greenway with no streetlighting beyond the edge of Lyneham.

Traffic Surveys

3.6.3 To inform the TA, the following traffic surveys have been undertaken:

- Automatic Traffic Counters (ATCs) on:
 - A3102 / Calne Road – north and south of the proposed access location.
- Manual Classified Counts (MCCs) and queue length surveys at:
 - Calne Road / Preston Lane roundabout; and
 - Calne Road / Chippenham Road / The Green roundabout.

3.6.4 The MCC and queue surveys were undertaken on Thursday 18 September 2025 between 07:00 to 10:00 and 16:00 to 19:00 and the ATCs were placed for one week from 16 September to 22 September 2025 inclusive. This was during term time for local schools, and when there were no road works or diversions in place locally. The surveys therefore captured typical conditions and the data has been used to inform the proposed access design and the operational assessments of the existing junctions as outlined in Sections 4 and 5 of this TA respectively. Summaries of the recorded traffic volumes and speeds on Calne Road are provided below.

Traffic Volumes

3.6.5 **Table 3.4** summarises the weekday average traffic flow data for the identified morning and evening peak hours on Calne Road.

Table 3.4: Weekday Average Peak Hour Traffic Flows – Calne Road (site frontage)

Direction	Morning Peak Period	Evening Peak Period	24 Hour
Northbound	416	337	4,702
Southbound	310	502	4,683
Two-Way	726	839	9,385

Source: September 2025 Traffic Surveys

3.6.6 The identified network peak periods are 07:00-08:00 and 16:00-17:00.

Traffic Speeds

- 3.6.7 **Table 3.5** sets out the recorded 85th percentile speeds for the northbound and southbound vehicles on Calne Road which have been utilised to determine the design of the proposed site access and visibility requirements.

Table 3.5: 85th Percentile Speeds – Calne Road (site frontage)

	Vehicle Direction	
	Northbound	Southbound
85 th ile Speed (mph)	45.2mph	44.3mph

Source: September 2025 Traffic Surveys and Consultant's Calculations

Personal Injury Accident Data

- 3.6.8 Personal Injury Accident (PIA) data has been obtained from Wiltshire Police for the local highway network for the most recent five-year period (June 2020 – May 2025) for the study area shown in **Image 3.4** below.

Image 3.4: PIA Data Map



Source: Wiltshire Police

3.6.9 The PIA data has been summarised by location and is presented in **Table 3.6**.

Table 3.6: PIA Data Summary

Link	Total Accidents		
	Slight	Serious	Fatal
A3102 Calne Road (link)	4	0	0
A3102 Calne Road / Harrow Grove Junction	1	0	0
A3102 Calne Road / Pound Close Junction	1	0	0
A3102 Calne Road / Tesco Site Access	1	0	0
A3102/ Goatacre Lane Crossroads	1	0	0
B4069 Chippenham Road (link)	1	0	0
B4069 Chippenham Road / The Green / A3102 Calne Road Roundabout	5	0	0
Preston Road / Lyneham Primary School Access Junction	1	0	0
The Green (link)	1	0	0
Total	16	0	0

Source: Wiltshire Police

3.6.10 The data included 16 slight accidents, with no serious or fatal accidents recorded during the study period. The primary causational factors were the result of human error, including drivers failing to give way at junctions, illegal and dangerous overtaking manoeuvres, failing to judge other drivers speed and driving without due care and attention.

3.6.11 While some of the accidents involved vulnerable road users, the data does not identify any issues or reoccurring accidents which would be exacerbated by the development. No accidents were recorded on Calne Road in the location of the proposed access.

3.7 Summary

3.7.1 The site fronts Calne Road to the west and MOD Lyneham to the north.

3.7.2 The surrounding area benefits from a comprehensive pedestrian network, with footways provided on all local routes together with controlled and uncontrolled pedestrian crossings. An extensive Public Rights of Way network provides additional leisure walking routes.

3.7.3 Cycling opportunities include informal on-carriageway routes utilising quiet residential streets, and the development proposal includes the provision of further pedestrian and cycle infrastructure.

- 3.7.4 There are good opportunities to travel from the site by bus, with nearby bus stops on Calne Road served by the high-frequency Stagecoach 55 route offering regular connections to Swindon, Calne, Chippenham and Royal Wootton Bassett, as well as links to the local secondary school. Rail services can be accessed via Chippenham and Swindon stations, both reachable by bus, providing onward regional and national rail connections. These multimodal opportunities support viable non-car travel for a range of journeys.
- 3.7.5 Lyneham provides a range of local facilities including leisure venues, shops, a pharmacy, nurseries, a primary school, and employment primarily at MOD Lyneham. Most key amenities fall within comfortable walking and / or cycling distance from the site.
- 3.7.6 The primary road corridor through Lyneham is the A3102 / Calne Road corridor. Traffic surveys undertaken in September 2025 have informed access design and operational assessments for the TA.
- 3.7.7 The current average weekend two-way traffic flow on the Calne Road at the site frontage is A361 Burford Road in the vicinity of the site frontage is 726 vehicles during the weekday morning peak hour and 839 vehicles during the evening peak hour. Average two-way weekday 24-hour traffic flows were recorded at 9,385 vehicles.
- 3.7.8 On review of personal injury accident data for the local highway network, there are no patterns or trends of accidents that would be exacerbated by the proposed development or access strategy.

SECTION 4 Development Proposal

4.1 Overview

- 4.1.1 This section of the TA summarises the development proposal, the proposed site access arrangements to the local highway network, along with layout considerations to demonstrate how the scheme can be successfully delivered. It also sets out the Transport Vision which the development with aim to deliver.

4.2 Proposed Development

- 4.3 The proposed development comprises up to 200 new homes with provision of open space and associated infrastructure with all matters reserved except for access. The Illustrative Masterplan at **Appendix A** demonstrates how the development could come forward, with an extract provided at **Image 4.1**.

Image 4.1: Illustrative Masterplan



Source: TAG Design

4.4 The Transport Vision

4.4.1 The transport vision for the site has been developed in combination with the proposed site layout, access strategy, sustainable transport strategy and Travel Plan.

4.4.2 The vision for the development is:

“To deliver up to 200 new homes in Lyneham with multi-modal connectivity to encourage travel by more sustainable modes and support the existing services and facilities within Lyneham. The scheme will support the reduction of carbon emissions through providing access to services and facilities in Lyneham on foot any by bike and to destinations further afield by public transport. Electric vehicle charging will also be provided for new homes to support the uptake of low and zero emission vehicles.”

4.4.3 This will be achieved through the delivery of the following key objectives:

- 1 Promotion of Sustainable Transport** – Residents will be encouraged to travel by active and sustainable modes, primarily through walking, cycling and public transport to reduce the overall reliance on private car use. This will be achieved by:
 - Providing safe and convenient pedestrian and cycle access to key local services and facilities in Lyneham, minimising the need for car trips to local destinations.
 - Creating / improving existing pedestrian and cycle routes within the development and to surrounding areas.
 - Promotion of walking and cycling as a means for local journeys through the delivery of the Travel Plan.
- 2 Promotion of Public Transport** – The development will promote the use of public transport. This will be achieved by:
 - Delivery of safe, convenient and direct active travel connections to existing bus stops on Calne Road.
 - Promotion of the use of buses to reach the catchment secondary school for the site.
 - Promotion of the use of buses to reach Chippenham Railway Station to access the rail network for journeys further afield.
 - Promotion of the use of public transport through delivery of the Travel Plan.
- 3 Minimising Car Vehicle Dependency** – The development will minimise car dependency, reducing the traffic impact of the development and promoting active and sustainable modes. This will be achieved by:
 - Developing a car parking strategy in accordance with WC parking guidance to ensure that an appropriate level of car parking is provided and avoiding any over-provision.

- Implementing measures including electric vehicle charging throughout the site to support a transition to more sustainable travel choices.
 - Designing the internal road network to prioritise active travel modes.
- 4 **Climate and Environmental Sustainability Contributions** – The development and associated transport infrastructure aims to minimise carbon emissions and reduce congestion in the local area. This will be achieved by:
- Promoting the use of low-emission vehicles, such as electric cars and bikes, through provision of appropriate infrastructure such as electric vehicle charging points.
 - An energy strategy that supports WC's carbon emission and environmental goals and strategies.
- 5 **Engagement with Future Residents and Stakeholders** – Ongoing engagement and consultation with the future residents of the development and key stakeholders regarding the Transport Vision will be achieved through the Travel Plan. This will also allow effective implementation and monitoring of the transport initiatives and measures proposed as part of the Transport Vision and Travel Plan.

4.5 **Site Access Arrangements**

Highway Boundary

- 4.5.1 Highway boundary information for the local road network has been provided by WC and is shown at **Appendix B**. With respect to the proposed access arrangement, it demonstrates that the carriageway, existing footway and adjacent verges of Calne Road all fall within the adopted highway boundary.

Proposed Vehicular Access Arrangement

- 4.5.2 Vehicular access is proposed from Calne Road via a ghost island junction arrangement. The proposed access is shown on **Drawing ITB210361-GA-002 Revision D** with an extract shown in **Image 4.2** below.

Technical site plan for a proposed road junction and site access. The plan shows a road layout with various lanes, verges, and a new site access. Key features include:

- 1:25 TAPER**: Indicated at the junction of the new site access and the existing road.
- 2m VERGE**: Located on the eastern side of the road.
- 3m SHARED USE ACTIVE TRAVEL ROUTE**: Located on the eastern side of the road, adjacent to the verge.
- BOLLARD AND CORDUROY PAVING TO BE PROVIDED**: Located at the junction of the new site access and the existing road.
- 1.5m x 15m PEDESTRIAN VISIBILITY SPY (ACHIEVABLE TO JUNCTION)**: Located at the junction of the new site access and the existing road.
- SITE ACCESS**: The new access point for the site, shown with a 1.25m wide right turn lane and a 3.15m wide through lane.
- BOLLARD AND CORDUROY PAVING TO BE PROVIDED**: Located at the junction of the new site access and the existing road.
- EXISTING DITCH TO BE CULVERTED BENEATH NEW SITE ACCESS**: Located beneath the new site access.
- 2m VERGE**: Located on the western side of the road.
- 3m SHARED USE ACTIVE TRAVEL ROUTE**: Located on the western side of the road, adjacent to the verge.
- EXISTING FOOTWAY ON EASTERN SIDE OF A3102 TO BE REMOVED AND RETURNED TO VERGE**: Indicated on the eastern side of the road.
- TIE INTO EXISTING ROAD MARKINGS**: Indicated at the junction of the new site access and the existing road.
- FREEGROVE DRIVE**: A road to the north of the site.
- EXISTING CHANGE OF SPEED LIMIT FROM 40mph TO 50mph**: Indicated on the road to the north of the site.
- RIGHT TURN LANE 65m LONG 3.5m WIDE**: Located on the eastern side of the road.
- THROUGH LANES 3.15m WIDE**: Located on the western side of the road.

4.5.1 The access has been designed in line with design guidance in Design Manual for Roads and Bridges (DMRB) and has the following attributes:

- A new priority junction with ghost island right turn lane on Calne Road with a 5.5m wide site access road;
- Achievable visibility splays of 2.4m x 160m to the south and 2.4m x 120m to the north, in line with a design speed of up to 53mph to the south of the junction and up to 44.4mph to the north of the junction based on DMRB CD 109 requirements (this is in excess of the northbound recorded speeds at **Table 3.5** and consistent with the southbound recorded speeds on Calne Road ; and
- Provision of an uncontrolled crossing of the site access road for pedestrians and cyclists.

4.5.3 Swept path analysis is presented on the following drawings:

- **GA-003:** An 11.3m refuse collection vehicle;
- **GA-004:** A 7.9m fire tender; and
- **GA-005:** A supermarket home delivery vehicle.

4.5.4 The swept path analysis demonstrates that the proposed site access junction would function safely and effectively and can accommodate larger servicing and emergency vehicles which will be required to access the site.

Proposed Pedestrian and Cycle Access Arrangements

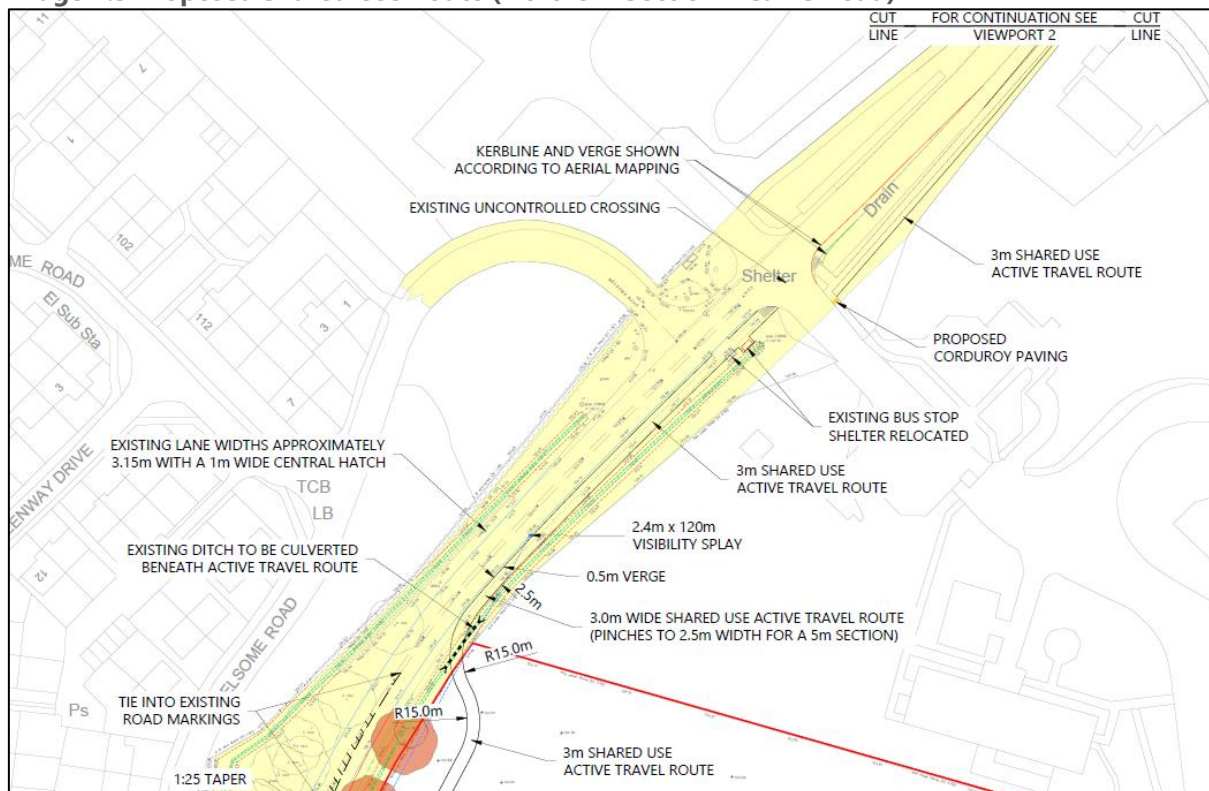
4.5.5 Pedestrian and cycle access will be achieved from Calne Road. Within the site, a 3m shared use footway / cycleway is proposed parallel to Calne Road which will provide a betterment over the existing narrow footway on the western side of the carriageway.

4.5.6 To the south, a dropped kerb is proposed to enable cyclists to access the shared use route (for those travelling northbound) and re-join the carriageway (for those travelling southbound). To the north, it is proposed to provide a shared use route extending from the site boundary through widening of the existing footway on the eastern side of Calne Road, where feasible. The achievable width of the proposed shared use route to the north is 3m with some localised narrowing due to available extent of the highway boundary. Where sections narrow, there is good forward visibility to allow oncoming pedestrians / cyclists to see one another.

4.5.7 Improvements are proposed for pedestrians and cyclists on Slessor Road through improved crossings (providing dropped kerbs and tactile paving) and advisory on-carriageway cycle lanes.

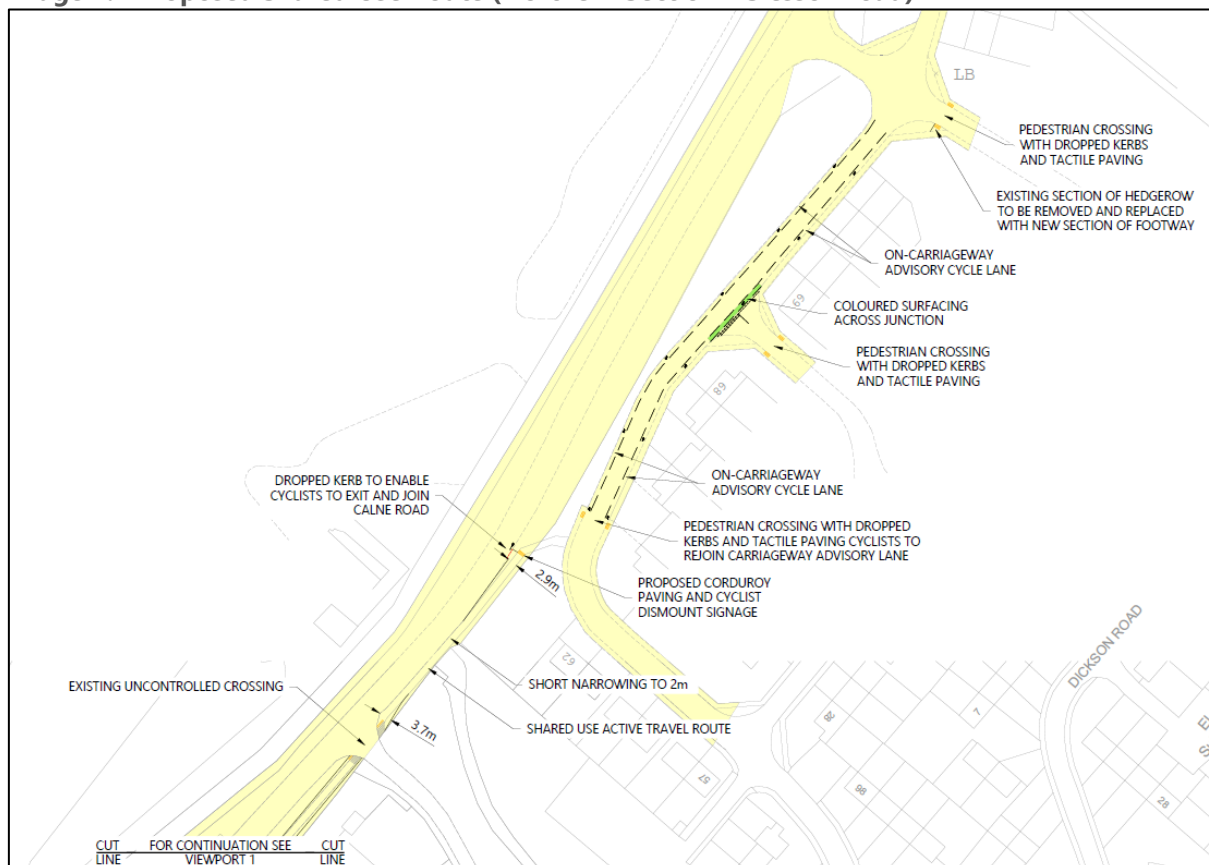
4.5.8 The proposed improvements will provide improved pedestrian and cycle access towards services and facilities to the north of the site, including the primary school when used in combination with low traffic / speed residential streets to the north of the Slessor Road. The proposed route is shown on **Drawing ITB210361-GA-002** with an extract of the northern section shown at **Images 4.3** and **4.4**, with the southern section shown at **Image 4.5**.

Image 4.3 Proposed Shared Use Route (Northern Section – Calne Road)



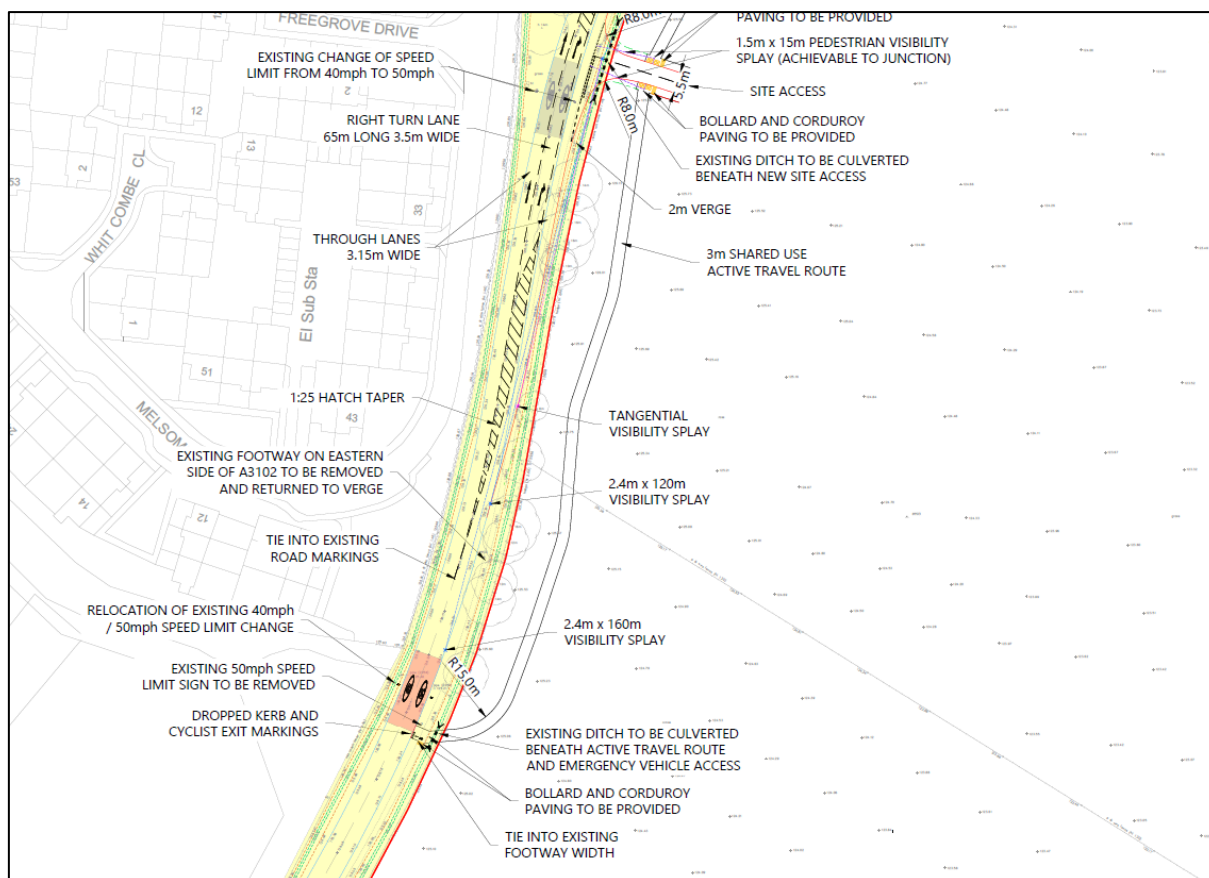
Source: i-Transport Drawing ITB210361-GA-002 Revision D

Image 4.4 Proposed Shared Use Route (Northern Section – Slessor Road)



Source: i-Transport Drawing ITB210361-GA-002 Revision D

Image 4.5 Proposed Shared Use Route (Southern Section – Calne Road)



Source: i-Transport Drawing ITB210361-GA-002 Revision D

4.6 Road Safety Audit

4.6.1 An Independent Stage 1 Road Safety Audit has been undertaken for the proposed access junction and proposed pedestrian / cycle shared use route. **Table 4.1** provides a summary of the matters that have been raised and the designer's response. The full Road Safety Audit and Designers Responses are provided at **Appendix C**.

Table 4.1: Road Safety Audit and Designer's Response Summary

RSA Comment	Designers Response
A.2.1 – adequate visibility needs to be provided to the south	120m and 160m envelopes are shown on GA-002 to the south. The scheme relocates the 40/50mph gateway to the south and further TM will be provided if required by Wiltshire Council.
A.2.2- large vehicles cannot turn left into / out of the site without encroaching the opposing lane.	A taper has been provided, which results in large vehicles no longer overrunning lanes.
A.4.1 - No route is provided for cyclists to continue their journey (to the north)	It is proposed to provide a pedestrian and cycle improvement to the north.

RSA Comment	Designers Response
A.4.2 - Cyclists are likely to use the existing controlled pedestrian crossing adjacent to Melsome Road.	It is proposed to include a pedestrian and cycle improvement to the north which does not require cyclists to cross Calne Road.
A.4.3 - No route is provided for cyclists to continue their journey to the south.	A dropped kerb is shown as part of the proposed scheme, to allow cyclists to transition to / from the carriageway.

4.6.2 As set out above, all matters raised by the Road Safety Audit have been adequately addressed.

4.7 Internal Site Layout Matters

4.7.1 As an outline planning application, the internal site layout is not for determination at this stage. However, to demonstrate that the scheme has / will be designed in accordance with the prevailing policy and guidance, the following matters are confirmed.

Parking

4.7.2 Vehicle Parking will be provided in line with residential parking standards outlined in LTP3, while cycle parking will be provided in line with the draft LCWIP – both car and cycle requirements are detailed at Section 2.

4.7.3 Secure cycle storage spaces will be provided for each dwelling, in line with WC. Cycle parking will be provided in garages where present and delivered to meet minimum space requirements, or in secure cycle stores in rear gardens where no garages are provided. The scheme will include electrical supplies to garages to facilitate charging e-bikes.

Electric Vehicle Charging

4.7.4 Each dwelling with associated parking will be provided with a dedicated 7kw fast charging point in line with the Building Regulations. This will help promote the use of Electric Vehicles and support the update of low carbon travel.

4.8 Summary

4.8.1 The proposed development comprises up to 200 new homes with provision of open space and associated infrastructure with all matters reserved except for access. The Illustrative Masterplan at **Appendix A** demonstrates how the development could come forward.

4.8.2 The transport vision for the development has been developed in combination with the proposed site layout, access strategy, sustainable transport strategy and Travel Plan.

-
- 4.8.3 The development aims to deliver a sustainable, integrated and well-connected community which addresses and facilitates the transport needs of future residents. This will be achieved through measures to promote sustainable transport including active travel and public transport, minimising car dependency, contributing towards climate and environmental sustainability and ongoing engagement with future residents of the site and stakeholders.
- 4.8.4 Vehicular access is proposed from Calne Road via a ghost island junction arrangement which is shown on **Drawing ITB210361-GA-002 Revision D**. Swept path analysis has been undertaken which demonstrates that the access arrangement can accommodate larger servicing vehicles and a Road Safety Audit has been undertaken and all comments raised have been addressed.
- 4.8.5 Pedestrian and cycle access will be achieved from Calne Road. Within the site, a 3m shared use footway / cycleway is proposed parallel to Calne Road.
- 4.8.6 To the south a dropped kerb is proposed to enable cyclists to access the shared use route (for those travelling northbound) and re-join the carriageway (for those travelling southbound). To the north, it is proposed to provide a shared use route extending from the site boundary through widening of the existing footway on the eastern side of Calne Road, where feasible. The achievable width of the proposed shared use route to the north is 3m with some localised narrowing due to available extent of the highway boundary. Where sections narrow, there is good forward visibility to allow oncoming pedestrians / cyclists to see one another.
- 4.8.7 Improvements are proposed for pedestrians and cyclists on Slessor Road through improved crossings (providing dropped kerbs and tactile paving) and advisory on-carriageway cycle lanes.
- 4.8.8 The proposed improvements will provide improved pedestrian and cycle access towards services and facilities to the north of the site, including the primary school when used in combination with low traffic / speed residential streets to the north of the Slessor Road.

SECTION 5 Traffic Impact

5.1 Overview

5.1.1 This section of the TA assesses the potential traffic impact of the proposed development on the local highway network and evaluates this against the policy requirements.

5.2 Multi-Modal Trip Generation

5.2.1 To estimate the potential multi-modal trip generation of the proposed development, an analysis using the TRICS database has been carried out, and sites have been specifically selected that are consistent with the development proposed and vision for the site. The interrogation of the TRICS database has been carried out using the following parameters:

- **Main Land Use** – Residential, Houses Privately Owned
- **Range** –150 – 250 dwellings;
- **Date Range** – 2016 to 2024;
- **Sites in edge of town locations;** and
- **Surveys undertaken during a weekday only.**

5.2.2 The derived trip rates for private dwellings are summarised in **Table 5.1**. This is a robust approach as the scheme will deliver affordable homes alongside privately owned homes and typically private homes generate more vehicular trips during the peak periods.

5.2.3 The full TRICS outputs are provided in **Appendix D**.

Table 5.1: Multi-Modal Trip Rates and Trip Generation

	Morning Peak Period			Evening Peak Period			Daily		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Pedestrians									
Trip Rate (per dwelling)	0.046	0.105	0.151	0.056	0.030	0.086	0.469	0.455	0.924
Trip Generation – 200 dwellings	9	21	30	11	6	17	94	91	185
Cyclists									
Trip Rate (per dwelling)	0.007	0.038	0.045	0.023	0.019	0.042	0.109	0.104	0.213
Trip Generation – 200 dwellings	1	8	9	5	4	9	22	21	43
Public Transport Users									
Trip Rate (per dwelling)	0.007	0.064	0.071	0.011	0.004	0.015	0.137	0.144	0.281
Trip Generation – 200 dwellings	1	13	14	2	1	3	27	29	56
Total Vehicles									
Trip Rate (per dwelling)	0.129	0.33	0.459	0.234	0.152	0.386	1.898	1.913	3.811
Trip Generation – 200 dwellings	26	66	92	50	26	76	380	383	762

Source: TRICS. Totals may not sum due to rounding

5.2.4 The proposed development is forecast to generate up to 39 two-way pedestrian and cycle movements and around 14 public transport trips during the morning and evening peak periods.

5.2.5 As a baseline (i.e. prior to any modal shift achieved through measures to support the transport vision and Travel Plan) the development is forecast to generate a maximum of 92 two-way vehicular trips during each peak period – this includes cars and servicing vehicles. This is equivalent to an average of less than two additional vehicles on Calne Road every minute resulting from the development.

5.3 Baseline Traffic Data

5.3.1 The methodology for collecting baseline data on which the traffic impact assessment has been assessed against is set out in Section 3.7 of this TA. **Figures TF 1** and **TF 2** presents the 2025 observed traffic data, which are provided at **Appendix E**.

5.4 Traffic Growth

5.4.1 To assess the impact of the development, the 2025 traffic flows have had growth factors applied for the period 2025 to 2030 (five years post application). Growth rates have been based on Wiltshire as a local authority area rather than an individual MSOA. This is because local authority data sets are more reliable when reflecting regional housing delivery, employment changes, demographic trends and commuting patterns across a wider area which are less effected by more extreme variations between adjacent MSOA areas.

5.4.2 TEMPro 8.1 was used to obtain traffic growth factors which are presented in **Table 5.2** below with the 2030 baseline flows presented at **Figure TF 3 and TF 4** (provided at **Appendix E**).

Table 5.2: TEMPRO Growth Rates 2025-2030

AM Peak Hour	PM Peak Hour
1.0538	1.0546

Source: TEMPRO 8.1

5.5 Committed Development

5.5.1 To account for specific local committed development in Lyneham, the agreed development traffic flows associated with the Land at Green Farm mixed-use development (planning reference 19/03199/OUT) have been included within the future baseline traffic flows. Traffic flows associated with this scheme are shown at **Figures TF5 and TF6** at **Appendix E**.

5.5.2 Accounting for specific committed development in addition to TEMPRO growth factors is a robust method which may result in an element of double counting as local growth from development is already established through TEMPRO. However, to provide a robust method to forecast future traffic growth, the TEMPRO growth has not been adjusted.

5.6 Trip Distribution and Assignment

Journey Purpose

5.6.1 The likely journey purpose for the generated car driver peak hour trips has been determined using data derived from the DfT National Travel Survey (NTS) 2019. The proportion of peak hour trips by journey purpose by car is presented in **Table 5.3**.

Table 5.3: Proportion of Peak Hour Trips by Journey Purpose (Car Driver Only)

Trip Purpose	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)
Commuting/Business	36.8%	43.2%
All Other Journey Purposes	63.2%	56.8%
Total	100%	100%

Source: Car driver trip start time by trip purpose (Monday to Friday only): Great Britain, 2015/19, National Travel Survey, DfT, 2020

5.6.2 Some 37% of the total vehicular trips generated by the residential development will be for employment journeys in the morning peak hour period. The remaining 63% of the vehicle trips will be all other purposes, including education, shopping, leisure and personal business trips. In the evening peak hour, the proportion of employment related journeys accounts for some 43% whilst other journeys comprise 57% of the total vehicular trips.

5.6.3 The distribution, assignment and junction assessments have been undertaken on the basis that 43% of the total vehicular trips generated by the residential development will be for employment journeys and the remaining 57% of the vehicle trips will be for all other purposes for both the morning and evening peak hours. This provides a robust estimate because it assumes a greater proportion of non-local (e.g. work) journeys.

Distribution

5.6.4 An accurate assessment of the likely distribution of traffic from the site has been undertaken using separate methodologies to consider the destinations of commuting and business trips to other trip purposes (determined from the NTS journey purpose data):

- For commuting and business trips, the 2011 National Census Journey to Work statistics (for car drivers) for the Wiltshire 007 has been used. This dataset identifies existing resident's employment locations and so existing commuting patterns; and,
- For other journey purpose trips, the P/T^2 gravity model is provided using the population of key urban areas (from the 2011 Census) within a 30-minute drive time of the site (estimated from Google Maps Directions facility). 30-minute journeys are considered a reasonable maximum journey time for non-commuting / business trips as most other journey destinations will be available within this journey time.

5.6.5 The two sets of data have been combined to generate a single set of distribution parameters to inform the development trip assignment.

5.6.6 A summary of the distribution at the site access is provided below, with the full distribution provided at **Appendix F**.

- Calne Road Northbound – 85.2%; and
- Calne Road Southbound – 14.8%.

5.6.7 Beyond the site access, the major destinations for work and non-work based trips include Swindon, Lyneham, Chippenham, Calne and Bradford on Avon / Trowbridge / Melksham.

Assignment

5.6.8 The forecast development traffic has been assigned to the highway network based on the distribution to the identified destinations (**Appendix F**).

5.6.9 To determine the routing of vehicle trips to these destinations, trips were assigned to the road network based on the quickest route from the site to the destination location using the Google Maps 'Directions' Facility. Within the Directions facility, a start time for journeys of 08:00 was utilised to reflect peak period traffic conditions. In some cases, a single route option was identified by the assessment, however for most destinations the assessment identified multiple routes. In these cases, development trips were distributed to the possible routes based upon the journey times identified, with the quickest route assigned a larger number of trips.

5.6.10 The resulting development traffic assignment is presented at **Figures TF 12 -17 (Appendix E)**.

5.7 Operational Assessments

5.7.1 To assess the impact of the forecast development traffic locally, operational assessments have been undertaken at the following junctions:

- Junction 1 - Site Access / Calne Road;
- Junction 2 – Calne Road / Preston Lane mini roundabout; and
- Junction 3 - Calne Road / Chippenham Road / The Green roundabout.

5.7.2 The identified junctions have been assessed using TRL Software Junctions 11 for the following scenarios:

- Scenario 1 – 2025 Baseline (Junctions 2 and 3 only);
- Scenario 2 – 2030 "without development" including committed development and TEMPRO growth (Junctions 2 and 3 only); and,

- Scenario 3 – 2030 “with development” including committed development and TEMPRO growth (all junctions).

5.7.3 The operational assessment outputs are provided in **Appendix G** and summarised below.

Site Access / Calne Road

5.7.4 **Table 5.4** summarises the operational assessment for the proposed site access junction with Calne Road.

Table 5.4: Operational Assessment of Site Access Junction

Arm/Movement	AM Peak Hour			PM Peak Hour		
	RFC	Queue (vehicles)	Delay (s)	RFC	Queue (vehicles)	Delay (s)
2030 ‘with development’						
Site Access	0.21	<1	13.37	0.11	<1	13.41
Calne Road	0.01	<1	6.03	0.01	<1	7.09

RFC = Ratio of Flow to Capacity

5.7.5 The site access junction will operate well within capacity with minimal queuing and delay expected.

Calne Road / Preston Lane Mini Roundabout

5.7.6 **Table 5.5** summarises the operational assessment of the Calne Road / Preston Lane mini roundabout to the north of the site.

Table 5.5: Operational Assessment of Calne Road / Preston Lane Mini Roundabout

Arm/Movement	AM Peak Hour			PM Peak Hour		
	RFC	Queue (vehicles)	Delay (s)	RFC	Queue (vehicles)	Delay (s)
2025 Baseline						
Calne Road (N)	0.45	<1	4.5	0.48	<1	0.48
Preston Lane	0.47	<1	15.25	0.30	<1	0.30
Calne Road (S)	0.37	<1	3.92	0.46	<1	0.46
2030 ‘without development’						
Calne Road (N)	0.50	1.0	4.93	0.53	1.1	0.53
Preston Lane	0.55	1.2	19.88	0.35	<1	0.35
Calne Road (S)	0.41	<1	4.18	0.51	1.0	0.51
2030 ‘with development’						
Calne Road (N)	0.51	1.0	5.10	0.55	1.2	0.55

Arm/Movement	AM Peak Hour			PM Peak Hour		
	RFC	Queue (vehicles)	Delay (s)	RFC	Queue (vehicles)	Delay (s)
Preston Lane	0.58	1.3	21.92	0.39	<1	0.39
Calne Road (S)	0.45	0.8	4.50	0.53	1.1	0.53

5.7.7 The operational assessment demonstrates that the junction will operate within theoretical capacity under all scenarios, with no material impact on operation with the proposed development.

Calne Road / Chippenham Road / The Green Roundabout

5.7.8 **Table 5.6** summarises the operational assessment of the Calne Road / Chippenham Road / The Green roundabout to the north of the site.

Table 5.6: Operational Assessment of Calne Road / Chippenham Road / The Green Roundabout

Arm/Movement	AM Peak Hour			PM Peak Hour		
	RFC	Queue (vehicles)	Delay (s)	RFC	Queue (vehicles)	Delay (s)
2025 Baseline						
Chippenham Road (N)	0.45	<1	5.47	0.53	1.1	6.8
Calne Road (S)	0.62	1.6	9.02	0.60	1.5	8.33
Chippenham Road	0.23	<1	4.46	0.24	<1	4.37
2030 'without development'						
Calne Road (N)	0.50	1.0	6.09	0.58	1.4	6.98
Preston Lane	0.69	2.2	11.00	0.68	2.1	10.31
Calne Road (S)	0.30	<1	4.94	0.30	<1	4.8
2030 'with development'						
Calne Road (N)	0.51	1.0	6.26	0.60	1.5	7.44
Preston Lane	0.74	2.7	12.77	0.70	2.3	11.03
Calne Road (S)	0.31	<1	5.07	0.31	<1	4.95

5.7.9 The operational assessment demonstrates that the junction will operate within theoretical capacity under all scenarios, with no material impact on operation with the proposed development.

5.8 Scenario-Led Assessments

- 5.8.1 The NPPF paragraph 115 outlines that when impacts from development on either capacity / congestion or highway safety are significant (or severe), mitigation should be developed through a vision-led approach.
- 5.8.2 The above capacity testing demonstrates that the impact of traffic generated by the proposed development is neither severe or significant. Notwithstanding this, improvements are proposed to the pedestrian / cycle infrastructure to encourage trips on foot and by bike. A Travel Plan is to be prepared to support the transport vision with the result to improve the modal shift to active travel, further reducing the traffic impact of the scheme. As such, no further detailed scenario-led assessments are necessary.
- 5.8.3 The Travel Plan (i-Transport report ITB210631-003) which has been prepared for the proposed development provides quantified modal shift targets for the proposed development for the implementation period. By the end year of the fifth year following full occupation of the development, the Travel Plan forecasts a 10% reduction in vehicular trips generated by the development. Across a typical day, this would reduce vehicular trip generation by around 75 vehicles which in turn would improve the operation of the local highway network.

5.9 Traffic Impact Summary

- 5.9.1 To estimate the potential multi-modal trip generation of the proposed development, an analysis using the TRICS database has been carried out.
- 5.9.2 The proposed development is forecast to generate up to 39 two-way pedestrian and cycle movements and around 14 public transport trips during the morning and evening peak periods.
- 5.9.3 As a baseline (i.e. prior to any modal shift achieved through measures to support the transport vision and Travel Plan) the development is forecast to generate a maximum of 92 two-way vehicular trips during each peak period – this includes cars and servicing vehicles.
- 5.9.4 Traffic data has been collected for the local highway network, these surveys were undertaken in 2025. To assess the impact of the development, the 2025 traffic flows have had growth factors applied for the period 2025 to 2030 (5 years post application). Growth rates have been based on Wiltshire as a local authority area rather than an individual MSOA.

- 5.9.5 To account for specific local committed development in Lyneham, the agreed development traffic flows associated with the Land at Green Farm mixed-use development (planning reference 19/03199/OUT) have been included within the future baseline traffic flows. Accounting for specific committed development in addition to TEMPRO growth factors is a robust method which may result in an element of double counting as local growth from development is already established through TEMPRO. However, to provide a robust method to forecast future traffic growth, the TEMPRO growth factors have not been adjusted.
- 5.9.6 The assignment and distribution of development traffic has been undertaken based on journey purpose (either work or non-work related trips). To determine the routing of vehicle trips to the identified destinations, trips have been assigned to the road network based on the quickest route from the site to the destination location using the Google Maps 'Directions' Facility.
- 5.9.7 To assess the impact of the forecast development traffic locally, operational assessments have been undertaken at the following junctions:
- Junction 1 - Site Access / Calne Road;
 - Junction 2 – Calne Road / Preston Lane mini roundabout; and
 - Junction 3 - Calne Road / Chippenham Road / The Green roundabout.
- 5.9.8 The following scenarios have been assessed:
- Scenario 1 – 2025 Baseline (Junctions 2 and 3 only);
 - Scenario 2 – 2030 “without development” including committed development and TEMPRO growth (Junctions 2 and 3 only); and,
 - Scenario 3 – 2030 “with development” including committed development and TEMPRO growth (all junctions).
- 5.9.9 All junctions are shown to operate within theoretical capacity within all scenarios.

SECTION 6 Summary and Conclusions

6.1 Summary

6.1.1 Ashflame Properties Ltd has appointed i-Transport LLP to provide transport and highways advice in respect to a proposed residential development for up to 200 new homes at Land East of Calne Road, Lyneham. The application is made in outline with all matters reserved except for access which is proposed from Calne Road.

6.1.2 The site is within the civil parish of Lyneham and Bradenstoke in Wiltshire. The site fronts A3102 Calne Road to the west and MOD Lyneham to the north.

6.1.3 National and local policy requires new development to have access to a range of facilities and services by a choice of modes of transport which includes, walking, cycling and public transport. Safe and suitable access to the site should be achieved for all people. In relation to traffic impacts, development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development should only be prevented or reduced on transport grounds where the residual cumulative impacts of the development are severe, following identification of mitigation.

6.1.4 The transport vision for the development is:

“To deliver 200 new homes in Lyneham with multi-modal connectivity to encourage travel by more sustainable modes and support the existing services and facilities within Lyneham. The scheme will support the reduction of carbon emissions through providing access to services and facilities in Lyneham on foot any by bike and to destinations further afield by public transport. Electric vehicle charging will also be provided for new homes to support the uptake of low and zero emission vehicles.”

6.1.5 The surrounding area benefits from a comprehensive pedestrian network, with footways provided on all local routes together with controlled and uncontrolled pedestrian crossings. An extensive Public Rights of Way network provides additional leisure walking routes.

6.1.6 Cycling opportunities include informal on-carriageway routes utilising quiet residential streets, and the development proposal includes the provision of further pedestrian and cycle infrastructure.

- 6.1.7 There are good opportunities to travel from the site by bus, with nearby bus stops on Calne Road served by the high-frequency Stagecoach 55 route offering regular connections to Swindon, Calne, Chippenham and Royal Wootton Bassett, as well as links to the local secondary school. Rail services can be accessed via Chippenham and Swindon stations, both reachable by bus, providing onward regional and national rail connections. These multimodal opportunities support viable non-car travel for a range of journeys.
- 6.1.8 Lyneham provides a range of local facilities including leisure venues, shops, a pharmacy, nurseries, a primary school, and employment primarily at MOD Lyneham. Most key amenities fall within comfortable walking and / or cycling distance from the site.
- 6.1.9 Vehicular access is proposed from Calne Road via a ghost island junction arrangement which is shown on Drawing ITB210361-GA-002 Revision D. Swept path analysis has been undertaken which demonstrates that the access arrangement can accommodate larger servicing vehicles and a Road Safety Audit has been undertaken and all comments raised have been addressed.
- 6.1.10 Pedestrian and cycle access will be achieved from Calne Road. Within the site, a 3m shared use footway / cycleway is proposed parallel to Calne Road.
- 6.1.11 To the south a dropped kerb is proposed to enable cyclists to access the shared use route (for those travelling northbound) and re-join the carriageway (for those travelling southbound). To the north, it is proposed to provide a shared use route extending from the site boundary through widening of the existing footway on the eastern side of Calne Road, where feasible. The achievable width of the proposed shared use route to the north is 3m with some localised narrowing due to available extent of the highway boundary. Where sections narrow, there is good forward visibility to allow oncoming pedestrians / cyclists to see one another.
- 6.1.12 Improvements are proposed for pedestrians and cyclists on Slessor Road through improved crossings (providing dropped kerbs and tactile paving) and advisory on-carriageway cycle lanes.
- 6.1.13 The proposed improvements will provide improved pedestrian and cycle access towards services and facilities to the north of the site, including the primary school when used in combination with low traffic / speed residential streets to the north of the Slessor Road.
- 6.1.14 To estimate the potential multi-modal trip generation of the proposed development, an analysis using the TRICS database has been carried out.
- 6.1.15 The proposed development is forecast to generate up to 39 two-way pedestrian and cycle movements and around 14 public transport trips during the morning and evening peak periods.

- 6.1.16 As a baseline (i.e. prior to any modal shift achieved through measures to support the transport vision and Travel Plan) the development is forecast to generate a maximum of 92 two-way vehicular trips during each peak period – this includes cars and servicing vehicles.
- 6.1.17 Traffic data has been collected for the local highway network, these surveys were undertaken in 2025. To assess the impact of the development, the 2025 traffic flows have had growth factors applied for the period 2025 to 2030 (5 years post application). Growth rates have been based on Wiltshire as a local authority area rather than an individual MSOA.
- 6.1.18 Traffic from the committed development site at Land at Green Farm has been included within the background traffic growth to provide a robust assessment.
- 6.1.19 To assess the impact of the forecast development traffic locally, operational assessments have been undertaken at the following junctions:
- Junction 1 - Site Access / Calne Road;
 - Junction 2 – Calne Road / Preston Lane mini roundabout; and
 - Junction 3 - Calne Road / Chippenham Road / The Green roundabout.
- 6.1.20 The following scenarios have been assessed:
- Scenario 1 – 2025 Baseline (Junctions 2 and 3 only);
 - Scenario 2 – 2030 “without development” including committed development and TEMPRO growth (Junctions 2 and 3 only); and,
 - Scenario 3 – 2030 “with development” including committed development and TEMPRO growth (all junctions).
- 6.1.21 All junctions are shown to operate within theoretical capacity within all scenarios.

6.2 Conclusion

- 6.2.1 On this basis and in accordance with the transport tests from the NPPF:
- Safe and suitable access for all modes is proposed from Calne Road and off-site improvements to existing key walking and cycling routes are proposed;
 - The proposed walking and cycling infrastructure provide opportunities for people to travel to and from the site by active modes. Lyneham is well served by the 55 bus service which offers a realistic travel alternative to the private car for new residents. The location of the proposed development is such that there is a range of everyday local services and facilities available within the vicinity of the site. The proposals and location of the

development therefore ensure that appropriate opportunities to promote sustainable transport modes have been taken up; and

- The traffic impacts of the development are not significant, and certainly less than the 'severe' test set by the NPPF.

6.2.2 There are therefore no transport reasons for preventing the development from coming forward.

FIGURES

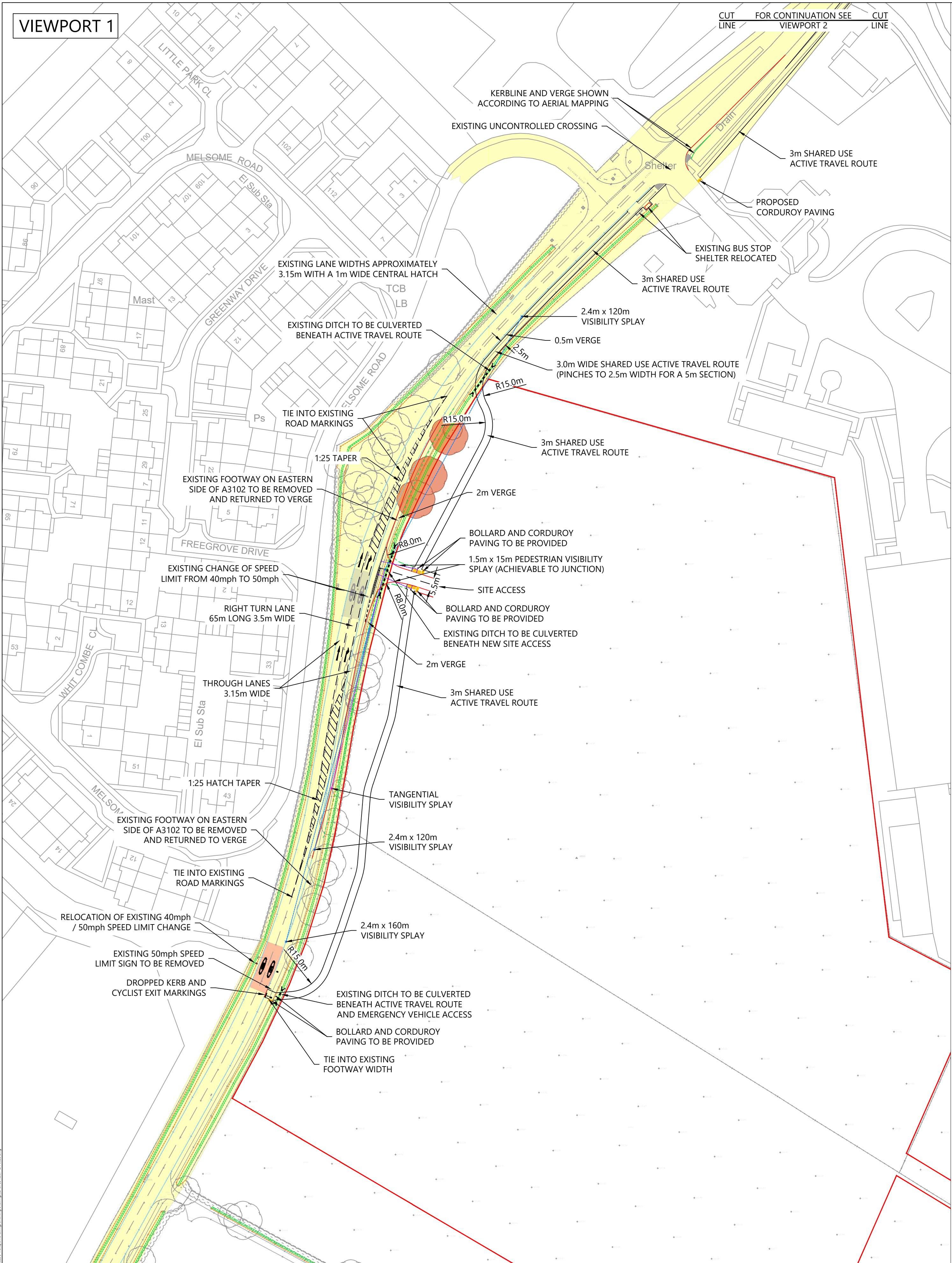
Key

Site Location

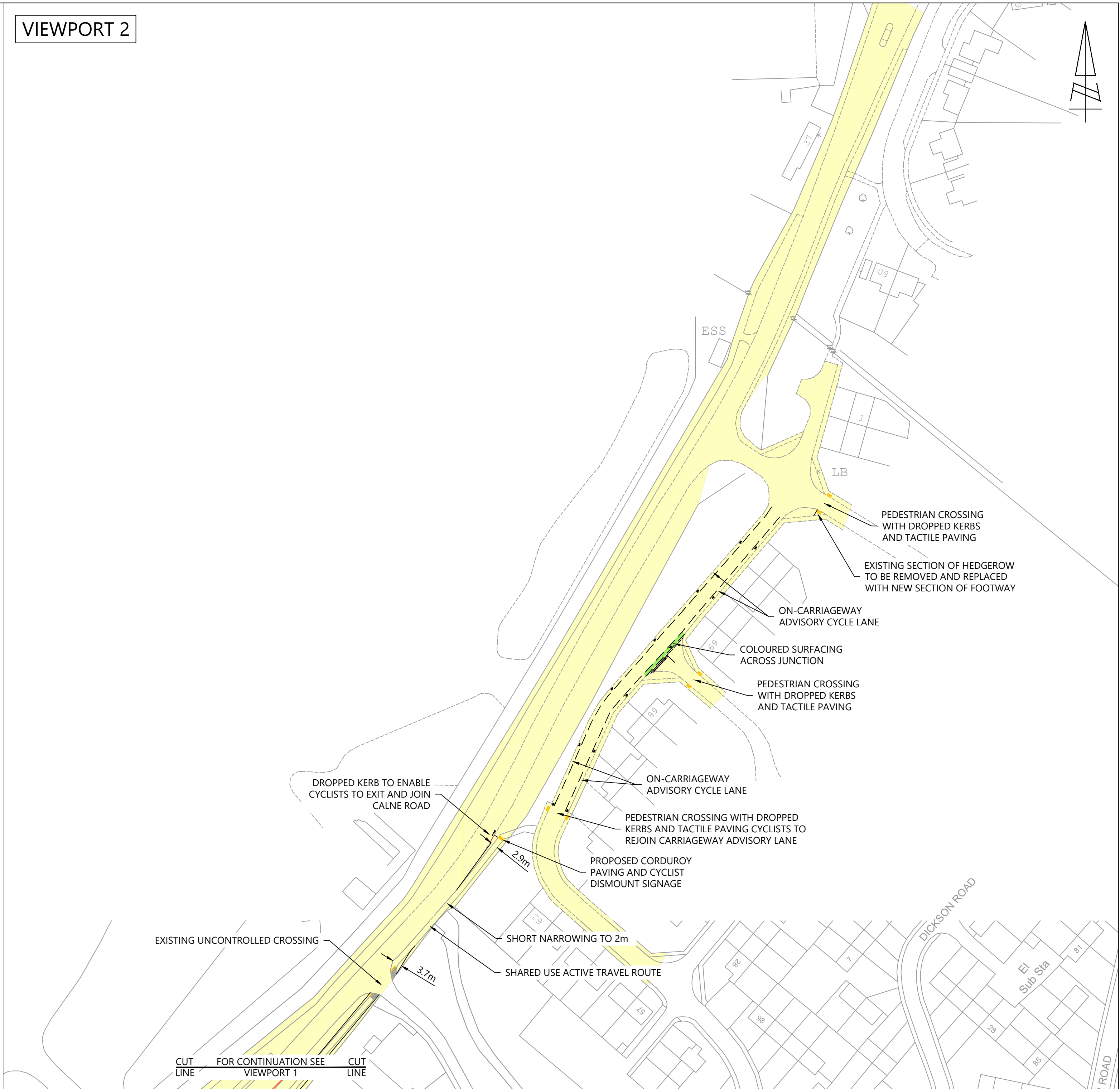


DRAWINGS

VIEWPORT 1



VIEWPORT 2



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
www.i-transport.co.uk

Tel: 01256 898366

SCALE BAR @ 1:1000
0 10 25 50 100

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NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THE DRAWING
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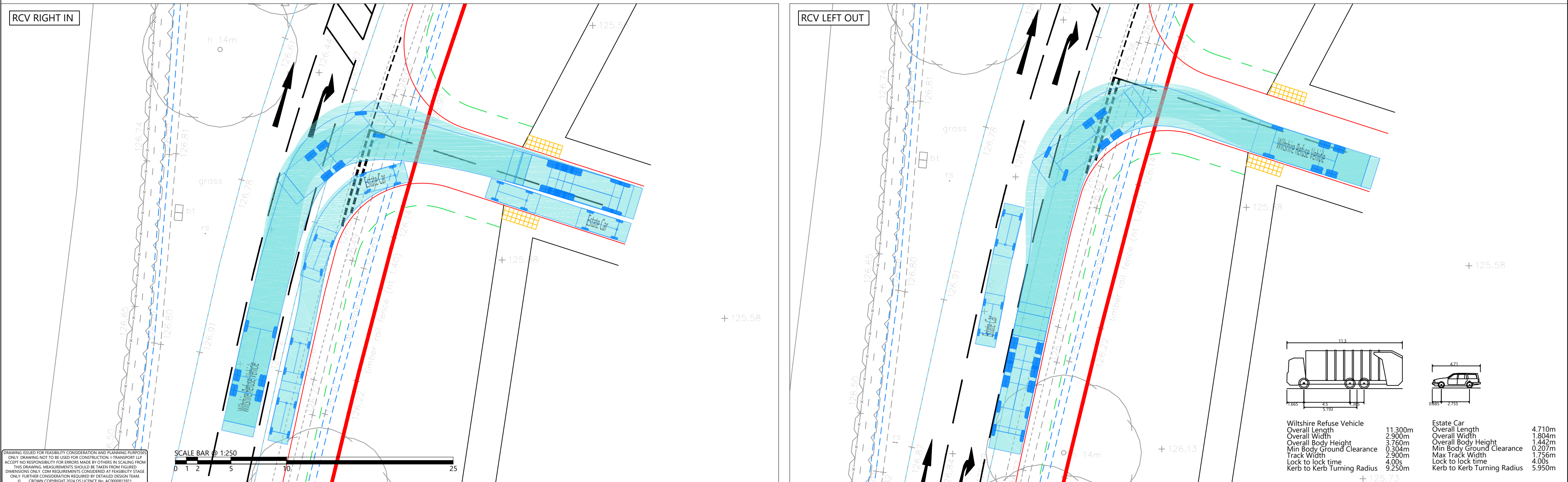
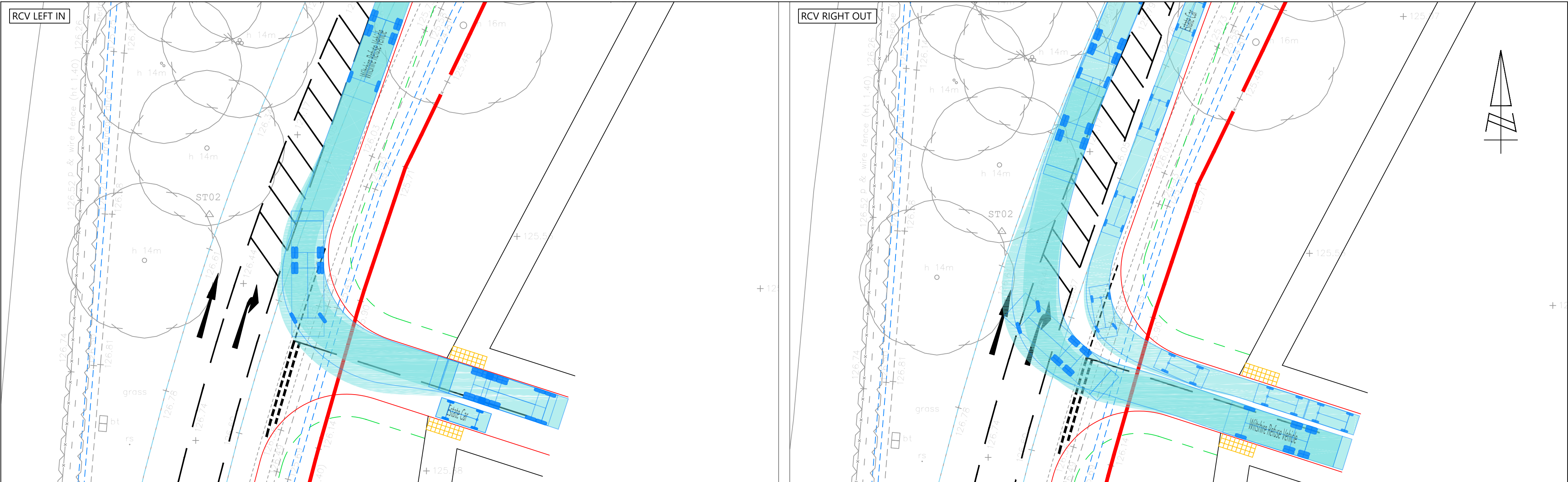
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2	19/11/25	MM	ISA COMMENTS INCORPORATED
3	06/11/25	MM	UPDATES TO ACTIVE TRAVEL ROUTE
4	28/10/25	MM	UPDATES TO CULVERT WIDTH AND SPEED LIMITS, TREE REMOVAL AND PEDESTRIAN VISIBILITY SPLAYS SHOWN

REV	DATE	BY	DESCRIPTION
1	24/11/25	JD	ARRANGEMENT UPDATED
2	19/11/25	MM	ISA COMMENTS INCORPORATED
3	06/11/25	MM	UPDATES TO ACTIVE TRAVEL ROUTE
4	28/10/25	MM	UPDATES TO CULVERT WIDTH AND SPEED LIMITS, TREE REMOVAL AND PEDESTRIAN VISIBILITY SPLAYS SHOWN

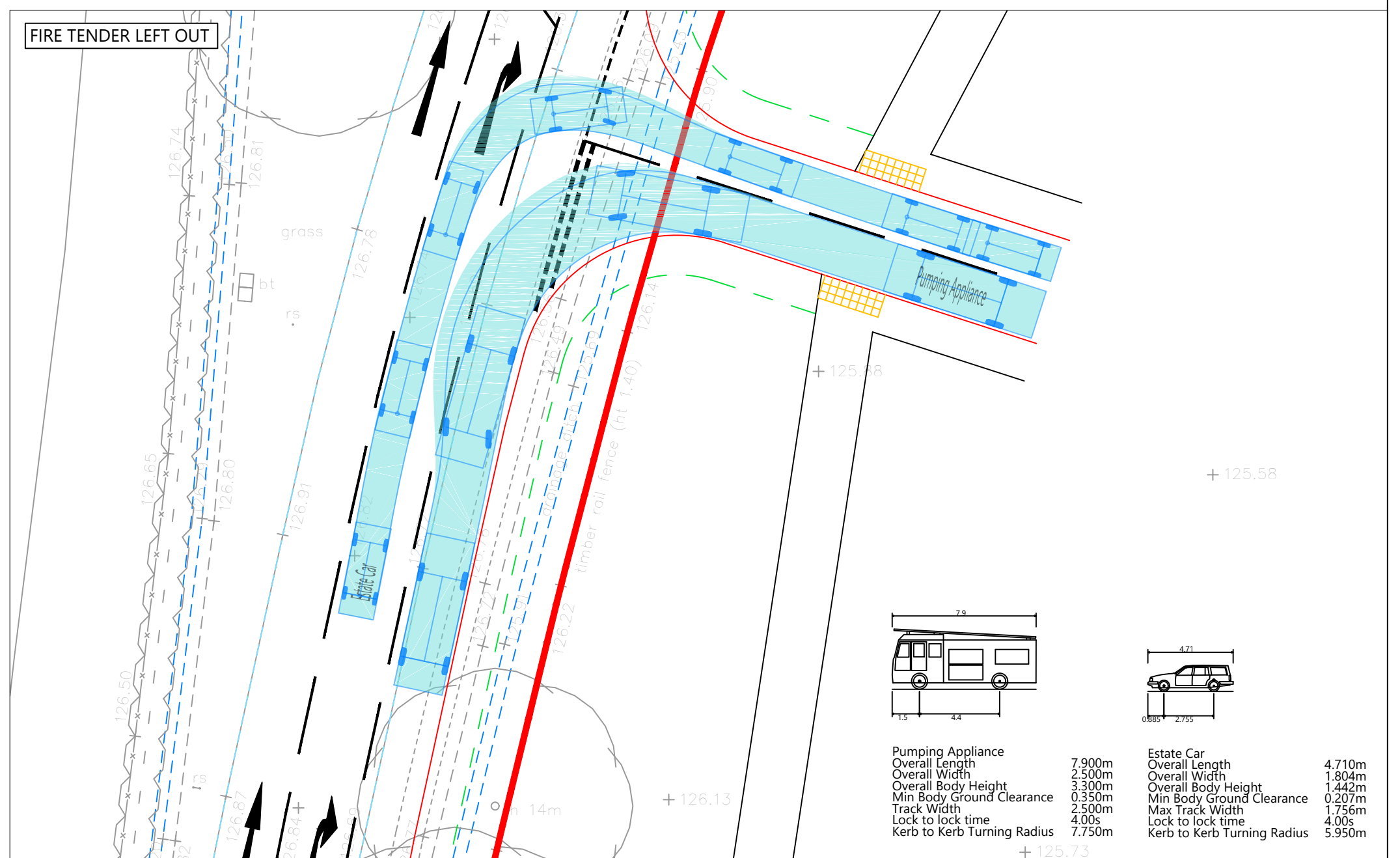
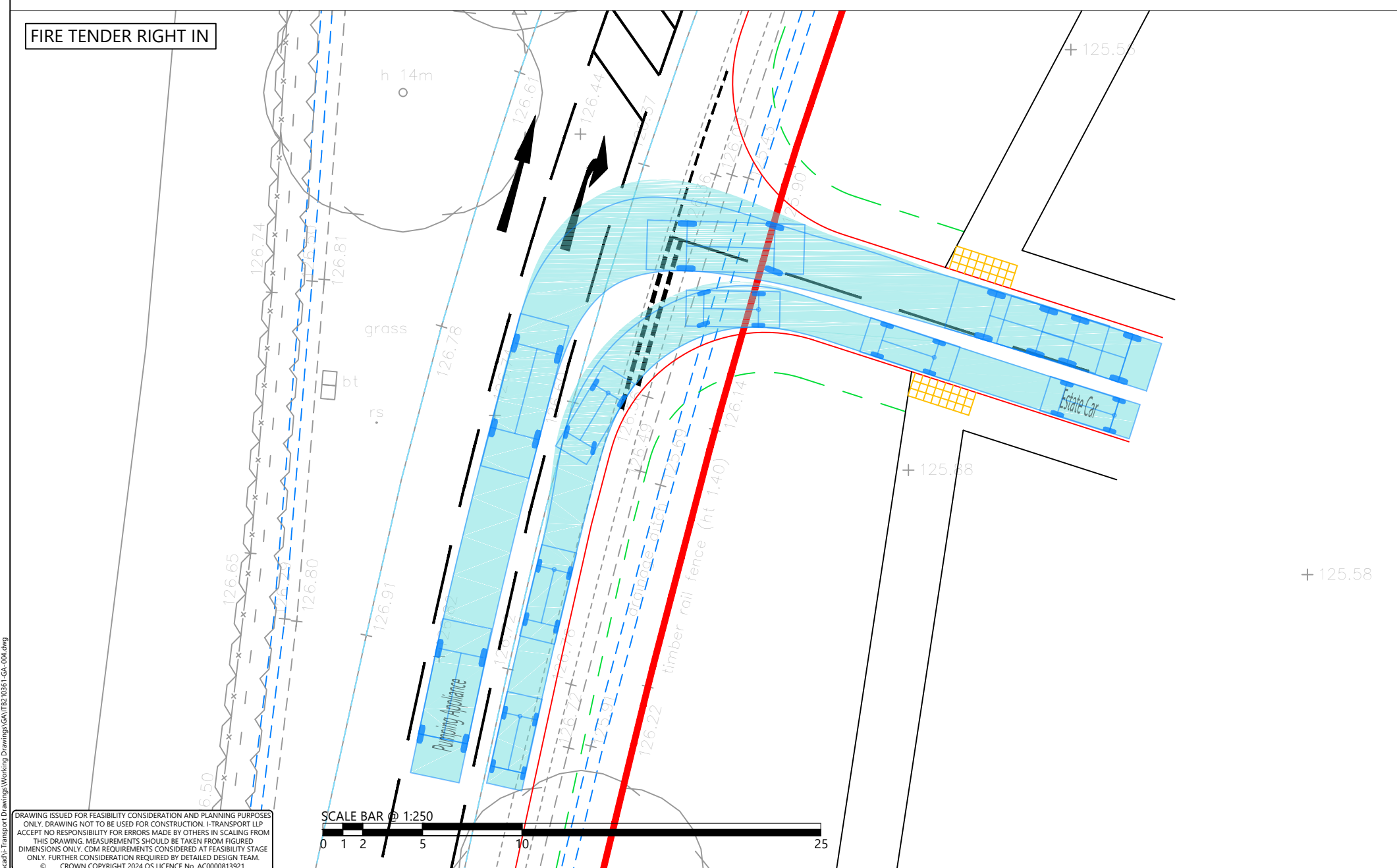
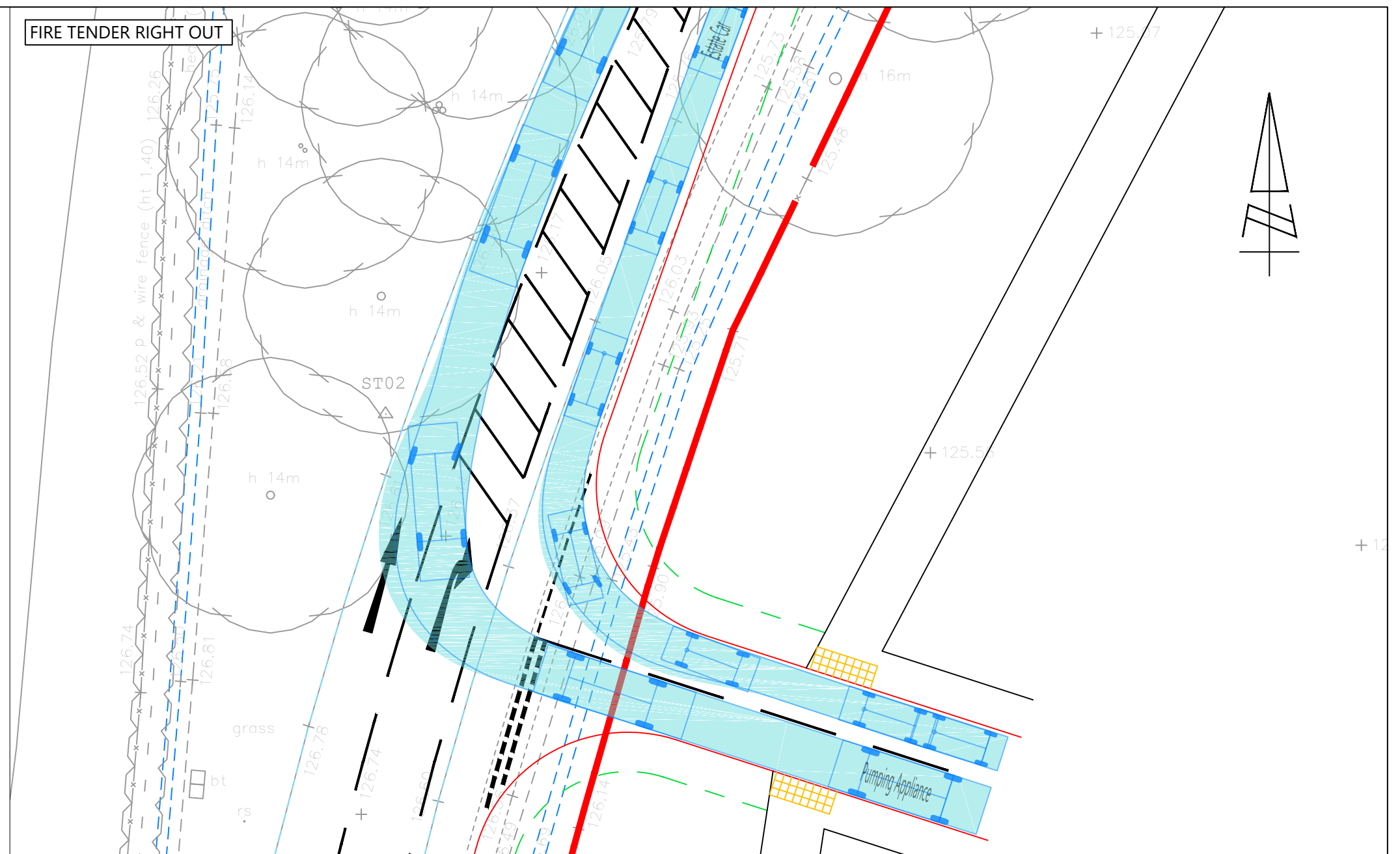
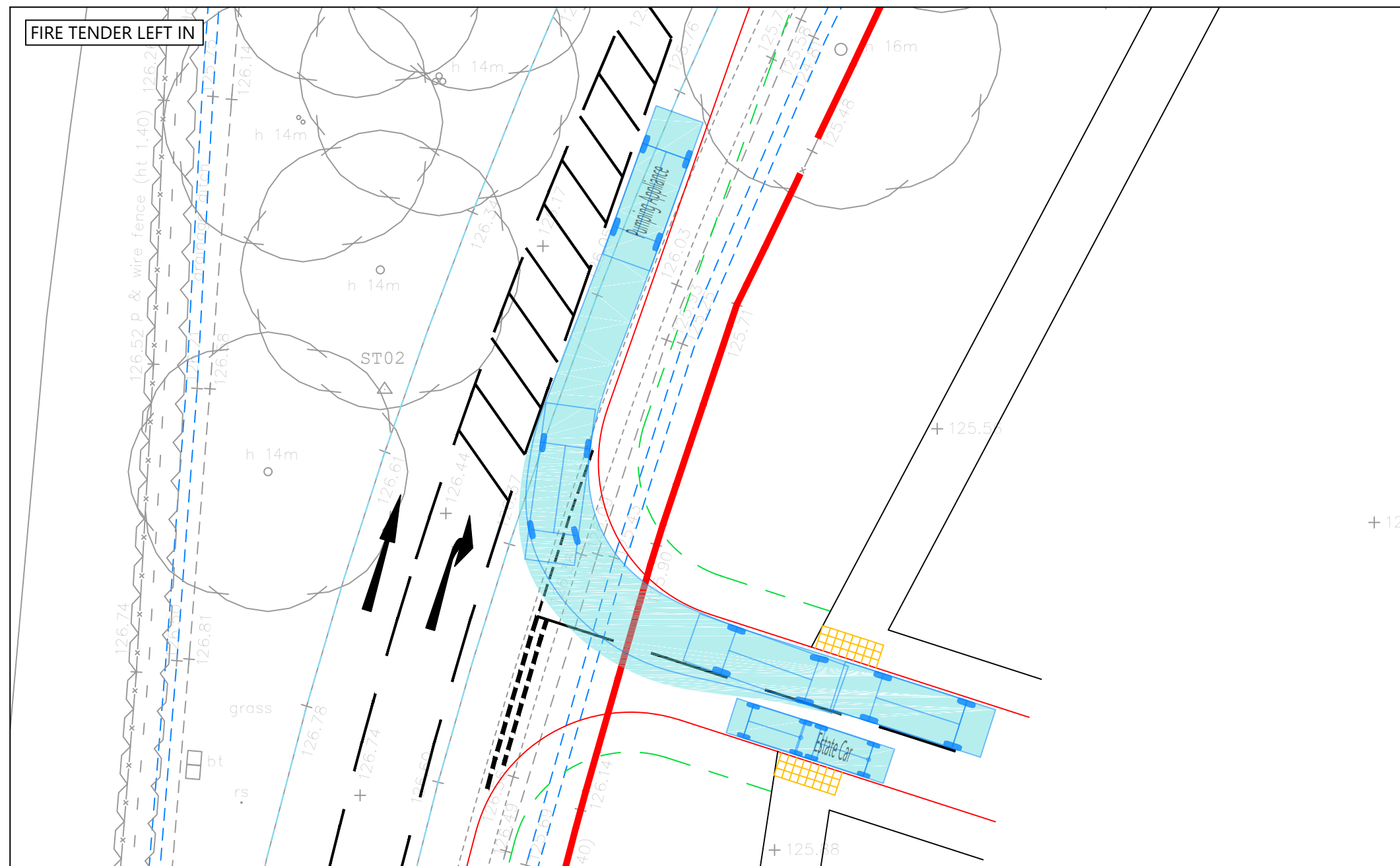
STATUS: FOR INFORMATION

REV	DATE	BY	DESCRIPTION
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2	19/11/25	MM	ISA COMMENTS INCORPORATED
3	06/11/25	MM	UPDATES TO ACTIVE TRAVEL ROUTE
4	28/10/25	MM	UPDATES TO CULVERT WIDTH AND SPEED LIMITS, TREE REMOVAL AND PEDESTRIAN VISIBILITY SPLAYS SHOWN

PROJECT:	LYNEHAM WILTSHIRE	CLIENT:	ASHFLAME PROPERTIES LTD
TITLE:	PROPOSED SITE ACCESS FROM A3102 CALNE ROAD	DRAWN:	PH
PROJECT No:	ITB210361	CHECKED:	DE
DRAWING No:	ITB210361 - GA - 002	APPROVED:	BH
SCALE @ A1:	1:1000	DATE:	01.10.25
REV:	D		



 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB Tel: 01256 898366 www.i-transport.co.uk				REV		DATE	BY	DESCRIPTION	CHK	APD	PROJECT:		CLIENT:	DRAWN:		CHECKED:	APPROVED:
											PROJECT:		LYNEHAM, WILTSHIRE	ITB210361		SCALE @ A2:	DATE:
											PROJECT:		ASHFLAME PROPERTIES LTD	ITB210361		1:250	30.10.25
											PROJECT:			DRAWING No:			REV:
											PROJECT:			ITB210361-GA-003			-



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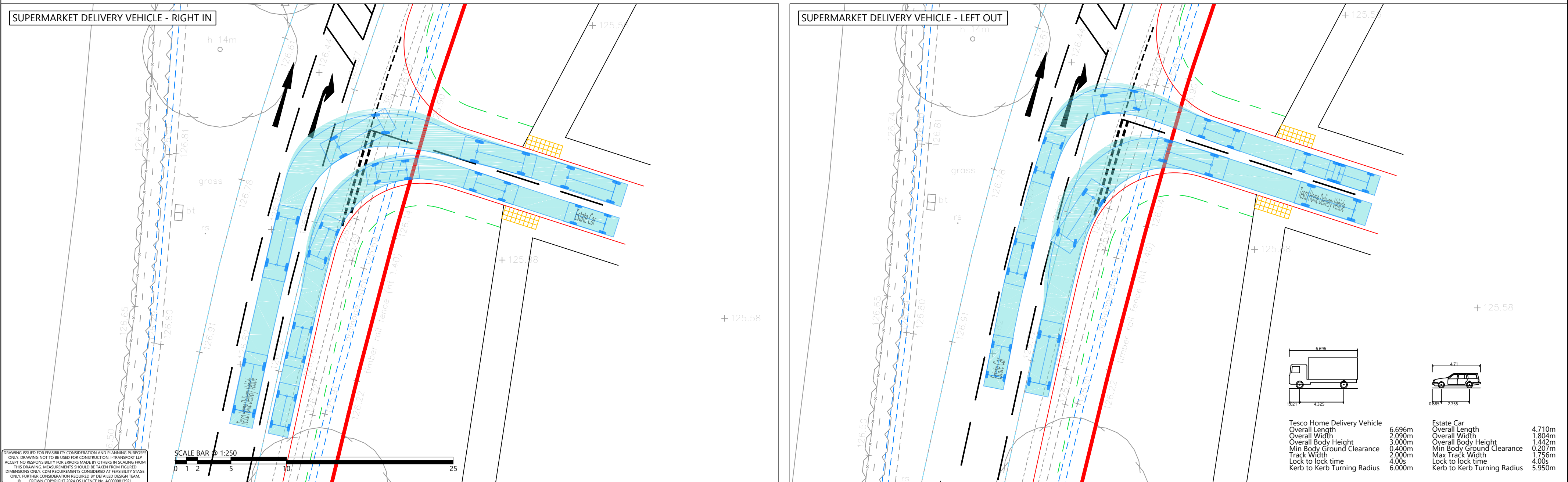
The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 898366

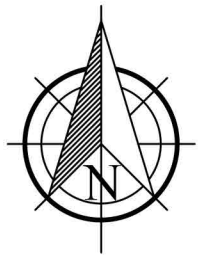
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS:					
FOR INFORMATION					

TITLE:		DRAWN:		CHECKED:		APPROVED:	
SITE ACCESS SWEEP PATH ANALYSIS - FIRE TENDER / ESTATE CAR		MM		DE		BH	
PROJECT:		PROJECT No:		SCALE @ A2:		DATE:	
LYNEHAM, WILTSHIRE		ITB210361		1:250		30.10.25	
CLIENT:		DRAWING No:					REV:
ASHFLAME PROPERTIES LTD		ITB210361-GA-004					-



APPENDIX A. Illustrative Masterplan



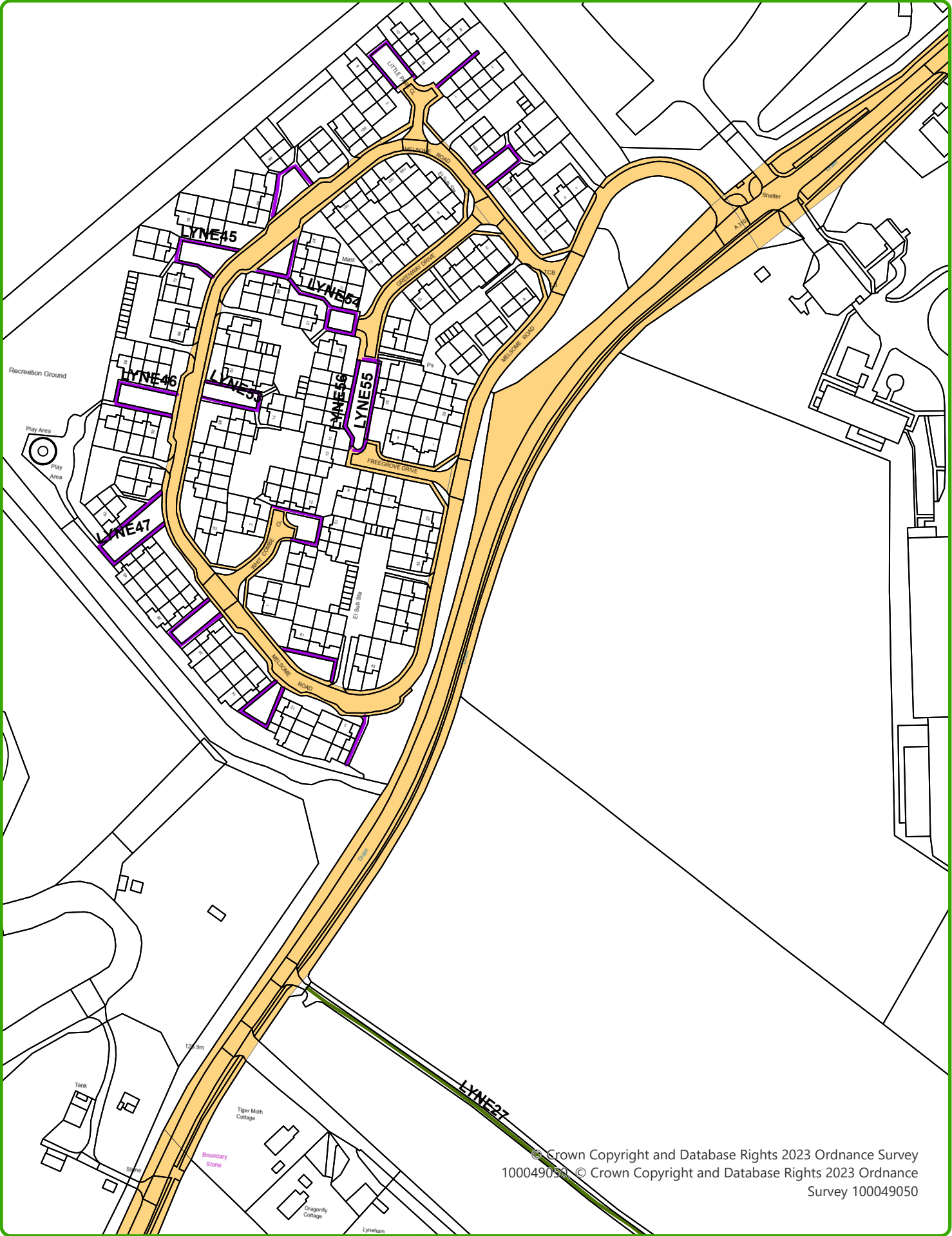
- Key:
- Site Boundary (8.17ha)
 - Built Development
 - Road network
 - Private Drives
 - Footway & Cycleway routes
 - Existing Trees & Vegetation
 - Proposed Trees & Vegetation
 - Open Space
 - Proposed Ponds & Swales
 - Proposed Play Space (LAP)

A 27.11.25 Red line boundary updated

SLB TDA

 Architectural & Civil Engineering Design Unit 3 Access House, Church Road, Kettlewell Field, Bromsgrove, Worce, B60 3DR info@tagproperty.co.uk 01527 811572	Client:		Project:		Drawing Title:		Rev	Date	Description		By	Chkd	
	Ashflame Properties Ltd		Land East of Calne Road Lyneham, Wiltshire		Illustrative Masterplan		Scale:		Plot size:	Drawn:	Check:	Date:	
							1 : 2000		A3	SLB	TDA	24.10.25	
							Project No.:		Drawing No.:				
						TD.00.160		1001 A					

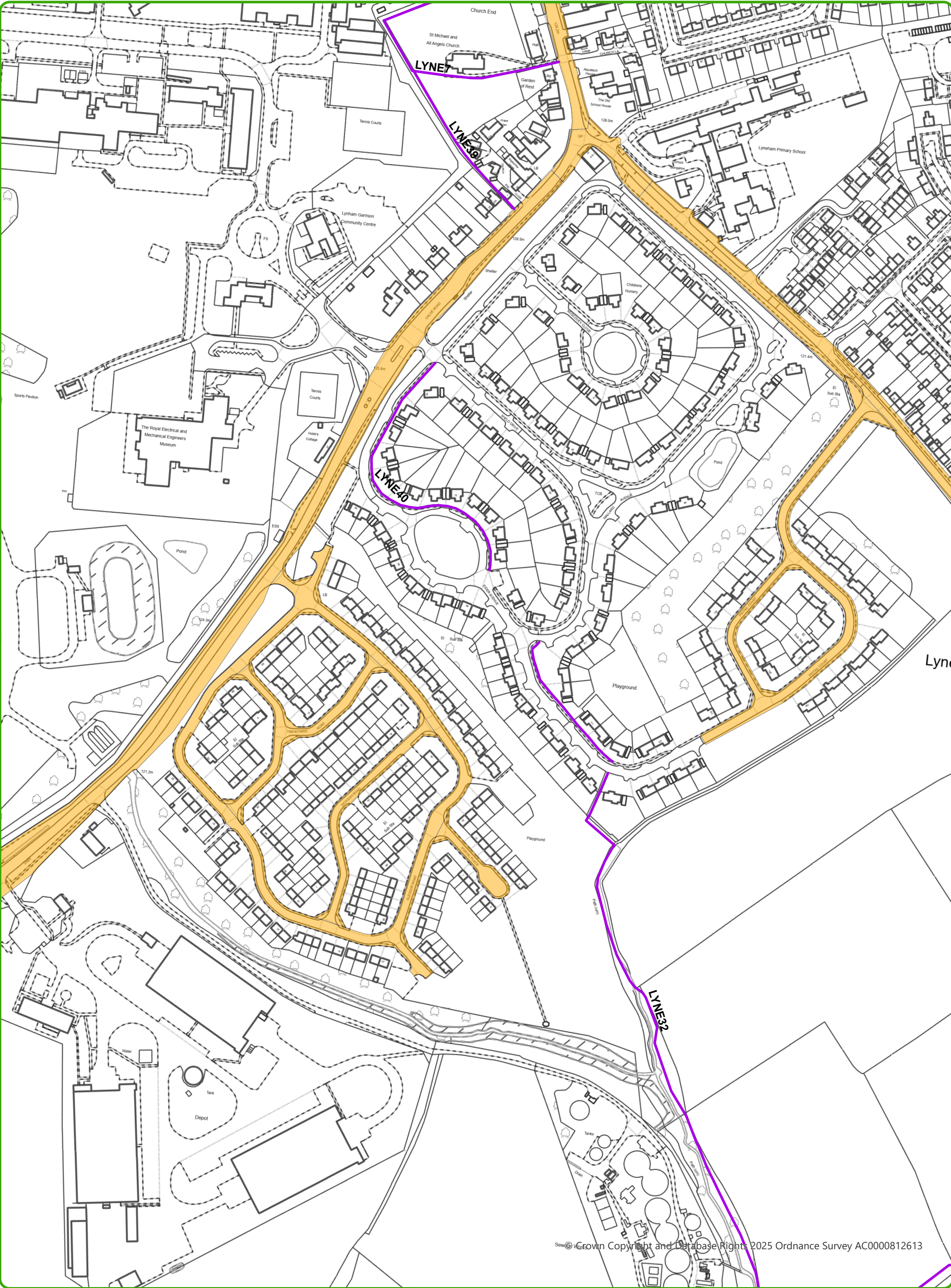
APPENDIX B. Highway Boundary Information



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Survey 100049050



Highways Plan
Calne Road & surrounding roads,
Lyneham



Please Note
The highway extent shown on this plan has been prepared for the property named above.
The extent shown cannot be relied upon for any highways that do not abut or serve the property.

APPENDIX C. Road Safety Audit and Designer's Response

Road Safety Audit Report

Incorporating

Stage 1 Completion of Preliminary Design; and

Road Safety Audit Response Report with RSA Decision Log.



Proposed Development Access and associated Highway Works along the A3102 Calne Road Lyneham

Client:

i-Transport

Client reference:

ITB210361

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status

2

Job no	RSA-25-118	Issue no	2	Date	November 2025
Prepared by	JJF	Verified by	ZB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-25/RSA-25-118-2				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	November 2025
Document reference and revision:	RSA-25-118-2
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	Wiltshire Council
Design Organisation:	i-Transport LLP
Project Sponsor:	Ashflame Properties Ltd

REV	ISSUE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	JJF			5 th November 2025
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	17 th November 2025
2	Design Organisation/Project Sponsor Response incorporated within the Decision Log at Appendix A3	David Earl on behalf of i-Transport			20 th November 2025

Contents:

1.0	Project Details	1
2.0	Introduction	2
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	A.1 Alignment	
	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Traffic Signs, Carriageway Markings and Lighting	
5.0	Audit Team Statement	9

Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan
	A3	Road Safety Audit Response Report with RSA Decision Log

2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed highway access and associated highway works along the A3102 Calne Road in Lyneham. The proposed priority access is to be taken off the eastern side of the carriageway, formed with 8 metre corner and serve a 5.5 metre wide carriageway. The associated highway works include the widening of the existing carriageway to the east, to allow for the provision of a right turn lane that accommodates a 3.5 metre right turn lane with 3.15 metre through lanes and 1 in 25 tapers. As part of the works, the existing speed limit change from 50 to 40mph is to be relocated to a point just south of the proposed right turn lane and that a shared footway cycleway link is to be provided, offset from the carriageway along the site frontage which links with the existing footway to the north. It is understood that the works are to facilitate access to a development of approximately 200 homes that is expected to generate 100 two-way movements during the peak hours.
- 2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.
- 2.3 This Road Safety Audit was undertaken during November 2025 in accordance with the Road Safety Audit Brief provided on the 5th November 2025 by the Design Organisation, i-Transport, on behalf of the Client Organisation, Ashflame Properties Ltd. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. It has been confirmed that items such as surface water drainage, existing and proposed signage as well as utilities to include covers, cabinets, telegraph/electric poles and street lighting are to be assessed during the detail design stage of the scheme and therefore any associated road safety concerns are only raised if fundamental. Moreover, it is understood that all vegetation within the visibility splays illustrated, is to be removed or cut back and maintained at a maximum height of 600mm above the carriageway. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed.
- 2.4 This Road Safety Audit has been undertaken by an Audit Team whose qualifications as well as experience accord with the requirements of GG119. The Audit Team consists of the following members:

Audit Team Leader

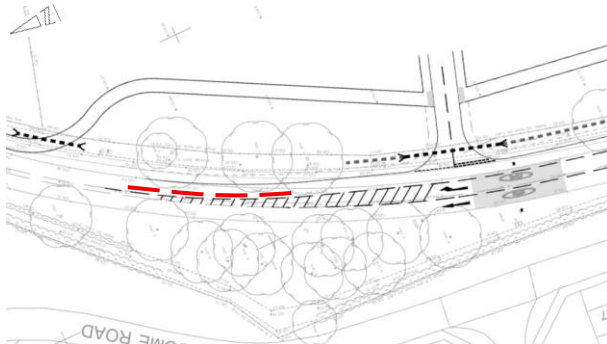
Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member

Zane Beswick *MSoRSA, MCIHT*
Road Safety / Highway Engineer

-
- 2.5 The site visit associated with this Road Safety Audit was undertaken during the morning of Monday 17th November 2025 between the hours of 14:00 and 15:00. The site visit involved walking and driving around the local highway network for 60 minutes whilst observing the local topography as well as infrastructure and current off-peak traffic conditions. During the site visit, the sky with clear with low sun, the road surface was dry and visibility was good. A number of pedestrians, to include joggers and dog walkers and cyclists were observed during the site visit. Vehicular traffic was also observed, to include cars, passenger service vehicles, an emergency response vehicle and light as well as heavy goods vehicles.
- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.
- 3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS**
- 3.1 Fenley Road Safety Limited have not been made aware of any previous Road Safety Audits associated with the current proposals.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

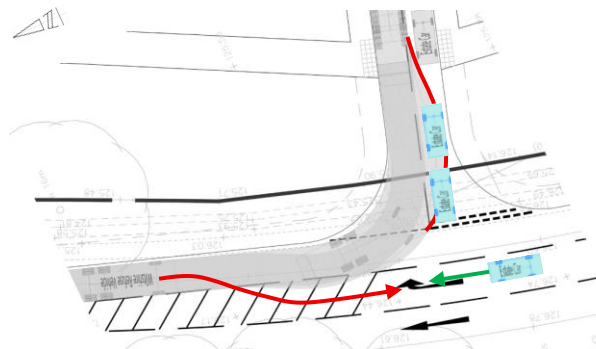
A.1	LOCAL ALIGNMENT
A.2.1	PROBLEM
Location:	A3102 Calne Road
Summary:	The proposals reduce the road centreline radius for southbound motorists.
Acc Type:	Vehicle sideswipe type collision
The A3102 Calne Road is a wide two-way single carriageway road that is subject to a 50mph speed limit which reduces to 40mph on approach to Lyneham. The proposals include the widening of the carriageway to provide a ghost island right turn lane that is to allow access to a proposed development access. The dimensions detailed on the scheme drawing and measurements identify that the proposed right turn lane is to accord with standards for the design speed of the road. It is noted, however, that the southbound entry taper follows a 170 metres road centreline radius. The existing road centreline radius equates to 180 metres which accords with the 'two steps below desirable minimum radius' requirement for a design speed of 70kph (43.75mph). The Audit Team have concerns that the tighter road centreline radius would not be expected and could result in traffic encroaching the proposed right turn lane and sideswipe type collisions.	
RECOMMENDATION:	
It is recommended that the road centreline radii accords with standards.	
Location Plan:  	
A.2	GENERAL
A.2.1	PROBLEM
Location:	A3102 Calne Road
Summary:	Visibility to the south maybe limited.
Acc Type:	Vehicle rear end impact type collision
The A3102 Calne Road is primary road that is subject to a 50mph speed limit to the south which currently reduces to 40mph on approach to Lyneham. The proposals include the provision of a new bellmouth priority access off the eastern side of the carriageway that is formed with 8 metre corner radii. As part of the scheme, the speed limit change is to be relocated to the south of a proposed right turn lane, circa 150 metres. The scheme drawing illustrates that a 160 metre visibility splay is achievable to the south of the proposed access in accordance with the stopping	

sight distance for vehicles travelling at 85kph (53.13mph). No speed data has been provided, nevertheless, this level of visibility should be adequate when considering the relocation of the speed limit. It is noted, however, that the swept path analysis provided with the Audit Brief illustrates that a large refuse collection vehicle is required to encroach the entire access road when turning in. Whilst this is generally the case with developments in urban areas that are accessed off streets and that a right turning large vehicle could wait within the right turn lane for the path ahead to clear, the Audit Team have concerns that a queue of vehicles waiting to exit the proposed access could result in a large vehicle stopping within the southbound lane of the primary road which could lead to a rear end impact type collision or a vehicle attempting to overtake and a head-on / sideswipe type collision.

RECOMMENDATION:

It is recommended that proposed bellmouth is adequate for a large vehicle to manoeuvre without encroaching the opposing lane.

Location Plan:



A.3 JUNCTIONS

No Road Safety Concerns regarding JUNCTIONS have been raised at this stage

A.4 WALKING, CYCLING AND HORSE RIDING

A.4.1 PROBLEM

Location: A3102 Calne Road

Summary: No route is provided for cyclists to continue their journey to the north

Acc Type: Cyclist to pedestrian type collision

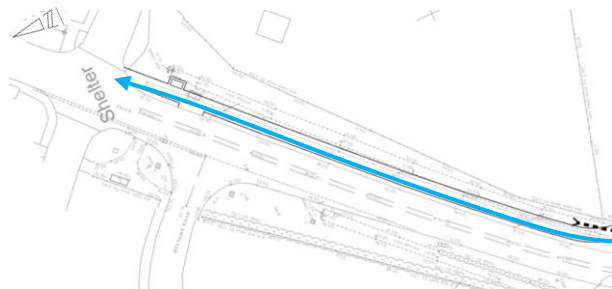
The A3102 benefits from a footway along the eastern side of the carriageway to the north of an existing side road known as Melsome Road where a footway is provided to the east and a shared footway cycleway is provided to the west. A signal controlled crossing is situated just to the north which allows pedestrians safe passage across the primary road. The proposals include the widening and upgrade of the existing footway to the east of the A3102 to provide a 3.0 metre shared footway cycleway. The provision of a shared footway cycleway in busy neighbourhood / town centres where high footfalls and cycle flows are observed are not ideal, however, the proposed facility is not expected to observe high numbers consistent with neighbourhood / town

centres and therefore should be acceptable and is beneficial for cyclists who would otherwise be required to travel along a high speed carriageway. It is noted, however, that the proposed 3.0 metre shared footway cycleway is to terminate at a simple priority access just to the north. The Audit Team have concerns that cyclists are likely to continue along a narrow footway with no off-road route to connect with the existing shared footway cycleway to the west or the facilities to the north which could lead to a cyclist to pedestrian type collision.

RECOMMENDATION:

It is recommended that a route is provided for cyclists to continue their journey.

Location Plan:



A.4.2 PROBLEM

Location: A3102 Calne Road

Summary: Cyclists are likely to use the existing controlled pedestrian crossing.

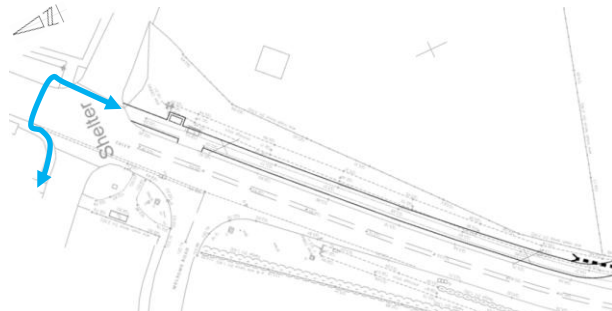
Acc Type: Cyclist to pedestrian type collision

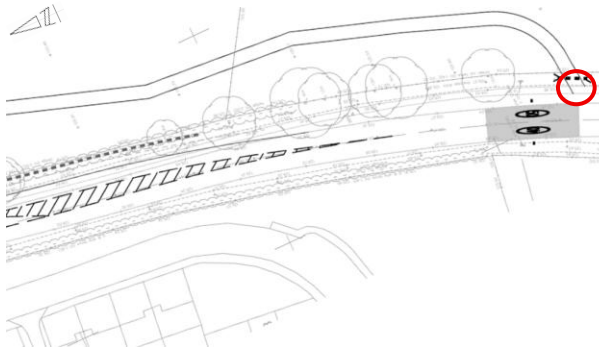
The A3102 Calne Road accommodates a footway to the east of the carriageway and narrow shared footway cycleway to the west with a signal controlled pedestrian crossing just to the north of a side road known as Melsome Road. The proposals include the widening of the existing footway to the east to form a 3.0 metre shared footway cycleway which terminates just south of the existing crossing. No measures are provided to highlight that the proposed footway is to terminate. The Audit Team have concerns that cyclists will continue to and across the existing controlled crossing which appears to be of inadequate width which could lead to a cyclist to pedestrians type collision.

RECOMMENDATION:

It is recommended that existing crossing is upgraded to a Toucan.

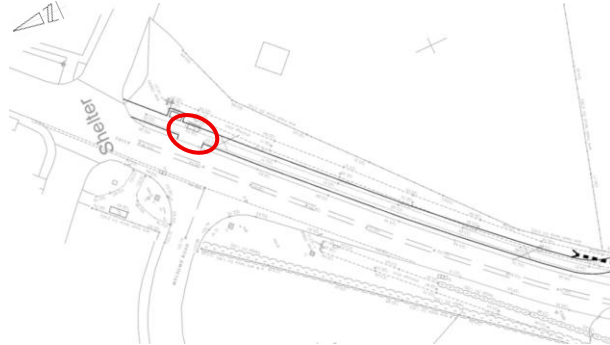
Location Plan:



A.4.3	PROBLEM
Location:	A3102 Calne Road
Summary:	No route is provided for cyclists to continue their journey to the south.
Acc Type:	Cyclist to pedestrian type collision
The A3102 Calne Road accommodates a footway to the east of the carriageway that provides a link between Lyneham to the north and the village of Goatacre to the south. The proposals include the removal of the existing footway for a 270 metre length along the frontage of the application site and the provision of a 3.0 metre shared footway cycleway that is to be offset from the carriageway by circa 12 metres. The proposed facility continues north where the existing footway is to be widened, however, just terminates where it joins the existing footway to the south. The provision of the proposed shared footway cycleway will allow cyclists to travel off-road and is therefore beneficial, however, no measures are provided to highlight where the footway terminates or to allow cyclists to continue their journey south. The Audit Team have concerns that cyclists will continue along the existing narrow footway which could lead to a cyclist to pedestrians type collision or a cyclist bumping up / down full height kerbs and a cyclist fall and personal injury.	
RECOMMENDATION:	
It is recommended that measures are provided to highlight the change in route characteristics and allow cyclists to continue their journey.	
Location Plan:  	
A.4.2	PROBLEM
Location:	A3102 Calne Road
Summary:	Bus passengers may alight a service unaware of the potential for cyclists
Acc Type:	Cyclist to pedestrian type collision
The A3102 Calne Road is a bus route that accommodates a number of bus stops as well as a footway both sides of the carriageway to the north of a side road known as Melsome Road. The proposals include the widening of the existing footway to the east to form a 3.0 metre shared footway cycleway. Whilst the upgrade of the existing footway should be acceptable, the Audit Team have concerns that bus passengers may alight a service into the path of a cyclist which could lead to a cyclist to pedestrians type collision.	

RECOMMENDATION:

It is recommended that measures are provided to highlight the proposed shared footway cycleway to bus passengers.

Location Plan:**A.5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING**

No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

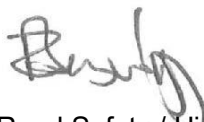
Organisation: Fenley Road Safety Limited

Date: 17th November 2025

Audit Team Member

Name: **Zane Beswick** *MSoRSA, MCIHT*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 17th November 2025

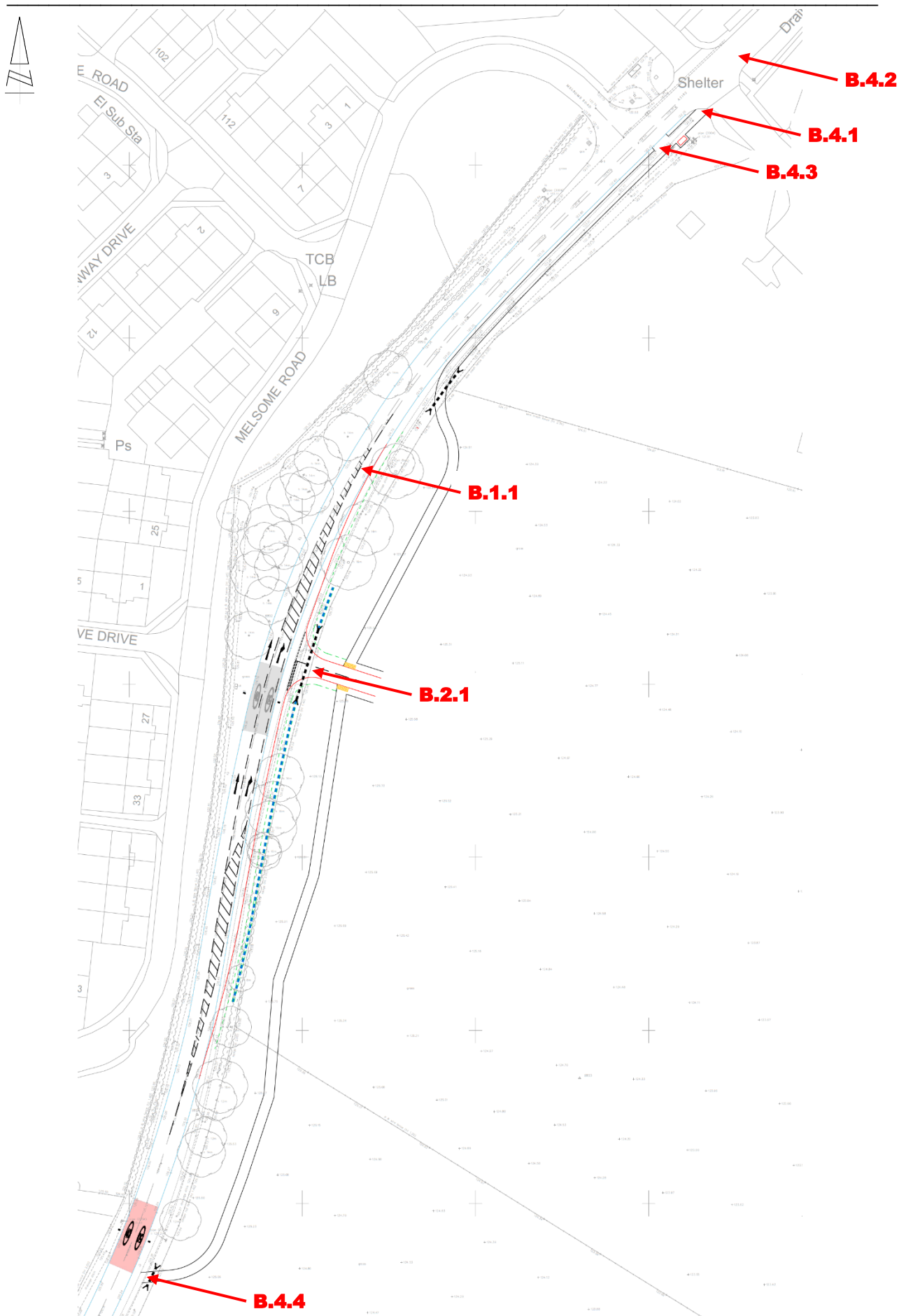
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB210631-001		Stage 1 Road Safety Audit Brief
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB210631-GA-002	A	Site Access Arrangement
	ITB210631-GA-003	-	Refuse vehicle tracking
	ITB210631-GA-004	-	Fire tender tracking
	ITB210631-GA-005	-	Delivery vehicle tracking

Appendix A2

Item Location Plan



Appendix A3

Road Safety Audit Response Report with RSA Decision Log

6.0 ROAD SAFETY AUDIT RESPONSE REPORT

- 6.1 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation / Project Sponsor as per the Road Safety Audit report template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation / Project Sponsor. The format of the Audit Report was subsequently revised to incorporate these paragraphs under Appendix 3 and the following Table which details the RSA Summary as well as Recommendation, a Design Organisation Response, an Overseeing Organisation Response and Agreed RSA Action.
- 6.2 This is generally contained within a separate Road Safety Audit Response Report but is included within this document in order for the Audit Team to maintain a single record of all problems, recommendations, responses and agreed actions for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes as these are not provided as a matter of course.
- 6.3 The following statements should be signed below following completion of the relevant sections.

Design Organisation / Project Sponsor and Overseeing Organisation Statements

- 6.4 On behalf of the Design Organisation / Project Sponsor, I certify that:
- 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name: David Earl
Signed 
Position: Associate
Organisation: i-Transport
Date 17th November 2025

- 6.5 On behalf of the Overseeing Organisation, I certify that:
- 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
- 2) the agreed RSA actions will be progressed.

Name:
Signed
Position:
Organisation: Wiltshire Council
Date XXth December 2025

Stage 1 Road Safety Audit (RSA) Decision Log					
Item	RSA Summary	RSA Recommendation	Design Organisation	Overseeing Organisation Response	Agreed RSA Action
A.1.1	The proposals reduce the road centreline radius for southbound motorists	It is recommended that the road centreline radii accords with standards.	Accepted – It is confirmed that the proposed road centreline follows a 180 metre radius which as confirmed by the Audit Team, is the same as existing.		
A.2.1	Visibility to the south maybe limited	It is recommended that proposed bellmouth is adequate for a large vehicle to manoeuvre without encroaching the opposing lane.	Accepted – A corner taper has been incorporated into the scheme design to ensure that large vehicles can turn left into the site when vehicles are queuing to exit. The PICADY assessment of the junction does not indicate any queuing.		
A.4.1	No route is provided for cyclists to continue their journey to the north	It is recommended that a route is provided for cyclists to continue their journey.	Accepted – Drawing ITB210361-GA-002 has been updated to include the extent of the shared use footway / cycleway link which can be provided. This connects to Slessor Road, which provides a low traffic / speed route towards the centre of Lyneham.		
A.4.2	Cyclists are likely to use the existing controlled pedestrian crossing	It is recommended that existing crossing is upgraded to a Toucan.	Disagree – This does not lead to any onward cycle routes on the western side of Calne Road and therefore measures such as corduroy paving and signage will be provided to highlight the		

Stage 1 Road Safety Audit (RSA) Decision Log					
Item	RSA Summary	RSA Recommendation	Design Organisation	Overseeing Organisation Response	Agreed RSA Action
			termination of the route and deter cyclists from utilising the controlled crossing. It is now proposed to continue the shared use route on the eastern side to provide access towards the centre of Lyneham.		
A.4.3	No route is provided for cyclists to continue their journey to the south	It is recommended that measures are provided to highlight the change in route characteristics and allow cyclists to continue their journey.	Accepted – Dropped kerbs will be provided to allow cyclists to gain access between the proposed shared use route and the A3102 carriageway so that cyclists can continue their journey to the south.		
A.4.4	Bus passengers may alight a service unaware of the potential for cyclists	It is recommended that measures are provided to highlight the proposed shared footway cycleway to bus passengers.	Accepted – Corduroy paving will be provided both sides of the bus stop to highlight the shared use route to bus passengers.		

fenley

APPENDIX D.Multi-Modal Trip Generation

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 150 - 250 DWELLS

Actual Trip Rate Calculation Parameter Range: N/A DWELLS

Date Range: Minimum: 01/01/2016 Maximum: 17/09/2024

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 855 2457

Days of the week selected:

Monday	1
Tuesday	3
Wednesday	1

Main Location Types selected:

Edge of Town	4
Neighbourhood Centre (PPS6 Local Centre)	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	3
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

1,001 to 5,000	2
10,001 to 15,000	2
5,001 to 10,000	1

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

Population <5 Mile ranges selected:

25,001 to 50,000	2
5,001 to 25,000	2
50,001 to 75,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	2
1.6 to 2.0	1

PTAL Rating:

No PTAL Present	5
-----------------	---

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 day
	HF	HERTFORDSHIRE	2 days
	KC	KENT	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	0.86 to 8 (units:DWELLS)
Range Selected by User:	150 to 250 (units:DWELLS)
Parking Spaces Range:	6 - 2604

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 17/09/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	4 days
Neighbourhood Centre (PPS6 Local Centre)	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4 days
Village	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	2 days

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

Secondary Filtering Selection:

Use Class:

C3	5 surveys
----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

400 - 6900

Population within 1 mile:

1,001 to 5,000	2 surveys
10,001 to 15,000	2 surveys
5,001 to 10,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	2 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 surveys
1.1 to 1.5	2 surveys
1.6 to 2.0	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 surveys
Yes	3 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 surveys
-----------------	-----------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

LIST OF SITES relevant to selection parameters:

Site 1:	HC-03-A-38	Site area:	6.2 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	195 DWELLS
Location:	RINGWOOD	Housing density:	39.0781563126252
Postcode:	BH24 3FJ	Total Bedrooms:	514
Main Location Type:	Edge of Town	Survey Date:	26/06/2024
Sub Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a		
Site 2:	HF-03-A-03	Site area:	5.67 hect
Development Name:	MIXED HOUSES	Number of dwellings:	160 DWELLS
Location:	BUNTINGFORD	Housing density:	32.4543610547667
Postcode:	SG9 9FX	Total Bedrooms:	510
Main Location Type:	Edge of Town	Survey Date:	08/07/2019
Sub Location Type:	Residential Zone	Survey Day:	Monday
PTAL:	n/a		
Site 3:	HF-03-A-06	Site area:	8 hect
Development Name:	MIXED HOUSES & FLATS	Number of dwellings:	180 DWELLS
Location:	ROYSTON	Housing density:	25.7142857142857
Postcode:	SG8 7FJ	Total Bedrooms:	562
Main Location Type:	Edge of Town	Survey Date:	28/11/2023
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		
Site 4:	KC-03-A-08	Site area:	0.86 hect
Development Name:	MIXED HOUSES	Number of dwellings:	159 DWELLS
Location:	CHARING	Housing density:	418.421052631579
Postcode:	TN27 0GX	Total Bedrooms:	569
Main Location Type:	Neighbourhood Centre (PPS6	Survey Date:	22/05/2018
	Local Centre)	Survey Day:	Tuesday
Sub Location Type:	Village		
PTAL:	n/a		
Site 5:	NF-03-A-39	Site area:	7.84 hect
Development Name:	MIXED HOUSES	Number of dwellings:	212 DWELLS
Location:	HOLT	Housing density:	31.9758672699849
Postcode:	NR25 6GA	Total Bedrooms:	570
Main Location Type:	Edge of Town	Survey Date:	27/09/2022
Sub Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a		

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	181	0.050	0.181	0.231
08:00-09:00	5	181	0.129	0.330	0.459
09:00-10:00	5	181	0.142	0.192	0.334
10:00-11:00	5	181	0.130	0.161	0.291
11:00-12:00	5	181	0.124	0.129	0.253
12:00-13:00	5	181	0.147	0.131	0.278
13:00-14:00	5	181	0.116	0.121	0.237
14:00-15:00	5	181	0.151	0.147	0.298
15:00-16:00	5	181	0.219	0.126	0.345
16:00-17:00	5	181	0.234	0.152	0.386
17:00-18:00	5	181	0.252	0.130	0.382
18:00-19:00	5	181	0.204	0.113	0.317
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.898	1.913	3.811

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

Parameter Summary:

Trip rate parameter range selected:	150 - 250 (units: DWELLS)
Survey date date range:	22/05/2018 - 26/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

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

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	181	0.067	0.353	0.420
08:00-09:00	5	181	0.203	0.757	0.960
09:00-10:00	5	181	0.234	0.343	0.577
10:00-11:00	5	181	0.213	0.269	0.482
11:00-12:00	5	181	0.230	0.245	0.475
12:00-13:00	5	181	0.238	0.215	0.453
13:00-14:00	5	181	0.213	0.200	0.413
14:00-15:00	5	181	0.249	0.242	0.491
15:00-16:00	5	181	0.555	0.234	0.789
16:00-17:00	5	181	0.465	0.252	0.717
17:00-18:00	5	181	0.466	0.222	0.688
18:00-19:00	5	181	0.374	0.191	0.565
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.507	3.523	7.030

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

Parameter Summary:

Trip rate parameter range selected:	150 - 250 (units: DWELLS)
Survey date date range:	22/05/2018 - 26/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	181	0.000	0.014	0.014
08:00-09:00	5	181	0.007	0.038	0.045
09:00-10:00	5	181	0.006	0.008	0.014
10:00-11:00	5	181	0.001	0.001	0.002
11:00-12:00	5	181	0.004	0.004	0.008
12:00-13:00	5	181	0.004	0.003	0.007
13:00-14:00	5	181	0.006	0.002	0.008
14:00-15:00	5	181	0.004	0.003	0.007
15:00-16:00	5	181	0.012	0.002	0.014
16:00-17:00	5	181	0.023	0.007	0.030
17:00-18:00	5	181	0.023	0.019	0.042
18:00-19:00	5	181	0.019	0.003	0.022
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.109	0.104	0.213

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

Parameter Summary:

Trip rate parameter range selected:	150 - 250 (units: DWELLS)
Survey date date range:	22/05/2018 - 26/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

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

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	181	0.000	0.000	0.000
08:00-09:00	5	181	0.000	0.000	0.000
09:00-10:00	5	181	0.000	0.000	0.000
10:00-11:00	5	181	0.000	0.000	0.000
11:00-12:00	5	181	0.000	0.000	0.000
12:00-13:00	5	181	0.000	0.000	0.000
13:00-14:00	5	181	0.000	0.000	0.000
14:00-15:00	5	181	0.000	0.000	0.000
15:00-16:00	5	181	0.000	0.000	0.000
16:00-17:00	5	181	0.000	0.000	0.000
17:00-18:00	5	181	0.000	0.000	0.000
18:00-19:00	5	181	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

Parameter Summary:

Trip rate parameter range selected:	150 - 250 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

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

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	181	0.002	0.001	0.003
08:00-09:00	5	181	0.001	0.000	0.001
09:00-10:00	5	181	0.004	0.003	0.007
10:00-11:00	5	181	0.003	0.006	0.009
11:00-12:00	5	181	0.000	0.000	0.000
12:00-13:00	5	181	0.006	0.002	0.008
13:00-14:00	5	181	0.002	0.004	0.006
14:00-15:00	5	181	0.004	0.003	0.007
15:00-16:00	5	181	0.007	0.008	0.015
16:00-17:00	5	181	0.000	0.000	0.000
17:00-18:00	5	181	0.003	0.001	0.004
18:00-19:00	5	181	0.001	0.002	0.003
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.033	0.030	0.063

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

Parameter Summary:

Trip rate parameter range selected:	150 - 250 (units: DWELLS)
Survey date date range:	22/05/2018 - 26/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

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

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	181	0.002	0.002	0.004
08:00-09:00	5	181	0.010	0.010	0.020
09:00-10:00	5	181	0.003	0.003	0.006
10:00-11:00	5	181	0.004	0.004	0.008
11:00-12:00	5	181	0.001	0.002	0.003
12:00-13:00	5	181	0.007	0.006	0.013
13:00-14:00	5	181	0.001	0.002	0.003
14:00-15:00	5	181	0.006	0.006	0.012
15:00-16:00	5	181	0.004	0.006	0.010
16:00-17:00	5	181	0.008	0.008	0.016
17:00-18:00	5	181	0.006	0.004	0.010
18:00-19:00	5	181	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.052	0.053	0.105

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

Parameter Summary:

Trip rate parameter range selected:	150 - 250 (units: DWELLS)
Survey date date range:	08/07/2019 - 26/06/2024
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

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

Cars

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	181	0.039	0.164	0.203
08:00-09:00	5	181	0.100	0.304	0.404
09:00-10:00	5	181	0.115	0.172	0.287
10:00-11:00	5	181	0.107	0.130	0.237
11:00-12:00	5	181	0.100	0.105	0.205
12:00-13:00	5	181	0.117	0.102	0.219
13:00-14:00	5	181	0.098	0.100	0.198
14:00-15:00	5	181	0.120	0.119	0.239
15:00-16:00	5	181	0.193	0.096	0.289
16:00-17:00	5	181	0.201	0.123	0.324
17:00-18:00	5	181	0.217	0.107	0.324
18:00-19:00	5	181	0.188	0.092	0.280
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.595	1.614	3.209

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

Parameter Summary:

Trip rate parameter range selected:	150 - 250 (units: DWELLS)
Survey date date range:	22/05/2018 - 26/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

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

LGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	181	0.007	0.013	0.020
08:00-09:00	5	181	0.015	0.017	0.032
09:00-10:00	5	181	0.019	0.012	0.031
10:00-11:00	5	181	0.014	0.019	0.033
11:00-12:00	5	181	0.022	0.022	0.044
12:00-13:00	5	181	0.014	0.021	0.035
13:00-14:00	5	181	0.014	0.012	0.026
14:00-15:00	5	181	0.020	0.019	0.039
15:00-16:00	5	181	0.013	0.015	0.028
16:00-17:00	5	181	0.024	0.021	0.045
17:00-18:00	5	181	0.021	0.014	0.035
18:00-19:00	5	181	0.014	0.017	0.031
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.197	0.202	0.399

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

Parameter Summary:

Trip rate parameter range selected:	150 - 250 (units: DWELLS)
Survey date date range:	22/05/2018 - 26/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

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

Vehicle Occupants

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	181	0.052	0.294	0.346
08:00-09:00	5	181	0.143	0.531	0.674
09:00-10:00	5	181	0.184	0.283	0.467
10:00-11:00	5	181	0.174	0.241	0.415
11:00-12:00	5	181	0.184	0.196	0.380
12:00-13:00	5	181	0.200	0.182	0.382
13:00-14:00	5	181	0.168	0.167	0.335
14:00-15:00	5	181	0.216	0.205	0.421
15:00-16:00	5	181	0.361	0.164	0.525
16:00-17:00	5	181	0.359	0.208	0.567
17:00-18:00	5	181	0.402	0.166	0.568
18:00-19:00	5	181	0.325	0.158	0.483
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.768	2.795	5.563

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

Parameter Summary:

Trip rate parameter range selected:	150 - 250 (units: DWELLS)
Survey date date range:	22/05/2018 - 26/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

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

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	181	0.014	0.024	0.038
08:00-09:00	5	181	0.046	0.105	0.151
09:00-10:00	5	181	0.042	0.036	0.078
10:00-11:00	5	181	0.031	0.022	0.053
11:00-12:00	5	181	0.033	0.036	0.069
12:00-13:00	5	181	0.029	0.026	0.055
13:00-14:00	5	181	0.032	0.028	0.060
14:00-15:00	5	181	0.021	0.030	0.051
15:00-16:00	5	181	0.108	0.057	0.165
16:00-17:00	5	181	0.056	0.030	0.086
17:00-18:00	5	181	0.029	0.032	0.061
18:00-19:00	5	181	0.028	0.029	0.057
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.469	0.455	0.924

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

Parameter Summary:

Trip rate parameter range selected:	150 - 250 (units: DWELLS)
Survey date date range:	22/05/2018 - 26/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

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

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	181	0.001	0.018	0.019
08:00-09:00	5	181	0.007	0.064	0.071
09:00-10:00	5	181	0.002	0.017	0.019
10:00-11:00	5	181	0.007	0.006	0.013
11:00-12:00	5	181	0.008	0.008	0.016
12:00-13:00	5	181	0.006	0.003	0.009
13:00-14:00	5	181	0.007	0.002	0.009
14:00-15:00	5	181	0.008	0.003	0.011
15:00-16:00	5	181	0.055	0.010	0.065
16:00-17:00	5	181	0.022	0.008	0.030
17:00-18:00	5	181	0.011	0.004	0.015
18:00-19:00	5	181	0.003	0.001	0.004
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.137	0.144	0.281

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

Parameter Summary:

Trip rate parameter range selected:	150 - 250 (units: DWELLS)
Survey date date range:	22/05/2018 - 26/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

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

Bus/Tram Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	181	0.001	0.018	0.019
08:00-09:00	5	181	0.007	0.060	0.067
09:00-10:00	5	181	0.002	0.017	0.019
10:00-11:00	5	181	0.007	0.006	0.013
11:00-12:00	5	181	0.008	0.008	0.016
12:00-13:00	5	181	0.006	0.003	0.009
13:00-14:00	5	181	0.007	0.002	0.009
14:00-15:00	5	181	0.008	0.003	0.011
15:00-16:00	5	181	0.055	0.010	0.065
16:00-17:00	5	181	0.021	0.008	0.029
17:00-18:00	5	181	0.011	0.004	0.015
18:00-19:00	5	181	0.003	0.001	0.004
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.136	0.140	0.276

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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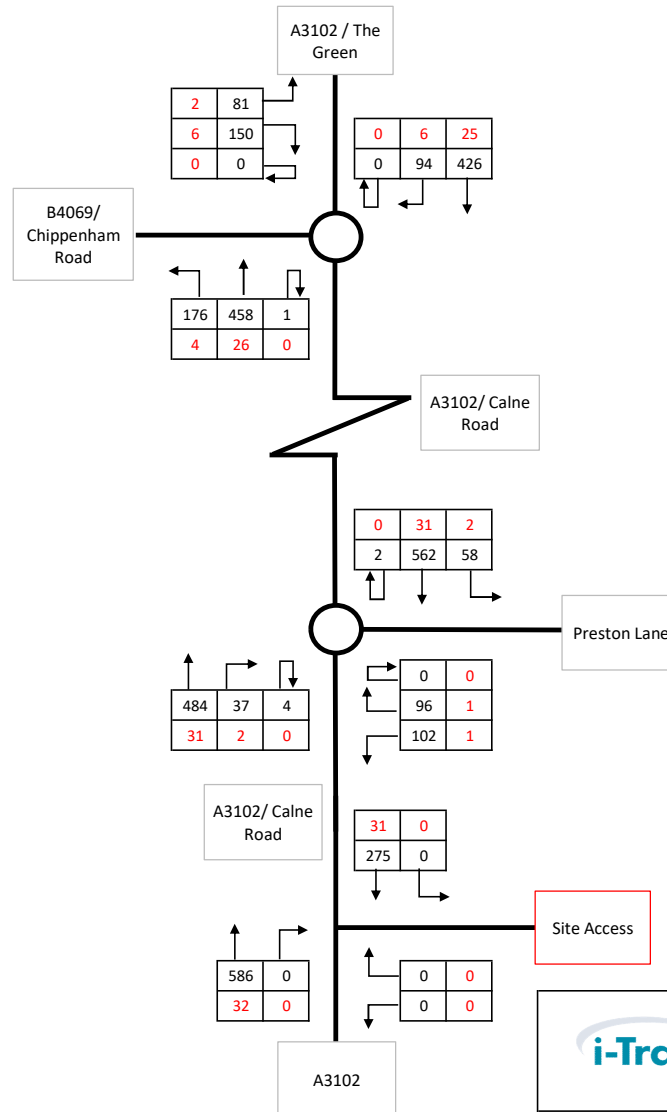
Audit Code: c8f866a8-f8dc-4109-886d-b3606e19fd57

Parameter Summary:

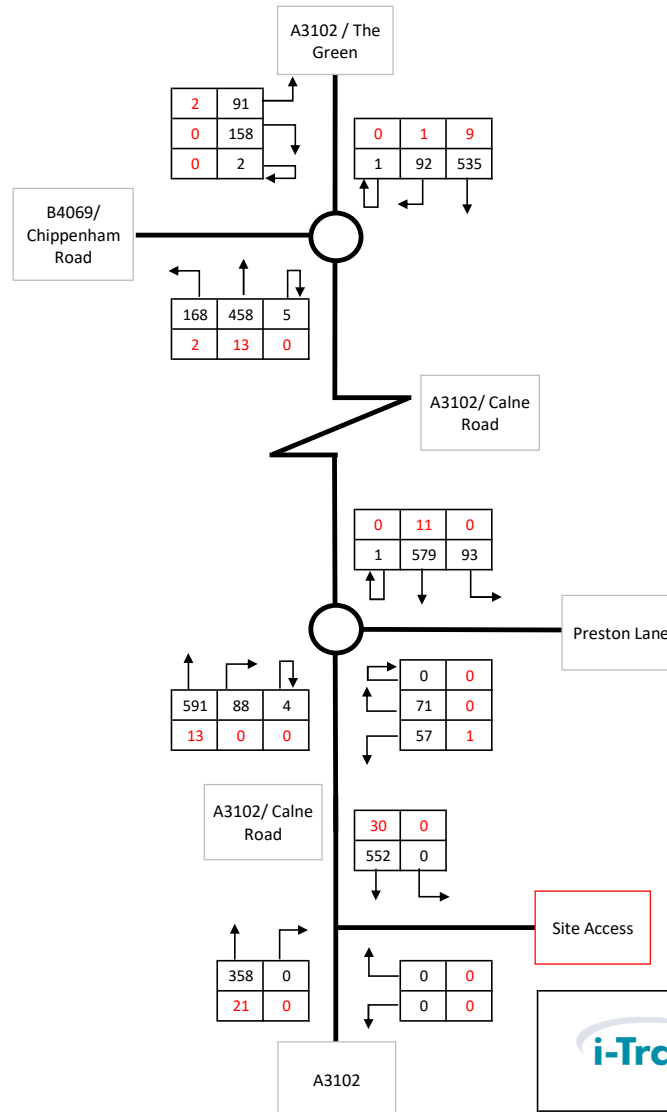
Trip rate parameter range selected:	150 - 250 (units: DWELLS)
Survey date date range:	22/05/2018 - 26/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

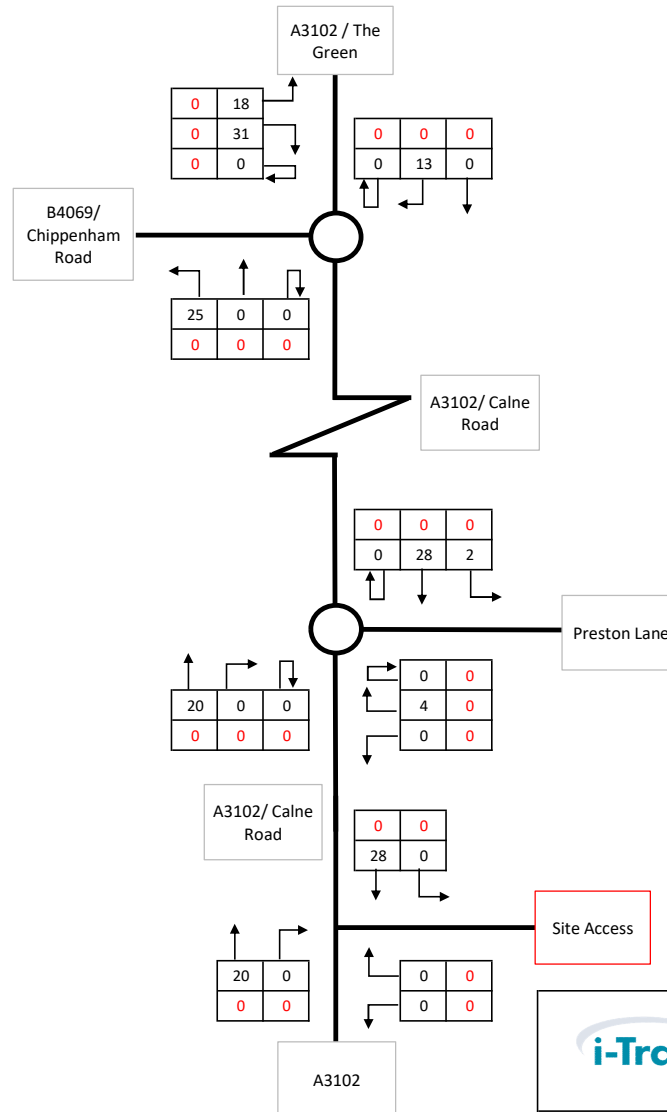
APPENDIX E. Traffic Flow Diagrams



	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	KEY
Lyneham, Wiltshire		12 = TOTAL VEHICLES
TF3		12 = HGVs
2030 Future Flows AM Peak		



	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	KEY 12 = TOTAL VEHICLES 12 = HGVs
	Lyneham, Wiltshire	
	TF4	
	2030 Future Flows PM Peak	



The Square, Basing View,
Basingstoke, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

Lyneham, Wiltshire

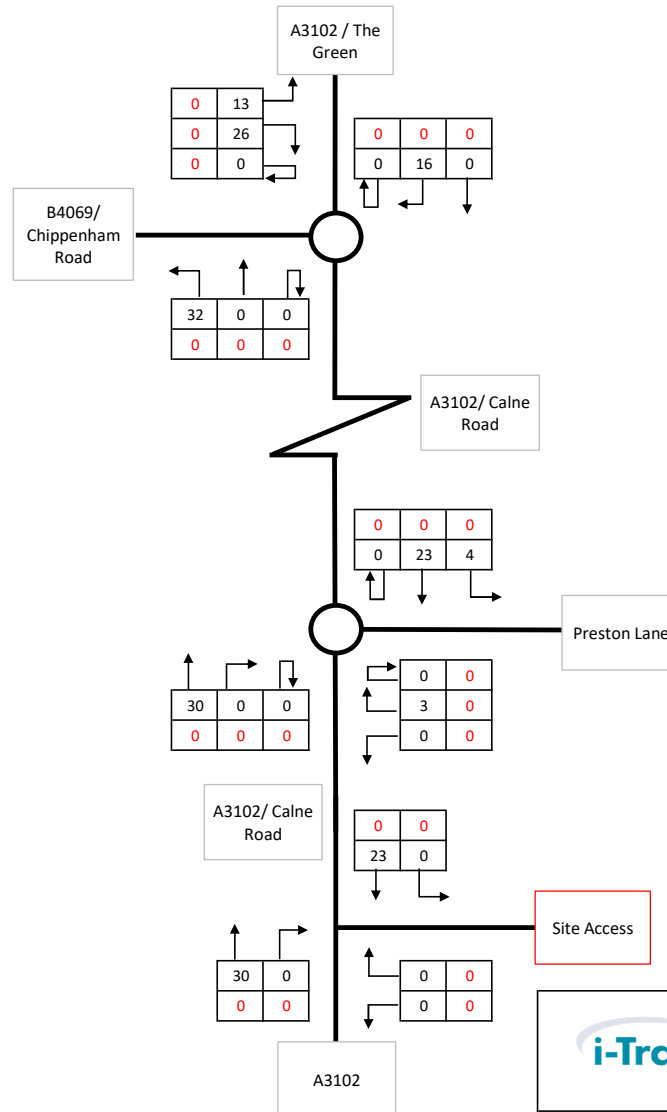
TF5

Committed Development 1 AM Peak

KEY

12 = TOTAL VEHICLES

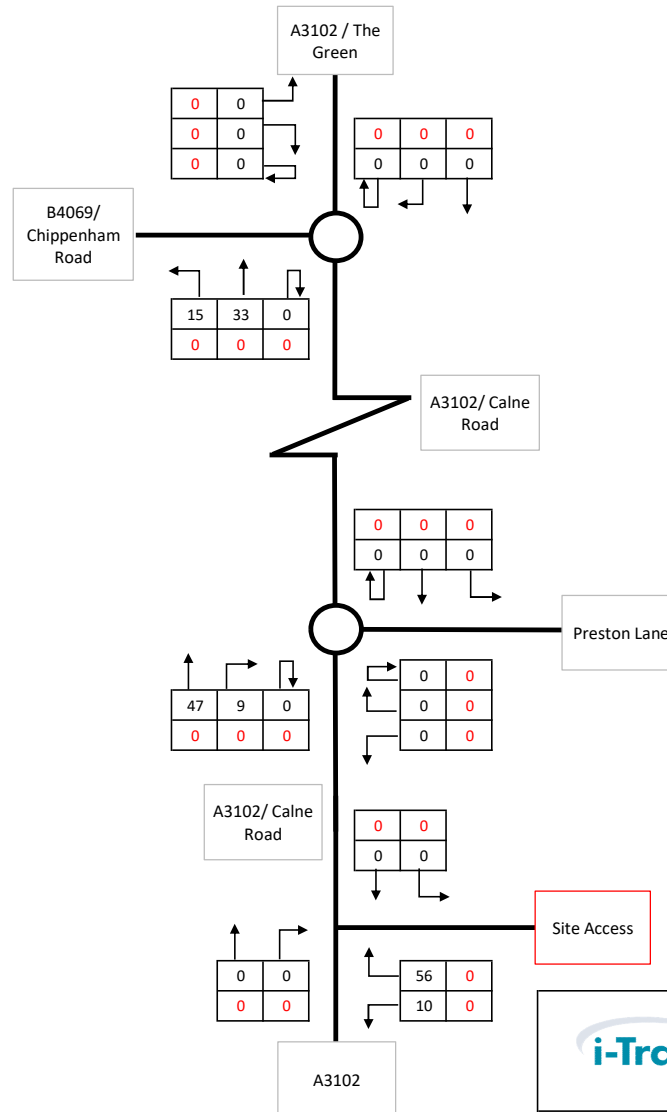
12 = HGVs



	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	<u>KEY</u> 12 = TOTAL VEHICLES 12 = HGVs
Lyneham, Wiltshire		
TF6		
Committed Development 1 PM Peak		



	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	<u>KEY</u> 12 = TOTAL VEHICLES 12 = HGVs
Lyneham, Wiltshire		
TF12		
Development Assignment Arrivals AM Peak		



The Square, Basing View,
Basingstoke, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

Lyneham, Wiltshire

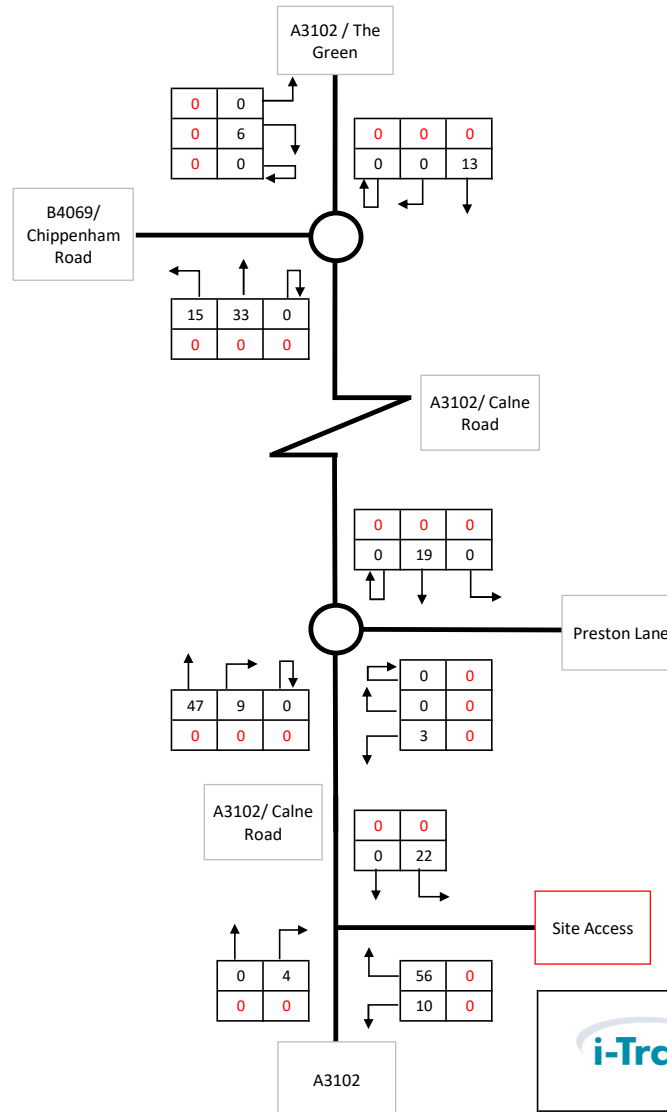
TF13

Development Assignment Departures AM Peak

KEY

12 = TOTAL VEHICLES

12 = HGVs



The Square, Basing View,
Basingstoke, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

Lyneham, Wiltshire

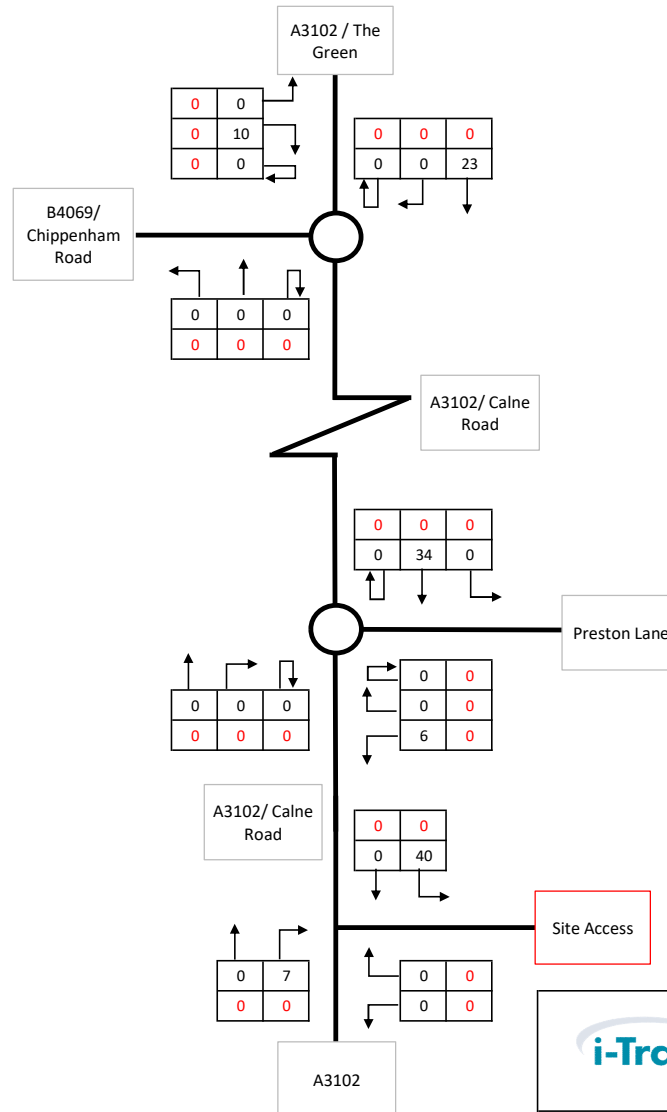
TF14

Development Assignment Two Way AM Peak

KEY

12 = TOTAL VEHICLES

12 = HGVs



The Square, Basing View,
Basingstoke, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

Lyneham, Wiltshire

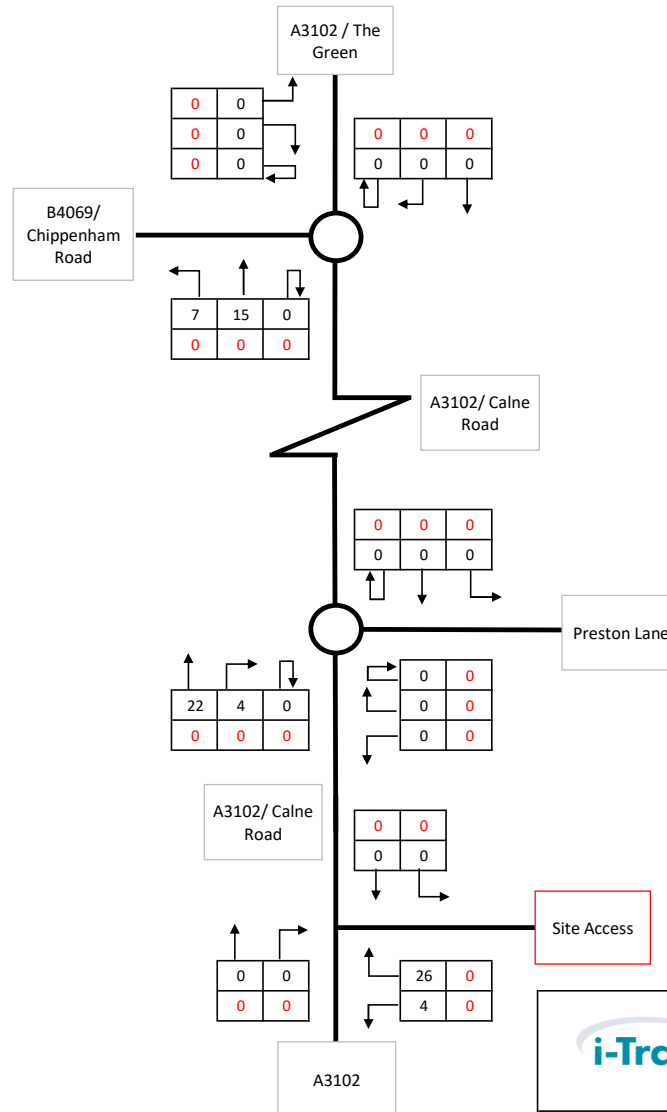
TF15

Development Assignment Arrivals PM Peak

KEY

12 = TOTAL VEHICLES

12 = HGVs



The Square, Basing View,
Basingstoke, RG21 4EB
Tel: 01256 637940
www.i-transport.co.uk

Lyneham, Wiltshire

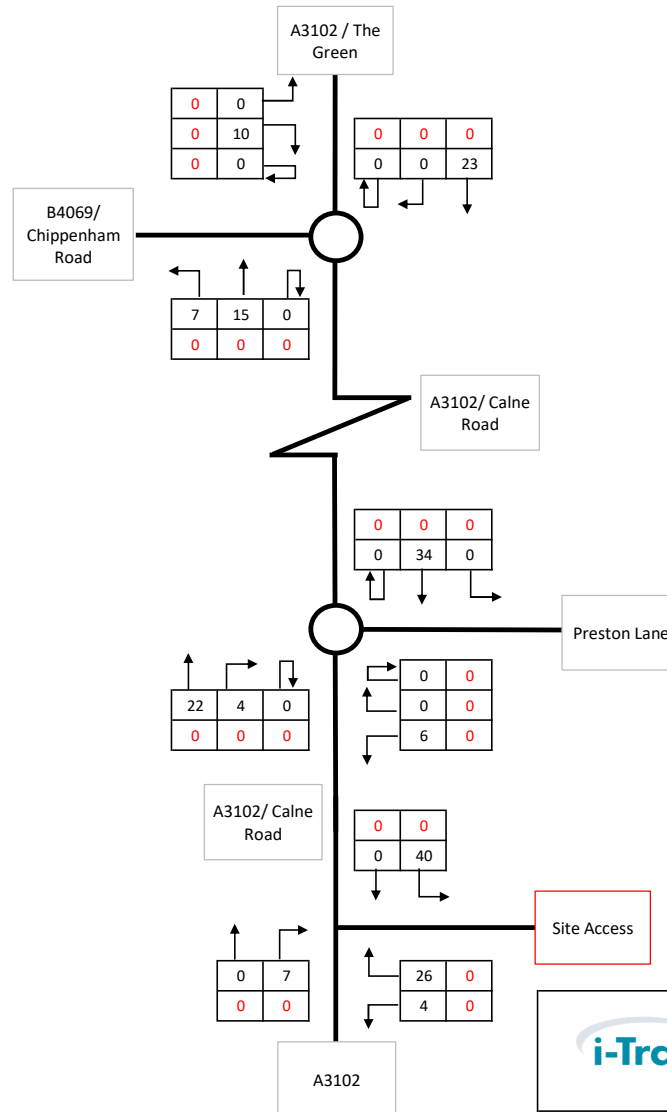
TF16

Development Assignment Departures PM Peak

KEY

12 = TOTAL VEHICLES

12 = HGVs



	The Square, Basing View, Basingstoke, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk	<u>KEY</u> 12 = TOTAL VEHICLES 12 = HGVs
Lyneham, Wiltshire		
TF17		
Development Assignment Two Way PM Peak		

APPENDIX F. Distribution and Assignment Forecasts

Gravity

Destination	Route 1 (Site Access)	Route 2	Route 3	Route 4	Average Time (mins)	2011 Census Total Population	P/T	P/T^2	% of Total	Car driver mode		% of Car Driver	% By Route	% of Car Driver
Calne	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	Chippenham Rd	10	19,948	1995	199	15.9%	81.3%	12.9%	19.276%	50%	9.6%
	Site Access	A3102 Calne Rd (S)	A3102 Snow Hill	A3102 Snow Hill									50%	9.6%
Chippenham (Wiltshire)	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	Chippenham Rd	22	36,366	1653	75	6.0%	79.2%	4.7%	7.077%	40%	2.8%
	Site Access	A3102 Calne Rd (S)	A3102 Snow Hill	A3102 Snow Hill									60%	4.2%
Corsham	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	Chippenham Rd	28	11,105	397	14	1.1%	79.2%	0.9%	1.334%	50%	0.7%
	Site Access	A3102 Calne Rd (S)	A3102 Snow Hill	A3102 Snow Hill									50%	0.7%
Malmesbury	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	A3102 The Green	26	7,319	282	11	0.9%	51.2%	0.4%	0.659%	20%	0.1%
	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	Chippenham Rd									80%	0.5%
Marlborough	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	A3102 The Green	28	8,892	318	11	0.9%	78.0%	0.7%	1.052%	33%	0.3%
	Site Access	A3102 Calne Rd (N)	Preston Ln	Preston Ln									34%	0.4%
	Site Access	A3102 Calne Rd (S)	A3102 Snow Hill	A3102 Snow Hill									33%	0.3%
Lyneham	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	A3102 The Green	3	4,859	1620	540	43.0%	53.2%	22.9%	34.158%	34%	11.6%
	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	Chippenham Rd									33%	11.3%
	Site Access	A3102 Calne Rd (N)	Preston Ln	Preston Ln									33%	11.3%
Royal Wootton Bassett	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	A3102 The Green	11	13,124	1193	108	8.6%	53.2%	4.6%	6.862%	50%	3.4%
	Site Access	A3102 Calne Rd (N)	Preston Ln	Preston Ln									50%	3.4%
Melksham	Site Access	A3102 Calne Rd (S)	A3102 Snow Hill	A3102 Snow Hill	28	18,427	658	24	1.9%	81.3%	1.5%	2.271%	100%	2.3%
Swindon (Swindon)	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	A3102 The Green	26	185,259	7125	274	21.8%	83.8%	18.3%	27.310%	100%	27.3%
Total						305,299	15,240	1,257	100.0%		66.9%	100.0%		100.0%

Route 1 (Site Access)	Proportion of Cars	56.8%
Site Access	100.00%	56.8%

Route 2	Proportion of Cars	56.8%
A3102 Calne Rd (N)	82.8%	47.0%
A3102 Calne Rd (S)	17.2%	9.8%

Route 3	Proportion of Cars	56.8%
A3102 Calne Rd	67.8%	38.5%
Preston Ln	15.1%	8.6%
A3102 Snow Hill	17.2%	9.8%

Route 4	Proportion of Cars	56.8%
A3102 The Green	42.8%	24.3%
Chippenham Rd	24.9%	14.2%
Preston Ln	15.1%	8.6%
A3102 Snow Hill	17.2%	9.8%

Journey to Work

Destination	Total		Proportion per route	By Route	Route 1 (Site Access)	Route 2	Route 3	Route 4
	Proportion of Car	Driving a Car or Van		Proportion by car				
Swindon	33.2%	83.8%	100%	33.2%	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	A3102 The Green
Lyneham	21.0%	53.2%	34%	7.1%	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	A3102 The Green
			33%	6.9%	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	Chippenham Rd
			33%	6.9%	Site Access	A3102 Calne Rd (N)	Preston Ln	Preston Ln
Chippenham	8.7%	86.5%	40%	3.5%	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	Chippenham Rd
			60%	5.2%	Site Access	A3102 Calne Rd (S)	A3102 Snow Hill	A3102 Snow Hill
Other East	7.7%	79.2%	100%	7.7%	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	A3102 The Green
Bradford on Avon / Trowbridge / Melksham	6.3%	81.3%	50%	3.1%	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	Chippenham Rd
			50%	3.1%	Site Access	A3102 Calne Rd (S)	A3102 Snow Hill	A3102 Snow Hill
Other North	5.2%	78.0%	100%	5.2%	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	A3102 The Green
Royal Wootton Bassett	4.7%	51.2%	50%	2.3%	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	A3102 The Green
			50%	2.3%	Site Access	A3102 Calne Rd (N)	Preston Ln	Preston Ln
Gloucester	4.3%	85.9%	50%	2.2%	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	A3102 The Green
			50%	2.2%	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	Chippenham Rd
Other West	3.1%	93.5%	100%	3.1%	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	Chippenham Rd
Marlborough	2.3%	87.8%	50%	1.2%	Site Access	A3102 Calne Rd (N)	Preston Ln	Preston Ln
			50%	1.2%	Site Access	A3102 Calne Rd (S)	A3102 Snow Hill	A3102 Snow Hill
Other South	1.7%	67.4%	100%	1.7%	Site Access	A3102 Calne Rd (S)	A3102 Snow Hill	A3102 Snow Hill
Southampton	1.6%	86.8%	34%	0.5%	Site Access	A3102 Calne Rd (N)	A3102 Calne Rd	A3102 The Green
			33%	0.5%	Site Access	A3102 Calne Rd (N)	Preston Ln	Preston Ln
			33%	0.5%	Site Access	A3102 Calne Rd (S)	A3102 Snow Hill	A3102 Snow Hill
Total	100.0%			100.0%				

Route 1 (Site Access)	Proportion of Cars	43.2%
Site Access	100.00%	43.2%

Route 2	Proportion of Cars	43.2%
A3102 Calne Rd (N)	88.2%	38.1%
A3102 Calne Rd (S)	11.8%	5.1%

Route 3	Proportion of Cars	43.2%
A3102 Calne Rd	77.2%	33.4%
Preston Ln	11.0%	4.7%
A3102 Snow Hill	11.8%	5.1%

Route 4	Proportion of Cars	43.2%
A3102 The Green	58.4%	25.2%
Chippenham Rd	18.9%	8.2%
Preston Ln	11.0%	4.7%
A3102 Snow Hill	11.8%	5.1%

APPENDIX G.Junction Operational Assessments

Junctions 11										
ARCADY 11 - Roundabout Module										
Version: 11.1.0.2307										
© Copyright TRL Software Limited, 2024										
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: A3102 (N)_A3102 Calne Road (S)_Chippenham Road.j11

Path: T:\Projects\210000 Series\210361\TB - Lyneham Wiltshire\Tech\Junction Assessments\Arcady

Report generation date: 24/11/2025 14:34:25

- »D1 - 2025 | Base | AM
- »D2 - 2025 | Base | PM
- »D3 - 2030 | 2030 + Committed | AM
- »D4 - 2030 | 2030 + Committed | PM
- »D5 - 2030 | 2030 + Committed + Development | AM
- »D6 - 2030 | 2030 + Committed + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2025 - Base									
1 - A3102 (N)	D1	0.8	5.47	0.45	A	D2	1.1	6.08	0.53	A
2 - A3102/ Calne Road (S)		1.6	9.02	0.62	A		1.5	8.33	0.60	A
3 - Chippenham Road		0.3	4.46	0.23	A		0.3	4.37	0.24	A
	2030 - 2030 + Committed									
1 - A3102 (N)	D3	1.0	6.09	0.50	A	D4	1.4	6.98	0.58	A
2 - A3102/ Calne Road (S)		2.2	11.00	0.69	B		2.1	10.31	0.68	B
3 - Chippenham Road		0.4	4.94	0.30	A		0.4	4.80	0.30	A
	2030 - 2030 + Committed + Development									
1 - A3102 (N)	D5	1.0	6.26	0.51	A	D6	1.5	7.44	0.60	A
2 - A3102/ Calne Road (S)		2.7	12.77	0.74	B		2.3	11.03	0.70	B
3 - Chippenham Road		0.4	5.07	0.31	A		0.5	4.95	0.31	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	
Location	
Site number	
Date	31/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\manchesterhotdesk
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:15	08:45	15	✓
D2	2025	Base	PM	ONE HOUR	16:15	17:45	15	✓
D3	2030	2030 + Committed	AM	ONE HOUR	07:15	08:45	15	✓
D4	2030	2030 + Committed	PM	ONE HOUR	16:15	17:45	15	✓
D5	2030	2030 + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓
D6	2030	2030 + Committed + Development	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D1 - 2025 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.93	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A3102 (N)		
2	A3102/ Calne Road (S)		
3	Chippenham Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A3102 (N)	3.19	7.15	6.2	21.2	25.3	28.0		
2 - A3102/ Calne Road (S)	3.26	5.79	3.8	20.9	25.7	45.0		
3 - Chippenham Road	3.22	7.60	6.0	42.3	22.7	33.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A3102 (N)	0.597	1373
2 - A3102/ Calne Road (S)	0.537	1171
3 - Chippenham Road	0.605	1395

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3102 (N)		ONE HOUR	✓	493	100.000
2 - A3102/ Calne Road (S)		ONE HOUR	✓	603	100.000
3 - Chippenham Road		ONE HOUR	✓	219	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - A3102 (N)	2 - A3102/ Calne Road (S)	3 - Chippenham Road
1 - A3102 (N)		0	404	89
2 - A3102/ Calne Road (S)		435	1	167
3 - Chippenham Road		77	142	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - A3102 (N)	2 - A3102/ Calne Road (S)	3 - Chippenham Road
1 - A3102 (N)		0	6	7
2 - A3102/ Calne Road (S)		6	0	2
3 - Chippenham Road		3	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A3102 (N)	0.45	5.47	0.8	A	452	679
2 - A3102/ Calne Road (S)	0.62	9.02	1.6	A	553	830
3 - Chippenham Road	0.23	4.46	0.3	A	201	301

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	371	93	107	1230	0.302	369	383	0.0	0.4	4.172	A
2 - A3102/ Calne Road (S)	454	113	67	1080	0.420	451	410	0.0	0.7	5.701	A
3 - Chippenham Road	165	41	326	1144	0.144	164	192	0.0	0.2	3.674	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	443	111	128	1218	0.364	443	459	0.4	0.6	4.640	A
2 - A3102/ Calne Road (S)	542	136	80	1072	0.505	541	491	0.7	1.0	6.758	A
3 - Chippenham Road	197	49	391	1104	0.178	197	230	0.2	0.2	3.968	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	543	136	157	1201	0.452	542	562	0.6	0.8	5.452	A
2 - A3102/ Calne Road (S)	664	166	98	1063	0.625	661	601	1.0	1.6	8.918	A
3 - Chippenham Road	241	60	478	1050	0.230	241	281	0.2	0.3	4.449	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	543	136	157	1201	0.452	543	564	0.8	0.8	5.468	A
2 - A3102/ Calne Road (S)	664	166	98	1063	0.625	664	602	1.6	1.6	9.024	A
3 - Chippenham Road	241	60	480	1049	0.230	241	282	0.3	0.3	4.458	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	443	111	129	1218	0.364	444	462	0.8	0.6	4.660	A
2 - A3102/ Calne Road (S)	542	136	80	1072	0.506	545	493	1.6	1.0	6.851	A
3 - Chippenham Road	197	49	394	1102	0.179	197	231	0.3	0.2	3.981	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	371	93	108	1230	0.302	372	386	0.6	0.4	4.197	A
2 - A3102/ Calne Road (S)	454	113	67	1079	0.421	455	412	1.0	0.7	5.780	A
3 - Chippenham Road	165	41	329	1142	0.144	165	193	0.2	0.2	3.685	A

D2 - 2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	6.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.75	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3102 (N)		ONE HOUR	✓	595	100.000
2 - A3102/ Calne Road (S)		ONE HOUR	✓	598	100.000
3 - Chippenham Road		ONE HOUR	✓	238	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A3102 (N)	2 - A3102/ Calne Road (S)	3 - Chippenham Road
From	1 - A3102 (N)	1	507	87
	2 - A3102/ Calne Road (S)	434	5	159
	3 - Chippenham Road	86	150	2

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - A3102 (N)	2 - A3102/ Calne Road (S)	3 - Chippenham Road
From	1 - A3102 (N)	0	2	1
	2 - A3102/ Calne Road (S)	3	0	1
	3 - Chippenham Road	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A3102 (N)	0.53	6.08	1.1	A	546	819
2 - A3102/ Calne Road (S)	0.60	8.33	1.5	A	549	823
3 - Chippenham Road	0.24	4.37	0.3	A	218	328

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	448	112	118	1279	0.350	446	390	0.0	0.5	4.308	A
2 - A3102/ Calne Road (S)	450	113	67	1107	0.407	447	496	0.0	0.7	5.437	A
3 - Chippenham Road	179	45	329	1181	0.152	178	186	0.0	0.2	3.589	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	535	134	141	1265	0.423	534	468	0.5	0.7	4.917	A
2 - A3102/ Calne Road (S)	538	134	81	1100	0.489	537	594	0.7	0.9	6.377	A
3 - Chippenham Road	214	53	395	1140	0.188	214	223	0.2	0.2	3.883	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	655	164	173	1247	0.525	654	572	0.7	1.1	6.054	A
2 - A3102/ Calne Road (S)	658	165	99	1090	0.604	656	727	0.9	1.5	8.248	A
3 - Chippenham Road	262	66	483	1086	0.241	262	272	0.2	0.3	4.365	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	655	164	173	1247	0.525	655	574	1.1	1.1	6.083	A
2 - A3102/ Calne Road (S)	658	165	99	1090	0.604	658	729	1.5	1.5	8.330	A
3 - Chippenham Road	262	66	484	1085	0.242	262	273	0.3	0.3	4.374	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	535	134	141	1265	0.423	536	470	1.1	0.7	4.948	A
2 - A3102/ Calne Road (S)	538	134	81	1100	0.489	540	597	1.5	1.0	6.454	A
3 - Chippenham Road	214	53	397	1139	0.188	214	224	0.3	0.2	3.896	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	448	112	118	1279	0.350	449	393	0.7	0.5	4.342	A
2 - A3102/ Calne Road (S)	450	113	68	1107	0.407	451	499	1.0	0.7	5.500	A
3 - Chippenham Road	179	45	332	1179	0.152	179	187	0.2	0.2	3.603	A

D3 - 2030 | 2030 + Committed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.07	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	2030 + Committed	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3102 (N)		ONE HOUR	✓	533	100.000
2 - A3102/ Calne Road (S)		ONE HOUR	✓	660	100.000
3 - Chippenham Road		ONE HOUR	✓	280	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A3102 (N)	2 - A3102/ Calne Road (S)	3 - Chippenham Road
From	1 - A3102 (N)	0	426	107
	2 - A3102/ Calne Road (S)	458	1	201
	3 - Chippenham Road	99	181	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - A3102 (N)	2 - A3102/ Calne Road (S)	3 - Chippenham Road
From	1 - A3102 (N)	0	6	6
	2 - A3102/ Calne Road (S)	6	0	2
	3 - Chippenham Road	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A3102 (N)	0.50	6.09	1.0	A	489	734
2 - A3102/ Calne Road (S)	0.69	11.00	2.2	B	606	908
3 - Chippenham Road	0.30	4.94	0.4	A	257	385

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	401	100	136	1215	0.330	399	417	0.0	0.5	4.400	A
2 - A3102/ Calne Road (S)	497	124	80	1074	0.463	493	456	0.0	0.9	6.168	A
3 - Chippenham Road	211	53	343	1137	0.185	210	230	0.0	0.2	3.880	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	479	120	163	1200	0.399	478	500	0.5	0.7	4.988	A
2 - A3102/ Calne Road (S)	593	148	96	1065	0.557	592	546	0.9	1.2	7.581	A
3 - Chippenham Road	252	63	412	1095	0.230	251	276	0.2	0.3	4.268	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	587	147	200	1178	0.498	586	611	0.7	1.0	6.061	A
2 - A3102/ Calne Road (S)	727	182	118	1053	0.690	723	668	1.2	2.1	10.774	B
3 - Chippenham Road	308	77	503	1038	0.297	308	338	0.3	0.4	4.927	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	587	147	200	1178	0.498	587	613	1.0	1.0	6.089	A
2 - A3102/ Calne Road (S)	727	182	118	1053	0.690	727	669	2.1	2.2	11.000	B
3 - Chippenham Road	308	77	505	1036	0.297	308	339	0.4	0.4	4.943	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	479	120	164	1199	0.400	480	503	1.0	0.7	5.017	A
2 - A3102/ Calne Road (S)	593	148	96	1065	0.557	597	548	2.2	1.3	7.749	A
3 - Chippenham Road	252	63	415	1092	0.230	252	278	0.4	0.3	4.288	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	401	100	137	1215	0.330	402	421	0.7	0.5	4.431	A
2 - A3102/ Calne Road (S)	497	124	81	1074	0.463	499	458	1.3	0.9	6.280	A
3 - Chippenham Road	211	53	347	1135	0.186	211	233	0.3	0.2	3.899	A

D4 - 2030 | 2030 + Committed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	7.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	2030 + Committed	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3102 (N)		ONE HOUR	✓	644	100.000
2 - A3102/ Calne Road (S)		ONE HOUR	✓	663	100.000
3 - Chippenham Road		ONE HOUR	✓	290	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A3102 (N)	2 - A3102/ Calne Road (S)	3 - Chippenham Road
From	1 - A3102 (N)	1	535	108
	2 - A3102/ Calne Road (S)	458	5	200
	3 - Chippenham Road	104	184	2

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - A3102 (N)	2 - A3102/ Calne Road (S)	3 - Chippenham Road
From	1 - A3102 (N)	0	2	1
	2 - A3102/ Calne Road (S)	3	0	1
	3 - Chippenham Road	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A3102 (N)	0.58	6.98	1.4	A	591	886
2 - A3102/ Calne Road (S)	0.68	10.31	2.1	B	608	913
3 - Chippenham Road	0.30	4.80	0.4	A	266	399

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	485	121	143	1264	0.383	482	421	0.0	0.6	4.603	A
2 - A3102/ Calne Road (S)	499	125	83	1099	0.454	496	542	0.0	0.8	5.932	A
3 - Chippenham Road	218	55	347	1170	0.187	217	232	0.0	0.2	3.775	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	579	145	172	1248	0.464	578	505	0.6	0.9	5.366	A
2 - A3102/ Calne Road (S)	596	149	100	1091	0.546	595	650	0.8	1.2	7.233	A
3 - Chippenham Road	261	65	416	1127	0.231	260	278	0.2	0.3	4.152	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	709	177	210	1225	0.579	707	617	0.9	1.3	6.921	A
2 - A3102/ Calne Road (S)	730	182	122	1079	0.677	727	795	1.2	2.0	10.119	B
3 - Chippenham Road	319	80	509	1070	0.298	319	340	0.3	0.4	4.788	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	709	177	210	1225	0.579	709	620	1.3	1.4	6.975	A
2 - A3102/ Calne Road (S)	730	182	122	1079	0.677	730	797	2.0	2.1	10.305	B
3 - Chippenham Road	319	80	511	1069	0.299	319	341	0.4	0.4	4.803	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	579	145	172	1248	0.464	581	509	1.4	0.9	5.417	A
2 - A3102/ Calne Road (S)	596	149	100	1090	0.547	599	653	2.1	1.2	7.380	A
3 - Chippenham Road	261	65	419	1125	0.232	261	280	0.4	0.3	4.168	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	485	121	144	1264	0.384	486	425	0.9	0.6	4.632	A
2 - A3102/ Calne Road (S)	499	125	84	1099	0.454	501	546	1.2	0.8	6.032	A
3 - Chippenham Road	218	55	350	1168	0.187	219	234	0.3	0.2	3.795	A

D5 - 2030 | 2030 + Committed + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	9.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.03	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	2030 + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3102 (N)		ONE HOUR	✓	546	100.000
2 - A3102/ Calne Road (S)		ONE HOUR	✓	708	100.000
3 - Chippenham Road		ONE HOUR	✓	285	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A3102 (N)	2 - A3102/ Calne Road (S)	3 - Chippenham Road
From	1 - A3102 (N)	0	439	107
	2 - A3102/ Calne Road (S)	491	1	216
	3 - Chippenham Road	99	186	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - A3102 (N)	2 - A3102/ Calne Road (S)	3 - Chippenham Road
From	1 - A3102 (N)	0	6	6
	2 - A3102/ Calne Road (S)	5	0	2
	3 - Chippenham Road	2	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A3102 (N)	0.51	6.26	1.0	A	501	752
2 - A3102/ Calne Road (S)	0.74	12.77	2.7	B	650	975
3 - Chippenham Road	0.31	5.07	0.4	A	262	392

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	411	103	140	1214	0.339	409	441	0.0	0.5	4.461	A
2 - A3102/ Calne Road (S)	533	133	80	1081	0.493	529	469	0.0	1.0	6.481	A
3 - Chippenham Road	215	54	368	1131	0.190	214	242	0.0	0.2	3.920	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	491	123	168	1198	0.410	490	529	0.5	0.7	5.080	A
2 - A3102/ Calne Road (S)	636	159	96	1072	0.594	635	562	1.0	1.4	8.189	A
3 - Chippenham Road	256	64	441	1086	0.236	256	290	0.2	0.3	4.338	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	601	150	206	1176	0.511	600	646	0.7	1.0	6.231	A
2 - A3102/ Calne Road (S)	780	195	118	1061	0.735	775	688	1.4	2.6	12.382	B
3 - Chippenham Road	314	78	538	1025	0.306	313	354	0.3	0.4	5.052	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	601	150	206	1176	0.511	601	649	1.0	1.0	6.263	A
2 - A3102/ Calne Road (S)	780	195	118	1060	0.735	779	689	2.6	2.7	12.774	B
3 - Chippenham Road	314	78	542	1023	0.307	314	356	0.4	0.4	5.072	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	491	123	168	1198	0.410	492	534	1.0	0.7	5.112	A
2 - A3102/ Calne Road (S)	636	159	96	1072	0.594	641	564	2.7	1.5	8.450	A
3 - Chippenham Road	256	64	446	1083	0.237	257	292	0.4	0.3	4.362	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	411	103	141	1214	0.339	412	446	0.7	0.5	4.493	A
2 - A3102/ Calne Road (S)	533	133	81	1081	0.493	535	472	1.5	1.0	6.624	A
3 - Chippenham Road	215	54	372	1128	0.190	215	244	0.3	0.2	3.941	A

D6 - 2030 | 2030 + Committed + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	8.49	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.49	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	2030 + Committed + Development	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3102 (N)		ONE HOUR	✓	667	100.000
2 - A3102/ Calne Road (S)		ONE HOUR	✓	684	100.000
3 - Chippenham Road		ONE HOUR	✓	301	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A3102 (N)	2 - A3102/ Calne Road (S)	3 - Chippenham Road
From	1 - A3102 (N)	1	558	108
	2 - A3102/ Calne Road (S)	473	5	206
	3 - Chippenham Road	104	195	2

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - A3102 (N)	2 - A3102/ Calne Road (S)	3 - Chippenham Road
From	1 - A3102 (N)	0	2	1
	2 - A3102/ Calne Road (S)	3	0	1
	3 - Chippenham Road	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A3102 (N)	0.60	7.44	1.5	A	612	918
2 - A3102/ Calne Road (S)	0.70	11.03	2.3	B	628	941
3 - Chippenham Road	0.31	4.95	0.5	A	276	414

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	502	126	151	1260	0.399	500	432	0.0	0.7	4.721	A
2 - A3102/ Calne Road (S)	515	129	83	1099	0.468	511	568	0.0	0.9	6.088	A
3 - Chippenham Road	227	57	358	1163	0.195	226	236	0.0	0.2	3.835	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	600	150	181	1242	0.483	599	518	0.7	0.9	5.586	A
2 - A3102/ Calne Road (S)	615	154	100	1091	0.564	613	680	0.9	1.3	7.514	A
3 - Chippenham Road	271	68	429	1119	0.242	270	283	0.2	0.3	4.239	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	734	184	222	1218	0.603	732	634	0.9	1.5	7.384	A
2 - A3102/ Calne Road (S)	753	188	122	1079	0.698	749	832	1.3	2.2	10.791	B
3 - Chippenham Road	331	83	525	1060	0.313	331	346	0.3	0.5	4.932	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	734	184	222	1218	0.603	734	636	1.5	1.5	7.441	A
2 - A3102/ Calne Road (S)	753	188	122	1079	0.698	753	835	2.2	2.3	11.031	B
3 - Chippenham Road	331	83	527	1059	0.313	331	348	0.5	0.5	4.948	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	600	150	182	1242	0.483	602	522	1.5	0.9	5.648	A
2 - A3102/ Calne Road (S)	615	154	100	1090	0.564	619	684	2.3	1.3	7.691	A
3 - Chippenham Road	271	68	433	1117	0.242	271	286	0.5	0.3	4.258	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 (N)	502	126	152	1259	0.399	503	436	0.9	0.7	4.770	A
2 - A3102/ Calne Road (S)	515	129	84	1099	0.469	517	572	1.3	0.9	6.200	A
3 - Chippenham Road	227	57	362	1161	0.195	227	239	0.3	0.2	3.855	A

Junctions 11											
ARCADY 11 - Roundabout Module											
Version: 11.1.0.2307											
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Filename: Calne Road_Preston Lane Mini Roundabout - Calibrated.j11

Path: T:\Projects\210000 Series\210361\TB - Lyneham Wiltshire\Tech\Junction Assessments\Arcady

Report generation date: 27/11/2025 11:30:39

- »D1 - 2025 | Base | AM
- »D2 - 2025 | Base | PM
- »D3 - 2030 | 2030 + Committed | AM
- »D4 - 2030 | 2030 + Committed | PM
- »D5 - 2030 | 2030 + Committed + Development | AM
- »D6 - 2030 | 2030 + Committed + Development | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)
	2025 - Base											
1 - A3102/ Calne Road (N)	D1	0.8	4.50	0.45	A	5.80	D2	0.9	4.72	0.48	A	5.12
2 - Preston lane		0.9	15.25	0.47	C			0.4	11.59	0.30	B	
3 - A3102/ Calne Road (S)		0.6	3.92	0.37	A			0.9	4.32	0.46	A	
	2030 - 2030 + Committed											
1 - A3102/ Calne Road (N)	D3	1.0	4.93	0.50	A	6.72	D4	1.1	5.21	0.53	A	5.71
2 - Preston lane		1.2	19.88	0.55	C			0.5	13.65	0.35	B	
3 - A3102/ Calne Road (S)		0.7	4.18	0.41	A			1.0	4.76	0.51	A	
	2030 - 2030 + Committed + Development											
1 - A3102/ Calne Road (N)	D5	1.0	5.10	0.51	A	7.12	D6	1.2	5.53	0.55	A	6.10
2 - Preston lane		1.3	21.92	0.58	C			0.6	15.39	0.39	C	
3 - A3102/ Calne Road (S)		0.8	4.50	0.45	A			1.1	4.94	0.53	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	30/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\londonhotdesk
Description	

Units

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

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 9	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:15	08:45	15	✓
D2	2025	Base	PM	ONE HOUR	16:15	17:45	15	✓
D3	2030	2030 + Committed	AM	ONE HOUR	07:15	08:45	15	✓
D4	2030	2030 + Committed	PM	ONE HOUR	16:15	17:45	15	✓
D5	2030	2030 + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓
D6	2030	2030 + Committed + Development	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D1 - 2025 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	5.80	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.80	A

Arms

Arms

Arm	Name	Description
1	A3102/ Calne Road (N)	
2	Preston lane	
3	A3102/ Calne Road (S)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - A3102/ Calne Road (N)	3.25	3.25	4.29	1.8	12.38	10.38	0.0	
2 - Preston lane	3.05	3.05	4.40	2.0	11.29	8.28	0.0	
3 - A3102/ Calne Road (S)	3.56	3.56	4.13	3.3	15.92	15.71	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
1 - A3102/ Calne Road (N)	Direct	Queue Length Survey	600
2 - Preston lane	None		
3 - A3102/ Calne Road (S)	Direct	Queue Length Survey	600

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A3102/ Calne Road (N)	0.616	1549
2 - Preston lane	0.609	826
3 - A3102/ Calne Road (S)	0.661	1622

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Base	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3102/ Calne Road (N)		ONE HOUR	✓	590	100.000
2 - Preston lane		ONE HOUR	✓	188	100.000
3 - A3102/ Calne Road (S)		ONE HOUR	✓	498	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - A3102/ Calne Road (N)	2 - Preston lane	3 - A3102/ Calne Road (S)
1 - A3102/ Calne Road (N)		2	55	533
2 - Preston lane		91	0	97
3 - A3102/ Calne Road (S)		459	35	4

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - A3102/ Calne Road (N)	2 - Preston lane	3 - A3102/ Calne Road (S)
1 - A3102/ Calne Road (N)		0	4	5
2 - Preston lane		1	0	1
3 - A3102/ Calne Road (S)		6	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A3102/ Calne Road (N)	0.45	4.50	0.8	A	541	812
2 - Preston lane	0.47	15.25	0.9	C	173	259
3 - A3102/ Calne Road (S)	0.37	3.92	0.6	A	457	685

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	444	111	29	1459	0.305	442	414	0.0	0.4	3.537	A
2 - Preston lane	142	35	404	563	0.252	140	68	0.0	0.3	8.499	A
3 - A3102/ Calne Road (S)	375	94	69	1487	0.252	374	475	0.0	0.3	3.227	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	530	133	35	1455	0.365	530	496	0.4	0.6	3.888	A
2 - Preston lane	169	42	484	512	0.330	168	81	0.3	0.5	10.458	B
3 - A3102/ Calne Road (S)	448	112	83	1479	0.303	447	569	0.3	0.4	3.491	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	650	162	43	1450	0.448	649	606	0.6	0.8	4.486	A
2 - Preston lane	207	52	593	443	0.467	206	99	0.5	0.9	15.044	C
3 - A3102/ Calne Road (S)	548	137	102	1467	0.374	548	696	0.4	0.6	3.913	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	650	162	43	1450	0.448	650	608	0.8	0.8	4.496	A
2 - Preston lane	207	52	593	443	0.467	207	99	0.9	0.9	15.254	C
3 - A3102/ Calne Road (S)	548	137	102	1467	0.374	548	698	0.6	0.6	3.920	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	530	133	35	1455	0.365	531	498	0.8	0.6	3.902	A
2 - Preston lane	169	42	485	511	0.331	170	81	0.9	0.5	10.610	B
3 - A3102/ Calne Road (S)	448	112	84	1478	0.303	448	572	0.6	0.4	3.497	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	444	111	29	1458	0.305	445	416	0.6	0.4	3.555	A
2 - Preston lane	142	35	406	561	0.252	142	68	0.5	0.3	8.606	A
3 - A3102/ Calne Road (S)	375	94	70	1487	0.252	375	478	0.4	0.3	3.239	A

D2 - 2025 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 91% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	5.12	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.12	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Base	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3102/ Calne Road (N)		ONE HOUR	✓	638	100.000
2 - Preston lane		ONE HOUR	✓	121	100.000
3 - A3102/ Calne Road (S)		ONE HOUR	✓	647	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A3102/ Calne Road (N)	2 - Preston lane	3 - A3102/ Calne Road (S)
From	1 - A3102/ Calne Road (N)	1	88	549
	2 - Preston lane	67	0	54
	3 - A3102/ Calne Road (S)	560	83	4

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - A3102/ Calne Road (N)	2 - Preston lane	3 - A3102/ Calne Road (S)
From	1 - A3102/ Calne Road (N)	0	0	2
	2 - Preston lane	0	0	2
	3 - A3102/ Calne Road (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A3102/ Calne Road (N)	0.48	4.72	0.9	A	585	878
2 - Preston lane	0.30	11.59	0.4	B	111	167
3 - A3102/ Calne Road (S)	0.46	4.32	0.9	A	594	891

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	480	120	65	1483	0.324	478	471	0.0	0.5	3.577	A
2 - Preston lane	91	23	415	563	0.162	90	128	0.0	0.2	7.596	A
3 - A3102/ Calne Road (S)	487	122	51	1562	0.312	485	455	0.0	0.5	3.339	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	574	143	78	1475	0.389	573	564	0.5	0.6	3.987	A
2 - Preston lane	109	27	497	513	0.212	108	154	0.2	0.3	8.895	A
3 - A3102/ Calne Road (S)	582	145	61	1555	0.374	581	545	0.5	0.6	3.695	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	702	176	96	1465	0.480	701	690	0.6	0.9	4.709	A
2 - Preston lane	133	33	609	444	0.300	133	188	0.3	0.4	11.527	B
3 - A3102/ Calne Road (S)	712	178	75	1546	0.461	711	667	0.6	0.8	4.307	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	702	176	96	1465	0.480	702	691	0.9	0.9	4.722	A
2 - Preston lane	133	33	610	444	0.300	133	188	0.4	0.4	11.592	B
3 - A3102/ Calne Road (S)	712	178	75	1546	0.461	712	668	0.8	0.9	4.318	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	574	143	78	1475	0.389	575	566	0.9	0.6	4.003	A
2 - Preston lane	109	27	499	512	0.212	109	154	0.4	0.3	8.954	A
3 - A3102/ Calne Road (S)	582	145	61	1555	0.374	583	547	0.9	0.6	3.706	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	480	120	66	1483	0.324	481	473	0.6	0.5	3.594	A
2 - Preston lane	91	23	418	562	0.162	91	129	0.3	0.2	7.652	A
3 - A3102/ Calne Road (S)	487	122	51	1561	0.312	488	458	0.6	0.5	3.357	A

D3 - 2030 | 2030 + Committed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 86% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	6.72	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.72	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030	2030 + Committed	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3102/ Calne Road (N)		ONE HOUR	✓	652	100.000
2 - Preston lane		ONE HOUR	✓	202	100.000
3 - A3102/ Calne Road (S)		ONE HOUR	✓	545	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A3102/ Calne Road (N)	2 - Preston lane	3 - A3102/ Calne Road (S)
From	1 - A3102/ Calne Road (N)	2	60	590
	2 - Preston lane	100	0	102
	3 - A3102/ Calne Road (S)	504	37	4

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - A3102/ Calne Road (N)	2 - Preston lane	3 - A3102/ Calne Road (S)
From	1 - A3102/ Calne Road (N)	0	4	5
	2 - Preston lane	1	0	1
	3 - A3102/ Calne Road (S)	6	6	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A3102/ Calne Road (N)	0.50	4.93	1.0	A	598	897
2 - Preston lane	0.55	19.88	1.2	C	185	278
3 - A3102/ Calne Road (S)	0.41	4.18	0.7	A	500	750

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	491	123	31	1458	0.337	489	454	0.0	0.5	3.708	A
2 - Preston lane	152	38	447	536	0.284	151	73	0.0	0.4	9.315	A
3 - A3102/ Calne Road (S)	410	103	76	1483	0.277	409	521	0.0	0.4	3.347	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	586	147	37	1454	0.403	585	544	0.5	0.7	4.143	A
2 - Preston lane	182	45	535	480	0.379	181	87	0.4	0.6	12.012	B
3 - A3102/ Calne Road (S)	490	122	91	1473	0.333	489	625	0.4	0.5	3.656	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	718	179	45	1449	0.496	717	665	0.7	1.0	4.909	A
2 - Preston lane	222	56	655	404	0.551	220	107	0.6	1.2	19.361	C
3 - A3102/ Calne Road (S)	600	150	111	1461	0.411	599	764	0.5	0.7	4.174	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	718	179	45	1449	0.496	718	667	1.0	1.0	4.925	A
2 - Preston lane	222	56	656	403	0.552	222	107	1.2	1.2	19.880	C
3 - A3102/ Calne Road (S)	600	150	112	1460	0.411	600	766	0.7	0.7	4.184	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	586	147	37	1454	0.403	587	547	1.0	0.7	4.161	A
2 - Preston lane	182	45	537	479	0.379	184	87	1.2	0.6	12.309	B
3 - A3102/ Calne Road (S)	490	122	93	1472	0.333	491	628	0.7	0.5	3.671	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	491	123	31	1457	0.337	492	457	0.7	0.5	3.728	A
2 - Preston lane	152	38	449	534	0.285	153	73	0.6	0.4	9.470	A
3 - A3102/ Calne Road (S)	410	103	77	1482	0.277	411	525	0.5	0.4	3.362	A

D4 - 2030 | 2030 + Committed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 91% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	5.71	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.71	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	2030 + Committed	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3102/ Calne Road (N)		ONE HOUR	✓	700	100.000
2 - Preston lane		ONE HOUR	✓	131	100.000
3 - A3102/ Calne Road (S)		ONE HOUR	✓	713	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A3102/ Calne Road (N)	2 - Preston lane	3 - A3102/ Calne Road (S)
From	1 - A3102/ Calne Road (N)	1	97	602
	2 - Preston lane	74	0	57
	3 - A3102/ Calne Road (S)	621	88	4

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - A3102/ Calne Road (N)	2 - Preston lane	3 - A3102/ Calne Road (S)
From	1 - A3102/ Calne Road (N)	0	0	2
	2 - Preston lane	0	0	2
	3 - A3102/ Calne Road (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A3102/ Calne Road (N)	0.53	5.21	1.1	A	642	963
2 - Preston lane	0.35	13.65	0.5	B	120	180
3 - A3102/ Calne Road (S)	0.51	4.76	1.0	A	654	981

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	527	132	69	1481	0.356	525	522	0.0	0.5	3.758	A
2 - Preston lane	99	25	455	539	0.183	98	139	0.0	0.2	8.140	A
3 - A3102/ Calne Road (S)	537	134	56	1558	0.345	535	497	0.0	0.5	3.510	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	629	157	83	1473	0.427	629	625	0.5	0.7	4.261	A
2 - Preston lane	118	29	545	484	0.243	117	166	0.2	0.3	9.816	A
3 - A3102/ Calne Road (S)	641	160	67	1551	0.413	640	595	0.5	0.7	3.948	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	771	193	101	1461	0.527	769	765	0.7	1.1	5.190	A
2 - Preston lane	144	36	667	409	0.353	143	203	0.3	0.5	13.527	B
3 - A3102/ Calne Road (S)	785	196	82	1541	0.509	784	728	0.7	1.0	4.746	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	771	193	101	1461	0.527	771	766	1.1	1.1	5.212	A
2 - Preston lane	144	36	668	408	0.354	144	204	0.5	0.5	13.647	B
3 - A3102/ Calne Road (S)	785	196	83	1541	0.510	785	730	1.0	1.0	4.763	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	629	157	83	1473	0.427	631	627	1.1	0.8	4.283	A
2 - Preston lane	118	29	547	483	0.244	119	167	0.5	0.3	9.913	A
3 - A3102/ Calne Road (S)	641	160	68	1550	0.413	642	598	1.0	0.7	3.971	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	527	132	69	1481	0.356	528	525	0.8	0.6	3.780	A
2 - Preston lane	99	25	458	538	0.183	99	139	0.3	0.2	8.216	A
3 - A3102/ Calne Road (S)	537	134	57	1558	0.345	538	500	0.7	0.5	3.533	A

D5 - 2030 | 2030 + Committed + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 86% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.12	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		7.12	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	2030 + Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3102/ Calne Road (N)		ONE HOUR	✓	670	100.000
2 - Preston lane		ONE HOUR	✓	206	100.000
3 - A3102/ Calne Road (S)		ONE HOUR	✓	601	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A3102/ Calne Road (N)	2 - Preston lane	3 - A3102/ Calne Road (S)
From	1 - A3102/ Calne Road (N)	2	60	608
	2 - Preston lane	100	0	106
	3 - A3102/ Calne Road (S)	551	46	4

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - A3102/ Calne Road (N)	2 - Preston lane	3 - A3102/ Calne Road (S)
From	1 - A3102/ Calne Road (N)	0	4	5
	2 - Preston lane	1	0	1
	3 - A3102/ Calne Road (S)	6	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A3102/ Calne Road (N)	0.51	5.10	1.0	A	615	922
2 - Preston lane	0.58	21.92	1.3	C	189	284
3 - A3102/ Calne Road (S)	0.45	4.50	0.8	A	551	827

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	504	126	37	1454	0.347	502	489	0.0	0.5	3.777	A
2 - Preston lane	155	39	460	527	0.294	153	79	0.0	0.4	9.596	A
3 - A3102/ Calne Road (S)	452	113	76	1484	0.305	451	538	0.0	0.4	3.477	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	602	151	45	1449	0.416	602	586	0.5	0.7	4.244	A
2 - Preston lane	185	46	551	469	0.395	184	95	0.4	0.6	12.586	B
3 - A3102/ Calne Road (S)	540	135	91	1474	0.366	540	644	0.4	0.6	3.848	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	738	184	55	1443	0.511	736	717	0.7	1.0	5.086	A
2 - Preston lane	227	57	675	391	0.580	224	117	0.6	1.3	21.203	C
3 - A3102/ Calne Road (S)	662	165	111	1462	0.453	661	788	0.6	0.8	4.487	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	738	184	55	1443	0.511	738	719	1.0	1.0	5.105	A
2 - Preston lane	227	57	676	391	0.581	227	117	1.3	1.3	21.916	C
3 - A3102/ Calne Road (S)	662	165	112	1461	0.453	662	790	0.8	0.8	4.502	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	602	151	45	1449	0.416	604	589	1.0	0.7	4.266	A
2 - Preston lane	185	46	553	468	0.396	188	95	1.3	0.7	12.961	B
3 - A3102/ Calne Road (S)	540	135	93	1473	0.367	541	648	0.8	0.6	3.867	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	504	126	38	1453	0.347	505	493	0.7	0.5	3.801	A
2 - Preston lane	155	39	463	525	0.295	156	80	0.7	0.4	9.775	A
3 - A3102/ Calne Road (S)	452	113	77	1483	0.305	453	542	0.6	0.4	3.495	A

D6 - 2030 | 2030 + Committed + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 91% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	6.10	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		6.10	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	2030 + Committed + Development	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3102/ Calne Road (N)		ONE HOUR	✓	734	100.000
2 - Preston lane		ONE HOUR	✓	137	100.000
3 - A3102/ Calne Road (S)		ONE HOUR	✓	738	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A3102/ Calne Road (N)	2 - Preston lane	3 - A3102/ Calne Road (S)
From	1 - A3102/ Calne Road (N)	1	97	636
	2 - Preston lane	74	0	63
	3 - A3102/ Calne Road (S)	642	92	4

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - A3102/ Calne Road (N)	2 - Preston lane	3 - A3102/ Calne Road (S)
From	1 - A3102/ Calne Road (N)	0	0	2
	2 - Preston lane	0	0	2
	3 - A3102/ Calne Road (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A3102/ Calne Road (N)	0.55	5.53	1.2	A	674	1010
2 - Preston lane	0.39	15.39	0.6	C	126	189
3 - A3102/ Calne Road (S)	0.53	4.94	1.1	A	677	1016

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	553	138	72	1479	0.374	550	537	0.0	0.6	3.867	A
2 - Preston lane	103	26	481	523	0.197	102	142	0.0	0.2	8.530	A
3 - A3102/ Calne Road (S)	556	139	56	1558	0.357	553	527	0.0	0.6	3.576	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	660	165	86	1470	0.449	659	644	0.6	0.8	4.432	A
2 - Preston lane	123	31	575	465	0.265	123	170	0.2	0.4	10.510	B
3 - A3102/ Calne Road (S)	663	166	67	1551	0.428	663	631	0.6	0.7	4.050	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	808	202	106	1459	0.554	806	788	0.8	1.2	5.505	A
2 - Preston lane	151	38	704	386	0.391	150	208	0.4	0.6	15.197	C
3 - A3102/ Calne Road (S)	813	203	82	1541	0.527	811	772	0.7	1.1	4.921	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	808	202	106	1459	0.554	808	789	1.2	1.2	5.534	A
2 - Preston lane	151	38	706	385	0.392	151	208	0.6	0.6	15.388	C
3 - A3102/ Calne Road (S)	813	203	83	1541	0.527	813	774	1.1	1.1	4.943	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	660	165	86	1470	0.449	662	646	1.2	0.8	4.460	A
2 - Preston lane	123	31	578	463	0.266	124	170	0.6	0.4	10.645	B
3 - A3102/ Calne Road (S)	663	166	68	1550	0.428	665	634	1.1	0.8	4.072	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102/ Calne Road (N)	553	138	72	1479	0.374	553	541	0.8	0.6	3.894	A
2 - Preston lane	103	26	483	521	0.198	104	143	0.4	0.2	8.626	A
3 - A3102/ Calne Road (S)	556	139	57	1558	0.357	556	530	0.8	0.6	3.597	A

Junctions 11											
PICADY 11 - Priority Intersection Module											
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024											
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Filename: Proposed Site Access.j11

Path: T:\Projects\210000 Series\210361\TB - Lyneham Wiltshire\Tech\Junction Assessments\Picady

Report generation date: 30/10/2025 09:55:48

»D1 - 2030 | Committed + Development | AM

»D2 - 2030 | Committed + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2030 - Committed + Development										
Stream B-AC	D1	0.3	13.37	0.21	B	D2	0.1	13.41	0.11	B
Stream C-AB		0.0	6.03	0.01	A		0.0	7.09	0.01	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	
Location	
Site number	
Date	24/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	I-TRANSPORT\manchesterhotdesk
Description	

Units

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

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓
D2	2030	Committed + Development	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D1 - 2030 | Committed + Development | 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	Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		0.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.85	A

Arms

Arms

Arm	Name	Description	Arm type
A	A3102 Calne Road (N)		Major
B	Site Access		Minor
C	A3102 Calne Road (S)		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 - A3102 Calne Road (S)	6.40		✓	3.50	76.9	✓	8.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.33	19	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	509	0.091	0.230	0.145	0.329
B-C	657	0.099	0.250	-	-
C-B	706	0.269	0.269	-	-

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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030	Committed + Development	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A3102 Calne Road (N)		ONE HOUR	✓	325	100.000
B - Site Access		ONE HOUR	✓	66	100.000
C - A3102 Calne Road (S)		ONE HOUR	✓	610	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - A3102 Calne Road (N)	B - Site Access	C - A3102 Calne Road (S)
A - A3102 Calne Road (N)		0	22	303
B - Site Access		56	0	10
C - A3102 Calne Road (S)		606	4	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - A3102 Calne Road (N)	B - Site Access	C - A3102 Calne Road (S)
A - A3102 Calne Road (N)		0	0	10
B - Site Access		0	0	0
C - A3102 Calne Road (S)		5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.21	13.37	0.3	B	61	91
C-AB	0.01	6.03	0.0	A	4	6
C-A					556	834
A-B					20	30
A-C					278	417

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	12	0.00	401	0.124	49	0.0	0.1	10.222	B
C-AB	3	0.75	0.00	634	0.005	3	0.0	0.0	5.703	A
C-A	456	114	0.00			456				
A-B	17	4	0.00			17				
A-C	228	57	0.00			228				

07:30 - 07:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	376	0.158	59	0.1	0.2	11.341	B
C-AB	4	0.90	0.00	620	0.006	4	0.0	0.0	5.838	A
C-A	545	136	0.00			545				
A-B	20	5	0.00			20				
A-C	272	68	0.00			272				

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	0.00	342	0.213	72	0.2	0.3	13.341	B
C-AB	4	1	0.00	601	0.007	4	0.0	0.0	6.034	A
C-A	667	167	0.00			667				
A-B	24	6	0.00			24				
A-C	334	83	0.00			334				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	73	18	0.00	342	0.213	73	0.3	0.3	13.373	B
C-AB	4	1	0.00	601	0.007	4	0.0	0.0	6.034	A
C-A	667	167	0.00			667				
A-B	24	6	0.00			24				
A-C	334	83	0.00			334				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	59	15	0.00	376	0.158	60	0.3	0.2	11.373	B
C-AB	4	0.90	0.00	620	0.006	4	0.0	0.0	5.840	A
C-A	545	136	0.00			545				
A-B	20	5	0.00			20				
A-C	272	68	0.00			272				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	12	0.00	401	0.124	50	0.2	0.1	10.251	B
C-AB	3	0.75	0.00	634	0.005	3	0.0	0.0	5.703	A
C-A	456	114	0.00			456				
A-B	17	4	0.00			17				
A-C	228	57	0.00			228				

D2 - 2030 | Committed + Development | 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	Proposed Site Access	T-Junction	Two-way	Two-way	Two-way		0.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.41	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030	Committed + Development	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A3102 Calne Road (N)		ONE HOUR	✓	615	100.000
B - Site Access		ONE HOUR	✓	30	100.000
C - A3102 Calne Road (S)		ONE HOUR	✓	395	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A3102 Calne Road (N)	B - Site Access	C - A3102 Calne Road (S)
	From			
	A - A3102 Calne Road (N)	0	40	575
	B - Site Access	26	0	4
	C - A3102 Calne Road (S)	388	7	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - A3102 Calne Road (N)	B - Site Access	C - A3102 Calne Road (S)
	From			
	A - A3102 Calne Road (N)	0	0	5
	B - Site Access	0	0	0
	C - A3102 Calne Road (S)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.11	13.41	0.1	B	27	41
C-AB	0.01	7.09	0.0	A	6	10
C-A					356	534
A-B					37	55
A-C					528	791

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	0.00	373	0.060	22	0.0	0.1	10.265	B
C-AB	5	1	0.00	576	0.009	5	0.0	0.0	6.309	A
C-A	292	73	0.00			292				
A-B	30	8	0.00			30				
A-C	433	108	0.00			433				

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	0.00	343	0.078	27	0.1	0.1	11.387	B
C-AB	6	2	0.00	550	0.011	6	0.0	0.0	6.614	A
C-A	349	87	0.00			349				
A-B	36	9	0.00			36				
A-C	517	129	0.00			517				

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	301	0.109	33	0.1	0.1	13.395	B
C-AB	8	2	0.00	515	0.015	8	0.0	0.0	7.088	A
C-A	427	107	0.00			427				
A-B	44	11	0.00			44				
A-C	633	158	0.00			633				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	301	0.109	33	0.1	0.1	13.409	B
C-AB	8	2	0.00	515	0.015	8	0.0	0.0	7.088	A
C-A	427	107	0.00			427				
A-B	44	11	0.00			44				
A-C	633	158	0.00			633				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	27	7	0.00	343	0.078	27	0.1	0.1	11.402	B
C-AB	6	2	0.00	550	0.011	6	0.0	0.0	6.617	A
C-A	349	87	0.00			349				
A-B	36	9	0.00			36				
A-C	517	129	0.00			517				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	6	0.00	373	0.060	23	0.1	0.1	10.286	B
C-AB	5	1	0.00	576	0.009	5	0.0	0.0	6.312	A
C-A	292	73	0.00			292				
A-B	30	8	0.00			30				
A-C	433	108	0.00			433				

