

The background image shows a modern architectural scene. In the foreground, a curved, light-colored concrete walkway with a metal railing curves upwards. A person is walking on this path. In the background, a large, modern building with a glass facade and a sloped roof is visible. To the right, there are several young trees with green leaves. The sky is clear and blue.

Land South of Coate Road, Devizes Transport Assessment

Robert Hitchins Limited
October 2025

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1. INTRODUCTION

- 1.1. This Transport Assessment (TA) has been prepared by PFA Consulting on behalf of Robert Hitchins Limited (RHL) in support of a planning application for a residential development for up to 175 dwellings on land South of Coate Road, Devizes in Wiltshire. The application is in outline with all matters reserved.
- 1.2. The location of the application site and surrounding local highway network is shown **Figure 1.1**, with an Indicative Masterplan produced by RHL reproduced at **Appendix A**.

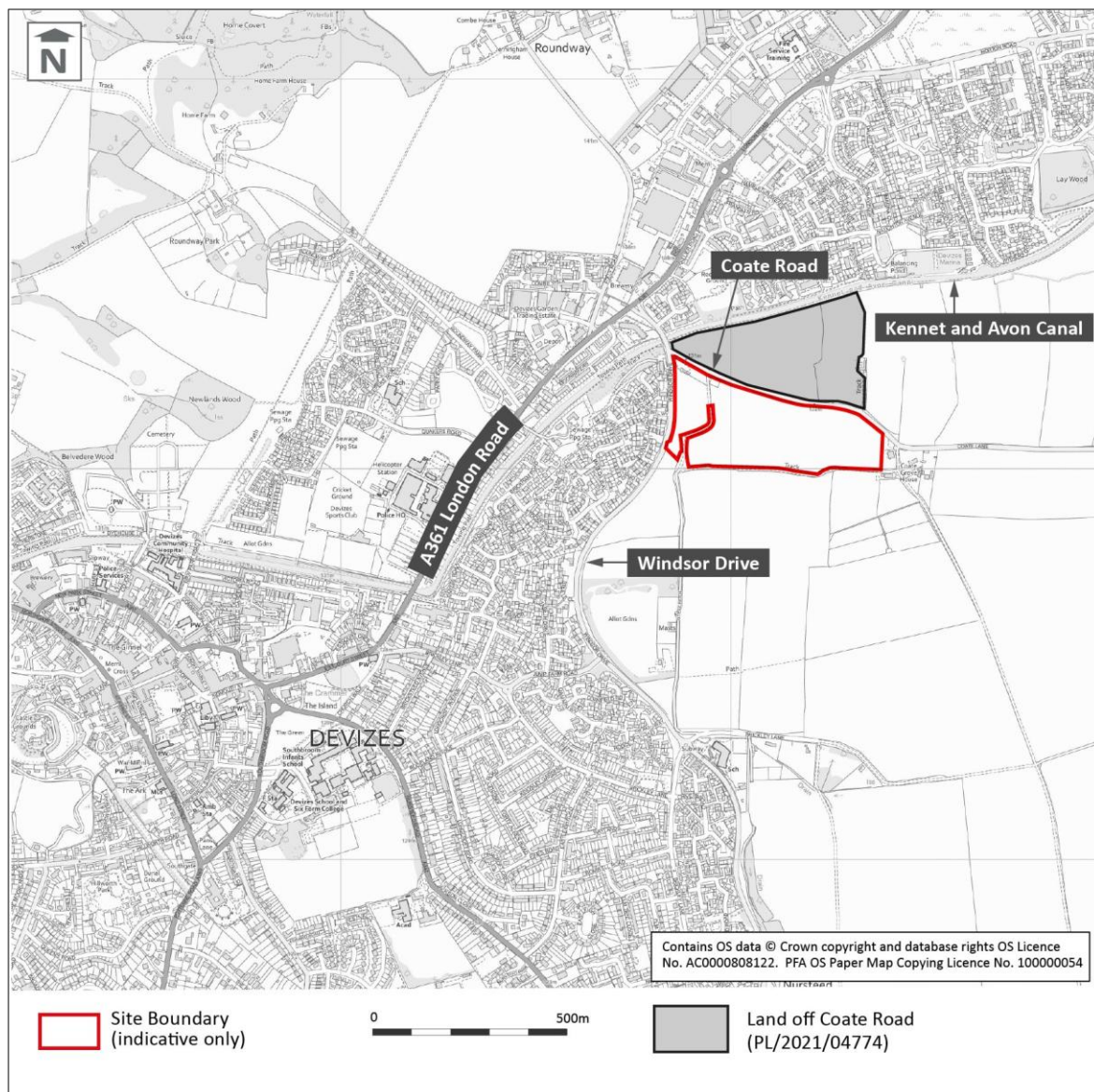


Figure 1.1: Site Location

Planning History

- 1.3. The site has a planning history having been part of a larger site that was the subject of two planning applications in 2013¹ and 2014². Whilst one of the planning applications was refused permission having been the subject of an appeal that was recovered for the Secretary of State's determination and the other withdrawn, the highway officer was satisfied with the previous proposals subject to a Section 106 Agreement (S106) securing:
- Installation of traffic signals at the London Road/ Windsor Drive junction (subsequently undertaken in 2018 as part of the Devizes Transport Strategy);
 - Improvements to the southbound approach at the Hopton Road / London Road roundabout (see below); and
 - A financial contribution towards enhanced public transport provision in the area.
- 1.4. Whilst the Secretary of State refused planning permission, in making his decision, he acknowledged that the case was finely balanced and that the proposal would represent a sustainable form of development.
- 1.5. Land off Coate Road (a parcel of land to the north of Coate Road), that had been co-joined with the site in former planning applications, was granted planning permission for up to 200 dwellings and a local centre following a standalone application³, allowed at appeal⁴ in May 2023. Reserved matters planning applications⁵ pursuant to the outline consent have been submitted and approved. The location of the site known as Land off Coate Road, is shown on **Figure 1.1**.
- 1.6. Development on Land off Coate Road will deliver enhanced access to the canal towpath and the following relevant Transport related planning obligations:
- £170,000 towards the improvement of the A361 London Road / Hopton Road roundabout
 - £152,000 towards an improved local walking and cycling route along Windsor Drive
 - £5,000 towards improved signage for pedestrians and cyclists in the area around the site
 - £500,000 towards funding works to the canal towpath adjacent to the site to provide and/or improve accessibility for pedestrians and cyclists

Scope of the Transport Assessment

- 1.7. The National Planning Policy Framework (NPPF), published in December 2024, states that all developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

¹ Wiltshire Council Reference: E2013/0083/OUT - Land at Coate Bridge Adjacent to Windsor Drive, Devizes, Wiltshire: Outline planning application for residential development of up to 350 dwellings, local centre of up to 700sqm of class A1 retail use, open space, access roads, cycleway, footpaths, landscaping and associated engineering works.

² Wiltshire Council Reference: 14/00309/OUT - Land at Coate Bridge Adjacent to Windsor Drive, Devizes, Wiltshire: Outline planning application for residential development of up to 350 Dwellings, local centre of up to 700sqm of class A1 retail use, open space, access roads, cycleway, footpaths, landscaping and associated engineering works (Resubmission of E/2013/0083/OUT)

³ Wiltshire Council Reference: PL/2021/04774 – Land off Coate Road, Devizes, Wiltshire: Outline planning consent - all matters reserved for 200 dwellings

⁴ Appeal Reference: APP/Y3940/W/22/3312268

⁵ Wiltshire Council Reference: PL/2024/09259 (Approval of Reserved Matters (Access, appearance, landscaping, layout and scale) and PL/2024/09260 09259 (Approval of Reserved Matters for access)

- 1.8. This Transport Assessment has been prepared with reference to the Government's Planning Practice Guidance to the NPPF, which is a web-based resource launched by the Department of Communities and Local Government (DCLG) on 6 March 2014. The category dealing with Transport Assessments is contained in 'Travel Plans, Transport Assessments and Statements in Decision-taking' (Reference ID: 42 Updated 06 03 2014).
- 1.9. In accordance with the Planning Practice Guidance, PFA Consulting undertook a scoping study in consultation with Wiltshire Council (WC), in its role as the local highway authority, in July and submitted a Scope of Transport Assessment report to WC on 19 March 2025 to confirm the level and scope of assessment to be undertaken. Subsequently a meeting was held between PFA and WC to discuss the scope of assessment on 2 April following which WC sent an email to PFA on the same day requesting the following be considered/included as part of the Transport Assessment:
1. Consideration of only ONE site access onto Coate Road rather than the split site as shown.
 2. Investigation of a TOUCAN crossing on Windsor Drive to include location, forward visibility and demand.
 3. £150k (equal the northern site) contribution towards the addition of a Shared Use Path (SUP) on Windsor Drive.
 4. SUP connections between south and north parcels. Land ownership confirmation allowing a direct central connection, if not a link to the emergency access to the eastern corner.
 5. A 3.5m SUP path on one side of the main site access road.

Other Consultation

- 1.10. A public consultation for the proposed development was held online and by leaflet drop to local residents in February 2025. Following the public consultation, Pegasus Group collated the public comments received; PFA Consulting provided responses to those comments relating to transport.

Outline of the Transport Assessment

- 1.11. Section 2 of this Transport Assessment places the proposed development in the context of the national and local transport planning policy framework. The existing transport network, including opportunities for walking, cycling and public transport, is described in Section 3. Section 4 provides a description of the proposed development including access for all modes of transport. Trip generation and distribution is considered in Section 5, the impact on the highway network is covered in Section 6 and development construction is addressed in Section 7. Mitigation measures are summarised in Section 8. The conclusions of the Transport Assessment are set out in Section 9.

2. PLANNING POLICY FRAMEWORK

- 2.1. The following provides a brief review of existing planning and transport policy at national and local level, which is considered relevant to the proposed development.

National Policy

National Planning Policy Framework

- 2.2. National guidance on planning is set out in the National Planning Policy Framework (NPPF) December 2024 by the Ministry of Housing, Communities and Local Government. It sets out the Government's planning policies for England and how these should be applied. At the heart of the NPPF is a presumption in favour of sustainable development.
- 2.3. In assessing sites that may be allocated for development plans, or specific applications for development, NPPF at paragraph 115 states that it should be ensured that:
- a) **sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;**
 - b) **safe and suitable access to the site can be achieved for all users;**
 - c) **the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; 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.**
- 2.4. Paragraph 116 states that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."**
- 2.5. Paragraph 117 expands on this, stating that applications for development should:
- a) **give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;**
 - b) **address the needs of people with disabilities and reduced mobility in relation to all modes of transport;**
 - c) **create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;**
 - d) **allow for the efficient delivery of goods, and access by service and emergency vehicles; and**
 - e) **be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.**
- 2.6. Paragraph 118 states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

Planning Practice Guidance

- 2.7. The Government’s planning practice guidance to the NPPF was launched as a web-based resource by the Department for Communities and Local Government (DCLG) on 6 March 2014. The guidance is live and updated as appropriate. Planning practice guidance will, where necessary, be updated in due course to reflect changes to the NPPF, the new version of which was published in February 2019. Guidance on Transport Assessments falls within the category ‘Travel Plans, Transport Assessments and Statements’ (Reference ID: 42 Revision date: 06 03 2014).
- 2.8. This category contains three sections with a total of 15 paragraphs:
- Overarching Principles on Travel Plans, Transport Assessments and Statements (Paragraphs 001-008)
 - Travel Plans (Paragraphs 009-012)
 - Transport Assessments and Statements (Paragraphs 013-015).

Local Policy

Wiltshire Local Transport Plan 4 (LTP4) 2025 – 2038

- 2.9. The Fourth Wiltshire Local Transport Plan (LTP4) covers the period from 2025 to 2038, and sets out the Council’s strategic transport objectives, using a place-based approach that aligns with the Wiltshire Local Plan. It is designed to address the needs of three distinct areas: principal settlements, including Salisbury, Trowbridge, and Chippenham; market towns; and rural communities.
- 2.10. The overall vision of LTP4 is:
- “A safe and connected transport system which protects the county’s unique built, natural and historic environment, making this accessible for all, supports economic growth across Wiltshire’s communities and contributes to a low carbon future.”**
- 2.11. Four policy areas have been defined: Avoid, Shift, Improve and Support. The four policy areas and associated policies are set out below:

“Avoid

Avoid unnecessary travel – giving people the choice to reduce the number and length of car trips needed through promoting digital connectivity, locating services, jobs and other destinations within closer reach and combining journeys.

- **Policy A1: Reduce the need to travel as often through combining journeys and providing digital options**
- **Policy A2: Enabling access to services, jobs and other destinations within closer reach**

Shift

Shift to more sustainable modes of transport – providing better and more accessible options for travel via active travel, public and shared transport.

- **Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving dedicated walking/ cycle routes, journey safety, access and quality**
- **Policy S2: Provide more public and shared transport options and improve service quality**
- **Policy S3: Provide better access to public and shared transport services**
- **Policy S4: Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most**
- **Policy S5: Encourage and enable shift to more sustainable modes for freight**

Improve

Improve vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements.

- **Policy I1: Facilitate and encourage move to low and zero emission vehicles**
- **Policy I2: Enable safer, more efficient driving and operation of road networks**

Support

Support and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.

- **Policy SU1: Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport**
- **Policy SU2: Work in partnership with Government bodies, stakeholders to improve transport for all**
- **Policy SU3: Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered”**

- 2.12. LTP4 contains three place-based sub-strategies: Principal Settlements, Market Town and Rural Areas. The Market Town sub-strategy is relevant to Devizes and states:

“If the vision were to be achieved, our Market Towns would become even more accessible, safe and attractive places to live, work and visit. Most essential services and facilities would be easy to get to in a short journey, for which the natural choice would be to walk, wheel (including wheelchairs or pushchairs) or cycle using safe, well connected, and easy to navigate routes. For travel further afield, improved public and shared transport services would provide reliable and competitive options. In particular, new mobility hubs would facilitate convenient interchange between many types of transport in one location. Those travelling into our Market Towns, including visitors, would be able to enjoy all that they have to offer without needing to use a private car.”

- 2.13. Measures relevant to Market Towns are set out. Measure S1.1 is to deliver the infrastructure improvements identified in the Local Cycling and Walking Infrastructure Plans. Measure S1.3 is to deliver Wayfinding improvements. Wiltshire’s Wayfinding Strategy was developed in 2014 and an updated strategy and implementation plans are to be developed as part of LTP4. Measure S3.2 is

to develop new stations. Potential locations include all Market Towns in Wiltshire. Current ambitions at Devizes Gateway.

Devizes Local Cycling and Walking Infrastructure Plan

- 2.14. The Devizes Local Cycling and Walking Infrastructure Plan (LCWIP) was produced in March 2023. Priority cycle routes have been identified as shown in Figure 8-1 of the LCWIP, which is reproduced as **Figure 2.1** below:

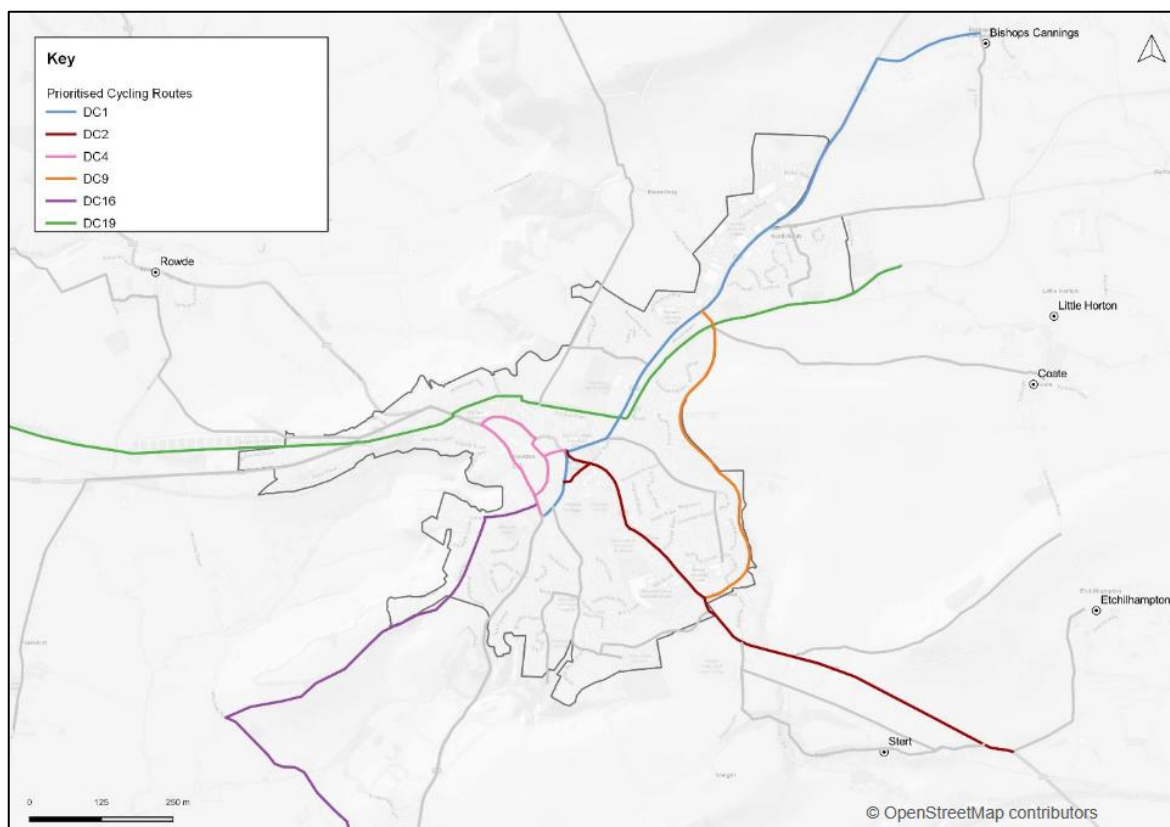


Figure 2.1: Figure 8-1 – Priority cycle routes – Devizes taken from the Devizes LCWIP

- 2.15. Indicative cycle facilities have been identified. For route section DC1-2: London Road, the proposed cycle facility is a segregated 2-way cycle track (Online). For DC9: Windsor Drive, the proposal is a Shared use facility. For DC19: Towpath, improvements to comfort and level of service for both cyclists and pedestrians, such as resurfacing, low-level lighting and edge protection are proposed.
- 2.16. Priority walking routes have been identified as shown in Figure 9-1 of the LCWIP, which is reproduced as **Figure 2.2** below:

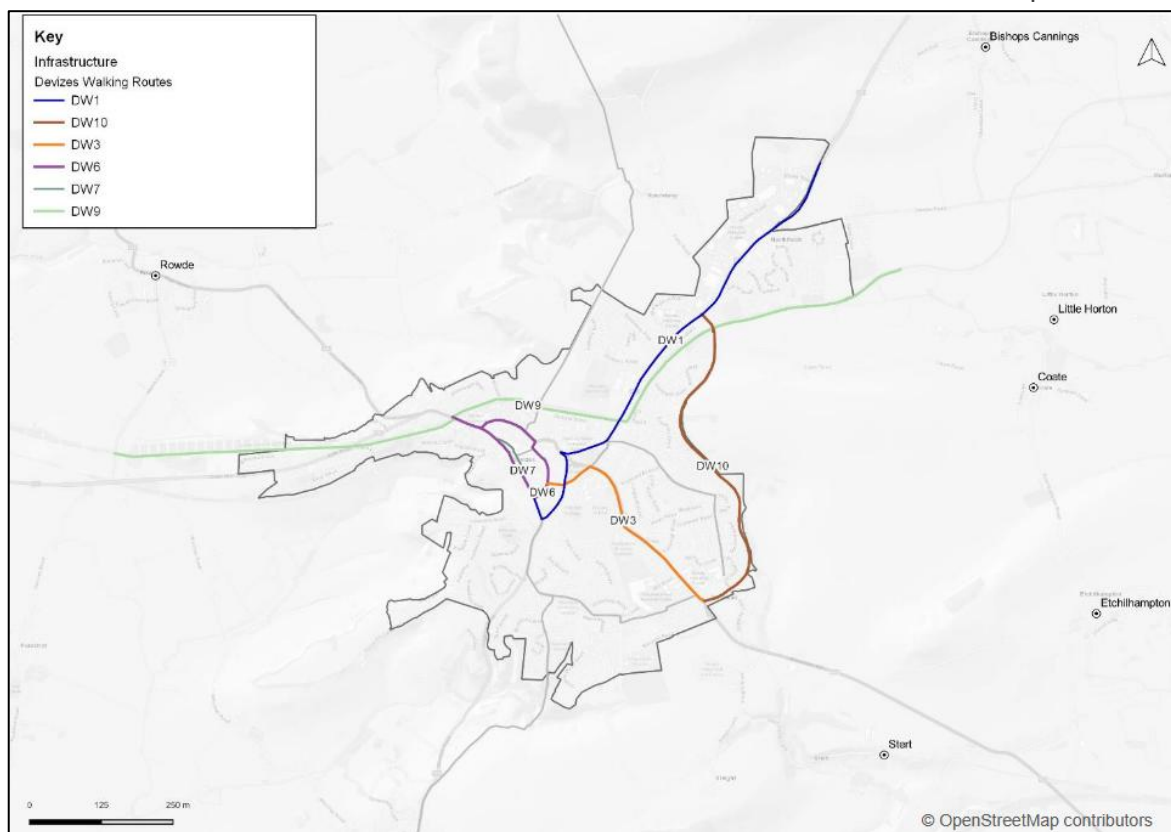


Figure 2.2: Figure 9-1 – Priority walking routes – Devizes taken from the Devizes LCWIP

- 2.17. Indicative walking facilities have been identified. For DW1: London Road, the proposed infrastructure improvement comprises a new length of footway north of Horton Road, side road treatments, a bus stop rest area at the B&Q stop, footway widening and wayfinding. For DW10: Windsor Drive, signage, rest points and upgrades to crossing points are proposed.
- 2.18. Following the adoption of the Devizes LCWIP, Wiltshire Council undertook a consultation on a proposed shared use path on London Road, Devizes. The scheme comprises a 3m-wide path that would run along the north-western side of London Road, between Brickley Lane and Windsor Drive and replace the existing on carriageway cycle lanes. It seeks to improve active travel options along this key corridor, enhancing connections between existing and planned housing developments - including Quakers Walk, Lay Wood, and Coate Bridge - and employment and retail areas such as Hopton Industrial Estate and the Town Centre. It also aims to provide safer active travel choices for pupils attending Trinity School and Devizes School.
- 2.19. It is also proposed that walking and cycling connectivity will be improved with a new raised junction at Brickley Lane and Church Walk, and a crossing at Brickley Lane, linking the path to local schools and the Town Centre via Church Walk. Further upgrades are planned for the existing shared use path between Windsor Drive and Horton Road, including improved crossings, clearer signage, and repositioned street lighting to enhance visibility and safety.
- 2.20. Cyclists will be required to dismount at the listed Canal Bridge on London Road but the council is looking at longer-term solutions such as a new pedestrian and cycle bridge to address this.
- 2.21. Plans showing the Wiltshire LCWIP London Road Devizes, Active Travel Proposal are reproduced at **Appendix B**.

Wiltshire Core Strategy

- 2.22. The Wiltshire Core Strategy was formally adopted on 20 January 2015 and sets out the Council's spatial vision, key objectives and the overall principles for development within the County for the plan period up to 2026.
- 2.23. Core Policy 1 identifies the settlements where sustainable development will take place to improve the lives of all those who live and work in Wiltshire. Devizes is identified as a Market Town, and is one of the larger towns in the County; which are defined as:
- “...settlements that have the ability to support sustainable patterns of living in Wiltshire through their current levels of facilities, services and employment opportunities”, and ‘have the potential for significant development that will increase the jobs and homes in each town in order to help sustain and where necessary enhance their services and facilities and promote better levels of self-containment and viable sustainable communities.’”**
- 2.24. Other Market Towns include Amesbury, Bradford on Avon, Calne, Corsham, Malmesbury, Marlborough, Melksham, Tidworth and Ludgershall, Warminster, Westbury, and Royal Wootton Bassett.
- 2.25. Devizes is the main settlement within the Devizes Community Area. The Devizes Area Strategy is set out at Paragraphs 5.64 – 5.69 and Core Policy 12. The development strategy for the Devizes Community Area supports Devizes’ role as a significant service centre providing jobs, homes and attractive retail opportunities within east Wiltshire whilst recognising existing constraints within the highway network and the town’s rich built and natural environment.
- 2.26. Specific issues identified in the Core Strategy to be addressed in planning for the Devizes Community Area include:
- “traffic congestion that is a major issue in Devizes and will be a significant consideration when discussing future growth in Devizes. A traffic simulation model has been developed to better understand the potential impact of new development. A Devizes Town Transport Strategy is being prepared by Wiltshire Council in consultation with representatives of the local community and will consider sustainable transport solutions to reduce congestion as well as possible upgrades to existing junctions. All developments in Devizes that have the potential to increase the number of vehicles on the Devizes road network will be expected to contribute to the implementation of this strategy.”**
- 2.27. A brief review of the Devizes Transport Strategy is set out below.
- 2.28. At paragraph 5.69, the Core Strategy states that by 2026, Devizes will have a strengthened service centre role for employment, retail and community services within the Community Area and east Wiltshire. New residential, employment and retail development will have been delivered to support the town’s high level of self-containment.
- 2.29. Core Policy 12 states that over the plan period (2006-2026), 9.9 ha of new employment land will be provided together with approximately 2,500 new homes of which about 2,010 should occur at Devizes.
- 2.30. Policies in relation to transport include Core Policy 60 ‘Sustainable Transport’, Core Policy 61 ‘Transport and Development’ and Core Policy 62 ‘Development Impacts on the Transport Networks’.
- 2.31. Core Policy 60 ‘Sustainable Transport’ states:

The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

2.32. It goes on to state that this will be achieved by:

- i. planning developments in accessible locations**
- ii. promoting sustainable transport alternatives to the use of the private car**
- iii. 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**
- iv. promoting appropriate demand management measures**
- v. influencing the routing of freight within and through the county**
- vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.**

2.33. Core Policy 61 'Transport and Development' states:

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

2.34. Core Policy 61 goes on to state that transport assessments must demonstrate that:

- consideration has been given to the needs of all transport users;**
- the proposal is capable of being served by safe access to the highway network; and**
- fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.**

2.35. Core Policy 61 concludes by stating:

"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."

2.36. Core Policy 62 'Development Impacts on the Transport Networks' states:

"Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages."

2.37. Core Policy 64 sets out Demand Management, including referring to residential parking standards, and states:

"...the provision of car parking associated with well designed new residential development will be based on minimum parking standards. In determining the appropriate mix of parking types, the presumption will be that unallocated communal parking will be included in the majority of new residential development."

Wiltshire Local Plan Review

2.38. The Government requires every Local Plan to be reviewed at least once every five years. The current Local Plan, the Wiltshire Core Strategy, was adopted in 2015 and is therefore being reviewed.

2.39. Wiltshire Council states that the Local Plan review will:

- **“set-out a vision and framework for Wiltshire for the period to 2038, addressing housing needs and other economic, social, and environmental priorities**
- **assess the future levels of need, and an appropriate basis, for new homes (including market, affordable, and specialist housing), employment land, and infrastructure provision over that period**
- **consider if the existing adopted development strategy remains relevant, identifying new site allocations relating to housing and employment together with supporting services and infrastructure**
- **inspect existing Wiltshire Core Strategy development management policies to ensure their continued consistency with national policy**
- **introduce further detailed development management policies as part of a review of the saved development management policies not replaced by the Wiltshire Core Strategy**
- **develop additional, locally distinctive policies, to plan positively for all Town Centres in Wiltshire consistent with national policy”**

2.40. Initial consultation on the scope of the plan commenced in 2017. Evidence gathering and informal consultation has been undertaken with consultation on the review undertaken in 2021. The regulation 19 pre-submission consultation was undertaken in 2023 and the Wiltshire Local Plan Pre-Submission draft 2020-2038, September 2023, was submitted to the Secretary of State for Examination in 2024 with proceedings continuing at the time of preparation of this Transport Assessment.

2.41. The only site allocated in Devizes in the Local Plan is Policy 15 Land at Devizes Wharf, Assize Court and Wadworth Brewery for regeneration to act as a mixed-use quarter in the town to deliver commercial, residential, recreational and cultural uses. However, as proposals have not yet crystallised, it is not clear how many dwellings will come forward as part of the redevelopment. Robert Hitchins Limited (RHL) has therefore submitted representations to the emerging Local Plan on the basis that there is no long-term strategy for Devizes apart from the redevelopment of the brownfield site. RHL has commented that Land South of Coate Road, together with the remaining parts of sites 693a and 693b identified as part of the Site Selection Report for Devizes, should be allocated to meet the long term needs of Devizes and the plan period extended to 2041, providing additional choice and ensuring delivery of housing to meet the needs of the town, which is the 7th largest of the County’s 16 main settlements.

Devizes Transport Strategy

2.42. Wiltshire Council commissioned Mott MacDonald to review the situation in Devizes to provide the basis for developing a transport strategy that could be used as evidence to support the Core Strategy. The resulting Devizes Transport Strategy was informed by transport modelling including the Devizes S-Paramics Traffic Model and was published in September 2012. A package of measures was devised with an emphasis on walking, cycling, more efficient car use and greater use of public transport, improving air quality and relieving traffic pressures resulting in a ‘Preferred Strategy’ for the town.

2.43. The Preferred Strategy included measures relating to Walking, Cycling, Public Transport, Travel Plans, Traffic & Air Quality and Demand Management & Parking. This includes developing a comprehensive cycle network, which links into existing facilities on Windsor Drive, the A361 London Road and the towpath alongside the Kennet and Avon Canal. Capacity enhancements at the former

A361 London Road/Windsor Drive roundabout and the A361 London Road/Hopton Road Roundabout were identified as part of the Preferred Strategy. The schemes identified in the Devizes Transport Strategy were:

- **A361 London Road / Windsor Drive Roundabout – the roundabout would be improved but the preferred option here is to convert to a signalised junction as this allows most control over balancing flows on London Road and Windsor Drive;**
- **A361 London Road / Hopton Road Roundabout – localised widening on London Road would allow two southbound lanes to pass through the junction, relieving the congestion for traffic heading into the town in the evening peak.**

2.44. The Transport Strategy identified that the majority of funding will come from contributions from developers towards infrastructure and sustainable transport measures to mitigate against any adverse impacts of the developments.

2.45. Traffic signals were installed at the A361 London Road/Windsor Drive junction in 2018 and funding of capacity enhancements at the A361 London Road / Hopton Road Roundabout have been secured in connection with development on Land off Coate Road, which will also contribute towards enhancements to walking and cycling infrastructure in the local area to the site.

Devizes Area Neighbourhood Plan

2.46. The Devizes Area Neighbourhood Plan was adopted in July 2015. It sets out a vision for the area with core objectives and a housing strategy. One objective is set in respect of traffic; that is:

Objective: The location of developments should be chosen to minimise their impact on people's ability to get around the town safely and conveniently.

2.47. In line with good practice, the Devizes Area Neighbourhood Plan is currently being reviewed to align with the emerging Local Plan Review.

3. EXISTING TRANSPORT CONDITIONS

Site Context

- 3.1. The application site comprises an area of land to the north east of Devizes approximately 2km from the Town Centre. The site is currently predominantly agricultural land laid to grass, bounded by hedgerows and trees. To the north of the site is Coate Road and the Land off Coate Road development site, Devizes Guide Hut is to the east, a public footpath (DEVI66) and fields are to the south and Windsor Drive is to the west. Gypsy Patch Byway (DEVI65) routes north/south within the site. To the west of the site beyond Windsor Drive is the A361 London Road, which is a radial route providing access to Devizes Town Centre.

Local Highway Network

- 3.2. The local highway network comprises Coate Road, Windsor Drive and the A361 London Road as shown on **Figure 1.1** and described below.

Coate Road

- 3.3. Coate Road bounds the site to the north and routes west to east between Devizes and the village of Coate. Coate Road is a single carriageway road, which is currently rural in nature and is not street lit. The carriageway width of the road varies between around 4.5m and 5m in the vicinity of the site. It is subject to the national speed limit of 60mph and there are no pedestrian facilities along the road. Coate Road carries around 50 vehicles during the peak hours.
- 3.4. National cycle network route 4 (NCN Route 4), which is a long-distance cycling route from London to Fishguard in west Wales, routes along Coate Road, crosses Windsor Drive and heads south west towards Devizes via the canal towpath.
- 3.5. **Photograph 3.1** shows a view to the east along Coate Road from its junction with Windsor Drive.



Photograph 3.1: View to the east along Coate Road from its junction with Windsor Drive

- 3.6. At its western end, Coate Road connects to Windsor Drive in the form of a simple priority junction. **Photograph 3.2** shows a view to the north along Windsor Drive to the Windsor Drive/Coate Road Junction.



Photograph 3.2: View to the north along Windsor Drive to the Windsor Drive/Coate Road Junction

- 3.7. The western end of Coate Road is being altered to accommodate development on Land off Coate Road as shown on Drawing Number B804/01 'Preliminary S278 General Arrangement Plan' reproduced at **Appendix C**. The scheme comprises a new road leading into the Land off Coate Road site from Windsor Drive with the western end of Coate Road re-aligned to form the minor arm of a junction with the site access road. A simple priority junction will cater for all turning movements to/from Windsor Drive by way of upgrades to the existing Windsor Drive / Coate Road priority junction both in respect of the vertical and horizontal alignments. The 'redundant' section of Coate Road will be closed to vehicular traffic but retained as a cycle link along the line of NCN Route 4. The design is on the basis that the site access road and re-aligned section of Coate Road would be subject to a 30mph speed limit as agreed with Wiltshire Council.
- 3.8. Pedestrian and cyclist access to Land off Coate Road will be provided by way of the construction of a 2m wide footway on the north side of the site access road and a 3m wide footway/cycleway on the south side. The proposed footway/cycleway will lead to Windsor Drive where an uncontrolled crossing incorporating dropped kerbs and tactile paving will be provided to cross the road. The new footway/cycleway will tie into the existing footway/cycleway on both the west and east sides of Windsor Drive and will also extend along the west side of the re-aligned section of Coate Road to provide a link to the Byway along Gypsy Patch that routes to Brickley Lane and Nursteed Community Primary School to the south.
- 3.9. Pedestrian/cycle links onto the canal towpath to the north will be provided as part of the Land off Coate Road development. These pedestrian/cycle links, in combination with a cycle link onto Coate

Road through the existing access in the south east corner of the Land off Coate Road site will provide an alternative route from Coate Road to the canal towpath without the need to cross Windsor Drive. A pedestrian/cycle connection into the Land off Coate Road site and an informal crossing across Coate Road is to be constructed immediately to the east of Gypsy Patch.

Windsor Drive

- 3.10. Windsor Drive is to the west of the site and routes north to south between the A361 London Road and the A342 Nursted Road providing traffic with a route around the eastern edge of Devizes that avoids the Town Centre. Windsor Drive is a single carriageway road that is street lit and has a footway to the west side to the south of Coate Road and footway/cycleways to both sides to the north. In the vicinity of the site, the carriageway width of the road is circa 6.7m. The footway to the south of Coate Road is around 1.9m wide and is separated from the carriageway by a grass verge, which is around 2.8m wide. The footway/cycleways to the north of Coate Road are around 1.8m wide on the east side of Windsor Drive and around 3m to 4m wide on the west side of the road. The speed limit on the road is 40mph reducing to 30mph to the north of the bridge over the Kennet and Avon Canal.
- 3.11. **Photograph 3.3** shows a view to the north along Windsor Drive from the Windsor Drive/Coate Road Junction and **photograph 3.4** shows a view to the south.



Photograph 3.3: View to the north along Windsor Drive from the Windsor Drive/Coate Road Junction



Photograph 3.4: View to the south along Windsor Drive from the Windsor Drive/Coate Road Junction

- 3.12. As set out in Section 1, a financial contribution towards an improved local walking and cycling route along Windsor Drive has been secured from the Land off Coate Road development.
- 3.13. At its northern end Windsor Drive connects to the A361 London Road in the form of a signal controlled junction that was installed in 2018 in place of a roundabout as part of a package of highway improvements in accordance with the Devizes Transport Strategy. Signal controlled crossings are provided across Windsor Drive and the A361 London Road as part of the junction arrangements. The junction improvement has resulted in improved traffic conditions on the A361 London Road and Windsor Drive reducing queues on the approaches to the junction and rat running on Brickley Lane and Jump Farm Road.
- 3.14. **Photograph 3.5** shows a view to the north along Windsor Drive to the A361 London Road/Windsor Drive Signal Controlled Junction.



Photograph 3.5: View to the north along Windsor Drive to the A361 London Road/Windsor Drive Signal Controlled Junction

A361 London Road

- 3.15. The A361 London Road is a radial route providing access to Devizes Town Centre to the south and towards the M4 and Swindon to the north. It is a single carriageway road that is street lit and has footway/cycleways to both sides to the north of the A361 London Road/Windsor Drive Junction and footways and advisory cycle lanes to both sides to the south. The advisory cycle lanes terminate at the bridge over the canal to the south. The speed limit on the road is 30mph from approximately 80m to the south of the A361 London Road/Hopton Road Roundabout into the Town Centre. As set out in Section 2, following the adoption of the Devizes LCWIP, it is proposed by Wiltshire Council to create a shared use path to enhance opportunities for active travel along this key corridor.
- 3.16. It is known that there are issues with traffic queuing on the southbound approach to the A361 London Road/Hopton Road Roundabout at peak times, which results in rat running traffic using Hopton Road and Hambleton Avenue via Horton Avenue and Naughton Avenue and capacity enhancements at the junction have been identified as part of the Devizes Transport Strategy and funding has been secured towards improvements via the S106 attached to Land off Coate Road.
- 3.17. **Photograph 3.6** shows a view to the north along the A361 London Road from the A361 London Road/Windsor Drive Signal Controlled Junction and **photograph 3.7** shows a view to the south.



Photograph 3.6: View to the north along the A361 London Road from the A361 London Road/Windsor Drive Signal Controlled Junction



Photograph 3.7: View to the south along the A361 London Road from the A361 London Road/Windsor Drive Signal Controlled Junction

Existing Traffic Data

- 3.18. To establish the current traffic flows on the road network in the vicinity of land South of Coate Road, the following traffic surveys were undertaken, the locations of which are shown on **Figure 3.1**.

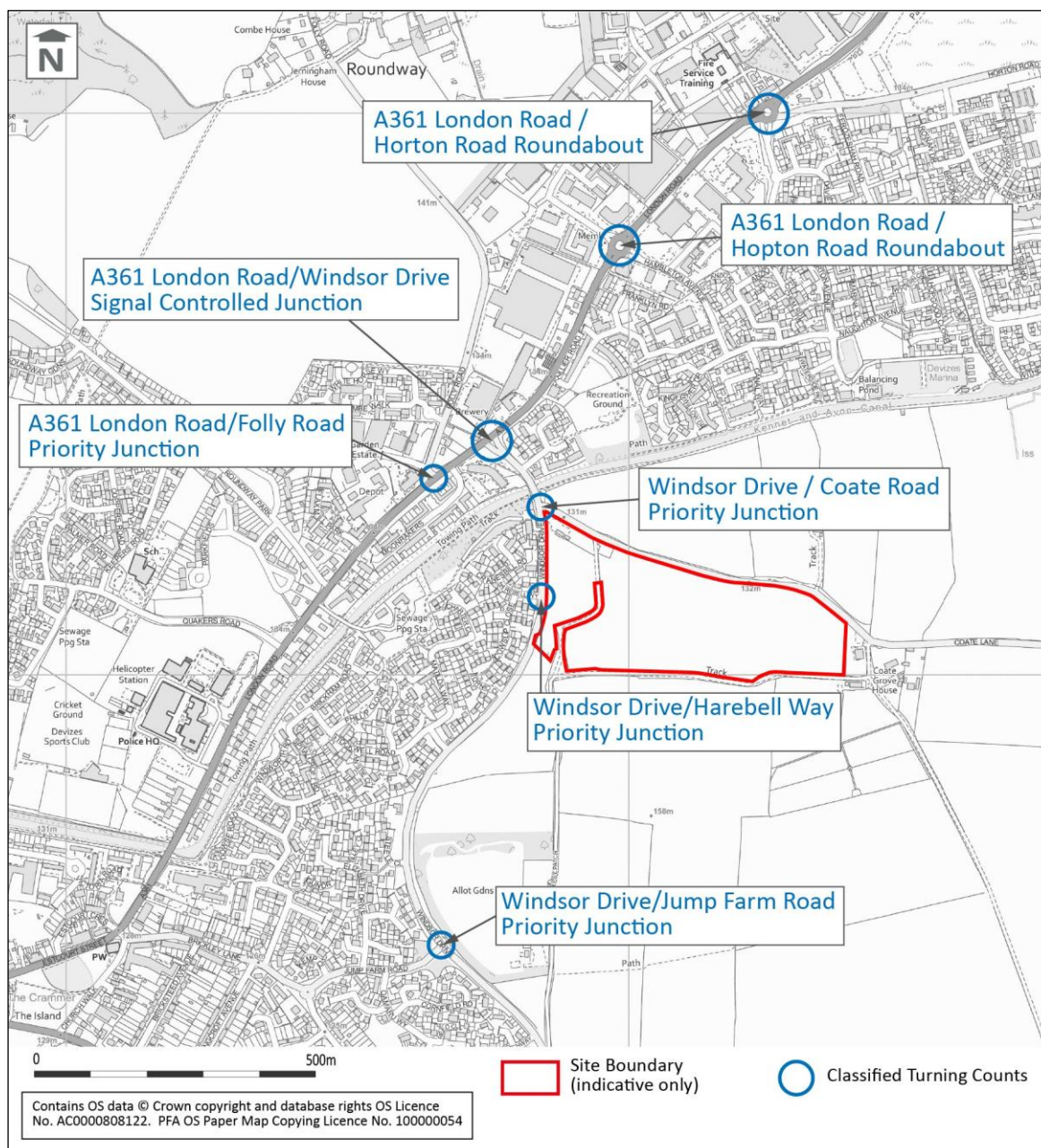


Figure 3.1: Traffic Surveys

- 3.19. Classified turning counts and queue length surveys for the weekday AM and PM peak periods were undertaken at the following junctions on Thursday 8 May 2025 to establish the baseline for the traffic impact analysis:

1. Windsor Drive / Coate Road Priority Junction
2. Windsor Drive / Jump Farm Road Priority Junction
3. A361 London Road / Windsor Drive Signal Controlled Junction
4. A361 London Road / Folly Road Junction
5. A361 London Road / Hopton Road Roundabout
6. A361 London Road / Horton Road Roundabout

- 3.20. A summary of the baseline data for the weekday AM and PM peak hour time periods is provided at **Appendix D**.
- 3.21. Classified turning counts were also undertaken at the Windsor Drive / Harebell Way priority junction on both Thursday 14 November 2024 and Thursday 8 May 2025 in order to establish local trip rates. The results of the survey and associated trip rates are discussed in Section 5.
- 3.22. In addition to the classified turning counts, an Automatic Traffic Count (ATC) was undertaken on Windsor Drive for 7-days between Wednesday 13 November and Tuesday 19 November 2024. Summary data for the weekday AM and PM peak hours and daily traffic flows are set out in **Table 3.1**. The table also includes summary data from an ATC undertaken in May and June 2018 in connection with Wiltshire Council's Strategic SATURN traffic model for comparison.

Table 3.1: Weekday Summary of ATCs on Windsor Drive in 2018 and 2024

Year	Direction	AM Peak Hour (08:00-09:00)	PM Peak Hour (17:00-18:00)	Daily (24-hour)
2018	Northbound	458	354	4,251
	Southbound	301	524	4,396
	Total	759	878	8,647
2024	Northbound	433	334	4,107
	Southbound	332	411	4,175
	Total	765	745	8282
Difference	Northbound	-25	-20	-144
	Southbound	31	-113	-221
	Total	6	-133	-365

- 3.23. It can be seen from a comparison of the 2024 summary data with the 2018 summary data that traffic flows were similar in the AM peak hour, lower (around 15%) in the PM peak hour and lower (around 4%) across the day on weekdays on Windsor Drive. This is likely to be as a result of the COVID-19 pandemic and more working from home.

Road Safety

- 3.24. Information on personal injury collisions in the vicinity of the site has been obtained from Wiltshire Council for the most recently available five-year period from 01 August 2019 to 31 July 2024. The study area incorporated lengths of Coate Road, Windsor Drive and the A361 London Road as shown in **Figure 3.2**.
- 3.25. The Council's report includes a collision plot of the study area, reproduced at **Appendix E**.

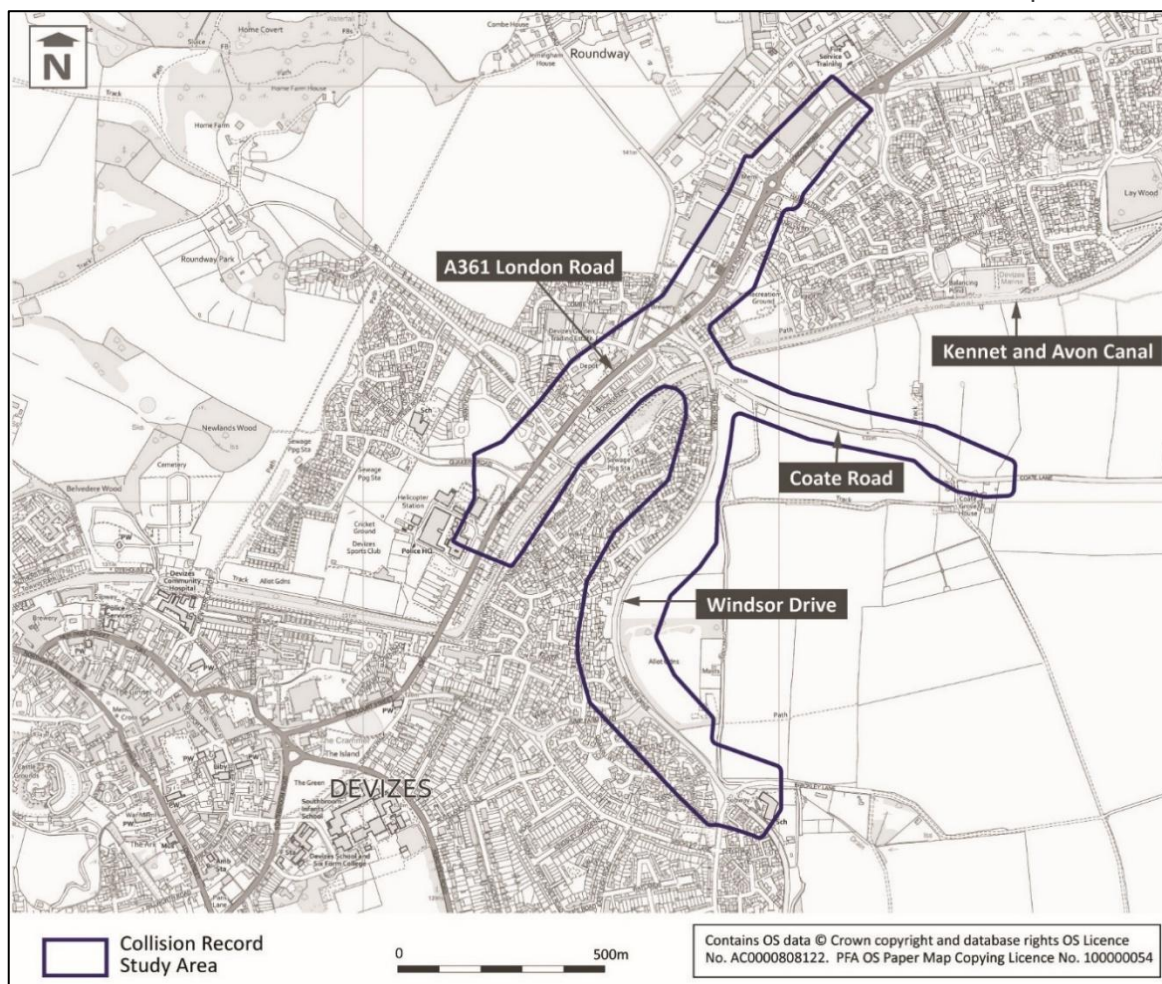


Figure 3.2: Collision Record Study Area

- 3.26. A total of 25 collisions resulting in slight injuries were recorded within the study area over the 5-year period and one collision resulting in serious injury. No fatal collisions were recorded. Summary information from the collision records is set out in **Table 3.2**. The summary information has been grouped into links and junctions working south to north on Windsor Drive and then north on the A361 London Road from the A361 London Road / Windsor Drive Junction and then south on the A361 London Road from the A361 London Road / Windsor Drive Junction.

Table 3.2: Summary of Collisions in the Study Area

Location	Police Ref	Date	Severity	Description
Windsor Drive				
Link: Windsor Drive (South of Brickley Lane Roundabout)	97069/20	26/09/2020	Slight	V1 (motorbike) travelling northwest. V1 has lost control, fallen off bike and fractured ankle.
Junction: Windsor Drive/ The Patchway Junction	98064/22	15/09/2022	Slight	V1 (car) travelling southeast, V2 (car) travelling southwest. V2 has been stationary waiting to turn right. V1 has failed to stop and collided front with V2 rear.
Junction: Windsor Drive/ Proudman Road Junction	73899/24	12/06/2024	Slight	V1 (van) travelling southwest, V2 (car) travelling southwest. V2 has stopped to turn right and V1 has collided front with V2 rear.

Location	Police Ref	Date	Severity	Description
A361 London Road				
Junction: A361 London Road / Windsor Drive Signal Junction	61878/20	27/06/2020	Slight	V1 (car) travelling north, V2 (car) travelling north. V2 was waiting at traffic lights when V1 collided front with rear V2.
	A7491/20	25/10/2020	Slight	V1 (car) travelling southeast. V2 (car) travelling southwest. V3 (van) travelling northeast. V1 has entered roundabout to turn right. V2 has failed to give way and collides into the offside of V2. V3 then collides into the rear of V1 and drives off.
	C0789/23	14/11/2023	Slight	V1 (car) travelling southeast, V2 (car) travelling southwest. V1 has failed to give way to oncoming traffic and collided front with V2 offside rear.
	30635/22	25/03/2022	Slight	V1 (car) travelling northeast, V2 (van) travelling northeast, V3 (car) travelling northeast. V3 has been responding to emergency. V2 has stopped to allow 3 to go ahead. V1 struck front with V2 rear.
Link: A361 London Road (between Windsor Drive and Hopton Road Roundabout)	B6829/20	23/11/2020	Slight	V1 (car) travelling northwest, V2 (cycle) travelling southwest. V1 has pulled into Petrol Station but failed to give way, and V2 has collided into offside V1.
	95223/20	21/09/2020	Slight	V1 (cycle) travelling southwest, V2 (car) travelling southeast. V1 has been riding on the footway and collides with the nearside of V2 as it leaves Petrol Station.
	04921/21	17/01/2021	Slight	V1 (motorbike) travelling southwest, V2 (car) travelling southwest. V1 has lost control and collided with V2 and petrol pump.
	A5767/19	23/10/2019	Slight	V1 (motorcycle) travelling northwest, V2 (car) travelling northeast. V1 turned right to access Devizes Trailer Centre into path of V2, V2 collided into nearside of V1. Rider displaced.
	A9516/22	17/10/2022	Slight	V1 (car) travelling southwest, pedestrian travelling southeast. V1 has reversed in Esso Garage Forecourt and failed to see pedestrian. V1 has struck rear with pedestrian, who falls to the ground.
Junction: A361 London Road/ Hambleton Avenue/ Hopton Road Roundabout	61059/22	12/06/2022	Serious	V1 (car) travelling southwest, V2 (cycle) travelling southwest. V2 has entered roundabout to turn right. V1 has failed to give way and collided front with V2 rear. V2 rider displaced.
	A6109/22	08/10/2022	Slight	V1 (car) travelling northeast, V2 (motorcycle) travelling southwest. V1 has failed to give way on roundabout and collided front with V2 nearside. V2 rider displaced.
	D0599/23	09/12/2023	Slight	V1 (car) travelling northwest, V2 (cycle) travelling southwest. V2 has been on roundabout intending to take third exit/ V1 has not seen and collided front with V2 nearside.
Link: A361 London Road (between Windsor Drive Junction and Folly Road Junction)	03088/21	11/01/2021	Slight	V1 (car) travelling southwest. Pedestrian travelling southeast. V1 has collided with the pedestrian as they step out into the carriageway.
Junction: A361 London Road / Folly Road Junction	B5276/19	20/11/2019	Slight	V1 (car) travelling southwest, V2 (car) travelling southwest. V2 slowed to turn right, V1 collided into rear of V2.
	59870/21	22/06/2021	Slight	V1 (lorry) travelling southwest, V2 (cycle) travelling southwest. V1 has entered road and V2 continued in cycle lane. V2 has collided front with V1 nearside.

Location	Police Ref	Date	Severity	Description
	B1392/22	21/10/2022	Slight	V1 (car) travelling southwest, V2 (car) travelling northeast. V1 has pulled out of junction and failed to give way to V2. V2 has collided front with V1 front.
Link: A361 London Road (between Folly Road Junction and Roundway Park Junction)	A6999/20	22/10/2020	Slight	V1 (cycle) travelling northeast, V2 (car) travelling northeast. V1 has lost control and fell off into path of V2.
Junction: A361 London Road / Roundway Park Junction	B3160/20	12/11/2020	Slight	V1 (car) travelling southeast. V1 has failed to give way at T-junction with Roundway Park, driven straight and collided into a wall.
Link: A361 London Road (south of Roundway Park Junction)	61727/23	12/06/2023	Slight	V1 (car) travelling west. Pedestrian travelling south. Pedestrian failed to see V1 reversing off driveway outside Police HQ and struck rear with pedestrian.
	16943/22	16/02/2022	Slight	V1 (car) travelling south, V2 (car) travelling northeast. V1 has drifted across into opposite lane and collided front with V2. Incident occurred approximately 130m south of junction with Quakers Road.
	59770/23	08/06/2023	Slight	V1 (cycle) travelling southwest, V2 (car) travelling northeast. V1 has been travelling on pavement and V2 has gone to exit Police HQ to turn left. V2 has struck front with V1 front.
Link: Flax Mill Park	00721/23	02/01/2023	Slight	V1 (car) travelling northwest. V2 (car) parked. Pedestrian stationary, offside of V2. V1 has then struck front into pedestrian as it intended to leave Flax Mill Park onto A361 London Road.

Table Notes: Collisions are defined as occurring at a junction if they are within 50m of the junction, per STATS19 guidance.

Source: Wiltshire Council, November 2024.

- 3.27. Out of the 25 collisions within the study area and period, a total of seven collision involved cyclists (ref: 95223/20, A6999/20, B6829/20, 59870/21, 61059/22, 59770/23, D0599/23), with four involving pedestrians (ref: 61727/23, 00721/23, 03088/21 and A9516/22), representing a proportion of 28% and 16% of total collisions respectively. As set out elsewhere in this TA, improvements are proposed in the form of Shared Use Paths on the A361 London Road and on Windsor Drive, which would improve conditions for cyclists.

Pedestrian and Cycling Facilities

- 3.28. Pedestrian and cycling facilities on Coate Road, Windsor Drive and the A361 London Road are described above and a review of routes to key facilities has been carried out with the aim of identifying locations within the transport network where improvements would be desirable for pedestrians and cyclists as set out below.
- 3.29. Wiltshire Council's cycle map of Devizes identifies cycling facilities in the vicinity of the application site. An extract from the cycle map, which has been annotated to show the site and also the potential length of shared use path along Windsor Drive with part funding secured from Land off Coate Road is shown in **Figure 3.3**. The cycle map shows NCN Route 4 that routes along Coate Road past the site and along the canal towpath, which has been the subject of a phased series of improvements by the Canal & River Trust. It identifies the canal towpath and the A361 London Road as cycle routes towards Devizes. There are multiple routes into Devizes for pedestrians and cyclists including along the canal towpath; sections of the A361 London Road in combination with sections of the towpath; along the A361 London Road, Quakers Road and Quakers Walk; or via the quiet streets to the east of the canal and crossing the A342 Nursted Road at one of the Toucan crossings next to Church Walk or Roseland Avenue.

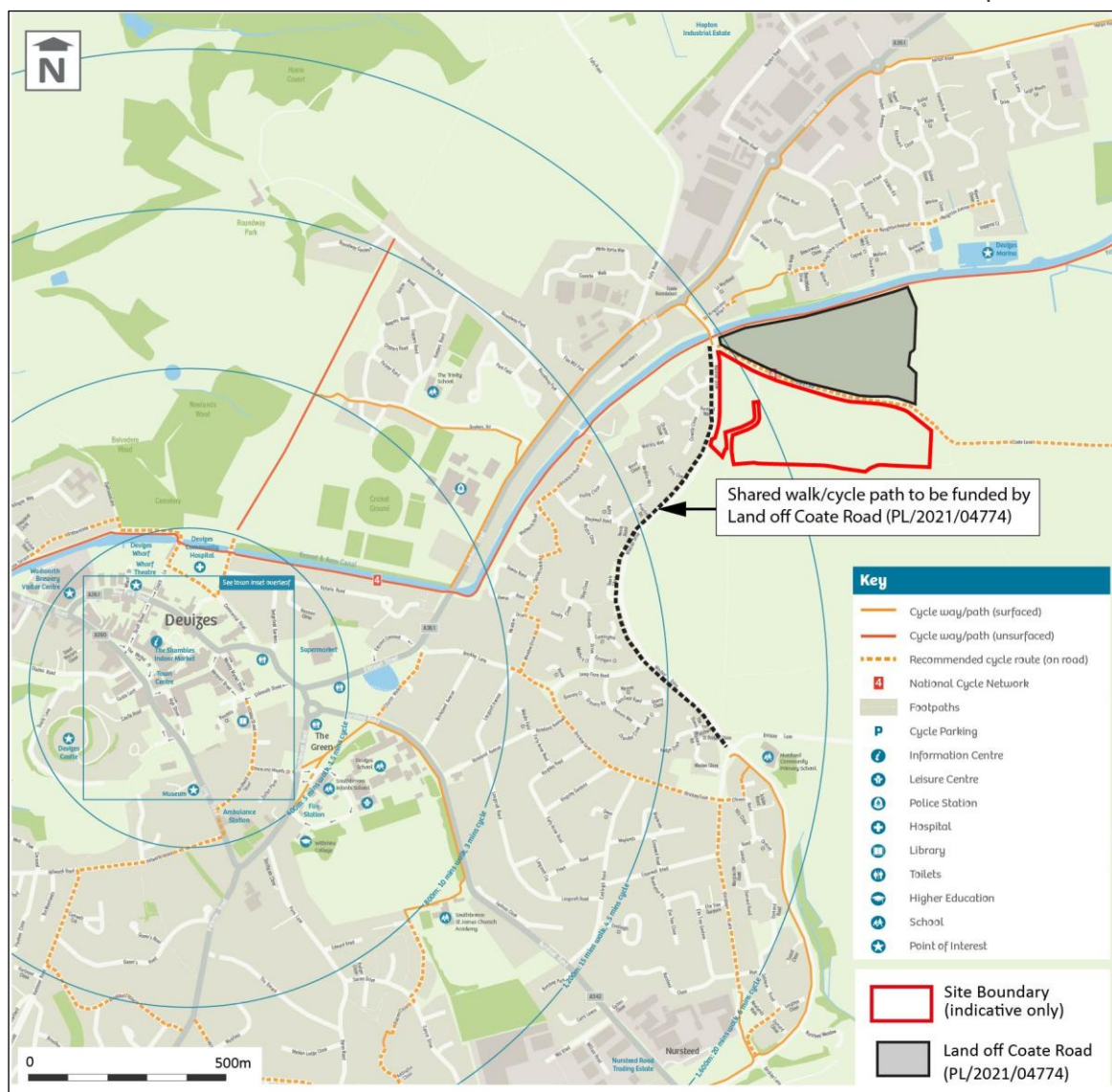


Figure 3.3: Extract from Wiltshire Council's Cycle Map of Devizes

Site Boundary and Shared Walk/Cycle path annotation added by PFA Consulting

- 3.30. Improvements for pedestrians and cyclists in the vicinity of the site are in the pipeline including: a financial contribution towards an improved local walking and cycling route along Windsor Drive secured from the Land off Coate Road development (see Section 1); Wiltshire Council proposes to create a shared use path to enhanced opportunities for active travel along the London Road corridor in accordance with its LCWIP (see Section 2); and Pedestrian/cycle links onto the canal towpath to the north via the Land off Coate Road development (see Section 3).

Public Rights of Way

- 3.31. Public rights of way in the vicinity of the application site are shown in **Figure 3.4**, with reference to WC's Rights of Way Explorer.

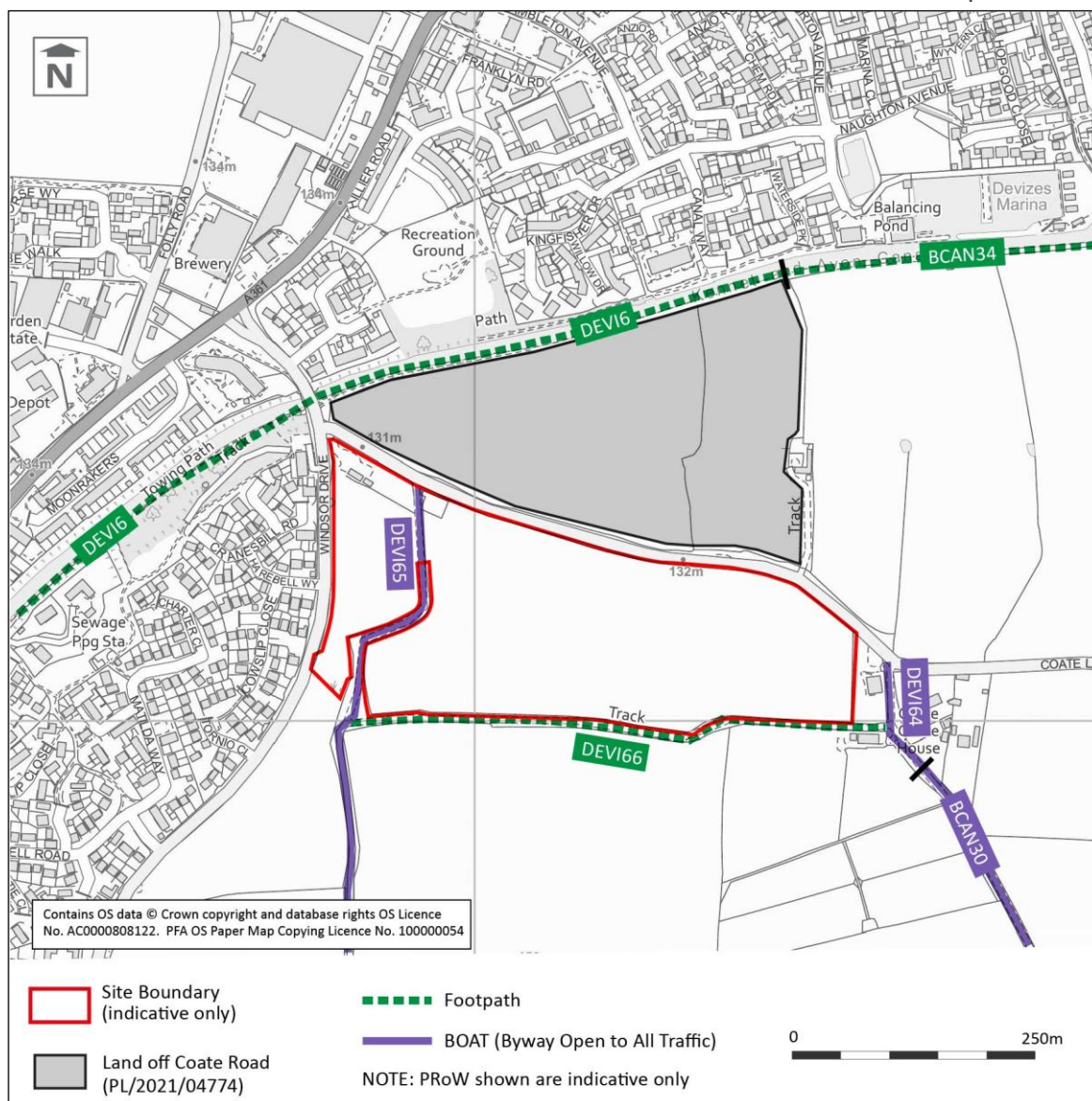


Figure 3.4: Public Rights of Way

Source: Wiltshire Council Rights of Way Explorer

- 3.32. A Footpath (DEVI6) routes along the canal towpath to the north of the site and a Byway Open to All Traffic (DEVI65) routes north/south through the site along Gypsy Patch between Coate Road and Brickley Lane to the south. There is also a footpath (DEVI66) that routes east/west immediately to the south of the site connecting Gypsy Byway DEVI65 to the west with Byway DEVI64 to the east. These public rights of way connect to further public rights of way in the surrounding area providing access to the surrounding countryside and other parts of the town. **Photograph 3.8** shows a view to the south from Coate Road along Gypsy Patch Byway DEVI65.



Photograph 3.8: View to the south along Gypsy Patch Byway DEVI65

National Cycle Network

- 3.34. As set out above, National cycle network route 4 (NCN Route 4), which is a long-distance cycling route from London to Fishguard in west Wales, routes along Coate Road, crosses Windsor Drive and heads south west towards Devizes along the canal towpath. An extract of the Sustrans digital map, which shows NCN Route 4, is shown in **Figure 3.5**.
- 3.35. With the proposed pedestrian/cyclist connection onto the canal towpath being delivered as part of the Land off Coate Road development, the opportunity exists to re-route NCN Route 4 from Coate Road to the canal via the development. This would be beneficial as cyclists would not have to cross Windsor Drive and access the canal via the path on the west side of Windsor Driver which is fairly steep. As previously discussed, some £500,000 has been secured from the Land off Coate Road development toward upgrading the canal towpath along the site frontage which would facilitate its use by both pedestrians and cyclists.

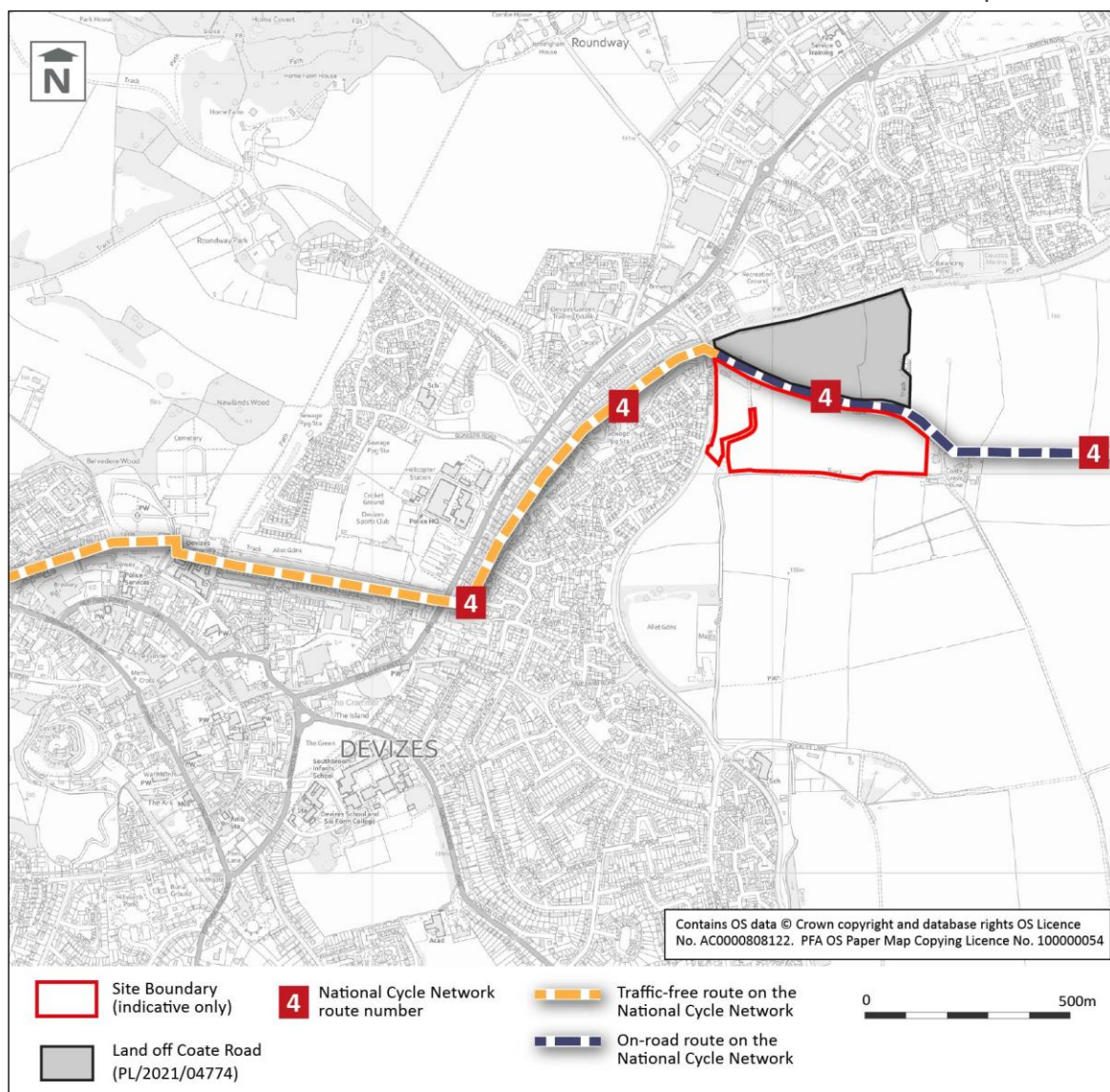


Figure 3.5: Extract from SUSTRANS digital map showing National Cycle Network Route 4

Site Boundary and Land off Coate Road added by PFA Consulting

Review of Routes

3.36. A review of routes to key facilities has been carried out with the aim of identifying locations within the transport network where improvements would be desirable for pedestrians and cyclists. The routes to the following facilities have been reviewed:

- Local Shops and Supermarkets
- Primary Schools
- Secondary School
- Town Centre

3.37. The routes, and locations on the routes where it is considered that improvements would be desirable are shown in a plan reproduced at **Appendix F**. The potential improvements are summarised below:

- Widening and re-surfacing of the canal towpath east of Windsor Drive subject to agreement with the relevant body(ies) (funding secured from Land off Coate Road);
- Widening of the existing footway on the west side of Windsor Drive to create a shared footway/cycleway (part funding secured from Land off Coate Road);

- Refreshing of the advisory cycle lanes on the A361 London Road; this should be carried out by the highway authority as part of routine maintenance. Wiltshire Council proposes to create a shared use path along London Road; and
- Potential Toucan Crossing across Windsor Drive.

3.38. In addition to the above, it was noted as part of the review of routes that the provision of tactile paving and dropped kerbs at crossing points is not comprehensive. A consistent approach to the installation of tactile paving is required. It is therefore proposed to discuss Wiltshire Council's approach to dealing with tactile paving provision on key routes identified in the review of routes.

3.39. The review of routes will assist discussions with WC to reach agreement over any enhancements to the routes to provide safe and suitable walking and cycling options and the means of funding these having regard to the scale of development in accordance with paragraph 58 of the NPPF.

Local Facilities

3.40. The use of sustainable means of transport is more attractive and convenient when local facilities and services are within walking or cycling distance. **Figure 3.6** shows the existing local facilities in the vicinity of the application site.

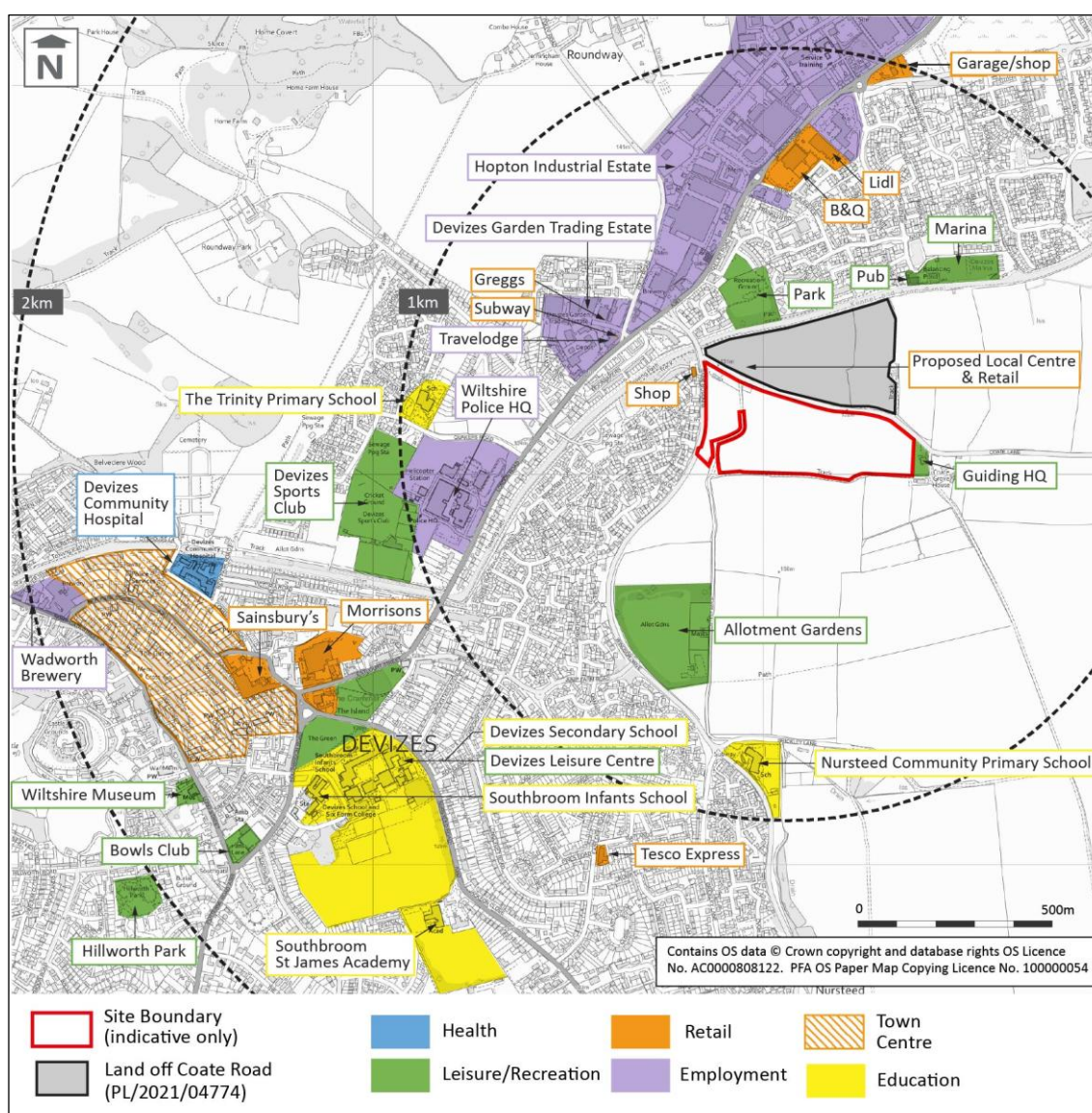


Figure 3.6: Local Facilities

- 3.41. Manual for Streets (MfS) at paragraph 4.4.1 states that walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes walking distance (around 800m). However, it states that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km. The latest NTS data from 2023 published in 2024 by DfT shows 81% of trips under 1 mile (1.6km) are made on foot.
- 3.42. Cycling distances of 5km are generally considered acceptable; Local Transport Note 1/20 (July 2020): Cycle Infrastructure Design produced by the DfT considers that a distance of 5 miles (8km) in length is an achievable distance to cycle for most people.
- 3.43. The propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. The topography of the land also has an effect on distances people are willing to travel, particularly by bike.
- 3.44. **Figure 3.6** shows the location of the application site relative to facilities that residents are likely to use. The walking distance from the site centroid to local facilities are set out in **Table 3.3**.

Table 3.3: Local Facilities and Distances

Local Facilities	Name	Approximate Distance from Site Centroid	Accessible via
Bus Stops	London Road Stops	450m	
	Windsor Drive Stop	350m	
Supermarket	Lidl, North Arakan Road	1km	
	Morrisons, A361 London Road	1.7km	
	Sainsbury's, A361 London Road	1.9km	
Primary School	The Trinity Primary School	1.2km	
	Nursteed Community Primary School	1.4km	
	Southbroom St James Academy	2.1km	
Secondary School	Devizes School	1.6km	
Leisure	Guiding HQ	400m	
	Devizes Sports Club	1.3km	
	Devizes Leisure Centre	1.6km	
	Allotments	1.2km	
	Devizes Football Club	2.4km	
Dentist	Ferndale Dental and Implant Clinic	1.5km	
	The Market Place Dental Practice	2km	
	High Street Dental Clinic	2km	
Pharmacy	Boots	2.1km	
	Morrisons Pharmacy	1.7km	
Doctor	St James Surgery	1.9km	
	The Southbroom Surgery	1.7km	
Post Office	Royal Mail Delivery Office, Sheep Street	1.8km	

Local Facilities	Name	Approximate Distance from Site Centroid	Accessible via
Hospital	Devizes Community Hospital	1.8km	
Town Centre	Devizes Town Centre	2km	
Employment	Garden Trading Estate	550m	
	Hopton Industrial Estate	1km	
	Banda Industrial Estate	2.7km	

Note: Distances are by foot or cycle on the most direct routes; incorporating footways and PRow. Thresholds <2km for walking and <5km for cycling.

- 3.45. **Table 3.3** shows that there is a range of local facilities within walking and cycling distance of the application site. In addition to the above a local centre is to be constructed on Land off Coate Road which will reduce the need to travel for some day-to-day facilities and encourage walking and cycling given the short distances involved.

Food Shopping

- 3.46. Lidl is located on North Arakan Road approximately 1km walking distance to the north of the site and Morrisons and Sainsbury's are located near to the Town Centre on the A361 approximately 1.7km and 1.9km walking distance respectively. Lidl can be accessed via the footway/cycleway on the east side of the A361 London Road and Morrisons and Sainsbury's can be accessed via footways or cycling on carriageway along the A361 London Road. Food shopping is therefore available within walking and cycling distance of the site.

Primary School

- 3.47. The Trinity Primary School is located along Quakers Road to the west of the site approximately 1.2km walk along the A361 London Road and Quakers Road. Nursteed Community Primary School is located south of the site, approximately 1.4km walking distance along Windsor Drive or 1km via the Byway along Gypsy Patch.

Secondary Schools

- 3.48. Devizes Secondary School is located to the south of the site and to the east of Devizes Town Centre, approximately 1.6km walk from the site along the A361 London Road and Church Walk or alternatively along the canal towpath, A361 London Road and Church Walk.

Leisure and Community Facilities

- 3.49. The site is well situated in relation to a range of leisure and community facilities. Devizes Guiding Head Quarters (Guiding HQ), is located approximately 400m walk along Coate Road or around 1km walk via the public rights of way to the south of the site. Devizes Sports Club, which includes rugby pitches, cricket grounds and tennis courts, is located approximately 1.3km walk from the site. The Devizes leisure centre, which includes a swimming pool, gym and sports centre, is located close to the Town Centre approximately 1.6km walk from the site.

Employment

- 3.50. The site is well located in relation to a number of nearby employment areas in this part of Devizes. Garden Trading Estate is located to the west of the site whilst Hopton Industrial Estate is located to the north; this is the largest employment area in Devizes. The two sites combined employ around 2,800 people according to the 2011 Census 'Workplace Population' dataset. Branda Industrial Estate is located to the south of the site, whilst further employment is available in the Town Centre, around 2km walk to the west.

Town Centre

- 3.51. Devizes Town Centre with its range of retail and commercial opportunities is approximately 2km walking distance from the centre of the site, it is therefore accessible on foot and by bike. The Town Centre can be accessed via the A361 London Road or the canal towpath.

Bus Services

- 3.52. Key bus services in Devizes are operated by Faresaver and Stagecoach. The nearest bus stops to the site are located on Windsor Drive and London Road approximately 350m and 450m from the centre of the site respectively. The bus stops located on London Road are served by Services 1/1C (Faresaver) and 49 (Stagecoach). The bus stops located on Windsor Drive are served by Service 1/1C. The routes of these services are shown on **Figure 3.7** and summary of bus service information is set out in **Table 3.4**.

Table 3.4: Summary Bus Service Information

Service	Route	Days	First Service	Frequency (approx)	Last Service
Service 1/1C	Devizes Market Place Marina Meadows Windsor Road Devizes Market Place	Monday – Friday	07:26	30 mins	17:29
		Saturday	08:06	30 mins	16:56
		Sunday	No service		
Service 49	Swindon Devizes Trowbridge	Monday – Friday	05:47	30 mins	18:20 (to Trowbridge) 22:22 (to Devizes)
		Saturday	06:27	30 mins	17:57 (to Trowbridge) 22:22 (to Devizes)
		Sunday (Devizes only service)	08:57	120 mins	19:07
	Trowbridge Devizes Swindon	Monday – Friday	05:56	30 mins	22:42
		Saturday	07:08	30 mins	22:42
		Sunday	08:58	60 mins	18:38

Note: Information obtained from <https://www.traveline.info/>.

- 3.53. Buses 1/1C and 49 provide a regular service to and from Devizes town centre as well as providing access to key destinations further afield such as Swindon and Trowbridge. In addition, a pre-bookable community bus service (No.101/102) operated by Salisbury Reds is accessible from the nearby bus stops, this provides access to Pewsey and surrounding villages.

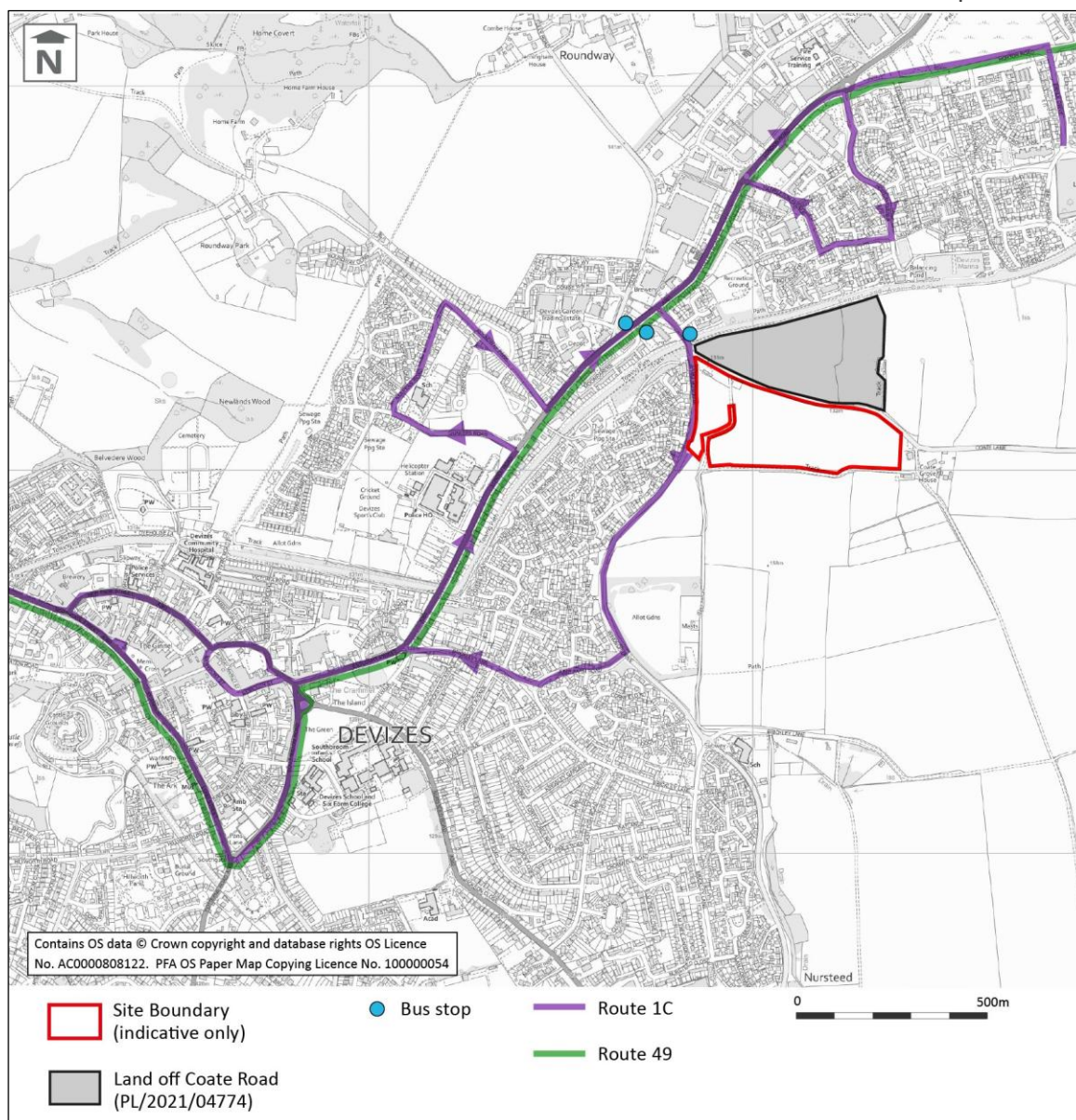


Figure 3.7: Bus Services

Devizes Gateway

- 3.54. Wiltshire Council and Devizes Development Partnership together with other key stakeholders are working to promote a new rail station on the Berks & Hants rail line to be known as Devizes Gateway. The station would be located to the southeast of the town at The Clock Inn Park near Lydney. Potential locations are shown in Figure 3.2 of the Devizes Gateway Interim Feasibility Study, which is reproduced as **Figure 3.8**.

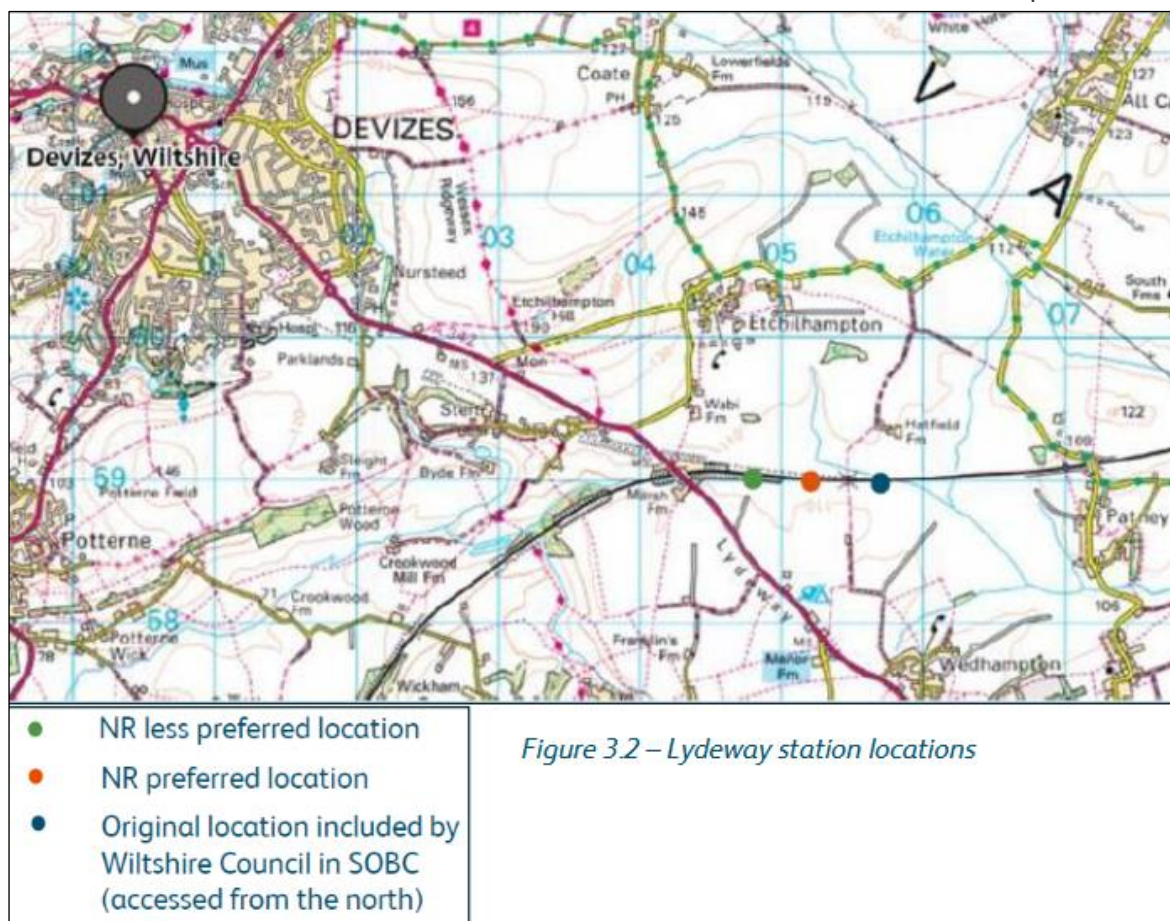


Figure 3.2 – Lydney station locations

Figure 3.8: Potential Devizes Gateway Rail Station Locations

- 3.55. In October 2021, a Strategic Outline Business Case (SOBC) was submitted to the Restoring Your Railway (RYR) fund for the new station. The station would comprise an unstaffed station with two platforms, a footbridge, ticket machine facilities, a car park, taxi rank and a bus interchange. It would be integrated into the local bus network and connected directly to Devizes Town Centre via an express shuttle bus. Improved active travel links would also be considered.
- 3.56. The Economic Case showed that, based on high-level baseline assumptions around demand, revenue and journey time saving, the scheme would likely achieve Low/Poor Value for Money.
- 3.57. In June 2022, the Secretary of State for Transport approved further work towards a Decision to Develop, in respect of an interim feasibility study, including a detailed look at train service options to serve the station, and the wider interventions required to support them.
- 3.58. In March 2023, Network Rail produced the Devizes Gateway Interim Feasibility Study as a key deliverable for this further work. The study refreshes the Strategic Case for the station, provides a fresh Economic Case and an update where relevant on the Commercial, Financial and Management cases. Finally, recommendations on how the aspiration for Devizes Gateway can be taken forward, based on what the evidence suggests are set out. It also outlines the next steps in developing a wider rail strategy for Wiltshire, of which Devizes Gateway forms a part.
- 3.59. Whilst the proposed development is not reliant on a new railway station, it would provide additional opportunities for sustainable travel for existing and new residents of Devizes.

4. PROPOSED DEVELOPMENT

Development Proposals

- 4.1. The development proposals comprise a residential development for up to 175 dwellings, infrastructure, open space and landscaping with vehicular access from Windsor Drive and Coate Road. A copy of the Indicative Masterplan, produced by Robert Hitchins Ltd, is reproduced at **Appendix A**.

Means of Access

Vehicular Access

- 4.2. The proposed site access arrangements are shown on Drawing Number H728/01 'Proposed Site Access Arrangements' reproduced at **Appendix G**. It is proposed to construct a simple priority junction on Windsor Drive to serve around 25 dwellings and a second simple priority junction on Coate Road to cater for around 150 dwellings. The proposed vehicular access arrangements would be compatible with the access arrangements to serve Land off Coate Road, as shown on the above drawing and would serve the site without increase vehicular movements across Gypsy Patch Byway.
- 4.3. Visibility splays of 2.4 x 120m in both directions from the Windsor Drive access based on the 40mph speed limit can be achieved as shown on the drawing. Visibility splays of 2.4 x 43m in both directions from the Coate Road access based on the proposed 30mph speed limit in connection with Land off Coate Road, which is proposed to be extended to the east as part of the Land South of Coate Road scheme are also shown on the drawing.
- 4.4. To demonstrate that the proposed site access arrangements would be capable of accommodating large vehicles, swept path analysis of a Refuse Vehicle has been undertaken as shown on Drawing Number H728/02 'Swept Path Analysis Refuse Vehicle' reproduced at **Appendix H**.

Pedestrian and Cyclist Access

- 4.5. Pedestrian and cyclist access into the site would be provided by way of a 2m wide footway on the south side of the proposed site access on Windsor Drive, with a 3m wide footway/cycleway on the north side that would connect with the footway/cycleway to be constructed as part of the Land off Coate Road works. There are level differences between Windsor Drive and the land to the east and localised narrowing of the footway/cycleway may therefore be required between the site access and Coate Road to facilitate retaining options at the detailed design stage. From Coate Road, access would be provided by way of a 2m wide footway on the east side of the site access, with a 3m wide footway/cycleway on the west side which would connect with the footway/cycleway to be constructed on the south side of Coate Road as part of the Land off Coate Road works.
- 4.6. As the proposed development site is south of Coate Road on the opposite side of Windsor Drive to the proposed Shared Use Path, it is likely to generate increased demand for pedestrians and cyclists crossing Windsor Drive. It is therefore proposed to investigate the potential upgrade of the informal crossing across Windsor Drive to the south of Coate Road, to be constructed as part of the site access arrangements of Land off Coate Road, to a Toucan crossing subject to discussion with Wiltshire Council.
- 4.7. A new informal pedestrian/cyclist crossing across Coate Road would be constructed approximately 190m to the east of the proposed vehicular access from Coate Road. Visibility splays of 2.5m x 120m to the east in accordance with a design speed of 70kph based on the weekday 85th percentile speed of vehicles on the westbound approach on Coate Road (39.1mph) from an ATC survey undertaken on in July 2025 and 2.5m x 120m to the west in accordance with a design speed of 70kph based on the weekday 85th percentile speed of vehicles on the eastbound approach on Coate

Road (43.7mph) from an ATC survey undertaken in November 2024. This would provide a connection into the east/west pedestrian/cyclist route on Land off Coate Road utilising rights retained by Robert Hitchins Ltd.

- 4.8. Direct links into the Byway along Gypsy Patch that routes to Brickley Lane and Nursteed Community Primary School to the south would be provided from within the proposed development.
- 4.9. The internal site layout will be designed in a manner which facilitates walking and cycling, providing linkages to existing and future routes to allow good access for sustainable modes of transport including onto the canal towpath and London Road to the north and Windsor Drive to the west. The Indicative Masterplan incorporates a network of footpaths and cycleways as shown in **Appendix A**.

Public Transport Access

- 4.10. The provision of public transport services allows opportunities for sustainable travel over longer distances complementing the provision of walk and cycle links for shorter journeys.
- 4.11. The nearest bus stops to the site are located on Windsor Drive and London Road approximately 350m and 450m from the centre of the site respectively. The proposed access arrangements would provide for safe and attractive pedestrian routes from the proposed development to the existing bus stops which provide access to regular frequent bus services to Devizes Town Centre and other destinations including Swindon and Trowbridge.
- 4.12. **Figure 4.1** shows the sustainable transport linkages of the proposed development to the surrounding network to encourage walking, cycling and public transport modes of travel.

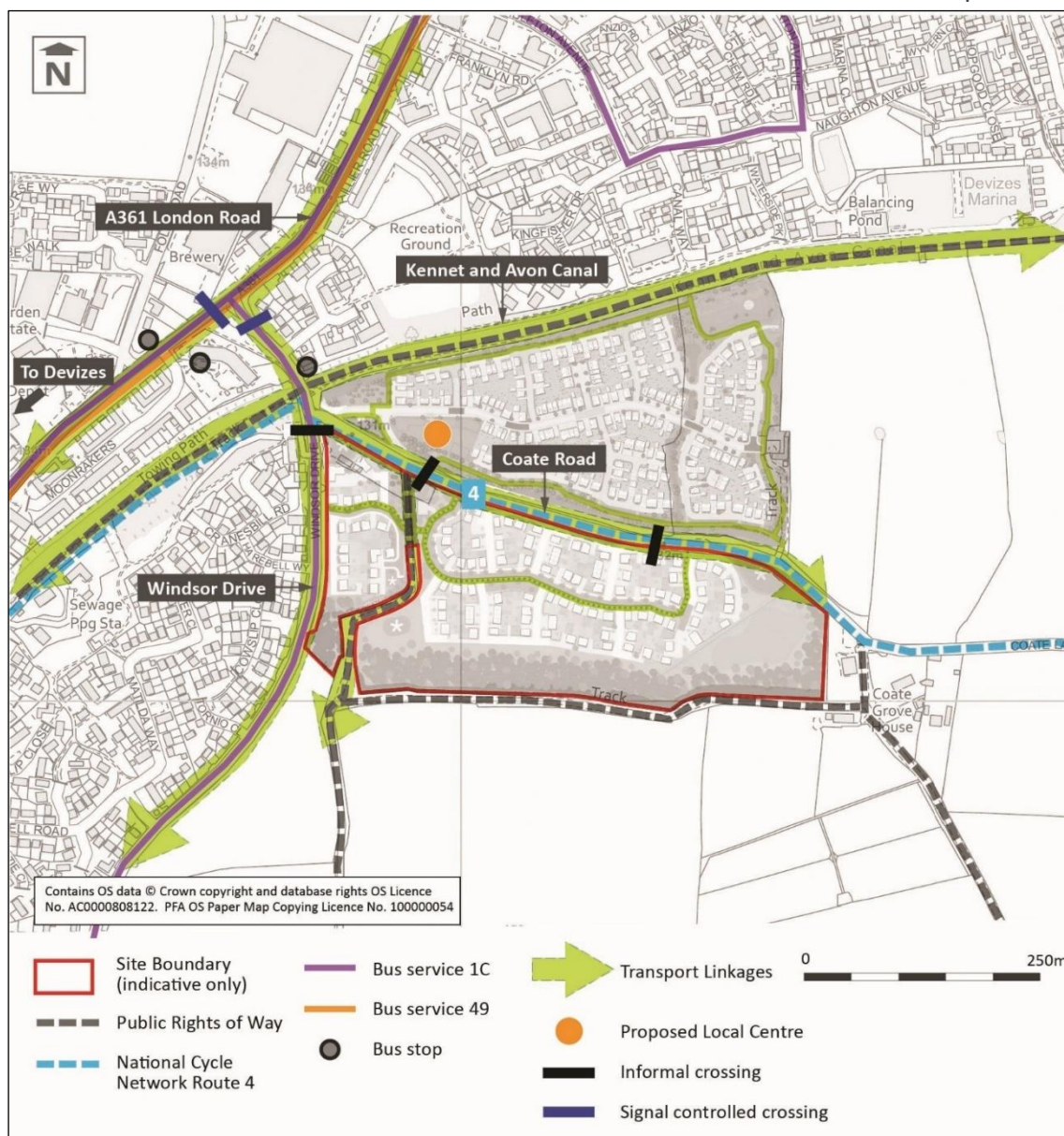


Figure 4.1: Sustainable Transport Linkages

- 4.13. Overall, it is considered that the location of the development, adjacent to the existing and established community of Devizes is a positive characteristic which would be maximised through the provision of direct and attractive pedestrian and cycle routes together with access to regular public transport services.

Parking Provision

- 4.14. The applicant recognises the importance of providing appropriate parking provision within the proposed development. Car and cycle parking would be provided in accordance with the relevant local authority's adopted standards at the time of the reserved matters planning application/s.

Travel Plan

- 4.15. A Residential Travel Plan has been produced alongside this TA, which would be implemented to encourage walking, cycling and public transport use, to reduce the traffic generation of the proposed development. The funding of the Travel Plan, its measures and the Travel Plan Co-ordinator will be secured by means of a planning condition or S106 Agreement.

5. TRIP GENERATION AND DISTRIBUTION

Trip Generation

- 5.1. For the proposed residential development vehicular trip rates have been derived from the TRICS database. Comparable sites were reviewed in the database to determine suitable trip rates. The TRICS outputs for 'Houses Privately Owned' are included at **Appendix I**.
- 5.2. The use of 'Houses Privately Owned' trip rates for the residential development is considered a 'robust' assessment given that at least 30% of the total residential units will be for affordable housing in accordance with Core Policy 43 of the adopted Wiltshire Core Strategy. The vehicular peak hour trip rates derived from TRICS are set out in **Table 5.1** below.

Table 5.1: Vehicular Trip Generation Rates (Houses Privately Owned)

Time Period	Vehicular Trip Rates per dwelling		
	Arrivals	Departures	Totals
AM Peak Hour (08:00 – 09:00)	0.147	0.374	0.521
PM Peak Hour (17:00 – 18:00)	0.336	0.158	0.494

- 5.3. The above trip rates were compared with local trip rates calculated from traffic surveys undertaken at the Windsor Drive / Harebell Way junction in 2024 and 2025. Harebell Way serves 62 dwellings. The two-way local trip rates calculated from the traffic survey results were 0.339 in the AM peak hour and 0.500 in the PM peak hour based on the 2024 surveys and 0.435 in the AM and 0.629 in the PM based on the 2025 surveys. Clearly there were fluctuations in the local trip rates and it was therefore concluded that it was appropriate to use the average TRICS trip rates for the purposes of this assessment.
- 5.4. The above TRICS trip rates have been applied to the proposed development of up to 175 dwellings to provide a prediction of the vehicle trip generation of the proposed development. The predicted vehicle trip generation during the weekday AM and PM peak hours is set out in **Table 5.2**.

Table 5.2: Weekday Vehicle Trip Generation of Proposed Development (175 Dwellings)

Time Period	Arrivals	Departures	Totals
AM Peak Hour (08:00 – 09:00)	26	65	91
PM Peak Hour (17:00 – 18:00)	59	28	86

- 5.5. It is on this basis that the proposed development of 175 dwellings would generate approximately 91 (two-way) vehicle trips in the AM peak hour and around 86 in the PM peak hour.
- 5.6. In addition to the vehicle trip generation of the proposed development, the trip generation on other modes of transport including walking, cycling and public transport has been predicted using the TRICS data with the trip rates and mode share percentage shown in **Table 5.3**.

Table 5.3: Derivation of Mode Share

Mode of Travel	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)	
	Trip Rate	Mode Share (%)	Trip Rate	Mode Share (%)
Pedestrians	0.142	14.4%	0.074	9.1%
Cyclists	0.022	2.2%	0.017	2.1%
Public Transport Users	0.022	2.2%	0.014	1.7%
Drivers of Vehicles	0.521	53.0%	0.494	60.9%
Passengers of Vehicles	0.276	28.1%	0.212	26.1%
Total	0.983	100%	0.811	100%

Notes:

1. Trip Rates calculated based on TRICS Multi-Modal Trip Rates per dwelling.
2. Drivers of Vehicles taken to be equal to Total Vehicles as defined by TRICS.
3. Passengers of Vehicles taken to be Total Vehicles subtracted from Vehicle Occupants as defined by TRICS.

- 5.7. The proposed development predicted weekday peak hour trip generation for all modes of travel is shown in **Table 5.4**.

Table 5.4: Weekday Multi-Modal Trip Generation of Proposed Development (175 Dwellings)

Mode of Travel	Weekday AM Peak Hour	Weekday PM Peak Hour
Pedestrians	25	13
Cyclists	4	3
Public Transport Users	4	2
Drivers of Vehicles	91	86
Passengers of Vehicles	48	37
Total	172	142

Traffic Distribution

- 5.8. The distribution of development traffic onto the surrounding highway network has been based on 2011 Journey to Work Census Data for 'car driver' mode of travel for the Middle Super Output Area covering the site (MSOA Wiltshire 025). An assessment has been undertaken using outputs from the NOTIS traffic distribution software package, which utilises the 2011 Census data to assign traffic to the surrounding highway network.
- 5.9. **Table 5.5** summarises the distribution of vehicular traffic across the local highway network with full outputs provided as **Appendix J**.

Table 5.5: Distribution of Development Traffic

Direction	Percentage
A361 North	27.4%
Horton Road	13.9%
Hopton Road	3.7%
Windsor Drive	17.2%
Jump Farm Road	9.2%
A361 South	28.5%
Total	100%

- 5.10. As NOTIS distributes traffic to the centroid of an MSOA, it is necessary to undertake additional analysis in order to disaggregate workplace trips where the origin and destination are both Wiltshire 025 as in practice, not all workplace trips internal to the MSOA will be to the same destination. To assist with this, additional census data⁶ has been interrogated for the workplace zones that make up Wiltshire 025 MSOA with these areas shown in **Figure 5.1** and **Figure 5.2**.

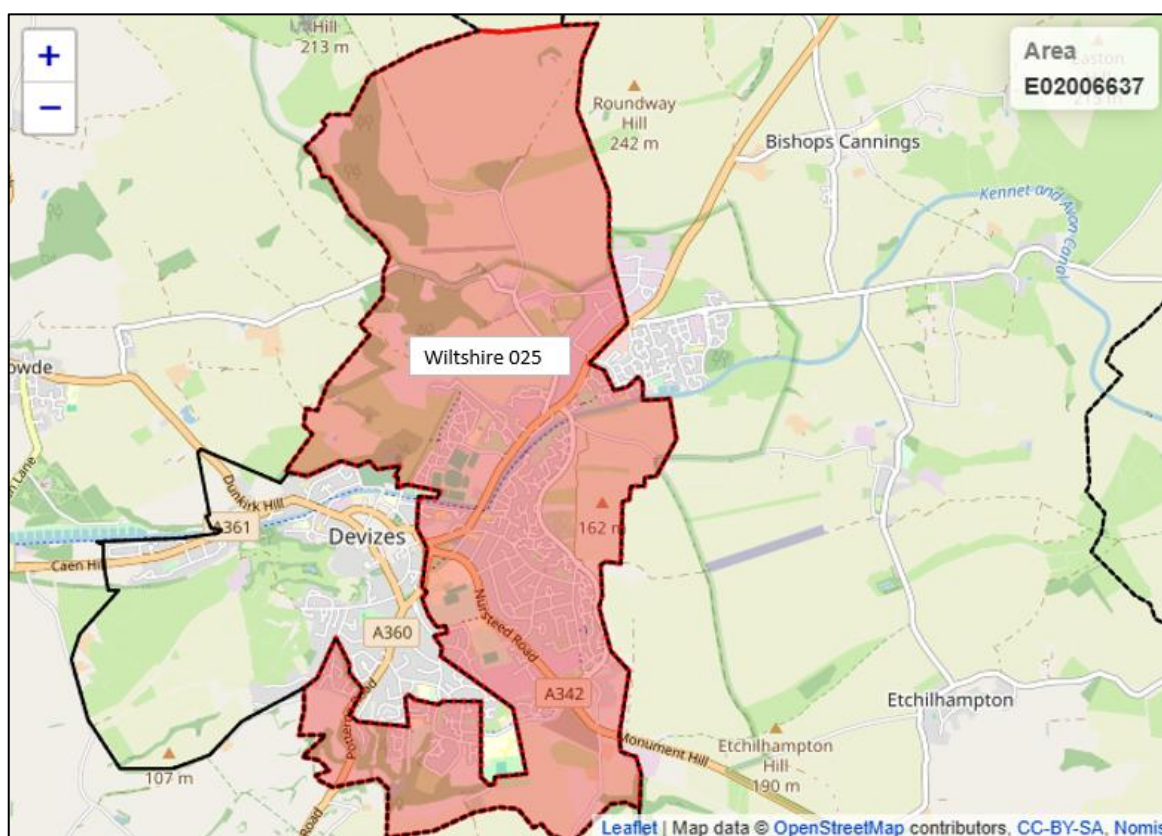


Figure 5.1: MSOA – Wiltshire 025

⁶ WP7103EW – Workplace and usual residence by method of travel to work (2001 specification) (Workplace population)

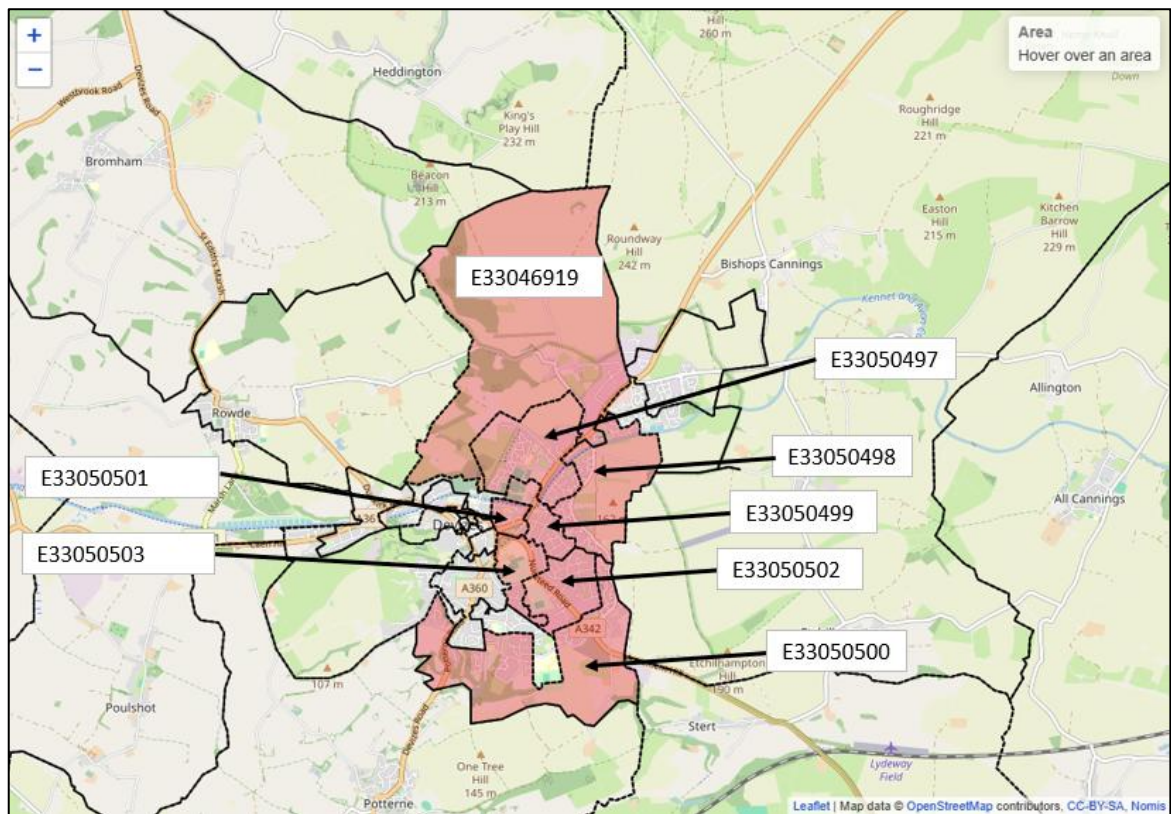


Figure 5.2: Workplace Zones within Wiltshire 025 MSOA

- 5.11. The internal trips made to Wiltshire 025 have been distributed proportionately based on the population that drive a car/van to each workplace zone. The routes to each zone have been assessed using online journey routing tools providing for the overall distribution as shown in **Table 5.5**. Full details of the calculations and distribution can be seen alongside the NOTIS outputs at **Appendix J**.
- 5.12. The proposed distribution of development traffic can be seen on spreadsheet model sheets D1 and D2 at **Appendix K** which represent the distribution of traffic from the main access off Coate Road and secondary access off Windsor Drive. No vehicular connection is proposed between the two and so the development served off each access will only ever use that access, i.e. there is no requirement to consider traffic routing via multiple access points.
- 5.13. **Figures 5.3 & 5.4** below show the assignment of the proposed development traffic (175 dwellings) on the surrounding highway network for both the AM and PM peak hours. The figures show two-way development traffic flows.

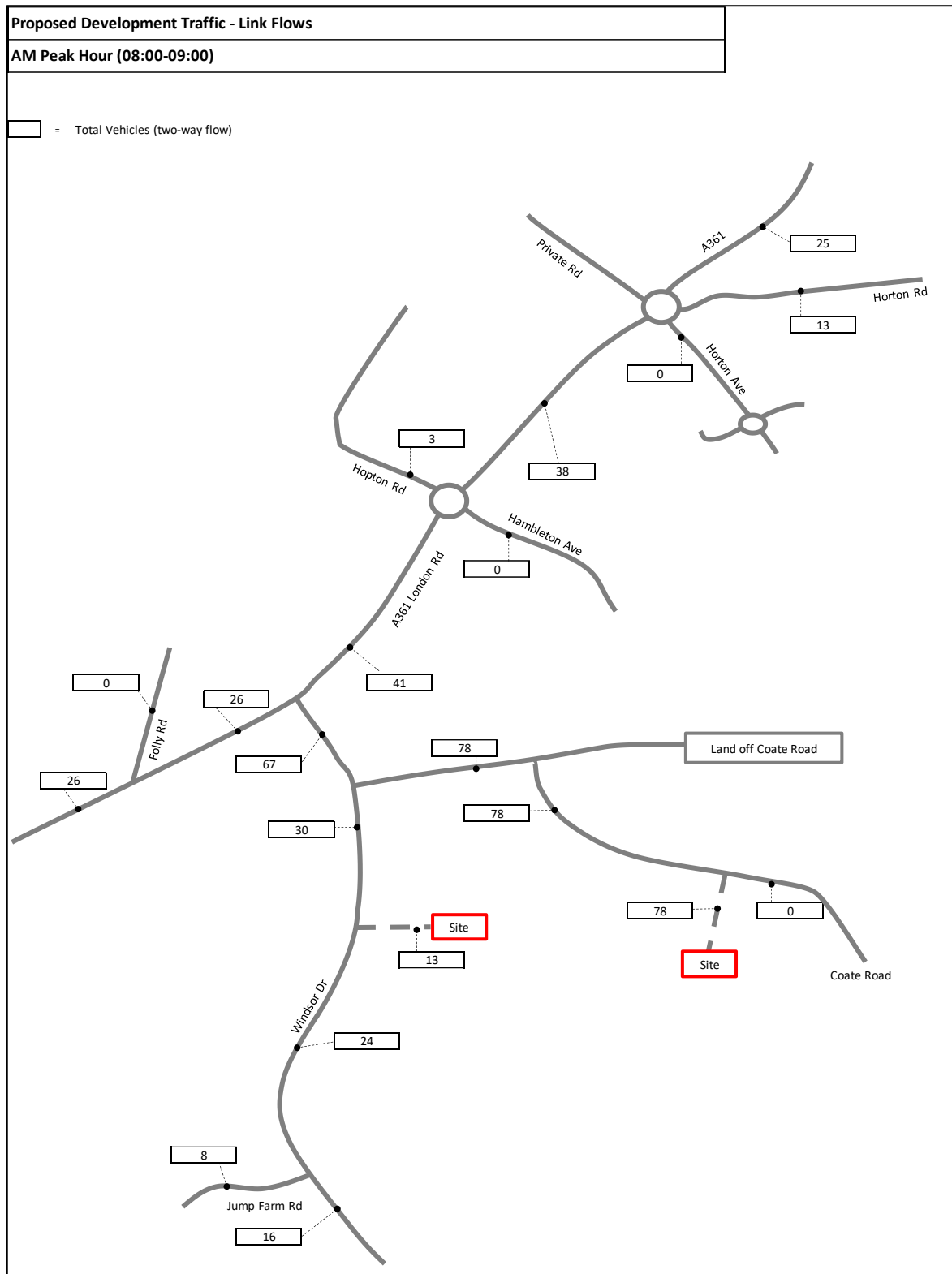


Figure 5.3: Development Traffic Flows – AM Peak Hour

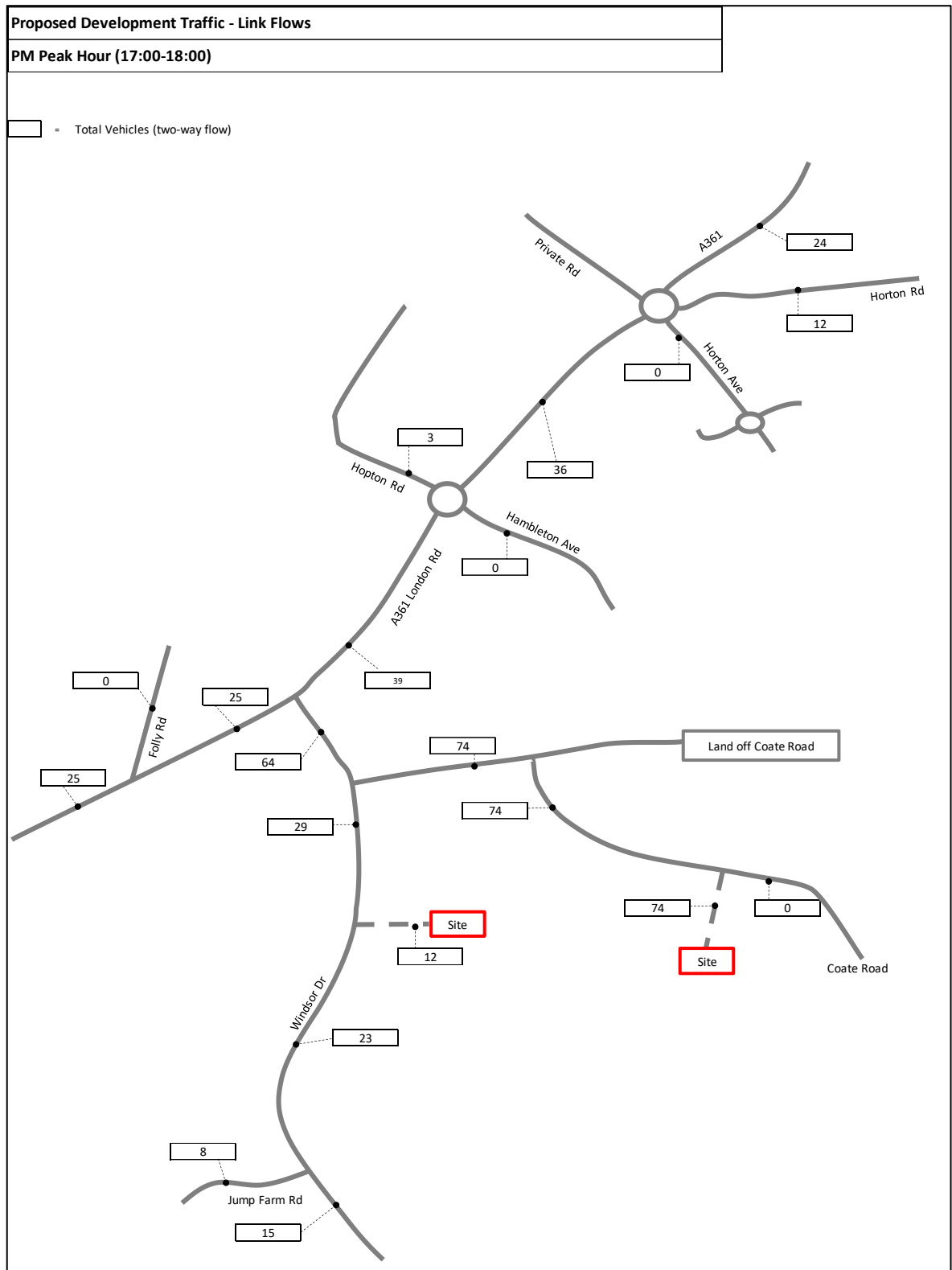


Figure 5.4: Development Traffic Flows – PM Peak Hour

6. HIGHWAY IMPACT

- 6.1. To assess the traffic impact of the proposed development on the surrounding highway network, a spreadsheet model has been developed for the weekday AM and PM peak hours. This has used traffic counts undertaken at key junctions in 2025 which provided the basis for future year forecasts allowing for committed development and traffic growth.
- 6.2. Individual stand-alone junction capacity assessments of the key junctions have also been carried out using the traffic flows output from the spreadsheet model for scenarios both with and without the proposed development on Land South of Coate Road.

Assessment Scenarios

- 6.3. **Table 6.1** sets out the assessment scenarios for the weekday AM peak hour (08:00-09:00) and weekday PM peak hour (17:00-18:00) time periods. The assessment years were agreed with WC at the scoping stage.

Table 6.1: Assessment Scenarios

Scenarios	
1	2025 Base Year
2	2030 Forecast Year with Committed Development
3	2030 Forecast Year with Committed Development + Proposed Development (175 dwellings)
4	2030 Forecast Year with Committed Development + Proposed Development (175 dwellings) + Land off Windsor Drive (Sensitivity Test)

Traffic Growth 2025 to 2030 (TEMPro)

- 6.4. Traffic growth has been applied using the recommended current practice for factoring vehicular trips derived from the TEMPro (8.1) dataset and adjusted using the National Transport Model (NTM).
- 6.5. The Wiltshire 025 car driver trip ends have been calculated from TEMPro for both AM and PM peak periods and adjusted using the NTM. The growth rates for all road types are set out in **Table 6.2** below with the calculations provided at **Appendix L**.

Table 6.2: TEMPro Traffic Growth Factors

Growth Period	Source	AM Peak	PM Peak
2025 to 2030	TEMPro 8.1 (NTM) – Wiltshire 025	1.0550	1.0557
2025 to 2030	TEMPro 8.1 (NTM) – Wiltshire 025 with Alternative Planning Assumptions (excluding Committed Development as set out below)	1.0390	1.0368

- 6.6. The above table shows two TEMPro factors, one without any adjustments, and one with adjustments using the alternative planning assumption facility within the TEMPro program, which has manually adjusted the number of future households by removing those numbers associated with committed development set out below which are to be specifically modelled within the spreadsheet model. Without this adjustment to the TEMPro figures there would have been an element of “double-counting” in the model forecasting.

Committed Development

- 6.7. The following committed development has been taken into account as part of the traffic modelling as set out in **Table 6.3**.

Table 6.3: Committed Development Assumptions

Site	Wiltshire Council Planning Reference	Consented Development
Land off Coate Road	PL/2021/04774	200 dwellings
Land North of Quakers Road	21/02477/OUT	57 dwellings
Land at Marshall Road	PL/2021/07203	170 dwellings

- 6.8. The traffic generation, distribution and assignment onto the highway network of the above committed development has been based on the Transport Assessments that accompanied the planning applications for each site.
- 6.9. Future development at Land off Windsor Drive for 40 dwellings is also separately included in Scenario 4 'Sensitivity Test'.

Modelling Proposed Development at Land South of Coate Road

- 6.10. In assessing the proposed development at Land South of Coate Road the traffic generation and distribution detailed in the previous section of this TA have been included in the model forecasting within the spreadsheet model.

Land off Windsor Drive 'Sensitivity Test'

- 6.11. RHL intends to submit a planning application for a development of up to 40 dwellings on Land off Windsor Drive to the south of the site. A sensitivity test has therefore been undertaken to establish the performance of the assessment junctions with the additional traffic that would be generated by development on Land off Windsor Drive. The development traffic flows for this sensitivity test have been taken from the Transport Statement that will support the Windsor Drive planning application.

Spreadsheet Traffic Model

- 6.12. The spreadsheet model was developed to establish traffic flows on the surrounding highway network for each of the assessment scenarios for both the weekday AM and PM peak hours allowing for TEMPro traffic growth, committed development, and the proposed development at Land South of Coate Road.
- 6.13. The individual worksheets within the spreadsheet model are set out in **Table 6.4** below. The spreadsheet models themselves are included at **Appendices M & N** for the AM and PM peak hours respectively.

Table 6.4: Spreadsheet Model Worksheets

Reference Sheet Number		Description
AM	PM	
A1	P1	2025 Base Year (Scenario 1)
A2	P2	2030 Forecast Year (based on TEMPro Growth – adjusted)
A3	P3	Committed Development Traffic - Land off Coate Road
A4	P4	Committed Development Traffic - Land North of Quakers Road
A5	P5	Committed Development Traffic - Land at Marshall Road

Reference Sheet Number		Description
AM	PM	
A6	P6	Committed Development Traffic - Total
A7	P7	2030 Forecast Year with Committed Development (Scenario 2)
A8	P8	Proposed Development Traffic – Access off Coate Road
A9	P9	Proposed Development Traffic – Access off Windsor Drive
A10	P10	Proposed Development Traffic – Total
A11	P11	2030 Forecast Year with Committed Development and Proposed Development (Scenario 3)
A12	P12	Sensitivity Test Traffic - Land off Windsor Drive
A13	P13	2030 Forecast Year with Committed Development, Proposed Development and Land off Windsor Drive ‘Sensitivity Test’ (Scenario 4)

Notes:

1. Worksheets A1 & P1 – base traffic derived from the 2025 traffic counts (**Scenario 1**).
2. Worksheets A2 & P2 - 2030 forecast calculated by applying TEMPro growth (adjusted to exclude committed development) to the 2025 base traffic
3. Worksheets A3 & P3 - Land off Coate Road development traffic as derived from the approved Transport Assessment
4. Worksheets A4 & P4 - Land North of Quakers Road development traffic as derived from the approved Transport Assessment
5. Worksheets A5 & P5 - Land at Marshall Road development traffic as derived from the approved Transport Assessment
6. Worksheets A6 & P6 - total committed development traffic calculated by adding Land off Coate Road (A3/P3), Land North of Quakers Road (A4/P4) and Land at Marshall Road (A5/P5) together
7. Worksheets A7 & P7 - 2030 with committed development traffic calculated by adding total committed development traffic (A6 & P6) to 2030 Forecast Year (A2/P2) (**Scenario 2**)
8. Worksheets A8 & P8 - proposed development traffic served off Coate Road only (150 dwellings)
9. Worksheets A9 & P9 - proposed development traffic served off Windsor Drive only (25 dwellings)
10. Worksheets A10 & P10 – total proposed development traffic calculated by adding development traffic served off Coate Road only (A8 & P8) to development traffic served off Windsor Drive only (A9 & P9)
11. Worksheets A11 & P11 – 2030 with committed development and proposed development calculated by adding total committed development traffic (A6 & P6) and total proposed development traffic (A10 & P10) to 2030 Forecast Year (A2/P2) (**Scenario 3**)
12. Worksheets A12 & P12 – Land off Windsor Drive (40 Dwellings) distributed as per Transport Statement at site access, with extended distribution as Land South of Coate Road
13. Worksheets A13 and P13 - 2030 with committed development and proposed development ‘Sensitivity Test’ calculated by adding A11 & P11 to A12 & P12 (**Scenario 4**)

Development Traffic Impact on Key Links

6.14. **Table 6.5** below shows the peak hour percentage impact of the proposed development traffic on key links identified in the spreadsheet model.

Table 6.5: Development Traffic Impact on Key Links

Link	AM Peak Hour			PM Peak Hour		
	2030 Traffic Flow	Dev Traffic	% Impact	2030 Traffic Flow	Dev Traffic	% Impact
Windsor Drive South of Coate Road	820	30	3.7%	833	29	3.5%
Windsor Drive North of Coate Road	913	67	7.3%	906	64	7.1%
A361 London Road South of Windsor Drive	1560	26	1.7%	1456	25	1.7%
A361 London Road North of Windsor Drive	2041	41	2.0%	2033	39	1.9%

Note: 2030 Traffic Flow includes committed development

- 6.15. It can be seen that the development traffic impact would be around 4% or less on Windsor Drive to the south of Coate Road and around 7% to the north of Coate Road. On the A361 London Road to the north and south of the Windsor Drive, the development impact would be around 2% or less.

Comparison with Land off Coate Road Assessment

- 6.16. A useful comparison in terms of assessment of traffic flows is a comparison with the previous Land off Coate Road assessment which supported that planning application.
- 6.17. **Table 6.6** sets out total inflows to the A361 London Road/Windsor Drive Junction for the 2024 Forecast Year with Proposed Development from the Land off Coate Road Transport Assessment, together with the total inflows for the 2030 Forecast Year with Committed Development and Proposed Development from this Transport Assessment for the AM and PM peak hours.

Table 6.6: Comparison of Total Inflows to A361 London Road/Windsor Drive Junction

Scenario	AM Peak Hour (08:00-09:00)	PM Peak Hour (17:00-18:00)
2024 Forecast Year with Development on Land off Coate Road	2405	2407
2030 Forecast Year with Committed Development and Proposed Development	2309	2255
Difference	-96	-152

- 6.18. The above comparison shows that the traffic flows **passing through the A361 London Road/Windsor Drive Junction** in this Transport Assessment are lower than previously assessed in the Land off Coate Road Transport Assessment, despite including the proposed development with a 2031 forecast year. This is not unexpected given that the baseline surveys that informed the Land off Coate Road Transport Assessment were undertaken prior to the covid pandemic and did not reflect the increased numbers of people working from home which now occurs.

Junction Capacity Assessment

- 6.19. The following junctions have been assessed using standard standalone junction capacity assessment programs using traffic flows from the spreadsheet model, for both the weekday AM and PM peak hours, the locations of which are shown in **Figure 6.1**.
1. Proposed Coate Road/Site Access Priority Junction
 2. Proposed Windsor Drive/Site Access Priority Junction
 3. Coate Road/Access to Land off Coate Road Priority Junction
 4. Windsor Drive/Coate Road Priority Junction
 5. Windsor Drive/Jump Farm Road Priority Junction
 6. A361 London Road/Windsor Drive Signal Controlled Junction
 7. A361 London Road/Folly Road Junction
 8. A361 London Road/Hopton Road Roundabout
 9. A361 London Road/Horton Road Roundabout
- 6.20. The assessment junctions have been modelled using either the software program 'Junctions 10' or 'LinSig V3'. The geometry of the junctions has been measured either on-site, from aerial photographs or from drawings of proposed junctions.
- 6.21. A summary of the operational performance of the junctions assessed is given below, identifying for all approach arms maximum queues in vehicles, maximum delay in seconds per vehicle and maximum ratio of flow to capacity (RFC) for priority junctions and roundabouts, and mean

maximum queue in PCUs, average delay in seconds per PCU and degree of saturation as a percentage for signal controlled junctions.

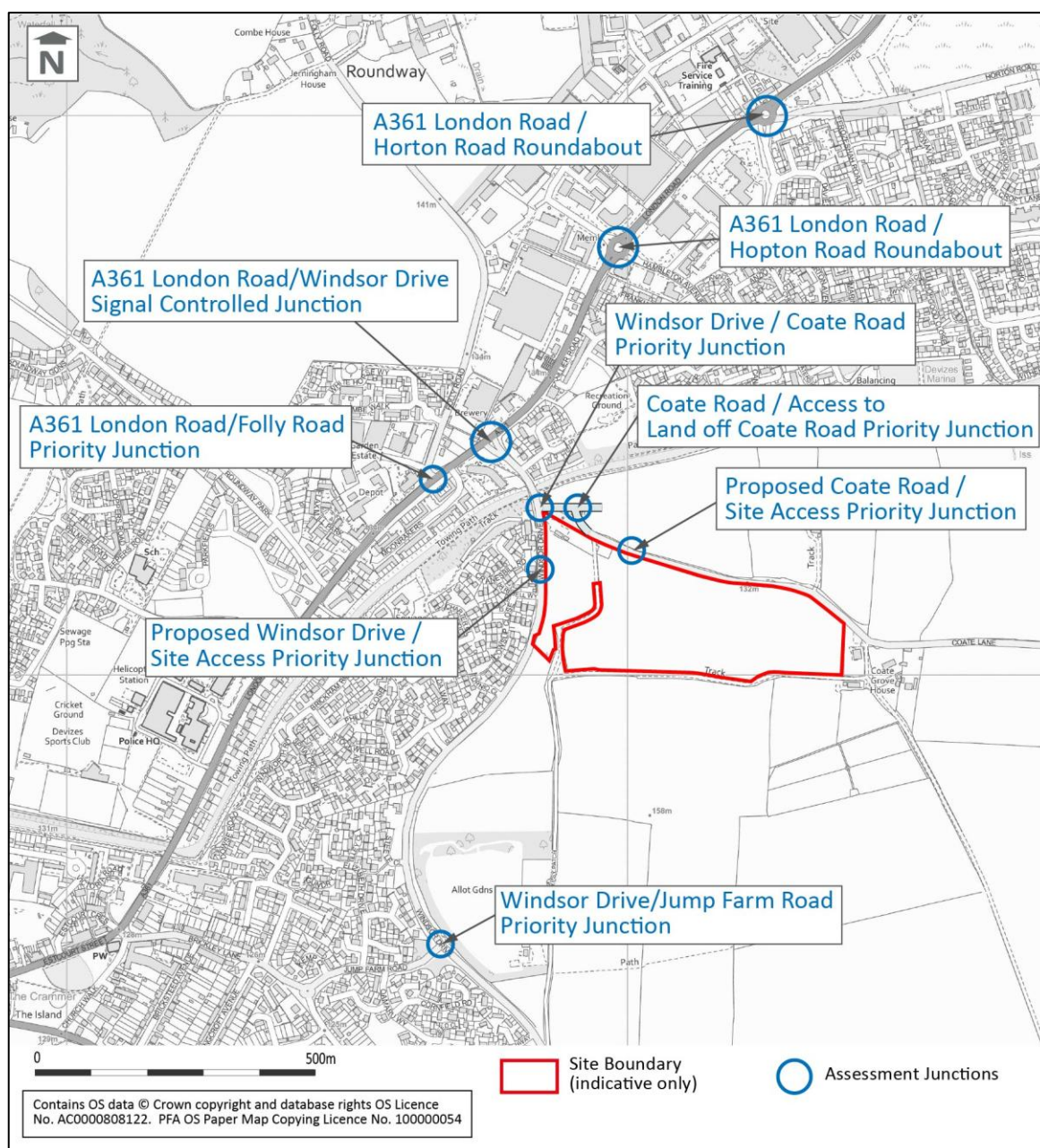


Figure 6.1: Assessment Junctions

1. Proposed Coate Road/Site Access Priority Junction

- 6.22. **Tables 6.7 & 6.8** set out the 'Junctions 10' results for the Proposed Coate Road/Site Access Junction in 2030 with the proposed development (Scenario 3) for both the weekday AM and PM peak hours respectively. The 'Junctions 10' output for this junction is included in **Appendix O**.

Table 6.7: Proposed Coate Road/Site Access Priority Junction Results (Scenario 3) – AM Peak Hour

Movement	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
Site Access to Coate Road	0.1	6.26	0.10
Coate Road (N) to Coate Road (S)/Site Access	0.0	5.59	0.04

Table 6.8: Proposed Coate Road/Site Access Priority Junction Results (Scenario 3) – PM Peak Hour

Movement	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
Site Access to Coate Road	0.0	5.89	0.04
Coate Road (N) to Coate Road (S)/Site Access	0.1	5.90	0.09

6.23. The results show that the Proposed Coate Road / Site Access Junction would operate within capacity in 2030 with the proposed development during both the weekday AM and PM peak hours.

6.24. Scenario 4 has not been assessed for this junction as no traffic from Land off Windsor Drive is anticipated to route along Coate Road.

2. Proposed Windsor Drive/Site Access Road Priority Junction

6.25. **Tables 6.9 & 6.10** set out the 'Junctions 10' results for the Proposed Windsor Drive/Site Access Junction in 2030 with the proposed development (Scenario 3) for both the weekday AM and PM peak hours respectively. The 'Junctions 10' output for this junction is included in **Appendix P**.

Table 6.9: Proposed Windsor Drive/Site Access Junction Results (Scenario 3) – AM Peak Hour

Movement	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
Site Access to Windsor Drive	0.0	10.00	0.03
Windsor Drive (S) to Windsor Drive (N)/Site Access	0.0	4.47	0.00

Table 6.10: Proposed Windsor Drive/Site Access Junction Results (Scenario 3) – PM Peak Hour

Movement	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
Site Access to Windsor Drive	0.0	0.00	0.00
Windsor Drive (S) to Windsor Drive (N)/Site Access	0.0	4.76	0.01

6.26. The results show that the Proposed Windsor Drive/Site Access Junction would operate within capacity in 2030 with the proposed development during both the weekday AM and PM peak hours.

6.27. **Tables 6.11 & 6.12** set out the 'Junctions 10' results for the Proposed Windsor Drive/Site Access Junction in 2030 with the proposed development and Land off Windsor Drive 'Sensitivity Test' (Scenario 4) for both the weekday AM and PM peak hours respectively.

Table 6.11: Proposed Windsor Drive/Site Access Junction Results (Scenario 4) – AM Peak Hour

Movement	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
Site Access to Windsor Drive	0.0	10.05	0.03
Windsor Drive (S) to Windsor Drive (N)/Site Access	0.0	4.45	0.00

Table 6.12: Proposed Windsor Drive/Site Access Junction Results (Scenario 4) – PM Peak Hour

Movement	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
Site Access to Windsor Drive	0.0	0.00	0.00
Windsor Drive (S) to Windsor Drive (N)/Site Access	0.0	4.76	0.01

- 6.28. The results show that the Proposed Windsor Drive/Site Access Junction would continue to operate within capacity during both the weekday AM and PM peak hours under Scenario 4.

3. Coate Road/Access to Land off Coate Road Junction

- 6.29. **Tables 6.13 & 6.14** set out the 'Junctions 10' results for the Coate Road/Access to Land off Coate Road Junction for 2030 'without' and 'with' development (Scenarios 2 & 3) during both the weekday AM and PM peak hours respectively. The 'Junctions 10' output for this junction is included in **Appendix Q**.

Table 6.13: Coate Road/Access to Land off Coate Road Junction Results (Scenarios 2 & 3) – AM Peak Hour

Movement	Max Queue (veh)		Max Delay (sec/veh)		Max RFC	
	Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev
Coate Road (S) to Land off Coate Road/Coate Road (N)	0.1	0.2	6.13	6.81	0.06	0.16
Coate Road (N) to Land off Coate Road/Coate Road (S)	0.1	0.1	6.20	6.49	0.05	0.09

Table 6.14: Coate Road/Access to Land off Coate Road Junction Results (Scenarios 2 & 3) – PM Peak Hour

Movement	Max Queue (veh)		Max Delay (sec/veh)		Max RFC	
	Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev
Coate Road (S) to Land off Coate Road/Coate Road (N)	0.1	0.1	5.65	5.87	0.05	0.09
Coate Road (N) to Land off Coate Road/Coate Road (S)	0.1	0.2	5.61	6.17	0.04	0.13

- 6.30. The results show that the Coate Road/Access to Land off Coate Road Junction would operate within capacity in 2030 in both the weekday AM and PM peak hours. The results also show that the traffic generated by the proposed development would not have any significant impact on the operation of the junction with respect to queuing or delay.
- 6.31. Scenario 4 has not been assessed for this junction as no traffic from Land off Windsor Drive is anticipated to route along Coate Road.

4. Windsor Drive/Coate Road Junction

- 6.32. **Tables 6.15 & 6.16** set out the 'Junctions 10' results for the revised Windsor Drive/Coate Road Junction, to be delivered by the Lane North of Coate Road development for 2030 'without' and 'with' development (Scenarios 2 & 3) during both the weekday AM and PM peak hours respectively. The 'Junctions 10' output for this junction is included in **Appendix R**.

Table 6.15: Windsor Drive/Coate Road Junction Results (Scenarios 2 & 3) – AM Peak Hour

Movement	Max Queue (veh)		Max Delay (sec/veh)		Max RFC	
	Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev
Coate Road to Windsor Drive (S)	0.1	0.1	7.62	8.77	0.05	0.09
Coate Road to Windsor Drive (N)	0.4	0.7	15.26	19.37	0.28	0.43
Windsor Drive (S) to Windsor Drive (N)/Coate Road	0.0	0.1	4.70	4.81	0.04	0.06

Table 6.16: Windsor Drive/Coate Road Junction Results (Scenarios 2 & 3) – PM Peak Hour

Movement	Max Queue (veh)		Max Delay (sec/veh)		Max RFC	
	Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev
Coate Road to Windsor Drive (S)	0.0	0.1	7.16	7.54	0.05	0.06
Coate Road to Windsor Drive (N)	0.1	0.2	11.89	13.14	0.12	0.18
Windsor Drive (S) to Windsor Drive (N)/Coate Road	0.1	0.2	5.14	5.30	0.05	0.09

- 6.33. The results show that the Windsor Drive/Coate Road Junction would operate within capacity in 2030 in both the weekday AM and PM peak hours. The results also show that the traffic generated by the proposed development would not have a significant impact on the operation of the junction with respect to queuing or delay.
- 6.34. **Tables 6.17 & 6.18** set out the 'Junctions 10' results for the Windsor Drive/Coate Road Junction in 2030 with the proposed development and Land off Windsor Drive 'Sensitivity Test' (Scenario 4) for both the weekday AM and PM peak hours respectively.

Table 6.17: Windsor Drive/Coate Road Junction Results (Scenario 4) – AM Peak Hour

Movement	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
Coate Road to Windsor Drive (S)	0.1	8.77	0.09
Coate Road to Windsor Drive (N)	0.7	19.37	0.43
Windsor Drive (S) to Windsor Drive (N)/Coate Road	0.1	4.81	0.06

Table 6.18: Windsor Drive/Coate Road Junction Results (Scenario 4) – PM Peak Hour

Movement	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
Coate Road to Windsor Drive (S)	0.1	7.58	0.06
Coate Road to Windsor Drive (N)	0.2	13.25	0.18
Windsor Drive (S) to Windsor Drive (N)/Coate Road	0.2	5.30	0.09

- 6.35. The results show that the Windsor Drive/Coate Road Junction would continue to operate within capacity during both the weekday AM and PM peak hours under Scenario 4.

5. Windsor Drive/Jump Farm Road Junction

- 6.36. **Tables 6.19 & 6.20** set out the 'Junctions 10' results for the Windsor Drive/Jump Farm Road Junction for 2025 (Scenario 1) for both the weekday AM and PM peak hours respectively. The 'Junctions 10' output for this junction is included in **Appendix S**.

Table 6.19: Windsor Drive/Jump Farm Road Junction Results (Scenario 1) – AM Peak Hour

Movement	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
Jump Farm Road to Windsor Drive (N)	0.3	7.37	0.20
Jump Farm Road to Windsor Drive (S)	0.1	9.91	0.07
Windsor Drive (N) to Windsor Drive (S)/Jump Farm Road	0.2	7.46	0.18

Table 6.20: Windsor Drive/Jump Farm Road Junction Results (Scenario 1) – PM Peak Hour

Movement	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
Jump Farm Road to Windsor Drive (N)	0.2	7.15	0.19
Jump Farm Road to Windsor Drive (S)	0.1	10.58	0.07
Windsor Drive (N) to Windsor Drive (S)/Jump Farm Road	0.4	8.06	0.28

- 6.37. The results show that the Windsor Drive/Jump Farm Road Junction operates within capacity in the 2025 Base Year during both the weekday AM and PM peak hours.
- 6.38. **Tables 6.21 & 6.22** set out the 'Junctions 10' results for the Windsor Drive/Jump Farm Road Junction for 2030 'without' and 'with' development (Scenarios 2 & 3) during both the weekday AM and PM peak hours respectively.

Table 6.21: Windsor Drive/Jump Farm Road Junction Results (Scenarios 2 & 3) – AM Peak Hour

Movement	Max Queue (veh)		Max Delay (sec/veh)		Max RFC	
	Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev
Jump Farm Road to Windsor Drive (N)	0.3	0.3	7.61	7.68	0.22	0.22
Jump Farm Road to Windsor Drive (S)	0.1	0.1	10.40	10.59	0.07	0.07
Windsor Drive (N) to Windsor Drive (S)/Jump Farm Road	0.3	0.3	7.76	7.89	0.21	0.22

Table 6.22: Windsor Drive/Jump Farm Road Junction Results (Scenarios 2 & 3) – PM Peak Hour

Movement	Max Queue (veh)		Max Delay (sec/veh)		Max RFC	
	Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev
Jump Farm Road to Windsor Drive (N)	0.3	0.3	7.38	7.50	0.21	0.22
Jump Farm Road to Windsor Drive (S)	0.1	0.1	11.06	11.25	0.07	0.07
Windsor Drive (N) to Windsor Drive (S)/Jump Farm Road	0.4	0.4	8.34	8.45	0.30	0.31

- 6.39. The results show that the Windsor Drive/Jump Farm Road Junction would operate within capacity in 2030 in both the weekday AM and PM peak hours. The results also show that the traffic generated by the proposed development would not have a significant impact on the operation of the junction with respect to queuing or delay.
- 6.40. **Tables 6.23 & 6.24** set out the 'Junctions 10' results for the Windsor Drive/Jump Farm Road Junction in 2030 with the proposed development and Land off Windsor Drive 'Sensitivity Test' (Scenario 4) for both the weekday AM and PM peak hours respectively.

Table 6.23: Windsor Drive/Jump Farm Road Junction Results (Scenario 4) – AM Peak Hour

Movement	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
Jump Farm Road to Windsor Drive (N)	0.3	7.71	0.23
Jump Farm Road to Windsor Drive (S)	0.1	10.69	0.07
Windsor Drive (N) to Windsor Drive (S)/Jump Farm Road	0.3	7.95	0.23

Table 6.24: Windsor Drive/Jump Farm Road Junction Results (Scenario 4) – PM Peak Hour

Movement	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
Jump Farm Road to Windsor Drive (N)	0.3	7.57	0.22
Jump Farm Road to Windsor Drive (S)	0.1	11.33	0.07
Windsor Drive (N) to Windsor Drive (S)/Jump Farm Road	0.5	8.49	0.31

- 6.41. The results show that the Windsor Drive/Jump Farm Road Junction would continue to operate within capacity during both the weekday AM and PM peak hours under Scenario 4.
- 6. A361 London Road/Windsor Drive Junction**
- 6.42. An approved LinSig model of the A361 London Road/Windsor Drive signalised junction was previously provided by WC. Following a review of the model, refinements have been made as follows to reflect as built drawings and on the ground operation:

- Modify the giveaway behaviour for right turners from the A361 London Road to Windsor Drive which were not giving way to southbound traffic on the A361 London Road in the model;
- Right turn indicative arrow phase and associated stage removed;
- Right turners in front of stopline changed to 3PCU, based on operational observations;

- Pedestrian crossing added to A361 (South) arm;
- Stages and phases revised to reflect Atkins drg: 5159038-ATK-HTS-DR-CH-1202 RevC2, reflecting observed operation; and
- Increase the lane lengths on the A361 London Road approaches based on on-site measurements.

- 6.43. The junction operation during the peak hours was reviewed from the videos of the traffic surveys to establish typical cycle times and frequency of the A361 (South) crossing and resultant 'crossing stage' being called.
- 6.44. Junction cycle times typically ranged as follows:
- AM Peak Hour - 40-90 seconds, majority around 60 seconds
 - PM Peak Hour – 40-80 seconds, majority between 50 and 60 seconds
- 6.45. There were occasional longer cycles when there was demand for the A361 (South) crossing, calling the crossing stage. The A361 (South) crossing was requested four times in the AM peak hour and six times in the PM peak hour. This equates to the crossing stage being called only once every 10 minutes or less.
- 6.46. It is therefore considered appropriate to model cycle times of 60 seconds in the AM peak hour and 55 seconds in the PM peak hour in LinSig as typical cycle times, without the crossing stage being called.
- 6.47. **Tables 6.25 & 6.26** set out the 'LinSig V3' results for the A361 London Road/Windsor Drive Junction for 2025 (Scenario 1) for both the weekday AM and PM peak hours respectively. The 'LinSig V3' output for this junction is included in **Appendix T**.

Table 6.25: A361 London Road/Windsor Drive Junction Results (Scenario 1) – AM Peak Hour

Arm	Mean Max Queue (PCU)	Average Delay (sec/PCU)	Deg Sat (%)
A361 London Road North	10.0	13.2	74.7
Windsor Drive	7.2	31.5	75.9
A361 London Road South	9.2	13.3	67.4

Table 6.26: A361 London Road/Windsor Drive Junction Results (Scenario 1) – PM Peak Hour

Arm	Mean Max Queue (PCU)	Average Delay (sec/PCU)	Deg Sat (%)
A361 London Road North	8.7	12.3	75.7
Windsor Drive	4.7	25.5	61.2
A361 London Road South	6.7	10.7	58.3

- 6.48. The results show that the A361 London Road/Windsor Drive Junction operated within capacity in the 2025 Base Year during both the weekday AM and PM peak hours.
- 6.49. **Tables 6.27 & 6.28** set out the 'LinSig V3' results for the A361 London Road/Windsor Drive Junction for 2030 'without' and 'with' development (Scenarios 2 & 3) during both the weekday AM and PM peak hours respectively.

Table 6.27: A361 London Road/Windsor Drive Junction Results (Scenarios 2 & 3) – AM Peak Hour

Arm	Mean Max Queue (PCU)		Average Delay (sec/PCU)		Deg Sat (%)	
	Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev
A361 London Road North	12.2	13.6	16.1	18.2	80.8	83.6
Windsor Drive	8.0	8.9	31.5	31.5	79.1	81.3
A361 London Road South	10.7	11.4	15.9	17.8	73.0	75.5

Table 6.28: A361 London Road/Windsor Drive Junction Results (Scenarios 2 & 3) – PM Peak Hour

Arm	Mean Max Queue (PCU)		Average Delay (sec/PCU)		Deg Sat (%)	
	Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev
A361 London Road North	10.3	10.9	13.9	14.4	80.9	82.2
Windsor Drive	5.3	5.7	26.8	27.6	66.8	69.7
A361 London Road South	7.3	7.5	12.0	12.6	62.3	63.4

- 6.50. The results show that the A361 London Road/Windsor Drive Junction would operate within capacity in 2030 in both the weekday AM and PM peak hours. The results also show that the traffic generated by the proposed development would not have any significant impact on the operation of the junction with respect to queuing or delay with only minor increases in delay, that would not be discernable to drivers.
- 6.51. **Tables 6.29 & 6.30** set out the ‘LinSig V3’ results for the A361 London Road/Windsor Drive Junction in 2030 with the proposed development and Land off Windsor Drive ‘Sensitivity Test’ (Scenario 4) for both the weekday AM and PM peak hours respectively.

Table 6.29: London Road/Windsor Drive Junction Results (Scenario 4) – AM Peak Hour

Movement	Mean Max Queue (PCU)	Average Delay (sec/PCU)	Deg Sat (%)
A361 London Road North	13.6	18.3	83.7
Windsor Drive	9.0	32.2	82.3
A361 London Road South	11.4	17.8	75.6

Table 6.30: London Road/Windsor Drive Junction Results (Scenario 4) – PM Peak Hour

Movement	Mean Max Queue (PCU)	Average Delay (sec/PCU)	Deg Sat (%)
A361 London Road North	10.9	14.5	82.4
Windsor Drive	5.7	27.7	69.9
A361 London Road South	7.5	12.8	63.5

- 6.52. The results show that the A361 London Road/Windsor Drive Junction would continue to operate within capacity during both the weekday AM and PM peak hours under Scenario 4.

7. A361 London Road/Folly Road Junction

- 6.53. **Tables 6.31 & 6.32** set out the 'Junctions 10' results for the A361 London Road/Folly Road Junction for 2025 (Scenario 1) for both the weekday AM and PM peak hours respectively. The 'Junctions 10' output for this junction is included in **Appendix U**.

Table 6.31: A361 London Road/Folly Road Junction Results (Scenario 1) – AM Peak Hour

Movement	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
Folly Road to London Road (N)	0.4	11.47	0.29
Folly Road to London Road (S)	0.5	28.34	0.32
London Road (N) to London Road (S)/Folly Road	1.1	5.50	0.31

Table 6.32: A361 London Road/Folly Road Junction Results (Scenario 1) – PM Peak Hour

Movement	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
Folly Road to London Road (N)	0.2	8.43	0.16
Folly Road to London Road (S)	0.2	19.61	0.19
London Road (N) to London Road (S)/Folly Road	1.2	5.93	0.36

- 6.54. The results show that the A361 London Road/Folly Road Junction operates within capacity in the 2025 Base Year during both the weekday AM and PM peak hours.
- 6.55. **Tables 6.33 & 6.34** set out the 'Junctions 10' results for the A361 London Road/Folly Road Junction for 2030 'without' and 'with' development (Scenarios 2 & 3) during both the weekday AM and PM peak hours respectively.

Table 6.33: A361 London Road/Folly Road Junction Results (Scenarios 2 & 3) – AM Peak Hour

Movement	Max Queue (veh)		Max Delay (sec/veh)		Max RFC	
	Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev
Folly Road to London Road (N)	0.5	0.5	12.74	12.96	0.33	0.33
Folly Road to London Road (S)	0.6	0.6	34.77	36.35	0.38	0.39
London Road (N) to London Road (S)/Folly Road	1.4	1.5	5.66	5.67	0.36	0.37

Table 6.34: A361 London Road/Folly Road Junction Results (Scenarios 2 & 3) – PM Peak Hour

Movement	Max Queue (veh)		Max Delay (sec/veh)		Max RFC	
	Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev
Folly Road to London Road (N)	0.2	0.2	8.89	9.01	0.17	0.18
Folly Road to London Road (S)	0.3	0.3	22.36	23.17	0.22	0.23
London Road (N) to London Road (S)/Folly Road	1.5	1.6	6.21	6.27	0.41	0.42

- 6.56. The results show that the A361 London Road/Folly Road Junction would operate within capacity in 2030 in both the weekday AM and PM peak hours. The results also show that the traffic generated

by the proposed development would not have a significant impact on the operation of the junction with respect to queuing or delay.

- 6.57. In response to the Land off Coate Road planning application, WC requested a sensitivity test be carried out at the A361 London Road / Folly Road junction to establish the likely impacts of the proposed development traffic on right turning traffic into Folly Road, which at peak times results in queues back towards the Windsor Drive traffic signals. PFA Consulting examined the operation of the junction and found that the proposed development on Land off Coate Road, would not have any material impact on the extent of queuing on the A361 at the Folly Road junction caused by right turning traffic, and would not have a detrimental impact on the operation of the A361 / Windsor Drive traffic signals at peak times. There is a distance of circa 90m between Folly Road and exit of the A361 London Road/Windsor Drive signalised junction, equating to 15 vehicles. Observed and modelled traffic queues within the latest modelling in this Transport Assessment were found to be less than this and therefore it can be concluded that the current development proposal would also not have a detrimental impact.
- 6.58. **Tables 6.35 & 6.36** set out the 'Junctions 10' results for the A361 London Road/Folly Road Junction in 2030 with the proposed development and Land off Windsor Drive 'Sensitivity Test' (Scenario 4) during both the weekday AM and PM peak hours respectively.

Table 6.35: A361 London Road/Folly Road Junction Results (Scenario 1) – AM Peak Hour

Movement	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
Folly Road to London Road (N)	0.5	13.00	0.33
Folly Road to London Road (S)	0.6	36.60	0.39
London Road (N) to London Road (S)/Folly Road	1.5	5.67	0.37

Table 6.36: A361 London Road/Folly Road Junction Results (Scenario 1) – PM Peak Hour

Movement	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
Folly Road to London Road (N)	0.2	9.04	0.18
Folly Road to London Road (S)	0.3	23.32	0.23
London Road (N) to London Road (S)/Folly Road	1.6	6.28	0.42

- 6.59. The results show that the A361 London Road/Folly Road Junction would continue to operate within capacity during both the weekday AM and PM peak hours under Scenario 4.

8. A361 London Road/Hopton Road Roundabout

- 6.60. As set out in Section 1, the S106 for Land off Coate Road secured £170,000 towards capacity improvements to this roundabout. The S106 does not specify a scheme and works have not yet been undertaken. The existing layout of the junction has therefore been assessed.
- 6.61. **Tables 6.37 & 6.38** set out the 'Junctions 10' results for the A361 London Road/Hopton Road Roundabout for 2025 (Scenario 1) for both the weekday AM and PM peak hours respectively. The 'Junctions 10' output for this junction is included in **Appendix V**.

Table 6.37: A361 London Road/Hopton Road Roundabout Results (Scenario 1) – AM Peak Hour

Arm	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
A361 London Road (N)	1.0	5.88	0.51
Hambleton Avenue	0.3	4.89	0.25
A361 London Road (S)	1.8	5.96	0.65
Hopton Road	0.4	5.74	0.31

Table 6.38: A361 London Road/Hopton Road Roundabout Results (Scenario 1) – PM Peak Hour

Arm	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
A361 London Road (N)	1.1	6.12	0.53
Hambleton Avenue	0.5	5.56	0.33
A361 London Road (S)	1.2	4.60	0.55
Hopton Road	0.5	5.54	0.34

- 6.62. The results show that the A361 London Road/Hopton Road Roundabout operates within capacity in the 2025 Base Year during both the weekday AM and PM peak hours.
- 6.63. **Tables 6.39 & 6.40** set out the 'Junctions 10' results for the A361 London Road/Hopton Road Roundabout for 2024 'without' and 'with' development (Scenarios 3 & 4) during both the weekday AM and PM peak hours respectively.

Table 6.39: A361 London Road/Hopton Road Roundabout Results (Scenarios 2 & 3) – AM Peak Hour

Arm	Max Queue (veh)		Max Delay (sec/veh)		Max RFC	
	Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev
A361 London Road (N)	1.2	1.3	6.27	6.40	0.55	0.56
Hambleton Avenue	0.4	0.4	5.21	5.28	0.26	0.27
A361 London Road (S)	2.4	2.6	7.11	7.60	0.71	0.73
Hopton Road	0.5	0.5	6.33	6.55	0.34	0.35

Table 6.40: A361 London Road/Hopton Road Roundabout Results (Scenarios 2 & 3) – PM Peak Hour

Arm	Max Queue (veh)		Max Delay (sec/veh)		Max RFC	
	Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev
A361 London Road (N)	1.4	1.5	7.06	7.50	0.59	0.61
Hambleton Avenue	0.6	0.6	6.22	6.43	0.37	0.38
A361 London Road (S)	1.4	1.5	4.96	5.05	0.59	0.59
Hopton Road	0.6	0.6	6.07	6.18	0.38	0.39

- 6.64. The results show that the A361 London Road/Hopton Road Roundabout would operate within capacity in 2030 in both the weekday AM and PM peak hours. The results also show that the traffic generated by the proposed development would not have any significant impact on the operation of the junction with respect to queuing or delay.

- 6.65. **Tables 6.41 & 6.42** set out the 'Junctions 10' results for the A361 London Road/Hopton Road Roundabout in 2030 with the proposed development and Land off Windsor Drive 'Sensitivity Test' (Scenario 4) for both the weekday AM and PM peak hours respectively.

Table 6.41: A361 London Road/Hopton Road Roundabout Results (Scenario 4) – AM Peak Hour

Arm	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
A361 London Road (N)	1.3	6.42	0.56
Hambleton Avenue	0.4	5.29	0.27
A361 London Road (S)	2.7	7.71	0.73
Hopton Road	0.5	6.59	0.35

Table 6.42: A361 London Road/Hopton Road Roundabout Results (Scenario 4) – PM Peak Hour

Arm	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
A361 London Road (N)	1.6	7.57	0.61
Hambleton Avenue	0.6	6.47	0.38
A361 London Road (S)	1.2	5.07	0.60
Hopton Road	0.5	6.20	0.39

- 6.66. The results show that the A361 London Road/Hopton Road Roundabout would continue to operate within capacity during both the weekday AM and PM peak hours under Scenario 4.

8a. A361 London Road/Hopton Road Roundabout – Sensitivity Test

- 6.67. However, it is known that there are concerns with traffic queuing on the southbound approach to the A361 London Road/Hopton Road Roundabout during the peaks; this has not been reflected by the Junctions 10 results.
- 6.68. Both the A361 London Road north and south arms of the roundabout have two lane entries. From an inspection of the turning movements at the junction in the spreadsheet traffic model only around 4% of southbound traffic turns right into Hopton Road during the AM peak hour and around 1% during the PM peak hour. This means that most of the traffic is in one lane - the nearside lane. The Junctions 10 model assumes that all the available carriageway width can be used by all approaching traffic, thus not reflecting the unequal lane usage. Sensitivity testing has therefore been undertaken as set out below, consistent with that previously undertaken as part of the Transport Assessment for the Land off Coate Road development.
- 6.69. For the purpose of the sensitivity test, the geometry of the A361 London Road North arm has been modified in the model to simulate a single lane approach with the entry width reduced to replicate the approach road half width.
- 6.70. **Table 6.43 & 6.44** sets out the 'Junctions 10' results for the A361 London Road/Hopton Road Roundabout sensitivity test for 2025 (Scenario 1) for both the weekday AM and PM peak hours respectively. The 'Junctions 10' output for the sensitivity test of this junction is included in **Appendix V**.

Table 6.43: A361 London Road/Hopton Road Roundabout Results (Scenario 1) – Sensitivity Test – AM Peak Hour

Arm	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
A361 London Road (N)	4.0	22.55	0.81
Hambleton Avenue	0.3	4.89	0.24
A361 London Road (S)	1.8	5.96	0.65
Hopton Road	0.4	5.74	0.31

Table 6.44: A361 London Road/Hopton Road Roundabout Results (Scenario 1) – Sensitivity Test – PM Peak Hour

Arm	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
A361 London Road (N)	5.4	30.71	0.86
Hambleton Avenue	0.5	5.55	0.33
A361 London Road (S)	1.2	4.60	0.55
Hopton Road	0.5	5.54	0.34

- 6.71. The results show that the A361 London Road North arm of the A361 London Road/Hopton Road Roundabout operates within capacity in the AM and PM peak hours with queues of 4 and 5 vehicles in the AM and PM peaks respectively, although it can be seen the A361 London Road North arm is approaching capacity with some queuing and delay.
- 6.72. **Tables 6.45 & 6.46** set out the 'Junctions 10' results for the A361 London Road/Hopton Road Roundabout sensitivity test for 2030 'without' and 'with' development (Scenarios 2 & 3) during both the weekday AM and PM peak hours respectively.

Table 6.45: A361 London Road/Hopton Road Roundabout Results (Scenarios 2 & 3) - Sensitivity Test – AM Peak Hour

Arm	Max Queue (veh)		Max Delay (sec/veh)		Max RFC	
	Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev
A361 London Road (N)	6.3	7.0	33.80	37.24	0.88	0.89
Hambleton Avenue	0.4	0.4	5.20	5.26	0.26	0.27
A361 London Road (S)	2.4	2.6	7.11	7.60	0.71	0.73
Hopton Road	0.5	0.5	6.33	6.55	0.34	0.35

Table 6.46: A361 London Road/Hopton Road Roundabout Results (Scenarios 2 & 3) – Sensitivity Test – PM Peak Hour

Arm	Max Queue (veh)		Max Delay (sec/veh)		Max RFC	
	Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev
A361 London Road (N)	11.8	17.4	61.99	85.12	0.95	0.99
Hambleton Avenue	0.6	0.6	6.16	6.31	0.37	0.38
A361 London Road (S)	1.4	1.5	4.96	5.05	0.59	0.59
Hopton Road	0.6	0.6	6.07	6.18	0.38	0.39

- 6.73. The results show that the A361 London Road North arm of the A361 London Road/Hopton Road Roundabout would operate close to capacity in 2030 in both the weekday AM and PM peak hours with maximum delays of around 85 seconds per vehicle in the PM peak hour. The results also show that the proposed development would result in a small increase in queuing and delay at the junction, albeit the impact is not considered severe and funding towards works to the junction to improve capacity have already been secured as set out above. Therefore, no further mitigation is considered necessary in connection with the current proposal.
- 6.74. **Tables 6.47 & 6.48** set out the 'Junctions 10' results for the A361 London Road/Hopton Road Roundabout sensitivity test in 2030 with the proposed development and Land off Windsor Drive 'Sensitivity Test' (Scenario 4) for both the weekday AM and PM peak hours respectively.

Table 6.47: A361 London Road/Hopton Road Roundabout Results (Scenario 4) – Sensitivity Test – AM Peak Hour

Arm	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
A361 London Road (N)	7.1	37.95	0.89
Hambleton Avenue	0.4	5.27	0.27
A361 London Road (S)	2.7	7.71	0.73
Hopton Road	0.5	6.59	0.35

Table 6.48: A361 London Road/Hopton Road Roundabout Results (Scenario 4) – Sensitivity Test – PM Peak Hour

Arm	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
A361 London Road (N)	18.5	89.26	1.00
Hambleton Avenue	0.6	6.33	0.37
A361 London Road (S)	1.5	5.07	0.60
Hopton Road	0.6	6.20	0.39

- 6.75. The above results for Scenario 4 are similar to Scenario 3 during both the weekday AM and PM peak hours.

9. A361 London Road/Horton Road Roundabout

- 6.76. **Tables 6.49 & 6.50** set out the 'Junctions 10' results for the A361 London Road/Horton Road Roundabout for 2025 (Scenario 1) for both the weekday AM and PM peak hours respectively. The 'Junctions 10' output for this junction is included in **Appendix W**.

Table 6.49: A361 London Road/Horton Road Roundabout Results (Scenario 1) – AM Peak Hour

Arm	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
A361 NE	0.6	4.27	0.36
Horton Road	0.3	4.90	0.25
Horton Avenue	0.1	3.28	0.08
A361 SW	1.1	5.12	0.53
Private Road	0.0	0.00	0.00

Table 6.50: A361 London Road/Horton Road Roundabout Results (Scenario 1) – PM Peak Hour

Arm	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
A361 NE	0.7	4.93	0.43
Horton Road	0.3	4.78	0.21
Horton Avenue	0.0	2.95	0.04
A361 SW	1.0	4.55	0.50
Private Road	0.0	0.00	0.00

- 6.77. The results show that the A361 London Road/Horton Road Roundabout operated within capacity in the 2025 Base Year during both the weekday AM and PM peak hours.
- 6.78. **Tables 6.51 & 6.52** set out the 'Junctions 10' results for the A361 London Road/Horton Road Roundabout for 2030 'without' and 'with' development (Scenarios 2 & 3) during both the weekday AM and PM peak hours respectively.

Table 6.51: A361 London Road/Horton Road Roundabout Results (Scenarios 2 & 3) – AM Peak Hour

Arm	Max Queue (veh)		Max Delay (sec/veh)		Max RFC	
	Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev
A361 NE	0.6	0.7	4.53	4.61	0.39	0.40
Horton Road	0.4	0.4	5.15	5.21	0.27	0.27
Horton Avenue	0.1	0.1	3.38	3.41	0.09	0.09
A361 SW	1.4	1.5	5.72	6.00	0.58	0.60
Private Road	0.0	0.0	0.00	0.00	0.00	0.00

Table 6.52: A361 London Road/Horton Road Roundabout Results (Scenarios 2 & 3) – PM Peak Hour

Arm	Max Queue (veh)		Max Delay (sec/veh)		Max RFC	
	Without Dev	With Dev	Without Dev	With Dev	Without Dev	With Dev
A361 NE	0.9	0.9	5.02	5.16	0.47	0.48
Horton Road	0.3	0.3	5.09	5.22	0.23	0.24
Horton Avenue	0.1	0.1	3.06	3.10	0.05	0.05
A361 SW	1.1	1.2	4.83	4.91	0.53	0.54
Private Road	0.0	0.0	0.00	0.00	0.00	0.00

- 6.79. The results show that the A361 London Road/Horton Road Roundabout would operate within capacity in 2030 in both the weekday AM and PM peak hours. The results also show that the traffic generated by the proposed development would not have a significant impact on the operation of the junction with respect to queuing or delay.
- 6.80. **Tables 6.53 & 6.54** set out the 'Junctions 10' results for the A361 London Road/Horton Road Roundabout in 2030 with the proposed development and Land off Windsor Drive 'Sensitivity Test' (Scenario 4) for both the weekday AM and PM peak hours respectively.

Table 6.53: A361 London Road/Horton Road Roundabout Results (Scenario 4) – AM Peak Hour

Arm	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
A361 NE	0.7	4.62	0.40
Horton Road	0.4	5.23	0.27
Horton Avenue	0.1	3.41	0.09
A361 SW	1.5	6.06	0.60
Private Road	0.0	0.00	0.00

Table 6.54: A361 London Road/Horton Road Roundabout Results (Scenario 4) – PM Peak Hour

Arm	Max Queue (veh)	Max Delay (sec/veh)	Max RFC
A361 NE	0.9	5.19	0.48
Horton Road	0.3	5.24	0.24
Horton Avenue	0.1	3.11	0.05
A361 SW	1.2	4.92	0.54
Private Road	0.0	0.00	0.00

- 6.81. The results show that the A361 London Road/Horton Road Roundabout would continue to operate within capacity during both the weekday AM and PM peak hours under Scenario 4.

Summary

- 6.82. Overall, the junction capacity analysis has shown that the proposed development would not have a material impact on the operation of the local highway network, with no significant increases in queueing or delay in either the weekday AM or PM peak hours in the 2030 assessment year.

7. DEVELOPMENT CONSTRUCTION

Construction Traffic

- 7.1. Construction of the proposed development will give rise to deliveries of materials and products that will be transported by heavy goods vehicles (HGVs).
- 7.2. Construction traffic is temporary and will have a relatively short-term effect on existing roads within the adjacent highway network.
- 7.3. Although the proposed development will involve works on a large scale, the level of HGV traffic delivering to the site will be significantly less than the traffic generation of the completed development.
- 7.4. In addition, there will be construction employees on site, the number varying according to construction activity. Many construction companies transport their employees in work buses, particularly for a development of this scale, and the predicted employee vehicle generation will not exceed the peak hour trips predicted to be associated with the completed development.

Construction Plant

- 7.5. In addition to vehicle deliveries, construction plant will be operating on-site during the construction phases. Such construction plant will give rise to environmental effects such as increased noise, vibration, dust and air pollution.
- 7.6. Mitigation of the effects of construction plant would be achieved through controls imposed by planning conditions, health and safety requirements and good construction site practices.

Construction Traffic Management Plan

- 7.7. The mitigation measures to address the transport impacts associated with the construction of the proposed development will be co-ordinated and implemented by means of a Construction Traffic Management Plan which can be secured by a planning condition. This will likely include an HGV routing agreement which will seek to minimise the traffic effects of HGVs during the construction phases of development, and an agreement to avoid deliveries by HGVs during peak times.

8. MITIGATION MEASURES

- 8.1. In order to reduce the travel demands and impacts of the proposed development and to ensure that, in travel terms, it is sustainable, a number of mitigation measures are proposed.

Mitigation by Design

- 8.2. The new site access junctions will be designed in accordance with the Design Manual for Roads and Bridges, Manual for Streets, and local authority design guidance, as appropriate, to ensure that the site access arrangements will be safe and suitable.
- 8.3. Pedestrian and cyclist access would be provided by way of a footway on the south side of the Windsor Drive access and a footway/cycleway on the north side that would connect with the footway/cycleway to be constructed as part of the Land off Coate Road access. A footway on the east side of the Coate Road access is proposed together with a footway/cycleway that would connect with the footway/cycleway to be constructed on the south side of Coate Road as part of the Land off Coate Road access.
- 8.4. A new informal pedestrian/cyclist crossing across Coate Road would be constructed approximately 190m to the east of the proposed vehicular access from Coate Road to provide a connection into Land off Coate Road and the canal towpath to the north. Direct links into the Byway along Gypsy Patch that routes to Brickley Lane and Nursteed Community Primary School to the south would be provided from within the proposed development.
- 8.5. The internal site layout will be designed in a manner which facilitates walking and cycling, providing linkages to existing and future routes to allow good access for sustainable modes of transport including onto the canal towpath and London Road to the north and Windsor Driver to the west.

Additional Mitigation

Construction

- 8.6. Mitigation measures will be implemented during construction in the form of controls imposed by planning conditions, health and safety legislation requirements and good construction site practices. Managing the construction effects will also form part of the Construction Management Plan or similar document. The management control mitigation measures will be intended to protect the environment, amenity and safety of local residents, businesses, the general public and the surroundings in the vicinity of the proposed development.
- 8.7. As part of a Construction Management Plan or similar, a construction vehicle routing regime for access to the construction site will be identified and agreed with the local highway authority to ensure that drivers of construction related vehicles do not use inappropriate routes. The regime will aim to ensure that construction vehicles use higher category roads wherever possible.

Operation

- 8.8. To ensure that the proposed development is planning policy compliant, measures to encourage walking, cycling and use of public transport, to mitigate the additional travel demands of the proposed development, and to improve the surrounding transport infrastructure as appropriate will be the subject of discussion with the Local Highway Authority and could include:
- Additional funding towards widening of the existing footway on the west side of Windsor Drive to create a footway/cycleway;
 - Potential upgrade to the informal crossing across Windsor Drive to the south of Coate Road, to be constructed as part of the site access arrangements of Land off Coate Road, to a Toucan crossing subject to discussion with Wiltshire Council; and

- Funding towards the installation of tactile paving at locations on key routes, if appropriate, in consultation with WC.

8.9. The above improvements would be beneficial to residents of the proposed development and existing pedestrians and cyclists using these routes.

8.10. Additional mitigation during operation will also include implementation of a Residential Travel Plan to encourage travel by sustainable modes.

Summary

8.11. The above measures would be secured either by planning condition or by funding/contribution under the provisions of a Section 106 Agreement and/or Community Infrastructure Levy.

9. CONCLUSIONS

- 9.1. This Transport Assessment (TA) has been prepared by PFA Consulting on behalf of Robert Hitchins Limited (RHL) in support of a planning application for a residential development for up to 175 dwellings on land South of Coate Road, Devizes in Wiltshire. The application is in outline with all matters reserved.
- 9.2. The proposed development has been assessed in accordance with the requirements of the National Planning Policy Framework (NPPF). The assessment has been carried out based on Planning Practice Guidance to the NPPF and a scoping study undertaken in consultation with Wiltshire Council (WC), in its role as the local highway authority. A Residential Travel Plan has been prepared in conjunction with the TA with the aim of encouraging more sustainable travel choices.
- 9.3. The site has a planning history having been part of a larger site that was the subject of two planning applications in 2013 and 2014 for a residential development of up to 350 dwellings. Whilst one of the planning applications was refused permission having been the subject of an appeal that was recovered for the Secretary of State's determination and the other withdrawn, the highway officer was satisfied and raised no highways objection to the previous proposals.
- 9.4. Whilst the Secretary of State refused planning permission, in making his decision, he acknowledged that the case was finely balanced and that the proposal would represent a sustainable form of development.
- 9.5. Land off Coate Road (a parcel of land to the north of Coate Road), that had been co-joined with the site in former planning applications, was granted planning permission for up to 200 dwellings and a local centre following a standalone application, allowed at appeal in May 2023. Reserved matters planning applications pursuant to the outline consent have been submitted and approved.
- 9.6. Development on Land off Coate Road will deliver enhanced access to the canal towpath and the following relevant Transport related planning obligations:
- £170,000 towards the improvement of the A361 London Road / Hopton Road roundabout
 - £152,000 towards an improved local walking and cycling route along Windsor Drive
 - £5,000 towards improved signage for pedestrians and cyclists in the area around the site
 - £500,000 towards funding works to the canal towpath adjacent to the site to provide and/or improve accessibility for pedestrians and cyclists
- 9.7. The TA prepared in support of this planning application has shown that the application site is well located to existing local facilities, including bus stops, which, together with the proposed connections to existing and proposed pedestrian and cycle infrastructure, would ensure future residents would have opportunities to travel by sustainable transport modes.
- 9.8. Site access arrangements from Windsor Drive and Coate Road can be achieved in accordance with Design Manual for Roads and Bridges, Manual for Streets, and local authority design guidance, as appropriate, to ensure that it is safe and suitable for all users.
- 9.9. To assess the traffic impact of the proposed development on the operation of the surrounding highway network, a spreadsheet model was developed for the weekday AM and PM peak hours, using traffic counts undertaken at key junctions in 2025 which provided the basis for future year forecasts allowing for committed development and traffic growth up to 2030, and detailed capacity analysis was undertaken. This detailed assessment has shown that for all of the key junctions assessed, the proposed development would not have a material impact on the operation of the

local highway network, with no significant increases in queueing or delay in either the AM or PM peak hours in the 2030 assessment year.

- 9.10. The TA has comprehensively analysed the transport impacts of the proposed development on Land South of Coate Road, Devizes. It provides details of proposed mitigation and enhancement measures during the construction and operation phases of the development.
- 9.11. During the construction phase of the proposed development, potential transport impacts would be managed through a construction management plan or similar document, the measures of which would be intended to protect the environment, amenity and safety of local residents, businesses, the general public and the surroundings in the vicinity of the proposed development. As part of the management plan, a construction vehicle routing regime for access to the construction site would be identified and agreed with the local highway authority. This would ensure that drivers of construction related vehicles do not use inappropriate routes, avoid residential areas and use higher category roads wherever possible.
- 9.12. During the operation phase, the proposed development would give rise to an increase in travel demand by all main modes of travel. To accommodate this additional demand and to improve access by walking, cycling and public transport to encourage increased travel by more sustainable modes of travel, a range of mitigation / enhancement measures have been identified, including:
- Design of the new site access arrangements in accordance with design standards to ensure that they are safe and suitable for all users;
 - Design of the internal site layout to facilitate walking and cycling, providing linkages to existing routes and public rights of way;
 - Construction of footways and footway/cycleways to either side of the site accesses to connect into existing and proposed facilities on Windsor Drive and Coate Road;
 - Potential upgrade to the informal crossing across Windsor Drive to the south of Coate Road, to be constructed as part of the site access arrangements of Land off Coate Road, to a Toucan crossing subject to discussion with Wiltshire Council;
 - Provide a crossing across Coate Road to connect into Land off Coate Road and the canal towpath to the north, which is to be enhanced with funding from the Land off Coate Road development;
 - Make a financial contribution (level to be agreed) towards improvements to pedestrian and cycle routes to key facilities, in consultation with WC, having regard to the scale of development in accordance with paragraph 58 of the NPPF; and
 - Implement a Residential Travel Plan to provide a framework to promote sustainable travel patterns and encourage travel by sustainable modes.
- 9.13. It is considered that with the implementation of the above mitigation/enhancement measures, which would be secured by either planning condition or funding/contributions under CIL and/or the provision of a S106 Agreement, the additional travel demand from the proposed development would be adequately accommodated on the surrounding transport network.
- 9.14. Overall, the TA has addressed the transport impacts of the proposed development on Land South of Coate Road, Devizes. It has demonstrated that opportunities for sustainable transport modes have been taken up, safe and suitable access can be achieved, and improvements can be undertaken within the transport network that cost effectively limits any impacts of the development in accordance with the NPPF and local planning policy. With mitigation, the additional traffic from the proposed development would not have a 'severe' impact on the operation of the surrounding local highway network in the context of paragraph 116 of the NPPF.



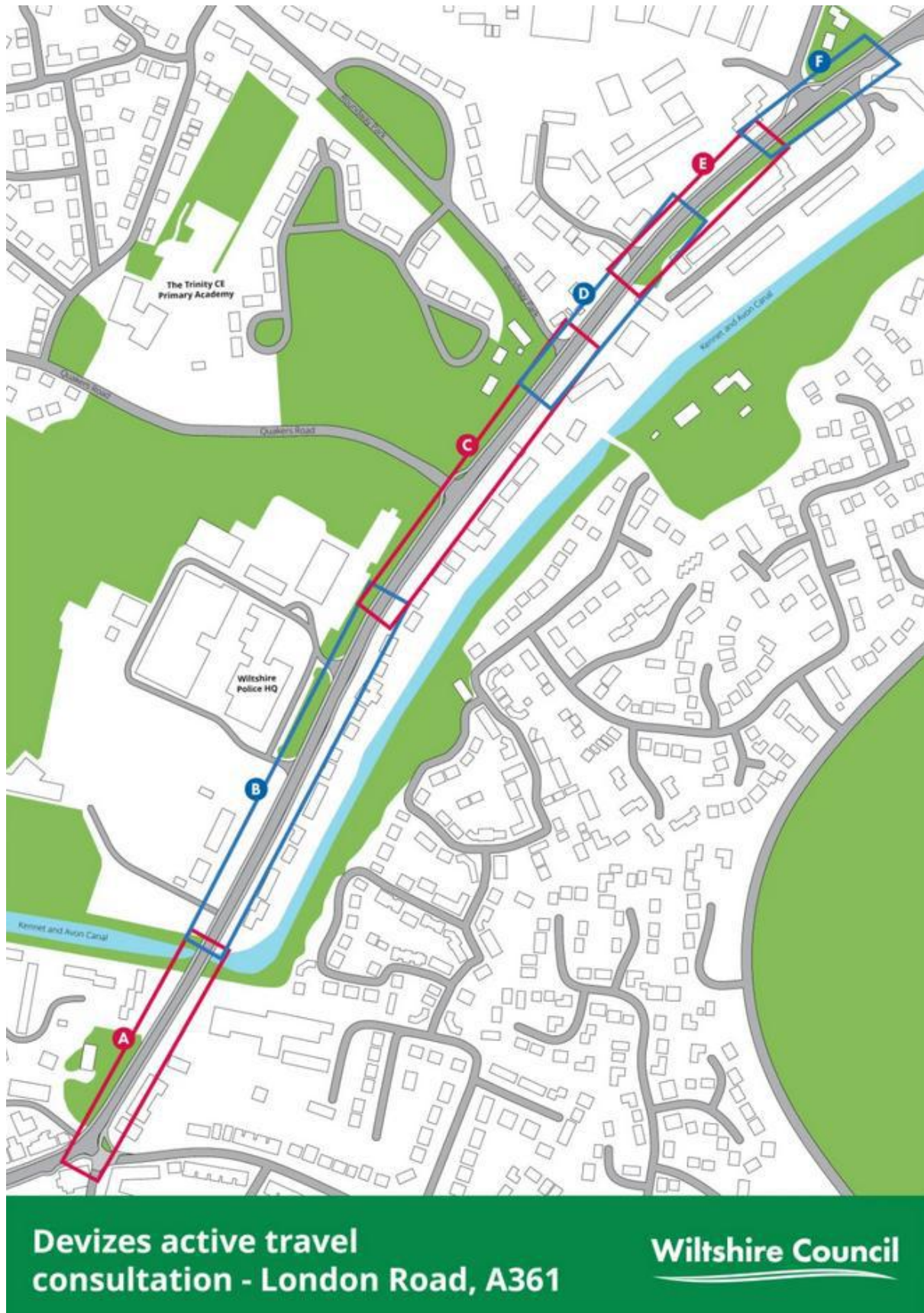
KEY

- PROPOSED VEHICULAR ACCESS INTO THE SITE
- PROPOSED RESIDENTIAL
- MAIN ROAD WITH GREEN VERGE AND STREET TREE PLANTING
- SECONDARY ROAD/ TERTIARY ROAD
- PRIVATE DIRVEWAY
- PROPOSED WOODLAND PLANTING
- PROPOSED CYCLE/FOOTWAY ROUTE
- EXISTING PROW
- PROPOSED PLAY AREA
- PROPOSED ATTENUATION
- KEY BUILDING
- POTENTIAL PEDESTRIAN/ CYCLE LINK
- RISING MAIN WITH 3M EASEMENT
- PUMPING STATION WITH HEDGEROW SCREEN
- PROPOSED SWALE



Site Name: LAND SOUTH OF COATE LANE, DEVIZES	Drawing Number: 382.UD.11	Revision: K	 Robert Hitchens The Complete Development Solution The Manor, Boddington, Cheltenham, Gloucestershire, GL51 0TJ Tel: 01242 480914 www.robert-hitchens.co.uk
Drawing Title: INDICATIVE MASTERPLAN	Drawn By: LD	Checked By: GRJ	Date: 05/09/2025
			Scale: 1:1250 @ A2

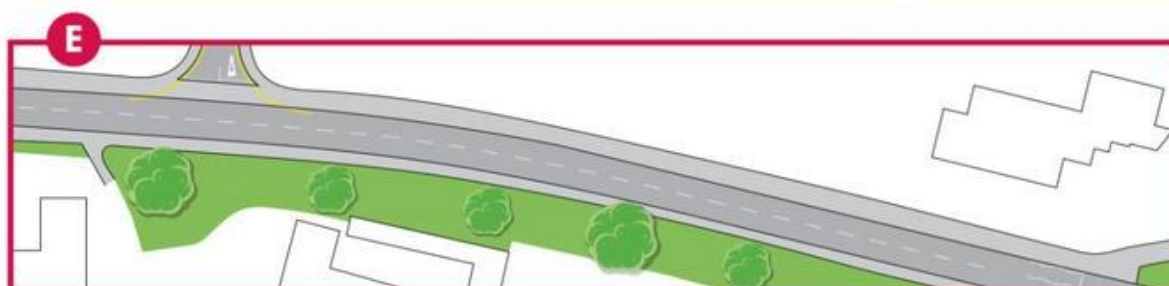
Consultation plans showing Wiltshire LCWIP London Road Devizes: Active Travel Proposal

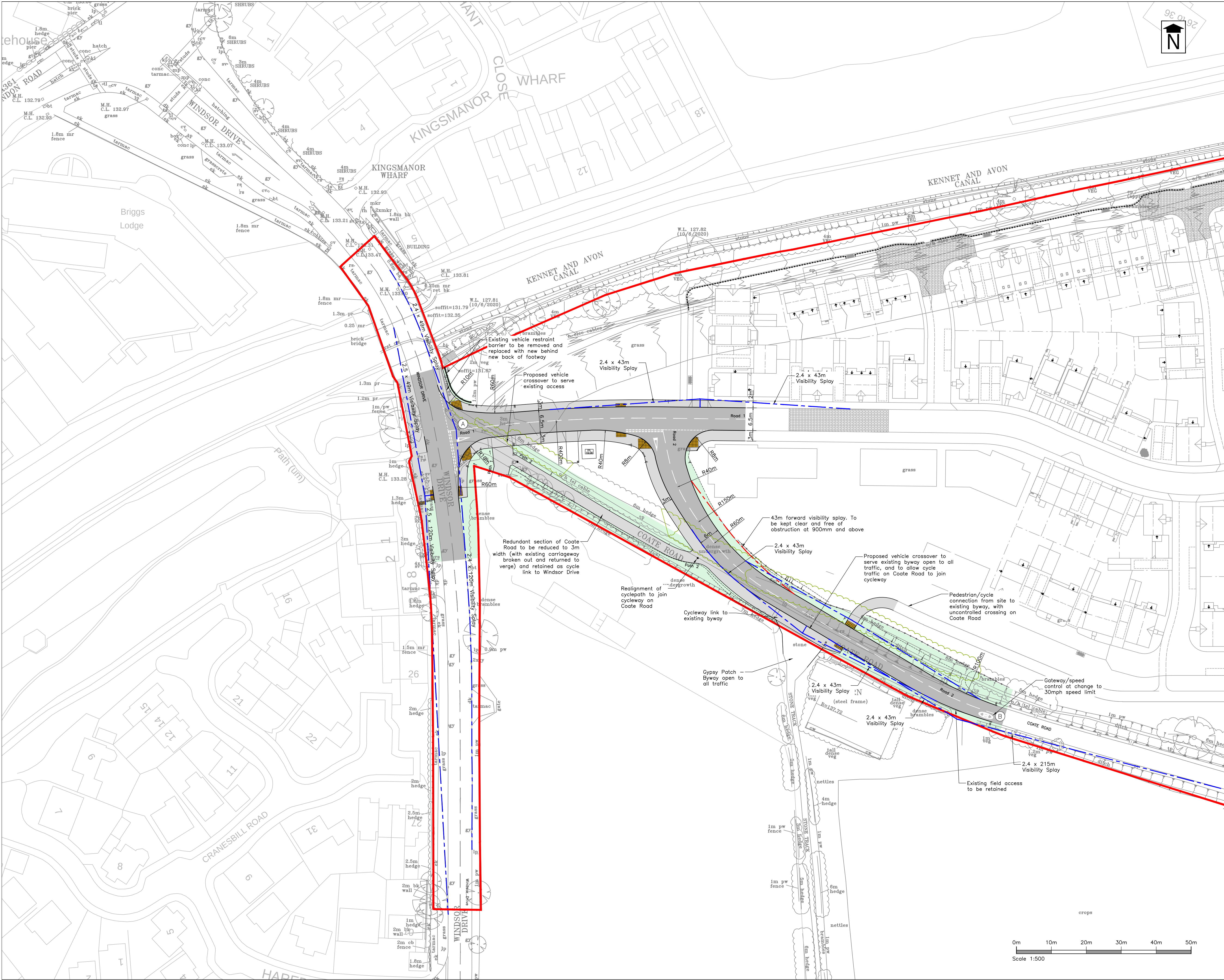


- 1 Dropped kerb for cycle access
- 2 Toucan crossing
- 3 Street lighting to be relocated
- 4 Raised table junction to allow ease of movement to and from schools and town centre
- 5 On street parking to be suspended (additional space to be provided on Brickley Lane)
- 6 Cyclists must dismount due to insufficient width and parapet height. A long-term solution is being investigated.
- 7 Police HQ entrance: Dutch kerb to provide continuous shared use path
- 8 Police HQ exit: Dutch kerb to provide continuous shared use path
- 9 New shared use path with priority crossing of the side road
- 10 Existing crossing
- 11 Priority crossing of the side road



- 12 Existing crossing
- 13 Shared use path at 3m width
- 14 Priority side road crossing
- 15 New toucan crossing
- 16 Junction alteration to improve pedestrian provisions
- 17 Shared use path at 3m width
- 18 Junction narrowing and priority crossing of the side road
- 19 Bus stop to be relocated





Stratton Park House, Wanborough Road
Swindon, SN3 4HG

Telephone
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Website
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For Planning
This drawing is produced for the purposes of supporting a planning application and should not be relied upon for tender, pricing, or construction purposes.

- NOTES**
1. This drawing is based on the Topographical Survey undertaken by Ruxton Surveys, number 20075/01, dated June 2020. Supplemented by OS data © Crown copyright and database rights. PFA OS Paper Map Copying Licence No. 100000054.
 2. All adoptable highway works shall be constructed in accordance with the current version of the Specification for Highway Works (SHW), published by the Stationary Office as Volume 1 of the Manual of Contract Documents for Highway Works, and Wiltshire Council's Specification and Notes for Guidance for Highway Works by Developers Under Agreement, Eighth Edition.
 3. The Contractor shall seek clarification from the Engineer regarding any construction issue arising from this drawing, or any discrepancy between this drawing and any issued drawing or the Specification, prior to construction.
 4. The contractor shall confirm the CBR of the subgrade in order to determine the required subbase thicknesses, and the Highway Inspector is to be present during inspections/CBR testing.
 5. Prior to laying any material the subgrade must be proof rolled and inspected and any soft spots removed and filled with Type 2 material to SHW Clause 804. The sub-formation and formation shall be prepared in accordance with SHW clause 616.
 6. Fill to road embankments shall be constructed in accordance with SHW clause 608 with materials complying with SHW Table 6/1 to meet compaction requirements of SHW clause 612 and SHW Table 6/4.

- KEY**
- Corriageway
 - Footway
 - Verge
 - Tactile paving, colour buff
 - Visibility Splay
 - 43m Stopping Sight Distance
 - Proposed 30mph speed limit between points A and B.

Rev	Date	Description	Drawn	Check
D	16/12/24	Crossing point added on Coate Road to existing byway.	RCI	RML
E	09/01/25	Layout updated. Crossing point on Coate Road widened.	SH	RML
F	16/01/25	Junction width of realigned Coate Road to spine road increased at the request of Wiltshire Council.	SH	RML

Status
FOR PLANNING

Client
Bellway

Project
**Land North of Coate Road
Dezives**

Drawing Title
**Preliminary S278
General Arrangement
Plan**

Drawing No. **B804/01** Rev F

Date: September 2024 Scale: 1:500 @ A1

E-Mail: ringram@pfapl.c.uk

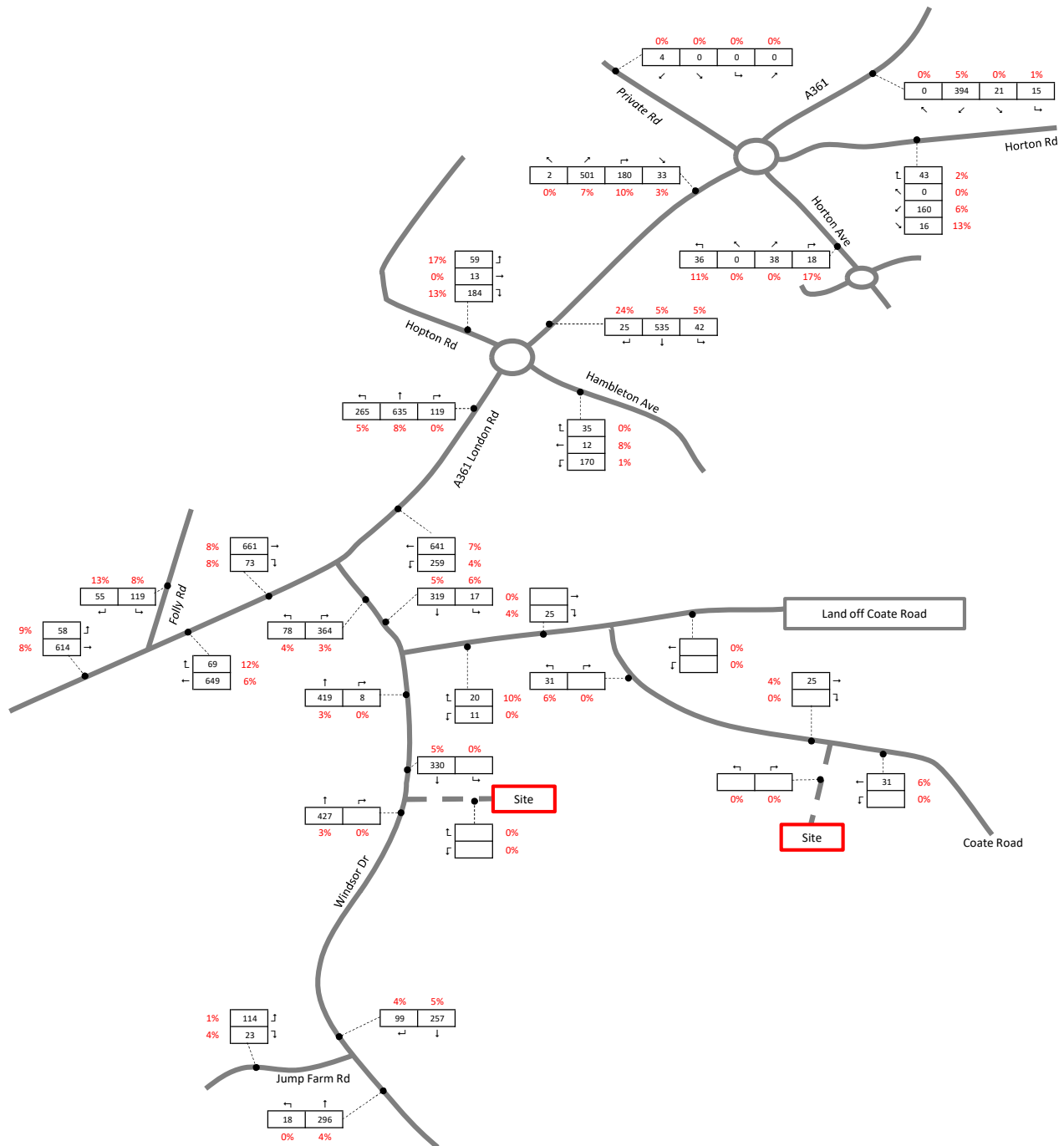
2025 Base Year (Scenario 1)

AM Peak Hour (08:00-09:00)

Note: Traffic flows as obtained from classified turning counts undertaken on 8 May 2025.

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 = Total Vehicles
XX% = HGV Percentage

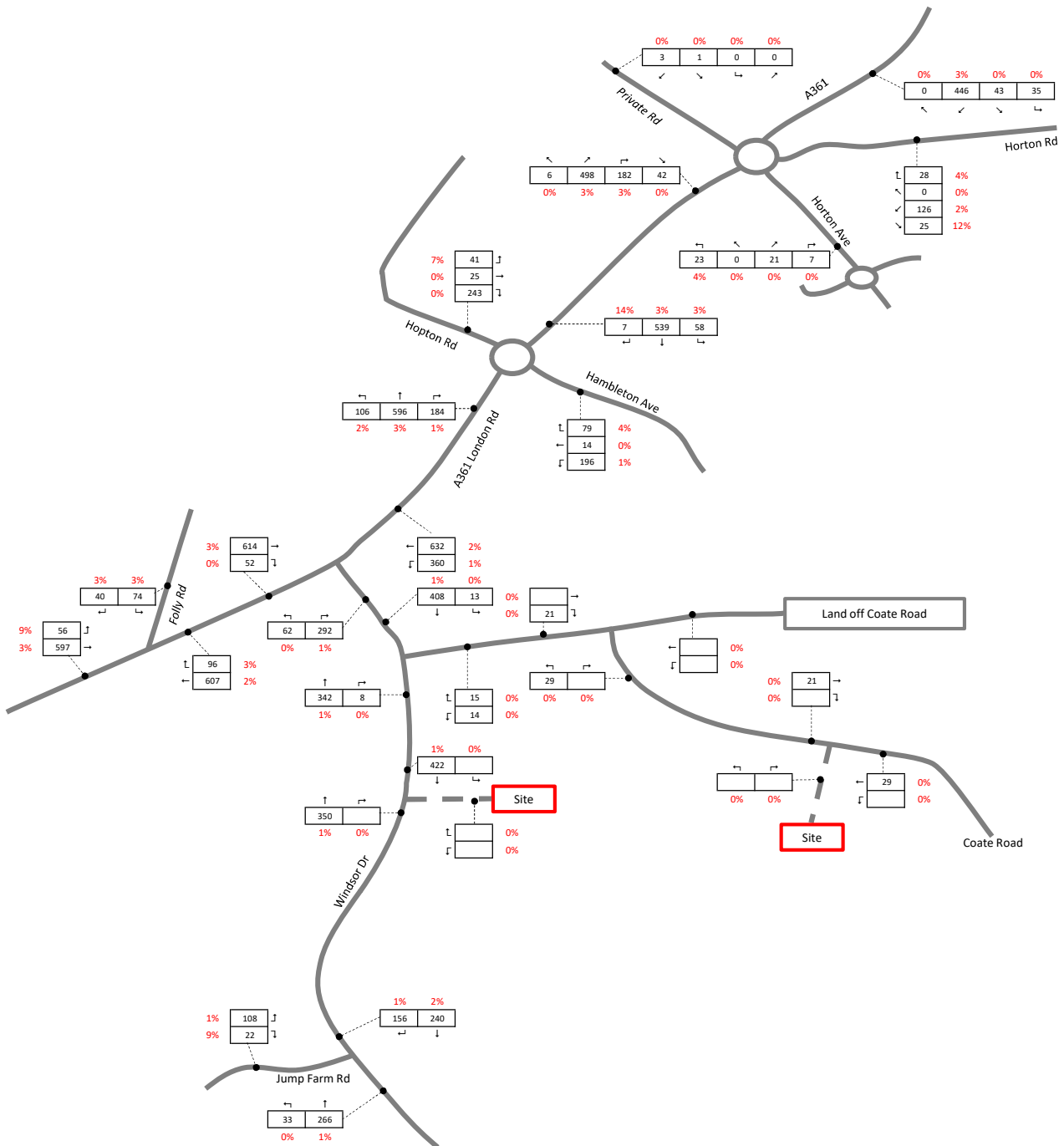


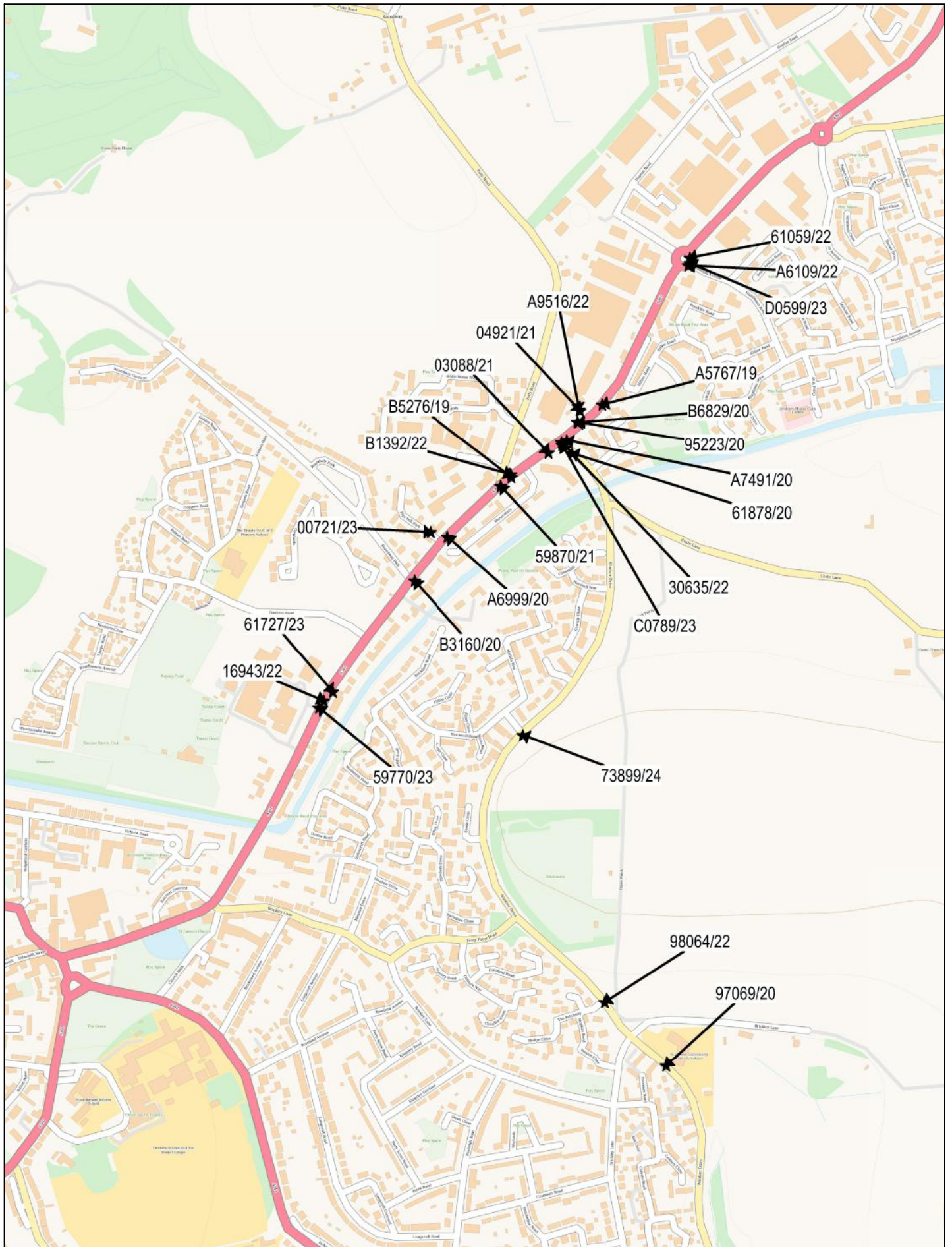
A1

2025 Base Year (Scenario 1)
PM Peak Hour (17:00-18:00)

Note: Traffic flows as obtained from classified turning counts undertaken on 8 May 2025.

 = Total Vehicles
XX% = HGV Percentage



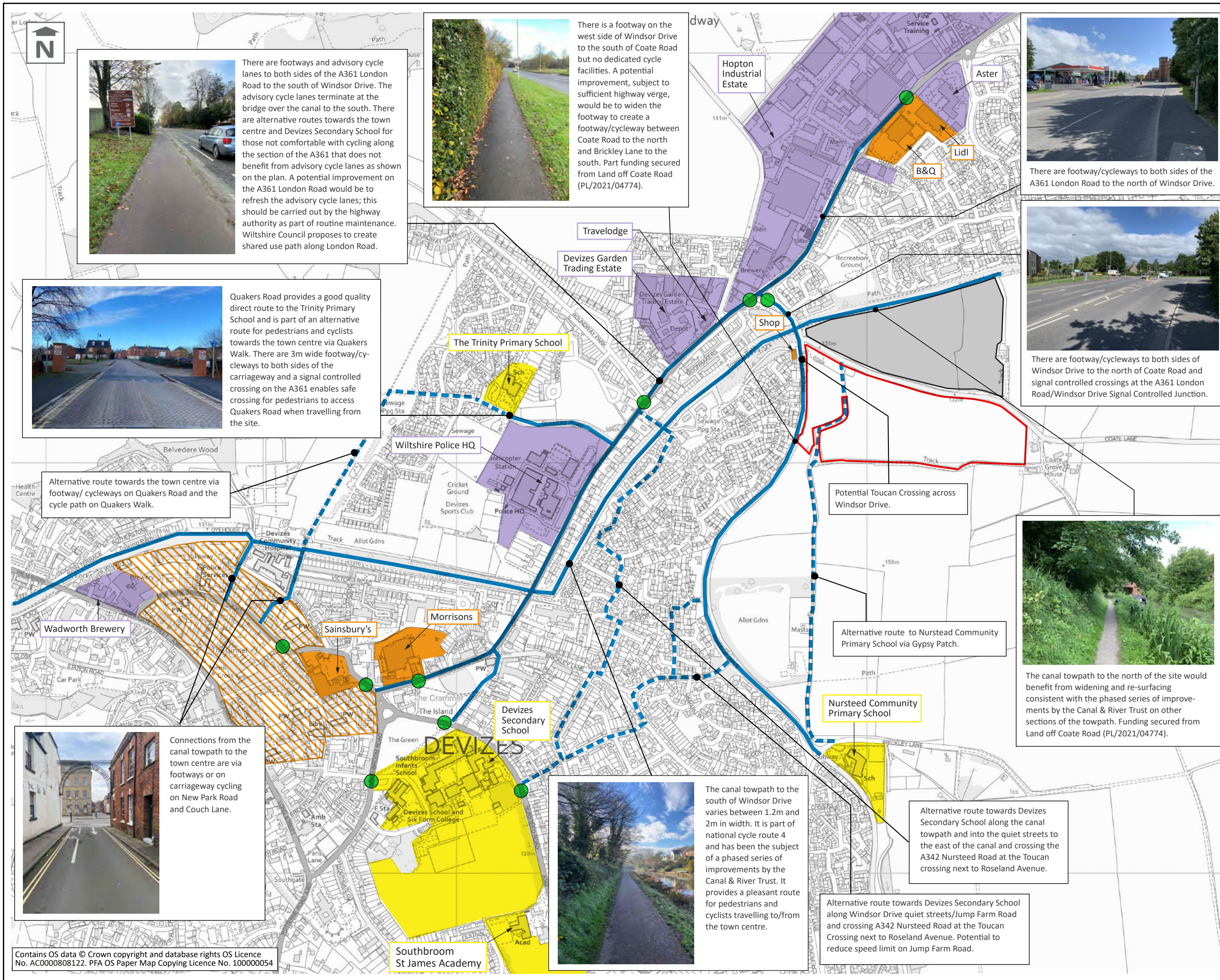


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Wiltshire
COUNCIL

H728 Devises for PFA

SCALE	1 : 9420
DATE	27/11/2024
DRAWING No.	
DRAWN BY	





Status

PRELIMINARY

This drawing is produced for initial discussion and illustrative purposes only, and should not be relied upon for tender or pricing purposes.

0m25m

Scale 1:500

NOTES

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2. All adoptable highway works to be constructed in accordance with the current version of the Specification for Highway Works (SHW), published by The Stationery Office as Volume 1 of the Manual of Contract Documents, as amended and Wiltshire Council's (WC) Specification and Notes for Guidance for Highway Works by Developers Under Agreement, Eighth Edition, dated May 2003.

3. The works shown on this drawing could affect Statutory Undertaker's apparatus and the location and depth of all such apparatus should be verified prior to commencement of the works and to take any precautions necessary when working in the vicinity of any such apparatus.

4. All dimensions shown in metres (m) unless otherwise stated, and all levels relate to Ordnance Datum.

5. Visibility splays shown on the basis that vegetation is cut back and maintained to visibility line.

KEY

Carriageway

Footway or Shared Footway/Cycleway

Verge

Tactile Paving, colour buff

Tactile Paving, colour red

Junction visibility splays

Pedestrian/cyclist visibility splays

A B

Proposed 30mph speed limit between points A and B in connection with Land off Coate Road

B C

Proposed extension to 30mph speed limit in connection with Land South of Coate Road

Development on Land off Coate Road

Rev	Date	Description	Drawn	Check
D	22/10/25	Annotation added.	ML	TP
C	24/09/25	Amendments following client comment.	ML	TP
B	20/08/25	Pedestrian/cyclist crossing on Coate Road added.	ML	TP
A	23/01/25	Revised to reflect latest layout of development on Land off Coate Road.	JR	JA
#	12/11/24	First Issue	JR	JA

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Stratton Park House, Wanborough Road, Swindon, SN3 4HG

Client

Robert Hitchins Ltd.

Project

Land South of Coate Road
Devizes

Drawing Title

Proposed Site Access
Arrangements

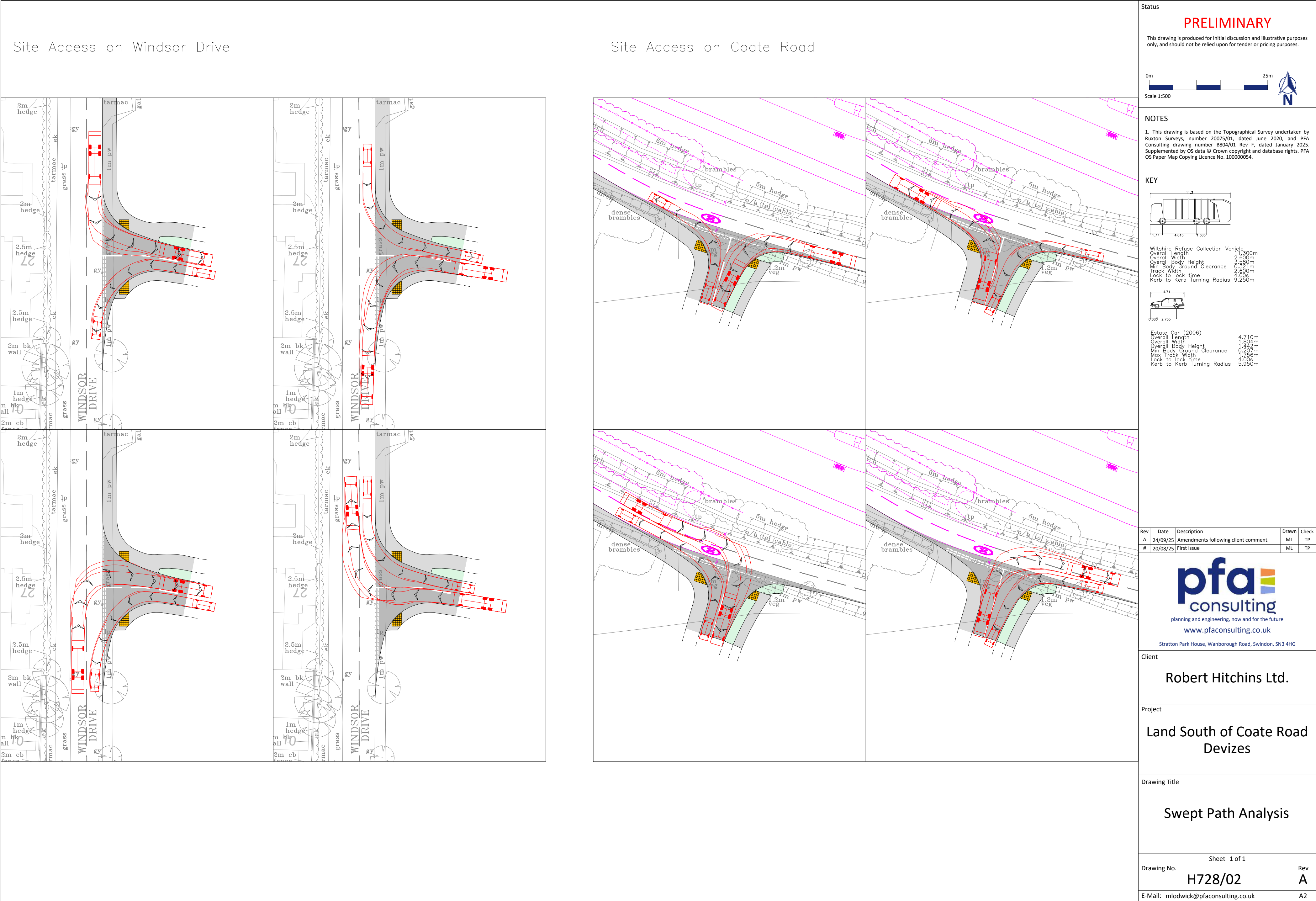
Sheet 1 of 1

Drawing No. H728/01

Rev D

E-Mail: mlodwick@pfaconsulting.co.uk

A1



Calculation Reference: AUDIT-712101-241030-1037

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	5 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	2 days
	KC KENT	2 days
	SC SURREY	2 days
	SP SOUTHAMPTON	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	9 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days

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

PFA Consulting Wanborough Road Swindon

Licence No: 712101

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: No of Dwellings
Actual Range: 75 to 300 (units:)
Range Selected by User: 75 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Monday-Friday 0700-1000
Include days where PT not known: Yes
Range: 1 to 30

Date Range: 01/01/16 to 14/05/24

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 4 days
Tuesday 15 days
Wednesday 5 days
Thursday 6 days

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

Selected survey types:

Manual count 30 days
Directional ATC Count 0 days

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:

Suburban Area (PPS6 Out of Centre) 1
Edge of Town 29

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 26
Out of Town 2
No Sub Category 2

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 Vehicles Counts:

Servicing vehicles Included 7 days - Selected
Servicing vehicles Excluded 32 days - Selected

Secondary Filtering selection:**Use Class:**

C3 30 days

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:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	9 days
10,001 to 15,000	11 days
15,001 to 20,000	6 days
20,001 to 25,000	1 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	5 days
50,001 to 75,000	4 days
75,001 to 100,000	3 days
100,001 to 125,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	2 days

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	3 days
1.1 to 1.5	24 days
1.6 to 2.0	3 days

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.

Travel Plan:

Yes	27 days
No	3 days

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	30 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DC-03-A-11 A350 SHAFTESBURY	MIXED HOUSES	DORSET
	Edge of Town No Sub Category Total No of Dwellings: 141 Survey date: TUESDAY 31/10/23		Survey Type: MANUAL
2	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: MONDAY 11/07/16		Survey Type: MANUAL
3	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19		Survey Type: MANUAL
4	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 110 Survey date: WEDNESDAY 12/10/22		Survey Type: MANUAL
5	ES-03-A-10 WATERGATE BEXHILL-ON-SEA	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 139 Survey date: THURSDAY 28/09/23		Survey Type: MANUAL
6	ES-03-A-14 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 120 Survey date: TUESDAY 30/04/24		Survey Type: MANUAL
7	HC-03-A-24 STONEHAM LANE EASTLEIGH	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 243 Survey date: WEDNESDAY 10/11/21		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-33 CROW LANE RINGWOOD CROW Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	MIXED HOUSES & FLATS 195 04/07/23	HAMPSHIRE Survey Type: MANUAL
9	HC-03-A-36 HAVANT ROAD EMSWORTH Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	MIXED HOUSES & FLATS 145 12/09/23	HAMPSHIRE Survey Type: MANUAL
10	HF-03-A-03 HARE STREET ROAD BUNTINGFORD Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	MIXED HOUSES 160 08/07/19	HERTFORDSHIRE Survey Type: MANUAL
11	HF-03-A-06 A505 ROYSTON Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	MIXED HOUSES & FLATS 180 28/11/23	HERTFORDSHIRE Survey Type: MANUAL
12	KC-03-A-10 HEADCORN ROAD STAPLEHURST Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	MIXED HOUSES 106 09/05/23	KENT Survey Type: MANUAL
13	KC-03-A-12 WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Total No of Dwellings: Survey date: TUESDAY	MIXED HOUSES & FLATS 186 19/09/23	KENT Survey Type: MANUAL
14	NF-03-A-06 BEAUFORT WAY GREAT YARMOUTH BRADWELL Edge of Town Residential Zone Total No of Dwellings: Survey date: MONDAY	MIXED HOUSES 275 23/09/19	NORFOLK Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NF-03-A-30 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		266	
	Survey date: THURSDAY		23/09/21	Survey Type: MANUAL
16	NF-03-A-33 LONDON ROAD ATTLEBOROUGH	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		143	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
17	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		80	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
18	NF-03-A-35 REPTON AVENUE NORWICH	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		116	
	Survey date: WEDNESDAY		28/09/22	Survey Type: MANUAL
19	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
20	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		212	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
21	NF-03-A-46 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		300	
	Survey date: TUESDAY		14/09/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	NF-03-A-52 LYNNSPORT WAY KING'S LYNN	MIXED HOUSES		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		130	
	Survey date: TUESDAY		07/11/23	Survey Type: MANUAL
23	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		207	
	Survey date: MONDAY		01/04/19	Survey Type: MANUAL
24	SC-03-A-11 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		96	
	Survey date: TUESDAY		14/05/24	Survey Type: MANUAL
25	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS		SOUTHAMPTON
	Edge of Town Out of Town Total No of Dwellings:		250	
	Survey date: TUESDAY		12/10/21	Survey Type: MANUAL
26	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		248	
	Survey date: WEDNESDAY		22/11/17	Survey Type: MANUAL
27	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		180	
	Survey date: THURSDAY		19/04/18	Survey Type: MANUAL
28	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		117	
	Survey date: WEDNESDAY		20/10/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

29	WS-03-A-22	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	129	
	Survey date: TUESDAY	19/03/24	Survey Type: MANUAL
30	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: TUESDAY	14/05/24	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-A-09	Surveyd During Covid
SF-03-A-10	Surveyd During Covid

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.147	0.374	0.521
1700-1800	0.336	0.158	0.494

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.68

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.086	30	168	0.309	30	168	0.395
08:00 - 09:00	30	168	0.147	30	168	0.374	30	168	0.521
09:00 - 10:00	30	168	0.145	30	168	0.176	30	168	0.321
10:00 - 11:00	30	168	0.123	30	168	0.144	30	168	0.267
11:00 - 12:00	30	168	0.134	30	168	0.142	30	168	0.276
12:00 - 13:00	30	168	0.153	30	168	0.142	30	168	0.295
13:00 - 14:00	30	168	0.157	30	168	0.145	30	168	0.302
14:00 - 15:00	30	168	0.162	30	168	0.187	30	168	0.349
15:00 - 16:00	30	168	0.262	30	168	0.162	30	168	0.424
16:00 - 17:00	30	168	0.271	30	168	0.168	30	168	0.439
17:00 - 18:00	30	168	0.336	30	168	0.158	30	168	0.494
18:00 - 19:00	30	168	0.269	30	168	0.142	30	168	0.411
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.245			2.249			4.494

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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Parameter summary

Trip rate parameter range selected: 75 - 300 (units:)
Survey date range: 01/01/16 - 14/05/24
Number of weekdays (Monday-Friday): 30
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 7
Surveys manually removed from selection: 2

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.003	30	168	0.003	30	168	0.006
08:00 - 09:00	30	168	0.007	30	168	0.007	30	168	0.014
09:00 - 10:00	30	168	0.004	30	168	0.004	30	168	0.008
10:00 - 11:00	30	168	0.002	30	168	0.002	30	168	0.004
11:00 - 12:00	30	168	0.002	30	168	0.002	30	168	0.004
12:00 - 13:00	30	168	0.002	30	168	0.002	30	168	0.004
13:00 - 14:00	30	168	0.002	30	168	0.001	30	168	0.003
14:00 - 15:00	30	168	0.002	30	168	0.002	30	168	0.004
15:00 - 16:00	30	168	0.005	30	168	0.006	30	168	0.011
16:00 - 17:00	30	168	0.004	30	168	0.004	30	168	0.008
17:00 - 18:00	30	168	0.003	30	168	0.002	30	168	0.005
18:00 - 19:00	30	168	0.002	30	168	0.002	30	168	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.037			0.075

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.*

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

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.001	30	168	0.001	30	168	0.002
08:00 - 09:00	30	168	0.002	30	168	0.002	30	168	0.004
09:00 - 10:00	30	168	0.003	30	168	0.002	30	168	0.005
10:00 - 11:00	30	168	0.002	30	168	0.002	30	168	0.004
11:00 - 12:00	30	168	0.002	30	168	0.002	30	168	0.004
12:00 - 13:00	30	168	0.002	30	168	0.002	30	168	0.004
13:00 - 14:00	30	168	0.002	30	168	0.001	30	168	0.003
14:00 - 15:00	30	168	0.001	30	168	0.002	30	168	0.003
15:00 - 16:00	30	168	0.002	30	168	0.002	30	168	0.004
16:00 - 17:00	30	168	0.001	30	168	0.000	30	168	0.001
17:00 - 18:00	30	168	0.001	30	168	0.000	30	168	0.001
18:00 - 19:00	30	168	0.000	30	168	0.001	30	168	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.017			0.036

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.001	30	168	0.001	30	168	0.002
08:00 - 09:00	30	168	0.000	30	168	0.000	30	168	0.000
09:00 - 10:00	30	168	0.001	30	168	0.001	30	168	0.002
10:00 - 11:00	30	168	0.001	30	168	0.001	30	168	0.002
11:00 - 12:00	30	168	0.001	30	168	0.001	30	168	0.002
12:00 - 13:00	30	168	0.001	30	168	0.001	30	168	0.002
13:00 - 14:00	30	168	0.001	30	168	0.001	30	168	0.002
14:00 - 15:00	30	168	0.001	30	168	0.001	30	168	0.002
15:00 - 16:00	30	168	0.000	30	168	0.000	30	168	0.000
16:00 - 17:00	30	168	0.001	30	168	0.001	30	168	0.002
17:00 - 18:00	30	168	0.001	30	168	0.001	30	168	0.002
18:00 - 19:00	30	168	0.000	30	168	0.000	30	168	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.003	30	168	0.009	30	168	0.012
08:00 - 09:00	30	168	0.004	30	168	0.018	30	168	0.022
09:00 - 10:00	30	168	0.001	30	168	0.004	30	168	0.005
10:00 - 11:00	30	168	0.003	30	168	0.003	30	168	0.006
11:00 - 12:00	30	168	0.002	30	168	0.002	30	168	0.004
12:00 - 13:00	30	168	0.002	30	168	0.003	30	168	0.005
13:00 - 14:00	30	168	0.002	30	168	0.002	30	168	0.004
14:00 - 15:00	30	168	0.004	30	168	0.004	30	168	0.008
15:00 - 16:00	30	168	0.013	30	168	0.006	30	168	0.019
16:00 - 17:00	30	168	0.013	30	168	0.007	30	168	0.020
17:00 - 18:00	30	168	0.010	30	168	0.007	30	168	0.017
18:00 - 19:00	30	168	0.008	30	168	0.006	30	168	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.071			0.136

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.097	30	168	0.435	30	168	0.532
08:00 - 09:00	30	168	0.175	30	168	0.622	30	168	0.797
09:00 - 10:00	30	168	0.175	30	168	0.243	30	168	0.418
10:00 - 11:00	30	168	0.155	30	168	0.200	30	168	0.355
11:00 - 12:00	30	168	0.174	30	168	0.192	30	168	0.366
12:00 - 13:00	30	168	0.207	30	168	0.189	30	168	0.396
13:00 - 14:00	30	168	0.210	30	168	0.192	30	168	0.402
14:00 - 15:00	30	168	0.215	30	168	0.248	30	168	0.463
15:00 - 16:00	30	168	0.455	30	168	0.225	30	168	0.680
16:00 - 17:00	30	168	0.428	30	168	0.236	30	168	0.664
17:00 - 18:00	30	168	0.489	30	168	0.217	30	168	0.706
18:00 - 19:00	30	168	0.387	30	168	0.203	30	168	0.590
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.167			3.202			6.369

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.015	30	168	0.038	30	168	0.053
08:00 - 09:00	30	168	0.038	30	168	0.104	30	168	0.142
09:00 - 10:00	30	168	0.030	30	168	0.030	30	168	0.060
10:00 - 11:00	30	168	0.018	30	168	0.021	30	168	0.039
11:00 - 12:00	30	168	0.024	30	168	0.026	30	168	0.050
12:00 - 13:00	30	168	0.029	30	168	0.026	30	168	0.055
13:00 - 14:00	30	168	0.027	30	168	0.026	30	168	0.053
14:00 - 15:00	30	168	0.025	30	168	0.030	30	168	0.055
15:00 - 16:00	30	168	0.091	30	168	0.044	30	168	0.135
16:00 - 17:00	30	168	0.061	30	168	0.034	30	168	0.095
17:00 - 18:00	30	168	0.040	30	168	0.034	30	168	0.074
18:00 - 19:00	30	168	0.037	30	168	0.033	30	168	0.070
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.435			0.446			0.881

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.001	30	168	0.015	30	168	0.016
08:00 - 09:00	30	168	0.001	30	168	0.017	30	168	0.018
09:00 - 10:00	30	168	0.001	30	168	0.006	30	168	0.007
10:00 - 11:00	30	168	0.002	30	168	0.004	30	168	0.006
11:00 - 12:00	30	168	0.004	30	168	0.003	30	168	0.007
12:00 - 13:00	30	168	0.003	30	168	0.002	30	168	0.005
13:00 - 14:00	30	168	0.003	30	168	0.004	30	168	0.007
14:00 - 15:00	30	168	0.004	30	168	0.003	30	168	0.007
15:00 - 16:00	30	168	0.016	30	168	0.003	30	168	0.019
16:00 - 17:00	30	168	0.010	30	168	0.002	30	168	0.012
17:00 - 18:00	30	168	0.009	30	168	0.001	30	168	0.010
18:00 - 19:00	30	168	0.003	30	168	0.001	30	168	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.061			0.118

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.001	30	168	0.007	30	168	0.008
08:00 - 09:00	30	168	0.000	30	168	0.003	30	168	0.003
09:00 - 10:00	30	168	0.000	30	168	0.002	30	168	0.002
10:00 - 11:00	30	168	0.000	30	168	0.002	30	168	0.002
11:00 - 12:00	30	168	0.000	30	168	0.001	30	168	0.001
12:00 - 13:00	30	168	0.000	30	168	0.001	30	168	0.001
13:00 - 14:00	30	168	0.001	30	168	0.001	30	168	0.002
14:00 - 15:00	30	168	0.000	30	168	0.000	30	168	0.000
15:00 - 16:00	30	168	0.002	30	168	0.000	30	168	0.002
16:00 - 17:00	30	168	0.002	30	168	0.000	30	168	0.002
17:00 - 18:00	30	168	0.003	30	168	0.000	30	168	0.003
18:00 - 19:00	30	168	0.002	30	168	0.000	30	168	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.017			0.028

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.000	30	168	0.001	30	168	0.001
08:00 - 09:00	30	168	0.000	30	168	0.000	30	168	0.000
09:00 - 10:00	30	168	0.000	30	168	0.000	30	168	0.000
10:00 - 11:00	30	168	0.000	30	168	0.000	30	168	0.000
11:00 - 12:00	30	168	0.000	30	168	0.000	30	168	0.000
12:00 - 13:00	30	168	0.000	30	168	0.000	30	168	0.000
13:00 - 14:00	30	168	0.000	30	168	0.000	30	168	0.000
14:00 - 15:00	30	168	0.000	30	168	0.000	30	168	0.000
15:00 - 16:00	30	168	0.000	30	168	0.000	30	168	0.000
16:00 - 17:00	30	168	0.001	30	168	0.000	30	168	0.001
17:00 - 18:00	30	168	0.000	30	168	0.000	30	168	0.000
18:00 - 19:00	30	168	0.000	30	168	0.000	30	168	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.001	30	168	0.023	30	168	0.024
08:00 - 09:00	30	168	0.002	30	168	0.020	30	168	0.022
09:00 - 10:00	30	168	0.001	30	168	0.008	30	168	0.009
10:00 - 11:00	30	168	0.002	30	168	0.006	30	168	0.008
11:00 - 12:00	30	168	0.004	30	168	0.004	30	168	0.008
12:00 - 13:00	30	168	0.004	30	168	0.004	30	168	0.008
13:00 - 14:00	30	168	0.004	30	168	0.005	30	168	0.009
14:00 - 15:00	30	168	0.005	30	168	0.003	30	168	0.008
15:00 - 16:00	30	168	0.019	30	168	0.003	30	168	0.022
16:00 - 17:00	30	168	0.013	30	168	0.002	30	168	0.015
17:00 - 18:00	30	168	0.012	30	168	0.002	30	168	0.014
18:00 - 19:00	30	168	0.005	30	168	0.001	30	168	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.072			0.081			0.153

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.*

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.68

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.116	30	168	0.505	30	168	0.621
08:00 - 09:00	30	168	0.219	30	168	0.764	30	168	0.983
09:00 - 10:00	30	168	0.208	30	168	0.285	30	168	0.493
10:00 - 11:00	30	168	0.178	30	168	0.230	30	168	0.408
11:00 - 12:00	30	168	0.203	30	168	0.223	30	168	0.426
12:00 - 13:00	30	168	0.242	30	168	0.221	30	168	0.463
13:00 - 14:00	30	168	0.243	30	168	0.225	30	168	0.468
14:00 - 15:00	30	168	0.249	30	168	0.286	30	168	0.535
15:00 - 16:00	30	168	0.578	30	168	0.278	30	168	0.856
16:00 - 17:00	30	168	0.516	30	168	0.279	30	168	0.795
17:00 - 18:00	30	168	0.551	30	168	0.260	30	168	0.811
18:00 - 19:00	30	168	0.437	30	168	0.242	30	168	0.679
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.740			3.798			7.538

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.

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.068	30	168	0.268	30	168	0.336
08:00 - 09:00	30	168	0.121	30	168	0.337	30	168	0.458
09:00 - 10:00	30	168	0.117	30	168	0.150	30	168	0.267
10:00 - 11:00	30	168	0.098	30	168	0.120	30	168	0.218
11:00 - 12:00	30	168	0.110	30	168	0.117	30	168	0.227
12:00 - 13:00	30	168	0.124	30	168	0.116	30	168	0.240
13:00 - 14:00	30	168	0.131	30	168	0.114	30	168	0.245
14:00 - 15:00	30	168	0.138	30	168	0.161	30	168	0.299
15:00 - 16:00	30	168	0.232	30	168	0.134	30	168	0.366
16:00 - 17:00	30	168	0.237	30	168	0.145	30	168	0.382
17:00 - 18:00	30	168	0.295	30	168	0.139	30	168	0.434
18:00 - 19:00	30	168	0.246	30	168	0.127	30	168	0.373
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.917			1.928			3.845

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.013	30	168	0.035	30	168	0.048
08:00 - 09:00	30	168	0.016	30	168	0.025	30	168	0.041
09:00 - 10:00	30	168	0.020	30	168	0.018	30	168	0.038
10:00 - 11:00	30	168	0.020	30	168	0.019	30	168	0.039
11:00 - 12:00	30	168	0.019	30	168	0.020	30	168	0.039
12:00 - 13:00	30	168	0.024	30	168	0.020	30	168	0.044
13:00 - 14:00	30	168	0.021	30	168	0.026	30	168	0.047
14:00 - 15:00	30	168	0.017	30	168	0.020	30	168	0.037
15:00 - 16:00	30	168	0.021	30	168	0.018	30	168	0.039
16:00 - 17:00	30	168	0.025	30	168	0.015	30	168	0.040
17:00 - 18:00	30	168	0.034	30	168	0.014	30	168	0.048
18:00 - 19:00	30	168	0.019	30	168	0.011	30	168	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.249			0.241			0.490

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	30	168	0.000	30	168	0.002	30	168	0.002
08:00 - 09:00	30	168	0.001	30	168	0.003	30	168	0.004
09:00 - 10:00	30	168	0.001	30	168	0.001	30	168	0.002
10:00 - 11:00	30	168	0.000	30	168	0.001	30	168	0.001
11:00 - 12:00	30	168	0.001	30	168	0.001	30	168	0.002
12:00 - 13:00	30	168	0.001	30	168	0.001	30	168	0.002
13:00 - 14:00	30	168	0.001	30	168	0.001	30	168	0.002
14:00 - 15:00	30	168	0.002	30	168	0.001	30	168	0.003
15:00 - 16:00	30	168	0.002	30	168	0.002	30	168	0.004
16:00 - 17:00	30	168	0.003	30	168	0.002	30	168	0.005
17:00 - 18:00	30	168	0.003	30	168	0.001	30	168	0.004
18:00 - 19:00	30	168	0.001	30	168	0.002	30	168	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.018			0.034

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.

NOTIS Distribution Plot

ROWDEFIELD

Roundway

Wiltshire 025

NORTHFIELDS

NORTHFIELDS

Legend

- MSOA Centroid
- NOTIS Station
- Route/s
- The Site

Little Horton

The Hourglass Devizes

Travelodge Devizes

The Site

Manor Farm

Coate

New Inn

Braeside Education Centre

Wadworth Brewery Shop

Black Horse Inn

Wiltshire 026

G

F

Wiltshire Museum

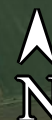
Devizes

Hillworth Park and Café

LITTLE COATE

Practice Plus Group Surgical Centre, Devizes

Google Earth



1 km

CLIENT NAME PFA Consulting Ltd
GENERATED BY NOTIS LTD
WEBSITE https://notis.co.uk
TASKNAME H728 Land South of Coate Road
DATE & TIME 29/10/2024 11:41

RESULT SUMMARY
METHOD OF TRAVEL Driving a car or van
DATE 2011
DIRECTION OF TRAVEL From Site To Catchment
PROPOSED USE Residential
ROUTE TIME AM

STATION NAME	STATION DESCRIPTION	COUNT TOTAL	PERCENTAGE
A	A361	873	27.4%
B	Horton Rd	444	13.9%
C	Horton Ave	0	0.0%
D	Hambledon Ave	0	0.0%
E	Hopton Rd	523	16.4%
F	Windsor Dr South	369	11.6%
G	Jump Farm Rd	976	30.6%
H	Folly Road	0	0.0%
I	A361	0	0.0%
Total			100.0%

(Internal Trips Redistributed by Workplace
Population of zones comprising MSOA
Wiltshire 025)

75% of the external trips assigned to Jump
Farm Road have been reassigned to the
A361

STATION NAME	STATION DESCRIPTION	COUNT TOTAL	PERCENTAGE
A	A361	873	27.4%
B	Horton Rd	444	13.9%
C	Horton Ave	0	0.0%
D	Hambledon Ave	0	0.0%
E	Hopton Rd	523	3.7%
F	Windsor Dr South	369	17.2%
G	Jump Farm Rd	976	9.2%
H	Folly Road	0	0.0%
I	A361	0	28.5%
Total			100.0%

SITE NAME	SITE USUAL RESIDENCE CODE	SITE USUAL RESIDEN	CATCHMENT PLACE OF WOR	CATCHMENT PLACE OF WORK	NA METHOD C 2011 CENS	DIRECTION	DISTANCE	DURATION	STATION NAME
The Site	E02006637	Wiltshire 025	MR1228931255	Babergh	Driving a c	0	From Site 1	266389	200 A
The Site	E02006637	Wiltshire 025	MR1228931226	Basildon	Driving a c	0	From Site 1	218131	160 A
The Site	E02006637	Wiltshire 025	MR1228931215	Bedford	Driving a c	1	From Site 1	181924	148 A
The Site	E02006637	Wiltshire 025	MR1228931227	Braintree	Driving a c	0	From Site 1	241656	173 A
The Site	E02006637	Wiltshire 025	MR1228931248	Breckland	Driving a c	1	From Site 1	314404	236 A
The Site	E02006637	Wiltshire 025	MR1228931228	Brentwood	Driving a c	0	From Site 1	203844	152 A
The Site	E02006637	Wiltshire 025	MR1228931249	Broadland	Driving a c	0	From Site 1	333667	236 A
The Site	E02006637	Wiltshire 025	MR1228931238	Broxbourne	Driving a c	0	From Site 1	186606	139 A
The Site	E02006637	Wiltshire 025	MR1228931221	Cambridge	Driving a c	0	From Site 1	226731	172 A
The Site	E02006637	Wiltshire 025	MR1228931229	Castle Point	Driving a c	0	From Site 1	227265	165 A
The Site	E02006637	Wiltshire 025	MR1228931216	Central Bedfordshir	Driving a c	0	From Site 1	168011	136 A
The Site	E02006637	Wiltshire 025	MR1228931230	Chelmsford	Driving a c	0	From Site 1	221700	164 A
The Site	E02006637	Wiltshire 025	MR1228931231	Colchester	Driving a c	0	From Site 1	262594	190 A
The Site	E02006637	Wiltshire 025	MR1228931239	Dacorum	Driving a c	0	From Site 1	156668	115 A
The Site	E02006637	Wiltshire 025	MR1228931222	East Cambridgeshir	Driving a c	0	From Site 1	253451	191 A
The Site	E02006637	Wiltshire 025	MR1228931240	East Hertfordshire	Driving a c	0	From Site 1	176506	134 A
The Site	E02006637	Wiltshire 025	MR1228931232	Epping Forest	Driving a c	0	From Site 1	187135	141 A
The Site	E02006637	Wiltshire 025	MR1228931223	Fenland	Driving a c	0	From Site 1	258282	203 A
The Site	E02006637	Wiltshire 025	MR1228931256	Forest Heath	Driving a c	0	From Site 1	245977	182 A
The Site	E02006637	Wiltshire 025	MR1228931250	Great Yarmouth	Driving a c	0	From Site 1	354942	254 A
The Site	E02006637	Wiltshire 025	MR1228931233	Harlow	Driving a c	0	From Site 1	197972	148 A
The Site	E02006637	Wiltshire 025	MR1228931241	Hertsmere	Driving a c	0	From Site 1	167001	122 A
The Site	E02006637	Wiltshire 025	MR1228931224	Huntingdonshire	Driving a c	0	From Site 1	213401	167 A
The Site	E02006637	Wiltshire 025	MR1228931257	Ipswich	Driving a c	0	From Site 1	288214	209 A
The Site	E02006637	Wiltshire 025	MR1228931251	King's Lynn and We	Driving a c	0	From Site 1	289998	230 A
The Site	E02006637	Wiltshire 025	MR1228931217	Luton	Driving a c	0	From Site 1	169497	127 A
The Site	E02006637	Wiltshire 025	MR1228931234	Maldon	Driving a c	0	From Site 1	237845	177 A
The Site	E02006637	Wiltshire 025	MR1228931258	Mid Suffolk	Driving a c	0	From Site 1	303176	219 A
The Site	E02006637	Wiltshire 025	MR1228931242	North Hertfordshire	Driving a c	0	From Site 1	189099	139 A
The Site	E02006637	Wiltshire 025	MR1228931252	North Norfolk	Driving a c	0	From Site 1	329070	247 A
The Site	E02006637	Wiltshire 025	MR1228931253	Norwich	Driving a c	0	From Site 1	323299	235 A
The Site	E02006637	Wiltshire 025	MR1228931218	Peterborough	Driving a c	0	From Site 1	228823	180 A
The Site	E02006637	Wiltshire 025	MR1228931235	Rochford	Driving a c	0	From Site 1	234742	174 A
The Site	E02006637	Wiltshire 025	MR1228931225	South Cambridgeshi	Driving a c	0	From Site 1	234761	175 A
The Site	E02006637	Wiltshire 025	MR1228931254	South Norfolk	Driving a c	0	From Site 1	320112	230 A
The Site	E02006637	Wiltshire 025	MR1228931219	Southend-on-Sea	Driving a c	0	From Site 1	237778	181 A
The Site	E02006637	Wiltshire 025	MR1228931243	St Albans	Driving a c	1	From Site 1	155978	120 A
The Site	E02006637	Wiltshire 025	MR1228931259	St Edmundsbury	Driving a c	0	From Site 1	268610	195 A
The Site	E02006637	Wiltshire 025	MR1228931244	Stevenage	Driving a c	0	From Site 1	180469	134 A
The Site	E02006637	Wiltshire 025	MR1228931260	Suffolk Coastal	Driving a c	0	From Site 1	298931	210 A
The Site	E02006637	Wiltshire 025	MR1228931236	Tendring	Driving a c	0	From Site 1	289099	208 A
The Site	E02006637	Wiltshire 025	MR1228931245	Three Rivers	Driving a c	2	From Site 1	141582	110 A
The Site	E02006637	Wiltshire 025	MR1228931220	Thurrock	Driving a c	0	From Site 1	205771	155 F
The Site	E02006637	Wiltshire 025	MR1228931237	Uttlesford	Driving a c	0	From Site 1	216762	159 A
The Site	E02006637	Wiltshire 025	MR1228931246	Watford	Driving a c	1	From Site 1	148145	113 A
The Site	E02006637	Wiltshire 025	MR1228931261	Waveney	Driving a c	0	From Site 1	362910	272 A
The Site	E02006637	Wiltshire 025	MR1228931247	Welwyn Hatfield	Driving a c	1	From Site 1	163218	123 A
The Site	E02006637	Wiltshire 025	MR1228931149	Amber Valley	Driving a c	0	From Site 1	273349	189 A
The Site	E02006637	Wiltshire 025	MR1228931178	Ashfield	Driving a c	0	From Site 1	277155	196 A
The Site	E02006637	Wiltshire 025	MR1228931179	Bassetlaw	Driving a c	0	From Site 1	308530	215 A
The Site	E02006637	Wiltshire 025	MR1228931157	Blaby	Driving a c	0	From Site 1	220265	154 A
The Site	E02006637	Wiltshire 025	MR1228931150	Bolsover	Driving a c	0	From Site 1	271407	189 A
The Site	E02006637	Wiltshire 025	MR1228931164	Boston	Driving a c	0	From Site 1	283988	229 A
The Site	E02006637	Wiltshire 025	MR1228931180	Broxtove	Driving a c	0	From Site 1	254394	183 A
The Site	E02006637	Wiltshire 025	MR1228931158	Charnwood	Driving a c	0	From Site 1	242035	168 A
The Site	E02006637	Wiltshire 025	MR1228931151	Chesterfield	Driving a c	0	From Site 1	288266	199 A
The Site	E02006637	Wiltshire 025	MR1228931171	Corby	Driving a c	0	From Site 1	202025	161 A
The Site	E02006637	Wiltshire 025	MR1228931172	Daventry	Driving a c	0	From Site 1	171150	129 A
The Site	E02006637	Wiltshire 025	MR1228931145	Derby	Driving a c	0	From Site 1	246307	178 A
The Site	E02006637	Wiltshire 025	MR1228931152	Derbyshire Dales	Driving a c	0	From Site 1	278465	202 A
The Site	E02006637	Wiltshire 025	MR1228931165	East Lindsey	Driving a c	0	From Site 1	334497	234 A
The Site	E02006637	Wiltshire 025	MR1228931173	East Northampton	Driving a c	0	From Site 1	182894	139 A
The Site	E02006637	Wiltshire 025	MR1228931153	Erewash	Driving a c	0	From Site 1	251483	182 A
The Site	E02006637	Wiltshire 025	MR1228931181	Gedling	Driving a c	0	From Site 1	258273	191 A
The Site	E02006637	Wiltshire 025	MR1228931159	Harborough	Driving a c	0	From Site 1	187175	144 A
The Site	E02006637	Wiltshire 025	MR1228931154	High Peak	Driving a c	0	From Site 1	280946	219 A
The Site	E02006637	Wiltshire 025	MR1228931160	Hinckley and Boswo	Driving a c	0	From Site 1	203521	143 A
The Site	E02006637	Wiltshire 025	MR1228931174	Kettering	Driving a c	0	From Site 1	186665	149 A
The Site	E02006637	Wiltshire 025	MR1228931146	Leicester	Driving a c	1	From Site 1	224245	167 A
The Site	E02006637	Wiltshire 025	MR1228931166	Lincoln	Driving a c	0	From Site 1	308920	209 A
The Site	E02006637	Wiltshire 025	MR1228931182	Mansfield	Driving a c	0	From Site 1	274621	199 A
The Site	E02006637	Wiltshire 025	MR1228931161	Melton	Driving a c	0	From Site 1	248409	171 A
The Site	E02006637	Wiltshire 025	MR1228931183	Newark and Sherwc	Driving a c	0	From Site 1	284626	190 A
The Site	E02006637	Wiltshire 025	MR1228931155	North East Derbyshi	Driving a c	0	From Site 1	298410	212 A
The Site	E02006637	Wiltshire 025	MR1228931167	North Kesteven	Driving a c	0	From Site 1	303015	205 A
The Site	E02006637	Wiltshire 025	MR1228931162	North West Leiceste	Driving a c	1	From Site 1	243225	172 A
The Site	E02006637	Wiltshire 025	MR1228931175	Northampton	Driving a c	1	From Site 1	163017	127 A
The Site	E02006637	Wiltshire 025	MR1228931147	Nottingham	Driving a c	0	From Site 1	254268	185 A
The Site	E02006637	Wiltshire 025	MR1228931163	Oadby and Wigston	Driving a c	0	From Site 1	222302	158 A
The Site	E02006637	Wiltshire 025	MR1228931184	Rushcliffe	Driving a c	1	From Site 1	252360	182 A
The Site	E02006637	Wiltshire 025	MR1228931148	Rutland	Driving a c	0	From Site 1	226815	187 A
The Site	E02006637	Wiltshire 025	MR1228931156	South Derbyshire	Driving a c	0	From Site 1	236497	167 A
The Site	E02006637	Wiltshire 025	MR1228931168	South Holland	Driving a c	0	From Site 1	260544	205 A
The Site	E02006637	Wiltshire 025	MR1228931169	South Kesteven	Driving a c	0	From Site 1	222959	181 A
The Site	E02006637	Wiltshire 025	MR1228931176	South Northampton	Driving a c	1	From Site 1	127689	95 A
The Site	E02006637	Wiltshire 025	MR1228931177	Wellingborough	Driving a c	1	From Site 1	179028	138 A
The Site	E02006637	Wiltshire 025	MR1228931170	West Lindsey	Driving a c	0	From Site 1	320200	229 A
The Site	E02006637	Wiltshire 025	MR1228931276	Barking and Dagenh	Driving a c	0	From Site 1	207591	153 A
The Site	E02006637	Wiltshire 025	MR1228931277	Barnet	Driving a c	0	From Site 1	145734	122 A
The Site	E02006637	Wiltshire 025	MR1228931278	Bexley	Driving a c	0	From Site 1	202639	149 F

The Site	E02006637	Wiltshire 025	MR1228931279 Brent	Driving a c	1 From Site 1	140759	117 A
The Site	E02006637	Wiltshire 025	MR1228931280 Bromley	Driving a c	0 From Site 1	183060	156 F
The Site	E02006637	Wiltshire 025	MR1228931262 Camden	Driving a c	0 From Site 1	146984	141 A
The Site	E02006637	Wiltshire 025	MR1228931263 City of London	Driving a c	1 From Site 1	149511	147 A
The Site	E02006637	Wiltshire 025	MR1228931281 Croydon	Driving a c	0 From Site 1	172334	141 F
The Site	E02006637	Wiltshire 025	MR1228931282 Ealing	Driving a c	2 From Site 1	139874	116 A
The Site	E02006637	Wiltshire 025	MR1228931283 Enfield	Driving a c	1 From Site 1	181012	137 A
The Site	E02006637	Wiltshire 025	MR1228931284 Greenwich	Driving a c	0 From Site 1	213425	165 F
The Site	E02006637	Wiltshire 025	MR1228931264 Hackney	Driving a c	0 From Site 1	149513	147 A
The Site	E02006637	Wiltshire 025	MR1228931265 Hammersmith and f	Driving a c	2 From Site 1	137802	108 A
The Site	E02006637	Wiltshire 025	MR1228931266 Haringey	Driving a c	2 From Site 1	156115	139 A
The Site	E02006637	Wiltshire 025	MR1228931285 Harrow	Driving a c	0 From Site 1	136541	117 A
The Site	E02006637	Wiltshire 025	MR1228931286 Havering	Driving a c	0 From Site 1	207176	158 A
The Site	E02006637	Wiltshire 025	MR1228931287 Hillingdon	Driving a c	6 From Site 1	125170	95 A
The Site	E02006637	Wiltshire 025	MR1228931288 Hounslow	Driving a c	1 From Site 1	134074	103 A
The Site	E02006637	Wiltshire 025	MR1228931267 Islington	Driving a c	1 From Site 1	147467	144 A
The Site	E02006637	Wiltshire 025	MR1228931268 Kensington and Che	Driving a c	1 From Site 1	142058	118 A
The Site	E02006637	Wiltshire 025	MR1228931289 Kingston upon Than	Driving a c	0 From Site 1	139034	114 F
The Site	E02006637	Wiltshire 025	MR1228931269 Lambeth	Driving a c	2 From Site 1	146402	135 A
The Site	E02006637	Wiltshire 025	MR1228931270 Lewisham	Driving a c	0 From Site 1	156285	163 A
The Site	E02006637	Wiltshire 025	MR1228931290 Merton	Driving a c	3 From Site 1	153209	124 F
The Site	E02006637	Wiltshire 025	MR1228931271 Newham	Driving a c	0 From Site 1	207959	161 A
The Site	E02006637	Wiltshire 025	MR1228931291 Redbridge	Driving a c	1 From Site 1	205385	151 A
The Site	E02006637	Wiltshire 025	MR1228931292 Richmond upon Tha	Driving a c	0 From Site 1	139320	108 F
The Site	E02006637	Wiltshire 025	MR1228931272 Southwark	Driving a c	2 From Site 1	147833	141 A
The Site	E02006637	Wiltshire 025	MR1228931293 Sutton	Driving a c	0 From Site 1	164098	130 F
The Site	E02006637	Wiltshire 025	MR1228931273 Tower Hamlets	Driving a c	0 From Site 1	153829	156 A
The Site	E02006637	Wiltshire 025	MR1228931294 Waltham Forest	Driving a c	2 From Site 1	203457	150 A
The Site	E02006637	Wiltshire 025	MR1228931274 Wandsworth	Driving a c	3 From Site 1	146313	132 A
The Site	E02006637	Wiltshire 025	MR1228931275 Westminster	Driving a c	1 From Site 1	146245	135 A
The Site	E02006637	Wiltshire 025	MR1228931074 County Durham	Driving a c	0 From Site 1	483168	325 A
The Site	E02006637	Wiltshire 025	MR1228931073 Darlington	Driving a c	0 From Site 1	448773	303 A
The Site	E02006637	Wiltshire 025	MR1228931080 Gateshead	Driving a c	0 From Site 1	497321	332 A
The Site	E02006637	Wiltshire 025	MR1228931075 Hartlepool	Driving a c	0 From Site 1	468357	320 A
The Site	E02006637	Wiltshire 025	MR1228931076 Middlesbrough	Driving a c	0 From Site 1	451962	304 A
The Site	E02006637	Wiltshire 025	MR1228931081 Newcastle upon Tyr	Driving a c	0 From Site 1	502235	341 A
The Site	E02006637	Wiltshire 025	MR1228931082 North Tyneside	Driving a c	0 From Site 1	508239	343 A
The Site	E02006637	Wiltshire 025	MR1228931077 Northumberland	Driving a c	0 From Site 1	521076	351 A
The Site	E02006637	Wiltshire 025	MR1228931078 Redcar and Cleveland	Driving a c	0 From Site 1	462303	314 A
The Site	E02006637	Wiltshire 025	MR1228931083 South Tyneside	Driving a c	0 From Site 1	505290	340 A
The Site	E02006637	Wiltshire 025	MR1228931079 Stockton-on-Tees	Driving a c	0 From Site 1	452934	305 A
The Site	E02006637	Wiltshire 025	MR1228931084 Sunderland	Driving a c	0 From Site 1	492658	334 A
The Site	E02006637	Wiltshire 025	MR1228931091 Allerdale	Driving a c	0 From Site 1	502336	330 A
The Site	E02006637	Wiltshire 025	MR1228931092 Barrow-in-Furness	Driving a c	0 From Site 1	441266	299 A
The Site	E02006637	Wiltshire 025	MR1228931085 Blackburn with Darv	Driving a c	0 From Site 1	338482	234 A
The Site	E02006637	Wiltshire 025	MR1228931086 Blackpool	Driving a c	0 From Site 1	362606	248 A
The Site	E02006637	Wiltshire 025	MR1228931097 Bolton	Driving a c	0 From Site 1	316584	215 A
The Site	E02006637	Wiltshire 025	MR1228931107 Burnley	Driving a c	0 From Site 1	350378	237 A
The Site	E02006637	Wiltshire 025	MR1228931098 Bury	Driving a c	0 From Site 1	321702	218 A
The Site	E02006637	Wiltshire 025	MR1228931093 Carlisle	Driving a c	0 From Site 1	473151	306 A
The Site	E02006637	Wiltshire 025	MR1228931087 Cheshire East	Driving a c	1 From Site 1	249946	175 A
The Site	E02006637	Wiltshire 025	MR1228931088 Cheshire West and f	Driving a c	0 From Site 1	314336	215 A
The Site	E02006637	Wiltshire 025	MR1228931108 Chorley	Driving a c	0 From Site 1	320522	225 A
The Site	E02006637	Wiltshire 025	MR1228931094 Copeland	Driving a c	0 From Site 1	472183	335 A
The Site	E02006637	Wiltshire 025	MR1228931095 Eden	Driving a c	0 From Site 1	441974	285 A
The Site	E02006637	Wiltshire 025	MR1228931109 Fylde	Driving a c	0 From Site 1	354830	241 A
The Site	E02006637	Wiltshire 025	MR1228931089 Halton	Driving a c	0 From Site 1	290745	197 A
The Site	E02006637	Wiltshire 025	MR1228931110 Hyndburn	Driving a c	0 From Site 1	345085	231 A
The Site	E02006637	Wiltshire 025	MR1228931119 Knowsley	Driving a c	0 From Site 1	317643	212 A
The Site	E02006637	Wiltshire 025	MR1228931111 Lancaster	Driving a c	0 From Site 1	366122	247 A
The Site	E02006637	Wiltshire 025	MR1228931120 Liverpool	Driving a c	0 From Site 1	318082	224 A
The Site	E02006637	Wiltshire 025	MR1228931099 Manchester	Driving a c	0 From Site 1	298883	214 A
The Site	E02006637	Wiltshire 025	MR1228931100 Oldham	Driving a c	0 From Site 1	313942	215 A
The Site	E02006637	Wiltshire 025	MR1228931112 Pendle	Driving a c	0 From Site 1	353861	235 A
The Site	E02006637	Wiltshire 025	MR1228931113 Preston	Driving a c	0 From Site 1	332105	229 A
The Site	E02006637	Wiltshire 025	MR1228931114 Ribble Valley	Driving a c	0 From Site 1	335209	225 A
The Site	E02006637	Wiltshire 025	MR1228931101 Rochdale	Driving a c	0 From Site 1	327479	222 A
The Site	E02006637	Wiltshire 025	MR1228931115 Rossendale	Driving a c	0 From Site 1	334185	222 A
The Site	E02006637	Wiltshire 025	MR1228931102 Salford	Driving a c	0 From Site 1	299587	210 A
The Site	E02006637	Wiltshire 025	MR1228931121 Sefton	Driving a c	0 From Site 1	331569	237 A
The Site	E02006637	Wiltshire 025	MR1228931096 South Lakeland	Driving a c	0 From Site 1	401560	268 A
The Site	E02006637	Wiltshire 025	MR1228931116 South Ribble	Driving a c	0 From Site 1	325831	218 A
The Site	E02006637	Wiltshire 025	MR1228931122 St. Helens	Driving a c	0 From Site 1	302518	209 A
The Site	E02006637	Wiltshire 025	MR1228931103 Stockport	Driving a c	0 From Site 1	296760	201 A
The Site	E02006637	Wiltshire 025	MR1228931104 Tameside	Driving a c	0 From Site 1	308087	209 A
The Site	E02006637	Wiltshire 025	MR1228931105 Trafford	Driving a c	0 From Site 1	300674	204 A
The Site	E02006637	Wiltshire 025	MR1228931090 Warrington	Driving a c	2 From Site 1	286524	199 A
The Site	E02006637	Wiltshire 025	MR1228931117 West Lancashire	Driving a c	0 From Site 1	317038	215 A
The Site	E02006637	Wiltshire 025	MR1228931106 Wigan	Driving a c	0 From Site 1	306428	214 A
The Site	E02006637	Wiltshire 025	MR1228931123 Wirral	Driving a c	0 From Site 1	326849	225 A
The Site	E02006637	Wiltshire 025	MR1228931118 Wyre	Driving a c	0 From Site 1	358873	240 A
The Site	E02006637	Wiltshire 025	MR1228931355 Adur	Driving a c	0 From Site 1	181317	145 F
The Site	E02006637	Wiltshire 025	MR1228931356 Arun	Driving a c	0 From Site 1	149557	116 F
The Site	E02006637	Wiltshire 025	MR1228931327 Ashford	Driving a c	0 From Site 1	237206	178 F
The Site	E02006637	Wiltshire 025	MR1228931307 Aylesbury Vale	Driving a c	0 From Site 1	138158	115 A
The Site	E02006637	Wiltshire 025	MR1228931316 Basingstoke and De	Driving a c	13 From Site 1	80977	66 F
The Site	E02006637	Wiltshire 025	MR1228931295 Bracknell Forest	Driving a c	3 From Site 1	98279	79 A
The Site	E02006637	Wiltshire 025	MR1228931296 Brighton and Hove	Driving a c	0 From Site 1	212454	161 F
The Site	E02006637	Wiltshire 025	MR1228931328 Canterbury	Driving a c	0 From Site 1	249944	184 F
The Site	E02006637	Wiltshire 025	MR1228931339 Cherwell	Driving a c	0 From Site 1	133959	96 A
The Site	E02006637	Wiltshire 025	MR1228931357 Chichester	Driving a c	0 From Site 1	139253	105 F
The Site	E02006637	Wiltshire 025	MR1228931308 Chiltern	Driving a c	0 From Site 1	135449	105 A
The Site	E02006637	Wiltshire 025	MR1228931358 Crawley	Driving a c	2 From Site 1	175897	133 F
The Site	E02006637	Wiltshire 025	MR1228931329 Dartford	Driving a c	0 From Site 1	199458	148 F
The Site	E02006637	Wiltshire 025	MR1228931330 Dover	Driving a c	0 From Site 1	270661	196 F
The Site	E02006637	Wiltshire 025	MR1228931317 East Hampshire	Driving a c	1 From Site 1	101350	89 F
The Site	E02006637	Wiltshire 025	MR1228931311 Eastbourne	Driving a c	0 From Site 1	243329	185 F
The Site	E02006637	Wiltshire 025	MR1228931318 Eastleigh	Driving a c	0 From Site 1	83949	71 F
The Site	E02006637	Wiltshire 025	MR1228931344 Elmbridge	Driving a c	0 From Site 1	130572	104 F
The Site	E02006637	Wiltshire 025	MR1228931345 Epsom and Ewell	Driving a c	0 From Site 1	147033	117 F
The Site	E02006637	Wiltshire 025	MR1228931319 Fareham	Driving a c	1 From Site 1	111267	87 F
The Site	E02006637	Wiltshire 025	MR1228931320 Gosport	Driving a c	0 From Site 1	119939	102 F
The Site	E02006637	Wiltshire 025	MR1228931331 Gravesham	Driving a c	0 From Site 1	206530	155 F
The Site	E02006637	Wiltshire 025	MR1228931346 Guildford	Driving a c	0 From Site 1	124273	97 F
The Site	E02006637	Wiltshire 025	MR1228931321 Hart	Driving a c	8 From Site 1	87067	68 F
The Site	E02006637	Wiltshire 025	MR1228931312 Hastings	Driving a c	0 From Site 1	243644	191 F
The Site	E02006637	Wiltshire 025	MR1228931322 Havant	Driving a c	2 From Site 1	123562	96 F
The Site	E02006637	Wiltshire 025	MR1228931359 Horsham	Driving a c	0 From Site 1	157060	136 F
The Site	E02006637	Wiltshire 025	MR1228931297 Isle of Wight	Driving a c	0 From Site 1	110610	175 F
The Site	E02006637	Wiltshire 025	MR1228931313 Lewes	Driving a c	0 From Site 1	222044	160 F
The Site	E02006637	Wiltshire 025	MR1228931332 Maidstone	Driving a c	1 From Site 1	207816	155 F
The Site	E02006637	Wiltshire 025	MR1228931298 Medway	Driving a c	0 From Site 1	215140	165 F
The Site	E02006637	Wiltshire 025	MR1228931360 Mid Sussex	Driving a c	0 From Site 1	188288	142 F
The Site	E02006637	Wiltshire 025	MR1228931299 Milton Keynes	Driving a c	0 From Site 1	157719	122 A
The Site	E02006637	Wiltshire 025	MR1228931347 Mole Valley	Driving a c	0 From Site 1	141550	110 F
The Site	E02006637	Wiltshire 025	MR1228931323 New Forest	Driving a c	3 From Site 1	88082	97 F
The Site	E02006637	Wiltshire 025	MR1228931340 Oxford	Driving a c	4 From Site 1	91824	76 A

The Site	E02006637	Wiltshire 025	MR1228931300 Portsmouth	Driving a c	0 From Site 1	120256	95 F
The Site	E02006637	Wiltshire 025	MR1228931301 Reading	Driving a c	6 From Site 1	79668	72 A
The Site	E02006637	Wiltshire 025	MR1228931348 Reigate and Banstead	Driving a c	0 From Site 1	155415	120 F
The Site	E02006637	Wiltshire 025	MR1228931314 Rother	Driving a c	0 From Site 1	257048	195 F
The Site	E02006637	Wiltshire 025	MR1228931349 Runnymede	Driving a c	1 From Site 1	127609	96 A
The Site	E02006637	Wiltshire 025	MR1228931324 Rushmoor	Driving a c	3 From Site 1	105565	84 F
The Site	E02006637	Wiltshire 025	MR1228931333 Sevenoaks	Driving a c	0 From Site 1	189059	140 F
The Site	E02006637	Wiltshire 025	MR1228931334 Shephway	Driving a c	0 From Site 1	257023	187 F
The Site	E02006637	Wiltshire 025	MR1228931302 Slough	Driving a c	0 From Site 1	109541	87 A
The Site	E02006637	Wiltshire 025	MR1228931309 South Bucks	Driving a c	1 From Site 1	119606	101 A
The Site	E02006637	Wiltshire 025	MR1228931341 South Oxfordshire	Driving a c	1 From Site 1	90722	80 A
The Site	E02006637	Wiltshire 025	MR1228931303 Southampton	Driving a c	2 From Site 1	92376	82 F
The Site	E02006637	Wiltshire 025	MR1228931350 Spelthorne	Driving a c	0 From Site 1	127361	98 A
The Site	E02006637	Wiltshire 025	MR1228931351 Surrey Heath	Driving a c	1 From Site 1	103647	83 F
The Site	E02006637	Wiltshire 025	MR1228931335 Swale	Driving a c	0 From Site 1	224175	167 F
The Site	E02006637	Wiltshire 025	MR1228931352 Tandridge	Driving a c	0 From Site 1	167485	127 F
The Site	E02006637	Wiltshire 025	MR1228931325 Test Valley	Driving a c	57 From Site 1	49517	46 F
The Site	E02006637	Wiltshire 025	MR1228931336 Thanet	Driving a c	0 From Site 1	274248	198 F
The Site	E02006637	Wiltshire 025	MR1228931337 Tonbridge and Malli	Driving a c	0 From Site 1	196111	146 F
The Site	E02006637	Wiltshire 025	MR1228931338 Tunbridge Wells	Driving a c	0 From Site 1	204205	152 F
The Site	E02006637	Wiltshire 025	MR1228931342 Vale of White Horse	Driving a c	11 From Site 1	74912	60 A
The Site	E02006637	Wiltshire 025	MR1228931353 Waverley	Driving a c	2 From Site 1	100865	83 F
The Site	E02006637	Wiltshire 025	MR1228931315 Wealden	Driving a c	0 From Site 1	204491	163 F
The Site	E02006637	Wiltshire 025	MR1228931304 West Berkshire	Driving a c	39 From Site 1	52643	51 A
The Site	E02006637	Wiltshire 025	MR1228931343 West Oxfordshire	Driving a c	2 From Site 1	68356	75 A
The Site	E02006637	Wiltshire 025	MR1228931326 Winchester	Driving a c	23 From Site 1	73563	66 F
The Site	E02006637	Wiltshire 025	MR1228931305 Windsor and Maide	Driving a c	4 From Site 1	104106	83 A
The Site	E02006637	Wiltshire 025	MR1228931354 Woking	Driving a c	1 From Site 1	120690	97 F
The Site	E02006637	Wiltshire 025	MR1228931306 Wokingham	Driving a c	7 From Site 1	96517	76 A
The Site	E02006637	Wiltshire 025	MR1228931361 Worthing	Driving a c	0 From Site 1	173503	137 F
The Site	E02006637	Wiltshire 025	MR1228931310 Wycombe	Driving a c	0 From Site 1	119293	94 A
The Site	E02006637	Wiltshire 025	MR1228931362 Bath and North East	Driving a c	54 From Site 1	35780	47 G
The Site	E02006637	Wiltshire 025	MR1228931363 Bournemouth	Driving a c	1 From Site 1	87617	88 F
The Site	E02006637	Wiltshire 025	MR1228931364 Bristol	Driving a c	28 From Site 1	67124	61 A
The Site	E02006637	Wiltshire 025	MR1228931388 Cheltenham	Driving a c	2 From Site 1	85402	72 A
The Site	E02006637	Wiltshire 025	MR1228931382 Christchurch	Driving a c	0 From Site 1	84730	90 F
The Site	E02006637	Wiltshire 025	MR1228931365 Cornwall	Driving a c	1 From Site 1	334457	218 A
The Site	E02006637	Wiltshire 025	MR1228931389 Cotswold	Driving a c	7 From Site 1	51487	52 A
The Site	E02006637	Wiltshire 025	MR1228931374 East Devon	Driving a c	0 From Site 1	190964	129 A
The Site	E02006637	Wiltshire 025	MR1228931383 East Dorset	Driving a c	0 From Site 1	80727	84 F
The Site	E02006637	Wiltshire 025	MR1228931375 Exeter	Driving a c	0 From Site 1	187496	127 A
The Site	E02006637	Wiltshire 025	MR1228931390 Forest of Dean	Driving a c	0 From Site 1	98433	90 A
The Site	E02006637	Wiltshire 025	MR1228931391 Gloucester	Driving a c	1 From Site 1	93242	79 A
The Site	E02006637	Wiltshire 025	MR1228931366 Isles of Scilly	Driving a c	1 From Site 1	369876	241 A
The Site	E02006637	Wiltshire 025	MR1228931394 Mendip	Driving a c	18 From Site 1	72365	79 G
The Site	E02006637	Wiltshire 025	MR1228931376 Mid Devon	Driving a c	0 From Site 1	174408	121 A
The Site	E02006637	Wiltshire 025	MR1228931377 North Devon	Driving a c	1 From Site 1	221784	164 A
The Site	E02006637	Wiltshire 025	MR1228931384 North Dorset	Driving a c	2 From Site 1	80673	78 G
The Site	E02006637	Wiltshire 025	MR1228931367 North Somerset	Driving a c	2 From Site 1	104324	85 A
The Site	E02006637	Wiltshire 025	MR1228931368 Plymouth	Driving a c	4 From Site 1	259122	176 A
The Site	E02006637	Wiltshire 025	MR1228931369 Poole	Driving a c	2 From Site 1	92759	98 G
The Site	E02006637	Wiltshire 025	MR1228931385 Purbeck	Driving a c	3 From Site 1	102605	101 G
The Site	E02006637	Wiltshire 025	MR1228931395 Sedgemoor	Driving a c	1 From Site 1	125473	97 A
The Site	E02006637	Wiltshire 025	MR1228931370 South Gloucestersh	Driving a c	30 From Site 1	61838	56 A
The Site	E02006637	Wiltshire 025	MR1228931378 South Hams	Driving a c	0 From Site 1	248144	161 A
The Site	E02006637	Wiltshire 025	MR1228931396 South Somerset	Driving a c	5 From Site 1	93859	88 G
The Site	E02006637	Wiltshire 025	MR1228931392 Stroud	Driving a c	7 From Site 1	70534	70 A
The Site	E02006637	Wiltshire 025	MR1228931371 Swindon	Driving a c	236 From Site 1	36324	43 A
The Site	E02006637	Wiltshire 025	MR1228931397 Taunton Deane	Driving a c	1 From Site 1	143103	106 A
The Site	E02006637	Wiltshire 025	MR1228931379 Teignbridge	Driving a c	0 From Site 1	214452	143 A
The Site	E02006637	Wiltshire 025	MR1228931393 Tewkesbury	Driving a c	3 From Site 1	103955	80 A
The Site	E02006637	Wiltshire 025	MR1228931372 Torbay	Driving a c	0 From Site 1	224127	157 A
The Site	E02006637	Wiltshire 025	MR1228931380 Torridge	Driving a c	0 From Site 1	239522	181 A
The Site	E02006637	Wiltshire 025	MR1228931381 West Devon	Driving a c	0 From Site 1	256755	174 A
The Site	E02006637	Wiltshire 025	MR1228931386 West Dorset	Driving a c	1 From Site 1	105433	101 G
The Site	E02006637	Wiltshire 025	MR1228931398 West Somerset	Driving a c	0 From Site 1	141996	114 A
The Site	E02006637	Wiltshire 025	MR1228931387 Weymouth and Porl	Driving a c	0 From Site 1	118271	114 G
The Site	E02006637	Wiltshire 025	E02006644 Wiltshire 001	Driving a c	6 From Site 1	43790	42 A
The Site	E02006637	Wiltshire 025	E02006645 Wiltshire 002	Driving a c	9 From Site 1	35876	45 A
The Site	E02006637	Wiltshire 025	E02006646 Wiltshire 003	Driving a c	3 From Site 1	37760	37 A
The Site	E02006637	Wiltshire 025	E02006647 Wiltshire 004	Driving a c	2 From Site 1	35259	34 A
The Site	E02006637	Wiltshire 025	E02006648 Wiltshire 005	Driving a c	1 From Site 1	40518	46 A
The Site	E02006637	Wiltshire 025	E02006649 Wiltshire 006	Driving a c	6 From Site 1	27985	28 A
The Site	E02006637	Wiltshire 025	E02006650 Wiltshire 007	Driving a c	23 From Site 1	20802	25 A
The Site	E02006637	Wiltshire 025	E02006651 Wiltshire 008	Driving a c	8 From Site 1	31029	35 A
The Site	E02006637	Wiltshire 025	E02006652 Wiltshire 009	Driving a c	27 From Site 1	24366	30 A
The Site	E02006637	Wiltshire 025	E02006653 Wiltshire 010	Driving a c	20 From Site 1	24731	29 A
The Site	E02006637	Wiltshire 025	E02006654 Wiltshire 011	Driving a c	50 From Site 1	22750	27 A
The Site	E02006637	Wiltshire 025	E02006634 Wiltshire 012	Driving a c	26 From Site 1	31638	33 A
The Site	E02006637	Wiltshire 025	E02006655 Wiltshire 013	Driving a c	23 From Site 1	19001	21 A
The Site	E02006637	Wiltshire 025	E02006656 Wiltshire 014	Driving a c	3 From Site 1	19422	22 A
The Site	E02006637	Wiltshire 025	E02006657 Wiltshire 015	Driving a c	47 From Site 1	13871	18 A
The Site	E02006637	Wiltshire 025	E02006658 Wiltshire 016	Driving a c	17 From Site 1	10726	11 A
The Site	E02006637	Wiltshire 025	E02006659 Wiltshire 017	Driving a c	23 From Site 1	25993	34 G
The Site	E02006637	Wiltshire 025	E02006660 Wiltshire 018	Driving a c	60 From Site 1	24873	30 A
The Site	E02006637	Wiltshire 025	E02006635 Wiltshire 019	Driving a c	62 From Site 1	21180	19 A
The Site	E02006637	Wiltshire 025	E02006678 Wiltshire 020	Driving a c	2 From Site 1	15965	21 G
The Site	E02006637	Wiltshire 025	E02006679 Wiltshire 021	Driving a c	50 From Site 1	15603	19 G
The Site	E02006637	Wiltshire 025	E02006680 Wiltshire 022	Driving a c	39 From Site 1	15383	19 G
The Site	E02006637	Wiltshire 025	E02006681 Wiltshire 023	Driving a c	0 From Site 1	28050	36 G
The Site	E02006637	Wiltshire 025	E02006636 Wiltshire 024	Driving a c	75 From Site 1	17906	22 B
The Site	E02006637	Wiltshire 025	E02006637 Wiltshire 025	Driving a c	523 From Site 1	1128	2 E
The Site	E02006637	Wiltshire 025	E02006638 Wiltshire 026	Driving a c	429 From Site 1	2385	4 G
The Site	E02006637	Wiltshire 025	E02006682 Wiltshire 027	Driving a c	6 From Site 1	23817	30 G
The Site	E02006637	Wiltshire 025	E02006639 Wiltshire 028	Driving a c	118 From Site 1	12367	18 G
The Site	E02006637	Wiltshire 025	E02006640 Wiltshire 029	Driving a c	9 From Site 1	38034	39 A
The Site	E02006637	Wiltshire 025	E02006683 Wiltshire 030	Driving a c	10 From Site 1	21419	28 G
The Site	E02006637	Wiltshire 025	E02006684 Wiltshire 031	Driving a c	63 From Site 1	20608	27 G
The Site	E02006637	Wiltshire 025	E02006685 Wiltshire 032	Driving a c	18 From Site 1	19585	25 G
The Site	E02006637	Wiltshire 025	E02006686 Wiltshire 033	Driving a c	2 From Site 1	22015	30 G
The Site	E02006637	Wiltshire 025	E02006641 Wiltshire 034	Driving a c	369 From Site 1	2427	4 B
The Site	E02006637	Wiltshire 025	E02006687 Wiltshire 035	Driving a c	18 From Site 1	22883	28 G
The Site	E02006637	Wiltshire 025	E02006688 Wiltshire 036	Driving a c	6 From Site 1	22048	29 G
The Site	E02006637	Wiltshire 025	E02006689 Wiltshire 037	Driving a c	42 From Site 1	21725	26 G
The Site	E02006637	Wiltshire 025	E02006642 Wiltshire 038	Driving a c	69 From Site 1	19322	20 F
The Site	E02006637	Wiltshire 025	E02006690 Wiltshire 039	Driving a c	14 From Site 1	22578	26 G
The Site	E02006637	Wiltshire 025	E02006691 Wiltshire 040	Driving a c	7 From Site 1	23694	28 G
The Site	E02006637	Wiltshire 025	E02006643 Wiltshire 041	Driving a c	32 From Site 1	32580	33 F
The Site	E02006637	Wiltshire 025	E02006692 Wiltshire 042	Driving a c	10 From Site 1	32291	38 G
The Site	E02006637	Wiltshire 025	E02006693 Wiltshire 043	Driving a c	3 From Site 1	30990	37 G
The Site	E02006637	Wiltshire 025	E02006694 Wiltshire 044	Driving a c	6 From Site 1	31586	37 G
The Site	E02006637	Wiltshire 025	E02006661 Wiltshire 045	Driving a c	58 From Site 1	29337	30 F
The Site	E02006637	Wiltshire 025	E02006662 Wiltshire 046	Driving a c	6 From Site 1	27645	29 F
The Site	E02006637	Wiltshire 025	E02006695 Wiltshire 047	Driving a c	3 From Site 1	35292	45 G
The Site	E02006637	Wiltshire 025	E02006663 Wiltshire 048	Driving a c	33 From Site 1	32163	36 F
The Site	E02006637	Wiltshire 025	E02006664 Wiltshire 049	Driving a c	15 From Site 1	38346	41 F
The Site	E02006637	Wiltshire 025	E02006665 Wiltshire 050	Driving a c	3 From Site 1	52630	54 G

The Site	E02006637	Wiltshire 025	E02006666	Wiltshire 051	Driving a c	2 From Site 1	42295	45 F
The Site	E02006637	Wiltshire 025	E02006667	Wiltshire 052	Driving a c	0 From Site 1	41322	45 G
The Site	E02006637	Wiltshire 025	E02006668	Wiltshire 053	Driving a c	5 From Site 1	41575	45 F
The Site	E02006637	Wiltshire 025	E02006669	Wiltshire 054	Driving a c	2 From Site 1	40198	43 G
The Site	E02006637	Wiltshire 025	E02006670	Wiltshire 055	Driving a c	13 From Site 1	41756	46 G
The Site	E02006637	Wiltshire 025	E02006671	Wiltshire 056	Driving a c	10 From Site 1	42330	47 F
The Site	E02006637	Wiltshire 025	E02006672	Wiltshire 057	Driving a c	8 From Site 1	46429	52 F
The Site	E02006637	Wiltshire 025	E02006673	Wiltshire 058	Driving a c	4 From Site 1	42477	50 G
The Site	E02006637	Wiltshire 025	E02006674	Wiltshire 059	Driving a c	5 From Site 1	42862	49 F
The Site	E02006637	Wiltshire 025	E02006675	Wiltshire 060	Driving a c	2 From Site 1	50589	55 F
The Site	E02006637	Wiltshire 025	E02006676	Wiltshire 061	Driving a c	0 From Site 1	59606	63 G
The Site	E02006637	Wiltshire 025	E02006677	Wiltshire 062	Driving a c	3 From Site 1	52703	58 F
The Site	E02006637	Wiltshire 025	MR1228931417	Blaenau Gwent	Driving a c	0 From Site 1	130827	110 A
The Site	E02006637	Wiltshire 025	MR1228931411	Bridgend	Driving a c	0 From Site 1	140934	106 A
The Site	E02006637	Wiltshire 025	MR1228931416	Caerphilly	Driving a c	1 From Site 1	126578	100 A
The Site	E02006637	Wiltshire 025	MR1228931413	Cardiff	Driving a c	0 From Site 1	120082	99 A
The Site	E02006637	Wiltshire 025	MR1228931408	Cardiff	Driving a c	0 From Site 1	218635	155 A
The Site	E02006637	Wiltshire 025	MR1228931406	Ceredigion	Driving a c	0 From Site 1	256243	225 A
The Site	E02006637	Wiltshire 025	MR1228931401	Conwy	Driving a c	0 From Site 1	382853	256 A
The Site	E02006637	Wiltshire 025	MR1228931402	Denbighshire	Driving a c	0 From Site 1	356677	236 A
The Site	E02006637	Wiltshire 025	MR1228931403	Flintshire	Driving a c	0 From Site 1	315338	208 A
The Site	E02006637	Wiltshire 025	MR1228931400	Gwynedd	Driving a c	0 From Site 1	407850	270 A
The Site	E02006637	Wiltshire 025	MR1228931399	Isle of Anglesey	Driving a c	0 From Site 1	419515	277 A
The Site	E02006637	Wiltshire 025	MR1228931415	Merthyr Tydfil	Driving a c	0 From Site 1	149575	117 A
The Site	E02006637	Wiltshire 025	MR1228931419	Monmouthshire	Driving a c	0 From Site 1	128897	103 A
The Site	E02006637	Wiltshire 025	MR1228931410	Neath Port Talbot	Driving a c	0 From Site 1	160859	118 A
The Site	E02006637	Wiltshire 025	MR1228931420	Newport	Driving a c	1 From Site 1	99574	84 A
The Site	E02006637	Wiltshire 025	MR1228931407	Pembrokeshire	Driving a c	0 From Site 1	275383	201 A
The Site	E02006637	Wiltshire 025	MR1228931405	Powys	Driving a c	0 From Site 1	238540	194 A
The Site	E02006637	Wiltshire 025	MR1228931414	Rhondda Cynon Taf	Driving a c	0 From Site 1	131203	103 A
The Site	E02006637	Wiltshire 025	MR1228931409	Swansea	Driving a c	0 From Site 1	178137	136 A
The Site	E02006637	Wiltshire 025	MR1228931412	The Vale of Glamorgan	Driving a c	1 From Site 1	143718	119 A
The Site	E02006637	Wiltshire 025	MR1228931418	Torfaen	Driving a c	0 From Site 1	102878	84 A
The Site	E02006637	Wiltshire 025	MR1228931404	Wrexham	Driving a c	0 From Site 1	271969	203 A
The Site	E02006637	Wiltshire 025	MR1228931202	Birmingham	Driving a c	2 From Site 1	170969	136 A
The Site	E02006637	Wiltshire 025	MR1228931209	Bromsgrove	Driving a c	0 From Site 1	144458	108 A
The Site	E02006637	Wiltshire 025	MR1228931189	Cannock Chase	Driving a c	1 From Site 1	191368	138 A
The Site	E02006637	Wiltshire 025	MR1228931203	Coventry	Driving a c	0 From Site 1	183745	128 A
The Site	E02006637	Wiltshire 025	MR1228931204	Dudley	Driving a c	0 From Site 1	167608	132 A
The Site	E02006637	Wiltshire 025	MR1228931190	East Staffordshire	Driving a c	0 From Site 1	226049	169 A
The Site	E02006637	Wiltshire 025	MR1228931185	Herefordshire	Driving a c	0 From Site 1	137627	122 A
The Site	E02006637	Wiltshire 025	MR1228931191	Lichfield	Driving a c	0 From Site 1	208461	151 A
The Site	E02006637	Wiltshire 025	MR1228931210	Malvern Hills	Driving a c	1 From Site 1	135847	103 A
The Site	E02006637	Wiltshire 025	MR1228931192	Newcastle-under-Ly	Driving a c	0 From Site 1	231062	162 A
The Site	E02006637	Wiltshire 025	MR1228931197	North Warwickshire	Driving a c	0 From Site 1	193449	140 A
The Site	E02006637	Wiltshire 025	MR1228931198	Nuneaton and Bedw	Driving a c	0 From Site 1	198767	147 A
The Site	E02006637	Wiltshire 025	MR1228931211	Redditch	Driving a c	0 From Site 1	147460	121 A
The Site	E02006637	Wiltshire 025	MR1228931199	Rugby	Driving a c	1 From Site 1	192350	135 A
The Site	E02006637	Wiltshire 025	MR1228931205	Sandwell	Driving a c	1 From Site 1	169744	123 A
The Site	E02006637	Wiltshire 025	MR1228931186	Shropshire	Driving a c	1 From Site 1	207006	169 A
The Site	E02006637	Wiltshire 025	MR1228931206	Solihull	Driving a c	1 From Site 1	180434	130 A
The Site	E02006637	Wiltshire 025	MR1228931193	South Staffordshire	Driving a c	0 From Site 1	201252	141 A
The Site	E02006637	Wiltshire 025	MR1228931194	Stafford	Driving a c	1 From Site 1	206152	151 A
The Site	E02006637	Wiltshire 025	MR1228931195	Staffordshire Moor	Driving a c	1 From Site 1	251399	183 A
The Site	E02006637	Wiltshire 025	MR1228931187	Stoke-on-Trent	Driving a c	0 From Site 1	236181	168 A
The Site	E02006637	Wiltshire 025	MR1228931200	Stratford-on-Avon	Driving a c	2 From Site 1	125210	110 A
The Site	E02006637	Wiltshire 025	MR1228931196	Tamworth	Driving a c	0 From Site 1	205740	150 A
The Site	E02006637	Wiltshire 025	MR1228931188	Telford and Wrekin	Driving a c	0 From Site 1	214625	152 A
The Site	E02006637	Wiltshire 025	MR1228931207	Walsall	Driving a c	0 From Site 1	180190	133 A
The Site	E02006637	Wiltshire 025	MR1228931201	Warwick	Driving a c	1 From Site 1	163129	115 A
The Site	E02006637	Wiltshire 025	MR1228931208	Wolverhampton	Driving a c	0 From Site 1	179190	145 A
The Site	E02006637	Wiltshire 025	MR1228931212	Worcester	Driving a c	1 From Site 1	128324	98 A
The Site	E02006637	Wiltshire 025	MR1228931213	Wychavon	Driving a c	0 From Site 1	139116	104 A
The Site	E02006637	Wiltshire 025	MR1228931214	Wyre Forest	Driving a c	0 From Site 1	152827	116 A
The Site	E02006637	Wiltshire 025	MR1228931136	Barnsley	Driving a c	0 From Site 1	331535	234 A
The Site	E02006637	Wiltshire 025	MR1228931140	Bradford	Driving a c	0 From Site 1	367238	245 A
The Site	E02006637	Wiltshire 025	MR1228931141	Calderdale	Driving a c	0 From Site 1	357677	247 A
The Site	E02006637	Wiltshire 025	MR1228931129	Craven	Driving a c	0 From Site 1	377034	261 A
The Site	E02006637	Wiltshire 025	MR1228931137	Doncaster	Driving a c	0 From Site 1	322816	225 A
The Site	E02006637	Wiltshire 025	MR1228931124	East Riding of Yorks	Driving a c	0 From Site 1	390301	276 A
The Site	E02006637	Wiltshire 025	MR1228931130	Hambleton	Driving a c	0 From Site 1	426233	293 A
The Site	E02006637	Wiltshire 025	MR1228931131	Harrogate	Driving a c	0 From Site 1	386129	276 A
The Site	E02006637	Wiltshire 025	MR1228931125	Kingston upon Hull	Driving a c	0 From Site 1	379783	264 A
The Site	E02006637	Wiltshire 025	MR1228931142	Kirklees	Driving a c	3 From Site 1	352493	240 A
The Site	E02006637	Wiltshire 025	MR1228931143	Leeds	Driving a c	2 From Site 1	375128	253 A
The Site	E02006637	Wiltshire 025	MR1228931126	North East Lincolnsh	Driving a c	0 From Site 1	377290	259 A
The Site	E02006637	Wiltshire 025	MR1228931127	North Lincolnshire	Driving a c	0 From Site 1	362589	250 A
The Site	E02006637	Wiltshire 025	MR1228931132	Richmondshire	Driving a c	0 From Site 1	433456	296 A
The Site	E02006637	Wiltshire 025	MR1228931138	Rotherham	Driving a c	0 From Site 1	311471	219 A
The Site	E02006637	Wiltshire 025	MR1228931133	Ryedale	Driving a c	0 From Site 1	416066	288 A
The Site	E02006637	Wiltshire 025	MR1228931134	Scarborough	Driving a c	0 From Site 1	432792	321 A
The Site	E02006637	Wiltshire 025	MR1228931135	Selby	Driving a c	0 From Site 1	359583	253 A
The Site	E02006637	Wiltshire 025	MR1228931139	Sheffield	Driving a c	0 From Site 1	317342	226 A
The Site	E02006637	Wiltshire 025	MR1228931144	Wakefield	Driving a c	0 From Site 1	346694	245 A
The Site	E02006637	Wiltshire 025	MR1228931128	York	Driving a c	0 From Site 1	384929	274 A

WP7103EW - Workplace and usual residence by method of travel to work (2001 specification) (Workplace population)

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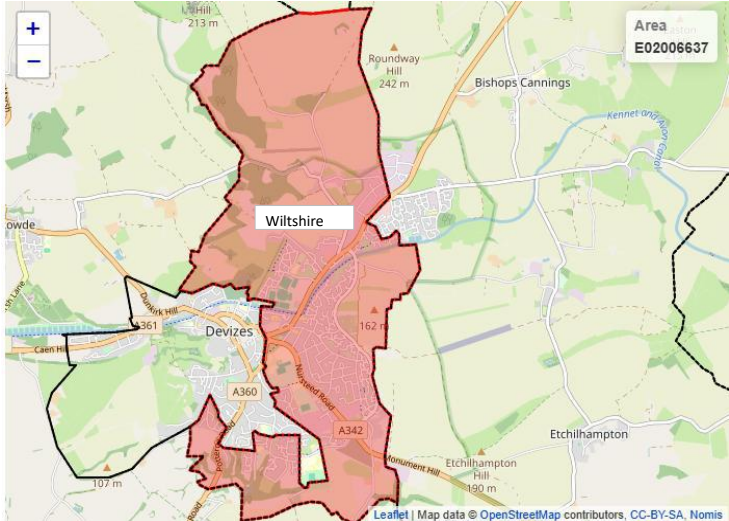
population All usual residents aged 16 and over in employment in the area the week before the census
units Persons
date 2011
method of travel to work Driving a car or van

Internal Trips	16.4%
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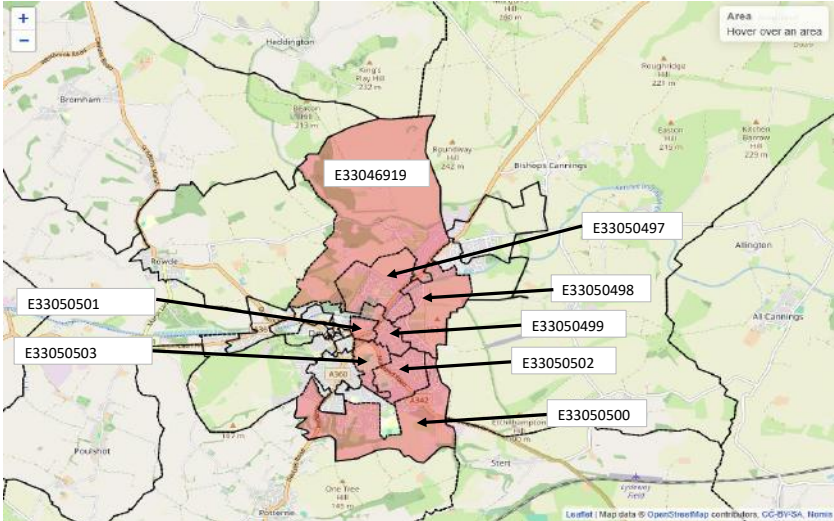
2011 census workplace zone	Lives in the workplace zone	Lives outside the workplace zone but within the middle layer super output area	SUM	Percentage	Notes	Distribution by Station	Distribution of Internal Trips
E33046919	12	175	187	22%	Hopton Park Industrial Estate	E	4%
E33050497	72	12	84	10%	Garden Trading Estate	I	2%
E33050498	55	13	68	8%	South on Windsor Drive	F	1%
E33050499	43	78	121	14%	Wiltshire Police HQ (London Road)	I	2%
E33050500	89	18	107	13%	Marshall Road	F	2%
E33050501	9	69	78	9%	Estcourt St, Devizes Town Centre	I	2%
E33050502	52	61	113	14%	Southbroom St James Academy, Nursteed Road	F	2%
E33050503	27	51	78	9%	Devizes School/Leisure Centre	G	2%
SUM			836	100%			16%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Wiltshire 025 Middle Layer Super Output Area

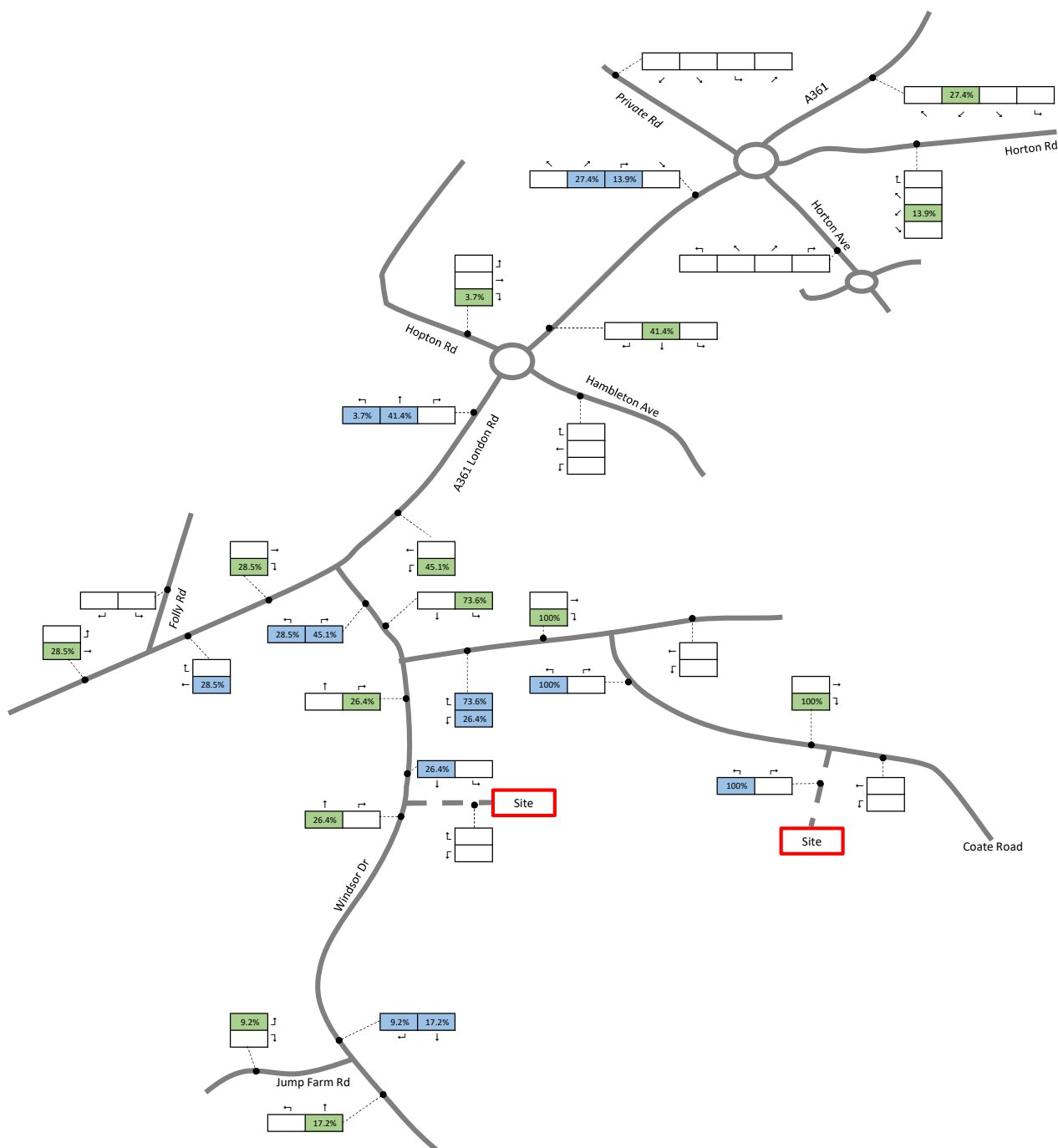


Wiltshire 025 Workplace Zones



Proposed Traffic Flow Distribution Percentages - Access off Coate Road

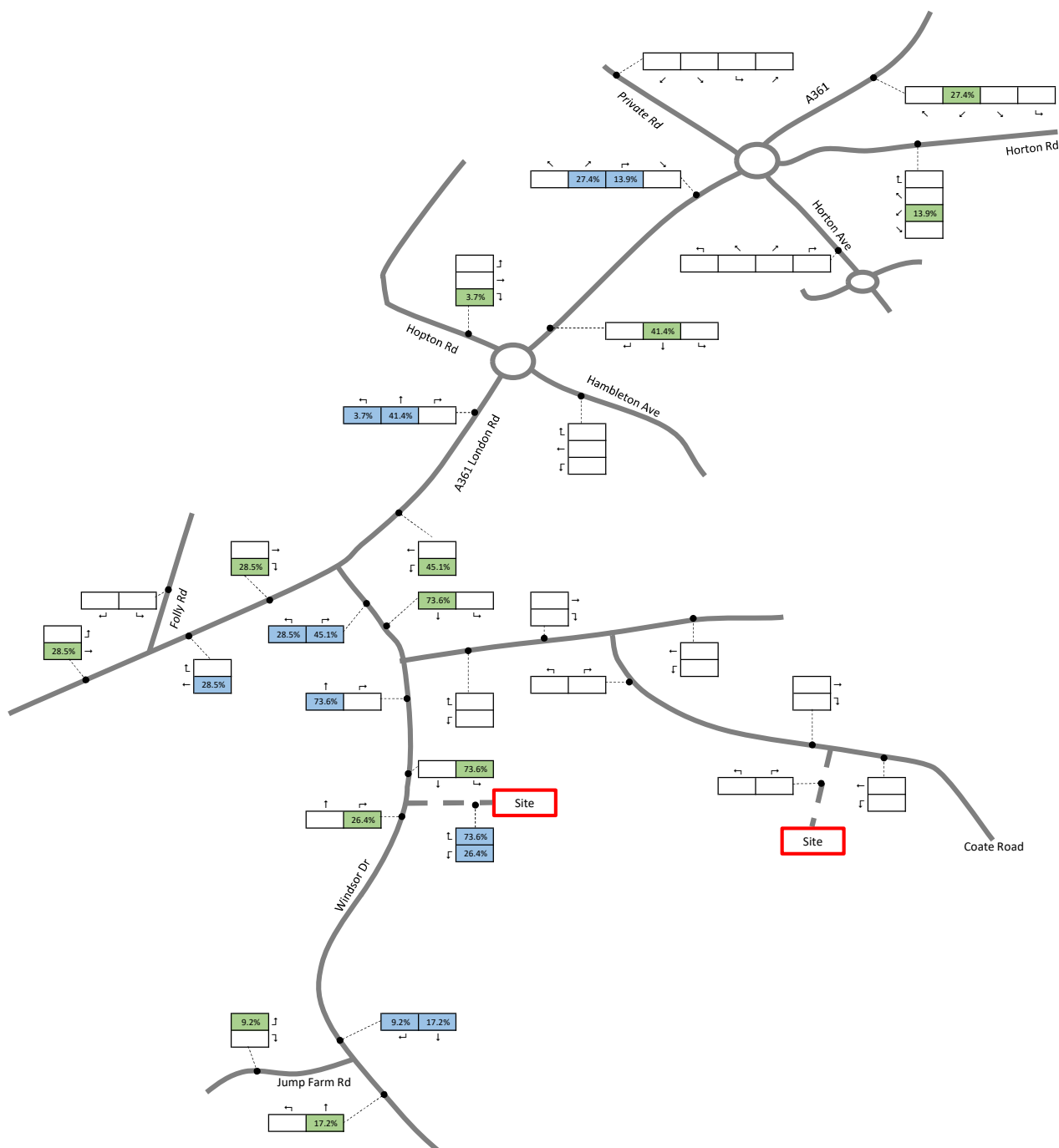
KEY	
	Outbound
	Inbound



D1

Proposed Traffic Flow Distribution Percentages - Access off Windsor Drive

KEY	
	Outbound
	Inbound



D2

H728: SOUTH OF COATE ROAD, DEVIZES



TEMPro 8.1 Outputs and Calculations

Dataset Version: 80
Dataset Scenario: Core
Result Type: Trip ends by time period
Base Year: 2025
Future Year: 2030
Trip Purpose Group: All purposes
Transport Mode: Car Driver
Time Period: Weekday AM peak period (0700 - 0959) and PM peak period (1600 - 1859)
Trip End Type: Origin/Destination
Alternative Assumptions Applied: Yes

Growth Factor (2030 Data/2025 Data)

Area Description		All purposes	
Level	Name	Origin	Destination
E02006637	Wiltshire 025	1.0289	1.0317

Future Year (2030) - Base Year (2025)

Area Description		All purposes	
Level	Name	Origin	Destination
E02006637	Wiltshire 025	84	97

Base Year (2025)

Area Description		All purposes	
Level	Name	Origin	Destination
E02006637	Wiltshire 025	2,917	3,069

Future Year (2030)

Area Description		All purposes	
Level	Name	Origin	Destination
E02006637	Wiltshire 025	3,001	3,166

Alternative Assumptions

	Current Assumptions	Alternative Assumptions	Difference
Base Households	5,151	5,151	0
Future Households	5,333	5,151	-182
Base Jobs	6,303	6,303	0
Future Jobs	6,413	6,413	0

Committed Development

Application PL/2021/04774 up to 200 dwellings on Land off Coate Road. Application 21/02477/OUT up to 57 dwellings on Land North of Quakers Road. Application PL/2021/07203 up to 170 dwellings on Land at Marshall Road. As committed development exceeds forecast growth, future households is maintained as base households.

NTM Traffic Growth Calculations

NTM Dataset Description	NRTP 2022 Core
Road Type:	All
Area:	Region
Level	Area
Authority	Wiltshire 025 (E02006637)

Road Type	Local Growth Figure			
	AM Peak Period		PM Peak Period	
	No Alt Assumptions	With Alt Assumptions	No Alt Assumptions	With Alt Assumptions
All	1.0550	1.0390	1.0557	1.0368

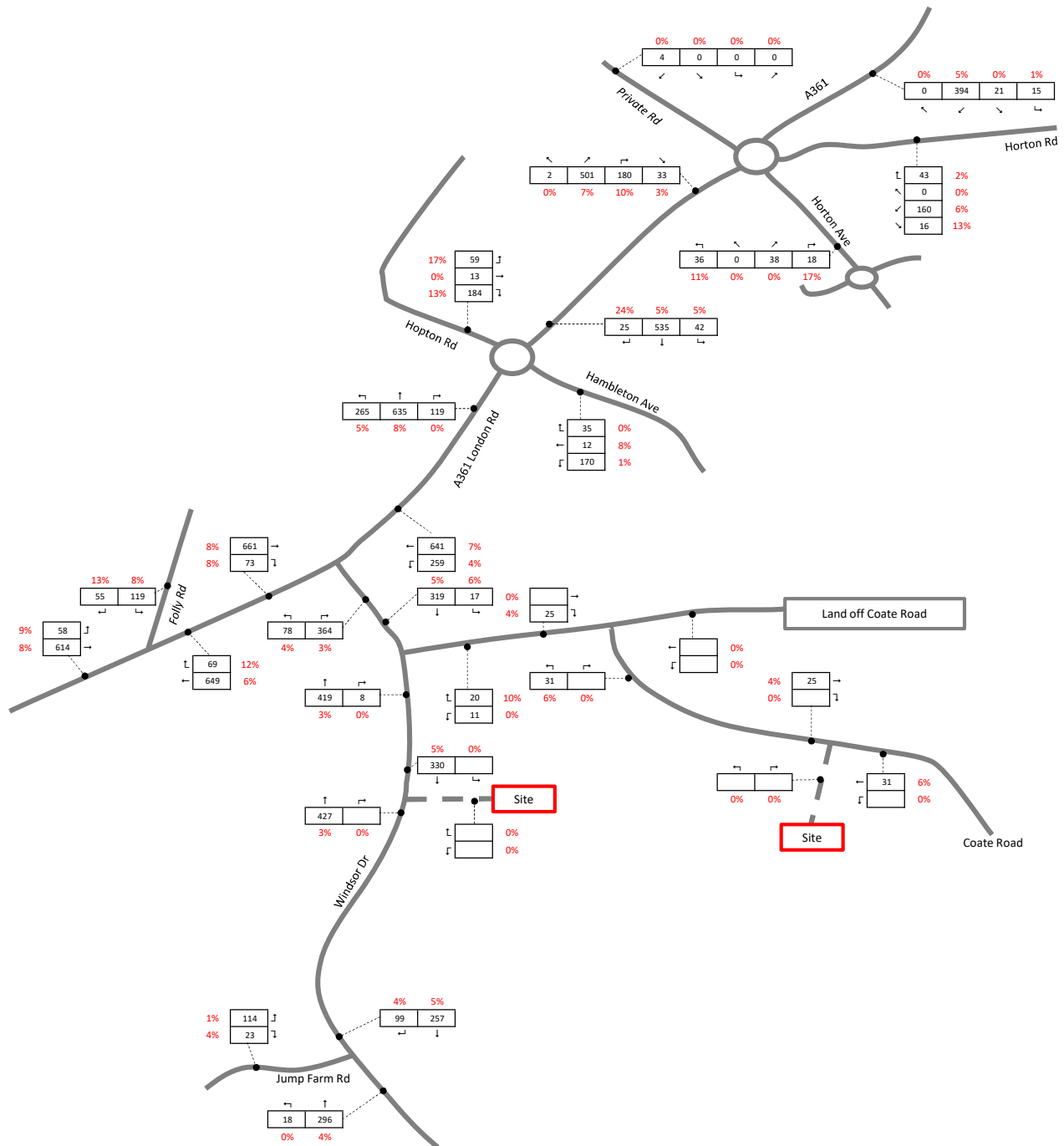
2025 Base Year (Scenario 1)

AM Peak Hour (08:00-09:00)

Note: Traffic flows as obtained from classified turning counts undertaken on 8 May 2025.

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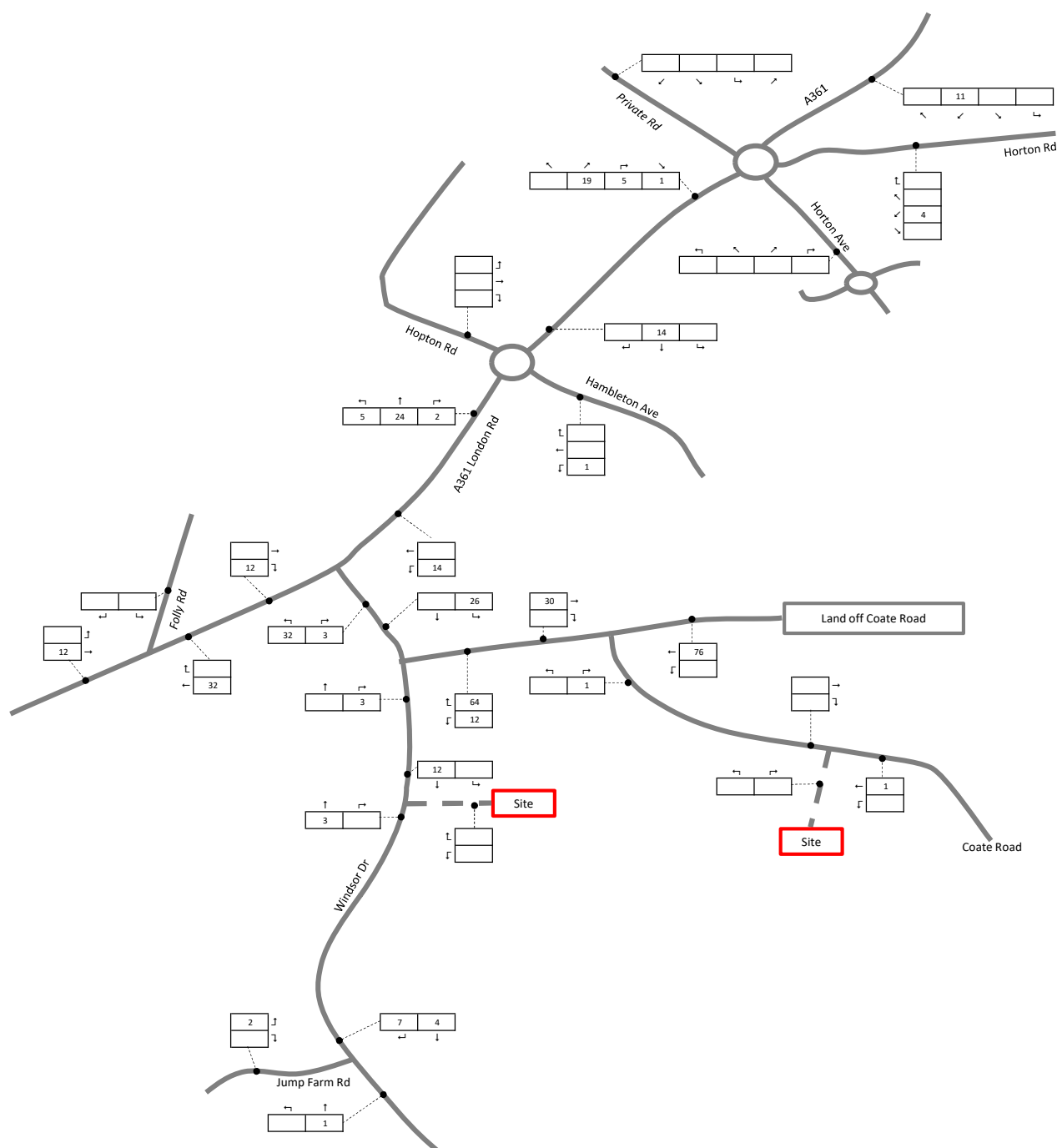
 = Total Vehicles
XX% = HGV Percentage



A1

AM Peak Hour (08:00-09:00)

☐ = Total Vehicles



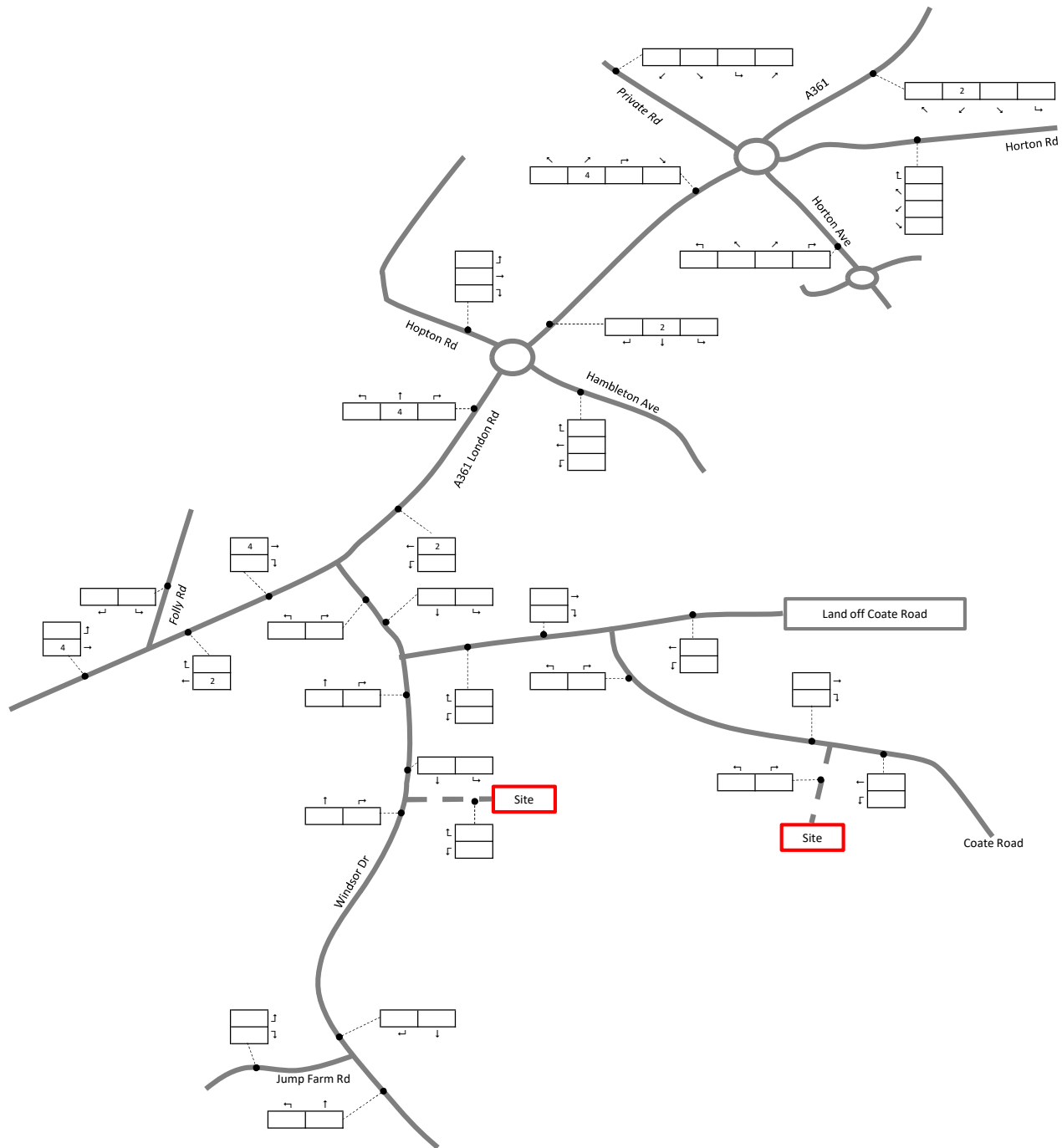
F:\Workfile\H728\Trip Generation & Distribution\H728 Spreadsheet Model.xlsm
September 2025

Committed Development Traffic - Land North of Quakers Road

AM Peak Hour (08:00-09:00)

Note: Traffic flows equate to the approved 57 dwellings from application 21/02477/OUT

= Total Vehicles

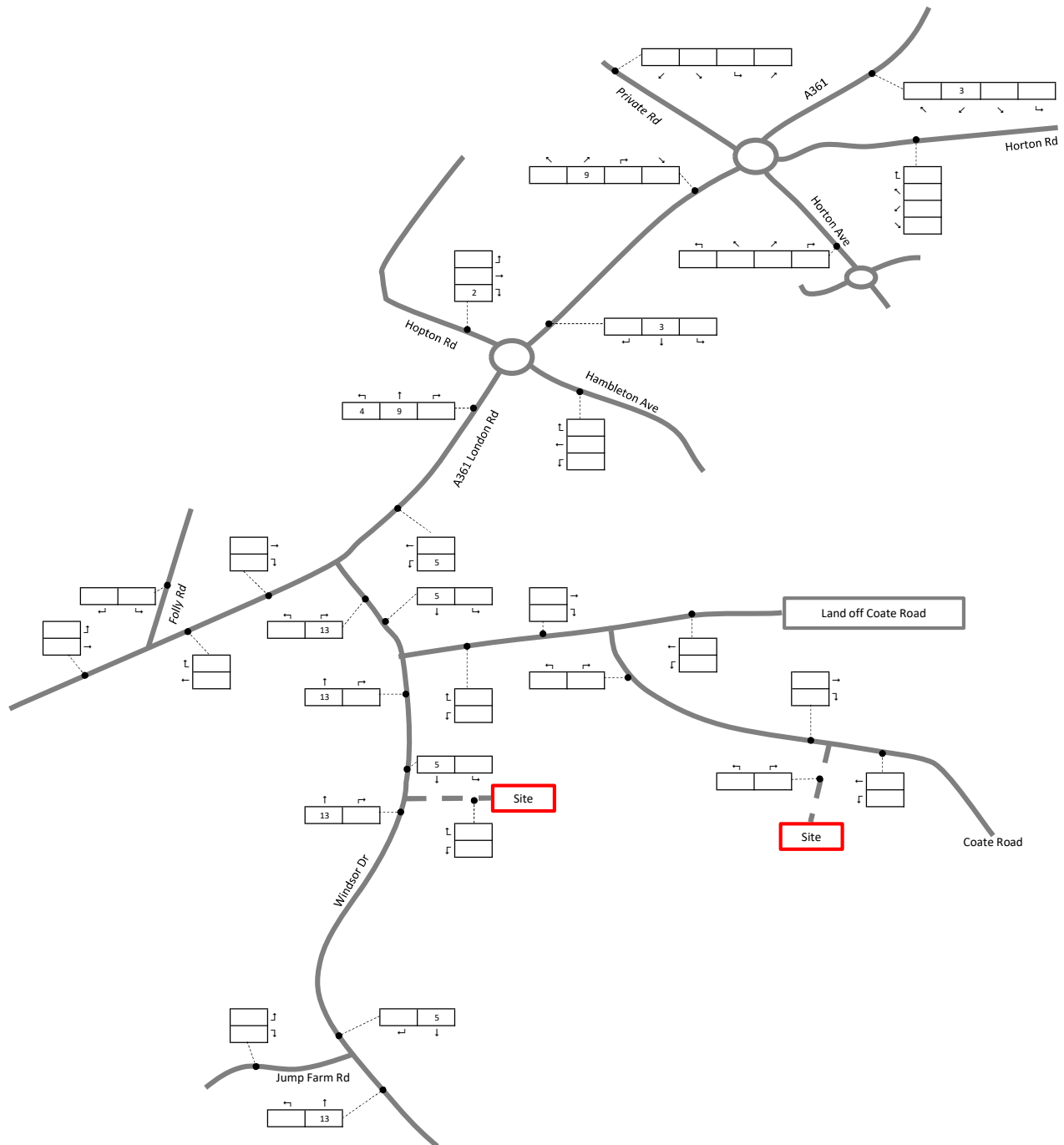


Committed Development Traffic - Land at Marshall Road

AM Peak Hour (08:00-09:00)

Note: Traffic flows equate to the approved 170 dwellings from application PL/2021/07203 not the 180 dwellings assessed within the Transport Assessment. Flows manually assigned to/from A361 East (12.2%) and M50A 025 (18.5%) based on Transport Assessment.

 = Total Vehicles



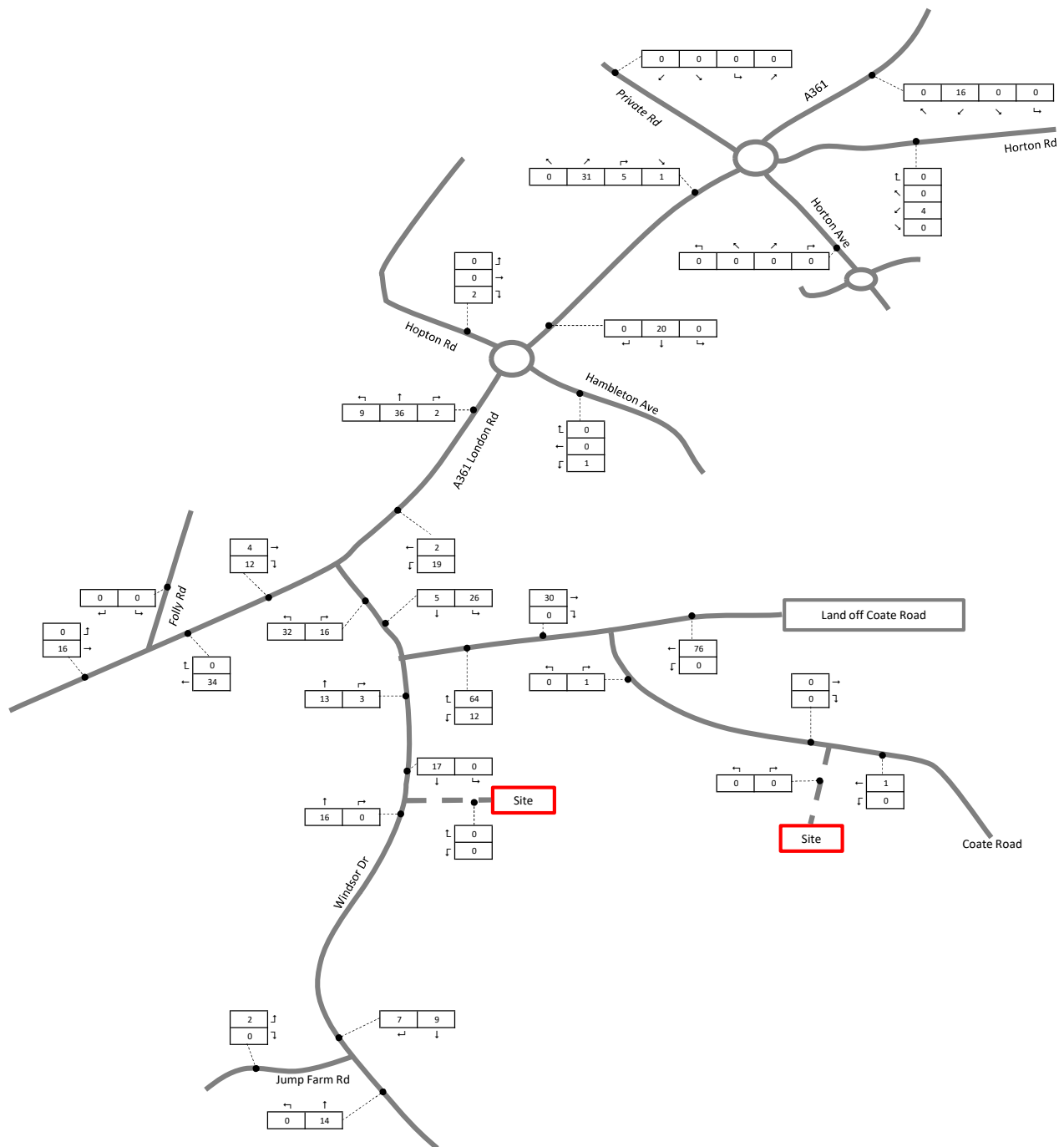
A5

Committed Development Traffic - Total

AM Peak Hour (08:00-09:00)

Note: Includes Land off Coate Road (200 dwellings), Land North of Quakers Road (57 dwellings) and Land at Marshall Road (170 dwellings)

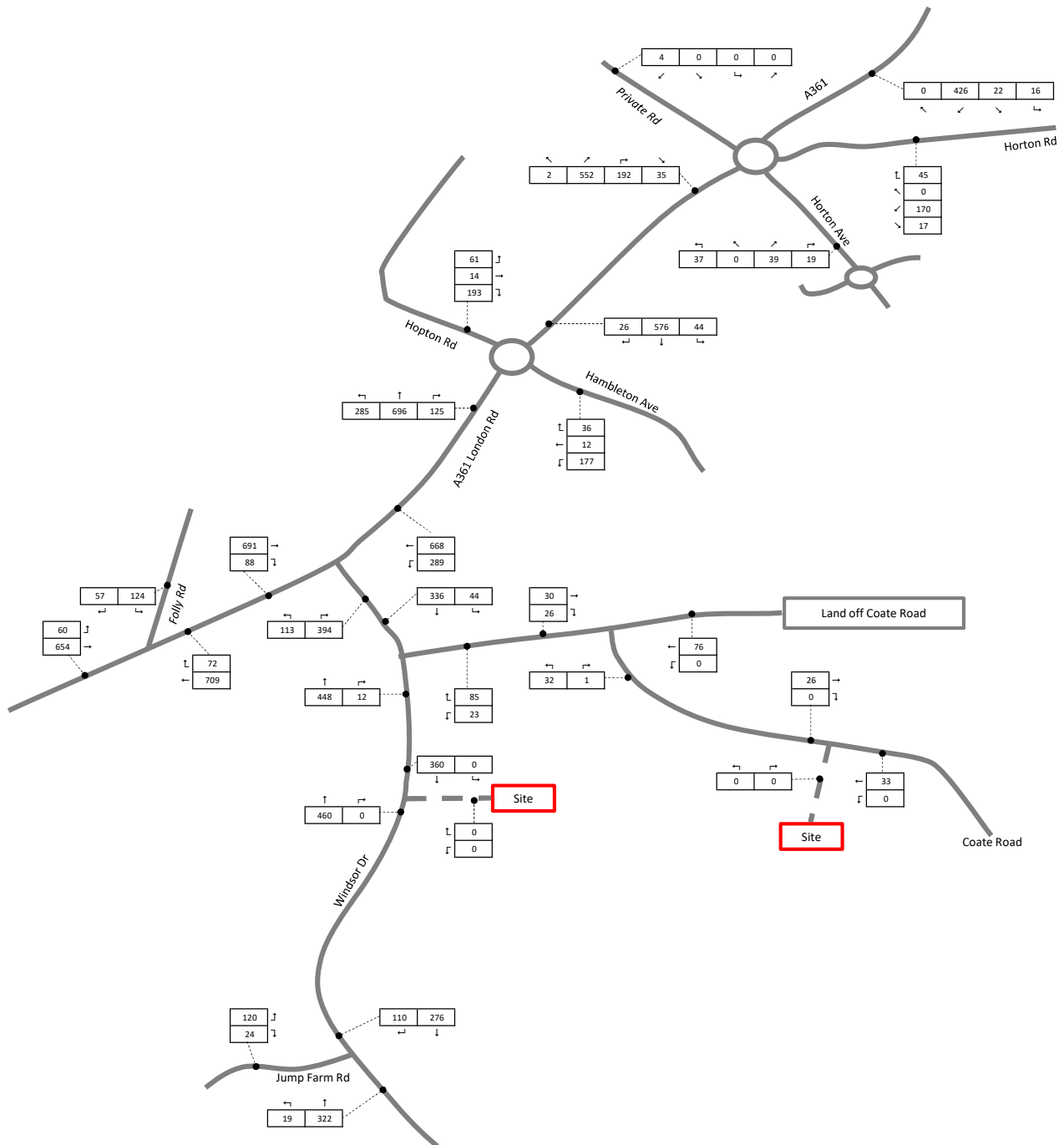
= Total Vehicles



2030 Forecast Year with Committed Development (Scenario 2)

AM Peak Hour (08:00-09:00)

□ = Total Vehicles

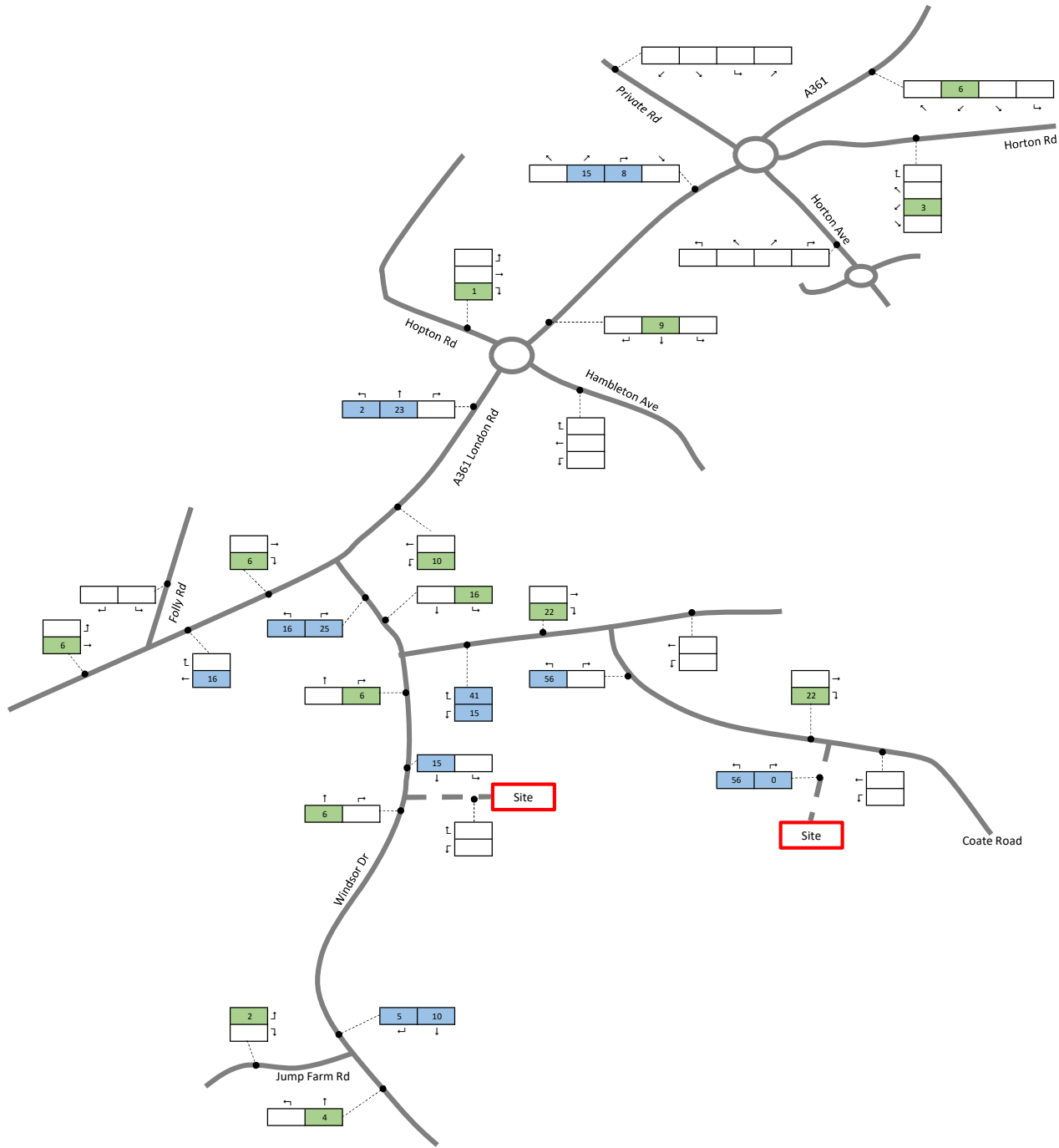


A7

Proposed Development Traffic - Access off Coate Road
AM Peak Hour (08:00-09:00)

KEY	
Outbound	56
Inbound	22

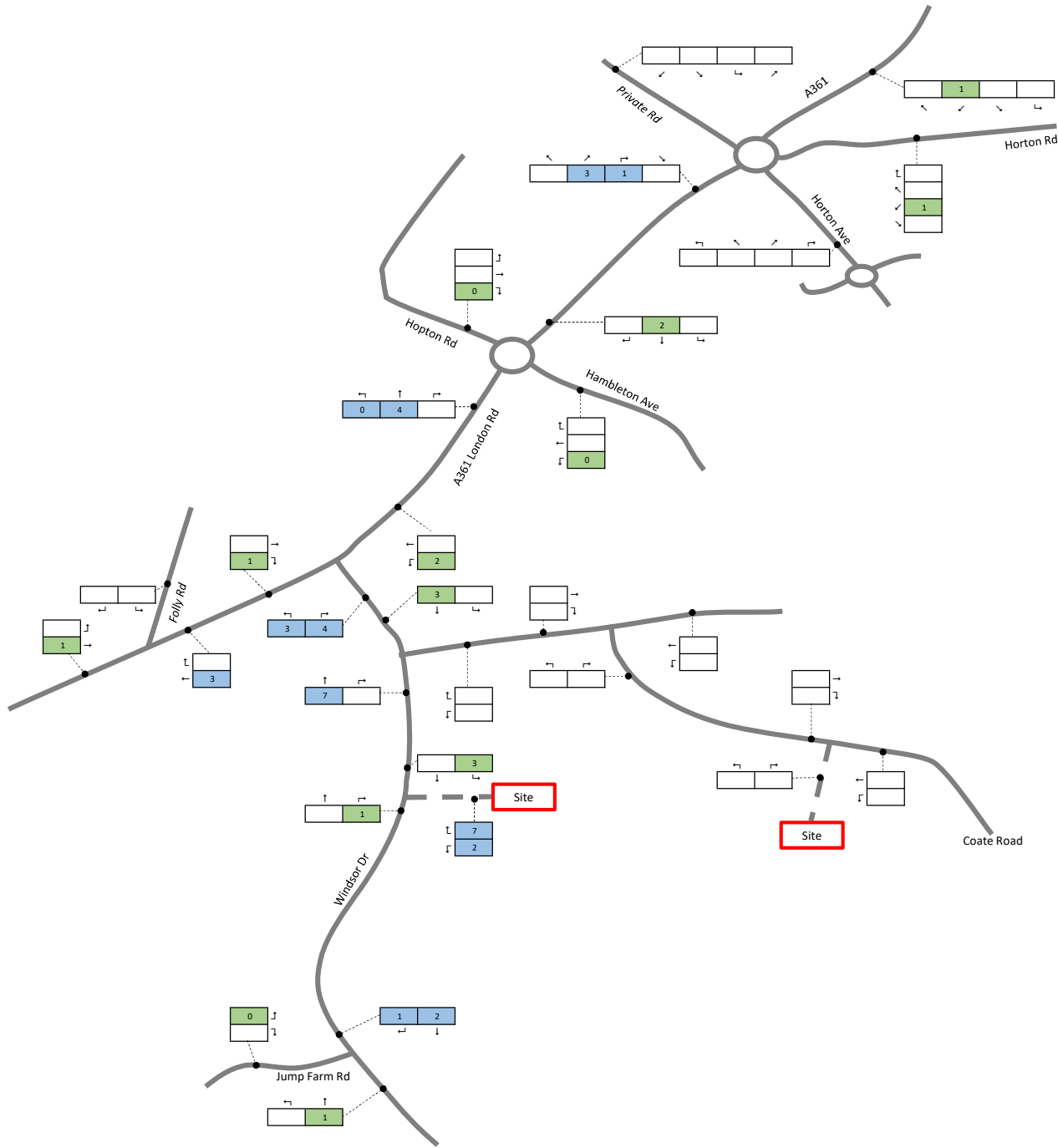
= Total Vehicles



Proposed Development Traffic - Access off Windsor Drive
AM Peak Hour (08:00-09:00)

KEY	
Outbound	9
Inbound	4

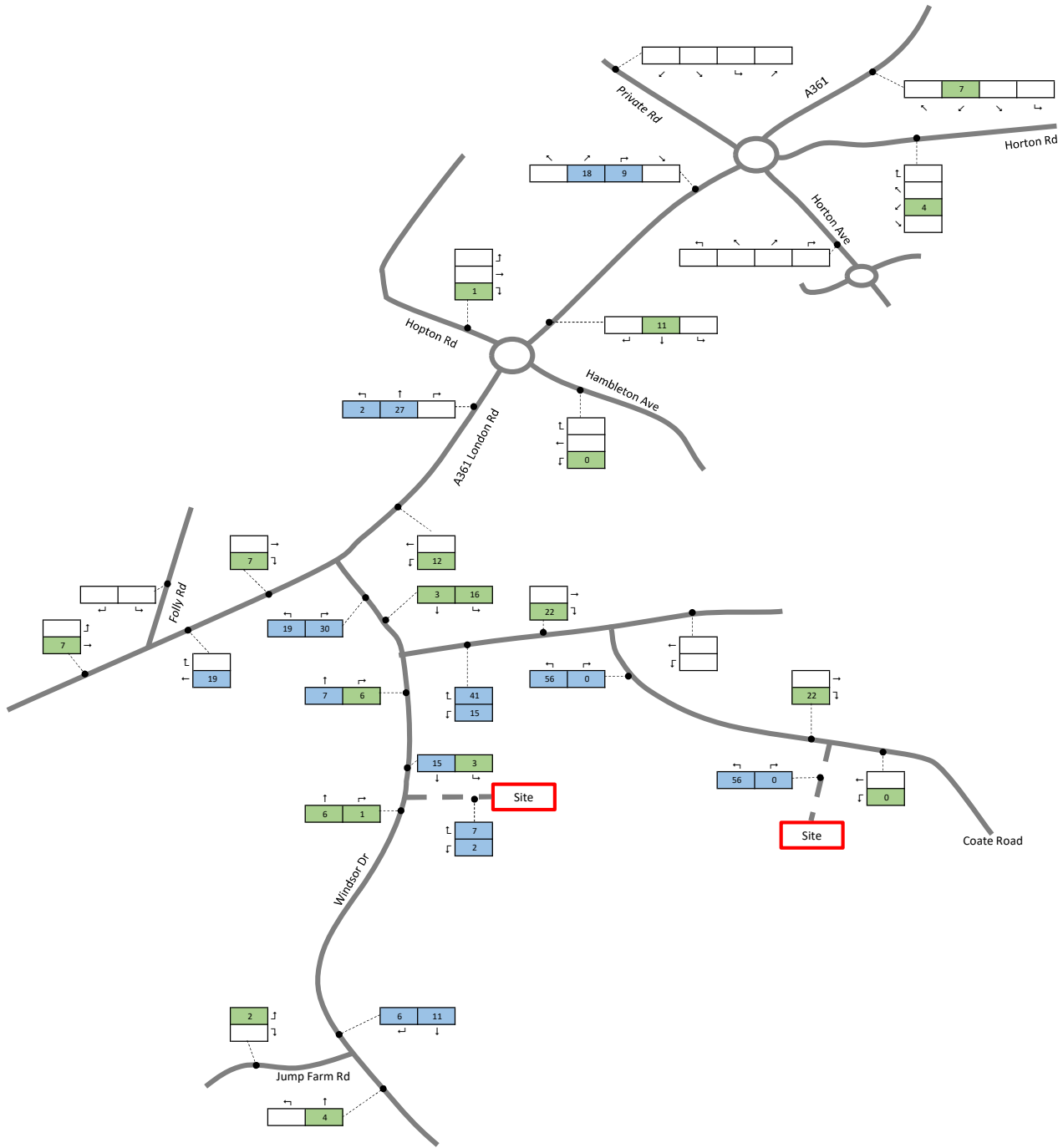
= Total Vehicles



Proposed Development Traffic - Total
AM Peak Hour (08:00-09:00)

KEY	
Outbound	65
Inbound	26

= Total Vehicles

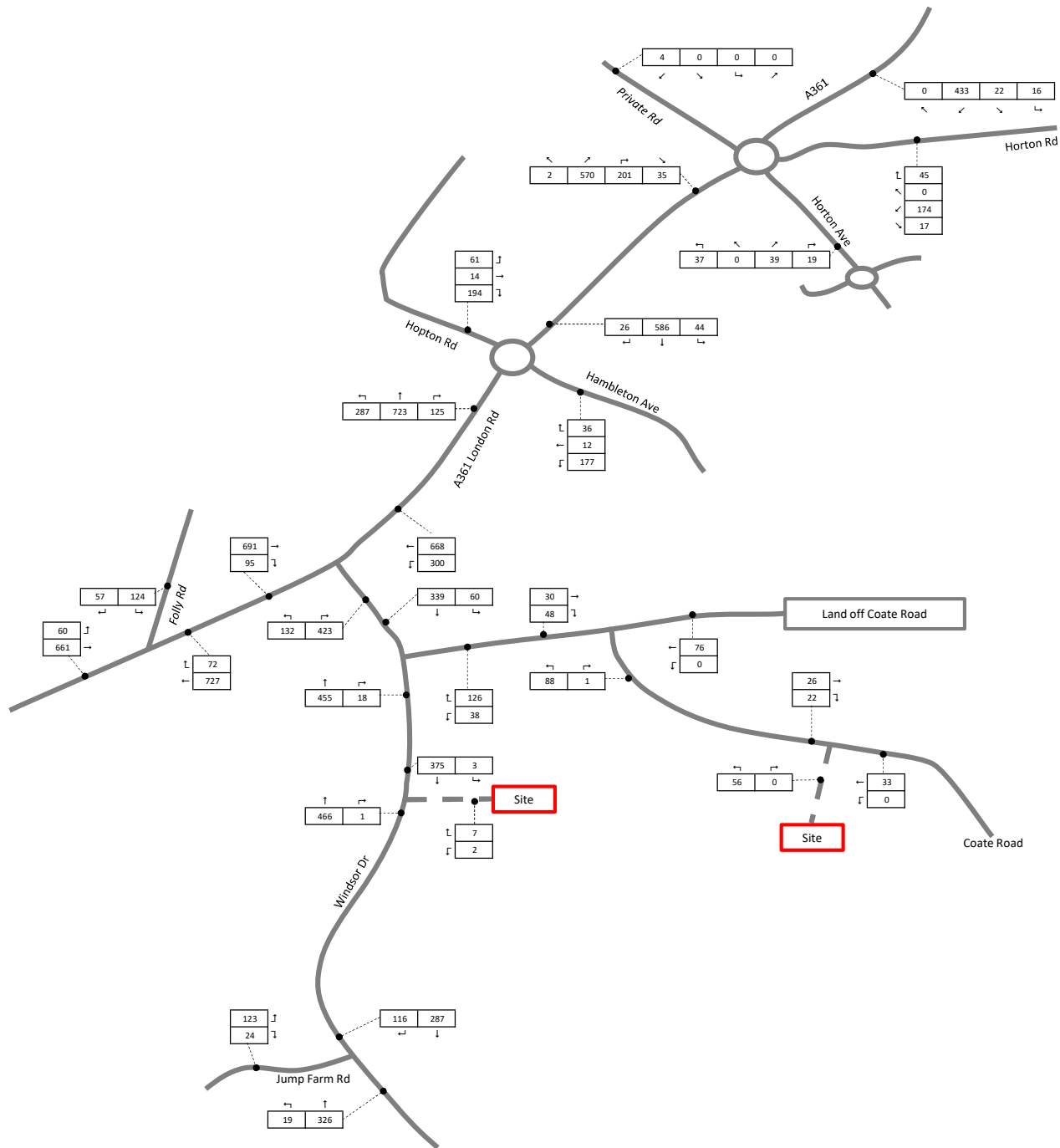


A10

2030 Forecast Year with Committed Development and Proposed Development (Scenario 3)

AM Peak Hour (08:00-09:00)

= Total Vehicles

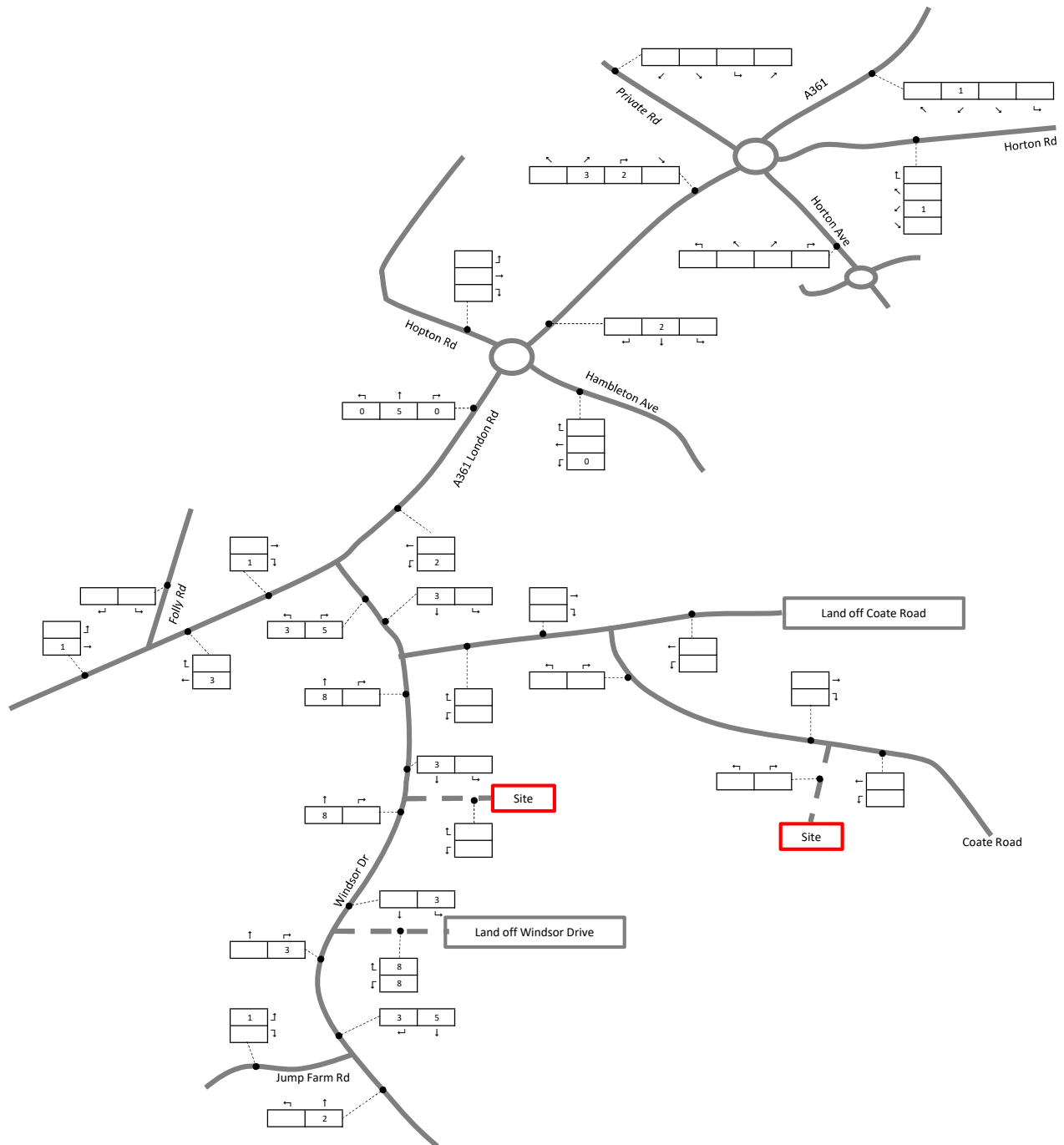


Sensitivity Test Traffic - Land off Windsor Drive

AM Peak Hour (08:00-09:00)

Note: Traffic flows equate to proposed development of 40 dwellings

 = Total Vehicles

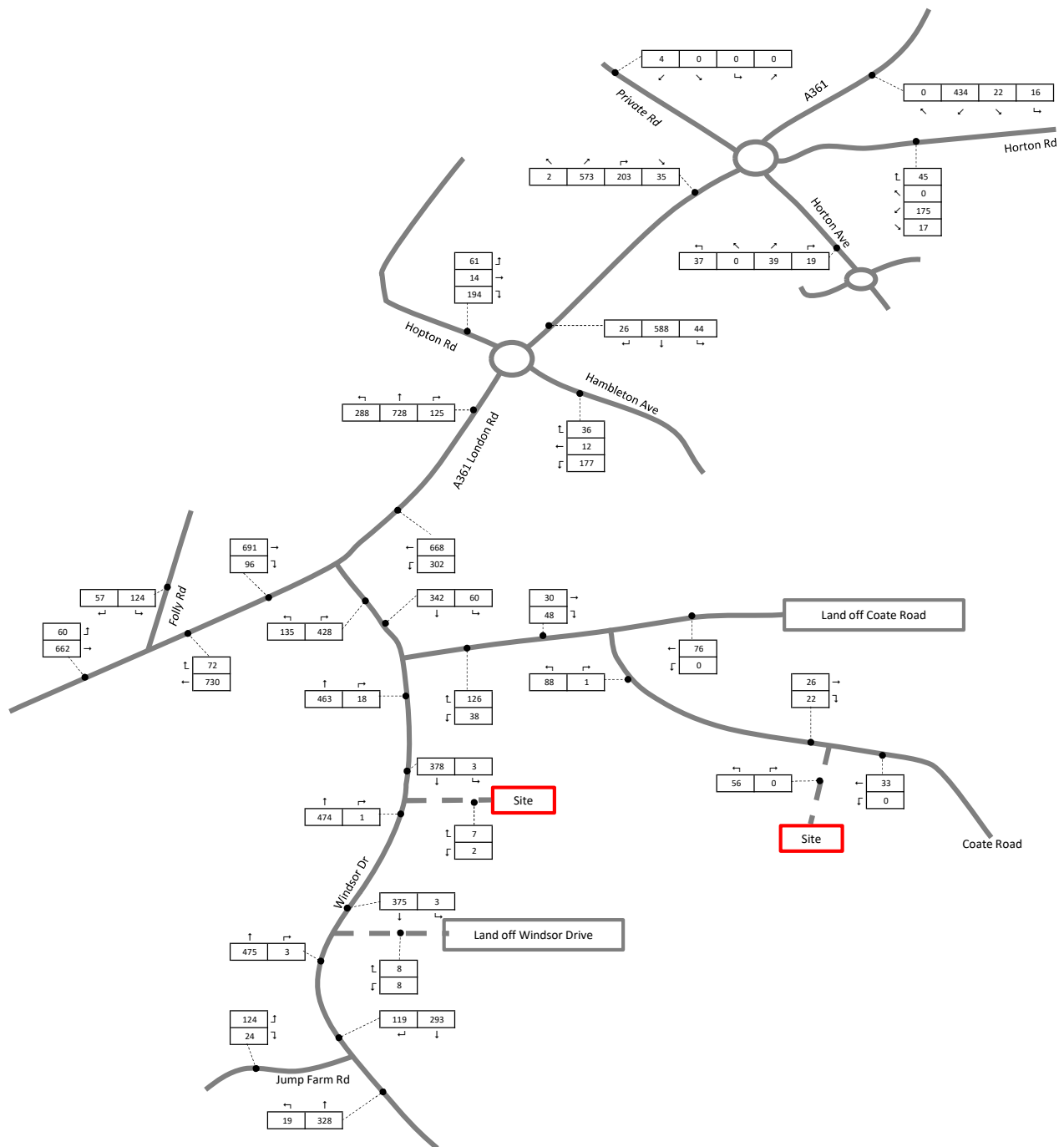


A12

2030 Forecast Year with Committed Development, Proposed Development and Land off Windsor Drive 'Sensitivity Test' (Scenario 4)

AM Peak Hour (08:00-09:00)

□ = Total Vehicles



A13

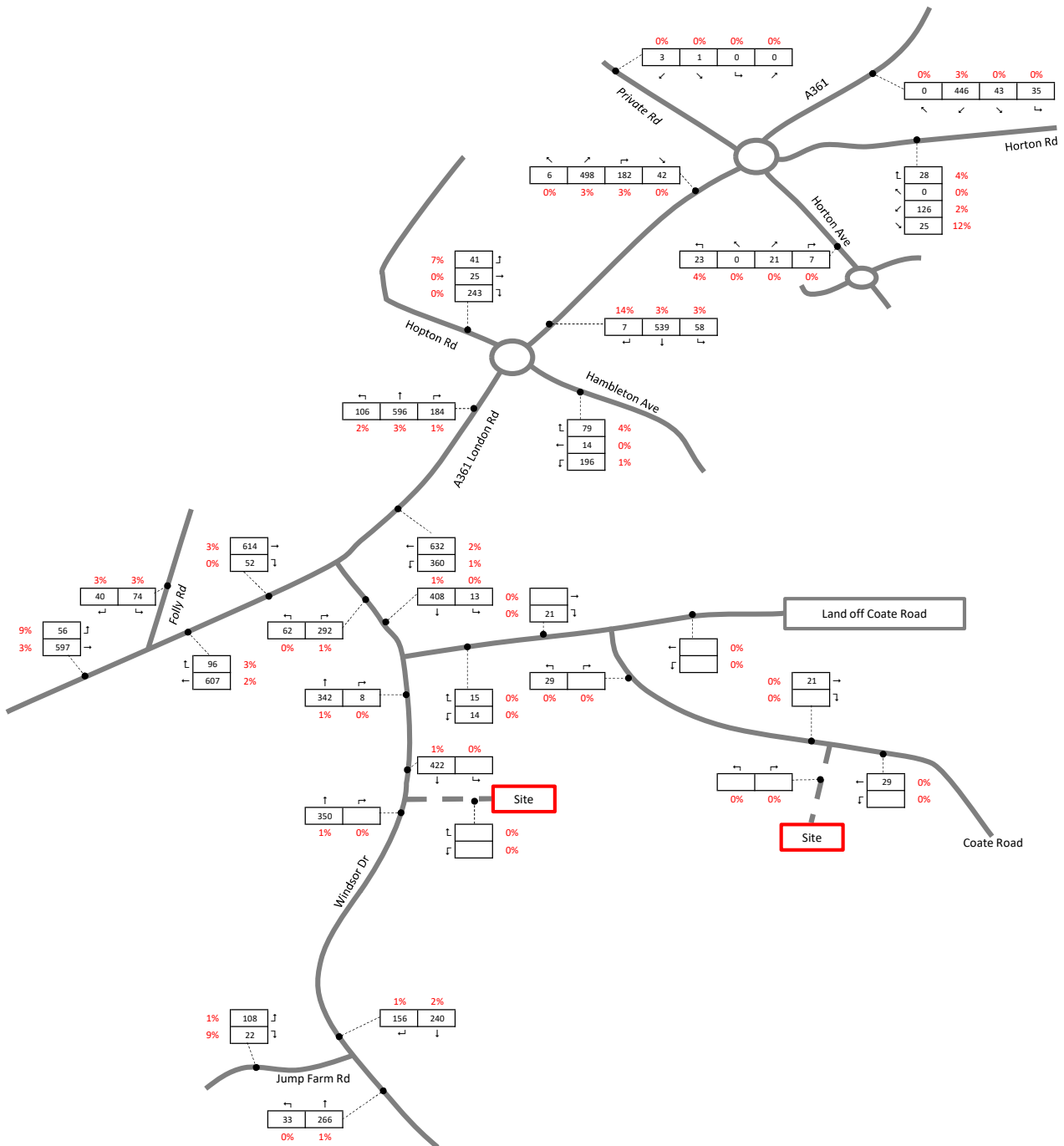
2025 Base Year (Scenario 1)

PM Peak Hour (17:00-18:00)

Note: Traffic flows as obtained from classified turning counts undertaken on 8 May 2025.

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 = Total Vehicles
XX% = HGV Percentage

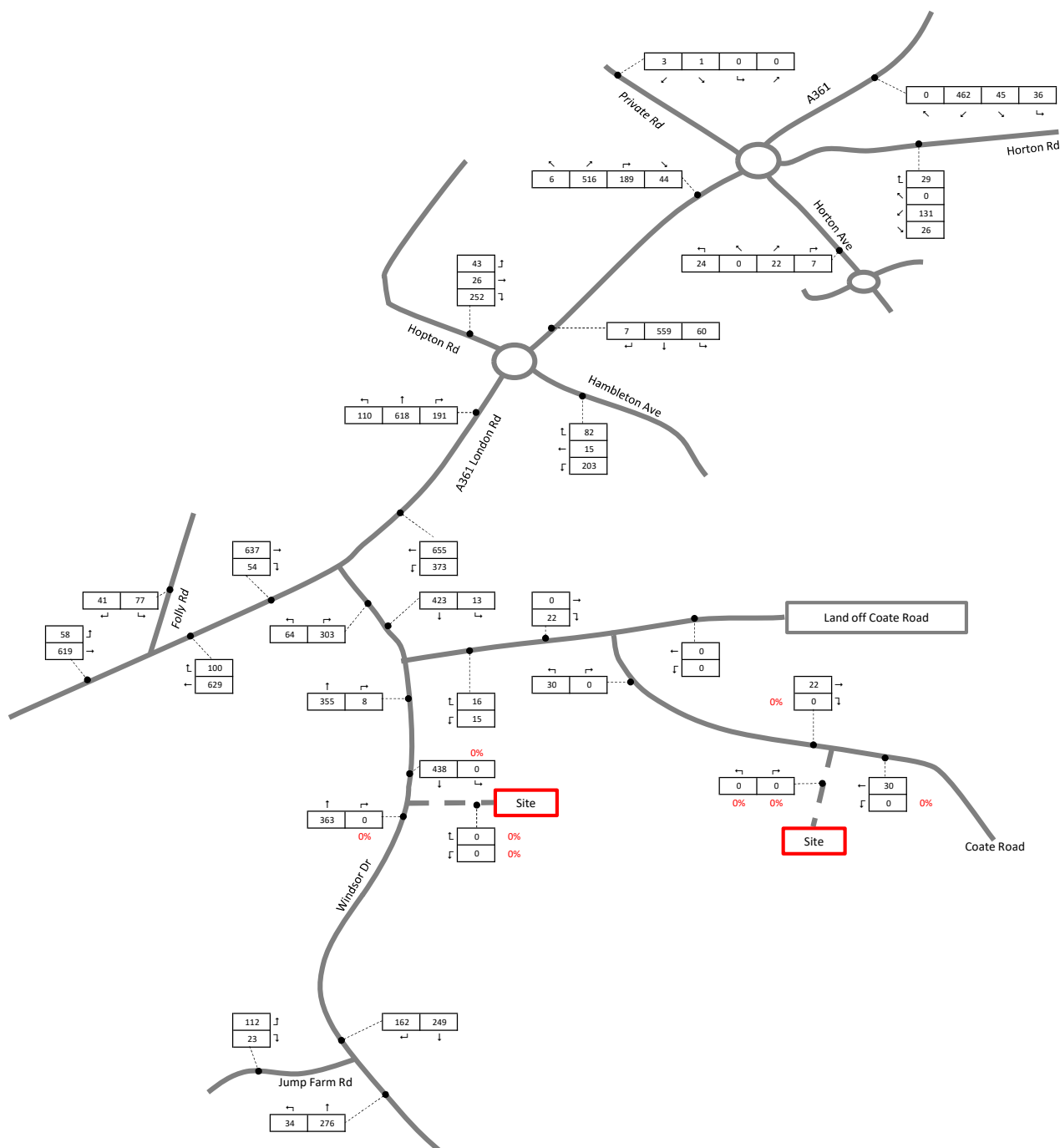


P1

2030 Forecast Year
PM Peak Hour (17:00-18:00)

TEMPro Growth	
AM Peak Hour	1.0390
PM Peak Hour	1.0368

 = Total Vehicles

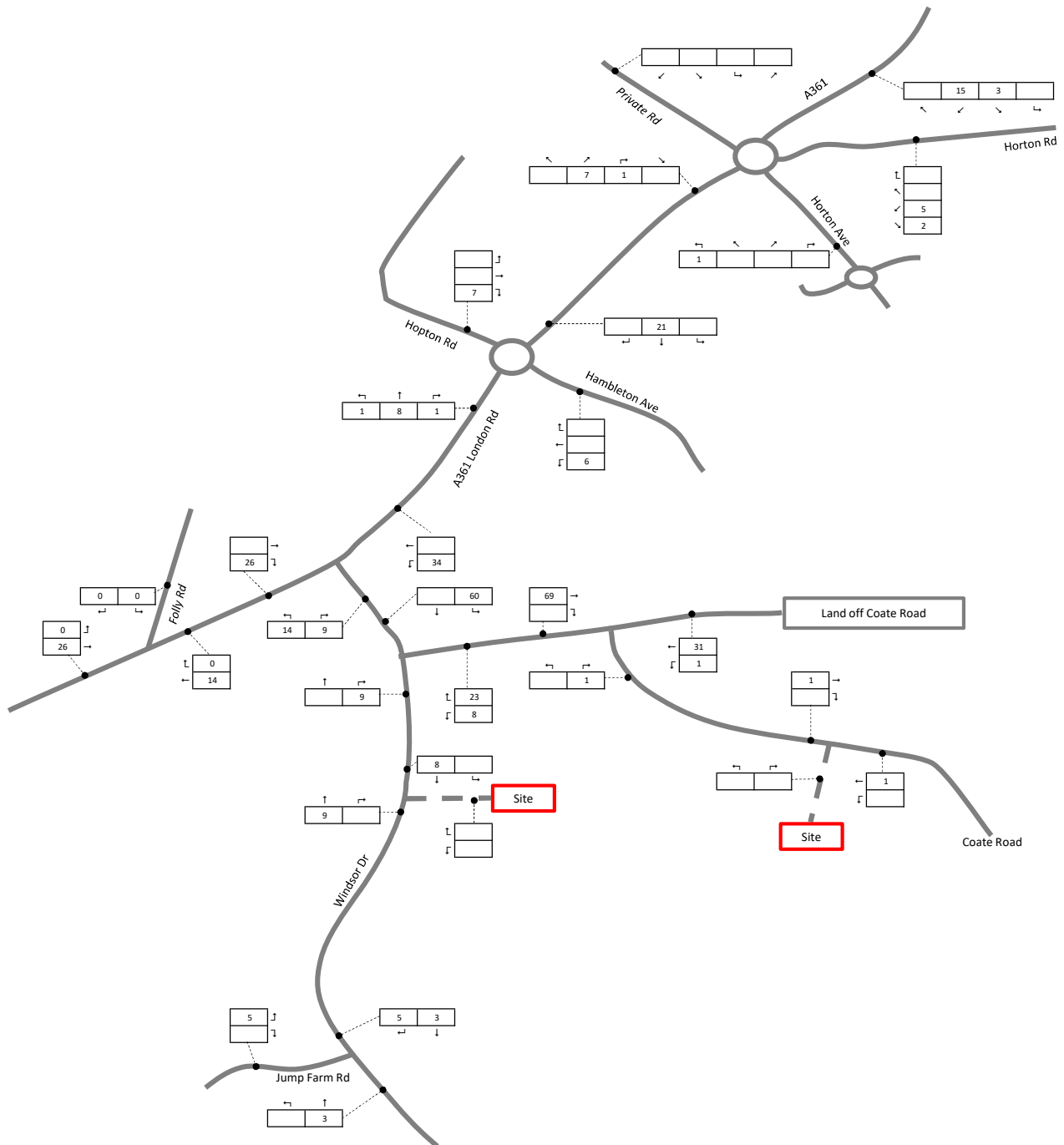


Committed Development Traffic - Land off Coate Road

PM Peak Hour (17:00-18:00)

Note: Traffic flows equate to the approved 200 dwellings from application PL/2021/04774 not the 235 dwellings assessed within the Transport Assessment.

 = Total Vehicles

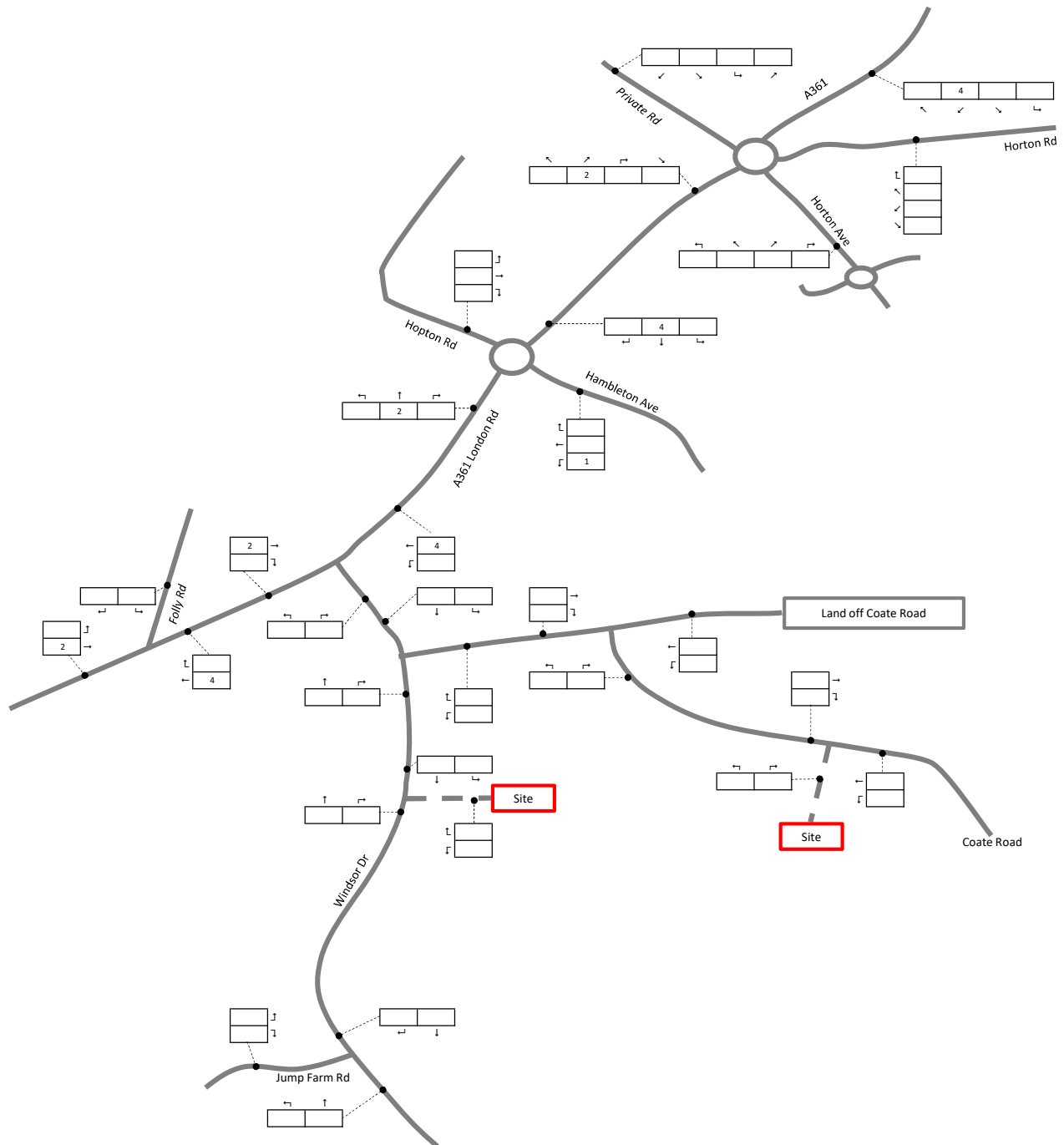


Committed Development Traffic - Land North of Quakers Road

PM Peak Hour (17:00-18:00)

Note: Traffic flows equate to the approved 57 dwellings from application 21/02477/OUT

 = Total Vehicles

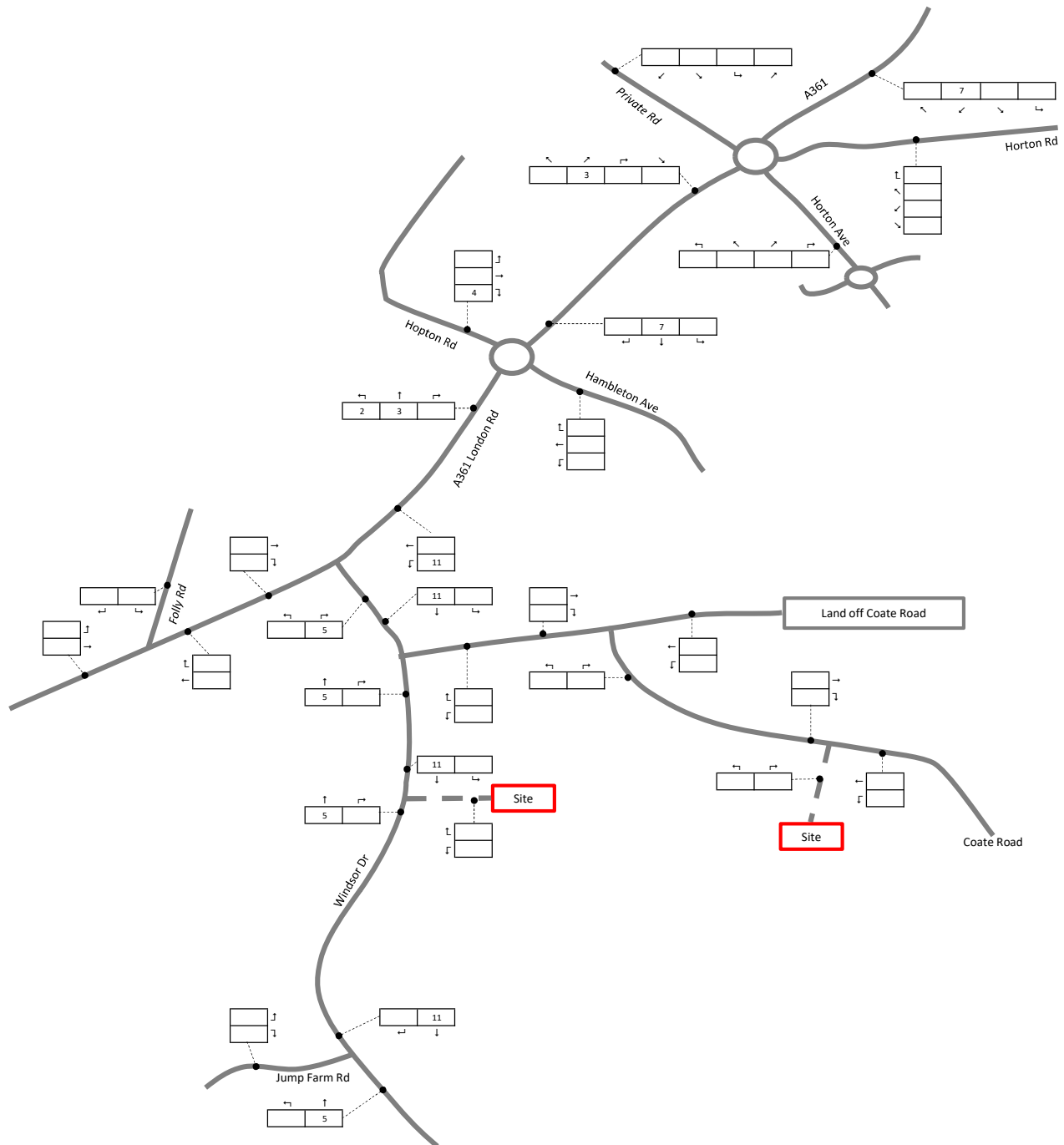


Committed Development Traffic - Land at Marshall Road

PM Peak Hour (17:00-18:00)

Note: Traffic flows equate to the approved 170 dwellings from application PL/2021/07203 not the 180 dwellings assessed within the Transport Assessment. Flows manually assigned to/from A361 East (12.2%) and M50A 025 (18.5%) based on Transport Assessment.

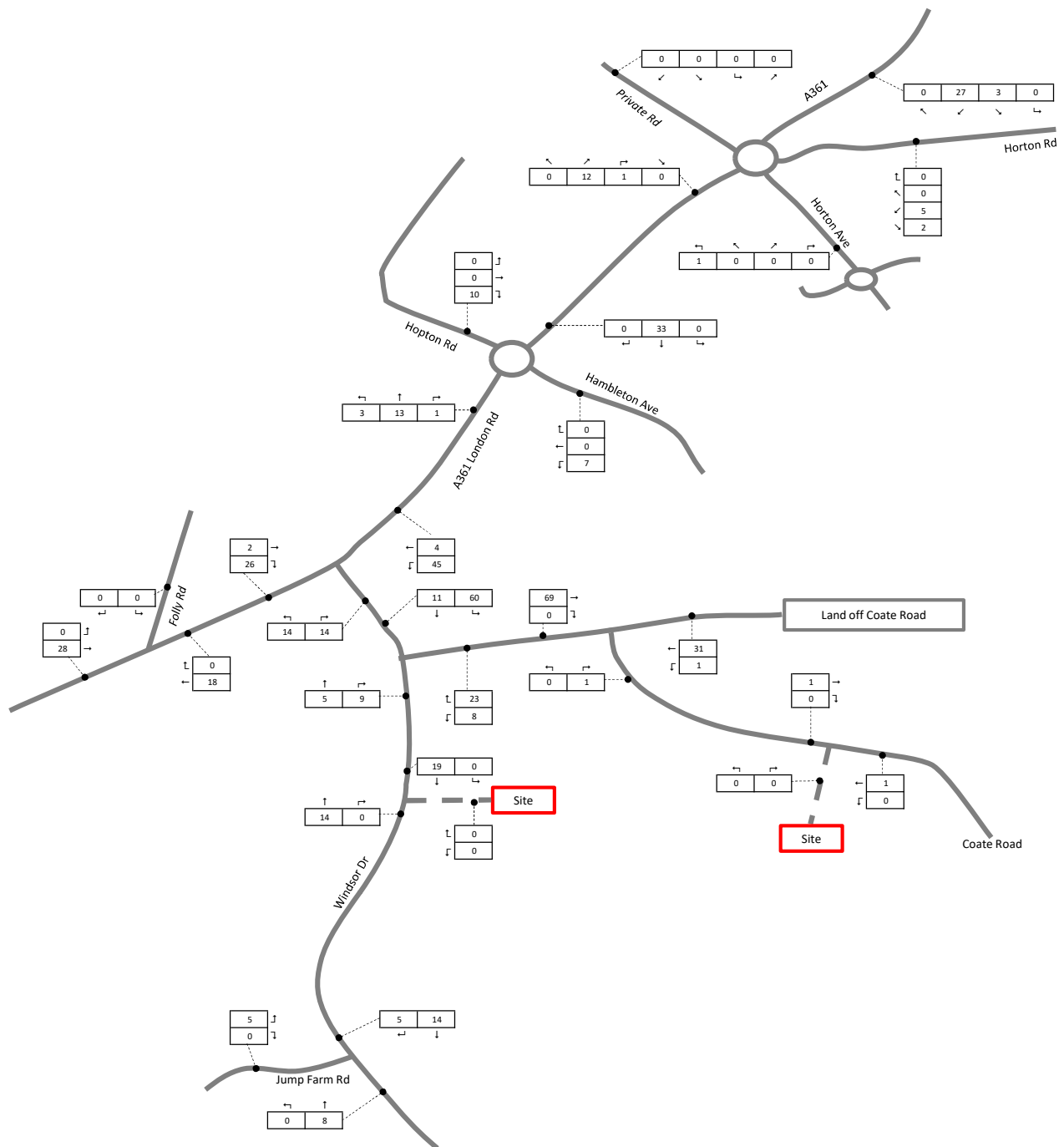
 = Total Vehicles



Committed Development Traffic - Total
PM Peak Hour (17:00-18:00)

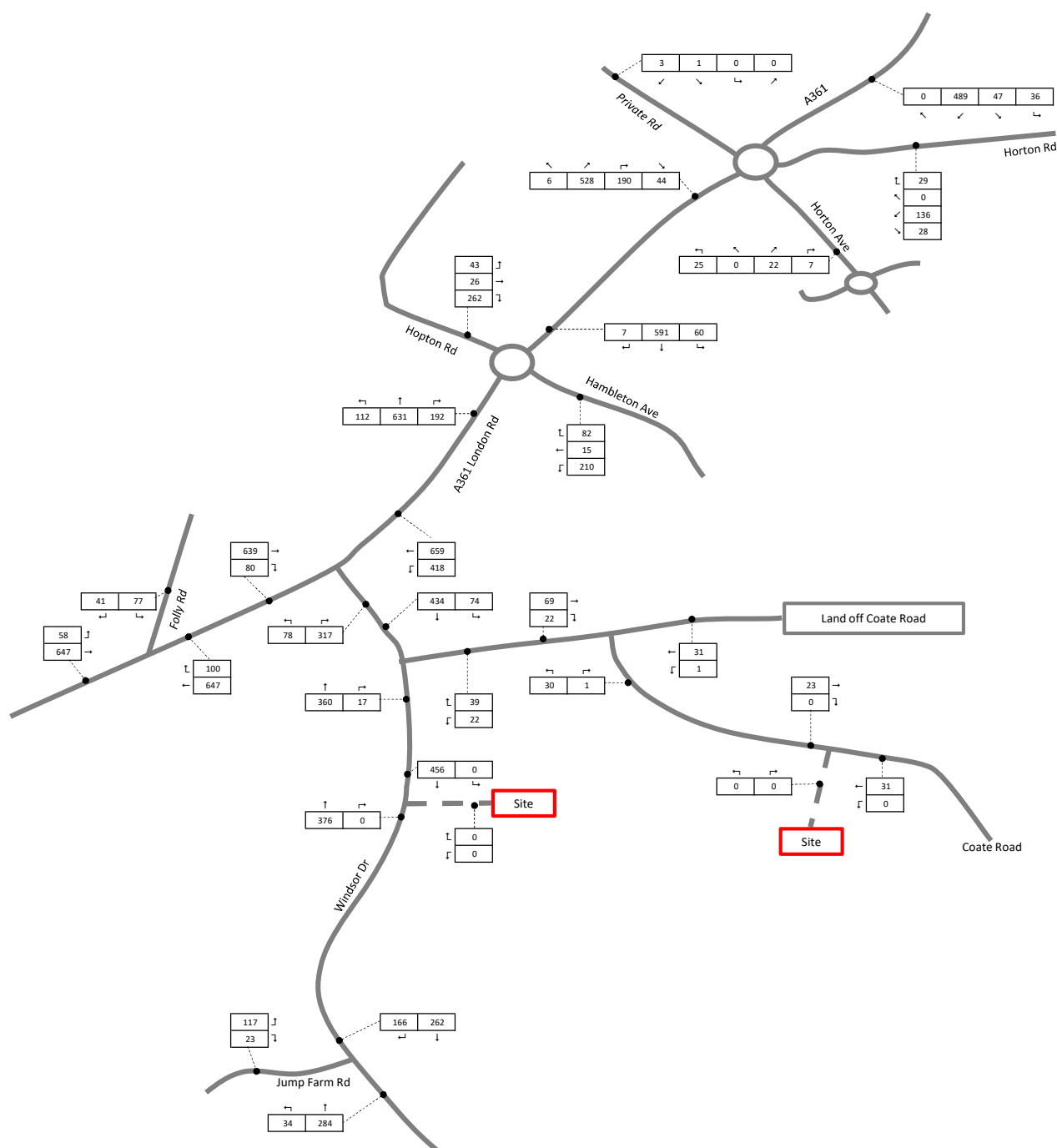
Note: Includes Land off Coate Road (200 dwellings), Land North of Quakers Road (57 dwellings) and Land at Marshall Road (170 dwellings)

 = Total Vehicles



PM Peak Hour (17:00-18:00)

☐ = Total Vehicles

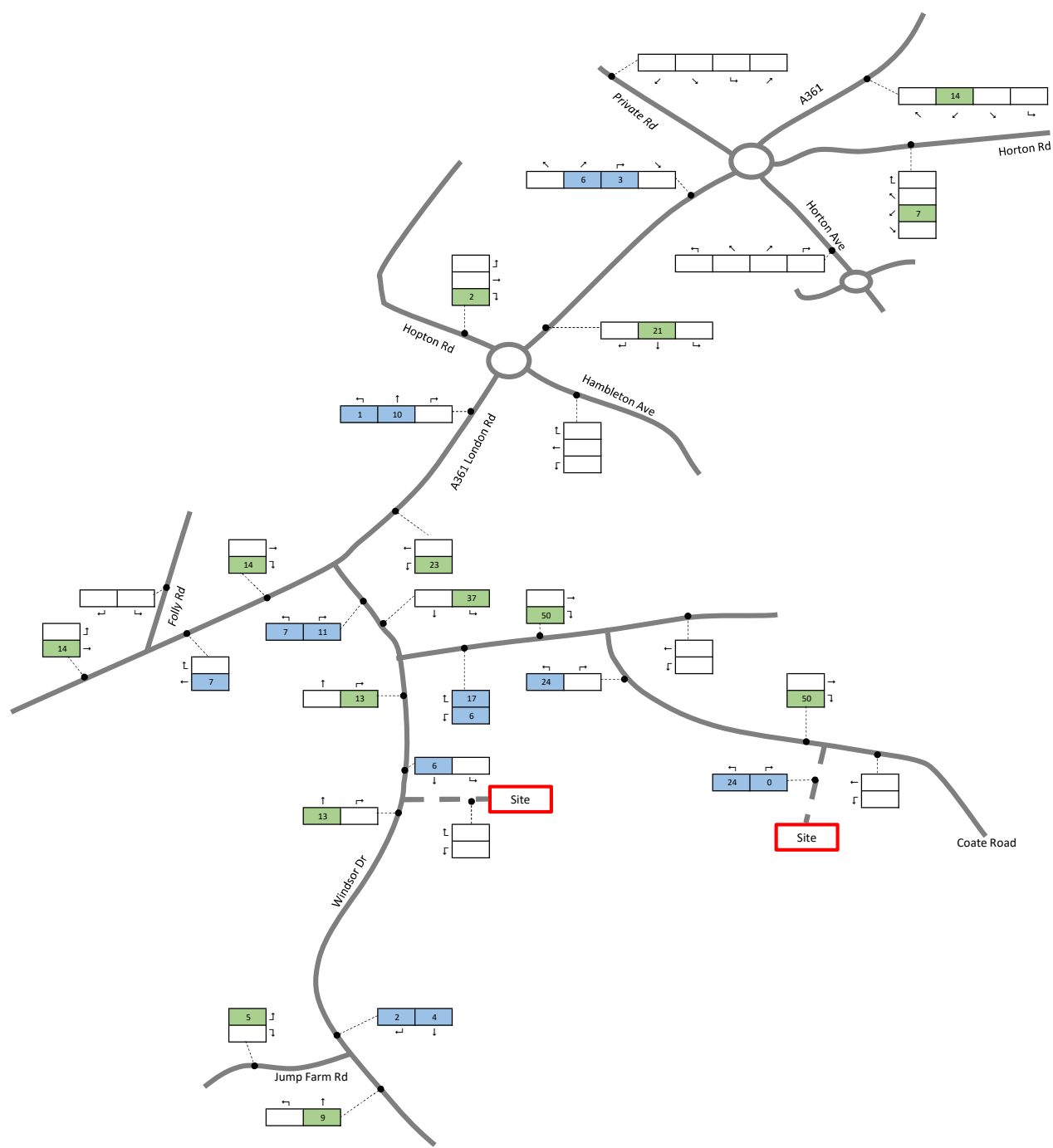


P7

Proposed Development Traffic - Access off Coate Road
PM Peak Hour (17:00-18:00)

KEY	
Outbound	24
Inbound	50

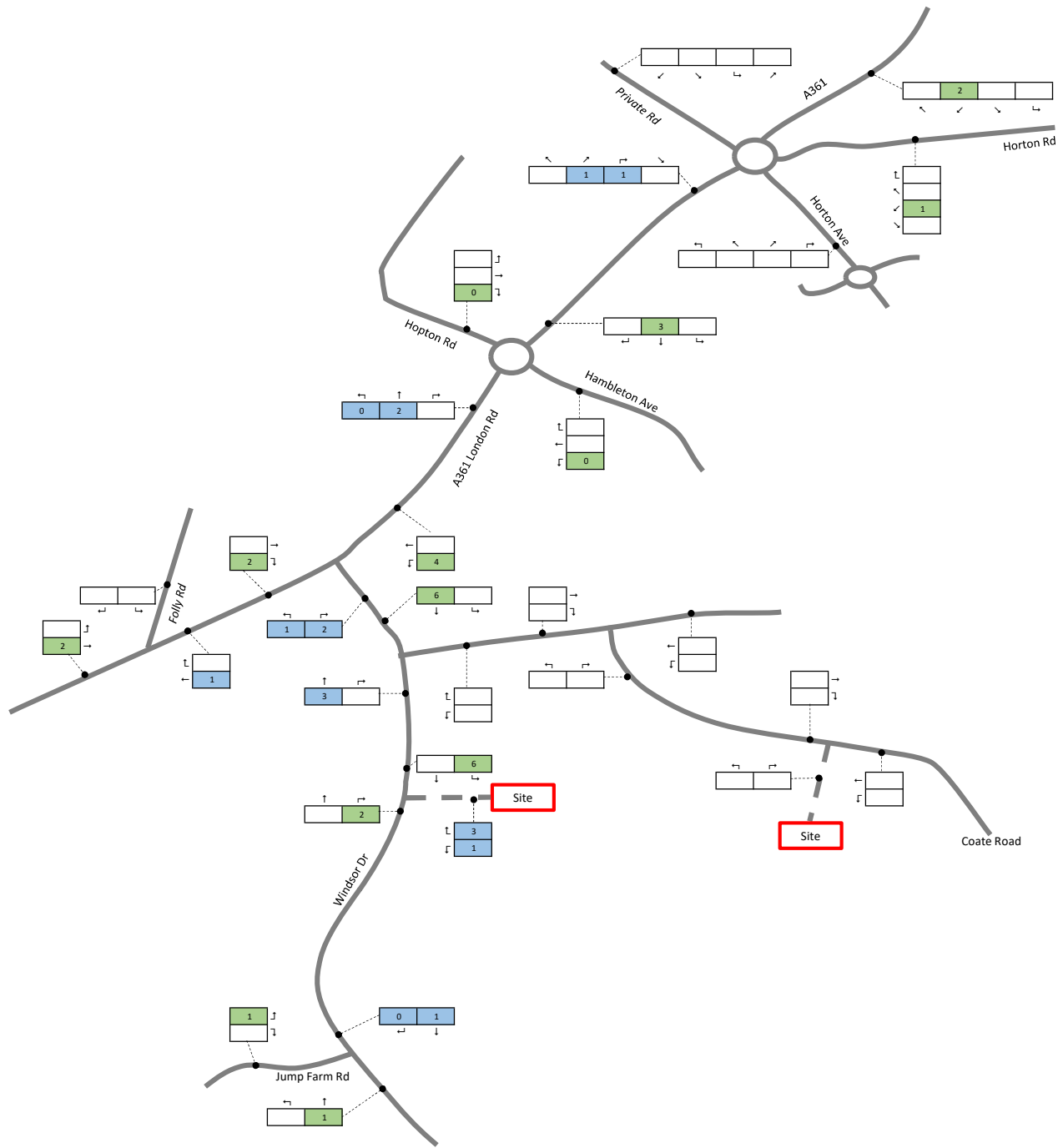
= Total Vehicles



Proposed Development Traffic - Access off Windsor Drive
PM Peak Hour (17:00-18:00)

KEY	
Outbound	4
Inbound	8

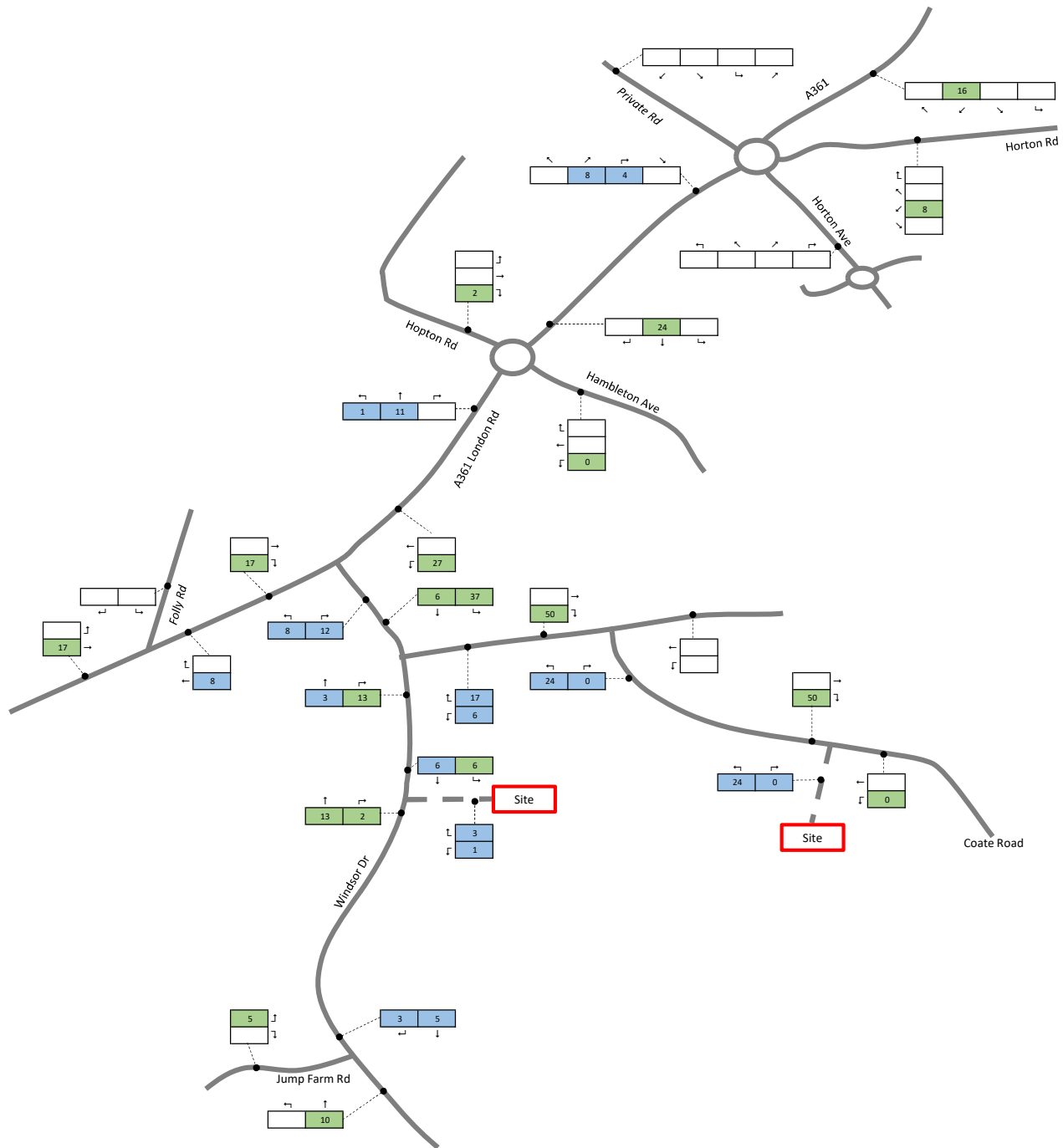
 = Total Vehicles



Proposed Development Traffic - Total
PM Peak Hour (17:00-18:00)

KEY	
Outbound	28
Inbound	59

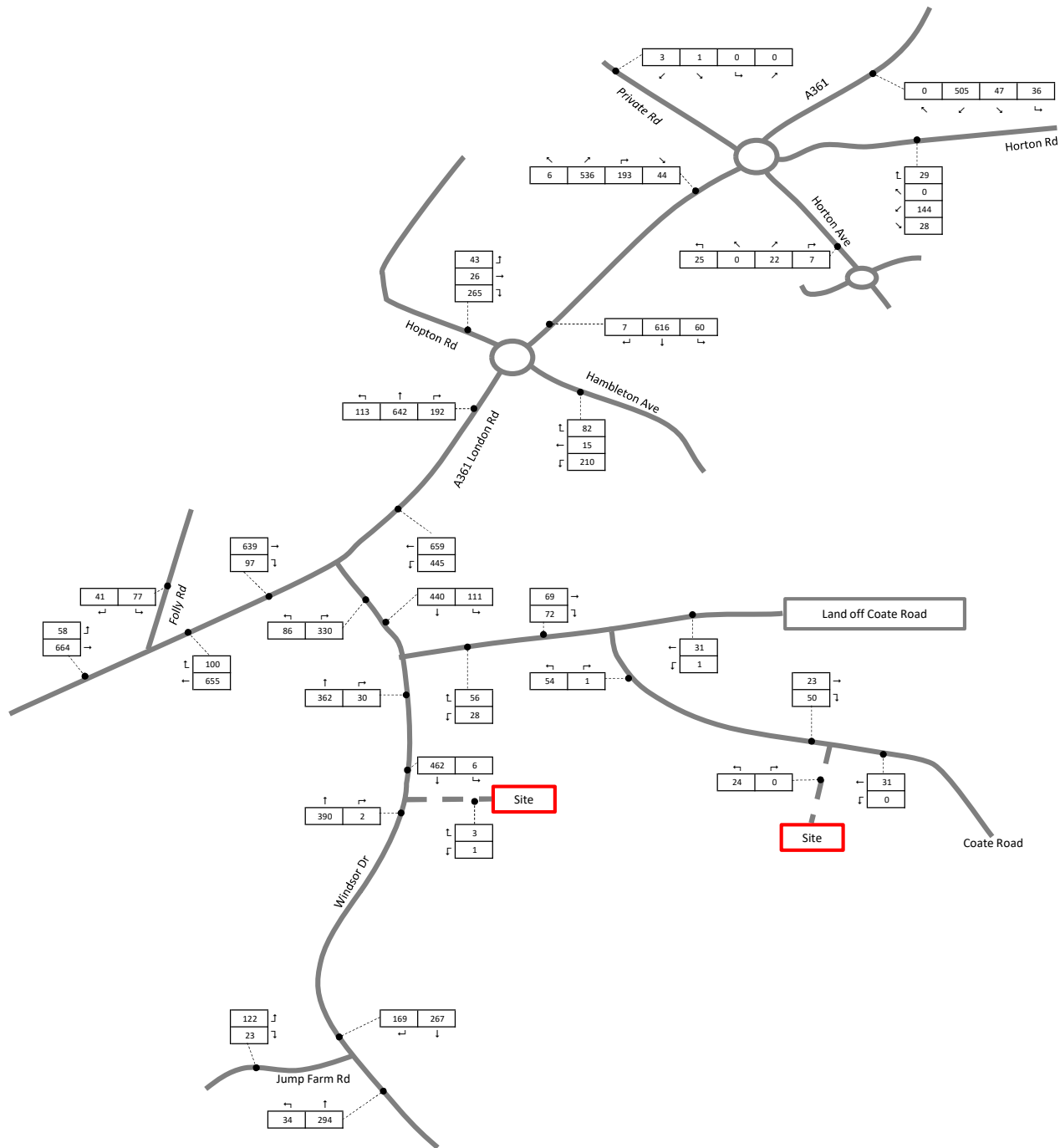
 = Total Vehicles



2030 Forecast Year with Committed Development and Proposed Development (Scenario 3)

PM Peak Hour (17:00-18:00)

= Total Vehicles

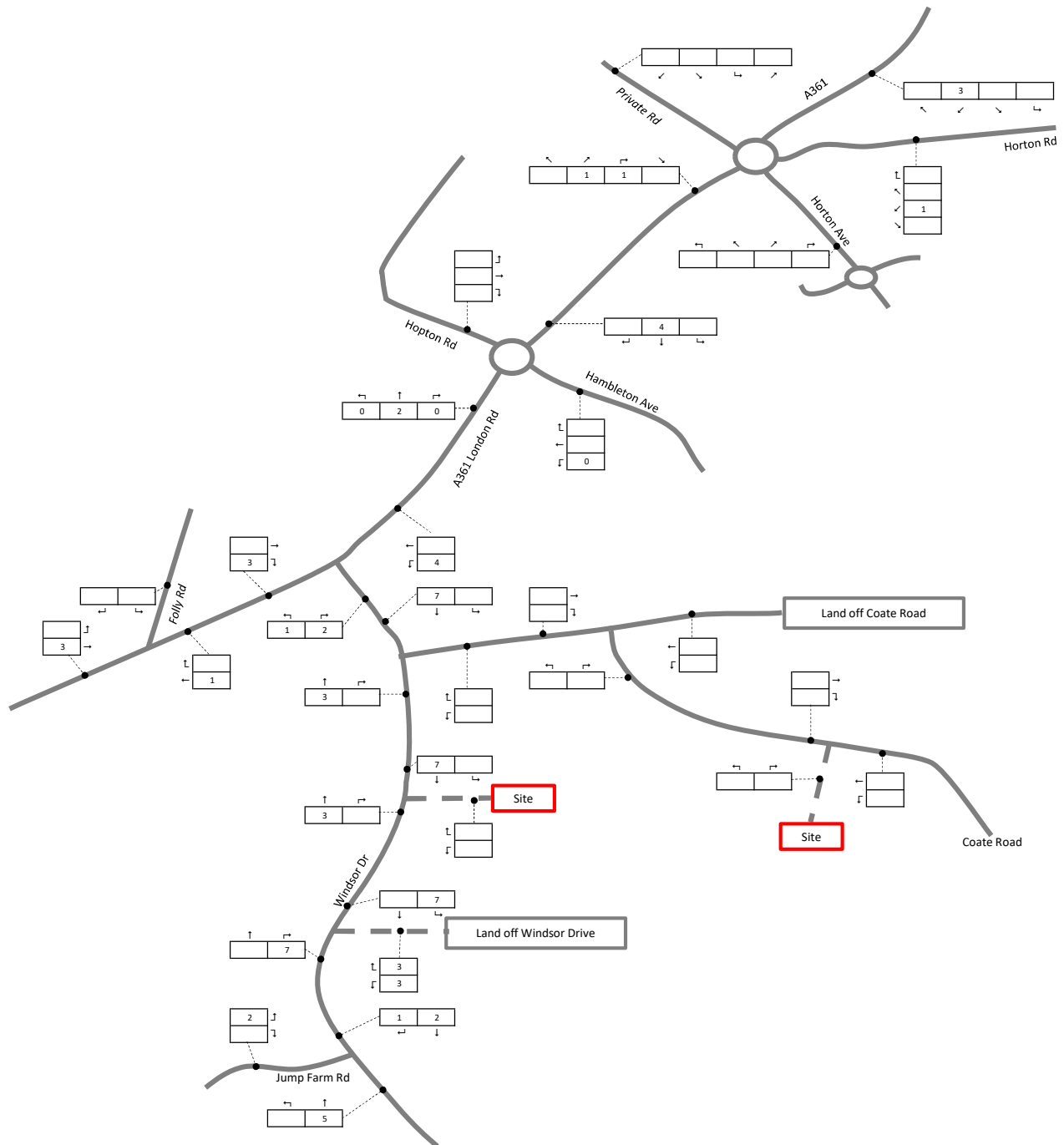


Sensitivity Test Traffic - Land off Windsor Drive

PM Peak Hour (17:00-18:00)

Note: Traffic flows equate to proposed development of 40 dwellings

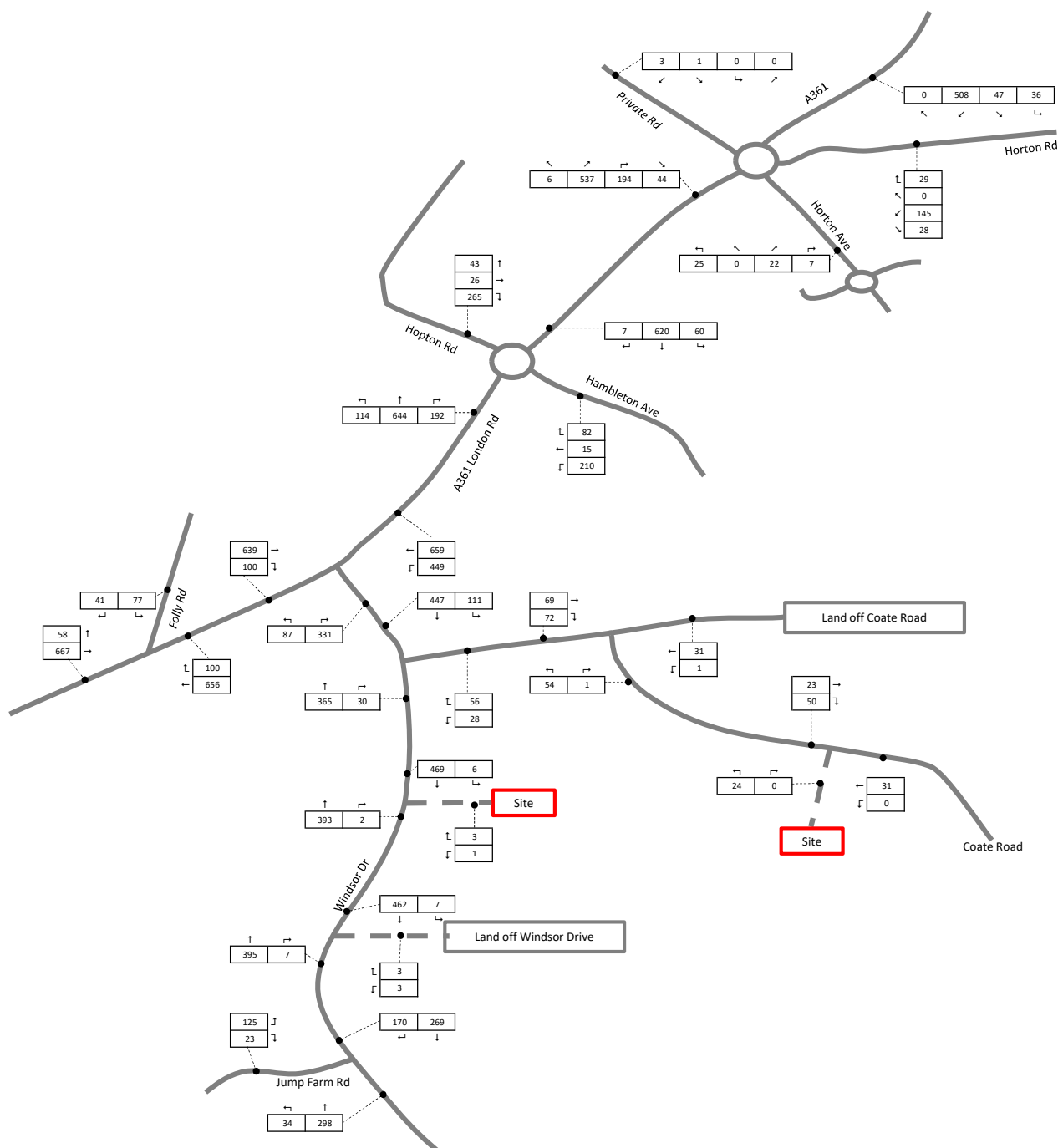
 = Total Vehicles



2030 Forecast Year with Committed Development, Proposed Development and Land off Windsor Drive 'Sensitivity Test' (Scenario 4)

PM Peak Hour (17:00-18:00)

□ = Total Vehicles



Junctions 10										
PICADY 10 - Priority Intersection Module										
Version: 10.1.2.2275										
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Filename: Coate Rd_Site Access.j10
Path: F:\Workfile\H728\Traffic Modelling
Report generation date: 29/09/2025 10:46:45

»Proposed - 2030 Forecast Year + Com Dev + Dev, AM
 »Proposed - 2030 Forecast Year + Com Dev + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
Proposed - 2030 Forecast Year + Com Dev + Dev										
Stream B-AC	D1	0.1	6.26	0.10	A	D2	0.0	5.89	0.04	A
Stream C-AB		0.0	5.59	0.04	A		0.1	5.90	0.09	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.

File summary

File Description

Title	Coate Road Site Access
Location	Devizes
Site number	
Date	25/06/2025
Version	
Status	(new file)
Identifier	
Client	Robert Hitchins
Jobnumber	H728
Enumerator	PFA\trafficeam
Description	Based on drawing H728/01 RevB

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Proposed - 2030 Forecast Year + Com Dev + Dev, 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	Coate Road Site Access	T-Junction	Two-way	Two-way	Two-way		3.42	A

Junction Network

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

Arms

Arms

Arm	Name	Description	Arm type
A	Coate Road (South)		Major
B	Site Access		Minor
C	Coate Road (North)		Major

Major Arm Geometry

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

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.15	30	20

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	505	0.092	0.232	0.146	0.332
B-C	646	0.099	0.250	-	-
C-B	661	0.256	0.256	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coate Road (South)		ONE HOUR	✓	33	100.000
B - Site Access		ONE HOUR	✓	56	100.000
C - Coate Road (North)		ONE HOUR	✓	48	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Coate Road (South)	B - Site Access	C - Coate Road (North)
From	A - Coate Road (South)	0	0	33
	B - Site Access	0	0	56
	C - Coate Road (North)	26	22	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Coate Road (South)	B - Site Access	C - Coate Road (North)
From	A - Coate Road (South)	0	0	6
	B - Site Access	0	0	0
	C - Coate Road (North)	4	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	0.10	6.26	0.1	A	51	77
C-AB	0.04	5.59	0.0	A	21	31
C-A					23	35
A-B					0	0
A-C					30	45

Proposed - 2030 Forecast Year + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	Coate Road Site Access	T-Junction	Two-way	Two-way	Two-way		3.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.51	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	18:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Coate Road (South)		ONE HOUR	✓	31	100.000
B - Site Access		ONE HOUR	✓	24	100.000
C - Coate Road (North)		ONE HOUR	✓	72	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Coate Road (South)	B - Site Access	C - Coate Road (North)
From	A - Coate Road (South)	0	0	31
	B - Site Access	0	0	24
	C - Coate Road (North)	22	50	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Coate Road (South)	B - Site Access	C - Coate Road (North)
From	A - Coate Road (South)	0	0	0
	B - Site Access	0	0	0
	C - Coate Road (North)	0	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	0.04	5.89	0.0	A	22	33
C-AB	0.09	5.90	0.1	A	47	71
C-A					19	28
A-B					0	0
A-C					28	43

Junctions 10							
PICADY 10 - Priority Intersection Module							
Version: 10.1.2.2275							
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Filename: Windsor Dr_Site Access.j10
Path: F:\Workfile\H728\Traffic Modelling
Report generation date: 15/09/2025 12:11:03

- »Proposed - 2030 Forecast Year + Com Dev + Dev, AM
- »Proposed - 2030 Forecast Year + Com Dev + Dev, PM
- »Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity, AM
- »Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Proposed - 2030 Forecast Year + Com Dev + Dev									
Stream B-AC	D1	0.0	10.00	0.03	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	4.47	0.00	A		0.0	4.76	0.01	A
	Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity									
Stream B-AC	D3	0.0	10.05	0.03	B	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	4.45	0.00	A		0.0	4.76	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	Windsor Drive Site Access
Location	Devizes
Site number	
Date	25/06/2025
Version	
Status	(new file)
Identifier	
Client	Robert Hitchins
Jobnumber	H728
Enumerator	PFA\traffiteam
Description	Based on drawing H728/01 RevB

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Forecast Year + Com Dev + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Forecast Year + Com Dev + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Proposed - 2030 Forecast Year + Com Dev + Dev, 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	Coate Road Site Access	T-Junction	Two-way	Two-way	Two-way		0.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.11	A

Arms

Arms

Arm	Name	Description	Arm type
A	Windsor Drive (North)		Major
B	Site Access		Minor
C	Windsor Drive (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Windsor Drive (South)	6.75			120.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.37	22	22

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	514	0.091	0.229	0.144	0.327
B-C	661	0.098	0.248	-	-
C-B	643	0.241	0.241	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Windsor Drive (North)		ONE HOUR	✓	378	100.000
B - Site Access		ONE HOUR	✓	9	100.000
C - Windsor Drive (South)		ONE HOUR	✓	487	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Windsor Drive (North)	B - Site Access	C - Windsor Drive (South)
From	A - Windsor Drive (North)	0	3	375
	B - Site Access	7	0	2
	C - Windsor Drive (South)	488	1	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Windsor Drive (North)	B - Site Access	C - Windsor Drive (South)
From	A - Windsor Drive (North)	0	0	5
	B - Site Access	0	0	0
	C - Windsor Drive (South)	3	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	0.03	10.00	0.0	A	8	12
C-AB	0.00	4.47	0.0	A	2	3
C-A					427	640
A-B					3	4
A-C					344	516

Proposed - 2030 Forecast Year + Com Dev + Dev, 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	Coate Road Site Access	T-Junction	Two-way	Two-way	Two-way		0.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.02	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Windsor Drive (North)		ONE HOUR	✓	468	100.000
B - Site Access		ONE HOUR	✓	4	100.000
C - Windsor Drive (South)		ONE HOUR	✓	392	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Windsor Drive (North)	B - Site Access	C - Windsor Drive (South)
From	A - Windsor Drive (North)	0	6	462
	B - Site Access	3	0	1
	C - Windsor Drive (South)	390	2	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Windsor Drive (North)	B - Site Access	C - Windsor Drive (South)
A - Windsor Drive (North)		0	0	1
B - Site Access		0	0	0
C - Windsor Drive (South)		1	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	0.00	0.00	0.0	A	0	0
C-AB	0.01	4.76	0.0	A	3	5
C-A					358	534
A-B					8	8
A-C					424	636

Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity, 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	Coate Road Site Access	T-Junction	Two-way	Two-way	Two-way		0.11	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.11	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Forecast Year + Com Dev + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Windsor Drive (North)		ONE HOUR	✓	381	100.000
B - Site Access		ONE HOUR	✓	9	100.000
C - Windsor Drive (South)		ONE HOUR	✓	475	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Windsor Drive (North)	B - Site Access	C - Windsor Drive (South)
From	A - Windsor Drive (North)	0	3	378
	B - Site Access	7	0	2
	C - Windsor Drive (South)	474	1	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Windsor Drive (North)	B - Site Access	C - Windsor Drive (South)
A - Windsor Drive (North)		0	0	5
B - Site Access		0	0	0
C - Windsor Drive (South)		3	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	0.03	10.05	0.0	B	8	12
C-AB	0.00	4.45	0.0	A	2	3
C-A					434	851
A-B					3	4
A-C					347	520

Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity, 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	Coate Road Site Access	T-Junction	Two-way	Two-way	Two-way		0.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.02	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Forecast Year + Com Dev + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Windsor Drive (North)		ONE HOUR	✓	475	100.000
B - Site Access		ONE HOUR	✓	4	100.000
C - Windsor Drive (South)		ONE HOUR	✓	395	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Windsor Drive (North)	B - Site Access	C - Windsor Drive (South)
From	A - Windsor Drive (North)	0	6	469
	B - Site Access	3	0	1
	C - Windsor Drive (South)	393	2	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Windsor Drive (North)	B - Site Access	C - Windsor Drive (South)
A - Windsor Drive (North)		0	0	1
B - Site Access		0	0	0
C - Windsor Drive (South)		1	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	0.00	0.00	0.0	A	0	0
C-AB	0.01	4.76	0.0	A	3	5
C-A					359	538
A-B					8	8
A-C					430	646

Junctions 10							
PICADY 10 - Priority Intersection Module							
Version: 10.1.2.2275							
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Filename: Coate Rd_Land North of Coate Rd.j10
Path: F:\Workfile\H728\Traffic Modelling
Report generation date: 26/06/2025 11:46:13

- »Proposed - 2030 Forecast Year + Com Dev, AM
- »Proposed - 2030 Forecast Year + Com Dev, PM
- »Proposed - 2030 Forecast Year + Com Dev + Dev, AM
- »Proposed - 2030 Forecast Year + Com Dev + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Proposed - 2030 Forecast Year + Com Dev									
Stream B-AC	D1	0.1	6.13	0.06	A	D2	0.1	5.65	0.05	A
Stream C-AB		0.1	6.20	0.05	A		0.1	5.61	0.04	A
	Proposed - 2030 Forecast Year + Com Dev + Dev									
Stream B-AC	D3	0.2	6.81	0.16	A	D4	0.1	5.87	0.09	A
Stream C-AB		0.1	6.49	0.09	A		0.2	6.17	0.13	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.

File summary

File Description

Title	Land North of Coate Road/Re-aligned Coate Road
Location	Devizes
Site number	
Date	08/03/2021
Version	
Status	(new file)
Identifier	
Client	Robert Hitchins
Jobnumber	H728
Enumerator	PFA\trafficeam
Description	Model taken from that used and approved for H684 Land North of Coate Road and updated for detailed design drawing B804/01 RevF

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 Forecast Year + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2030 Forecast Year + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Proposed - 2030 Forecast Year + Com Dev, 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	Land North of Coate Road/Re-aligned Coate Road	T-Junction	Two-way	Two-way	Two-way		2.32	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.32	A

Arms

Arms

Arm	Name	Description	Arm type
A	Land North of Coate Road		Major
B	Re-aligned Coate Road		Minor
C	Coate Road		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Coate Road	6.50			100.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Re-aligned Coate Road	One lane	3.75	45	25

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	542	0.097	0.244	0.154	0.349
B-C	688	0.103	0.261	-	-
C-B	632	0.240	0.240	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 Forecast Year + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Land North of Coate Road		ONE HOUR	✓	76	100.000
B - Re-aligned Coate Road		ONE HOUR	✓	33	100.000
C - Coate Road		ONE HOUR	✓	56	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Land North of Coate Road	B - Re-aligned Coate Road	C - Coate Road
From	A - Land North of Coate Road	0	0	76
	B - Re-aligned Coate Road	1	0	32
	C - Coate Road	30	26	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Land North of Coate Road	B - Re-aligned Coate Road	C - Coate Road
From	A - Land North of Coate Road	0	0	0
	B - Re-aligned Coate Road	0	0	6
	C - Coate Road	0	4	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	0.06	6.13	0.1	A	30	45
C-AB	0.05	6.20	0.1	A	25	38
C-A					26	40
A-B					0	0
A-C					70	105

Proposed - 2030 Forecast Year + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	Land North of Coate Road/Re-aligned Coate Road	T-Junction	Two-way	Two-way	Two-way		2.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.02	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030 Forecast Year + Com Dev	PM	ONE HOUR	18:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Land North of Coate Road		ONE HOUR	✓	32	100.000
B - Re-aligned Coate Road		ONE HOUR	✓	31	100.000
C - Coate Road		ONE HOUR	✓	91	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Land North of Coate Road	B - Re-aligned Coate Road	C - Coate Road
From	A - Land North of Coate Road	0	1	31
	B - Re-aligned Coate Road	1	0	30
	C - Coate Road	69	22	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Land North of Coate Road	B - Re-aligned Coate Road	C - Coate Road
A - Land North of Coate Road		0	0	0
B - Re-aligned Coate Road		0	0	0
C - Coate Road		0	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	0.05	5.65	0.1	A	28	43
C-AB	0.04	5.61	0.1	A	22	34
C-A					61	92
A-B					0.92	1
A-C					28	43

Proposed - 2030 Forecast Year + Com Dev + Dev, 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	Land North of Coate Road/Re-aligned Coate Road	T-Junction	Two-way	Two-way	Two-way		3.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Land North of Coate Road		ONE HOUR	✓	76	100.000
B - Re-aligned Coate Road		ONE HOUR	✓	89	100.000
C - Coate Road		ONE HOUR	✓	78	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Land North of Coate Road	B - Re-aligned Coate Road	C - Coate Road
From	A - Land North of Coate Road	0	0	76
	B - Re-aligned Coate Road	1	0	88
	C - Coate Road	30	48	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Land North of Coate Road	B - Re-aligned Coate Road	C - Coate Road
From	A - Land North of Coate Road	0	0	0
	B - Re-aligned Coate Road	0	0	6
	C - Coate Road	0	4	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	0.16	6.81	0.2	A	82	123
C-AB	0.09	6.49	0.1	A	46	69
C-A					25	38
A-B					0	0
A-C					70	105

Proposed - 2030 Forecast Year + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

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	Land North of Coate Road/Re-aligned Coate Road	T-Junction	Two-way	Two-way	Two-way		3.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	18:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Land North of Coate Road		ONE HOUR	✓	32	100.000
B - Re-aligned Coate Road		ONE HOUR	✓	55	100.000
C - Coate Road		ONE HOUR	✓	141	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Land North of Coate Road	B - Re-aligned Coate Road	C - Coate Road
From	A - Land North of Coate Road	0	1	31
	B - Re-aligned Coate Road	1	0	54
	C - Coate Road	69	72	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Land North of Coate Road	B - Re-aligned Coate Road	C - Coate Road
A - Land North of Coate Road		0	0	0
B - Re-aligned Coate Road		0	0	0
C - Coate Road		0	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	0.09	5.87	0.1	A	50	78
C-AB	0.13	6.17	0.2	A	73	110
C-A					56	84
A-B					0.92	1
A-C					28	43

Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.1.2.2275									
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Filename: Windsor Dr_Coate Rd_ProposedJct.j10
Path: F:\Workfile\H728\Traffic Modelling
Report generation date: 15/09/2025 12:06:43

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- »Proposed - 2030 Forecast Year + Com Dev, PM
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- »Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity, AM
- »Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Proposed - 2030 Forecast Year + Com Dev									
Stream B-C	D1	0.1	7.62	0.05	A	D2	0.0	7.16	0.05	A
Stream B-A		0.4	15.26	0.28	C		0.1	11.89	0.12	B
Stream C-AB		0.0	4.70	0.04	A		0.1	5.14	0.05	A
	Proposed - 2030 Forecast Year + Com Dev + Dev									
Stream B-C	D3	0.1	8.77	0.09	A	D4	0.1	7.54	0.06	A
Stream B-A		0.7	19.37	0.43	C		0.2	13.14	0.18	B
Stream C-AB		0.1	4.81	0.06	A		0.2	5.30	0.09	A
	Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity									
Stream B-C	D5	0.1	8.80	0.09	A	D6	0.1	7.58	0.06	A
Stream B-A		0.7	19.57	0.43	C		0.2	13.25	0.18	B
Stream C-AB		0.1	4.78	0.06	A		0.2	5.30	0.09	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.

File summary

File Description

Title	Windsor Road / Coate Road (re-aligned)
Location	Devizes
Site number	
Date	11/12/2020
Version	
Status	Proposed
Identifier	
Client	Robert Hitchins Limited
Jobnumber	H728
Enumerator	PFA/trafficeam
Description	Model taken from that used and approved for H684 Land North of Coate Road and updated for detailed design drawing B804/01 RevF

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 Forecast Year + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D2	2030 Forecast Year + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 Forecast Year + Com Dev + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Forecast Year + Com Dev + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Proposed	Proposed access junction for Land North of Coate Road	✓	100.000	100.000

Proposed - 2030 Forecast Year + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Coate Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Windsor Drive / Site Access Road Junction	T-Junction	Two-way	Two-way	Two-way		1.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.74	A

Arms

Arms

Arm	Name	Description	Arm type
A	Windsor Drive North		Major
B	Coate Road		Minor
C	Windsor Drive South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Windsor Drive South	6.75			82.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Coate Road	One lane plus flare	10.00	5.40	3.25	3.25	3.25	✓	1.00	25	34

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	543	0.096	0.242	0.152	0.346
B-C	647	0.096	0.243	-	-
C-B	621	0.233	0.233	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2030 Forecast Year + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Windsor Drive North		ONE HOUR	✓	380	100.000
B - Coate Road		ONE HOUR	✓	108	100.000
C - Windsor Drive South		ONE HOUR	✓	480	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Windsor Drive North	B - Coate Road	C - Windsor Drive South
From	A - Windsor Drive North	0	44	336
	B - Coate Road	85	0	23
	C - Windsor Drive South	448	12	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Windsor Drive North	B - Coate Road	C - Windsor Drive South
From	A - Windsor Drive North	0	6	5
	B - Coate Road	10	0	0
	C - Windsor Drive South	3	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-C	0.05	7.62	0.1	A	21	32
B-A	0.28	15.26	0.4	C	78	117
C-AB	0.04	4.70	0.0	A	23	34
C-A					399	599
A-B					40	61
A-C					308	462

Proposed - 2030 Forecast Year + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Coate Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Windsor Drive / Site Access Road Junction	T-Junction	Two-way	Two-way	Two-way		0.82	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.82	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2030 Forecast Year + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Windsor Drive North		ONE HOUR	✓	508	100.000
B - Coate Road		ONE HOUR	✓	61	100.000
C - Windsor Drive South		ONE HOUR	✓	377	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Windsor Drive North	B - Coate Road	C - Windsor Drive South
From	A - Windsor Drive North	0	74	434
	B - Coate Road	39	0	22
	C - Windsor Drive South	360	17	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Windsor Drive North	B - Coate Road	C - Windsor Drive South
From	A - Windsor Drive North	0	0	1
	B - Coate Road	0	0	0
	C - Windsor Drive South	1	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-C	0.05	7.16	0.0	A	20	30
B-A	0.12	11.89	0.1	B	36	54
C-AB	0.05	5.14	0.1	A	29	43
C-A					317	476
A-B					68	102
A-C					398	597

Proposed - 2030 Forecast Year + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Coate Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Windsor Drive / Site Access Road Junction	T-Junction	Two-way	Two-way	Two-way		2.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Windsor Drive North		ONE HOUR	✓	399	100.000
B - Coate Road		ONE HOUR	✓	164	100.000
C - Windsor Drive South		ONE HOUR	✓	473	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Windsor Drive North	B - Coate Road	C - Windsor Drive South
From	A - Windsor Drive North	0	60	339
	B - Coate Road	126	0	38
	C - Windsor Drive South	455	18	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Windsor Drive North	B - Coate Road	C - Windsor Drive South
From	A - Windsor Drive North	0	6	5
	B - Coate Road	10	0	0
	C - Windsor Drive South	0	3	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-C	0.09	8.77	0.1	A	35	52
B-A	0.43	19.37	0.7	C	116	173
C-AB	0.06	4.81	0.1	A	35	52
C-A					399	599
A-B					55	83
A-C					311	467

Proposed - 2030 Forecast Year + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Coate Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Windsor Drive / Site Access Road Junction	T-Junction	Two-way	Two-way	Two-way		1.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	18:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Windsor Drive North		ONE HOUR	✓	551	100.000
B - Coate Road		ONE HOUR	✓	84	100.000
C - Windsor Drive South		ONE HOUR	✓	392	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Windsor Drive North	B - Coate Road	C - Windsor Drive South
From	A - Windsor Drive North	0	111	440
	B - Coate Road	56	0	28
	C - Windsor Drive South	382	30	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Windsor Drive North	B - Coate Road	C - Windsor Drive South
From	A - Windsor Drive North	0	0	1
	B - Coate Road	0	0	0
	C - Windsor Drive South	1	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-C	0.06	7.54	0.1	A	26	39
B-A	0.18	13.14	0.2	B	51	77
C-AB	0.09	5.30	0.2	A	51	77
C-A					308	463
A-B					102	153
A-C					404	606

Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Coate Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Windsor Drive / Site Access Road Junction	T-Junction	Two-way	Two-way	Two-way		2.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.99	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Forecast Year + Com Dev + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Windsor Drive North		ONE HOUR	✓	402	100.000
B - Coate Road		ONE HOUR	✓	164	100.000
C - Windsor Drive South		ONE HOUR	✓	481	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Windsor Drive North	B - Coate Road	C - Windsor Drive South
From	A - Windsor Drive North	0	60	342
	B - Coate Road	126	0	38
	C - Windsor Drive South	483	18	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Windsor Drive North	B - Coate Road	C - Windsor Drive South
From	A - Windsor Drive North	0	8	5
	B - Coate Road	10	0	0
	C - Windsor Drive South	0	3	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-C	0.09	8.80	0.1	A	35	52
B-A	0.43	19.57	0.7	C	116	173
C-AB	0.08	4.78	0.1	A	35	53
C-A					408	809
A-B					55	83
A-C					314	471

Proposed - 2030 Forecast Year + Com Dev + Dev Sensitivity, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Coate Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	Windsor Drive / Site Access Road Junction	T-Junction	Two-way	Two-way	Two-way		1.20	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.20	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Forecast Year + Com Dev + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Windsor Drive North		ONE HOUR	✓	558	100.000
B - Coate Road		ONE HOUR	✓	84	100.000
C - Windsor Drive South		ONE HOUR	✓	395	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Windsor Drive North	B - Coate Road	C - Windsor Drive South
From	A - Windsor Drive North	0	111	447
	B - Coate Road	56	0	28
	C - Windsor Drive South	385	30	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A - Windsor Drive North	B - Coate Road	C - Windsor Drive South
From	A - Windsor Drive North	0	0	1
	B - Coate Road	0	0	0
	C - Windsor Drive South	1	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-C	0.06	7.58	0.1	A	26	39
B-A	0.18	13.25	0.2	B	51	77
C-AB	0.09	5.30	0.2	A	52	77
C-A					311	466
A-B					102	153
A-C					410	615

Junctions 10											
PICADY 10 - Priority Intersection Module											
Version: 10.1.2.2275											
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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: Windsor Dr_Jump Farm Rd.j10
Path: F:\Workfile\H728\Traffic Modelling
Report generation date: 15/09/2025 12:09:02

- »Existing - 2025 Base, AM
- »Existing - 2025 Base, PM
- »Existing - 2030 Forecast Year + Com Dev, AM
- »Existing - 2030 Forecast Year + Com Dev, PM
- »Existing - 2030 Forecast Year + Com Dev + Dev, AM
- »Existing - 2030 Forecast Year + Com Dev + Dev, PM
- »Existing - 2030 Forecast Year + Com Dev + Dev Sensitivity, AM
- »Existing - 2030 Forecast Year + Com Dev + Dev Sensitivity, 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)
	Existing - 2025 Base											
Stream B-C	D1	0.3	7.37	0.20	A	2.21	D2	0.2	7.15	0.19	A	2.76
Stream B-A		0.1	9.91	0.07	A			0.1	10.58	0.07	B	
Stream C-AB		0.2	7.46	0.18	A			0.4	8.06	0.28	A	
	Existing - 2030 Forecast Year + Com Dev											
Stream B-C	D3	0.3	7.61	0.22	A	2.29	D4	0.3	7.38	0.21	A	2.85
Stream B-A		0.1	10.40	0.07	B			0.1	11.06	0.07	B	
Stream C-AB		0.3	7.76	0.21	A			0.4	8.34	0.30	A	
	Existing - 2030 Forecast Year + Com Dev + Dev											
Stream B-C	D5	0.3	7.68	0.22	A	2.34	D6	0.3	7.50	0.22	A	2.89
Stream B-A		0.1	10.59	0.07	B			0.1	11.25	0.07	B	
Stream C-AB		0.3	7.89	0.22	A			0.4	8.45	0.31	A	
	Existing - 2030 Forecast Year + Com Dev + Dev Sensitivity											
Stream B-C	D7	0.3	7.71	0.23	A	2.36	D8	0.3	7.57	0.22	A	2.91
Stream B-A		0.1	10.69	0.07	B			0.1	11.33	0.07	B	
Stream C-AB		0.3	7.95	0.23	A			0.5	8.49	0.31	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	Windsor Drive/Jump Farm Road Priority Junction
Location	Devizes
Site number	
Date	24/08/2025
Version	
Status	(new file)
Identifier	
Client	Robert Hitchins Limited
Jobnumber	H728
Enumerator	PFA\paulk
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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Forecast Year + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Forecast Year + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2030 Forecast Year + Com Dev + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 Forecast Year + Com Dev + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Existing - 2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A361/Folly Road Junction	T-Junction	Two-way	Two-way	Two-way		2.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.21	A

Arms

Arms

Arm	Name	Description	Arm type
A	Windsor Drive (South)		Major
B	Jump Farm Road		Minor
C	Windsor Drive (North)		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	7.15		✓	2.84	150.0	✓	3.00

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	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.30	3.50	3.35	3.35	✓	1.00	250	60

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	588	0.102	0.259	0.163	0.370
B-C	723	0.104	0.264	-	-
C-B	707	0.260	0.260	-	-

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

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

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

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	314	100.000
B		ONE HOUR	✓	137	100.000
C		ONE HOUR	✓	356	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	18	296
	B	23	0	114
	C	257	99	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	4
	B	4	0	1
	C	5	4	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-C	0.20	7.37	0.3	A	105	157
B-A	0.07	9.91	0.1	A	21	32
C-AB	0.18	7.46	0.2	A	91	137
C-A					236	353
A-B					17	25
A-C					272	407

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	86	21	647	0.133	85	0.0	0.2	6.403	A
B-A	17	4	446	0.039	17	0.0	0.0	8.396	A
C-AB	75	19	619	0.121	74	0.0	0.1	6.602	A
C-A	193	48			193				
A-B	14	3			14				
A-C	223	56			223				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	26	633	0.162	102	0.2	0.2	6.780	A
B-A	21	5	422	0.049	21	0.0	0.1	8.969	A
C-AB	89	22	607	0.147	89	0.1	0.2	6.943	A
C-A	231	58			231				
A-B	16	4			16				
A-C	266	67			266				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	31	614	0.204	125	0.2	0.3	7.363	A
B-A	25	6	389	0.065	25	0.1	0.1	9.900	A
C-AB	109	27	592	0.185	109	0.2	0.2	7.451	A
C-A	283	71			283				
A-B	20	5			20				
A-C	326	81			326				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	126	31	614	0.204	126	0.3	0.3	7.369	A
B-A	25	6	389	0.065	25	0.1	0.1	9.908	A
C-AB	109	27	592	0.185	109	0.2	0.2	7.457	A
C-A	283	71			283				
A-B	20	5			20				
A-C	326	81			326				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	102	26	633	0.162	103	0.3	0.2	6.792	A
B-A	21	5	422	0.049	21	0.1	0.1	8.976	A
C-AB	89	22	607	0.147	89	0.2	0.2	6.955	A
C-A	231	58			231				
A-B	16	4			16				
A-C	266	67			266				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	21	647	0.133	88	0.2	0.2	8.420	A
B-A	17	4	446	0.039	17	0.1	0.0	8.407	A
C-AB	75	19	619	0.121	75	0.2	0.1	8.618	A
C-A	193	48			193				
A-B	14	3			14				
A-C	223	56			223				

Existing - 2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A361/Folly Road Junction	T-Junction	Two-way	Two-way	Two-way		2.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.76	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	299	100.000
B		ONE HOUR	✓	130	100.000
C		ONE HOUR	✓	396	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	33	266
	B	22	0	108
	C	240	156	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	1
	B	9	0	1
	C	2	1	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-C	0.19	7.15	0.2	A	99	149
B-A	0.07	10.58	0.1	B	20	30
C-AB	0.28	8.06	0.4	A	144	216
C-A					219	329
A-B					30	45
A-C					244	366

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	81	20	653	0.125	81	0.0	0.1	6.286	A
B-A	17	4	421	0.039	16	0.0	0.0	8.885	A
C-AB	118	29	643	0.183	117	0.0	0.2	6.836	A
C-A	180	45			180				
A-B	25	6			25				
A-C	200	50			200				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	97	24	640	0.152	97	0.1	0.2	6.624	A
B-A	20	5	397	0.050	20	0.0	0.1	9.529	A
C-AB	141	35	632	0.223	141	0.2	0.3	7.314	A
C-A	215	54			215				
A-B	30	7			30				
A-C	239	60			239				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	119	30	623	0.191	119	0.2	0.2	7.139	A
B-A	24	6	365	0.066	24	0.1	0.1	10.573	B
C-AB	173	43	620	0.280	173	0.3	0.4	8.041	A
C-A	263	66			263				
A-B	36	9			36				
A-C	293	73			293				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	119	30	623	0.191	119	0.2	0.2	7.145	A
B-A	24	6	364	0.066	24	0.1	0.1	10.581	B
C-AB	173	43	620	0.280	173	0.4	0.4	8.055	A
C-A	263	66			263				
A-B	36	9			36				
A-C	293	73			293				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	97	24	640	0.152	97	0.2	0.2	8.633	A
B-A	20	5	397	0.050	20	0.1	0.1	9.541	A
C-AB	141	35	633	0.223	141	0.4	0.3	7.332	A
C-A	215	54			215				
A-B	30	7			30				
A-C	239	60			239				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	81	20	653	0.125	81	0.2	0.1	8.303	A
B-A	17	4	421	0.039	17	0.1	0.0	8.905	A
C-AB	118	29	643	0.183	118	0.3	0.2	6.867	A
C-A	180	45			180				
A-B	25	6			25				
A-C	200	50			200				

Existing - 2030 Forecast Year + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A361/Folly Road Junction	T-Junction	Two-way	Two-way	Two-way		2.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.29	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Forecast Year + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	341	100.000
B		ONE HOUR	✓	144	100.000
C		ONE HOUR	✓	386	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	19	322
	B	24	0	120
	C	276	110	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A	B	C	
	A	0	0	4
	B	4	0	1
	C	5	4	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-C	0.22	7.61	0.3	A	110	165
B-A	0.07	10.40	0.1	B	22	33
C-AB	0.21	7.76	0.3	A	101	152
C-A					253	379
A-B					17	26
A-C					295	443

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	23	641	0.141	90	0.0	0.2	6.523	A
B-A	18	5	435	0.042	18	0.0	0.0	8.628	A
C-AB	83	21	614	0.135	82	0.0	0.2	6.768	A
C-A	208	52			208				
A-B	14	4			14				
A-C	242	61			242				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	626	0.172	108	0.2	0.2	6.941	A
B-A	22	5	409	0.053	22	0.0	0.1	9.292	A
C-AB	99	25	601	0.165	99	0.2	0.2	7.162	A
C-A	248	62			248				
A-B	17	4			17				
A-C	289	72			289				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	132	33	605	0.218	132	0.2	0.3	7.598	A
B-A	26	7	373	0.071	26	0.1	0.1	10.394	B
C-AB	122	30	585	0.208	122	0.2	0.3	7.756	A
C-A	303	76			303				
A-B	21	5			21				
A-C	355	89			355				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	132	33	605	0.218	132	0.3	0.3	7.607	A
B-A	28	7	373	0.071	28	0.1	0.1	10.401	B
C-AB	122	30	585	0.208	122	0.3	0.3	7.783	A
C-A	303	76			303				
A-B	21	5			21				
A-C	355	89			355				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	108	27	626	0.172	108	0.3	0.2	6.952	A
B-A	22	5	409	0.053	22	0.1	0.1	9.301	A
C-AB	99	25	601	0.165	99	0.3	0.2	7.172	A
C-A	248	62			248				
A-B	17	4			17				
A-C	289	72			289				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	23	641	0.141	91	0.2	0.2	6.540	A
B-A	18	5	435	0.042	18	0.1	0.0	8.643	A
C-AB	83	21	614	0.135	83	0.2	0.2	6.786	A
C-A	208	52			208				
A-B	14	4			14				
A-C	242	61			242				

Existing - 2030 Forecast Year + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A361/Folly Road Junction	T-Junction	Two-way	Two-way	Two-way		2.85	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.85	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Forecast Year + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	318	100.000
B		ONE HOUR	✓	140	100.000
C		ONE HOUR	✓	428	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	34	284
	B	23	0	117
	C	262	166	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A	B	C	
	A	0	0	1
	B	9	0	1
	C	2	1	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-C	0.21	7.38	0.3	A	107	161
B-A	0.07	11.06	0.1	B	21	32
C-AB	0.30	8.34	0.4	A	154	230
C-A					239	359
A-B					31	47
A-C					261	391

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	649	0.136	87	0.0	0.2	6.404	A
B-A	17	4	412	0.042	17	0.0	0.0	9.112	A
C-AB	125	31	639	0.196	124	0.0	0.2	6.979	A
C-A	197	49			197				
A-B	26	6			26				
A-C	214	53			214				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	105	26	636	0.165	105	0.2	0.2	6.783	A
B-A	21	5	386	0.054	21	0.0	0.1	9.838	A
C-AB	150	38	629	0.239	150	0.2	0.3	7.510	A
C-A	235	59			235				
A-B	31	8			31				
A-C	255	64			255				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	617	0.209	129	0.2	0.3	7.371	A
B-A	25	6	351	0.072	25	0.1	0.1	11.046	B
C-AB	185	46	617	0.300	185	0.3	0.4	8.321	A
C-A	266	72			266				
A-B	37	9			37				
A-C	313	78			313				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	129	32	617	0.209	129	0.3	0.3	7.378	A
B-A	25	6	351	0.072	25	0.1	0.1	11.056	B
C-AB	185	46	617	0.300	185	0.4	0.4	8.337	A
C-A	286	72			286				
A-B	37	9			37				
A-C	313	78			313				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	105	26	636	0.166	105	0.3	0.2	6.793	A
B-A	21	5	386	0.054	21	0.1	0.1	9.851	A
C-AB	150	38	629	0.239	150	0.4	0.3	7.531	A
C-A	235	59			235				
A-B	31	8			31				
A-C	255	64			255				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	88	22	649	0.136	88	0.2	0.2	6.425	A
B-A	17	4	412	0.042	17	0.1	0.0	9.131	A
C-AB	125	31	639	0.196	126	0.3	0.2	7.014	A
C-A	197	49			197				
A-B	26	6			26				
A-C	214	53			214				

Existing - 2030 Forecast Year + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A361/Folly Road Junction	T-Junction	Two-way	Two-way	Two-way		2.34	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.34	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	345	100.000
B		ONE HOUR	✓	147	100.000
C		ONE HOUR	✓	403	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	19	326
	B	24	0	123
	C	287	116	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A	B	C	
	A	0	0	4
	B	4	0	1
	C	5	4	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-C	0.22	7.68	0.3	A	113	169
B-A	0.07	10.59	0.1	B	22	33
C-AB	0.22	7.89	0.3	A	107	160
C-A					263	394
A-B					17	26
A-C					299	449

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	641	0.145	92	0.0	0.2	6.554	A
B-A	18	5	431	0.042	18	0.0	0.0	8.718	A
C-AB	87	22	613	0.143	87	0.0	0.2	6.832	A
C-A	216	54			216				
A-B	14	4			14				
A-C	245	61			245				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	625	0.177	110	0.2	0.2	6.989	A
B-A	22	5	404	0.053	22	0.0	0.1	9.415	A
C-AB	105	26	601	0.174	104	0.2	0.2	7.250	A
C-A	258	64			258				
A-B	17	4			17				
A-C	293	73			293				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	604	0.224	135	0.2	0.3	7.671	A
B-A	26	7	366	0.072	26	0.1	0.1	10.582	B
C-AB	129	32	585	0.220	128	0.2	0.3	7.877	A
C-A	315	79			315				
A-B	21	5			21				
A-C	359	90			359				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	135	34	604	0.224	135	0.3	0.3	7.681	A
B-A	26	7	366	0.072	26	0.1	0.1	10.590	B
C-AB	129	32	585	0.220	129	0.3	0.3	7.886	A
C-A	315	79			315				
A-B	21	5			21				
A-C	359	90			359				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	625	0.177	111	0.3	0.2	7.000	A
B-A	22	5	404	0.053	22	0.1	0.1	9.425	A
C-AB	105	26	601	0.174	105	0.3	0.2	7.264	A
C-A	258	64			258				
A-B	17	4			17				
A-C	293	73			293				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	640	0.145	93	0.2	0.2	6.575	A
B-A	18	5	430	0.042	18	0.1	0.0	8.733	A
C-AB	87	22	613	0.143	88	0.2	0.2	6.856	A
C-A	216	54			216				
A-B	14	4			14				
A-C	245	61			245				

Existing - 2030 Forecast Year + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A361/Folly Road Junction	T-Junction	Two-way	Two-way	Two-way		2.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.89	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	328	100.000
B		ONE HOUR	✓	145	100.000
C		ONE HOUR	✓	436	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	34	294
	B	23	0	122
	C	267	169	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A	B	C	
	A	0	0	1
	B	9	0	1
	C	2	1	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-C	0.22	7.50	0.3	A	112	168
B-A	0.07	11.25	0.1	B	21	32
C-AB	0.31	8.45	0.4	A	158	235
C-A					244	366
A-B					31	47
A-C					270	405

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	647	0.142	91	0.0	0.2	6.468	A
B-A	17	4	408	0.042	17	0.0	0.0	9.204	A
C-AB	128	32	637	0.200	127	0.0	0.2	7.035	A
C-A	201	50			201				
A-B	26	6			26				
A-C	221	55			221				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	634	0.173	110	0.2	0.2	6.868	A
B-A	21	5	382	0.054	21	0.0	0.1	9.963	A
C-AB	153	38	627	0.244	153	0.2	0.3	7.584	A
C-A	239	60			239				
A-B	31	8			31				
A-C	264	66			264				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	614	0.219	134	0.2	0.3	7.494	A
B-A	25	6	346	0.073	25	0.1	0.1	11.238	B
C-AB	189	47	615	0.307	188	0.3	0.4	8.431	A
C-A	291	73			291				
A-B	37	9			37				
A-C	324	81			324				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	134	34	614	0.219	134	0.3	0.3	7.504	A
B-A	25	6	345	0.073	25	0.1	0.1	11.248	B
C-AB	189	47	615	0.307	189	0.4	0.4	8.451	A
C-A	291	73			291				
A-B	37	9			37				
A-C	324	81			324				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	110	27	633	0.173	110	0.3	0.2	6.882	A
B-A	21	5	382	0.054	21	0.1	0.1	9.979	A
C-AB	153	38	627	0.244	153	0.4	0.3	7.608	A
C-A	239	60			239				
A-B	31	8			31				
A-C	264	66			264				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	92	23	647	0.142	92	0.2	0.2	6.488	A
B-A	17	4	408	0.042	17	0.1	0.0	9.223	A
C-AB	128	32	637	0.200	128	0.3	0.3	7.069	A
C-A	201	50			201				
A-B	26	6			26				
A-C	221	55			221				

Existing - 2030 Forecast Year + Com Dev + Dev Sensitivity, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A361/Folly Road Junction	T-Junction	Two-way	Two-way	Two-way		2.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.38	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030 Forecast Year + Com Dev + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	347	100.000
B		ONE HOUR	✓	148	100.000
C		ONE HOUR	✓	412	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	19	328
	B	24	0	124
	C	293	119	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A	B	C	
	A	0	0	4
	B	4	0	1
	C	5	4	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-C	0.23	7.71	0.3	A	114	171
B-A	0.07	10.69	0.1	B	22	33
C-AB	0.23	7.95	0.3	A	110	165
C-A					268	403
A-B					17	26
A-C					301	451

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	640	0.146	93	0.0	0.2	6.567	A
B-A	18	5	429	0.042	18	0.0	0.0	8.763	A
C-AB	90	22	613	0.146	89	0.0	0.2	6.866	A
C-A	220	55			220				
A-B	14	4			14				
A-C	247	62			247				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	625	0.178	111	0.2	0.2	7.008	A
B-A	22	5	401	0.054	22	0.0	0.1	9.477	A
C-AB	107	27	601	0.179	107	0.2	0.2	7.295	A
C-A	263	66			263				
A-B	17	4			17				
A-C	295	74			295				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	603	0.226	136	0.2	0.3	7.700	A
B-A	26	7	363	0.073	26	0.1	0.1	10.678	B
C-AB	132	33	585	0.226	132	0.2	0.3	7.939	A
C-A	322	80			322				
A-B	21	5			21				
A-C	361	90			361				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	603	0.226	137	0.3	0.3	7.710	A
B-A	26	7	363	0.073	26	0.1	0.1	10.686	B
C-AB	132	33	585	0.226	132	0.3	0.3	7.949	A
C-A	322	80			322				
A-B	21	5			21				
A-C	361	90			361				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	625	0.178	112	0.3	0.2	7.019	A
B-A	22	5	401	0.054	22	0.1	0.1	9.489	A
C-AB	107	27	601	0.179	108	0.3	0.2	7.306	A
C-A	263	66			263				
A-B	17	4			17				
A-C	295	74			295				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	640	0.146	94	0.2	0.2	6.591	A
B-A	18	5	428	0.042	18	0.1	0.0	8.778	A
C-AB	90	22	613	0.146	90	0.2	0.2	6.887	A
C-A	220	55			220				
A-B	14	4			14				
A-C	247	62			247				

Existing - 2030 Forecast Year + Com Dev + Dev Sensitivity, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A361/Folly Road Junction	T-Junction	Two-way	Two-way	Two-way		2.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.91	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030 Forecast Year + Com Dev + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	332	100.000
B		ONE HOUR	✓	148	100.000
C		ONE HOUR	✓	439	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	34	298
	B	23	0	125
	C	269	170	0

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	1
	B	9	0	1
	C	2	1	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-C	0.22	7.57	0.3	A	115	172
B-A	0.07	11.33	0.1	B	21	32
C-AB	0.31	8.49	0.5	A	157	236
C-A					245	368
A-B					31	47
A-C					273	410

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	647	0.146	93	0.0	0.2	6.498	A
B-A	17	4	406	0.043	17	0.0	0.0	9.243	A
C-AB	128	32	637	0.202	127	0.0	0.3	7.056	A
C-A	202	51			202				
A-B	26	6			26				
A-C	224	56			224				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	633	0.178	112	0.2	0.2	6.914	A
B-A	21	5	380	0.054	21	0.0	0.1	10.017	B
C-AB	154	38	626	0.246	153	0.3	0.3	7.612	A
C-A	241	60			241				
A-B	31	8			31				
A-C	268	67			268				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	138	34	613	0.225	137	0.2	0.3	7.563	A
B-A	25	6	343	0.074	25	0.1	0.1	11.320	B
C-AB	190	47	614	0.309	189	0.3	0.4	8.472	A
C-A	293	73			293				
A-B	37	9			37				
A-C	328	82			328				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	138	34	613	0.225	138	0.3	0.3	7.573	A
B-A	25	6	343	0.074	25	0.1	0.1	11.331	B
C-AB	190	47	614	0.309	190	0.4	0.5	8.491	A
C-A	293	73			293				
A-B	37	9			37				
A-C	328	82			328				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	112	28	633	0.178	113	0.3	0.2	6.928	A
B-A	21	5	380	0.054	21	0.1	0.1	10.033	B
C-AB	154	38	626	0.246	154	0.5	0.3	7.637	A
C-A	241	60			241				
A-B	31	8			31				
A-C	268	67			268				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	94	24	647	0.146	94	0.2	0.2	6.521	A
B-A	17	4	406	0.043	17	0.1	0.0	9.264	A
C-AB	128	32	637	0.202	129	0.3	0.3	7.090	A
C-A	202	51			202				
A-B	26	6			26				
A-C	224	56			224				

PFA Template

Project and User Details

Project:	Land South of Coate Road, Devizes
Title:	
Location:	
Client:	Robert Hitchins Ltd
Model Purpose:	Transport Assessment
Model Assumptions:	Based on approved model supplied by Wiltshire Council with refinements to reflect as built drawings and on the ground operation as set out in PFA Consulting's Transport Assessment.
Additional detail:	
File name:	London Rd Windsor Drive Devizes_v2_PFA editRevA.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 1, 0

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2025 Base Year AM	2025 Base AM	Network Control Plan 1	08:00 - 09:00	60	18.5	10.43
2	2025 Base Year PM	2025 Base PM	Network Control Plan 1	17:00 - 18:00	55	18.9	8.01
3	2030 Forecast Year Without Dev AM	2030 Forecast Without Dev AM	Network Control Plan 1	08:00 - 09:00	60	11.4	12.79
4	2030 Forecast Year Without Dev PM	2030 Forecast Without Dev PM	Network Control Plan 1	17:00 - 18:00	55	11.2	9.66
5	2030 Forecast Year With Dev AM	2030 Forecast With Dev AM	Network Control Plan 1	08:00 - 09:00	60	7.7	14.33
6	2030 Forecast Year With Dev PM	2030 Forecast With Dev PM	Network Control Plan 1	17:00 - 18:00	55	9.5	10.35
7	2030 Forecast Year With Dev Sensitivity AM	2030 Forecast With Dev Sensitivity AM	Network Control Plan 1	08:00 - 09:00	60	7.5	14.57
8	2030 Forecast Year With Dev Sensitivity PM	2030 Forecast With Dev Sensitivity PM	Network Control Plan 1	17:00 - 18:00	55	9.2	10.45

The diagram illustrates the Coate Junction, a complex intersection with six arms. A legend at the top right identifies the junction and shows a traffic light symbol. The arms are labeled as follows:

- Arm 1 - A361 SB**: Southbound on A361, with 1/2 lane and 1/1 lane.
- Arm 2 - Windsor Drive**: Westbound on Windsor Drive, with 2/2 lane and 2/1 lane.
- Arm 3 - A361 NB**: Northbound on A361, with 3/1 lane and 3/2 lane.
- Arm 4 - A361 NB**: Northbound on A361, with 4/1 lane.
- Arm 5 - Windsor Drive**: Eastbound on Windsor Drive, with 5/1 lane.
- Arm 6 - A361 SB**: Southbound on A361, with 6/1 lane.

The diagram also shows the junction's layout, including the intersection of A361 and Windsor Drive, and the location of the junction relative to the surrounding roads. The junction is marked with a yellow box and a traffic light symbol. The arms are numbered 1 through 6, and the lanes are labeled with their respective lane numbers (e.g., 1/2, 1/1, 2/2, 2/1, 3/1, 3/2, 4/1, 5/1, 6/1). The diagram also shows the junction's layout, including the intersection of A361 and Windsor Drive, and the location of the junction relative to the surrounding roads.

Lane Input Data

Junction: Coate Junction												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A361 SB)	U	B	2	3	5.2	Geom	-	3.00	0.00	Y	Arm 5 Left	15.66
1/2 (A361 SB)	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm 6 Ahead	Inf
2/1 (Windsor Drive)	U	C	2	3	6.0	Geom	-	4.15	0.00	Y	Arm 6 Left	19.50
2/2 (Windsor Drive)	U	C	2	3	60.0	Geom	-	3.70	0.00	N	Arm 4 Right	22.50
3/1 (A361 NB)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
3/2 (A361 NB)	O	A	2	3	3.5	Geom	-	3.00	0.00	N	Arm 5 Right	26.30
4/1 (A361 NB)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Windsor Drive)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A361 SB)	U		2	3	60.0	Inf	-	-	-	-	-	-

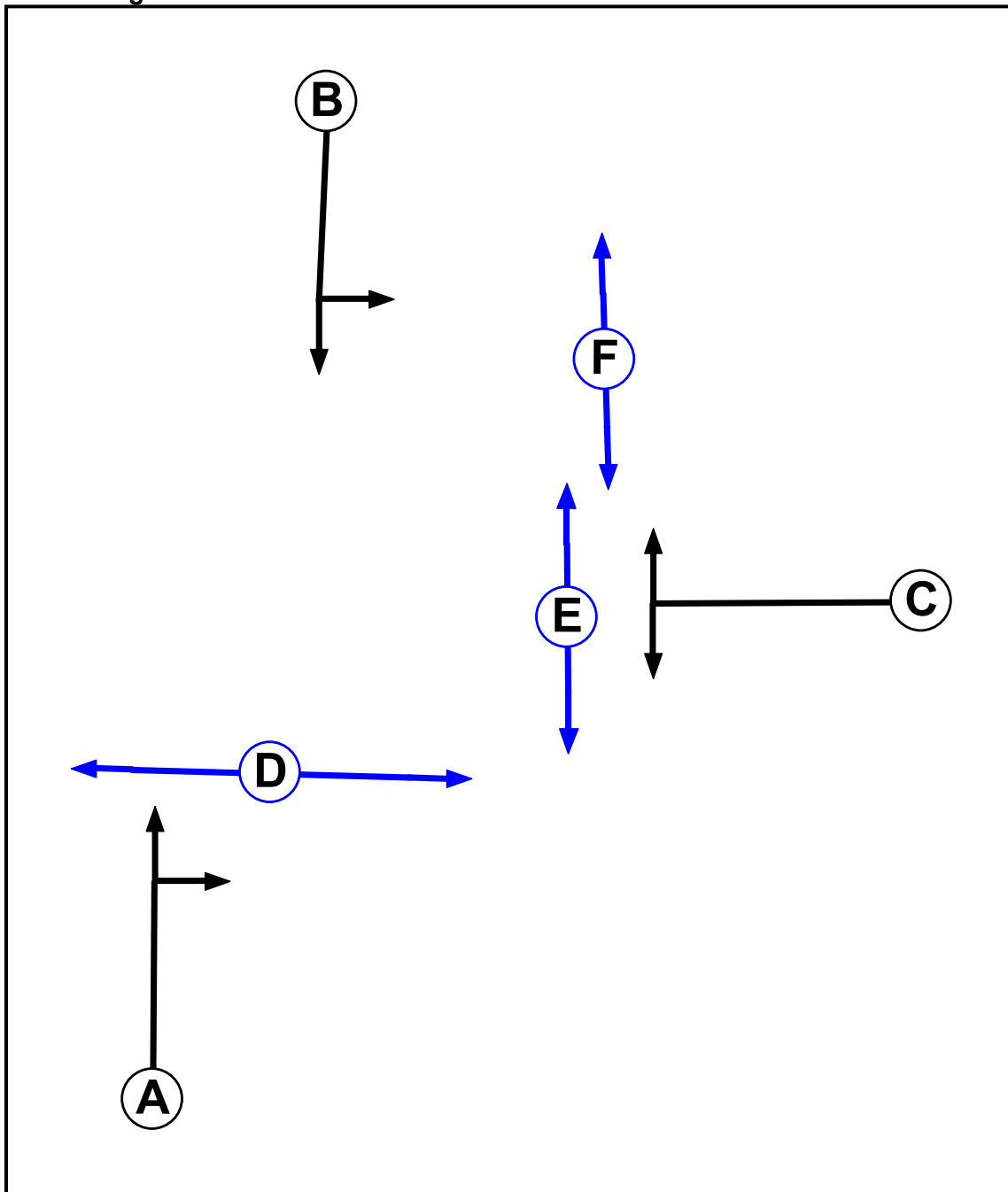
Give-Way Lane Input Data

Junction: Coate Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/2 (A361 NB)	5/1 (Right)	1439	0	1/1	1.09	All	3.00	-	0.50	3	2.00
				1/2	1.09	All					

Lane Connector Input Data

Junction: Coate Junction				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	5/1	Internal	5	35
1/2	6/1	Internal	5	35
2/1	6/1	Internal	5	35
2/2	4/1	Internal	5	35
3/1	4/1	Internal	5	35
3/2	5/1	Internal	5	35

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6

Phase Intergreens Matrix

Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	5	5	-	9
	B	-		6	9	-	7
	C	5	5		8	5	-
	D	13	13	13		-	-
	E	-	-	8	-		-
	F	8	8	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B E
2	C F
3	D E F

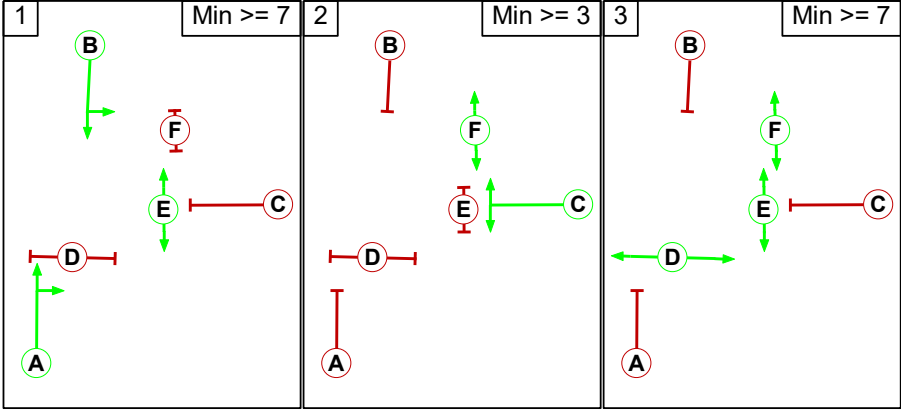
Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	A	Losing	3	3
1	2	B	Losing	2	2
2	1	C	Losing	3	3
3	1	F	Losing	5	5

Prohibited Stage Change

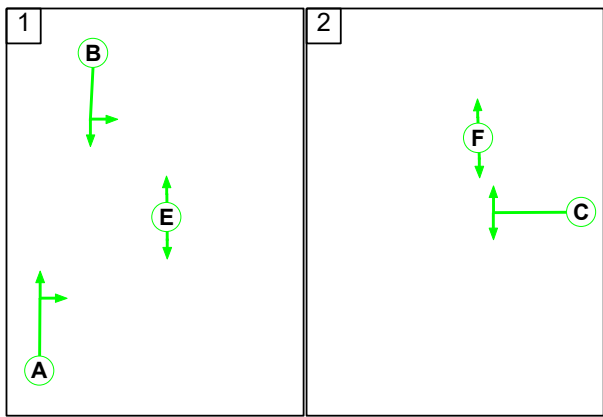
From Stage	To Stage		
	1	2	3
	1		12 9
	2	8	
3	13	13	

Stage Diagram

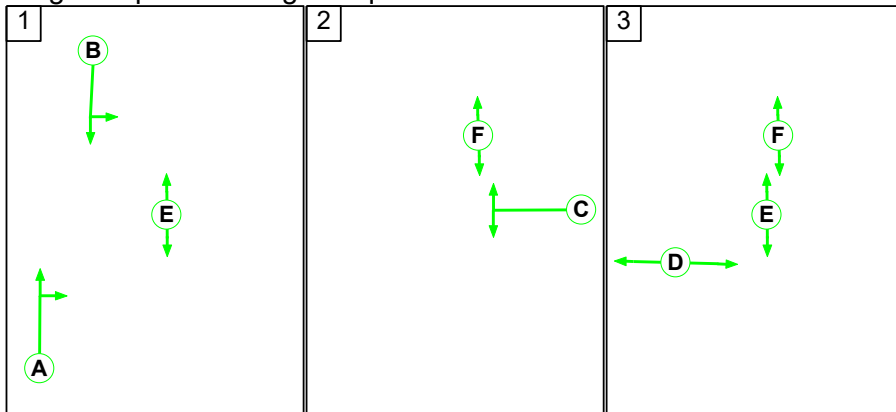


Stage Sequence Summary

Stage Sequence: Stage Sequence No. 1



Stage Sequence: Stage Sequence No. 2



Network Control Plans

Plan	Controller	Sequence Name	Sequence
Network Control Plan 1	C1	Stage Sequence No. 1	1,2
Network Control Plan 2	C1	Stage Sequence No. 2	1,2,3

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: '2030 Forecast Without Dev AM'	08:00	09:00	01:00	
4: '2030 Forecast Without Dev PM'	17:00	18:00	01:00	
5: '2030 Forecast With Dev AM'	08:00	09:00	01:00	
6: '2030 Forecast With Dev PM'	17:00	18:00	01:00	
7: '2030 Forecast With Dev Sensitivity AM'	08:00	09:00	01:00	
8: '2030 Forecast With Dev Sensitivity PM'	17:00	18:00	01:00	

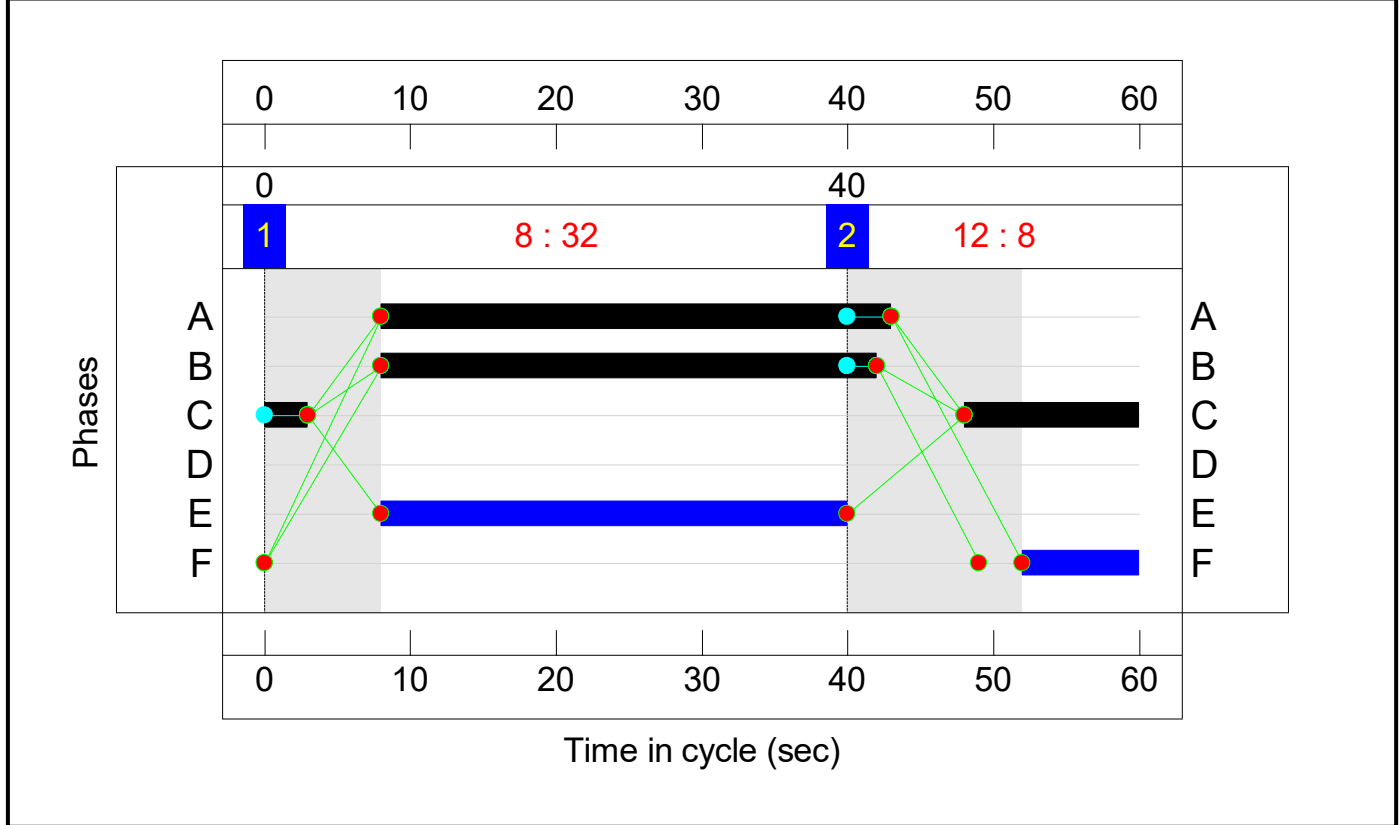
Scenario 1: '2025 Base Year AM' (FG1: '2025 Base AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	270	685	955
	B	376	0	81	457
	C	714	79	0	793
	Tot.	1090	349	766	2205

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	A361 SB Left Ahead	U	B		1	34	-	955	2055:1748	917+361	74.7 : 74.7%	-	-	-	3.5	13.2	10.0
2/2+2/1	Windsor Drive Right Left	U	C		1	15	-	457	1992:1885	495+107	75.9 : 75.9%	-	-	-	4.0	31.5	7.2
3/1+3/2	A361 NB Ahead Right	U+O	A		1	35	-	793	1915:1944	1060+117	67.4 : 67.4%	76	0	3	2.9	13.3	9.2
P1	Unnamed Ped Link	-	F		1	8	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Unnamed Ped Link	-	E		1	32	-	0	-	0	0.0%	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		18.5		18.5		Total Delay for Signalled Lanes (pcuHr):		10.43		Cycle Time (s):		60		
			PRC Over All Lanes (%):						Total Delay Over All Lanes(pcuHr):		10.43						

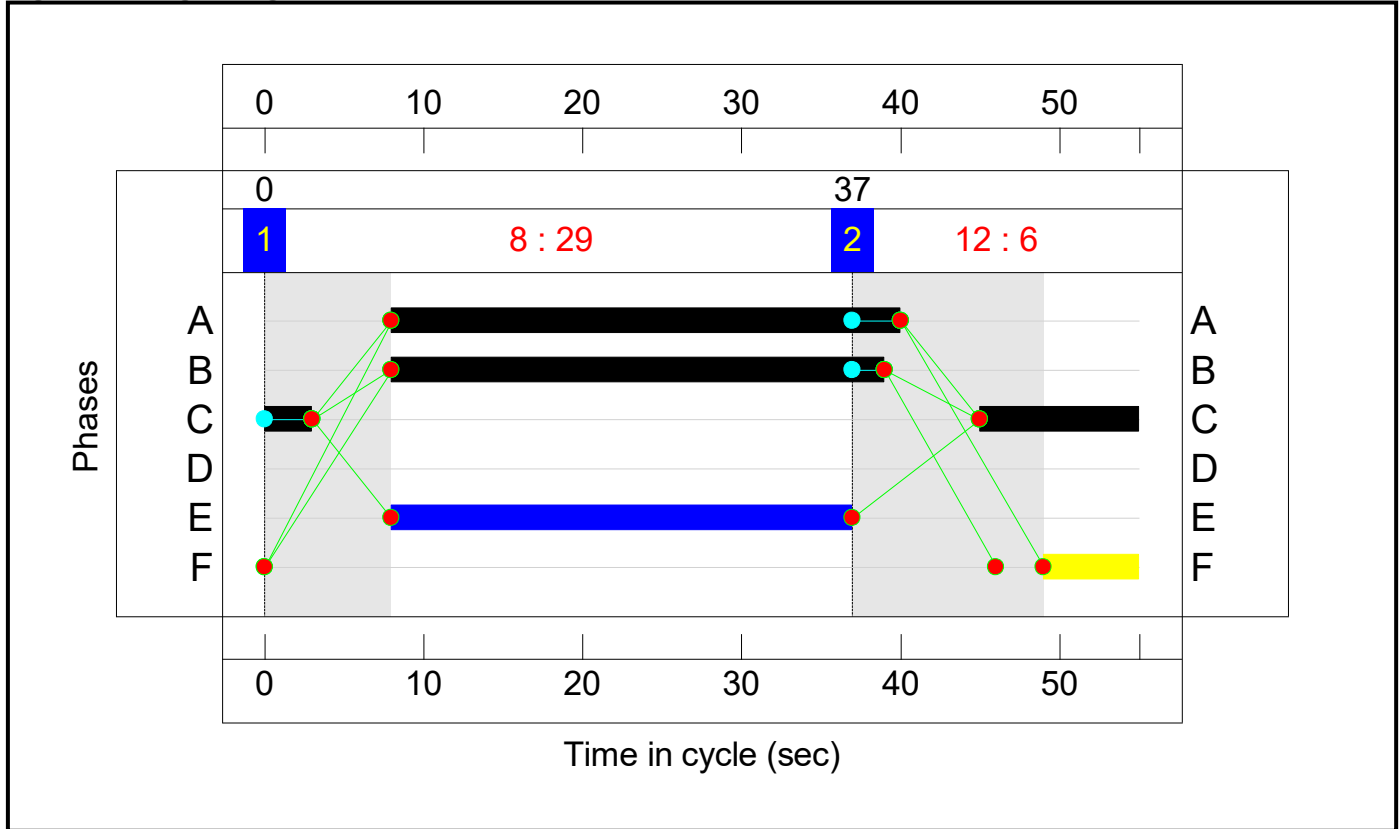
Scenario 2: '2025 Base Year PM' (FG2: '2025 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	364	647	1011
	B	295	0	62	357
	C	631	52	0	683
	Tot.	926	416	709	2051

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	A361 SB Left Ahead	U	B		1	31	-	1011	2055:1748	855+481	75.7 : 75.7%	-	-	-	3.5	12.3	8.7
2/2+2/1	Windsor Drive Right Left	U	C		1	13	-	357	1992:1885	482+101	61.2 : 61.2%	-	-	-	2.5	25.5	4.7
3/1+3/2	A361 NB Ahead Right	U+O	A		1	32	-	683	1915:1944	1083+89	58.3 : 58.3%	50	0	2	2.0	10.7	6.7
P1	Unnamed Ped Link	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Unnamed Ped Link	-	E		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
C1					PRC for Signalled Lanes (%): PRC Over All Lanes (%):			18.9 18.9	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):			8.01 8.01	Cycle Time (s): 55				

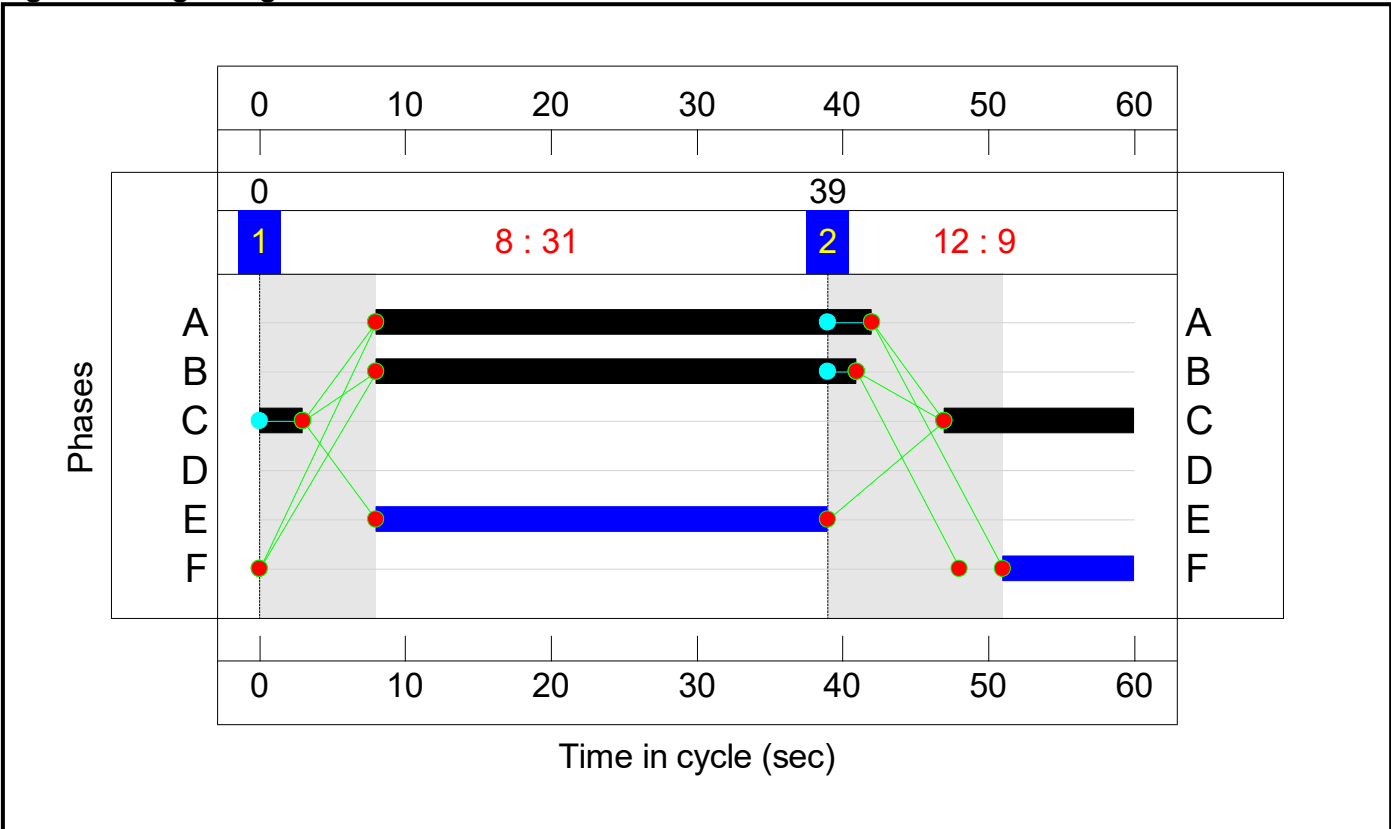
Scenario 3: '2030 Forecast Year Without Dev AM' (FG3: '2030 Forecast Without Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	300	712	1012
	B	406	0	116	522
	C	744	94	0	838
	Tot.	1150	394	828	2372

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	A361 SB Left Ahead	U	B		1	33	-	1012	2055:1748	881+371	80.8 : 80.8%	-	-	-	4.5	16.1	12.2
2/2+2/1	Windsor Drive Right Left	U	C		1	16	-	522	1992:1885	513+147	79.1 : 79.1%	-	-	-	4.6	31.5	8.0
3/1+3/2	A361 NB Ahead Right	U+O	A		1	34	-	838	1915:1944	1020+129	73.0 : 73.0%	81	0	13	3.7	15.9	10.7
P1	Unnamed Ped Link	-	F		1	9	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Unnamed Ped Link	-	E		1	31	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 11.4 Total Delay for Signalled Lanes (pcuHr): 12.79 Cycle Time (s): 60 PRC Over All Lanes (%): 11.4 Total Delay Over All Lanes(pcuHr): 12.79																	

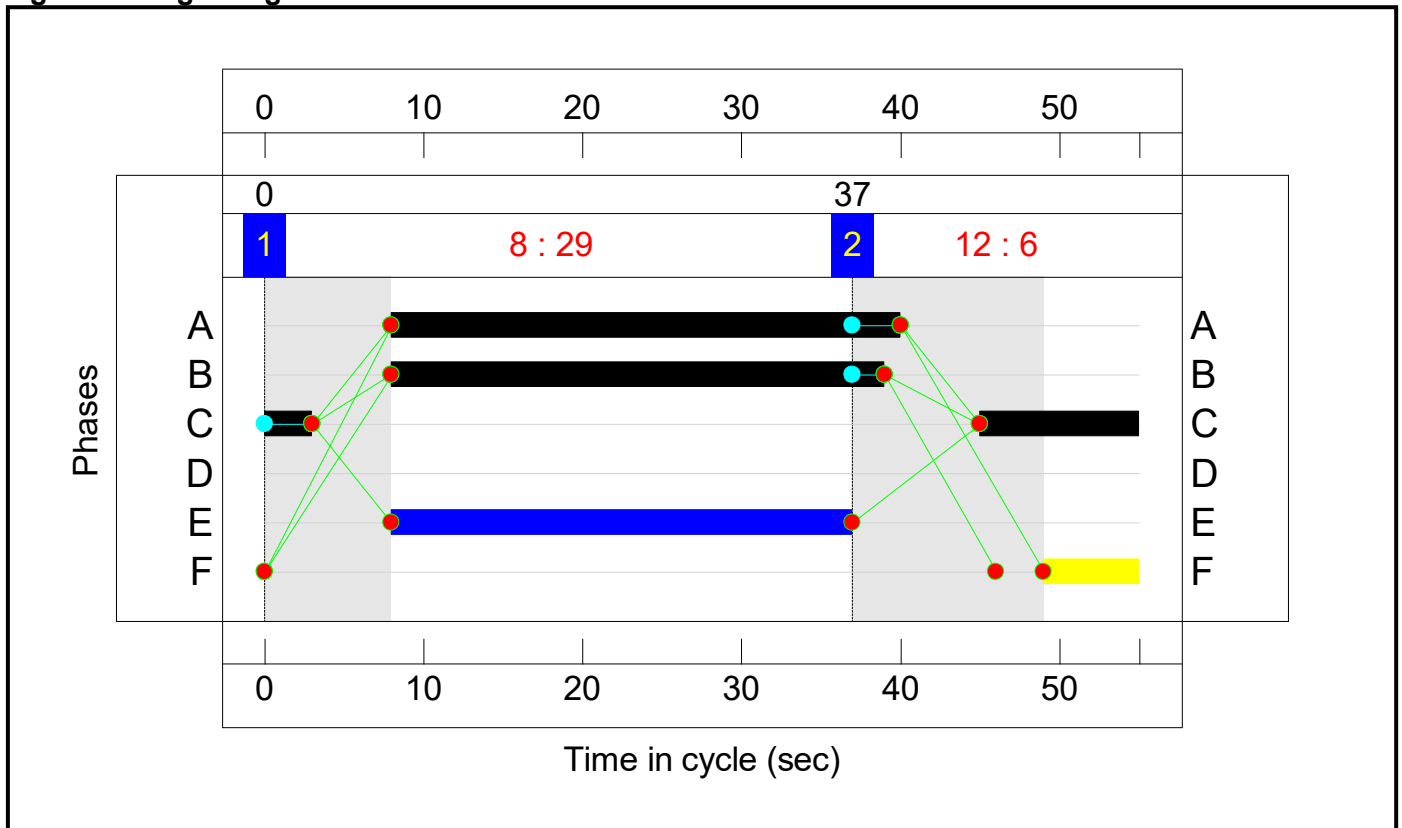
Scenario 4: '2030 Forecast Year Without Dev PM' (FG4: '2030 Forecast Without Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	422	674	1096
	B	320	0	78	398
	C	656	80	0	736
	Tot.	976	502	752	2230

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	A361 SB Left Ahead	U	B		1	31	-	1096	2055:1748	833+521	80.9 : 80.9%	-	-	-	4.2	13.9	10.3
2/2+2/1	Windsor Drive Right Left	U	C		1	13	-	398	1992:1885	479+117	66.8 : 66.8%	-	-	-	3.0	26.8	5.3
3/1+3/2	A361 NB Ahead Right	U+O	A		1	32	-	736	1915:1944	1054+128	62.3 : 62.3%	72	0	8	2.5	12.0	7.3
P1	Unnamed Ped Link	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Unnamed Ped Link	-	E		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 11.2 Total Delay for Signalled Lanes (pcuHr): 9.66 Cycle Time (s): 55 PRC Over All Lanes (%): 11.2 Total Delay Over All Lanes(pcuHr): 9.66																	

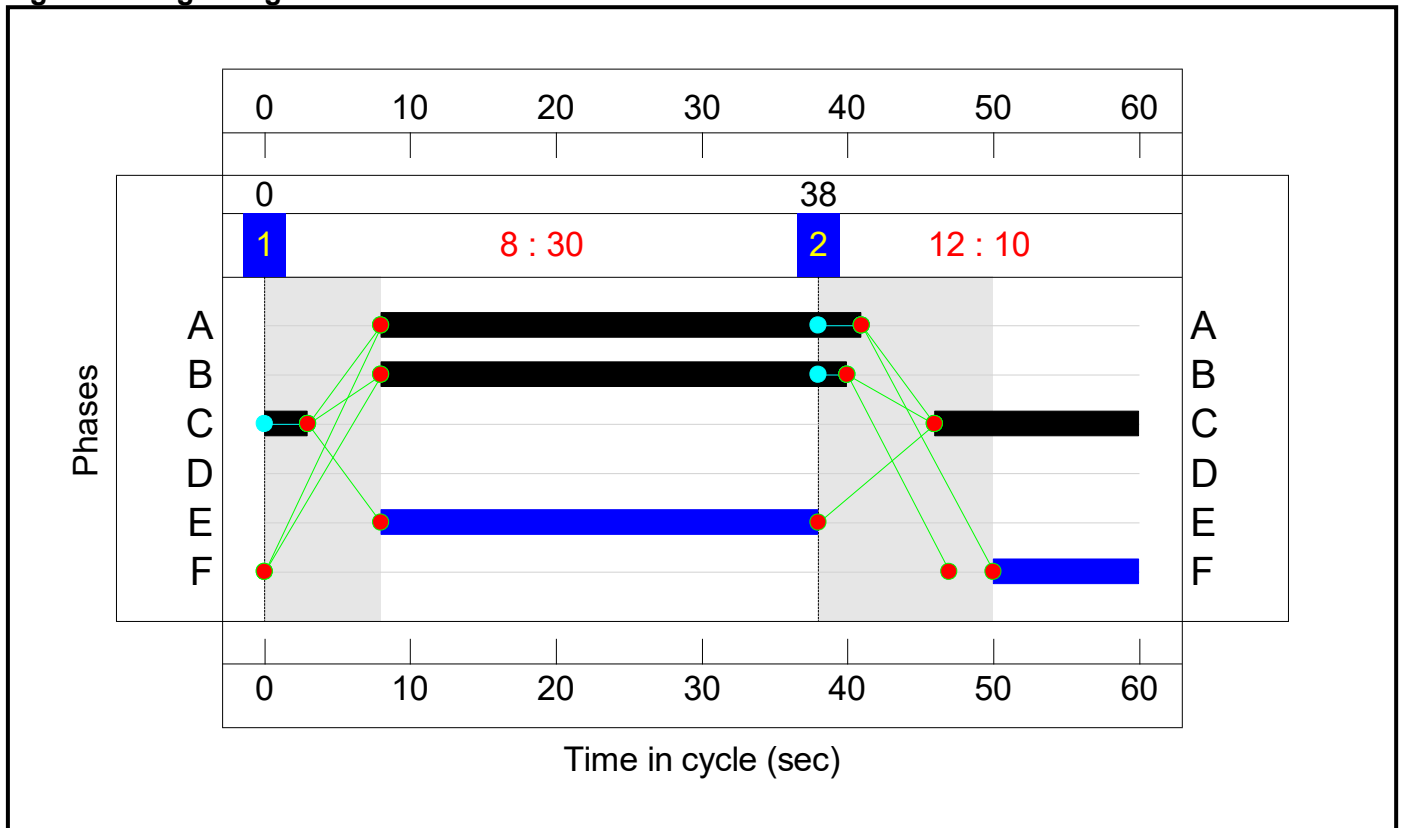
Scenario 5: '2030 Forecast Year With Dev AM' (FG5: '2030 Forecast With Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	311	712	1023
	B	435	0	135	570
	C	744	101	0	845
	Tot.	1179	412	847	2438

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
1/2+1/1	A361 SB Left Ahead	U	B		1	32	-	1023	2055:1748	852+372	83.6 : 83.6%	-	-	-	5.2	18.2	13.6	
2/2+2/1	Windsor Drive Right Left	U	C		1	17	-	570	1992:1885	535+166	81.3 : 81.3%	-	-	-	5.0	31.5	8.9	
3/1+3/2	A361 NB Ahead Right	U+O	A		1	33	-	845	1915:1944	985+134	75.5 : 75.5%	65	0	36	4.2	17.8	11.4	
P1	Unnamed Ped Link	-	F		1	10	-	0	-	0	0.0%	-	-	-	-	-	-	
P2	Unnamed Ped Link	-	E		1	30	-	0	-	0	0.0%	-	-	-	-	-	-	
C1																		
					PRC for Signalled Lanes (%):		7.7	Total Delay for Signalled Lanes (pcuHr):				14.33	Cycle Time (s):		60			
					PRC Over All Lanes (%):		7.7	Total Delay Over All Lanes(pcuHr):				14.33						

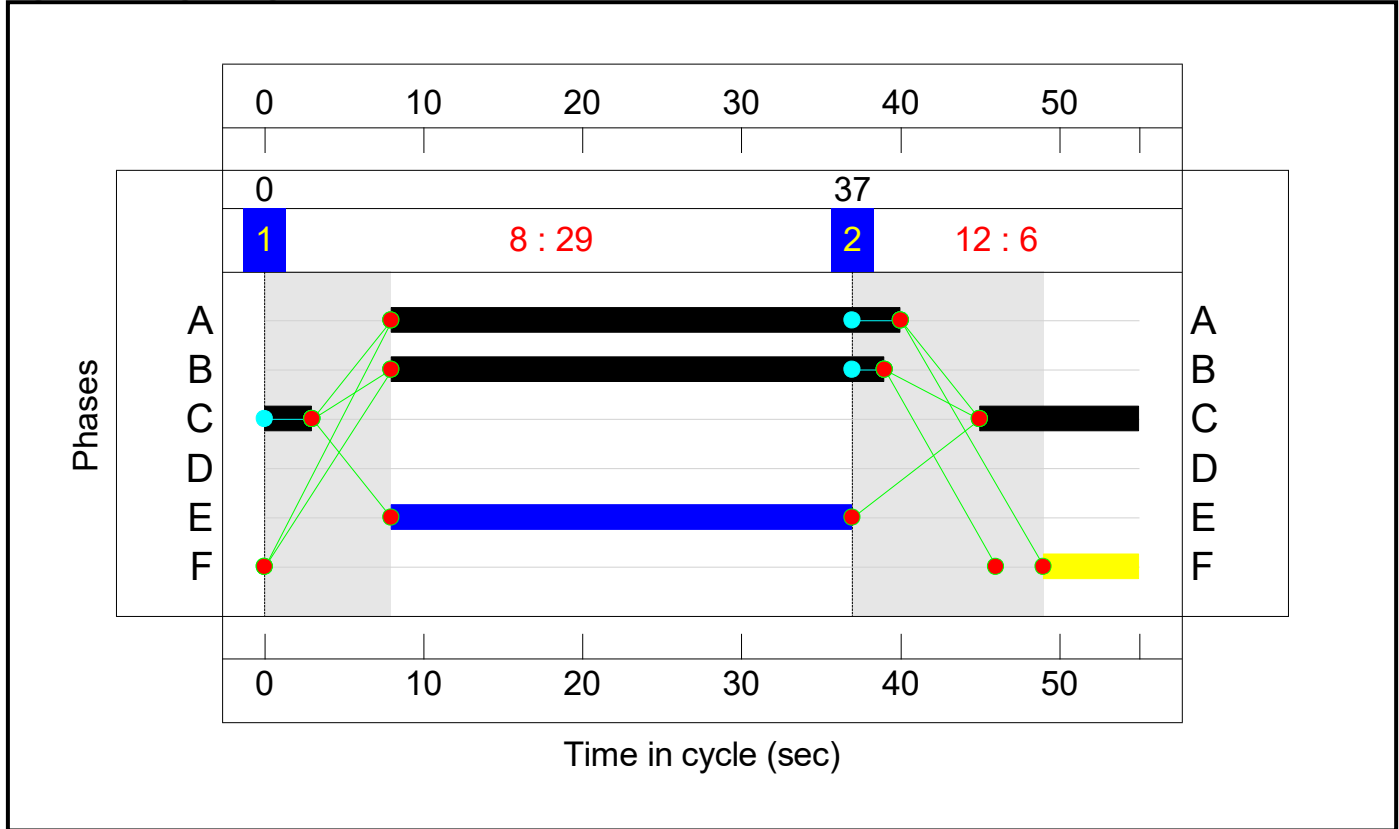
Scenario 6: '2030 Forecast Year With Dev PM' (FG6: '2030 Forecast With Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	449	674	1123
	B	333	0	86	419
	C	656	97	0	753
	Tot.	989	546	760	2295

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	A361 SB Left Ahead	U	B		1	31	-	1123	2055:1748	820+546	82.2 : 82.2%	-	-	-	4.5	14.4	10.9
2/2+2/1	Windsor Drive Right Left	U	C		1	13	-	419	1992:1885	478+123	69.7 : 69.7%	-	-	-	3.2	27.6	5.7
3/1+3/2	A361 NB Ahead Right	U+O	A		1	32	-	753	1915:1944	1035+153	63.4 : 63.4%	63	0	34	2.6	12.6	7.5
P1	Unnamed Ped Link	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Unnamed Ped Link	-	E		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		9.5		9.5		Total Delay for Signalled Lanes (pcuHr):		10.35		Cycle Time (s):		55		
			PRC Over All Lanes (%):				9.5		Total Delay Over All Lanes(pcuHr):		10.35						

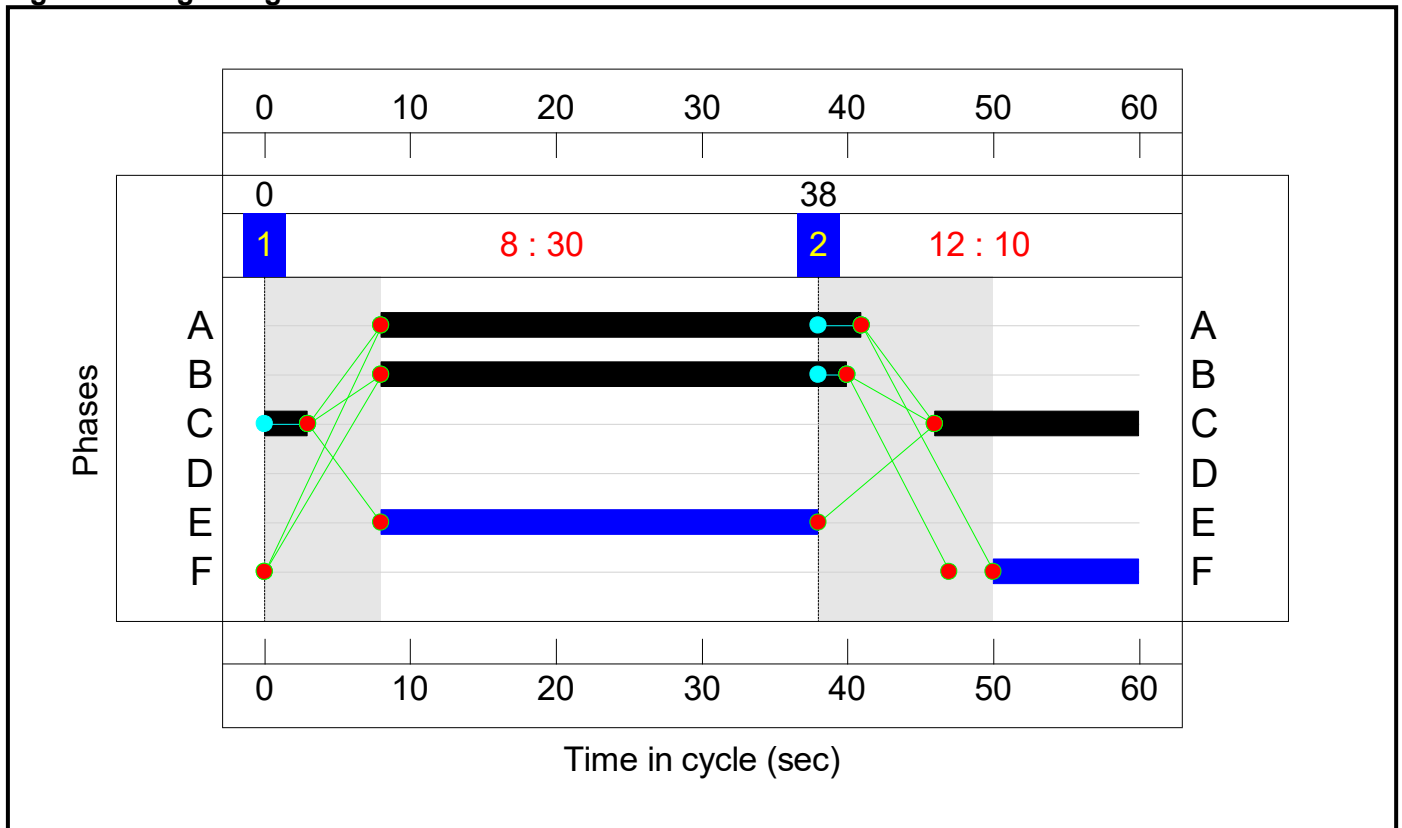
Scenario 7: '2030 Forecast Year With Dev Sensitivity AM' (FG7: '2030 Forecast With Dev Sensitivity AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	313	712	1025
	B	440	0	138	578
	C	744	102	0	846
	Tot.	1184	415	850	2449

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
1/2+1/1	A361 SB Left Ahead	U	B		1	32	-	1025	2055:1748	851+374	83.7 : 83.7%	-	-	-	5.2	18.3	13.6	
2/2+2/1	Windsor Drive Right Left	U	C		1	17	-	578	1992:1885	535+168	82.3 : 82.3%	-	-	-	5.2	32.2	9.0	
3/1+3/2	A361 NB Ahead Right	U+O	A		1	33	-	846	1915:1944	984+135	75.6 : 75.6%	64	0	38	4.2	17.8	11.4	
P1	Unnamed Ped Link	-	F		1	10	-	0	-	0	0.0%	-	-	-	-	-	-	
P2	Unnamed Ped Link	-	E		1	30	-	0	-	0	0.0%	-	-	-	-	-	-	
C1																		
					PRC for Signalled Lanes (%):		7.5	Total Delay for Signalled Lanes (pcuHr):				14.57	Cycle Time (s):		60			
					PRC Over All Lanes (%):		7.5	Total Delay Over All Lanes(pcuHr):				14.57						

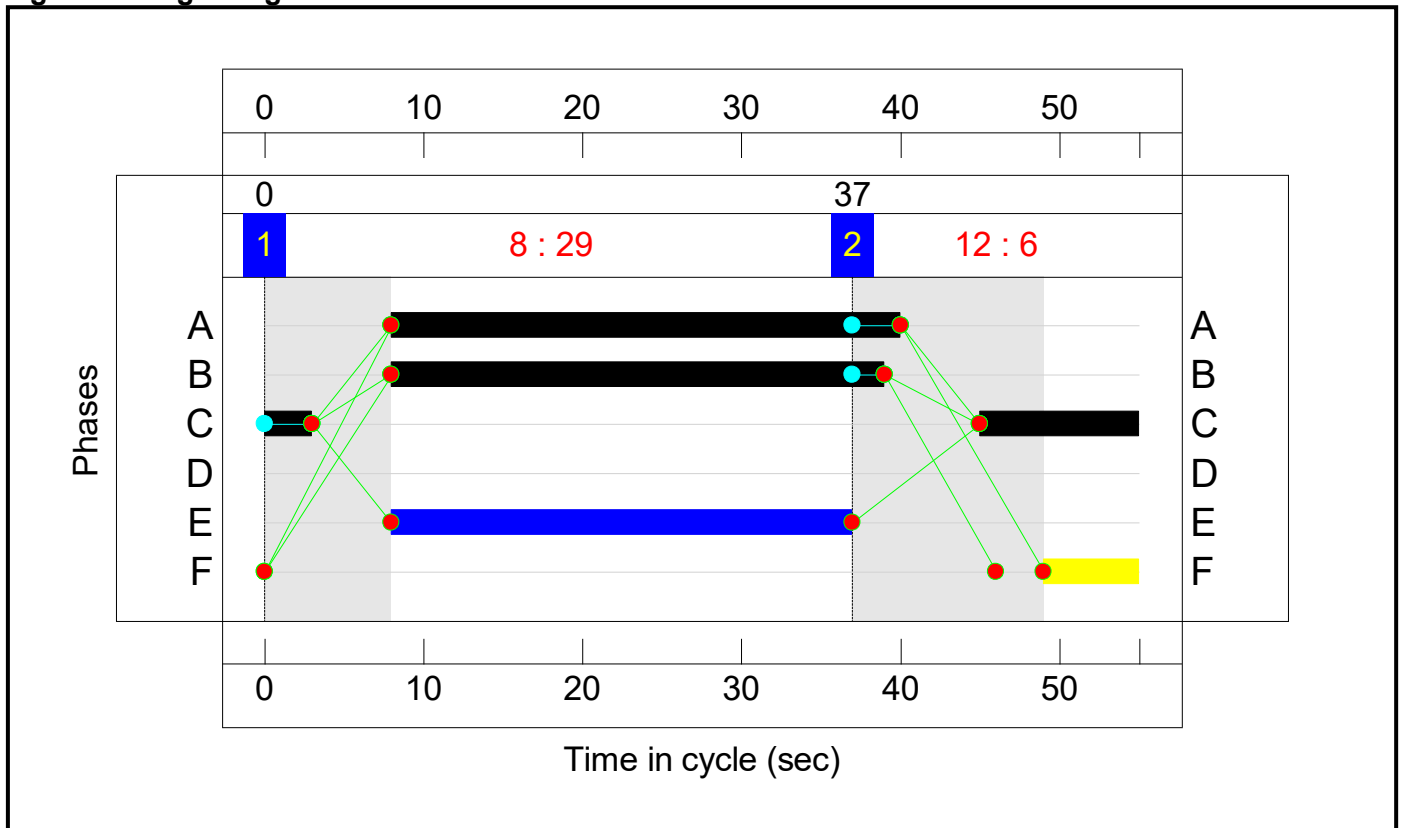
Scenario 8: '2030 Forecast Year With Dev Sensitivity PM' (FG8: '2030 Forecast With Dev Sensitivity PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	453	674	1127
	B	334	0	87	421
	C	656	100	0	756
	Tot.	990	553	761	2304

Signal Timings Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
1/2+1/1	A361 SB Left Ahead	U	B		1	31	-	1127	2055:1748	818+550	82.4 : 82.4%	-	-	-	4.5	14.5	10.9
2/2+2/1	Windsor Drive Right Left	U	C		1	13	-	421	1992:1885	478+124	69.9 : 69.9%	-	-	-	3.2	27.7	5.7
3/1+3/2	A361 NB Ahead Right	U+O	A		1	32	-	756	1915:1944	1032+157	63.5 : 63.5%	61	0	39	2.7	12.8	7.5
P1	Unnamed Ped Link	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
P2	Unnamed Ped Link	-	E		1	29	-	0	-	0	0.0%	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		9.2		9.2		Total Delay for Signalled Lanes (pcuHr):		10.45		Cycle Time (s):		55		
			PRC Over All Lanes (%):				9.2		Total Delay Over All Lanes(pcuHr):		10.45						

Junctions 10											
PICADY 10 - Priority Intersection Module											
Version: 10.1.2.2275											
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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: A361_Folly Rd.j10
Path: F:\Workfile\H728\Traffic Modelling
Report generation date: 15/09/2025 12:00:07

- »Existing - 2025 Base, AM
- »Existing - 2025 Base, PM
- »Existing - 2030 Forecast Year + Com Dev, AM
- »Existing - 2030 Forecast Year + Com Dev, PM
- »Existing - 2030 Forecast Year + Com Dev + Dev, AM
- »Existing - 2030 Forecast Year + Com Dev + Dev, PM
- »Existing - 2030 Forecast Year + Com Dev + Dev Sensitivity, AM
- »Existing - 2030 Forecast Year + Com Dev + Dev Sensitivity, 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)
	Existing - 2025 Base											
Stream B-C	D1	0.4	11.47	0.29	B	2.71	D2	0.2	8.43	0.16	A	2.03
Stream B-A		0.5	28.34	0.32	D			0.2	19.61	0.19	C	
Stream C-AB		1.1	5.50	0.31	A			1.2	5.93	0.36	A	
	Existing - 2030 Forecast Year + Com Dev											
Stream B-C	D3	0.5	12.74	0.33	B	3.08	D4	0.2	8.89	0.17	A	2.21
Stream B-A		0.6	34.77	0.38	D			0.3	22.35	0.22	C	
Stream C-AB		1.4	5.66	0.36	A			1.5	6.21	0.41	A	
	Existing - 2030 Forecast Year + Com Dev + Dev											
Stream B-C	D5	0.5	12.96	0.33	B	3.14	D6	0.2	9.01	0.18	A	2.23
Stream B-A		0.6	36.35	0.39	E			0.3	23.17	0.23	C	
Stream C-AB		1.5	5.67	0.37	A			1.6	6.27	0.42	A	
	Existing - 2030 Forecast Year + Com Dev + Dev Sensitivity											
Stream B-C	D7	0.5	13.00	0.33	B	3.15	D8	0.2	9.04	0.18	A	2.24
Stream B-A		0.6	36.60	0.39	E			0.3	23.32	0.23	C	
Stream C-AB		1.5	5.67	0.37	A			1.6	6.28	0.42	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	A361/Folly Road Priority Junction
Location	Devizes
Site number	
Date	24/06/2025
Version	
Status	(new file)
Identifier	
Client	Robert Hitchins Limited
Jobnumber	H728
Enumerator	PFA\paulk
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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Forecast Year + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Forecast Year + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2030 Forecast Year + Com Dev + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 Forecast Year + Com Dev + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Existing - 2025 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A361/Folly Road Junction	T-Junction	Two-way	Two-way	Two-way		2.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.71	A

Arms

Arms

Arm	Name	Description	Arm type
A	A361 (South)		Major
B	Folly Road		Minor
C	A361 (North)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.80			150.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.00	3.50	3.50	3.50	✓	1.00	32	60

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	534	0.092	0.232	0.146	0.331
B-C	740	0.102	0.258	-	-
C-B	661	0.236	0.236	-	-

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

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

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

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	672	100.000
B		ONE HOUR	✓	174	100.000
C		ONE HOUR	✓	718	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	58	614
	B	55	0	119
From	C	649	69	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	9	8
	B	13	0	8
From	C	6	12	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-C	0.29	11.47	0.4	B	109	164
B-A	0.32	28.34	0.5	D	50	76
C-AB	0.31	5.50	1.1	A	205	308
C-A					454	681
A-B					53	80
A-C					563	845

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	539	0.168	89	0.0	0.2	7.991	A
B-A	41	10	281	0.148	41	0.0	0.2	14.968	B
C-AB	127	32	827	0.154	125	0.0	0.4	5.133	A
C-A	414	103			414				
A-B	44	11			44				
A-C	462	116			462				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	504	0.212	107	0.2	0.3	9.052	A
B-A	49	12	242	0.204	49	0.2	0.3	18.625	C
C-AB	185	46	881	0.210	184	0.4	0.6	5.189	A
C-A	480	115			480				
A-B	52	13			52				
A-C	552	138			552				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	446	0.294	130	0.3	0.4	11.379	B
B-A	61	15	188	0.322	60	0.3	0.5	27.929	D
C-AB	301	75	960	0.314	299	0.6	1.1	5.486	A
C-A	490	122			490				
A-B	64	16			64				
A-C	676	169			676				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	131	33	445	0.295	131	0.4	0.4	11.471	B
B-A	61	15	187	0.323	61	0.5	0.5	28.339	D
C-AB	302	76	961	0.314	302	1.1	1.1	5.503	A
C-A	488	122			488				
A-B	64	16			64				
A-C	676	169			676				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	107	27	503	0.213	108	0.4	0.3	9.125	A
B-A	49	12	242	0.205	50	0.5	0.3	18.884	C
C-AB	186	47	883	0.211	188	1.1	0.6	5.200	A
C-A	459	115			459				
A-B	52	13			52				
A-C	552	138			552				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	90	22	537	0.167	90	0.3	0.2	8.047	A
B-A	41	10	280	0.148	42	0.3	0.2	15.121	C
C-AB	128	32	828	0.155	129	0.6	0.4	5.158	A
C-A	412	103			412				
A-B	44	11			44				
A-C	462	116			462				

Existing - 2025 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A361/Folly Road Junction	T-Junction	Two-way	Two-way	Two-way		2.03	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.03	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	653	100.000
B		ONE HOUR	✓	114	100.000
C		ONE HOUR	✓	703	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	56	597
	B	40	0	74
	C	607	96	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A	B	C
From	A	0	9	3
	B	3	0	3
	C	2	3	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-C	0.16	8.43	0.2	A	68	102
B-A	0.19	19.61	0.2	C	37	55
C-AB	0.36	5.93	1.2	A	244	366
C-A					401	601
A-B					51	77
A-C					548	822

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	580	0.096	55	0.0	0.1	6.851	A
B-A	30	8	322	0.094	30	0.0	0.1	12.315	B
C-AB	157	39	846	0.188	155	0.0	0.4	5.213	A
C-A	372	93			372				
A-B	42	11			42				
A-C	449	112			449				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	552	0.121	66	0.1	0.1	7.417	A
B-A	36	9	282	0.127	36	0.1	0.1	14.594	B
C-AB	223	56	893	0.250	222	0.4	0.7	5.380	A
C-A	409	102			409				
A-B	50	13			50				
A-C	537	134			537				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	81	20	509	0.160	81	0.1	0.2	8.416	A
B-A	44	11	228	0.193	44	0.1	0.2	19.497	C
C-AB	350	87	962	0.363	348	0.7	1.2	5.889	A
C-A	424	106			424				
A-B	62	15			62				
A-C	657	164			657				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	81	20	508	0.160	81	0.2	0.2	8.434	A
B-A	44	11	228	0.193	44	0.2	0.2	19.606	C
C-AB	351	88	963	0.364	351	1.2	1.2	5.928	A
C-A	423	106			423				
A-B	62	15			62				
A-C	657	164			657				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	67	17	551	0.121	67	0.2	0.1	7.439	A
B-A	36	9	282	0.128	36	0.2	0.1	14.685	B
C-AB	225	56	895	0.251	227	1.2	0.7	5.421	A
C-A	407	102			407				
A-B	50	13			50				
A-C	537	134			537				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	56	14	580	0.096	56	0.1	0.1	6.873	A
B-A	30	8	321	0.094	30	0.1	0.1	12.386	B
C-AB	159	40	847	0.187	159	0.7	0.4	5.253	A
C-A	371	93			371				
A-B	42	11			42				
A-C	449	112			449				

Existing - 2030 Forecast Year + Com Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A361/Folly Road Junction	T-Junction	Two-way	Two-way	Two-way		3.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.08	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Forecast Year + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	714	100.000
B		ONE HOUR	✓	181	100.000
C		ONE HOUR	✓	781	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	A	B	C
From	A	0	60
	B	57	0
	C	709	72

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A	B	C	
	0	9	8	
	13	0	8	
	6	12	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-C	0.33	12.74	0.5	B	114	171
B-A	0.38	34.77	0.6	D	52	78
C-AB	0.36	5.66	1.4	A	241	362
C-A					475	713
A-B					55	83
A-C					600	900

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	529	0.177	93	0.0	0.2	8.239	A
B-A	43	11	267	0.161	42	0.0	0.2	15.994	C
C-AB	144	36	854	0.169	143	0.0	0.4	5.080	A
C-A	444	111			444				
A-B	45	11			45				
A-C	492	123			492				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	490	0.227	111	0.2	0.3	9.484	A
B-A	51	13	225	0.228	51	0.2	0.3	20.609	C
C-AB	215	54	916	0.235	214	0.4	0.7	5.160	A
C-A	487	122			487				
A-B	54	13			54				
A-C	588	147			588				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	422	0.324	136	0.3	0.5	12.567	B
B-A	63	16	167	0.377	62	0.3	0.6	33.939	D
C-AB	362	90	1004	0.360	359	0.7	1.4	5.625	A
C-A	498	125			498				
A-B	66	17			66				
A-C	720	180			720				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	419	0.328	136	0.5	0.5	12.737	B
B-A	63	16	166	0.378	63	0.6	0.6	34.771	D
C-AB	364	91	1006	0.361	363	1.4	1.4	5.661	A
C-A	496	124			496				
A-B	66	17			66				
A-C	720	180			720				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	488	0.228	112	0.5	0.3	9.588	A
B-A	51	13	225	0.228	52	0.6	0.3	21.039	C
C-AB	217	54	918	0.236	220	1.4	0.7	5.181	A
C-A	485	121			485				
A-B	54	13			54				
A-C	588	147			588				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	527	0.177	94	0.3	0.2	8.307	A
B-A	43	11	266	0.161	43	0.3	0.2	16.193	C
C-AB	146	37	856	0.171	147	0.7	0.5	5.085	A
C-A	442	110			442				
A-B	45	11			45				
A-C	492	123			492				

Existing - 2030 Forecast Year + Com Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A361/Folly Road Junction	T-Junction	Two-way	Two-way	Two-way		2.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.21	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Forecast Year + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	705	100.000
B		ONE HOUR	✓	118	100.000
C		ONE HOUR	✓	747	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	58	647
	B	41	0	77
	C	647	100	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A	B	C	
	0	9	3	
	3	0	3	
	2	3	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-C	0.17	8.89	0.2	A	71	106
B-A	0.22	22.35	0.3	C	38	56
C-AB	0.41	6.21	1.5	A	276	414
C-A					410	614
A-B					53	80
A-C					594	891

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	14	570	0.102	58	0.0	0.1	7.019	A
B-A	31	8	307	0.101	30	0.0	0.1	12.977	B
C-AB	173	43	880	0.202	172	0.0	0.5	5.225	A
C-A	389	97			389				
A-B	44	11			44				
A-C	487	122			487				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	17	539	0.129	69	0.1	0.1	7.665	A
B-A	37	9	265	0.139	37	0.1	0.2	15.764	C
C-AB	250	63	912	0.274	249	0.5	0.8	5.450	A
C-A	421	105			421				
A-B	52	13			52				
A-C	582	145			582				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	491	0.173	85	0.1	0.2	8.859	A
B-A	45	11	207	0.219	45	0.2	0.3	22.175	C
C-AB	401	100	987	0.406	398	0.8	1.5	6.158	A
C-A	421	105			421				
A-B	64	16			64				
A-C	712	178			712				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	490	0.173	85	0.2	0.2	8.885	A
B-A	45	11	206	0.219	45	0.3	0.3	22.353	C
C-AB	403	101	988	0.408	403	1.5	1.5	6.214	A
C-A	419	105			419				
A-B	64	16			64				
A-C	712	178			712				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	17	538	0.129	69	0.2	0.1	7.689	A
B-A	37	9	264	0.139	37	0.3	0.2	15.892	C
C-AB	252	63	914	0.276	255	1.5	0.8	5.509	A
C-A	419	105			419				
A-B	52	13			52				
A-C	582	145			582				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	14	569	0.102	58	0.1	0.1	7.046	A
B-A	31	8	306	0.101	31	0.2	0.1	13.080	B
C-AB	175	44	862	0.203	176	0.8	0.5	5.271	A
C-A	387	97			387				
A-B	44	11			44				
A-C	487	122			487				

Existing - 2030 Forecast Year + Com Dev + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A361/Folly Road Junction	T-Junction	Two-way	Two-way	Two-way		3.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.14	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	721	100.000
B		ONE HOUR	✓	181	100.000
C		ONE HOUR	✓	799	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	A	B	C
From	A	0	60
	B	57	0
	C	727	72

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A	B	C	
	A	0	9	8
	B	13	0	8
	C	6	12	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-C	0.33	12.96	0.5	B	114	171
B-A	0.39	36.35	0.6	E	52	78
C-AB	0.37	5.67	1.5	A	250	375
C-A					483	725
A-B					55	83
A-C					607	910

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	527	0.177	93	0.0	0.2	8.270	A
B-A	43	11	264	0.163	42	0.0	0.2	16.210	C
C-AB	148	37	863	0.171	146	0.0	0.5	5.022	A
C-A	453	113			453				
A-B	45	11			45				
A-C	498	124			498				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	488	0.228	111	0.2	0.3	9.542	A
B-A	51	13	221	0.231	51	0.2	0.3	21.044	C
C-AB	222	55	927	0.240	221	0.5	0.7	5.129	A
C-A	496	124			496				
A-B	54	13			54				
A-C	594	149			594				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	417	0.327	136	0.3	0.5	12.771	B
B-A	63	16	162	0.387	62	0.3	0.6	35.387	E
C-AB	376	94	1018	0.370	374	0.7	1.5	5.633	A
C-A	503	126			503				
A-B	66	17			66				
A-C	728	182			728				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	414	0.330	136	0.5	0.5	12.980	B
B-A	63	16	162	0.389	63	0.6	0.6	36.347	E
C-AB	379	95	1020	0.371	379	1.5	1.5	5.669	A
C-A	501	125			501				
A-B	66	17			66				
A-C	728	182			728				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	486	0.229	112	0.5	0.3	9.653	A
B-A	51	13	221	0.232	52	0.6	0.3	21.514	C
C-AB	224	56	929	0.241	227	1.5	0.8	5.150	A
C-A	494	124			494				
A-B	54	13			54				
A-C	594	149			594				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	526	0.178	94	0.3	0.2	8.341	A
B-A	43	11	263	0.163	43	0.3	0.2	16.420	C
C-AB	150	37	865	0.173	151	0.8	0.5	5.050	A
C-A	452	113			452				
A-B	45	11			45				
A-C	498	124			498				

Existing - 2030 Forecast Year + Com Dev + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

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	A381/Folly Road Junction	T-Junction	Two-way	Two-way	Two-way		2.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.23	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	722	100.000
B		ONE HOUR	✓	118	100.000
C		ONE HOUR	✓	755	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	58	664
	B	41	0	77
	C	655	100	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A	B	C	
	0	9	3	
	3	0	3	
	2	3	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-C	0.18	9.01	0.2	A	71	106
B-A	0.23	23.17	0.3	C	38	56
C-AB	0.42	6.27	1.6	A	281	422
C-A					412	618
A-B					53	80
A-C					609	914

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	14	567	0.102	58	0.0	0.1	7.066	A
B-A	31	8	303	0.102	30	0.0	0.1	13.180	B
C-AB	176	44	863	0.204	174	0.0	0.5	5.226	A
C-A	393	98			393				
A-B	44	11			44				
A-C	500	125			500				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	17	534	0.130	69	0.1	0.1	7.733	A
B-A	37	9	260	0.142	37	0.1	0.2	16.088	C
C-AB	254	64	915	0.278	253	0.5	0.8	5.462	A
C-A	424	106			424				
A-B	52	13			52				
A-C	597	149			597				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	485	0.175	85	0.1	0.2	8.986	A
B-A	45	11	201	0.225	45	0.2	0.3	22.972	C
C-AB	410	103	991	0.414	407	0.8	1.5	6.209	A
C-A	421	105			421				
A-B	64	16			64				
A-C	731	183			731				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	484	0.175	85	0.2	0.2	9.014	A
B-A	45	11	200	0.225	45	0.3	0.3	23.174	C
C-AB	412	103	992	0.415	412	1.5	1.6	6.273	A
C-A	419	105			419				
A-B	64	16			64				
A-C	731	183			731				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	17	534	0.130	69	0.2	0.2	7.762	A
B-A	37	9	260	0.142	37	0.3	0.2	16.230	C
C-AB	256	64	917	0.280	259	1.6	0.8	5.522	A
C-A	422	106			422				
A-B	52	13			52				
A-C	597	149			597				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	14	566	0.102	58	0.2	0.1	7.094	A
B-A	31	8	303	0.102	31	0.2	0.1	13.268	B
C-AB	177	44	864	0.205	179	0.8	0.5	5.274	A
C-A	391	98			391				
A-B	44	11			44				
A-C	500	125			500				

Existing - 2030 Forecast Year + Com Dev + Dev Sensitivity, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A361/Folly Road Junction	T-Junction	Two-way	Two-way	Two-way		3.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030 Forecast Year + Com Dev + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	722	100.000
B		ONE HOUR	✓	181	100.000
C		ONE HOUR	✓	802	100.000

Origin-Destination Data

Demand (Veh/hr)

	To		
	A	B	C
From	A	0	60
	B	57	0
	C	730	72

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A	B	C	
	A	0	9	8
	B	13	0	8
	C	6	12	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-C	0.33	13.00	0.5	B	114	171
B-A	0.39	36.60	0.6	E	52	78
C-AB	0.37	5.67	1.5	A	251	377
C-A					485	727
A-B					55	83
A-C					607	911

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	527	0.177	93	0.0	0.2	8.275	A
B-A	43	11	263	0.163	42	0.0	0.2	16.243	C
C-AB	149	37	885	0.172	147	0.0	0.5	5.015	A
C-A	455	114			455				
A-B	45	11			45				
A-C	498	125			498				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	488	0.229	111	0.2	0.3	9.551	A
B-A	51	13	221	0.232	51	0.2	0.3	21.112	C
C-AB	223	56	928	0.240	222	0.5	0.7	5.123	A
C-A	498	124			498				
A-B	54	13			54				
A-C	595	149			595				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	416	0.328	136	0.3	0.5	12.804	B
B-A	63	16	161	0.389	62	0.3	0.6	35.625	E
C-AB	379	95	1021	0.371	376	0.7	1.5	5.635	A
C-A	504	126			504				
A-B	66	17			66				
A-C	729	182			729				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	137	34	413	0.330	136	0.5	0.5	12.998	B
B-A	63	16	161	0.390	63	0.6	0.6	36.604	E
C-AB	381	95	1023	0.373	381	1.5	1.5	5.671	A
C-A	502	125			502				
A-B	66	17			66				
A-C	729	182			729				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	111	28	485	0.230	112	0.5	0.3	9.665	A
B-A	51	13	220	0.233	52	0.6	0.3	21.594	C
C-AB	225	56	931	0.242	228	1.5	0.8	5.148	A
C-A	496	124			496				
A-B	54	13			54				
A-C	595	149			595				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	93	23	525	0.178	94	0.3	0.2	8.346	A
B-A	43	11	263	0.163	43	0.3	0.2	16.456	C
C-AB	150	38	867	0.174	152	0.8	0.5	5.042	A
C-A	453	113			453				
A-B	45	11			45				
A-C	498	125			498				

Existing - 2030 Forecast Year + Com Dev + Dev Sensitivity, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A361/Folly Road Junction	T-Junction	Two-way	Two-way	Two-way		2.24	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.24	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030 Forecast Year + Com Dev + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	725	100.000
B		ONE HOUR	✓	118	100.000
C		ONE HOUR	✓	756	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	58	667
	B	41	0	77
	C	656	100	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A	B	C	
	0	9	3	
	3	0	3	
	2	3	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-C	0.18	9.04	0.2	A	71	106
B-A	0.23	23.32	0.3	C	38	56
C-AB	0.42	6.28	1.6	A	282	423
C-A					412	618
A-B					53	80
A-C					612	918

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	14	566	0.102	58	0.0	0.1	7.074	A
B-A	31	8	302	0.102	30	0.0	0.1	13.211	B
C-AB	176	44	863	0.204	174	0.0	0.5	5.228	A
C-A	393	98			393				
A-B	44	11			44				
A-C	502	126			502				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	17	534	0.130	69	0.1	0.1	7.745	A
B-A	37	9	259	0.142	37	0.1	0.2	16.143	C
C-AB	255	64	915	0.279	254	0.5	0.8	5.467	A
C-A	425	106			425				
A-B	52	13			52				
A-C	600	150			600				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	484	0.175	85	0.1	0.2	9.009	A
B-A	45	11	200	0.226	45	0.2	0.3	23.108	C
C-AB	411	103	991	0.415	408	0.8	1.5	6.219	A
C-A	421	105			421				
A-B	64	16			64				
A-C	734	184			734				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	85	21	483	0.175	85	0.2	0.2	9.037	A
B-A	45	11	199	0.228	45	0.3	0.3	23.315	C
C-AB	414	103	993	0.417	413	1.5	1.6	6.284	A
C-A	419	105			419				
A-B	64	16			64				
A-C	734	184			734				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	69	17	533	0.130	69	0.2	0.2	7.773	A
B-A	37	9	259	0.142	37	0.3	0.2	16.285	C
C-AB	257	64	917	0.280	280	1.6	0.8	5.528	A
C-A	423	106			423				
A-B	52	13			52				
A-C	600	150			600				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	58	14	565	0.103	58	0.2	0.1	7.099	A
B-A	31	8	302	0.102	31	0.2	0.1	13.299	B
C-AB	178	44	864	0.206	179	0.8	0.5	5.275	A
C-A	391	98			391				
A-B	44	11			44				
A-C	502	126			502				

Junctions 10	
ARCADY 10 - Roundabout Module	
Version: 10.1.2.2275	
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Filename: A361 London Rd_Hambleton Ave_Hopton Rd.j10

Path: F:\Workfile\H728\Traffic Modelling

Report generation date: 15/09/2025 11:51:59

-
- »Existing Layout - 2025 Base Year, AM
 - »Existing Layout - 2025 Base Year, PM
 - »Existing Layout - 2030 Forecast Year + Com Dev, AM
 - »Existing Layout - 2030 Forecast Year + Com Dev, PM
 - »Existing Layout - 2030 Forecast Year + Com Dev + Dev, AM
 - »Existing Layout - 2030 Forecast Year + Com Dev + Dev, PM
 - »Existing Layout - 2030 Forecast Year + Com Dev + Dev Sensitivity, AM
 - »Existing Layout - 2030 Forecast Year + Com Dev + Dev Sensitivity, PM
 - »Existing Layout_Sensitivity Test - 2025 Base Year, AM
 - »Existing Layout_Sensitivity Test - 2025 Base Year, PM
 - »Existing Layout_Sensitivity Test - 2030 Forecast Year + Com Dev, AM
 - »Existing Layout_Sensitivity Test - 2030 Forecast Year + Com Dev, PM
 - »Existing Layout_Sensitivity Test - 2030 Forecast Year + Com Dev + Dev, AM
 - »Existing Layout_Sensitivity Test - 2030 Forecast Year + Com Dev + Dev, PM
 - »Existing Layout_Sensitivity Test - 2030 Forecast Year + Com Dev + Dev Sensitivity, AM
 - »Existing Layout_Sensitivity Test - 2030 Forecast Year + Com Dev + Dev Sensitivity, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Existing Layout - 2025 Base Year									
1 - A361 London Road North	A1 D1	1.0	5.68	0.51	A	A1 D2	1.1	6.12	0.53	A
2 - Hambleton Avenue		0.3	4.89	0.25	A		0.5	5.56	0.33	A
3 - A361 London Road South		1.8	5.96	0.65	A		1.2	4.60	0.55	A
4 - Hopton Road		0.4	5.74	0.31	A		0.5	5.54	0.34	A
	Existing Layout - 2030 Forecast Year + Com Dev									
1 - A361 London Road North	A1 D3	1.2	6.27	0.55	A	A1 D4	1.4	7.06	0.59	A
2 - Hambleton Avenue		0.4	5.21	0.26	A		0.6	6.22	0.37	A
3 - A361 London Road South		2.4	7.11	0.71	A		1.4	4.96	0.59	A
4 - Hopton Road		0.5	6.33	0.34	A		0.6	6.07	0.38	A
	Existing Layout - 2030 Forecast Year + Com Dev + Dev									
1 - A361 London Road North	A1 D5	1.3	6.40	0.56	A	A1 D6	1.5	7.50	0.61	A
2 - Hambleton Avenue		0.4	5.28	0.27	A		0.6	6.43	0.38	A
3 - A361 London Road South		2.6	7.60	0.73	A		1.5	5.05	0.59	A
4 - Hopton Road		0.5	6.55	0.35	A		0.6	6.18	0.39	A
	Existing Layout - 2030 Forecast Year + Com Dev + Dev Sensitivity									
1 - A361 London Road North	A1 D7	1.3	6.42	0.56	A	A1 D8	1.6	7.57	0.61	A
2 - Hambleton Avenue		0.4	5.29	0.27	A		0.6	6.47	0.38	A
3 - A361 London Road South		2.7	7.71	0.73	A		1.5	5.07	0.60	A
4 - Hopton Road		0.5	6.59	0.35	A		0.6	6.20	0.39	A
	Existing Layout_Sensitivity Test - 2025 Base Year									
1 - A361 London Road North	A2 D1	4.0	22.55	0.81	C	A2 D2	5.4	30.71	0.88	D
2 - Hambleton Avenue		0.3	4.89	0.24	A		0.5	5.55	0.33	A
3 - A361 London Road South		1.8	5.96	0.65	A		1.2	4.60	0.55	A
4 - Hopton Road		0.4	5.74	0.31	A		0.5	5.54	0.34	A
	Existing Layout_Sensitivity Test - 2030 Forecast Year + Com Dev									
1 - A361 London Road North	A2 D3	6.3	33.80	0.88	D	A2 D4	11.8	61.99	0.95	F
2 - Hambleton Avenue		0.4	5.20	0.26	A		0.6	6.16	0.37	A
3 - A361 London Road South		2.4	7.11	0.71	A		1.4	4.96	0.59	A
4 - Hopton Road		0.5	6.33	0.34	A		0.6	6.07	0.38	A
	Existing Layout_Sensitivity Test - 2030 Forecast Year + Com Dev + Dev									
1 - A361 London Road North	A2 D5	7.0	37.24	0.89	E	A2 D6	17.4	85.12	0.99	F
2 - Hambleton Avenue		0.4	5.26	0.27	A		0.6	6.31	0.37	A
3 - A361 London Road South		2.6	7.60	0.73	A		1.5	5.05	0.59	A
4 - Hopton Road		0.5	6.55	0.35	A		0.6	6.18	0.39	A
	Existing Layout_Sensitivity Test - 2030 Forecast Year + Com Dev + Dev Sensitivity									
1 - A361 London Road North	A2 D7	7.1	37.95	0.89	E	A2 D8	18.5	89.26	1.00	F
2 - Hambleton Avenue		0.4	5.27	0.27	A		0.6	6.33	0.37	A
3 - A361 London Road South		2.7	7.71	0.73	A		1.5	5.07	0.60	A
4 - Hopton Road		0.5	6.59	0.35	A		0.6	6.20	0.39	A

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

File summary

File Description

Title	A361 London Road / Hambleton Avenue / Hopton Road
Location	Devizes
Site number	
Date	04/03/2021
Version	
Status	Existing
Identifier	
Client	Robert Hitchins Limited
Jobnumber	H728
Enumerator	PFA/traffiteam
Description	Model taken from that used and approved for H684 Land North of Coate Road

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Base Year	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Base Year	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Forecast Year + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Forecast Year + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2030 Forecast Year + Com Dev + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 Forecast Year + Com Dev + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Existing Layout - 2025 Base Year, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A361 / Hambleton Ave / Hopton Rd	Standard Roundabout		1, 2, 3, 4	5.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.74	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 London Road North		
2	Hambleton Avenue		
3	A361 London Road South		
4	Hopton 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 - A361 London Road North	3.38	5.70	22.0	22.0	40.0	20.0		
2 - Hambleton Avenue	3.65	5.20	15.0	45.0	40.0	22.0		
3 - A361 London Road South	3.38	7.00	27.0	62.0	40.0	25.0		
4 - Hopton Road	3.38	6.20	16.0	22.0	40.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 London Road North	0.636	1610
2 - Hambleton Avenue	0.626	1539
3 - A361 London Road South	0.693	1881
4 - Hopton Road	0.634	1615

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

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 London Road North		ONE HOUR	✓	602	100.000
2 - Hambleton Avenue		ONE HOUR	✓	217	100.000
3 - A361 London Road South		ONE HOUR	✓	1019	100.000
4 - Hopton Road		ONE HOUR	✓	256	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	42	535	25
	2 - Hambleton Avenue	35	0	170	12
	3 - A361 London Road South	635	119	0	265
	4 - Hopton Road	59	13	184	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	5	5	24
	2 - Hambleton Avenue	0	0	1	8
	3 - A361 London Road South	8	0	0	2
	4 - Hopton Road	17	0	13	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 - A361 London Road North	0.51	5.68	1.0	A	552	829
2 - Hambleton Avenue	0.25	4.89	0.3	A	199	299
3 - A361 London Road South	0.65	5.96	1.8	A	935	1403
4 - Hopton Road	0.31	5.74	0.4	A	235	352

Existing Layout - 2025 Base Year, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A361 / Hambleton Ave / Hopton Rd	Standard Roundabout		1, 2, 3, 4	5.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.31	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 London Road North		
2	Hambleton Avenue		
3	A361 London Road South		
4	Hopton 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 - A361 London Road North	3.38	5.70	22.0	22.0	40.0	20.0		
2 - Hambleton Avenue	3.65	5.20	15.0	45.0	40.0	22.0		
3 - A361 London Road South	3.38	7.00	27.0	62.0	40.0	25.0		
4 - Hopton Road	3.38	6.20	16.0	22.0	40.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 London Road North	0.636	1610
2 - Hambleton Avenue	0.626	1539
3 - A361 London Road South	0.693	1881
4 - Hopton Road	0.634	1615

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

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 London Road North		ONE HOUR	✓	604	100.000
2 - Hambleton Avenue		ONE HOUR	✓	289	100.000
3 - A361 London Road South		ONE HOUR	✓	886	100.000
4 - Hopton Road		ONE HOUR	✓	309	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	58	539	7
	2 - Hambleton Avenue	79	0	196	14
	3 - A361 London Road South	596	184	0	106
	4 - Hopton Road	41	25	243	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	3	3	14
	2 - Hambleton Avenue	4	0	1	0
	3 - A361 London Road South	3	1	0	2
	4 - Hopton Road	7	0	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 - A361 London Road North	0.53	6.12	1.1	A	554	831
2 - Hambleton Avenue	0.33	5.56	0.5	A	285	398
3 - A361 London Road South	0.55	4.60	1.2	A	813	1220
4 - Hopton Road	0.34	5.54	0.5	A	284	425

Existing Layout - 2030 Forecast Year + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A361 / Hambleton Ave / Hopton Rd	Standard Roundabout		1, 2, 3, 4	6.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.59	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 London Road North		
2	Hambleton Avenue		
3	A361 London Road South		
4	Hopton 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 - A361 London Road North	3.38	5.70	22.0	22.0	40.0	20.0		
2 - Hambleton Avenue	3.65	5.20	15.0	45.0	40.0	22.0		
3 - A361 London Road South	3.38	7.00	27.0	62.0	40.0	25.0		
4 - Hopton Road	3.38	6.20	16.0	22.0	40.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 London Road North	0.636	1610
2 - Hambleton Avenue	0.626	1539
3 - A361 London Road South	0.693	1881
4 - Hopton Road	0.634	1615

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Forecast Year + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 London Road North		ONE HOUR	✓	646	100.000
2 - Hambleton Avenue		ONE HOUR	✓	225	100.000
3 - A361 London Road South		ONE HOUR	✓	1106	100.000
4 - Hopton Road		ONE HOUR	✓	268	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
	1 - A361 London Road North	0	44	576	26
	2 - Hambleton Avenue	36	0	177	12
	3 - A361 London Road South	696	125	0	285
	4 - Hopton Road	61	14	193	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
	1 - A361 London Road North	0	5	5	24
	2 - Hambleton Avenue	0	0	1	8
	3 - A361 London Road South	8	0	0	2
	4 - Hopton Road	17	0	13	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 - A361 London Road North	0.55	6.27	1.2	A	593	889
2 - Hambleton Avenue	0.26	5.21	0.4	A	206	310
3 - A361 London Road South	0.71	7.11	2.4	A	1015	1522
4 - Hopton Road	0.34	6.33	0.5	A	246	369

Existing Layout - 2030 Forecast Year + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A361 / Hambleton Ave / Hopton Rd	Standard Roundabout		1, 2, 3, 4	5.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.92	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 London Road North		
2	Hambleton Avenue		
3	A361 London Road South		
4	Hopton 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 - A361 London Road North	3.38	5.70	22.0	22.0	40.0	20.0		
2 - Hambleton Avenue	3.65	5.20	15.0	45.0	40.0	22.0		
3 - A361 London Road South	3.38	7.00	27.0	62.0	40.0	25.0		
4 - Hopton Road	3.38	6.20	16.0	22.0	40.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 London Road North	0.636	1610
2 - Hambleton Avenue	0.626	1539
3 - A361 London Road South	0.693	1881
4 - Hopton Road	0.634	1615

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Forecast Year + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 London Road North		ONE HOUR	✓	658	100.000
2 - Hambleton Avenue		ONE HOUR	✓	307	100.000
3 - A361 London Road South		ONE HOUR	✓	935	100.000
4 - Hopton Road		ONE HOUR	✓	331	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
	1 - A361 London Road North	0	60	591	7
	2 - Hambleton Avenue	82	0	210	15
	3 - A361 London Road South	631	192	0	112
	4 - Hopton Road	43	26	262	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
	1 - A361 London Road North	0	3	3	14
	2 - Hambleton Avenue	4	0	1	0
	3 - A361 London Road South	3	1	0	2
	4 - Hopton Road	7	0	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 - A361 London Road North	0.59	7.06	1.4	A	604	906
2 - Hambleton Avenue	0.37	6.22	0.6	A	282	423
3 - A361 London Road South	0.59	4.96	1.4	A	858	1287
4 - Hopton Road	0.38	6.07	0.6	A	304	456

Existing Layout - 2030 Forecast Year + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A361 / Hambleton Ave / Hopton Rd	Standard Roundabout		1, 2, 3, 4	6.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.90	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 London Road North		
2	Hambleton Avenue		
3	A361 London Road South		
4	Hopton 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 - A361 London Road North	3.38	5.70	22.0	22.0	40.0	20.0		
2 - Hambleton Avenue	3.65	5.20	15.0	45.0	40.0	22.0		
3 - A361 London Road South	3.38	7.00	27.0	62.0	40.0	25.0		
4 - Hopton Road	3.38	6.20	16.0	22.0	40.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 London Road North	0.636	1610
2 - Hambleton Avenue	0.626	1539
3 - A361 London Road South	0.693	1881
4 - Hopton Road	0.634	1615

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 London Road North		ONE HOUR	✓	656	100.000
2 - Hambleton Avenue		ONE HOUR	✓	225	100.000
3 - A361 London Road South		ONE HOUR	✓	1135	100.000
4 - Hopton Road		ONE HOUR	✓	269	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	44	586	26
	2 - Hambleton Avenue	36	0	177	12
	3 - A361 London Road South	723	125	0	287
	4 - Hopton Road	61	14	194	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	5	5	24
	2 - Hambleton Avenue	0	0	1	8
	3 - A361 London Road South	8	0	0	2
	4 - Hopton Road	17	0	13	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 - A361 London Road North	0.58	6.40	1.3	A	602	903
2 - Hambleton Avenue	0.27	5.28	0.4	A	206	310
3 - A361 London Road South	0.73	7.60	2.6	A	1041	1562
4 - Hopton Road	0.35	6.55	0.5	A	247	370

Existing Layout - 2030 Forecast Year + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A361 / Hambleton Ave / Hopton Rd	Standard Roundabout		1, 2, 3, 4	6.14	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.14	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 London Road North		
2	Hambleton Avenue		
3	A361 London Road South		
4	Hopton 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 - A361 London Road North	3.38	5.70	22.0	22.0	40.0	20.0		
2 - Hambleton Avenue	3.65	5.20	15.0	45.0	40.0	22.0		
3 - A361 London Road South	3.38	7.00	27.0	62.0	40.0	25.0		
4 - Hopton Road	3.38	6.20	16.0	22.0	40.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 London Road North	0.636	1610
2 - Hambleton Avenue	0.626	1539
3 - A361 London Road South	0.693	1881
4 - Hopton Road	0.634	1615

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 London Road North		ONE HOUR	✓	683	100.000
2 - Hambleton Avenue		ONE HOUR	✓	307	100.000
3 - A361 London Road South		ONE HOUR	✓	947	100.000
4 - Hopton Road		ONE HOUR	✓	334	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	60	616	7
	2 - Hambleton Avenue	82	0	210	15
	3 - A361 London Road South	642	192	0	113
	4 - Hopton Road	43	26	265	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	3	3	14
	2 - Hambleton Avenue	4	0	1	0
	3 - A361 London Road South	3	1	0	2
	4 - Hopton Road	7	0	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 - A361 London Road North	0.61	7.50	1.5	A	627	940
2 - Hambleton Avenue	0.38	6.43	0.6	A	282	423
3 - A361 London Road South	0.59	5.05	1.5	A	869	1303
4 - Hopton Road	0.39	6.18	0.6	A	306	460

Existing Layout - 2030 Forecast Year + Com Dev + Dev Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A361 / Hambleton Ave / Hopton Rd	Standard Roundabout		1, 2, 3, 4	6.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.97	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 London Road North		
2	Hambleton Avenue		
3	A361 London Road South		
4	Hopton 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 - A361 London Road North	3.38	5.70	22.0	22.0	40.0	20.0		
2 - Hambleton Avenue	3.65	5.20	15.0	45.0	40.0	22.0		
3 - A361 London Road South	3.38	7.00	27.0	62.0	40.0	25.0		
4 - Hopton Road	3.38	6.20	16.0	22.0	40.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 London Road North	0.636	1610
2 - Hambleton Avenue	0.626	1539
3 - A361 London Road South	0.693	1881
4 - Hopton Road	0.634	1615

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030 Forecast Year + Com Dev + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 London Road North		ONE HOUR	✓	658	100.000
2 - Hambleton Avenue		ONE HOUR	✓	225	100.000
3 - A361 London Road South		ONE HOUR	✓	1141	100.000
4 - Hopton Road		ONE HOUR	✓	289	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	44	588	26
	2 - Hambleton Avenue	36	0	177	12
	3 - A361 London Road South	728	125	0	288
	4 - Hopton Road	61	14	194	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	5	5	24
	2 - Hambleton Avenue	0	0	1	8
	3 - A361 London Road South	8	0	0	2
	4 - Hopton Road	17	0	13	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 - A361 London Road North	0.58	6.42	1.3	A	604	908
2 - Hambleton Avenue	0.27	5.29	0.4	A	206	310
3 - A361 London Road South	0.73	7.71	2.7	A	1047	1571
4 - Hopton Road	0.35	6.59	0.5	A	247	370

Existing Layout - 2030 Forecast Year + Com Dev + Dev Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

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

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A361 / Hambleton Ave / Hopton Rd	Standard Roundabout		1, 2, 3, 4	6.18	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.18	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 London Road North		
2	Hambleton Avenue		
3	A361 London Road South		
4	Hopton 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 - A361 London Road North	3.38	5.70	22.0	22.0	40.0	20.0		
2 - Hambleton Avenue	3.65	5.20	15.0	45.0	40.0	22.0		
3 - A361 London Road South	3.38	7.00	27.0	62.0	40.0	25.0		
4 - Hopton Road	3.38	6.20	16.0	22.0	40.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 London Road North	0.636	1610
2 - Hambleton Avenue	0.626	1539
3 - A361 London Road South	0.693	1881
4 - Hopton Road	0.634	1615

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030 Forecast Year + Com Dev + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 London Road North		ONE HOUR	✓	687	100.000
2 - Hambleton Avenue		ONE HOUR	✓	307	100.000
3 - A361 London Road South		ONE HOUR	✓	950	100.000
4 - Hopton Road		ONE HOUR	✓	334	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	60	620	7
	2 - Hambleton Avenue	82	0	210	15
	3 - A361 London Road South	644	192	0	114
	4 - Hopton Road	43	26	265	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	3	3	14
	2 - Hambleton Avenue	4	0	1	0
	3 - A361 London Road South	3	1	0	2
	4 - Hopton Road	7	0	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 - A361 London Road North	0.61	7.57	1.6	A	630	946
2 - Hambleton Avenue	0.38	6.47	0.6	A	282	423
3 - A361 London Road South	0.60	5.07	1.5	A	872	1308
4 - Hopton Road	0.39	6.20	0.6	A	306	460

Existing Layout_Sensitivity Test - 2025 Base Year, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Existing Layout_Sensitivity Test	Sensitivity test to model A361 (N) as single lane due to traffic movements	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A361 / Hambleton Ave / Hopton Rd	Standard Roundabout		1, 2, 3, 4	10.58	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.58	B

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 London Road North		
2	Hambleton Avenue		
3	A361 London Road South		
4	Hopton Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A361 London Road North	3.38	3.38	0.0	22.0	40.0	20.0		
2 - Hambleton Avenue	3.65	5.20	15.0	45.0	40.0	22.0		
3 - A361 London Road South	3.38	7.00	27.0	62.0	40.0	25.0		
4 - Hopton Road	3.38	6.20	16.0	22.0	40.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 London Road North	0.527	1064
2 - Hambleton Avenue	0.626	1539
3 - A361 London Road South	0.693	1881
4 - Hopton Road	0.634	1615

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

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 London Road North		ONE HOUR	✓	602	100.000
2 - Hambleton Avenue		ONE HOUR	✓	217	100.000
3 - A361 London Road South		ONE HOUR	✓	1019	100.000
4 - Hopton Road		ONE HOUR	✓	256	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
1 - A361 London Road North		0	42	535	25
2 - Hambleton Avenue		35	0	170	12
3 - A361 London Road South		635	119	0	265
4 - Hopton Road		59	13	184	0

Vehicle Mix

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

Heavy Vehicle %

From	To				
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
1 - A361 London Road North		0	5	5	24
2 - Hambleton Avenue		0	0	1	8
3 - A361 London Road South		8	0	0	2
4 - Hopton Road		17	0	13	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 - A361 London Road North	0.81	22.55	4.0	C	552	829
2 - Hambleton Avenue	0.24	4.89	0.3	A	199	299
3 - A361 London Road South	0.65	5.96	1.8	A	935	1403
4 - Hopton Road	0.31	5.74	0.4	A	235	352

Existing Layout_Sensitivity Test - 2025 Base Year, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Existing Layout_Sensitivity Test	Sensitivity test to model A361 (N) as single lane due to traffic movements	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A361 / Hambleton Ave / Hopton Rd	Standard Roundabout		1, 2, 3, 4	12.48	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.48	B

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 London Road North		
2	Hambleton Avenue		
3	A361 London Road South		
4	Hopton Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A361 London Road North	3.38	3.38	0.0	22.0	40.0	20.0		
2 - Hambleton Avenue	3.65	5.20	15.0	45.0	40.0	22.0		
3 - A361 London Road South	3.38	7.00	27.0	62.0	40.0	25.0		
4 - Hopton Road	3.38	6.20	16.0	22.0	40.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 London Road North	0.527	1064
2 - Hambleton Avenue	0.626	1539
3 - A361 London Road South	0.693	1881
4 - Hopton Road	0.634	1615

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

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 London Road North		ONE HOUR	✓	604	100.000
2 - Hambleton Avenue		ONE HOUR	✓	289	100.000
3 - A361 London Road South		ONE HOUR	✓	888	100.000
4 - Hopton Road		ONE HOUR	✓	309	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	58	539	7
	2 - Hambleton Avenue	79	0	196	14
	3 - A361 London Road South	596	184	0	106
	4 - Hopton Road	41	25	243	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	3	3	14
	2 - Hambleton Avenue	4	0	1	0
	3 - A361 London Road South	3	1	0	2
	4 - Hopton Road	7	0	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 - A361 London Road North	0.86	30.71	5.4	D	554	831
2 - Hambleton Avenue	0.33	5.55	0.5	A	285	398
3 - A361 London Road South	0.55	4.60	1.2	A	813	1220
4 - Hopton Road	0.34	5.54	0.5	A	284	425

Existing Layout_Sensitivity Test - 2030 Forecast Year + Com Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Existing Layout_Sensitivity Test	Sensitivity test to model A361 (N) as single lane due to traffic movements	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A361 / Hambleton Ave / Hopton Rd	Standard Roundabout		1, 2, 3, 4	14.48	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	14.48	B

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 London Road North		
2	Hambleton Avenue		
3	A361 London Road South		
4	Hopton Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A361 London Road North	3.38	3.38	0.0	22.0	40.0	20.0		
2 - Hambleton Avenue	3.65	5.20	15.0	45.0	40.0	22.0		
3 - A361 London Road South	3.38	7.00	27.0	62.0	40.0	25.0		
4 - Hopton Road	3.38	6.20	16.0	22.0	40.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 London Road North	0.527	1064
2 - Hambleton Avenue	0.626	1539
3 - A361 London Road South	0.693	1881
4 - Hopton Road	0.634	1615

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Forecast Year + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 London Road North		ONE HOUR	✓	646	100.000
2 - Hambleton Avenue		ONE HOUR	✓	225	100.000
3 - A361 London Road South		ONE HOUR	✓	1106	100.000
4 - Hopton Road		ONE HOUR	✓	268	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	44	576	26
	2 - Hambleton Avenue	36	0	177	12
	3 - A361 London Road South	696	125	0	285
	4 - Hopton Road	61	14	193	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	5	5	24
	2 - Hambleton Avenue	0	0	1	8
	3 - A361 London Road South	8	0	0	2
	4 - Hopton Road	17	0	13	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 - A361 London Road North	0.88	33.80	6.3	D	593	889
2 - Hambleton Avenue	0.26	5.20	0.4	A	206	310
3 - A361 London Road South	0.71	7.11	2.4	A	1015	1522
4 - Hopton Road	0.34	6.33	0.5	A	246	369

Existing Layout_Sensitivity Test - 2030 Forecast Year + Com Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Existing Layout_Sensitivity Test	Sensitivity test to model A361 (N) as single lane due to traffic movements	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A361 / Hambleton Ave / Hopton Rd	Standard Roundabout		1, 2, 3, 4	22.23	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	22.23	C

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 London Road North		
2	Hambleton Avenue		
3	A361 London Road South		
4	Hopton Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A361 London Road North	3.38	3.38	0.0	22.0	40.0	20.0		
2 - Hambleton Avenue	3.65	5.20	15.0	45.0	40.0	22.0		
3 - A361 London Road South	3.38	7.00	27.0	62.0	40.0	25.0		
4 - Hopton Road	3.38	6.20	16.0	22.0	40.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 London Road North	0.527	1064
2 - Hambleton Avenue	0.626	1539
3 - A361 London Road South	0.693	1881
4 - Hopton Road	0.634	1615

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Forecast Year + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 London Road North		ONE HOUR	✓	658	100.000
2 - Hambleton Avenue		ONE HOUR	✓	307	100.000
3 - A361 London Road South		ONE HOUR	✓	935	100.000
4 - Hopton Road		ONE HOUR	✓	331	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	60	591	7
	2 - Hambleton Avenue	82	0	210	15
	3 - A361 London Road South	631	192	0	112
	4 - Hopton Road	43	26	262	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	3	3	14
	2 - Hambleton Avenue	4	0	1	0
	3 - A361 London Road South	3	1	0	2
	4 - Hopton Road	7	0	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 - A361 London Road North	0.95	61.99	11.8	F	604	906
2 - Hambleton Avenue	0.37	6.16	0.6	A	282	423
3 - A361 London Road South	0.59	4.96	1.4	A	858	1287
4 - Hopton Road	0.38	6.07	0.6	A	304	456

Existing Layout_Sensitivity Test - 2030 Forecast Year + Com Dev + Dev, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Existing Layout_Sensitivity Test	Sensitivity test to model A361 (N) as single lane due to traffic movements	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A361 / Hambleton Ave / Hopton Rd	Standard Roundabout		1, 2, 3, 4	15.73	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.73	C

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 London Road North		
2	Hambleton Avenue		
3	A361 London Road South		
4	Hopton Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A361 London Road North	3.38	3.38	0.0	22.0	40.0	20.0		
2 - Hambleton Avenue	3.65	5.20	15.0	45.0	40.0	22.0		
3 - A361 London Road South	3.38	7.00	27.0	62.0	40.0	25.0		
4 - Hopton Road	3.38	6.20	16.0	22.0	40.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 London Road North	0.527	1064
2 - Hambleton Avenue	0.626	1539
3 - A361 London Road South	0.693	1881
4 - Hopton Road	0.634	1615

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 London Road North		ONE HOUR	✓	656	100.000
2 - Hambleton Avenue		ONE HOUR	✓	225	100.000
3 - A361 London Road South		ONE HOUR	✓	1135	100.000
4 - Hopton Road		ONE HOUR	✓	269	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	44	586	26
	2 - Hambleton Avenue	36	0	177	12
	3 - A361 London Road South	723	125	0	287
	4 - Hopton Road	61	14	194	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	5	5	24
	2 - Hambleton Avenue	0	0	1	8
	3 - A361 London Road South	8	0	0	2
	4 - Hopton Road	17	0	13	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 - A361 London Road North	0.89	37.24	7.0	E	602	903
2 - Hambleton Avenue	0.27	5.26	0.4	A	206	310
3 - A361 London Road South	0.73	7.60	2.6	A	1041	1562
4 - Hopton Road	0.35	6.55	0.5	A	247	370

Existing Layout_Sensitivity Test - 2030 Forecast Year + Com Dev + Dev, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Existing Layout_Sensitivity Test	Sensitivity test to model A361 (N) as single lane due to traffic movements	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A361 / Hambleton Ave / Hopton Rd	Standard Roundabout		1, 2, 3, 4	29.65	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	29.65	D

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 London Road North		
2	Hambleton Avenue		
3	A361 London Road South		
4	Hopton Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A361 London Road North	3.38	3.38	0.0	22.0	40.0	20.0		
2 - Hambleton Avenue	3.65	5.20	15.0	45.0	40.0	22.0		
3 - A361 London Road South	3.38	7.00	27.0	62.0	40.0	25.0		
4 - Hopton Road	3.38	6.20	16.0	22.0	40.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 London Road North	0.527	1064
2 - Hambleton Avenue	0.626	1539
3 - A361 London Road South	0.693	1881
4 - Hopton Road	0.634	1615

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 London Road North		ONE HOUR	✓	683	100.000
2 - Hambleton Avenue		ONE HOUR	✓	307	100.000
3 - A361 London Road South		ONE HOUR	✓	947	100.000
4 - Hopton Road		ONE HOUR	✓	334	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	60	616	7
	2 - Hambleton Avenue	82	0	210	15
	3 - A361 London Road South	642	192	0	113
	4 - Hopton Road	43	26	265	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	3	3	14
	2 - Hambleton Avenue	4	0	1	0
	3 - A361 London Road South	3	1	0	2
	4 - Hopton Road	7	0	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 - A361 London Road North	0.99	85.12	17.4	F	627	940
2 - Hambleton Avenue	0.37	6.31	0.6	A	282	423
3 - A361 London Road South	0.59	5.05	1.5	A	869	1303
4 - Hopton Road	0.39	6.18	0.6	A	306	460

Existing Layout_Sensitivity Test - 2030 Forecast Year + Com Dev + Dev Sensitivity, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Existing Layout_Sensitivity Test	Sensitivity test to model A361 (N) as single lane due to traffic movements	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A361 / Hambleton Ave / Hopton Rd	Standard Roundabout		1, 2, 3, 4	15.99	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	15.99	C

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 London Road North		
2	Hambleton Avenue		
3	A361 London Road South		
4	Hopton Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A361 London Road North	3.38	3.38	0.0	22.0	40.0	20.0		
2 - Hambleton Avenue	3.65	5.20	15.0	45.0	40.0	22.0		
3 - A361 London Road South	3.38	7.00	27.0	62.0	40.0	25.0		
4 - Hopton Road	3.38	6.20	16.0	22.0	40.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 London Road North	0.527	1064
2 - Hambleton Avenue	0.626	1539
3 - A361 London Road South	0.693	1881
4 - Hopton Road	0.634	1615

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030 Forecast Year + Com Dev + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 London Road North		ONE HOUR	✓	658	100.000
2 - Hambleton Avenue		ONE HOUR	✓	225	100.000
3 - A361 London Road South		ONE HOUR	✓	1141	100.000
4 - Hopton Road		ONE HOUR	✓	269	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	44	588	26
	2 - Hambleton Avenue	36	0	177	12
	3 - A361 London Road South	728	125	0	288
	4 - Hopton Road	61	14	194	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
From	1 - A361 London Road North	0	5	5	24
	2 - Hambleton Avenue	0	0	1	8
	3 - A361 London Road South	8	0	0	2
	4 - Hopton Road	17	0	13	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 - A361 London Road North	0.89	37.95	7.1	E	604	906
2 - Hambleton Avenue	0.27	5.27	0.4	A	206	310
3 - A361 London Road South	0.73	7.71	2.7	A	1047	1571
4 - Hopton Road	0.35	6.59	0.5	A	247	370

Existing Layout_Sensitivity Test - 2030 Forecast Year + Com Dev + Dev Sensitivity, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	Existing Layout_Sensitivity Test	Sensitivity test to model A361 (N) as single lane due to traffic movements	✓	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A361 / Hambleton Ave / Hopton Rd	Standard Roundabout		1, 2, 3, 4	30.99	D

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	30.99	D

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 London Road North		
2	Hambleton Avenue		
3	A361 London Road South		
4	Hopton Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A361 London Road North	3.38	3.38	0.0	22.0	40.0	20.0		
2 - Hambleton Avenue	3.65	5.20	15.0	45.0	40.0	22.0		
3 - A361 London Road South	3.38	7.00	27.0	62.0	40.0	25.0		
4 - Hopton Road	3.38	6.20	18.0	22.0	40.0	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 London Road North	0.527	1064
2 - Hambleton Avenue	0.626	1539
3 - A361 London Road South	0.693	1881
4 - Hopton Road	0.634	1615

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030 Forecast Year + Com Dev + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 London Road North		ONE HOUR	✓	687	100.000
2 - Hambleton Avenue		ONE HOUR	✓	307	100.000
3 - A361 London Road South		ONE HOUR	✓	950	100.000
4 - Hopton Road		ONE HOUR	✓	334	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
	1 - A361 London Road North	0	60	620	7
	2 - Hambleton Avenue	82	0	210	15
	3 - A361 London Road South	644	192	0	114
	4 - Hopton Road	43	26	265	0

Vehicle Mix

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

Heavy Vehicle %

	To				
From		1 - A361 London Road North	2 - Hambleton Avenue	3 - A361 London Road South	4 - Hopton Road
	1 - A361 London Road North	0	3	3	14
	2 - Hambleton Avenue	4	0	1	0
	3 - A361 London Road South	3	1	0	2
	4 - Hopton Road	7	0	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 - A361 London Road North	1.00	89.26	18.5	F	630	946
2 - Hambleton Avenue	0.37	6.33	0.6	A	282	423
3 - A361 London Road South	0.60	5.07	1.5	A	872	1308
4 - Hopton Road	0.39	6.20	0.6	A	306	460

Junctions 10

ARCADY 10 - Roundabout Module

Version: 10.1.2.2275

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Filename: A361 London Rd_Horton Rd_Horton Ave.j10

Path: F:\Workfile\H728\Traffic Modelling

Report generation date: 15/09/2025 11:58:00

- »Existing - 2025 Base Year, AM
- »Existing - 2025 Base Year, PM
- »Existing - 2030 Forecast Year + Com Dev, AM
- »Existing - 2030 Forecast Year + Com Dev, PM
- »Existing - 2030 Forecast Year + Com Dev + Dev, AM
- »Existing - 2030 Forecast Year + Com Dev + Dev, PM
- »Existing - 2030 Forecast Year + Com Dev + Dev Sensitivity, AM
- »Existing - 2030 Forecast Year + Com Dev + Dev Sensitivity, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Existing - 2025 Base Year									
1 - A361 NE	D1	0.6	4.27	0.36	A	D2	0.7	4.63	0.43	A
2 - Horton Road		0.3	4.90	0.25	A		0.3	4.78	0.21	A
3 - Horton Avenue		0.1	3.28	0.08	A		0.0	2.95	0.04	A
4 - A361 SW		1.1	5.12	0.53	A		1.0	4.55	0.50	A
5 - Private Road		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	Existing - 2030 Forecast Year + Com Dev									
1 - A361 NE	D3	0.6	4.53	0.39	A	D4	0.9	5.02	0.47	A
2 - Horton Road		0.4	5.15	0.27	A		0.3	5.09	0.23	A
3 - Horton Avenue		0.1	3.38	0.09	A		0.1	3.06	0.05	A
4 - A361 SW		1.4	5.72	0.58	A		1.1	4.83	0.53	A
5 - Private Road		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	Existing - 2030 Forecast Year + Com Dev + Dev									
1 - A361 NE	D5	0.7	4.61	0.40	A	D6	0.9	5.16	0.48	A
2 - Horton Road		0.4	5.21	0.27	A		0.3	5.22	0.24	A
3 - Horton Avenue		0.1	3.41	0.09	A		0.1	3.10	0.05	A
4 - A361 SW		1.5	6.00	0.60	A		1.2	4.91	0.54	A
5 - Private Road		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	Existing - 2030 Forecast Year + Com Dev + Dev Sensitivity									
1 - A361 NE	D7	0.7	4.62	0.40	A	D8	0.9	5.19	0.48	A
2 - Horton Road		0.4	5.23	0.27	A		0.3	5.24	0.24	A
3 - Horton Avenue		0.1	3.41	0.09	A		0.1	3.11	0.05	A
4 - A361 SW		1.5	6.06	0.60	A		1.2	4.92	0.54	A
5 - Private Road		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

File summary

File Description

Title	A361 London Road / Horton Road / Horton Avenue
Location	Devizes
Site number	
Date	04/03/2021
Version	
Status	Existing
Identifier	
Client	Robert Hitchins Limited
Jobnumber	H728
Enumerator	PFA/traffictteam
Description	Model taken from that used and approved for H684 Land North of Coate Road

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	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Base Year	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025 Base Year	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030 Forecast Year + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Forecast Year + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓
D7	2030 Forecast Year + Com Dev + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 Forecast Year + Com Dev + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Existing - 2025 Base Year, 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	A361 London Road / Horton Rd / Horton Ave	Standard Roundabout		1, 2, 3, 4, 5	4.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.72	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 NE		
2	Horton Road		
3	Horton Avenue		
4	A361 SW		
5	Private 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 - A361 NE	3.38	6.80	17.5	10.0	38.0	32.5		
2 - Horton Road	3.65	5.10	7.0	12.5	38.0	32.0		
3 - Horton Avenue	3.20	7.80	20.0	17.0	38.0	33.0		
4 - A361 SW	3.30	6.10	30.0	32.0	38.0	31.0		
5 - Private Road	3.00	6.00	5.0	10.0	38.0	27.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 NE	0.597	1544
2 - Horton Road	0.559	1320
3 - Horton Avenue	0.648	1739
4 - A361 SW	0.646	1678
5 - Private Road	0.529	1173

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

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 NE		ONE HOUR	✓	430	100.000
2 - Horton Road		ONE HOUR	✓	219	100.000
3 - Horton Avenue		ONE HOUR	✓	92	100.000
4 - A361 SW		ONE HOUR	✓	718	100.000
5 - Private Road		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A361 NE	2 - Horton Road	3 - Horton Avenue	4 - A361 SW	5 - Private Road
From	1 - A361 NE	0	15	21	394	0
	2 - Horton Road	43	0	16	160	0
	3 - Horton Avenue	38	18	0	36	0
	4 - A361 SW	501	180	33	0	2
	5 - Private Road	0	0	0	4	0

Vehicle Mix

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

Heavy Vehicle %

	To					
		1 - A361 NE	2 - Horton Road	3 - Horton Avenue	4 - A361 SW	5 - Private Road
From	1 - A361 NE	0	1	0	5	0
	2 - Horton Road	2	0	13	6	0
	3 - Horton Avenue	0	17	0	11	0
	4 - A361 SW	7	10	3	0	0
	5 - Private Road	0	0	0	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 - A361 NE	0.36	4.27	0.6	A	395	592
2 - Horton Road	0.25	4.90	0.3	A	201	301
3 - Horton Avenue	0.08	3.28	0.1	A	84	127
4 - A361 SW	0.53	5.12	1.1	A	657	986
5 - Private Road	0.00	0.00	0.0	A	0	0

Existing - 2025 Base Year, 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	A361 London Road / Horton Rd / Horton Ave	Standard Roundabout		1, 2, 3, 4, 5	4.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.55	A

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 NE		ONE HOUR	✓	524	100.000
2 - Horton Road		ONE HOUR	✓	179	100.000
3 - Horton Avenue		ONE HOUR	✓	51	100.000
4 - A361 SW		ONE HOUR	✓	728	100.000
5 - Private Road		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A361 NE	2 - Horton Road	3 - Horton Avenue	4 - A361 SW	5 - Private Road
From	1 - A361 NE	0	35	43	446	0
	2 - Horton Road	28	0	25	126	0
	3 - Horton Avenue	21	7	0	23	0
	4 - A361 SW	498	182	42	0	6
	5 - Private Road	0	0	1	3	0

Vehicle Mix

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

Heavy Vehicle %

	To					
From		1 - A361 NE	2 - Horton Road	3 - Horton Avenue	4 - A361 SW	5 - Private Road
	1 - A361 NE	0	0	0	3	0
	2 - Horton Road	4	0	12	2	0
	3 - Horton Avenue	0	0	0	4	0
	4 - A361 SW	3	3	0	0	0
	5 - Private Road	0	0	0	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 - A361 NE	0.43	4.63	0.7	A	481	721
2 - Horton Road	0.21	4.78	0.3	A	164	246
3 - Horton Avenue	0.04	2.95	0.0	A	47	70
4 - A361 SW	0.50	4.55	1.0	A	668	1002
5 - Private Road	0.00	0.00	0.0	A	0	0

Existing - 2030 Forecast Year + Com Dev, 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	A361 London Road / Horton Rd / Horton Ave	Standard Roundabout		1, 2, 3, 4, 5	5.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.15	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Forecast Year + Com Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 NE		ONE HOUR	✓	464	100.000
2 - Horton Road		ONE HOUR	✓	232	100.000
3 - Horton Avenue		ONE HOUR	✓	95	100.000
4 - A361 SW		ONE HOUR	✓	781	100.000
5 - Private Road		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A361 NE	2 - Horton Road	3 - Horton Avenue	4 - A361 SW	5 - Private Road
From	1 - A361 NE	0	16	22	428	0
	2 - Horton Road	45	0	17	170	0
	3 - Horton Avenue	39	19	0	37	0
	4 - A361 SW	552	192	35	0	2
	5 - Private Road	0	0	0	4	0

Vehicle Mix

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

Heavy Vehicle %

	To					
From		1 - A361 NE	2 - Horton Road	3 - Horton Avenue	4 - A361 SW	5 - Private Road
	1 - A361 NE	0	1	0	5	0
	2 - Horton Road	2	0	13	6	0
	3 - Horton Avenue	0	17	0	11	0
	4 - A361 SW	7	10	3	0	0
	5 - Private Road	0	0	0	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 - A361 NE	0.39	4.53	0.6	A	426	639
2 - Horton Road	0.27	5.15	0.4	A	213	319
3 - Horton Avenue	0.09	3.38	0.1	A	87	131
4 - A361 SW	0.58	5.72	1.4	A	717	1075
5 - Private Road	0.00	0.00	0.0	A	0	0

Existing - 2030 Forecast Year + Com Dev, 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	A361 London Road / Horton Rd / Horton Ave	Standard Roundabout		1, 2, 3, 4, 5	4.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.87	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Forecast Year + Com Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 NE		ONE HOUR	✓	572	100.000
2 - Horton Road		ONE HOUR	✓	193	100.000
3 - Horton Avenue		ONE HOUR	✓	54	100.000
4 - A361 SW		ONE HOUR	✓	768	100.000
5 - Private Road		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A361 NE	2 - Horton Road	3 - Horton Avenue	4 - A361 SW	5 - Private Road
From	1 - A361 NE	0	36	47	489	0
	2 - Horton Road	29	0	28	136	0
	3 - Horton Avenue	22	7	0	25	0
	4 - A361 SW	528	190	44	0	6
	5 - Private Road	0	0	1	3	0

Vehicle Mix

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

Heavy Vehicle %

	To					
From		1 - A361 NE	2 - Horton Road	3 - Horton Avenue	4 - A361 SW	5 - Private Road
	1 - A361 NE	0	0	0	3	0
	2 - Horton Road	4	0	12	2	0
	3 - Horton Avenue	0	0	0	4	0
	4 - A361 SW	3	3	0	0	0
	5 - Private Road	0	0	0	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 - A361 NE	0.47	5.02	0.9	A	525	787
2 - Horton Road	0.23	5.09	0.3	A	177	266
3 - Horton Avenue	0.05	3.06	0.1	A	50	74
4 - A361 SW	0.53	4.83	1.1	A	705	1057
5 - Private Road	0.00	0.00	0.0	A	0	0

Existing - 2030 Forecast Year + Com Dev + Dev, 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	A361 London Road / Horton Rd / Horton Ave	Standard Roundabout		1, 2, 3, 4, 5	5.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.33	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 Forecast Year + Com Dev + Dev	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 NE		ONE HOUR	✓	471	100.000
2 - Horton Road		ONE HOUR	✓	236	100.000
3 - Horton Avenue		ONE HOUR	✓	95	100.000
4 - A361 SW		ONE HOUR	✓	808	100.000
5 - Private Road		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A361 NE	2 - Horton Road	3 - Horton Avenue	4 - A361 SW	5 - Private Road
From	1 - A361 NE	0	16	22	433	0
	2 - Horton Road	45	0	17	174	0
	3 - Horton Avenue	39	19	0	37	0
	4 - A361 SW	570	201	35	0	2
	5 - Private Road	0	0	0	4	0

Vehicle Mix

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

Heavy Vehicle %

	To					
		1 - A361 NE	2 - Horton Road	3 - Horton Avenue	4 - A361 SW	5 - Private Road
From	1 - A361 NE	0	1	0	5	0
	2 - Horton Road	2	0	13	6	0
	3 - Horton Avenue	0	17	0	11	0
	4 - A361 SW	7	10	3	0	0
	5 - Private Road	0	0	0	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 - A361 NE	0.40	4.61	0.7	A	432	648
2 - Horton Road	0.27	5.21	0.4	A	217	325
3 - Horton Avenue	0.09	3.41	0.1	A	87	131
4 - A361 SW	0.60	6.00	1.5	A	741	1112
5 - Private Road	0.00	0.00	0.0	A	0	0

Existing - 2030 Forecast Year + Com Dev + Dev, 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	A361 London Road / Horton Rd / Horton Ave	Standard Roundabout		1, 2, 3, 4, 5	4.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.98	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 Forecast Year + Com Dev + Dev	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 NE		ONE HOUR	✓	588	100.000
2 - Horton Road		ONE HOUR	✓	201	100.000
3 - Horton Avenue		ONE HOUR	✓	54	100.000
4 - A361 SW		ONE HOUR	✓	779	100.000
5 - Private Road		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A361 NE	2 - Horton Road	3 - Horton Avenue	4 - A361 SW	5 - Private Road
From	1 - A361 NE	0	36	47	505	0
	2 - Horton Road	29	0	28	144	0
	3 - Horton Avenue	22	7	0	25	0
	4 - A361 SW	536	193	44	0	6
	5 - Private Road	0	0	1	3	0

Vehicle Mix

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

Heavy Vehicle %

	To					
		1 - A361 NE	2 - Horton Road	3 - Horton Avenue	4 - A361 SW	5 - Private Road
From	1 - A361 NE	0	0	0	3	0
	2 - Horton Road	4	0	12	2	0
	3 - Horton Avenue	0	0	0	4	0
	4 - A361 SW	3	3	0	0	0
	5 - Private Road	0	0	0	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 - A361 NE	0.48	5.16	0.9	A	540	809
2 - Horton Road	0.24	5.22	0.3	A	184	277
3 - Horton Avenue	0.05	3.10	0.1	A	50	74
4 - A361 SW	0.54	4.91	1.2	A	715	1072
5 - Private Road	0.00	0.00	0.0	A	0	0

Existing - 2030 Forecast Year + Com Dev + Dev Sensitivity, 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	A361 London Road / Horton Rd / Horton Ave	Standard Roundabout		1, 2, 3, 4, 5	5.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.37	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2030 Forecast Year + Com Dev + Dev Sensitivity	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 NE		ONE HOUR	✓	472	100.000
2 - Horton Road		ONE HOUR	✓	237	100.000
3 - Horton Avenue		ONE HOUR	✓	95	100.000
4 - A361 SW		ONE HOUR	✓	813	100.000
5 - Private Road		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A361 NE	2 - Horton Road	3 - Horton Avenue	4 - A361 SW	5 - Private Road
From	1 - A361 NE	0	16	22	434	0
	2 - Horton Road	45	0	17	175	0
	3 - Horton Avenue	39	19	0	37	0
	4 - A361 SW	573	203	35	0	2
	5 - Private Road	0	0	0	4	0

Vehicle Mix

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

Heavy Vehicle %

	To					
From		1 - A361 NE	2 - Horton Road	3 - Horton Avenue	4 - A361 SW	5 - Private Road
	1 - A361 NE	0	1	0	5	0
	2 - Horton Road	2	0	13	6	0
	3 - Horton Avenue	0	17	0	11	0
	4 - A361 SW	7	10	3	0	0
	5 - Private Road	0	0	0	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 - A361 NE	0.40	4.62	0.7	A	433	650
2 - Horton Road	0.27	5.23	0.4	A	217	326
3 - Horton Avenue	0.09	3.41	0.1	A	87	131
4 - A361 SW	0.60	6.06	1.5	A	746	1119
5 - Private Road	0.00	0.00	0.0	A	0	0

Existing - 2030 Forecast Year + Com Dev + Dev Sensitivity, 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	A361 London Road / Horton Rd / Horton Ave	Standard Roundabout		1, 2, 3, 4, 5	5.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2030 Forecast Year + Com Dev + Dev Sensitivity	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 NE		ONE HOUR	✓	591	100.000
2 - Horton Road		ONE HOUR	✓	202	100.000
3 - Horton Avenue		ONE HOUR	✓	54	100.000
4 - A361 SW		ONE HOUR	✓	781	100.000
5 - Private Road		ONE HOUR	✓	4	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		1 - A361 NE	2 - Horton Road	3 - Horton Avenue	4 - A361 SW	5 - Private Road
From	1 - A361 NE	0	36	47	508	0
	2 - Horton Road	29	0	28	145	0
	3 - Horton Avenue	22	7	0	25	0
	4 - A361 SW	537	194	44	0	6
	5 - Private Road	0	0	1	3	0

Vehicle Mix

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

Heavy Vehicle %

	To					
		1 - A361 NE	2 - Horton Road	3 - Horton Avenue	4 - A361 SW	5 - Private Road
From	1 - A361 NE	0	0	0	3	0
	2 - Horton Road	4	0	12	2	0
	3 - Horton Avenue	0	0	0	4	0
	4 - A361 SW	3	3	0	0	0
	5 - Private Road	0	0	0	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 - A361 NE	0.48	5.19	0.9	A	542	813
2 - Horton Road	0.24	5.24	0.3	A	185	278
3 - Horton Avenue	0.05	3.11	0.1	A	50	74
4 - A361 SW	0.54	4.92	1.2	A	717	1075
5 - Private Road	0.00	0.00	0.0	A	0	0