

**LAND AT THE FORMER STOCKTON DAIRY
STOCKTON, WILTSHIRE**

TRANSPORT STATEMENT

PREPARED FOR

STRATTON COMMERCIAL LTD



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EXECUTIVE SUMMARY

This Transport Statement (TS) has been prepared in support of a retrospective planning application for the continued and extended Class B8 employment use at the Former Stockton Dairy, Stockton, Wiltshire.

Planning permission was granted in June 2019 (Ref: 18/11055/FUL) for the change of use of the northern part of the site from agricultural use to Class B8 storage and distribution, restricted to the storage of events hire equipment only. Since that time, the existing occupier, Zoo Events Group Ltd, has extended operations into the southern part of the site, utilising additional land and buildings for the same lawful purpose. The current application, therefore, seeks to regularise the established extent of operations, rather than introduce a new or materially different form of development.

As a consequence, vehicle movements associated with both the original and extended use have been present on the local and strategic highway network for several years. The purpose of this TS is not to predict hypothetical future traffic, but to provide a robust, evidence-based assessment of how the highway network is performing in practice, and to determine whether the existing use gives rise to any material highway safety or capacity concerns.

The assessment is informed by a comprehensive programme of empirical traffic surveys, including:

- Automatic Traffic Counts (ATC) on Stockton Park Lane;
- Manual Classified Counts (MCC) and queue length surveys at the A36 / Giggan Street junction; and
- A review of the recorded collision history.

Particular focus is given to:

- HGV activity;
- Turning movements;
- Queuing behaviour; and
- The interaction of site traffic with the A36 Strategic Road Network.

In addition to the application's retrospective element, the proposals include a single new storage building (Building 4). Building 4 is proposed on land that currently benefits from Class B8 consent and is used for outdoor storage associated with the established operation. The proposed building provides covered storage to support the existing business and does not introduce a new or materially different form of use. On that basis, it is not expected to result in any material change in the pattern or intensity of vehicle movements on the surrounding highway network.

The survey evidence demonstrates that:

- Traffic volumes are modest and appropriate to the rural context;
- HGV movements associated with the Site are low in absolute terms and well distributed throughout the day, with no pronounced peak-hour concentration;
- No material or sustained queuing occurs at the site access or the A36 / Giggan Street junction; and
- The junction is operating comfortably within capacity, with no evidence of operational or highway safety concerns.

The assessment also recognises that the occupier's operations exhibit seasonal variation, typical of events-based storage activity. Importantly, the highway network has demonstrably accommodated this variation in practice, with no evidence of unacceptable impact during peak operational periods.

Based on the observed performance of the highway network, and having regard to national planning policy — including Paragraph 116 of the National Planning Policy Framework (December 2024) — the assessment concludes that the development does not result in unacceptable highway safety impacts, nor do the residual cumulative impacts approach any reasonable threshold of severity.

There are therefore no transport or highways grounds upon which the retrospective planning application could be refused.

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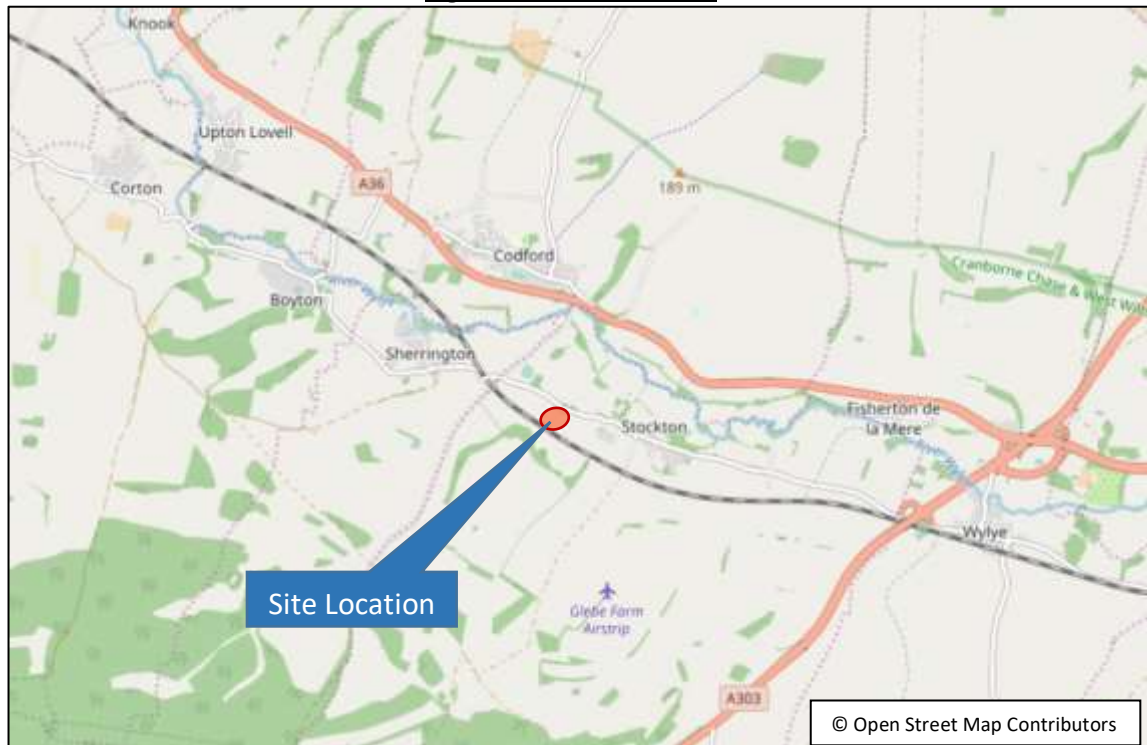
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1 INTRODUCTION

Brief

- 1.1 This Transport Statement has been prepared by Condon Transport Ltd (CTL) in support of a retrospective planning application for the continued and extended Class B8 storage and distribution use at the Former Stockton Dairy (the Site), in Stockton, Wiltshire, as shown in **Figure 1.1** below:

Figure 1.1: Site Location



- 1.2 This report has been prepared to provide the Local Planning Authority (LPA), the Local Highway Authority (LHA), and National Highways (NH) with a clear, proportionate, and evidence-led assessment of the transport and highway implications of the existing and extended use of the Site.

Nature of the Development

- 1.3 The northern part of the Former Stockton Dairy received planning permission in June 2019 (Ref: 18/11055/FUL) for the change of use of agricultural buildings and yards to Class B8 storage and distribution, with the use restricted by condition to the storage of event hire equipment only.
- 1.4 Since the grant of that permission, the existing occupier, Zoo Events Group Ltd (ZEG), has extended operations into the southern part of the Site, utilising additional areas for the same lawful purpose.

- The current application is therefore retrospective in nature, seeking to regularise the extended area of operation rather than introduce a new or materially different form of development.
- 1.5 The application also includes a proposed storage building (Building 4) within the wider site area. This building is located on land that is already in use for Class B8 purposes, including outdoor storage, and forms part of the same operational unit. The purpose of Building 4 is to provide additional indoor storage capacity to support the established event-hire storage operation, rather than to expand the nature or intensity of activity undertaken at the site. The proposed Block Plan is included in **Appendix A** with a summary of the Site and Building Areas provided in **Table 1.1** below:

	Description	Planning Status	Area (m ²)
1	Storage & Welfare	Consented (2019)	796
2	Storage & Office	Consented (2019)	930
3	Storage	Consented (2019)	485
5	Storage	Existing building – included within retrospective application	716
6	Storage	Existing new building – included within retrospective application	169
4	Storage	Proposed new building	642
-	Site area	Existing site area including buildings (consented 2019)	5,400
		Additional retrospective site area, including buildings	8,882

Table 1.1: Summary of Site and Building Areas

- 1.6 This table is provided for clarity only and reflects the planning status of buildings and site areas. The Transport Statement assesses transport impacts on the basis of observed operation of the site in practice.
- 1.7 Vehicle movements associated with both the original and extended areas of the Site have therefore been present on the surrounding highway network and the A36 Strategic Road Network for several years.

Scope and Approach

1.8 This Transport Statement considers:

- The Site's location and access arrangements;
- The surrounding highway network, including the A36;
- Recent traffic survey data (ATC and MCC);
- HGV activity, turning movements and queuing behaviour;
- Routeing of site traffic;
- Seasonal variation in operational activity; and
- The implications for highway safety and network operation.

1.9 The assessment has been undertaken in accordance with the principles of the National Planning Policy Framework (December 2024), with particular regard to the requirement that development should only be prevented or refused on highways grounds where the residual cumulative impacts are severe.

1.10 While the application includes a proposed building, the assessment approach remains focused on observed traffic conditions and the real-world operation of the site, recognising that Building 4 supports an established Class B8 use rather than introducing a new or materially different source of traffic.

Report Structure

1.11 The structure of this report is summarised below:

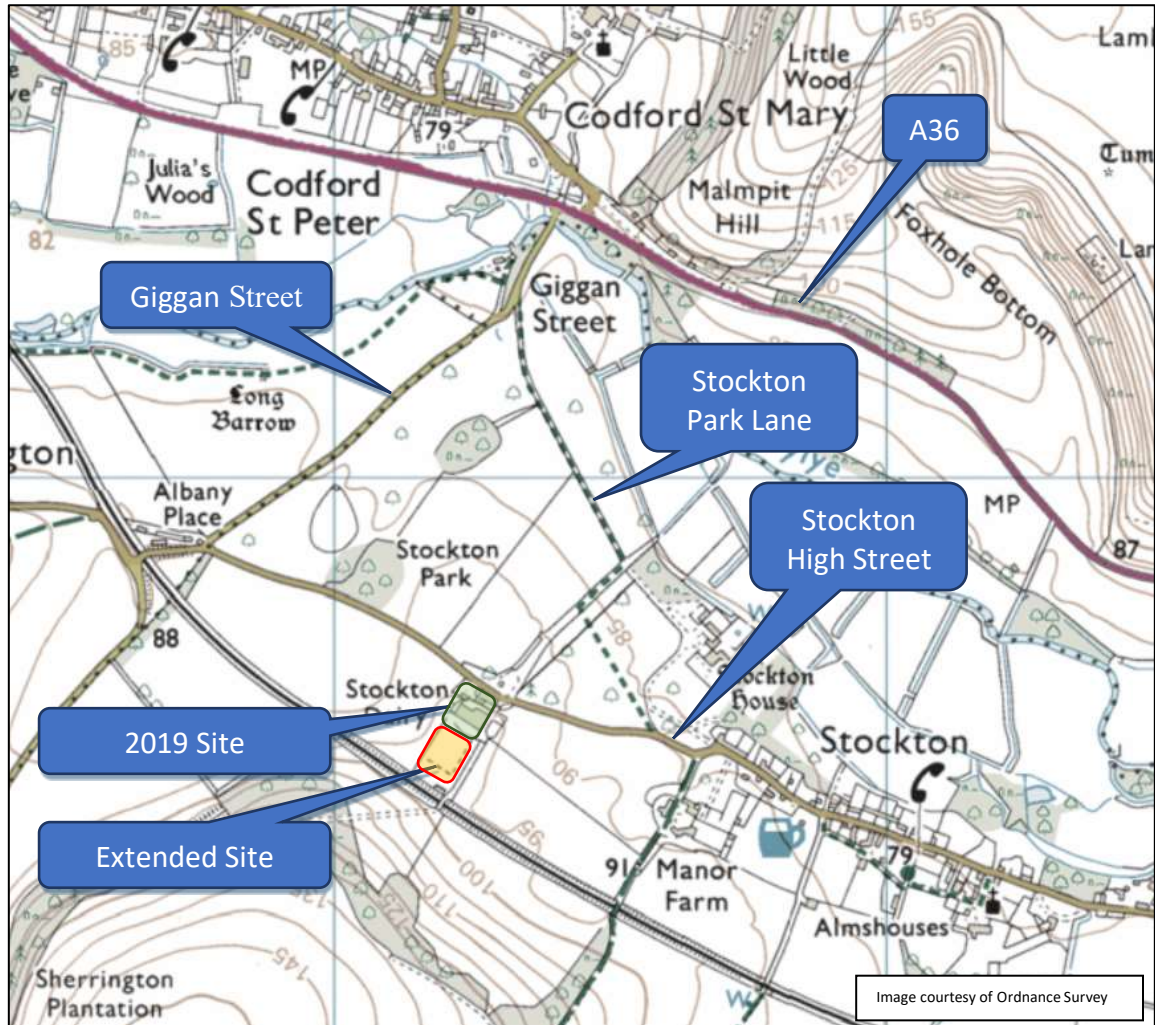
- Section 2: Describes the Site location, access arrangements and the surrounding highway network.
- Section 3: Presents the traffic surveys undertaken in support of the assessment, including Automatic Traffic Counts (ATC), Manual Classified Counts (MCC), queue length surveys and a review of the local collision record, together with an interpretation of observed highway conditions.
- Section 4: Examines vehicle routeing to and from the Site and the interaction of Site traffic with the local and strategic highway network, including the A36.
- Section 5: Presents a summary of the report and identifies the main conclusions that can be drawn from the Transport Statement.

2 EXISTING CONDITIONS

Site Location

- 2.1 The Former Stockton Dairy is located on the western edge of Stockton village in Wiltshire, as shown in **Figure 2.1**.

Figure 2.1: Local Highway Network



2.2 The Site comprises a collection of existing agricultural buildings and yard areas that have been progressively repurposed for employment use following the grant of planning permission in 2019 for the northern part of the Site.

2.3 The surrounding area is predominantly rural in character, with scattered residential properties and agricultural land uses. The Site is not located within a defined town centre and does not benefit from immediate proximity to high-frequency public transport services or local retail facilities.

Site Access and Layout

2.4 Vehicular access to the Site is taken from Stockton Road, which provides the principal means of access for staff, visitors and servicing vehicles.

2.5 In addition, a private lane known as Stockton Park Lane, which is under the ownership of the applicant, connects Stockton Road directly to Giggan Street close to its junction with the A36. This private lane provides a convenient and controlled route for Site-related vehicles to access the strategic highway network without passing through the core of Stockton village. The current occupier makes use of both Stockton Park Lane and Stockton Road to reach Giggan Street, depending on the nature and origin of individual trips.

2.6 The routing of lorries to and from the Site via Giggan Street and the A36 accords with the approved 2019 planning permission (Ref: 18/11055/FUL) and continues to be implemented by the current occupier.

2.7 The existing access and internal layout arrangements have been in place for many years and accommodate all vehicle types associated with the operation of the Site, including HGVs. No changes are proposed to the access arrangements as part of the retrospective application.

Surrounding Highway Network

2.8 Stockton Road is a rural single-carriageway road that serves the Site and provides a direct connection between the Site and the surrounding highway network. The road experiences relatively low traffic and shows no signs of congestion or capacity stress.

2.9 Giggan Street forms the link between Stockton Road and the A36 Strategic Road Network, accommodating the principal junction serving the Site's route to and from the strategic network.

- 2.10 The A36 is a key east–west route of strategic importance in the region and is under the jurisdiction of National Highways. The junction of the A36 with Giggan Street provides access to and from the strategic network for Site-related traffic.
- 2.11 The performance of this junction, and the interaction between Site traffic and the A36, is a central consideration of this Transport Statement and is examined in detail in subsequent sections of this report.

3 TRAFFIC SURVEYS AND OBSERVED HIGHWAY CONDITIONS

Introduction

- 3.1 To assess the transport and highway implications of the existing and extended use of the Former Stockton Dairy, a programme of traffic surveys has been undertaken at key locations on the surrounding highway network.
- 3.2 Given the retrospective nature of the application, the purpose of these surveys is to provide an evidence-based assessment of how the highway network is operating in practice, rather than relying on hypothetical trip generation or forecast modelling.
- 3.3 The assessment focuses in particular on:
- Overall traffic levels;
 - HGV activity associated with the Site;
 - Turning movements at the strategic junction;
 - Queuing behaviour; and
 - The interaction between Site traffic and the A36 Strategic Road Network.

Survey Locations and Methodology

Automatic Traffic Counts (ATC)

- 3.4 An ATC survey was installed on Stockton Park Lane, a private access road connecting Stockton Road with Giggan Street, close to the junction with the A36. The ATC recorded traffic volumes, speeds and vehicle classifications over a continuous multi-day period.
- 3.5 This location was selected to capture a representative proportion of traffic accessing and leaving the Site as well as existing farm traffic, noting that vehicles may also use Stockton Road directly to reach Giggan Street, depending on routing choice and trip origin or destination.
- 3.6 The full ATC results are included in **Appendix A**, with the results summarised in **Table 3.1**:

Table 3.1: Stockton Park Lane ATC Summary

Period	Total Vehicles (Two-Way)	HGVs (Two-Way)	%HGVs
Weekday 12-hr	76	29	37.5%
Weekday AM Peak	7	3	37.5%
Weekday PM Peak	5	2	37.5%

- 3.7 Table 3.1 demonstrates that Stockton Park Lane is very lightly trafficked, with fewer than 100 vehicles using the road over the 12-hour weekday period and no more than ten vehicles recorded during either of the weekday peak hours.
- 3.8 Although HGVs represent 37.5% of total recorded traffic, this proportion must be viewed in the context of the very low absolute traffic volumes. In practical terms, this equates to 29 HGV movements over the 12-hour period, with only three HGVs in the AM peak hour and two HGVs in the PM peak hour. The resultant level of HGV activity on Stockton Park Lane is therefore modest and entirely consistent with the nature of the surrounding rural highway network.

Manual Classified Counts (MCC)

- 3.9 A Manual Classified Count was undertaken at the junction of Giggan Street with the A36, recording turning movements by vehicle type and direct observations of queuing behaviour at 5-minute intervals.
- 3.10 The MCC, therefore, captures the operation of the strategic junction and the interaction between Site traffic and the A36.
- 3.11 Traffic associated with the Site is understood to use both Stockton Park Lane and Stockton Road to reach Giggan Street, depending on the nature and origin of individual trips. The survey locations were therefore chosen to provide complementary coverage of the Site's route to the strategic highway network, rather than to record identical traffic streams.
- 3.12 The full MCC results are included in **Appendix B**, and the results are summarised in **Table 3.2**.

Table 3.2: Giggan Street MCC Summary

Period	Total Vehicles (Two-Way)	HGVs (Two-Way)	%HGVs
Weekday 12-hr	450	62	13.8%
Weekday AM Peak	55	5	9.1%
Weekday PM Peak	46	6	13.0%

- 3.13 **Table 3.2** shows that traffic volumes on Giggan Street are higher than those recorded on Stockton Park Lane, which is a private access road serving the Site. This is entirely expected, given Giggan Street's role in the wider local highway network and its function as the approach to the A36 junction.
- 3.14 Over the 12-hour weekday period, Giggan Street accommodates 450 vehicles, of which 62 are HGVs, equating to 13.8% HGVs. During the weekday peak hours, HGV activity remains modest, with five HGVs in the AM peak hour (9.1%) and six HGVs in the PM peak hour (13.0%).
- 3.15 These results confirm that, although Giggan Street carries higher overall traffic volumes than Stockton Park Lane, the absolute level of HGV activity at the A36 / Giggan Street junction remains low and well within the capability of the highway network to accommodate without operational or safety concerns.

Comparison of ATC and MCC Results

- 3.16 Taken together, Tables 3.1 and 3.2 demonstrate that both the immediate Site access route (Stockton Park Lane) and the wider network link (Giggan Street) operate with low absolute traffic and HGV volumes, particularly during the critical weekday peak hours. Whilst Stockton Park Lane records a higher proportion of HGVs, this reflects the very low base traffic flow on a private access road rather than any intensive HGV activity associated with the Site. In absolute terms, HGV movements on both links are modest and well within the capability of the local and strategic highway network to accommodate safely and efficiently.
- 3.17 This combined evidence provides a clear and consistent picture of a highway network that is operating effectively in practice, with no indication of capacity stress, queuing, or highway safety concerns associated with the existing and extended use of the Former Stockton Dairy.

Interpretation of Traffic Volumes and HGV Activity

- 3.18 The survey results indicate that traffic flows in the vicinity of the Site are modest and consistent with the rural character of the surrounding highway network.
- 3.19 HGV movements associated with the Former Stockton Dairy are low in absolute terms, typically in the order of around a dozen vehicles per day. These movements are spread throughout the working day, with no pronounced peak-hour concentration.
- 3.20 The modest level of HGV activity is consistent with the nature of the current occupier's operations. Zoo Events Group Ltd (ZEG) operates an event-based storage and hire business, where equipment is typically held on-site for extended periods and deployed in bulk for individual events. This operational model results in relatively infrequent HGV movements, rather than the high daily turnover associated with conventional logistics or distribution uses.
- 3.21 This operational profile also aligns with the planning restriction imposed under the 2019 consent, which limits the use of the Site to the storage of events hire equipment only, thereby constraining the intensity and type of vehicle activity that may take place.
- 3.22 The MCC confirms that HGV turning movements at the A36 / Giggan Street junction are very limited during both the AM and PM peak periods.
- 3.23 In transport terms, the proposed storage building does not alter the underlying operational characteristics of the site. Vehicle movements associated with the business are driven by event logistics, staffing and servicing requirements, rather than by whether equipment is stored internally or externally. The traffic surveys, therefore, provide an appropriate and robust representation of site activity, including the operational context in which Building 4 would operate.

Junction Operation and Queuing

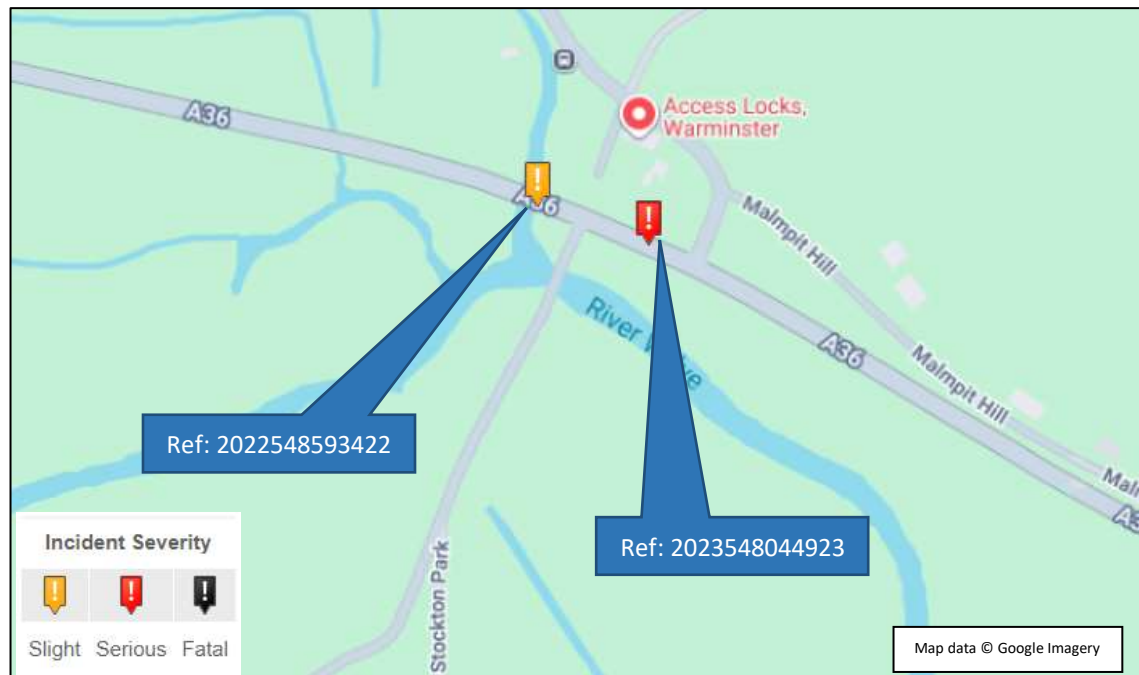
- 3.24 As part of the Manual Classified Count survey, queuing was recorded at 5-minute intervals on all junction approaches between 07:00 and 19:00. The full outputs are included in **Appendix C**.
- 3.25 The results demonstrate that no material or sustained queuing occurs at the junction. The overwhelming majority of observations recorded zero queued vehicles on all approaches. Where

- queues were observed, they were short-lived and minor in nature, typically comprising only 2–6 vehicles and clearing within a single 5-minute interval.
- 3.26 The longest queue observed during the survey period was six vehicles on the A36 (east) right-turn approach at 08:50. No queues were observed on the A36 (west) right-turn approach at any time during the survey. There is no evidence of recurring congestion or operational stress during either the AM or PM peak periods.
- 3.27 These findings confirm that the A36 / Giggan Street junction is operating comfortably within its practical capacity and is accommodating existing traffic associated with the Site safely and efficiently in practice.

Highway Safety Review

- 3.28 A review has been undertaken of www.crashmap.co.uk to identify any traffic collision patterns or concerns at the junction between the A36 and Giggan Street. The review indicated that two injury collisions were recorded on the adjacent roads in the past five-year period, shown in **Figure 3.1**, with the full reports in **Appendix D**

Figure 3.1: Extract of Crashmap Collision Locations



Note: Location markers indicate the approximate locations of collisions.

Collision Reference: 2022546623922 – 25 June 2022, 15:20

- 3.29 This collision occurred on the A36 to the west of the Giggan Street junction and involved two cars. One vehicle was in the process of performing a U-turn when the collision occurred. The incident resulted in a single slight injury to the driver of one of the vehicles. The collision occurred in daylight, on a dry carriageway, within a 60 mph speed limit. There were no recorded carriageway hazards, and the location is identified as a single carriageway with give-way or uncontrolled junction control. The circumstances of this collision do not indicate any inherent safety deficiency in the junction layout or operation.

Collision Reference: 2023548044923 – 31 July 2023, 22:37

- 3.30 This collision occurred on the A36 to the east of the Giggan Street junction and involved a single car and a pedestrian. The pedestrian was reported to be standing stationary in the carriageway at the time of the collision, resulting in a serious injury. The incident occurred during hours of darkness, with no street lighting, under dry road conditions, and with a 60 mph speed limit. No carriageway hazards were recorded. The circumstances of this collision indicate an isolated behavioural incident rather than a highway infrastructure or operational issue associated with the junction itself.

Summary

- 3.31 There is no pattern of collisions at or in the immediate vicinity of the A36 / Giggan Street junction that would suggest an existing highway safety concern. The two recorded collisions are of differing types, separated in time and location, and neither is attributable to the operation of the junction or traffic associated with the Former Stockton Dairy. Neither of the recorded collisions involved heavy goods vehicles, nor were they associated with turning movements to or from Giggan Street.
- 3.32 It is acknowledged that there is an inherent time lag between collisions occurring and their appearance in published datasets. Notwithstanding this, the available evidence indicates that the surrounding highway network, including the A36/Giggan Street junction, is operating safely and does not exhibit any identifiable collision trend or highway safety deficiency.

Summary of Observed Conditions

- 3.33 In summary, the combined traffic survey and highway safety evidence demonstrates that:
- Traffic volumes on both the immediate Site access route (Stockton Park Lane) and the wider network link (Giggan Street) are modest and entirely appropriate to the rural context;

- HGV activity associated with the Site is low in absolute terms, well distributed throughout the day, and modest during the weekday peak periods;
- The A36 / Giggan Street junction operates efficiently, with no material, sustained or recurring queuing, and with no evidence of capacity stress during either the AM or PM peak periods;
- The recorded collision history does not identify any highway safety concern at or in the vicinity of the junction, with no collisions involving HGVs or Site-related turning movements; and
- The existing and extended use of the Former Stockton Dairy is therefore being accommodated safely and effectively in practice by the surrounding highway network.

4 ROUTEING AND NETWORK IMPACT

Approved Routeing Context

- 4.1 The Former Stockton Dairy benefits from an extant planning permission granted in June 2019 (Ref: 18/11055/FUL) for the change of use of agricultural buildings and yards to Class B8 storage and distribution, restricted by condition to the storage of events hire equipment only.
- 4.2 As part of that consent, the approved routeing of lorries to and from the Site is via Giggan Street and the A36 Strategic Road Network. This routeing arrangement continues to be implemented by the current occupier, Zoo Events Group Ltd (ZEG).

Site Access and Route Choice

- 4.3 Vehicular access to the Site is taken from Stockton Road, with traffic able to reach Giggan Street either directly via Stockton Road or via the privately-owned Stockton Park Lane, depending on trip origin, destination and operational requirements.
- 4.4 Both routes converge at Giggan Street, which forms the principal connection to the A36. The choice of internal route does not alter the point at which Site traffic joins the strategic highway network.

Observed Routeing Performance

- 4.5 The traffic surveys demonstrate that this established routeing arrangement is operating effectively in practice:
- HGV volumes associated with the Site are low in absolute terms;
 - The A36 / Giggan Street junction operates efficiently, with no material or sustained queuing;
 - There is no evidence of operational stress on the strategic road network; and
 - There are no highway safety concerns associated with the operation of the junction or Site traffic.
- 4.6 These findings confirm that the existing pattern of vehicle movements to and from the Site is being safely and effectively accommodated by both the local and strategic highway networks.

Network Impact of the Development

- 4.7 The retrospective element of the planning application seeks to regularise the extended area of operation within the Former Stockton Dairy. It does not propose any material change to:
- the nature of the permitted use,
 - the established routeing of vehicles,
 - the access arrangements, or
 - the pattern of traffic on the surrounding highway network.
- 4.8 Vehicle movements associated with the extended use have already been present on the network for several years and have been fully captured by the recent traffic surveys.
- 4.9 The observed evidence therefore provides the most robust and defensible basis for assessing the transport implications of the development.
- 4.10 The hybrid application also includes the proposed construction of Building 4. In highway and transport terms, this does not introduce a new access, alter approved routeing arrangements, or change the established relationship between the site and the A36 Strategic Road Network. Building 4 is proposed on land already in Class B8 use, currently supporting outdoor storage, and is intended to provide covered storage to support the established operation. Accordingly, it is not expected to materially change the pattern of vehicle movements on the surrounding highway network, which has been demonstrated by the survey evidence to be operating comfortably within capacity.

National Planning Policy Context

- 4.11 Paragraph 116 of the National Planning Policy Framework (December 2024) states that development should only be prevented or refused on highways grounds where the residual cumulative impacts on the road network would be severe.
- 4.12 The survey evidence contained within this Transport Statement demonstrates that the operation of the Former Stockton Dairy falls well below any threshold that could reasonably be described as severe, both in capacity and safety terms.

5 SUMMARY AND CONCLUSIONS

Summary

- 5.1 This Transport Statement has been prepared in support of a retrospective planning application for the continued and extended operation of the Former Stockton Dairy, Stockton, Wiltshire, for Class B8 storage and distribution, restricted to the storage of events hire equipment only.
- 5.2 The Site benefits from an extant planning permission granted in June 2019 (Ref: 18/11055/FUL), which established the principle of employment use and approved the routeing of lorries via Giggan Street and the A36 Strategic Road Network. The current application seeks only to regularise the extended area of operation and does not propose any material change to the established use, access arrangements or routeing of vehicles.
- 5.3 A comprehensive programme of traffic surveys, including Automatic Traffic Counts and Manual Classified Counts, has been undertaken to assess the real-world performance of the surrounding highway network.
- 5.4 The evidence demonstrates that:
- Traffic volumes in the vicinity of the Site are modest and appropriate to the rural context;
 - HGV movements associated with the Site are low in absolute terms and well distributed throughout the day;
 - The A36 / Giggan Street junction operates efficiently, with no material, sustained or recurring queuing;
 - The recorded collision history does not identify any highway safety concern, with no collisions involving HGVs or Site-related turning movements; and
 - The existing and extended use of the Site is being accommodated safely and effectively in practice by the local and strategic highway networks.

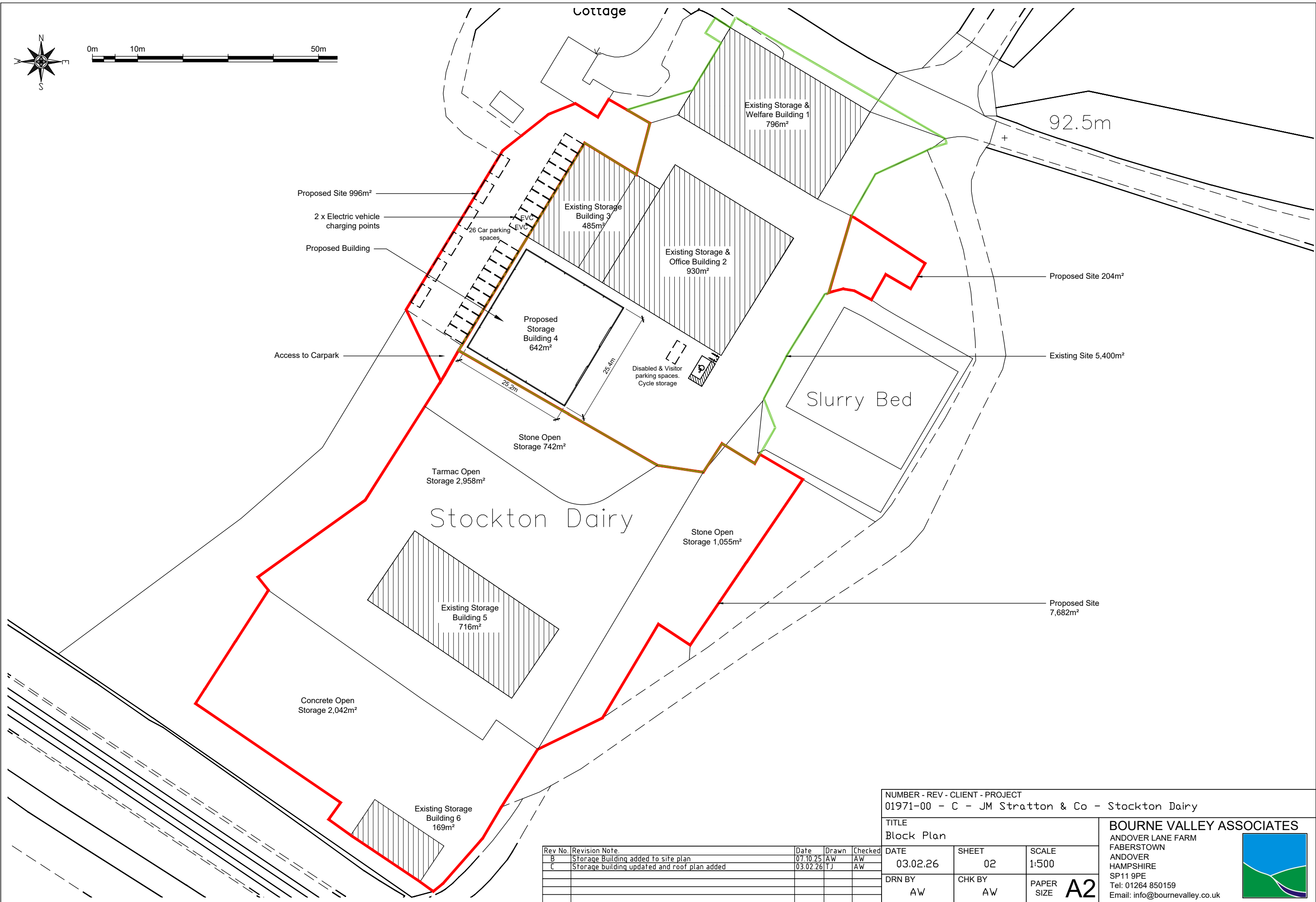
Conclusions

- 5.5 On the basis of the observed traffic conditions and safety evidence, and taking account of both the retrospective element of the application and the proposed construction of Building 4, it is concluded that the development gives rise to no material highway safety or capacity concerns. Building 4 supports an established Class B8 operation and is not expected to materially alter the pattern or intensity of vehicle movements observed on the surrounding highway network..
- 5.6 The development therefore accords fully with national planning policy, including Paragraph 116 of the National Planning Policy Framework (December 2024), which states that development should only be prevented or refused on highways grounds where the residual cumulative impacts on the road network would be severe.
- 5.7 In this instance, the evidence demonstrates clearly that the impacts fall well below that threshold. There are accordingly no reasonable transport or highways grounds upon which the retrospective planning application should be refused.

APPENDICES

APPENDIX A

Proposed Block Plan



Rev No.	Revision Note.	Date	Drawn	Checked
B	Storage Building added to site plan	07.10.25	AW	AW
C	Storage building updated and roof plan added	03.02.26	TJ	AW

NUMBER - REV - CLIENT - PROJECT
01971-00 - C - JM Stratton & Co - Stockton Dairy

TITLE Block Plan		
DATE	SHEET	SCALE
03.02.26	02	1:500
DRN BY	CHK BY	PAPER SIZE
AW	AW	A2

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APPENDIX B

ATC Results

Warminster ATC, Stockton Park

Direction: Northbound

Hour Beginning	Thu 20/11/2025	Fri 21/11/2025	Sat 22/11/2025	Sun 23/11/2025	Mon 24/11/2025	Tue 25/11/2025	Wed 26/11/2025	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0
06:00	2	1	1	0	1	0	0	1	1
07:00	4	2	2	1	3	2	2	3	2
08:00	3	4	6	2	4	3	6	4	4
09:00	3	3	2	2	6	2	1	3	3
10:00	1	1	1	4	5	4	3	3	3
11:00	2	2	0	4	5	5	2	3	3
12:00	3	2	4	4	0	3	4	2	3
13:00	8	1	2	4	2	1	4	3	3
14:00	4	4	3	1	5	5	1	4	3
15:00	8	7	6	0	4	4	3	5	5
16:00	3	0	5	3	5	6	7	4	4
17:00	4	2	1	3	3	1	0	2	2
18:00	5	0	0	0	0	1	0	1	1
19:00	0	0	0	0	0	1	0	0	0
20:00	0	1	0	0	0	1	0	0	0
21:00	1	0	0	0	0	0	1	0	0
22:00	0	0	1	0	0	0	1	0	0
23:00	0	0	0	0	0	0	0	0	0
Total 12H(7-19)	48	28	32	28	42	37	33	38	35
16H(6-22)	51	30	33	28	43	39	34	39	37
19H(6-24)	51	30	34	28	43	39	35	40	37
24H(0-24)	51	30	34	29	43	39	35	40	37
AM Peak	07:00 4	08:00 4	08:00 6	10:00 4	09:00 6	11:00 5	08:00 6	08:00 4	08:00 4
PM Peak	13:00 8	15:00 7	15:00 6	12:00 4	14:00 5	16:00 6	16:00 7	15:00 5	15:00 5

Paul Castle Associates

Direction: Southbound

Hour Beginning	Thu 20/11/2025	Fri 21/11/2025	Sat 22/11/2025	Sun 23/11/2025	Mon 24/11/2025	Tue 25/11/2025	Wed 26/11/2025	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	1	0	0	0	0
07:00	6	3	0	2	1	3	0	3	2
08:00	4	2	3	1	5	1	4	3	3
09:00	9	3	7	1	3	3	2	4	4
10:00	1	3	1	3	8	2	1	3	3
11:00	2	2	1	5	3	3	1	2	2
12:00	3	2	6	6	2	3	5	3	4
13:00	7	3	1	4	4	4	3	4	4
14:00	3	3	3	1	1	7	5	4	3
15:00	2	6	5	2	4	2	6	4	4
16:00	9	4	4	2	3	2	0	4	3
17:00	3	1	1	1	4	3	3	3	2
18:00	3	1	1	0	2	4	1	2	2
19:00	1	0	2	0	0	0	2	1	1
20:00	1	0	0	0	0	2	0	1	0
21:00	2	0	0	0	0	0	0	0	0
22:00	0	0	1	0	0	0	0	0	0
23:00	0	0	1	0	0	0	0	0	0
Total 12H(7-19)	52	33	33	28	40	37	31	39	36
16H(6-22)	56	33	35	28	41	39	33	40	38
19H(6-24)	56	33	37	28	41	39	33	40	38
24H(0-24)	56	33	37	28	41	39	33	40	38
AM Peak	09:00 9	07:00 3	09:00 7	11:00 5	10:00 8	07:00 3	08:00 4	09:00 4	09:00 4
PM Peak	16:00 9	15:00 6	12:00 6	12:00 6	13:00 4	14:00 7	15:00 6	13:00 4	12:00 4

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Thu 20/11/2025	Fri 21/11/2025	Sat 22/11/2025	Sun 23/11/2025	Mon 24/11/2025	Tue 25/11/2025	Wed 26/11/2025	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0
06:00	2	1	1	0	2	0	0	1	1
07:00	10	5	2	3	4	5	2	5	4
08:00	7	6	9	3	9	4	10	7	7
09:00	12	6	9	3	9	5	3	7	7
10:00	2	4	2	7	13	6	4	6	5
11:00	4	4	1	9	8	8	3	5	5
12:00	6	4	10	10	2	6	9	5	7
13:00	15	4	3	8	6	5	7	7	7
14:00	7	7	6	2	6	12	6	8	7
15:00	10	13	11	2	8	6	9	9	8
16:00	12	4	9	5	8	8	7	8	8
17:00	7	3	2	4	7	4	3	5	4
18:00	8	1	1	0	2	5	1	3	3
19:00	1	0	2	0	0	1	2	1	1
20:00	1	1	0	0	0	3	0	1	1
21:00	3	0	0	0	0	0	1	1	1
22:00	0	0	2	0	0	0	1	0	0
23:00	0	0	1	0	0	0	0	0	0
Total 12H(7-19)	100	61	65	56	82	74	64	76	72
16H(6-22)	107	63	68	56	84	78	67	80	75
19H(6-24)	107	63	71	56	84	78	68	80	75
24H(0-24)	107	63	71	57	84	78	68	80	75
AM Peak	09:00 12	08:00 6	08:00 9	11:00 9	10:00 13	11:00 8	08:00 10	08:00 7	08:00 7
PM Peak	13:00 15	15:00 13	15:00 11	12:00 10	15:00 8	14:00 12	12:00 9	15:00 9	15:00 8

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Warminster ATC, Stockton Park

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 20 Nov 2025	51	32	19	0	0
Fri 21 Nov 2025	30	18	12	0	0
Sat 22 Nov 2025	34	21	13	0	0
Sun 23 Nov 2025	29	22	5	2	0
Mon 24 Nov 2025	43	26	13	4	0
Tue 25 Nov 2025	39	27	12	0	0
Wed 26 Nov 2025	35	21	13	1	0
5 Day Ave.	40	25	14	1	0
7 Day Ave.	37	24	12	1	0

Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 20 Nov 2025	56	35	20	1	0
Fri 21 Nov 2025	33	22	11	0	0
Sat 22 Nov 2025	37	26	11	0	0
Sun 23 Nov 2025	28	21	7	0	0
Mon 24 Nov 2025	41	26	13	2	0
Tue 25 Nov 2025	39	24	15	0	0
Wed 26 Nov 2025	33	19	12	2	0
5 Day Ave.	40	25	14	1	0
7 Day Ave.	38	25	13	1	0

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 20 Nov 2025	107	67	39	1	0
Fri 21 Nov 2025	63	40	23	0	0
Sat 22 Nov 2025	71	47	24	0	0
Sun 23 Nov 2025	57	43	12	2	0
Mon 24 Nov 2025	84	52	26	6	0
Tue 25 Nov 2025	78	51	27	0	0
Wed 26 Nov 2025	68	40	25	3	0
5 Day Ave.	80	50	28	2	0
7 Day Ave.	75	49	25	2	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 20 Nov 2025	100.0%	62.7%	37.3%	0.0%	0.0%
Fri 21 Nov 2025	100.0%	60.0%	40.0%	0.0%	0.0%
Sat 22 Nov 2025	100.0%	61.8%	38.2%	0.0%	0.0%
Sun 23 Nov 2025	100.0%	75.9%	17.2%	6.9%	0.0%
Mon 24 Nov 2025	100.0%	60.5%	30.2%	9.3%	0.0%
Tue 25 Nov 2025	100.0%	69.2%	30.8%	0.0%	0.0%
Wed 26 Nov 2025	100.0%	60.0%	37.1%	2.9%	0.0%
5 Day Ave.	100.0%	62.6%	34.8%	2.5%	0.0%
7 Day Ave.	100.0%	64.0%	33.3%	2.7%	0.0%

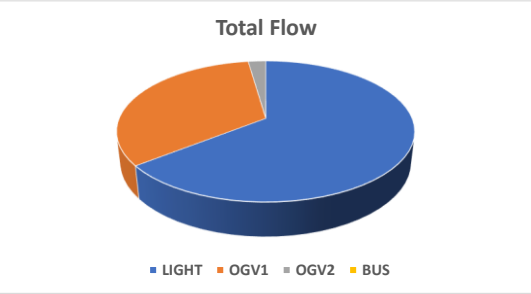
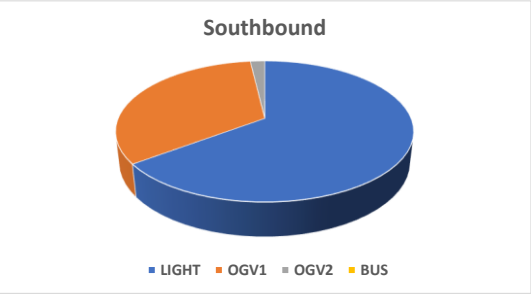
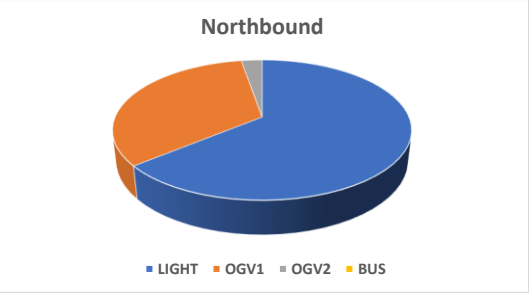
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	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 20 Nov 2025	100.0%	62.5%	35.7%	1.8%	0.0%
Fri 21 Nov 2025	100.0%	66.7%	33.3%	0.0%	0.0%
Sat 22 Nov 2025	100.0%	70.3%	29.7%	0.0%	0.0%
Sun 23 Nov 2025	100.0%	75.0%	25.0%	0.0%	0.0%
Mon 24 Nov 2025	100.0%	63.4%	31.7%	4.9%	0.0%
Tue 25 Nov 2025	100.0%	61.5%	38.5%	0.0%	0.0%
Wed 26 Nov 2025	100.0%	57.6%	36.4%	6.1%	0.0%
5 Day Ave.	100.0%	62.4%	35.1%	2.5%	0.0%
7 Day Ave.	100.0%	64.8%	33.3%	1.9%	0.0%

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	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 20 Nov 2025	100.0%	62.6%	36.4%	0.9%	0.0%
Fri 21 Nov 2025	100.0%	63.5%	36.5%	0.0%	0.0%
Sat 22 Nov 2025	100.0%	66.2%	33.8%	0.0%	0.0%
Sun 23 Nov 2025	100.0%	75.4%	21.1%	3.5%	0.0%
Mon 24 Nov 2025	100.0%	61.9%	31.0%	7.1%	0.0%
Tue 25 Nov 2025	100.0%	65.4%	34.6%	0.0%	0.0%
Wed 26 Nov 2025	100.0%	58.8%	36.8%	4.4%	0.0%
5 Day Ave.	100.0%	62.5%	35.0%	2.5%	0.0%
7 Day Ave.	100.0%	64.4%	33.3%	2.3%	0.0%

Paul Castle Associates



APPENDIX C

MCC Results

Warminster, Thursday 20th November 2025

Junction: 1
Approach: Salisbury Road



TIME	Left to A36 (East)					Ahead to Stockton Park					Right to A36 (West)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	9	1	0	10	11.3	2	0	0	2	2.0	2	0	0	2	2.0
07:15 - 07:30	10	0	0	10	10.0	0	0	0	0	0.0	0	0	0	0	0.0
07:30 - 07:45	7	0	1	8	9.0	1	0	0	1	1.0	0	0	0	0	0.0
07:45 - 08:00	8	1	0	9	10.3	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	34	2	1	37	40.6	4	0	0	4	4.0	2	0	0	2	2.0
08:00 - 08:15	9	2	0	11	13.6	0	0	0	0	0.0	2	0	0	2	2.0
08:15 - 08:30	9	0	0	9	9.0	1	0	0	1	1.0	1	0	0	1	1.0
08:30 - 08:45	10	0	0	10	10.0	1	0	0	1	1.0	2	0	0	2	2.0
08:45 - 09:00	17	2	0	19	21.6	3	1	0	4	5.3	1	1	0	2	3.3
Hourly Total	45	4	0	49	54.2	5	1	0	6	7.3	6	1	0	7	8.3
09:00 - 09:15	9	1	0	10	11.3	2	0	0	2	2.0	5	0	0	5	5.0
09:15 - 09:30	9	1	0	10	11.3	0	1	0	1	2.3	0	1	0	1	2.3
09:30 - 09:45	6	2	0	8	10.6	3	0	0	3	3.0	2	0	0	2	2.0
09:45 - 10:00	3	0	0	3	3.0	1	0	0	1	1.0	1	0	0	1	1.0
Hourly Total	27	4	0	31	36.2	6	1	0	7	8.3	8	1	0	9	10.3
10:00 - 10:15	7	0	1	8	9.0	2	1	0	3	4.3	1	1	0	2	3.3
10:15 - 10:30	5	0	0	5	5.0	0	0	0	0	0.0	2	1	0	3	4.3
10:30 - 10:45	9	0	0	9	9.0	1	1	0	2	3.3	2	0	0	2	2.0
10:45 - 11:00	9	0	0	9	9.0	2	0	0	2	2.0	0	1	0	1	2.3
Hourly Total	30	0	1	31	32.0	5	2	0	7	9.6	5	3	0	8	11.9
11:00 - 11:15	5	1	0	6	7.3	2	0	0	2	2.0	5	0	0	5	5.0
11:15 - 11:30	2	0	0	2	2.0	0	1	0	1	2.3	1	0	0	1	1.0
11:30 - 11:45	8	1	0	9	10.3	3	0	0	3	3.0	1	0	0	1	1.0
11:45 - 12:00	15	0	0	15	15.0	1	0	0	1	1.0	3	0	0	3	3.0
Hourly Total	30	2	0	32	34.6	6	1	0	7	8.3	10	0	0	10	10.0
12:00 - 12:15	13	1	1	15	17.3	2	2	0	4	6.6	4	0	0	4	4.0
12:15 - 12:30	7	0	0	7	7.0	0	0	0	0	0.0	3	0	0	3	3.0
12:30 - 12:45	6	1	0	7	8.3	0	1	0	1	2.3	8	0	0	8	8.0
12:45 - 13:00	6	1	0	7	8.3	1	0	0	1	1.0	0	2	0	2	4.6
Hourly Total	32	3	1	36	40.9	3	3	0	6	9.9	15	2	0	17	19.6
13:00 - 13:15	8	0	0	8	8.0	1	1	0	2	3.3	1	1	0	2	3.3
13:15 - 13:30	5	0	0	5	5.0	1	1	0	2	3.3	1	1	0	2	3.3
13:30 - 13:45	9	1	0	10	11.3	1	0	0	1	1.0	4	1	0	5	6.3
13:45 - 14:00	6	0	0	6	6.0	0	1	0	1	2.3	2	1	0	3	4.3
Hourly Total	28	1	0	29	30.3	3	3	0	6	9.9	8	4	0	12	17.2
14:00 - 14:15	11	0	1	12	13.0	0	0	0	0	0.0	2	1	0	3	4.3
14:15 - 14:30	5	0	0	5	5.0	1	0	0	1	1.0	6	0	0	6	6.0
14:30 - 14:45	9	0	0	9	9.0	0	2	0	2	4.6	2	0	0	2	2.0
14:45 - 15:00	9	1	0	10	11.3	2	0	0	2	2.0	3	0	0	3	3.0
Hourly Total	34	1	1	36	38.3	3	2	0	5	7.6	13	1	0	14	15.3
15:00 - 15:15	21	0	1	22	23.0	1	1	0	2	3.3	2	0	0	2	2.0
15:15 - 15:30	9	1	1	11	13.3	3	0	0	3	3.0	3	0	1	4	5.0
15:30 - 15:45	10	0	0	10	10.0	3	2	0	5	7.6	1	0	0	1	1.0
15:45 - 16:00	10	0	0	10	10.0	3	0	0	3	3.0	7	1	0	8	9.3
Hourly Total	50	1	2	53	56.3	10	3	0	13	16.9	13	1	1	15	17.3
16:00 - 16:15	10	0	0	10	10.0	5	0	0	5	5.0	3	0	0	3	3.0
16:15 - 16:30	14	2	0	16	18.6	0	0	0	0	0.0	3	0	0	3	3.0
16:30 - 16:45	16	0	1	17	18.0	3	0	0	3	3.0	1	0	0	1	1.0
16:45 - 17:00	10	0	0	10	10.0	2	0	0	2	2.0	2	0	0	2	2.0
Hourly Total	50	2	1	53	56.6	10	0	0	10	10.0	9	0	0	9	9.0
17:00 - 17:15	7	0	0	7	7.0	2	0	0	2	2.0	1	0	0	1	1.0
17:15 - 17:30	9	0	0	9	9.0	1	0	0	1	1.0	0	0	0	0	0.0
17:30 - 17:45	9	0	0	9	9.0	0	0	0	0	0.0	0	0	0	0	0.0
17:45 - 18:00	7	0	0	7	7.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	32	0	0	32	32.0	3	0	0	3	3.0	1	0	0	1	1.0
18:00 - 18:15	5	0	0	5	5.0	0	0	0	0	0.0	1	0	0	1	1.0
18:15 - 18:30	3	0	1	4	5.0	0	0	0	0	0.0	1	0	0	1	1.0
18:30 - 18:45	6	0	0	6	6.0	1	0	0	1	1.0	1	0	0	1	1.0
18:45 - 19:00	5	0	0	5	5.0	2	0	0	2	2.0	1	0	0	1	1.0
Hourly Total	19	0	1	20	21.0	3	0	0	3	3.0	4	0	0	4	4.0
TOTAL	411	20	8	439	473.0	61	16	0	77	97.8	94	13	1	108	125.9

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Warminster, Thursday 20th November 2025

Junction: 1
Approach: A36 East



TIME	Left to Stockton Park					Ahead to A36 (West)					Right to Salisbury Road					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	1	0	0	1	1.0	66	11	0	77	91.3	7	1	0	8	9.3	0	0	0	0	0.0
07:15 - 07:30	1	0	0	1	1.0	68	21	0	89	116.3	8	2	1	11	14.6	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0.0	85	9	0	94	105.7	7	2	0	9	11.6	0	0	0	0	0.0
07:45 - 08:00	2	0	0	2	2.0	88	10	0	98	111.0	16	0	0	16	16.0	0	0	0	0	0.0
Hourly Total	4	0	0	4	4.0	307	51	0	358	424.3	38	5	1	44	51.5	0	0	0	0	0.0
08:00 - 08:15	2	0	0	2	2.0	91	7	1	99	109.1	17	0	0	17	17.0	0	0	0	0	0.0
08:15 - 08:30	1	0	0	1	1.0	95	14	0	109	127.2	14	0	0	14	14.0	0	0	0	0	0.0
08:30 - 08:45	2	0	0	2	2.0	99	17	1	117	140.1	13	0	0	13	13.0	0	0	0	0	0.0
08:45 - 09:00	4	0	0	4	4.0	98	21	2	121	150.3	15	1	1	17	19.3	0	0	0	0	0.0
Hourly Total	9	0	0	9	9.0	383	59	4	446	526.7	59	1	1	61	63.3	0	0	0	0	0.0
09:00 - 09:15	1	0	0	1	1.0	89	13	0	102	118.9	13	0	1	14	15.0	0	0	0	0	0.0
09:15 - 09:30	1	1	0	2	3.3	81	12	1	94	110.6	6	0	0	6	6.0	0	0	0	0	0.0
09:30 - 09:45	2	1	0	3	4.3	79	8	1	88	99.4	1	1	0	2	3.3	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0.0	93	11	0	104	118.3	8	0	0	8	8.0	0	0	0	0	0.0
Hourly Total	4	2	0	6	8.6	342	44	2	388	447.2	28	1	1	30	32.3	0	0	0	0	0.0
10:00 - 10:15	0	0	0	0	0.0	75	17	0	92	114.1	5	0	0	5	5.0	0	0	0	0	0.0
10:15 - 10:30	0	0	0	0	0.0	85	7	0	92	101.1	8	1	0	9	10.3	0	0	0	0	0.0
10:30 - 10:45	1	1	0	2	3.3	81	15	0	96	115.5	8	2	0	10	12.6	0	0	0	0	0.0
10:45 - 11:00	1	0	0	1	1.0	81	14	2	97	117.2	9	0	0	9	9.0	0	0	0	0	0.0
Hourly Total	2	1	0	3	4.3	322	53	2	377	447.9	30	3	0	33	36.9	0	0	0	0	0.0
11:00 - 11:15	1	0	0	1	1.0	72	12	0	84	99.6	5	0	1	6	7.0	0	0	0	0	0.0
11:15 - 11:30	0	0	0	0	0.0	82	18	0	100	123.4	3	1	0	4	5.3	0	0	0	0	0.0
11:30 - 11:45	0	0	0	0	0.0	81	12	0	93	108.6	5	1	0	6	7.3	1	0	0	1	1.0
11:45 - 12:00	0	1	0	1	2.3	100	18	1	119	143.4	8	0	0	8	8.0	0	0	0	0	0.0
Hourly Total	1	1	0	2	3.3	335	60	1	396	475.0	21	2	1	24	27.6	1	0	0	1	1.0
12:00 - 12:15	3	0	0	3	3.0	89	14	0	103	121.2	3	0	0	3	3.0	0	0	0	0	0.0
12:15 - 12:30	0	0	0	0	0.0	82	11	0	93	107.3	5	1	0	6	7.3	0	0	0	0	0.0
12:30 - 12:45	1	0	0	1	1.0	88	10	1	99	113.0	8	0	0	8	8.0	0	0	0	0	0.0
12:45 - 13:00	1	0	0	1	1.0	71	14	0	85	103.2	1	2	0	3	5.6	0	0	0	0	0.0
Hourly Total	5	0	0	5	5.0	330	49	1	380	444.7	17	3	0	20	23.9	0	0	0	0	0.0
13:00 - 13:15	1	1	0	2	3.3	89	14	1	104	123.2	10	1	0	11	12.3	0	0	0	0	0.0
13:15 - 13:30	0	0	0	0	0.0	85	19	0	104	128.7	11	0	1	12	13.0	0	0	0	0	0.0
13:30 - 13:45	1	0	0	1	1.0	80	19	1	100	125.7	7	1	0	8	9.3	0	0	0	0	0.0
13:45 - 14:00	2	1	0	3	4.3	110	14	0	124	142.2	10	1	0	11	12.3	0	0	0	0	0.0
Hourly Total	4	2	0	6	8.6	364	66	2	432	519.8	38	3	1	42	46.9	0	0	0	0	0.0
14:00 - 14:15	0	0	0	0	0.0	96	15	1	112	132.5	9	0	0	9	9.0	0	0	0	0	0.0
14:15 - 14:30	2	0	0	2	2.0	99	15	1	115	135.5	10	1	0	11	12.3	0	0	0	0	0.0
14:30 - 14:45	1	0	0	1	1.0	92	10	0	102	115.0	10	1	0	11	12.3	0	0	0	0	0.0
14:45 - 15:00	0	0	0	0	0.0	88	10	0	98	111.0	12	0	0	12	12.0	0	0	0	0	0.0
Hourly Total	3	0	0	3	3.0	375	50	2	427	494.0	41	2	0	43	45.6	0	0	0	0	0.0
15:00 - 15:15	0	0	0	0	0.0	93	9	0	102	113.7	3	0	1	4	5.0	0	0	0	0	0.0
15:15 - 15:30	1	0	0	1	1.0	128	11	0	139	153.3	8	0	0	8	8.0	0	0	0	0	0.0
15:30 - 15:45	1	0	0	1	1.0	115	7	2	124	135.1	5	0	0	5	5.0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0.0	92	16	1	109	130.8	5	0	0	5	5.0	0	0	0	0	0.0
Hourly Total	2	0	0	2	2.0	428	43	3	474	532.9	21	0	1	22	23.0	0	0	0	0	0.0
16:00 - 16:15	0	0	0	0	0.0	116	7	1	124	134.1	8	1	0	9	10.3	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0.0	108	5	0	113	119.5	10	0	0	10	10.0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0.0	99	10	0	109	122.0	5	0	0	5	5.0	0	0	0	0	0.0
16:45 - 17:00	1	0	0	1	1.0	113	6	0	119	126.8	4	0	0	4	4.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	436	28	1	465	502.4	27	1	0	28	29.3	0	0	0	0	0.0
17:00 - 17:15	2	0	0	2	2.0	121	5	0	126	132.5	5	0	1	6	7.0	0	0	0	0	0.0
17:15 - 17:30	1	0	0	1	1.0	118	6	0	124	131.8	3	0	1	4	5.0	0	0	0	0	0.0
17:30 - 17:45	2	0	0	2	2.0	117	10	0	127	140.0	3	0	0	3	3.0	0	0	0	0	0.0
17:45 - 18:00	1	0	0	1	1.0	101	6	0	107	114.8	4	0	0	4	4.0	0	0	0	0	0.0
Hourly Total	6	0	0	6	6.0	457	27	0	484	519.1	15	0	2	17	19.0	0	0	0	0	0.0
18:00 - 18:15	0	0	0	0	0.0	91	5	0	96	102.5	5	0	0	5	5.0	0	0	0	0	0.0
18:15 - 18:30	1	0	0	1	1.0	85	4	0	89	94.2	7	0	1	8	9.0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0.0	100	9	0	109	120.7	7	1	0	8	9.3	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0.0	57	6	0	63	70.8	4	0	0	4	4.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	333	24	0	357	388.2	23	1	1	25	27.3	0	0	0	0	0.0
TOTAL	42	6	0	48	55.8	4412	554	18	4984	5722.2	358	22	9	389	426.6	1	0	0	1	1.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Warminster, Thursday 20th November 2025

Junction: 1
Approach: Stockton Park



TIME	Left to A36 (West)					Ahead to Salisbury Road					Right to A36 (East)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	1	0	0	1	1.0	0	0	0	0	0.0
07:15 - 07:30	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
07:30 - 07:45	4	0	0	4	4.0	1	0	0	1	1.0	0	0	0	0	0.0
07:45 - 08:00	3	0	0	3	3.0	0	0	0	0	0.0	2	0	0	2	2.0
Hourly Total	8	0	0	8	8.0	2	0	0	2	2.0	2	0	0	2	2.0
08:00 - 08:15	4	0	0	4	4.0	0	0	0	0	0.0	0	0	0	0	0.0
08:15 - 08:30	5	0	0	5	5.0	0	0	0	0	0.0	3	0	0	3	3.0
08:30 - 08:45	1	1	0	2	3.3	2	0	0	2	2.0	1	0	0	1	1.0
08:45 - 09:00	0	0	0	0	0.0	2	0	0	2	2.0	0	0	0	0	0.0
Hourly Total	10	1	0	11	12.3	4	0	0	4	4.0	4	0	0	4	4.0
09:00 - 09:15	1	0	0	1	1.0	0	1	0	1	2.3	0	0	0	0	0.0
09:15 - 09:30	1	1	0	2	3.3	3	0	0	3	3.0	0	0	0	0	0.0
09:30 - 09:45	2	0	0	2	2.0	1	1	0	2	3.3	2	1	0	3	4.3
09:45 - 10:00	1	0	0	1	1.0	2	1	0	3	4.3	4	0	0	4	4.0
Hourly Total	5	1	0	6	7.3	6	3	0	9	12.9	6	1	0	7	8.3
10:00 - 10:15	4	0	0	4	4.0	1	0	0	1	1.0	0	0	0	0	0.0
10:15 - 10:30	1	0	0	1	1.0	1	1	0	2	3.3	0	0	0	0	0.0
10:30 - 10:45	1	0	0	1	1.0	0	0	0	0	0.0	1	0	0	1	1.0
10:45 - 11:00	1	0	0	1	1.0	1	2	0	3	5.6	2	1	0	3	4.3
Hourly Total	7	0	0	7	7.0	3	3	0	6	9.9	3	1	0	4	5.3
11:00 - 11:15	1	0	0	1	1.0	4	0	0	4	4.0	0	1	0	1	2.3
11:15 - 11:30	2	0	0	2	2.0	3	0	0	3	3.0	1	0	0	1	1.0
11:30 - 11:45	3	1	0	4	5.3	0	0	0	0	0.0	0	0	0	0	0.0
11:45 - 12:00	1	0	0	1	1.0	1	0	0	1	1.0	1	0	0	1	1.0
Hourly Total	7	1	0	8	9.3	8	0	0	8	8.0	2	1	0	3	4.3
12:00 - 12:15	2	0	0	2	2.0	1	0	0	1	1.0	1	0	0	1	1.0
12:15 - 12:30	2	0	0	2	2.0	1	1	0	2	3.3	2	0	0	2	2.0
12:30 - 12:45	3	0	0	3	3.0	1	0	0	1	1.0	0	0	0	0	0.0
12:45 - 13:00	2	0	0	2	2.0	1	1	0	2	3.3	0	1	0	1	2.3
Hourly Total	9	0	0	9	9.0	4	2	0	6	8.6	3	1	0	4	5.3
13:00 - 13:15	4	0	0	4	4.0	0	0	0	0	0.0	1	0	0	1	1.0
13:15 - 13:30	8	0	0	8	8.0	2	1	0	3	4.3	1	0	0	1	1.0
13:30 - 13:45	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
13:45 - 14:00	3	1	0	4	5.3	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	16	1	0	17	18.3	3	1	0	4	5.3	2	0	0	2	2.0
14:00 - 14:15	1	0	0	1	1.0	1	1	0	2	3.3	0	0	0	0	0.0
14:15 - 14:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
14:30 - 14:45	1	0	0	1	1.0	5	2	0	7	9.6	1	0	0	1	1.0
14:45 - 15:00	0	0	0	0	0.0	4	0	0	4	4.0	1	0	0	1	1.0
Hourly Total	2	0	0	2	2.0	10	3	0	13	16.9	2	0	0	2	2.0
15:00 - 15:15	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
15:15 - 15:30	2	0	0	2	2.0	0	1	0	1	2.3	0	0	0	0	0.0
15:30 - 15:45	4	0	1	5	6.0	4	1	0	5	6.3	1	0	0	1	1.0
15:45 - 16:00	5	0	0	5	5.0	3	1	0	4	5.3	2	0	0	2	2.0
Hourly Total	13	0	1	14	15.0	7	3	0	10	13.9	3	0	0	3	3.0
16:00 - 16:15	3	0	0	3	3.0	1	0	0	1	1.0	1	0	0	1	1.0
16:15 - 16:30	3	0	0	3	3.0	3	0	0	3	3.0	4	0	0	4	4.0
16:30 - 16:45	4	0	0	4	4.0	1	0	0	1	1.0	1	0	0	1	1.0
16:45 - 17:00	3	0	0	3	3.0	1	0	0	1	1.0	2	0	0	2	2.0
Hourly Total	13	0	0	13	13.0	6	0	0	6	6.0	8	0	0	8	8.0
17:00 - 17:15	2	0	0	2	2.0	3	0	0	3	3.0	4	1	0	5	6.3
17:15 - 17:30	2	0	0	2	2.0	1	0	0	1	1.0	0	0	0	0	0.0
17:30 - 17:45	3	0	0	3	3.0	0	0	0	0	0.0	0	0	0	0	0.0
17:45 - 18:00	2	0	0	2	2.0	0	0	0	0	0.0	1	0	0	1	1.0
Hourly Total	9	0	0	9	9.0	4	0	0	4	4.0	5	1	0	6	7.3
18:00 - 18:15	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
18:15 - 18:30	1	0	0	1	1.0	0	0	0	0	0.0	1	0	0	1	1.0
18:30 - 18:45	0	0	0	0	0.0	2	0	0	2	2.0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0.0	2	0	0	2	2.0	0	0	0	0	0.0
Hourly Total	2	0	0	2	2.0	4	0	0	4	4.0	1	0	0	1	1.0
TOTAL	101	4	1	106	112.2	61	15	0	76	95.5	41	5	0	46	52.5

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Warminster, Thursday 20th November 2025

Junction: 1
Approach: A36 West



TIME	Left to Salisbury Road					Ahead to A36 (East)					Right to Stockton Park				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	1	0	0	1	1.0	103	17	1	121	144.1	1	0	0	1	1.0
07:15 - 07:30	2	1	0	3	4.3	120	15	3	138	160.5	2	0	0	2	2.0
07:30 - 07:45	5	0	0	5	5.0	149	12	1	162	178.6	0	0	0	0	0.0
07:45 - 08:00	2	0	0	2	2.0	114	14	1	129	148.2	1	0	0	1	1.0
Hourly Total	10	1	0	11	12.3	486	58	6	550	631.4	4	0	0	4	4.0
08:00 - 08:15	3	1	0	4	5.3	119	16	1	136	157.8	1	0	0	1	1.0
08:15 - 08:30	4	2	0	6	8.6	124	17	0	141	163.1	1	0	1	2	3.0
08:30 - 08:45	4	0	0	4	4.0	121	15	0	136	155.5	3	0	0	3	3.0
08:45 - 09:00	7	0	0	7	7.0	126	16	1	143	164.8	4	0	0	4	4.0
Hourly Total	18	3	0	21	24.9	490	64	2	556	641.2	9	0	1	10	11.0
09:00 - 09:15	3	0	0	3	3.0	98	13	2	113	131.9	3	0	0	3	3.0
09:15 - 09:30	2	0	0	2	2.0	115	15	1	131	151.5	1	0	0	1	1.0
09:30 - 09:45	1	1	0	2	3.3	101	14	0	115	133.2	2	0	0	2	2.0
09:45 - 10:00	0	0	0	0	0.0	85	13	0	98	114.9	0	0	0	0	0.0
Hourly Total	6	1	0	7	8.3	399	55	3	457	531.5	6	0	0	6	6.0
10:00 - 10:15	1	0	0	1	1.0	67	13	0	80	96.9	1	0	0	1	1.0
10:15 - 10:30	0	1	0	1	2.3	86	14	0	100	118.2	1	0	0	1	1.0
10:30 - 10:45	2	0	0	2	2.0	85	14	0	99	117.2	2	0	0	2	2.0
10:45 - 11:00	3	0	0	3	3.0	80	10	0	90	103.0	1	1	0	2	3.3
Hourly Total	6	1	0	7	8.3	318	51	0	369	435.3	5	1	0	6	7.3
11:00 - 11:15	0	0	0	0	0.0	82	19	0	101	125.7	3	0	0	3	3.0
11:15 - 11:30	0	0	0	0	0.0	78	14	0	92	110.2	0	0	0	0	0.0
11:30 - 11:45	1	0	0	1	1.0	80	18	2	100	125.4	0	0	0	0	0.0
11:45 - 12:00	2	0	0	2	2.0	80	12	0	92	107.6	3	0	0	3	3.0
Hourly Total	3	0	0	3	3.0	320	63	2	385	468.9	6	0	0	6	6.0
12:00 - 12:15	1	0	0	1	1.0	77	16	0	93	113.8	3	0	0	3	3.0
12:15 - 12:30	4	1	0	5	6.3	94	7	0	101	110.1	0	0	0	0	0.0
12:30 - 12:45	3	1	0	4	5.3	92	14	0	106	124.2	3	0	0	3	3.0
12:45 - 13:00	0	2	0	2	4.6	80	17	0	97	119.1	3	0	0	3	3.0
Hourly Total	8	4	0	12	17.2	343	54	0	397	467.2	9	0	0	9	9.0
13:00 - 13:15	0	0	0	0	0.0	88	14	0	102	120.2	5	0	0	5	5.0
13:15 - 13:30	1	0	0	1	1.0	96	13	1	110	127.9	5	0	0	5	5.0
13:30 - 13:45	3	0	0	3	3.0	85	19	0	104	128.7	5	1	0	6	7.3
13:45 - 14:00	1	0	0	1	1.0	65	15	0	80	99.5	4	0	0	4	4.0
Hourly Total	5	0	0	5	5.0	334	61	1	396	476.3	19	1	0	20	21.3
14:00 - 14:15	1	0	0	1	1.0	77	11	2	90	106.3	5	0	0	5	5.0
14:15 - 14:30	0	0	0	0	0.0	92	14	3	109	130.2	3	0	0	3	3.0
14:30 - 14:45	1	0	0	1	1.0	65	3	0	68	71.9	2	0	0	2	2.0
14:45 - 15:00	1	1	0	2	3.3	94	12	0	106	121.6	2	0	0	2	2.0
Hourly Total	3	1	0	4	5.3	328	40	5	373	430.0	12	0	0	12	12.0
15:00 - 15:15	3	1	0	4	5.3	70	6	0	76	83.8	2	0	0	2	2.0
15:15 - 15:30	0	1	0	1	2.3	90	7	0	97	106.1	0	0	0	0	0.0
15:30 - 15:45	3	0	0	3	3.0	81	8	0	89	99.4	2	0	0	2	2.0
15:45 - 16:00	1	0	0	1	1.0	103	6	1	110	118.8	1	0	0	1	1.0
Hourly Total	7	2	0	9	11.6	344	27	1	372	408.1	5	0	0	5	5.0
16:00 - 16:15	1	0	0	1	1.0	96	11	0	107	121.3	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0.0	102	10	0	112	125.0	0	0	0	0	0.0
16:30 - 16:45	1	0	0	1	1.0	102	12	0	114	129.6	3	0	0	3	3.0
16:45 - 17:00	3	0	0	3	3.0	95	5	0	100	106.5	0	0	0	0	0.0
Hourly Total	5	0	0	5	5.0	395	38	0	433	482.4	3	0	0	3	3.0
17:00 - 17:15	2	0	0	2	2.0	83	2	0	85	87.6	1	0	0	1	1.0
17:15 - 17:30	2	0	0	2	2.0	86	3	0	89	92.9	0	0	0	0	0.0
17:30 - 17:45	1	2	0	3	5.6	83	3	0	86	89.9	0	0	0	0	0.0
17:45 - 18:00	1	0	0	1	1.0	84	5	0	89	95.5	1	0	0	1	1.0
Hourly Total	6	2	0	8	10.6	336	13	0	349	365.9	2	0	0	2	2.0
18:00 - 18:15	2	0	0	2	2.0	81	4	0	85	90.2	0	0	0	0	0.0
18:15 - 18:30	3	0	0	3	3.0	80	7	0	87	96.1	2	0	0	2	2.0
18:30 - 18:45	0	0	0	0	0.0	78	5	0	83	89.5	2	0	0	2	2.0
18:45 - 19:00	0	0	0	0	0.0	68	3	0	71	74.9	2	0	0	2	2.0
Hourly Total	5	0	0	5	5.0	307	19	0	326	350.7	6	0	0	6	6.0
TOTAL	82	15	0	97	116.5	4400	543	20	4963	5688.9	86	2	1	89	92.6

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

APPENDIX D

Queue Length Survey Results

Warminster, Thursday 20th November 2025



Site 1

Queues are stationary vehicles each 5 minutes

TIME	Salisbury Road	A36 (East) RIGHT TURN	Stockton Park	A36 (West) RIGHT TURN
07:00	0	0	0	0
07:05	0	0	0	0
07:10	0	0	0	0
07:15	0	0	0	0
07:20	0	0	0	0
07:25	0	0	0	0
07:30	0	0	0	0
07:35	0	0	0	0
07:40	0	0	0	0
07:45	0	0	0	0
07:50	0	0	0	0
07:55	0	0	0	0
08:00	0	0	0	0
08:05	0	0	0	0
08:10	0	0	0	0
08:15	0	0	0	0
08:20	0	0	2	0
08:25	0	0	0	0
08:30	0	0	0	0
08:35	0	0	0	0
08:40	0	4	0	0
08:45	3	2	0	0
08:50	0	6	0	0
08:55	2	0	0	0
09:00	0	3	0	0
09:05	0	2	0	0
09:10	0	0	0	0
09:15	0	0	0	0
09:20	0	0	0	0
09:25	0	0	0	0
09:30	0	0	0	0
09:35	0	0	0	0
09:40	0	0	0	0
09:45	0	0	0	0
09:50	0	0	0	0
09:55	0	0	0	0
10:00	0	0	0	0
10:05	0	0	0	0
10:10	0	0	0	0
10:15	0	0	0	0
10:20	0	0	0	0
10:25	0	0	0	0
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12:10	0	0	0	0
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16:00	0	0	0	0
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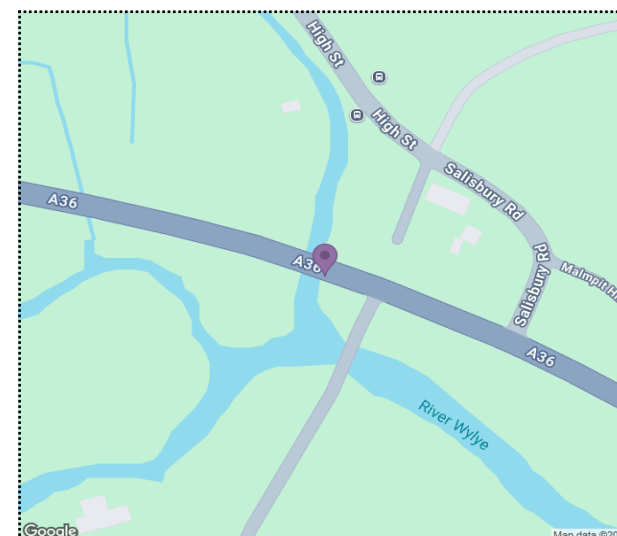
APPENDIX E

CrashMap Reports



Validated Data

Crash Date:	Saturday, June 25, 2022	Time of Crash:	15:20:00	Crash Reference:	2022546623922
Highest Injury Severity:	Slight	Road Number:	A36	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	2
Local Authority:	Wiltshire			OS Grid Reference:	397385 139493
Weather Description:	Unknown				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, June 25, 2022

Time of Crash: 15:20:00

Crash Reference: 2022546623922

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	2	Male	66 - 75	Vehicle is performing a U turn	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	15	Male	36 - 45	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Monday, July 31, 2023

Time of Crash: 22:37:00

Crash Reference: 2023548044923

Highest Injury Severity: Serious

Road Number: A36

Casualties: 1

Highway Authority: Wiltshire

Vehicles: 1

Local Authority: Wiltshire

OS Grid Reference: 397437 139475

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Darkness: no street lighting

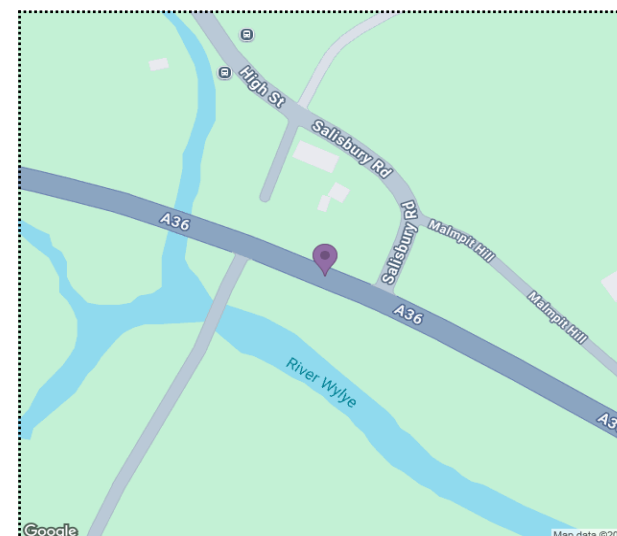
Carriageway Hazards: None

Junction Detail: Unknown

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Monday, July 31, 2023

Time of Crash: 22:37:00

Crash Reference: 2023548044923

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	6	Male	36 - 45	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	36 - 45	In centre of carriageway, not on refuge, central island or central reservation	In carriageway, stationary - not crossing (standing or playing)

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services