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Land at Malmesbury Road, Cricklade

Mac Mic Strategic Land Limited

Transport Assessment
March 2026





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Executive Summary

Rappor has prepared a Transport Assessment (TA) in support of an outline planning application by Mac Mic Strategic Land Limited for up to 315 residential dwellings with associated access and infrastructure, including Suitable Alternative Natural Greenspace (SANG), at Land off Malmesbury Road (B4040), Cricklade. All matters are reserved except for access.

The site lies approximately 1 km west of Cricklade town centre and benefits from good proximity to a wide range of local services, facilities, and employment opportunities. Cricklade provides a sustainable settlement location with schools, shops, leisure facilities, healthcare, and bus services within walking and cycling distance. The site also has good access to National Cycle Route 45 and wider active travel networks.

Public transport provision in the locality includes the Stagecoach 51 and 53 bus services, offering regular connections to Swindon, Purton and Cirencester, with onward links to Swindon Railway Station, which provides regional and national rail services.

A review of the existing highway network confirms that the B4040 and surrounding routes operate without capacity or safety concerns. Five years of Personal Injury Collision data (2019–2024) show no recorded collisions within the study area, indicating no inherent highway safety issues likely to be exacerbated by the development.

Vehicular access will be provided via a new priority junction onto the B4040, designed with appropriate visibility based on recorded 85th percentile speeds. An emergency access is proposed from Stones Lane. The scheme includes a pedestrian/cycle route around the site, links to PRow, and potential active travel connections into adjacent development land. Space is safeguarded for a future bus loop and car club provision is incorporated.

Using TRICS (Predict & Provide methodology), the development is forecast to generate 176 vehicular trips in the AM peak and 165 vehicular trips in the PM peak period respectively.

Trip distribution is based on Census Journey to Work patterns, aligning well with nearby planning applications and reflecting realistic routing patterns towards the A419, Swindon, and Malmesbury.

Junction modelling for future year 2031 scenarios (including a wider cumulative development assessment scenario) demonstrates that the site access junction will operate well within capacity with negligible queues. Furthermore the impact on the wider local highway network through Cricklade will be acceptable and that the junctions modelled will continue to operate within capacity. On this basis the impact on the operation or safety of the local highway network is not severe, and therefore no mitigation is necessary.

The proposals seek to provide a range of sustainable transport measures including extension of the 30mph speed limit, together with a gateway feature entering Cricklade, as part of the site access proposals.

Internally, the site will provide a range of footway connections both within the site and proposed SANG, as well as to adjacent infrastructure, including Stones Lane, the B4400 and the adjacent Bloor Homes South West site. Furthermore the design of the site has safeguarded a future bus loop, subject to discussions with Stagecoach and Wiltshire



Council, whilst a car club operator has confirmed viability for at least two car club spaces within the site to enable sustainable travel and encourage reduced car ownership and greater flexibility.

A Travel Plan delivering travel behaviour change, including personalised travel planning and resident information packs.

This TA concludes that the development proposals are acceptable in highway and transportation terms and there are no highway related reasons that should prevent the unitary authority Wiltshire Council (WC) from recommending approval of this planning application.



1. Introduction

- 1.1 Rappor have been instructed by Mac Mic Strategic Land Limited to prepare a Transport Assessment (TA) in support of an outline planning application for a residential development at Land off Malmesbury Road, Cricklade, Swindon, SN6 6EZ.
- 1.2 Mac Mic Strategic Land Limited is applying for outline planning permission for up to 315 dwellings with associated access and infrastructure including Suitable Alternative Natural Greenspace with all matters reserved except for access.
- 1.3 The site location and its relationship with immediate adjoining areas is illustrated in the site location plan provided at **Appendix A**.
- 1.4 A Travel Plan (TP), prepared by Rappor, has been submitted under separate cover.

Scope of Assessment

- 1.5 The key issues addressed/reviewed within this TA, with reference to the size and location of the development proposal, are the following:
 - a) Review of the planning history and relevant development proposals;
 - b) Review of the site location and local highway network, including highway safety;
 - c) Review of national and local planning policy and guidance;
 - d) Review of local services, facilities and sustainable travel opportunities;
 - e) Description of the development proposals, including access arrangements and indicative internal layout;
 - f) Review of the forecast trip generation and assignment and distribution of development traffic; and
 - g) Carrying out site access modelling, traffic impact and the predicted impact on the local highway network.



2. Relevant Transportation Planning Policy and Guidance

Introduction

- 2.1 This section provides a review of the existing and emerging transport planning policies which are relevant to the development proposals.
- 2.2 The relevant transportation policies, and guidance include those set out in the following national and local documents:
- a) National Planning Policy Framework (December 2024, updated version February 2025);
 - b) National Planning Practice Guidance (March 2014);
 - c) Design Manual for Roads and Bridges (revised March 2020);
 - d) Manual for Streets (March 2007 & September 2010);
 - e) Wiltshire Core Strategy (January 2015);
 - f) Wiltshire Local Plan Review (September 2023);
 - g) Wiltshire Local Transport Plan 4 (LTP4) (March 2025);
 - h) Wiltshire Housing Site Allocations Plan (February 2020); and
 - i) Cricklade Neighbourhood Plan (March 2018).

National Policy

National Planning Policy Framework (December 2024, updated February 2025)

- 2.3 National planning policy is set out in the National Planning Policy Framework (NPPF) (December 2024, updated version February 2025). At the heart of the NPPF is a presumption in favour of sustainable development.
- 2.4 Chapter 9 of the NPPF deals with 'Promoting sustainable transport' and Paragraph 109 of the NPPF states:

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

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



2.5 Paragraph 110 states:

“The planning system should actively manage patterns of growth in support of these objectives” [the objectives outlined in paragraph 109]. “Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.6 Paragraph 115 states:

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

- a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) Safe and suitable access to the site can be achieved for all users;*
- c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design 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.”*

2.7 Paragraph 116 states:

“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.”

2.8 Paragraph 117 states that within the context of Paragraph 116 “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 areas 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 services 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.”*



- 2.9 The NPPF states in 'Annex 2: Glossary' at Page 79 that sustainable transport modes are *"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport"*.
- 2.10 The Government published the draft updated NPPF on 16th December 2025, with a consultation period running until 10th March 2026. This latest update is likely to represent the most significant update to the NPPF since its introduction in 2012. The NPPF shall be finalised following the consultation period.

National Guidance

National Planning Practice Guidance (March 2014)

- 2.11 The National Planning Practice Guidance (NPPG) provides the link between the NPPF and relevant planning practice guidance as well as between different categories of guidance.
- 2.12 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 6th March 2014. Guidance on transport assessments falls within the category 'Travel Plans, Transport Assessments and Statements' (Reference ID: 42 Revision date: 06 03 2014).
- 2.13 In respect to transport, the NPPG provides advice on what Transport Assessments (TA), Transport Statements (TS) and Travel Plans (TP) are, when they are required, and the information that should be included when preparing the document. The key overarching principles included in the NPPG for TPs, TAs, and TSs state that documents should be:
- a) Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;
 - b) Established at the earliest practicable possible stage of a development proposal;
 - c) Tailored to particular local circumstances (other local determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally); and
 - d) Brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network operators, Highways England where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).
- 2.14 Paragraph 002 (Reference ID: 42-002-20140306) states that *"Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments that generate significant amounts of movements."*



2.15 Paragraph 006 (Reference ID: 42-006020140306) of the guidance considers that “*Travel Plans, Transport Assessments and Statements can positively contribute to:*

- a) *Encouraging sustainable travel;*
- b) *Lessening traffic: generation and its detrimental impacts;*
- c) *Reducing carbon emissions and climate impacts;*
- d) *Creating accessible, connected, inclusive communities;*
- e) *Improving health outcomes and quality of life;*
- f) *Improving road safety; and*
- g) *Reducing the need for new development to increase existing road capacity or provide new roads.”*

2.16 In relation to determining impacts associated with other schemes, Paragraph: 014 Reference ID: 42-014-20140306 (revision date 06/03/2014) states:

“It is important to give appropriate consideration to the cumulative impacts arising from other committed development (i.e. development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years). At the decision-taking stage this may require the developer to carry out an assessment of the impact of those adopted Local Plan allocations which have the potential to impact on the same sections of transport network as well as other relevant local sites benefitting from as yet unimplemented planning approval.”

Design Manual for Roads and Bridges (revised March 2020)

2.17 The Design Manual for Roads and Bridges (DMRB) contains information about current design standards relating to the design, assessment and operation of motorway and all-purpose trunk roads in the United Kingdom.

2.18 While the purpose of DMRB is to provide standards relating to motorways and all-purpose trunk roads, it is also a useful and commonly used reference point for other non-classified roads.

Manual for Streets (March 2007)

2.19 Manual for Streets (MfS) is a Department for Transport (DfT) publication which provides guidance for planning and designing new streets. It aims to increase the quality of life through good design, which creates more people-orientated streets. The guidance contains principles in the design of suitable pedestrian and cyclist facilities to encourage and facilitate travel via these modes. Making the local environment convenient and attractive to walk in can help prioritise walking and cycling and reduce reliance on motor transport.

Manual for Streets 2 (September 2010)

2.20 Manual for Streets 2 (MfS2) takes the principles set out in MfS and demonstrates through guidance and case studies on how they can be extended beyond residential streets to encompass both urban and rural situations. MfS2 does not supersede MfS, rather it explains how the principles of MfS can be applied more widely, exploring in greater detail how and where its key principles can be applied to busier streets and roads.



Local Policy

Wiltshire Core Strategy (January 2015)

- 2.21 The Wiltshire Core Strategy (WCS) is the principal strategic planning document for Wiltshire and was adopted by Wiltshire Council in January 2015. It provides a spatial vision, strategic objectives, development strategy and overarching planning policies for the county up to 2026.
- 2.22 The strategy sets out a '*settlement hierarchy*' to focus development: Principal Settlements, Market Towns, Local Service Centres (including Cricklade), Large Villages and Small Villages. This directs growth towards locations with better access to jobs, services and infrastructure. Cricklade is designated as a '*Local Service Centre*' meaning it should accommodate development commensurate with its role and local access to services and infrastructure.
- 2.23 The strategy sets out the following Core Policies in relation to transport and new development:

Core Policy 60: Sustainable Transport

- 2.24 Core Policy 60 aims to:

- a) Reduce the need to travel, particularly by private car;
- b) Support and encourage sustainable transport;
- c) Maintain and target investment in the local transport network;
- d) Promote demand management measures and influence freight routing; and
- e) Assess and mitigate transport impact of development.

Core Policy 61: Transport and New Development

- 2.25 This policy requires that new development:

- a) Is located and designed to reduce travel demand and encourage sustainable alternatives;
- b) Demonstrate considerations of all transport users;
- c) Can be safely served by the highway network;
- d) Provides safe loading/unloading facilities, where needed; and
- e) Contributes to sustainable transport improvements.

Core Policy 62: Development Impacts on the Transport Network

- 2.26 All new development must assess transport impacts and, where significant, submit a Transport Assessment.
- 2.27 Developers will be required to contribute to sustainable transport improvements based on the assessment and consider a range of measures to encourage sustainable travel behaviour.



Core Policy 63: Transport Strategies

- 2.28 Packages of integrate transport measures are to be identified in key towns to support sustainable growth, including walking and cycling improvements and public transport enhancements.

Wiltshire Local Plan Review (September 2023)

- 2.29 The Wiltshire Local Plan Review is the comprehensive update to the WCS and sets planning policy for Wiltshire for the period up to 2038.
- 2.30 The review is currently in the examination stage, with the first stage of hearings related to the Duty of Cooperate in June 2025. Following this, the second stage of hearings was set to begin in November 2025. The first stage of hearings in relation to the Duty to Cooperate were held on 24 June 2025. The Stage 2 hearings that were scheduled of November 2025 did not take place but were put on hold to enable further work to be carried out. Due the early stage reached in the preparation of the Local Plan the policies are afforded very limited weight.
- 2.31 The Local Plan Review updates the spatial strategy and policies to reflect NPPF and future needs for housing, jobs, infrastructure, environment, climate change and community facilities. It provides a vision and objectives for where and how growth should occur. The Plan includes a suite of strategic and detailed policies, site allocations, and supporting policies, including those directly addressing transport, movement and access.
- 2.32 Whilst the exact policy wording will be finalised through the examination process, the emerging Local Plan Review contains a series of policies and thematic areas that relate to transport and sustainable development:
- a) Sustainable development and access;
 - b) Transport and new development policies;
 - c) Demand management and movement;
 - d) Net zero, climate change and transport; and
 - e) Infrastructure delivery.

Wiltshire Local Transport Plan 4 (LTP4) (March 2025)

- 2.33 The Wiltshire LTP4 is the statutory strategic transport plan for WC covering the period 2025 – 2038. It replaces the previous LTP3 and sets out the vision, objectives, policies and delivery framework of all aspects of transport across the county. It is aligned with the Wiltshire Local Plan Review to ensure coordinated planning between land-use and transport policy.
- 2.34 The vision of the LTP4 is to establish a sustainable, resilient and integrated transport network for Wiltshire that meets the needs of residents and supports economic and community wellbeing. The plan recognises that transport needs vary across Wiltshire and it shall adopt a place-based approach to reflect the differences.



2.35 LTP4 sets out strategic outcomes that will guide transport planning and investment throughout Wiltshire. The strategic outcomes cover:

- a) Sustainable and inclusive travel;
- b) Integration with land use and growth;
- c) Network resilience and safety;
- d) Climate, environment and decarbonisation; and
- e) Rural transport challenges.

2.36 While the full LTP4 document includes detailed policies and sub-strategies, some of the key priorities relevant to new development and transport assessments include:

Accessibility and Active Travel

- a) Encourage development to support safe walking and cycling connections to local schools, shops, services and transport hubs; and
- b) Expect developments to consider and plan for active travel infrastructure enhancements where appropriate.

Public Transport Integration

- a) Promote better public transport availability and integration with new housing, with an emphasis on bus services that can serve rural and small-town sites.

Network Impact and Mitigation

- a) Assess the transport impacts of new development on the highway network and identify measures to address adverse effects (e.g., junction improvements, traffic calming);
- b) Consider provision of travel planning to support behaviour change towards sustainable travel; and
- c) These outcomes support the assessment and mitigation requirements set out in national policy and the Wiltshire Local Plan.

Wiltshire Housing Site Allocations Plan (February 2020)

2.37 The Wiltshire Housing Site Allocations Plan (HSAP) was adopted by WC in February 2020 to support the delivery of the WCS. Its primary role is to allocate specific sites for housing to meet the residual housing requirements set out in the Core Strategy up to 2026, particularly in settlements without an adopted neighbourhood plan. The plan does not introduce new strategic policies; instead, it implements existing Core Strategy policies, including those relating to transport, accessibility and sustainable development.

2.38 The HSAP operates alongside the transport policies of the WCS, most notably:

- a) Core Policy 60 (Sustainable Transport);
- b) Core Policy 61 (Transport and New development); and
- c) Core Policy 62 (Development Impacts on the Transport Network).



2.39 As such, all allocated housing sites are required to:

- a) Be located in sustainable and accessible locations;
- b) Be capable of being served by the existing or improved transport network; and
- c) Mitigate any adverse transport impacts through appropriate measures.

2.40 In identifying housing allocations, the HSAP considered a range of sustainability criteria, including transport and accessibility factors, such as:

- a) Proximity to local services, facilities and employment;
- b) Opportunities for walking, cycling and access to public transport;
- c) Potential impacts on the local highway network; and
- d) The ability to deliver necessary transport mitigation and improvements.

2.41 Cricklade is identified in the WCS settlement hierarchy as a '*Local Service Centre*', meaning it is considered capable of supporting a level of housing growth proportionate to its role, services and infrastructure. The HSAP supports development in such settlement where:

- a) Day-to-day services are accessible locally; and
- b) Development can be integrated with existing communities without unacceptable impacts on infrastructure, including transport.

2.42 Whilst the HSAP itself does not allocate strategic transport schemes; it confirms that new residential development in locations such as Cricklade must comply with the Core Strategy's transport requirements and demonstrate appropriate access arrangements.

[Cricklade Neighbourhood Plan \(March 2018\)](#)

2.43 Cricklade Town Council is in the process of reviewing the Neighbourhood Plan. The current plan runs to 2026, and the review will extend it to 2038. The next step is for a draft plan to be prepared which was subject to public consultation in 2025.

2.44 The previous The Cricklade Neighbourhood Plan (CNP) was made in 2018 and is now out of date and so holds minimal weight. The plan reflects local priorities and seeks to ensure that development in Cricklade is appropriate in scale, sustainable, and well-integrated with the existing town.

2.45 The Neighbourhood Plan's overarching vision supports:

- a) Sustainable growth that meets local housing needs while protecting the character of Cricklade;
- b) Development that is well connected to services, facilities and the wider transport network; and
- c) A transport environment that is safe, accessible and suitable for all users, including pedestrians, cyclists and motorists.

2.46 While the Neighbourhood Plan does not replace county-wide transport policy, it reinforces and adds local emphasis to existing strategic policies. Key transport-related themes include:

- a) Sustainable movement:
 - i. Encouraging development that supports walking and cycling for local journeys, particularly access to the town centre, schools and community facilities; and
 - ii. Supporting improvements to pedestrian and cycle connectivity where development generates additional demand.
- b) Highway safety and traffic management:
 - i. Recognising existing concerns around traffic levels, congestion and road safety within parts of Cricklade; and
 - ii. Requiring development proposals to demonstrate that they do not result in unacceptable impact on the local highway network.
- c) Integration with existing infrastructure:
 - i. Ensuring that new development is appropriately accessed and integrated with existing streets and movement patterns; and
 - ii. Supporting development layouts that promote permeability and legibility for all transport users.

Relevant Committed Schemes and Other Development Proposals

2.47 In accordance with the NPPG (Paragraph: 014) which requires Transport Assessments to give appropriate consideration to the cumulative impacts of other committed development, the assessment includes two nearby schemes; the committed Stones Farm scheme and the neighbouring Common Hill proposal, which although not yet determined, lies directly adjacent to the application site and has potential connectivity links, and is therefore included to ensure a robust and comprehensive impact assessment. **Figure 2.1** shows the location and proximity of these development proposals, with further details of each explained below.



Figure 2.1 Relevant Committed Schemes and Other Development Proposals



PL/2022/02452 Land at Stones Farm

- 2.48 An outline planning application was submitted for the erection of up to 140 dwellings, a habitat support area and associated landscaping and works, with access not reserved. This application is located directly to the northeast of the site and was submitted by Newland Homes Limited.
- 2.49 The application submission was validated in March 2022 and was refused permission in March 2024. Following an appeal (ref: 3351265), the development was later granted planning permission in January 2025.
- 2.50 Vehicular access to the development shall be via a natural extension of Jenners Yard, which was recently constructed. Jenners Yard forms a priority junction arrangement off West Mill Lane and Jenners Yard will be extended at its northern end to continue into the development.
- 2.51 In terms of pedestrian and cycle connections further afield, there shall be a pedestrian / cycle link onto the National Cycle Network (NCN) Route 45 to the west of the site. A second pedestrian / cycle connection onto the NCN 45 will be provided approximately 100m to the northwest of this link, to provide a more direct and convenient cycle link from the northwest section of the development. Another pedestrian / cycle link is proposed on the eastern boundary of the site to provide a direct connection onto West Mill Lane.
- 2.52 To ensure pedestrian connectivity between the site and the wider Cricklade area, the development offers a new dropped kerb pedestrian crossing with tactile paving on West Mill Lane, to the south of the junction with the Reeds.

PL/2021/10404 Land off Common Hill, Cricklade

- 2.53 An outline planning application, with all matters reserved excluding access, is currently (March 2026) pending for a residential development for up to 49 dwellings, associated infrastructure and public open space. This application is located directly to the east of the site and was submitted by Bloor Homes South West.
- 2.54 The application submission was validated in November 2021 and is currently under consultation, therefore at the time of writing this report, a decision has not been made.
- 2.55 As part of the transport and access works, access is planned via the B4040 with a new 30mph gateway relocated slightly to the east of the existing speed limit change, to the east of the proposed access.
- 2.56 In order to provide an appropriate connection to the north of the site for pedestrians and cyclists to connect with Stones Lane and National Cycle Network route 45, it has been agreed that a financial contribution could be made by the development (secured via S106) in order that the council can deliver an appropriate connection in this area. The proposed development will provide appropriate routes and connections to the site boundary.



2.57 Alongside the features above, there is the possibility for active travel connections into the Bloor Homes site from this application site, and these opportunities are discussed later in **Section 4.**



3. The Site and Adjacent Highway Network

Site Context

- 3.1 The site is located approximately 1km to the west of Cricklade town centre, to the north of Wiltshire.
- 3.2 Cricklade is located approximately 11km northwest of Swindon, and it 1.5km from the A419 to provide convenient access to the wider strategic highway network. The site is bordered by the B4040 to the south, the Horsey Down Bloor Homes site to the east, with Cricklade Leisure Centre beyond, Common Hill Farm to the west and Stones Lane and the dismantled railway line (now a National Cycle Route) to the north.
- 3.3 The site lies in the county of Wiltshire with the Unitary Authority (UA) for this area being Wiltshire Council (WC).
- 3.4 The site is split into two parcels of land, known as the 'southern parcel' and the 'northwest parcel'. The southern parcel is located on the northern side of the B4040, and the northwest parcel is located north of Stones Lane, with residential development located on only the southern parcel.
- 3.5 The overall site covers an area of approximately 20.72 hectares, with the southern parcel comprising an area of approximately 17.22 hectares and the northwest parcel comprising approximately 3.5 hectares.
- 3.6 The site location and its relationship with immediate adjoining areas is illustrated in the site location plan provided at **Appendix A**.

Local Highway Network

Malmesbury Road / Common Hill (B4040)

- 3.7 The B4040 is a rural B-Class Road, which borders the southern boundary of the site. The road is a single carriageway, two-way road of approximately 7.3m in width, which routes in a roughly east-west alignment and is subject to the National Speed Limit (60mph) along the site frontage. Approximately 35m east of the site frontage, the speed limit of the B4040 reduces to 30mph
- 3.8 To the east, the B4040 continues into the centre of Cricklade, where it joins the B4553 and the High Street, for access towards the A419, via a mini roundabout. To the west, the B4040 continues through the villages of Minety, towards Malmesbury and Sherston.
- 3.9 There are no existing pedestrian footways adjacent the site's immediate frontage along the B4040. The nearest footway is present at the junction of Horsey Down along the northern side of the carriageway approximately 40m east of where the speed limit reduces to 30mph upon entering Cricklade. The footway is of approximately 1.5m width widening out to 2.0m at the roundabout of the B4040 Common Hill Road and West Mill Lane.

- 3.10 The condition of the B4040 along the site frontage and travelling into Cricklade are shown in **Photographs 3.1** and **3.2** below.



Photograph 3.1 B4040 looking west towards the site frontage



Photograph 3.2 B4040 looking east

Local Infrastructure Proposed By Others

- 3.11 As part of the application on the adjacent site (REF: PL/2021/10404) improvements are proposed in the locality, including a proposal to extend the speed limit west in line with the eastern edge of the site frontage. Further improvements locally include extending the footway on the northern edge of the B4040 from the junction with Horsey Down up to the adjacent application's proposed site access.

Stones Lane

- 3.12 Stones Lane is a rural access lane, which dissects the southern and northwest parcels of the site. It takes access from West Mill Lane to the east and provides vehicular access to Cricklade Leisure Centre.
- 3.13 There are no formal footways on either side of Stones Lane, however due to the low flow of vehicles, serving a small number of existing properties and agricultural uses, it operates as a shared surface between motorised and non-motorised users, as shown below in **Photograph 3.3**.



Photograph 3.3 Stones Lane

- 3.14 The scope for pedestrian and cyclist access arrangements to the existing infrastructure on Stones Lane has been investigated for the development proposals to improve connectivity. This is discussed in greater detail in **Section 4** of this report.

High Street

- 3.15 Cricklade High Street is located approximately 1km east of the site and provides access to a range of local shops and facilities typical of a town of Cricklade's size. Cricklade High Street is subject to a 20mph speed limit with footways situated along both sides of the road and a number of zebra crossing locations.
- 3.16 Pedestrian routes from the site to the High Street are via the B4040, or via West Mill Lane and Bath Road. However, as the footway along the B4040 is situated along the southern side of the road only, such pedestrians are more likely to utilise existing pedestrian footways along West Mill Lane and Bath Road, noting that it is also the more direct route and of higher amenity due to lower traffic volume.

A419

- 3.17 The A419 forms the main strategic route around the northern side of Cricklade, providing connections with Swindon and M4 (Junction 15) in the south and Cirencester, Cheltenham Gloucester and M5 (Junction 11A) to the north. It is part of the Strategic Road Network (SRN), managed by National Highways, and in the vicinity of Cricklade, a dual carriageway subject to a 70mph speed limit.

Public Rights of Way (PRoW)

3.18 Inspection of WC's online mapping tool confirms that there are PRoW within the vicinity of the site. An extract of the map is shown below in **Figure 3.1**.

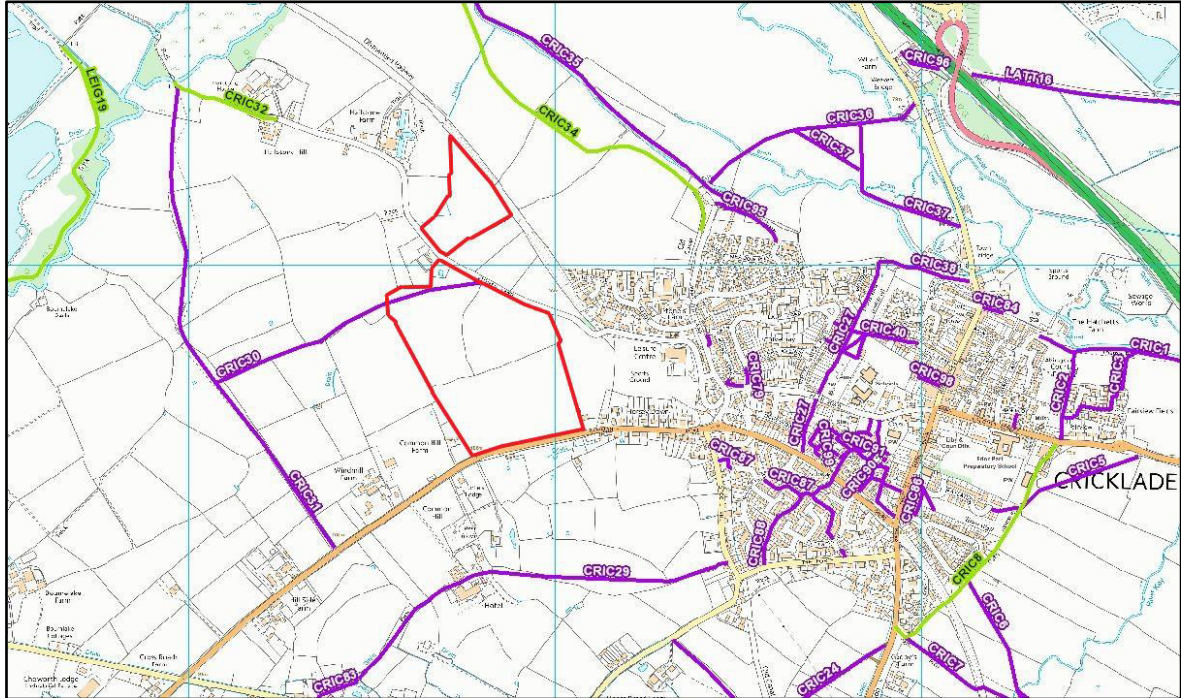


Figure 3.1 WC's Public Rights of Way Extract

3.19 PRoW CRIC30 routes through the northwestern section of the southern parcel of the site and joins Stones Lane, whilst linking through to CRIC31 to the west of the site.

3.20 The wider network of PROWs surrounding the site provide access generally in all directions to the existing built-up area in the east, as well as the wider countryside to the west.

Highway Safety

3.21 For the purposes of this assessment, Personal Injury Collision (PIC) data has been extracted from the CrashMap database (crashmap.co.uk) for the highway network immediately surrounding the application site, for the most recent five-year review period, ending December 2024. Given the scale of the proposed development, the likely flows of future development-related traffic, and the nature of the local highway network, the following areas / locations were reviewed to ascertain whether there are any existing or inherit highway safety issues within proximity of the site. This study area extends approximately 500m east and west of the proposed site access onto the B4040, as well as 500m north and south of the proposed emergency access onto Stones Lane:

- a) Malmesbury Road / Common Hill (B4040);
- b) Stones Lane; and
- c) The B4040 / West Mill Lane Roundabout.

- 3.22 The study area extract obtained from the CrashMap database is shown below in **Figure 3.2** which indicates the number and severity of collisions. This confirms that there have been no collisions recorded within the study area.

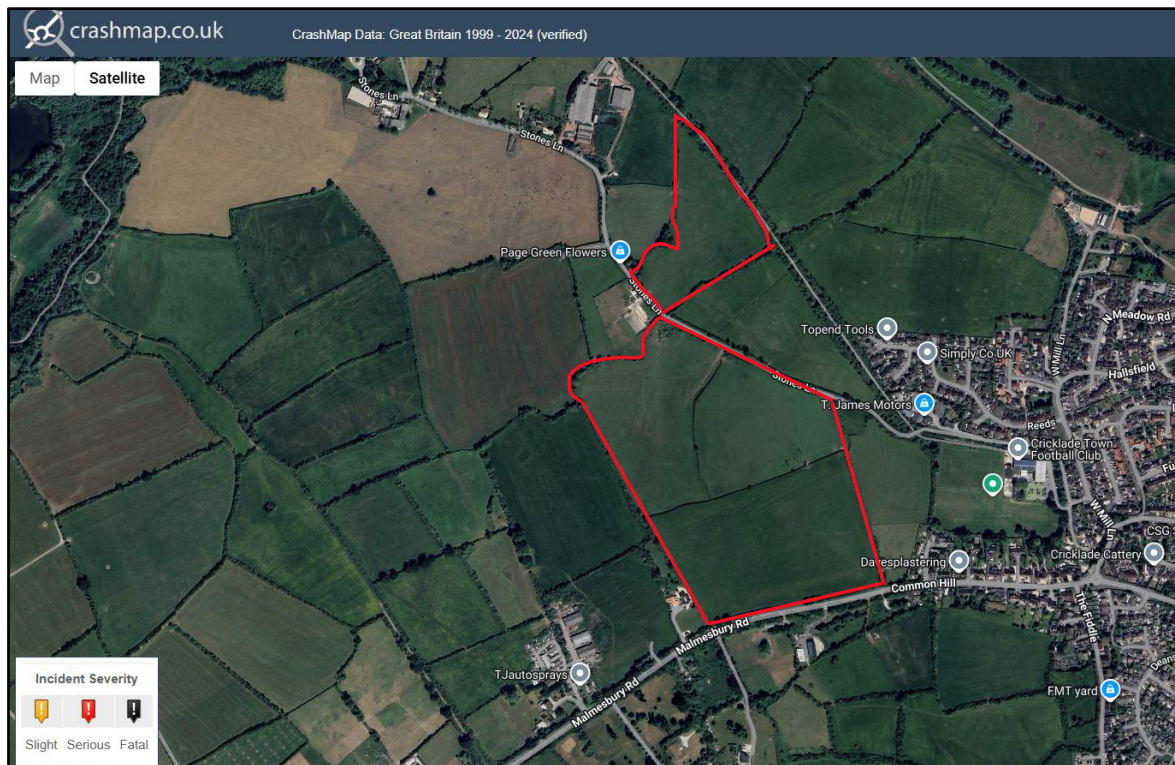


Figure 3.2 CrashMap Personal Injury Collision Data

- 3.23 On the basis of the above, it is evident that there is not a presence of collisions that might otherwise be suggestive of a deficiency in the layout or geometry of the local highway network. Furthermore, there is no record of any clustering that would suggest there is an existing highway safety issue that could be exacerbated by the development proposals.
- 3.24 Therefore, it is concluded that there is no existing safety issue on the local highway network that could be exacerbated by the development proposals.

Existing Traffic Data

- 3.25 In order to establish existing traffic flows and speeds in the vicinity of the site along the B4040, an Automatic Traffic Count (ATC) survey was commissioned and undertaken by Charge Surveys, an independent traffic surveyor, between Tuesday 13th January 2026 and Monday 19th January 2026.
- 3.26 The ATC was undertaken approximately 75m west of the proposed site access onto the B4040, where the posted speed limit is the national speed limit (60mph). The location of the ATC is demonstrated at **Appendix B**.



- 3.27 The recorded 5-day average traffic flows along the B4040 are summarised in **Table 3.1**, whilst the full ATC results are provided in **Appendix B**. 5-day average traffic flows have been used here as they are higher than the 7-day averages.

Time Period	Eastbound	Westbound	Two-Way
AM Peak Period (08:00 – 09:00)	181	191	372
PM Peak Period (17:00 – 18:00)	197	124	321

Table 3.1 AM & PM Peak 5-Day Average Vehicle Traffic Flows on the B4040

- 3.28 As highlighted in **Table 3.1**, there were 372 vehicle movements during the AM peak period, and 321 vehicle movements during the PM peak period on the B4040.
- 3.29 **Table 3.2** below sets out the 85th percentile and average speeds recorded by the ATC on the B4040.

Direction	Average Speeds (mph)	85 th ile Speeds (mph)
Eastbound	44.6	50.6
Westbound	42.6	48.8

Table 3.2 Recorded 85th Percentile and Average Speeds on the B4040

- 3.30 As shown in **Table 3.2**, the B4040 had an average speed of 44.6mph eastbound and 42.6mph westbound. The 85th percentile speeds of 50.6mph eastbound and 48.8mph westbound were recorded.
- 3.31 The 85th percentile and average vehicle speeds were used to evaluate the suitability of the proposed site access along the B4040 and to calculate the required visibility splays.

4. Site Accessibility and Opportunities for Sustainable Travel

General

- 4.1 When considering the overall sustainability of the site, with regard to transport and highways, it is important that a site can be demonstrated to be accessible for all potential users without resulting in a heavy reliance on travel by car, particularly single occupancy journeys.
- 4.2 Within the local context of the site, this can be assessed having regard to the proximity to local services and amenities, which future users may require access to on a day-to-day basis.
- 4.3 Equally, it can be assessed based on the access to sustainable (non-car) transport modes, which provide alternative options for travelling to any services or amenities located further afield from the site.

Walking

- 4.4 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised as having a range of facilities within ten 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.
- 4.5 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2km. This guidance is supported by the DfT National Travel Survey (NTS) which found that over the past six years 80% (2019), 82% (2020), 82% (2021), 83% (2022), 81% (2023) and 81% (2024) of trips under a mile (1.6km) are undertaken on foot (NTS0308a). It should be noted that the NTS for 2020 which was undertaken during the COVID-19 pandemic had less than half the response rate and experienced substantial missing data, the highway conditions could not be classed as 'normal' which is likely to have impacted on how people travel. However, the 2020 NTS journeys on foot under a mile is validated by the 2021 – 2024 NTS and the recorded number of trips in recent years demonstrates that the percentage of trips under a mile undertaken by foot is stable.
- 4.6 TravelTime.com has been used to calculate the walking journey times in real time. TravelTime.com provides accurate and scalable multi-modal journey times. **Figure 4.1** below displays the walking isochrones from the site for a 20-minute journey. This confirms that the majority of Cricklade is within a 20-minute walk from the site.

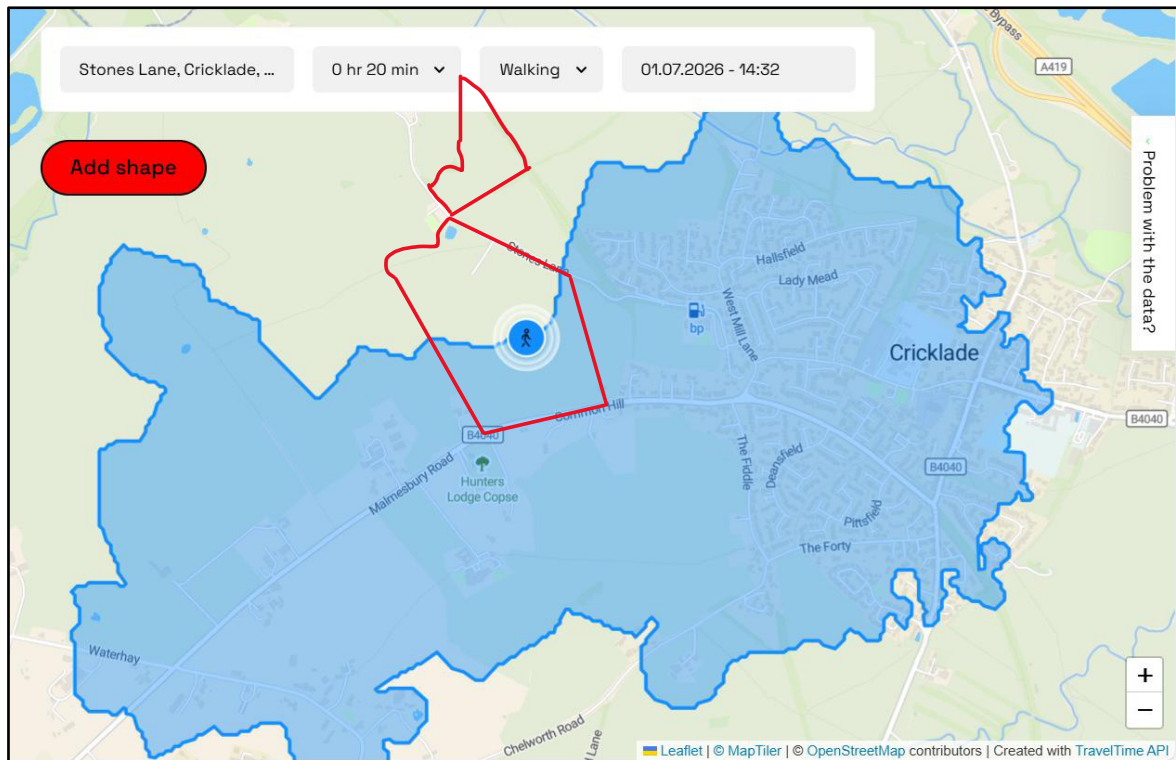


Figure 4.1 TravelTime 20-minute Walking Isochrone

- 4.7 As set out later on in this section, there are a range of local amenities within 2km of the application site, which presents the opportunity for future residents to conveniently walk from the application site to access these facilities.

Pedestrian Infrastructure

- 4.8 There are no existing pedestrian footways adjacent to the site's immediate frontage along the B4040. The nearest footway is present at the junction of Horsey Down along the northern side of the carriageway approximately 40m east of where the speed limit reduced to 30mph upon entering Cricklade. The footway is of approximately 1.5m width, widening out to 2m at the roundabout of the B4040 Common Hill Road and West Mill Lane.
- 4.9 Regarding Stones Lane, there are no formal footways on either side of the carriageway, however due to the low flow of vehicles, serving a small number of existing properties and agricultural uses, it operates as a shared surface.
- 4.10 Finally for the High Street, pedestrian routes from the site are via the B4040, whereby the footway along the B4040 is situated along the northern side of the road only, as such pedestrians are more likely to utilise existing pedestrian footways along West Mill Lane and Bath Road.



Local Infrastructure Proposed By Others

- 4.11 As part of the application on the adjacent site (REF: PL/2021/10404) the footway to the north of the B4040 carriageway is to be extended west, providing connections into the adjacent site alongside their vehicular access. This provides a connection which the proposed development can connect into ensuring that pedestrian to/from the site have continuous access to appropriate footway provision.

Cycling

- 4.12 The Local Transport Note 1/20: Cycle Infrastructure Design, (LTN 1/20) produced by the DfT in July 2020, states the following at paragraph 2.2.2:

Two out of every three personal trips are less than five miles (8km) in length, an achievable distance to cycle for most people.

- 4.13 Cycling has the potential to substitute for short car trips, further facilitating sustainable travel, particularly those trips under five miles (8km) and trips of 30 - 40 mins are considered acceptable for commuting purposes. The Department for Transport (DfT) National Travel Survey (NTS) 2024 (Table NTS0303d) notes that the average cycle trip is approximately 3.3 miles (5.3km) whilst the growth of electric bikes is also increasing the propensity to cycle, the distances people are cycling and reducing journey times.
- 4.14 From the development site, the entirety of Cricklade is within 8km, providing future residents the opportunity to cycle to the services and amenities located therein.
- 4.15 TravelTime.com has also been used to calculate the cycling journey times in real time. **Figure 4.2** below displays the cycling isochrones from the site for a 30-minute journey. This confirms that the entirety of Cricklade is within a 30-minute cycle from the site.

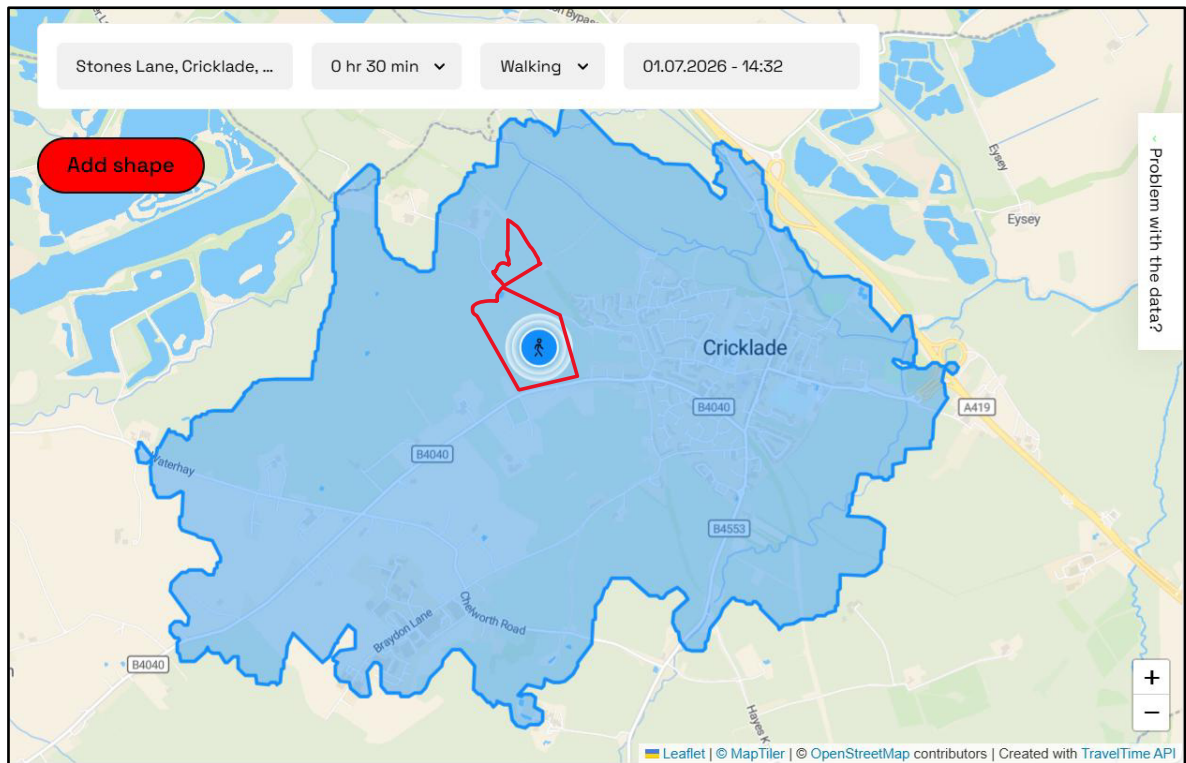


Figure 4.2 TravelTime 30-minute Cycling Isochrone

Cycle Infrastructure

- 4.16 National Cycle Route (NCR) 45 passes through Cricklade, providing a key link in the UK National Cycle Network (NCN) and offering cyclists an accessible and scenic route through the town. This route connects Cricklade with other nearby towns and villages, running through picturesque landscapes, including views of the Cotswolds and the River Thames. It primarily utilizes a mix of traffic-free paths, quiet roads, and some more challenging sections, catering to a range of cycling abilities. The route is well-signposted, encouraging sustainable travel options and enhancing local connectivity, while promoting cycling as an alternative transport mode within the region.
- 4.17 NCR 45 is located to the northeast of the site and runs along a section of Stones Lane between Cricklade Leisure Centre to the High Street, via Bath Road, and continues north along the disused railway line towards Cirencester and the north of Swindon to the south.
- 4.18 **Figure 4.3** illustrates the location of NCR 45 in relation to the site.



Figure 4.3 Open Cycle Map Extract

Strava Heatmap

- 4.19 Further to the above, STRAVA is an internet service that tracks physical exercise, predominantly cycling and running, using GPS data. The GPS data is stored in a database which allows STRAVA users to visually see the extent that route and roads are used by other users in the form of heatmaps. The data is updated monthly.
- 4.20 The STRAVA heatmap indicates the more frequently used routes, by STRAVA users, on a red (frequently used) to blue (scarcely used) scale, as shown in **Figure 4.4**.

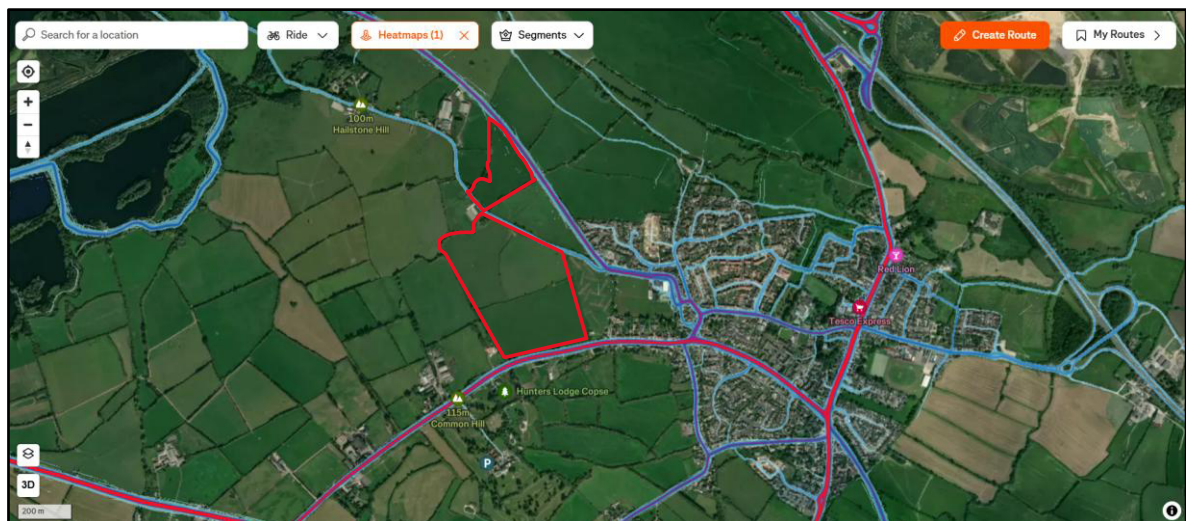


Figure 4.4 Strava Heatmap

- 4.21 **Figure 4.4** illustrates that the B4040 and the NCR 45 are frequently used by cyclists using STRAVA. Alongside these routes, the town centre is frequently which demonstrates that despite the lack of formal cycle routes in some places, the carriageway is frequently used and considered suitable by cyclists.



Proximity to Local Facilities and Amenities

4.22 The site is situated to the west of Cricklade and therefore benefits from being in proximity to a range existing services and amenities, as demonstrated in **Table 4.1**.

Service / Amenity	Approx. Distance	Approx. Walking Time		Approx Cycling Time	
		CIHT	Google	LTN 1/20	Google
Potential Bus Stop	190m	2 mins	2 mins	1 min	1 min
Proposed Car Club Facility	200m	2 mins	2 mins	1 min	1 min
Proposed Allotments	250m	3 mins	3 mins	1 min	1 min
Proposed Community Orchard	250m	3 mins	3 mins	1 min	1 min
Bishopsfield Bus Stops	500m	6 mins	6 mins	2 min	1 min
Cricklade Leisure Centre	650m	8 mins	9 mins	2 mins	2 mins
Spar Store	800m	10 mins	10 mins	3 mins	2 mins
Cricklade Town Football Club	800m	10 mins	10 mins	3 mins	2 mins
St Sampson's C.E. Primary School	850m	10 mins	11 mins	3 mins	2 mins
Cricklade Jenner Hall	1km	12 mins	14 mins	4 mins	3 mins
Cricklade Playground	1km	12 mins	14 mins	4 mins	3 mins
Thames Pre-School	1km	12 mins	14 mins	4 mins	4 mins
Jicsaw Restaurant	1.1km	13 mins	14 mins	4 mins	3 mins
Hitchings Play Park	1.2km	14 mins	16 mins	4 mins	3 mins
High Street Bus Stops	1.2km	14 mins	16 mins	4 mins	4 mins
Cricklade Dental Practice	1.2km	14 mins	15 mins	4 mins	4 mins
Cricklade Library	1.2km	14 mins	16 mins	4 mins	4 mins
Cricklade Town Hall	1.2km	14 mins	16 mins	4 mins	4 mins
Cricklade Town Council	1.2km	14 mins	16 mins	4 mins	4 mins
The Cricklade Club	1.2km	14 mins	16 mins	4 mins	4 mins
Green Gable Surgery	1.2km	14 mins	16 mins	4 mins	4 mins
Cricklade Surgery	1.2km	14 mins	16 mins	4 mins	4 mins
Boots Pharmacy	1.2km	14 mins	16 mins	4 mins	4 mins
Tesco Express	1.2km	14 mins	16 mins	4 mins	4 mins
The Old Bear Public House	1.2km	14 mins	16 mins	4 mins	4 mins
The White Hart Public House	1.2km	14 mins	16 mins	4 mins	4 mins
C & R Family Grocers	1.2km	14 mins	16 mins	4 mins	4 mins
Cricklade Manor Prep School & Nursery	1.4km	17 mins	18 mins	5 mins	5 mins
Meadow Bridge School	1.5km	18 mins	19 mins	6 mins	4 mins
Cricklade Manor Sports Hall	1.6km	19 mins	21 mins	6 mins	5 mins
Cricklade Cricket Club	1.7km	20 mins	23 mins	6 mins	5 mins
Cricklade Rugby Pitch	1.7km	20 mins	23 mins	6 mins	5 mins

Table 4.1 Summary of Local Facilities and Amenities



- 4.23 To ensure a robust assessment the walking and cycling distances and corresponding journey times have been measured from the centre of the site via the following methods: firstly, in accordance with the Chartered Institution of Highways and Transportation (CIHT) and Cycle Infrastructure design (LTN 1/20) guidelines for walking speed (1.4m/s) and cycling speed (4.5m/s) respectively, and secondly, via Google Maps, which additionally accounts for the gradient of the route when undertaking such journeys.
- 4.24 There are a range of facilities and amenities located within reasonable walking and cycling distance of the site. This includes bus stops, community buildings, schools, pharmacy, public houses, and surgeries.

Public Transport

- 4.25 The nearest bus stops are located along the B4040, known as the 'Bishopsfield' bus stops, which are located approximately 800m east from the centre of the site. The eastbound stop comprises a flag and pole, shelter with seating and printed timetable information, whilst the westbound stop comprises a flag and pole only.
- 4.26 The bus stops are served by the 53 Stagecoach West bus service, which operates between Cricklade, Purton and Swindon.
- 4.27 Further bus stops are located along Cricklade High Street known as the 'High Street' bus stops which are additionally served by the 51 Stagecoach West bus service which provides access to Cirencester and Swindon.
- 4.28 A summary of the services from the 'Bishopsfield' bus stops is provided in **Table 4.2**, with full timetable information provided in **Appendix C**.

Service	Operator	Route / Destinations Served	Days	Timetable Summary		
				First Service	Approx. Frequency	Last Service
53	Stagecoach West	Cricklade – Purton - Swindon (towards Park North, New College)	Mon - Sat	06:22	Every hour	18:29
			Sun	08:12	Every 2 hours	16:12
		Swindon – Purton - Cricklade (towards Haydon Wick, Orbital Shopping Park)	Mon - Fri	09:39	Every hour	15:39
			Sat	09:39	Every hour	14:39
			Sun	09:39	Every 2 hours	15:39
51	Stagecoach West	Cirencester - Swindon	Mon - Fri	06:21	Every hour	20:32
			Sat	08:02	Every hour	20:31
			Sun	08:40	Every 2 hours	18:30
		Swindon - Cirencester	Mon - Fri	05:50	Every hour	18:33
			Sat	06:09	Every hour	18:33
			Sun	07:36	Every 2 hours	17:38

Table 4.2 Bus Services and Frequencies



- 4.29 As demonstrated by **Table 4.2**, the 53 and 51 Stagecoach West bus services provide a regular service Monday to Sunday into Purton, Swindon and Cirencester, with a journey time of less than an hour to the furthest stop on these services.
- 4.30 These services are suitable for both commuters to use for work and leisure / social purposes. As these services operate at the weekend, residents would also be able to utilise it for leisure purposes outside the typical working week.

Rail Services

- 4.31 The nearest largest railway station is Swindon Railway Station which is located approximately 15km to the southeast of the site. This is accessible via the 53-service bus to Fleming Way, Swindon which is located 450m from the railway station.
- 4.32 Swindon Railway Station is on the Great Western Main Line and lies between Didcot Parkway and Chippenham. It is managed by Great Western Railway, which operates all of the services from the station.
- 4.33 The station is served by frequent intercity trains to London Paddington eastbound, and westbound to Bristol and Cardiff. There are services to Cheltenham via Gloucester on the Golden Valley Line, and a local service to Westbury via the Wessex Main Line. Additional services run during the peak periods, and some existing services are extended further afield. Some trains are extended beyond Swansea to Carmarthen, and a number of trains are extended beyond Bristol Temple Meads to Weston-Super-Mare, Taunton, Exeter, Plymouth and Penzance.
- 4.34 Swindon Railway Station offers car and cycle parking, along with a drop-off / pick-up point. It also has CCTV security, public Wi-Fi, refreshments and shops available for passengers. Additionally, there is a sheltered waiting area and seating area, all of which encourage the use of railway station and therefore train services.

Opportunities for Sustainable Travel

- 4.35 As part of the development proposals, a range of measures are projected to increase the uptake of sustainable travel. These measures are shown on the framework plan attached at **Appendix D** and summarised below:

Pedestrian / Cycle Opportunities

- 4.36 A pedestrian / cycle route shall encircle the scheme providing a safe and attractive off-road network for residents and visitors.
- 4.37 The above pedestrian / cycle route shall link into the existing PRow footpath (CRIC30). Please refer to **Section 3** for further detail on PRow within the vicinity of the site.



- 4.38 In addition to the above, the pedestrian / cycle route can be accessed via Stones Lane in two locations along the site's boundary with Stones Lane. Alongside this, it can be accessed from the proposed site access from the B4040 which extents eastwards and connects into the footway proposed as part of the adjacent application (REF: PL/2021/10404) which connects into the existing pedestrian infrastructure to the east providing access to Cricklade town centre.
- 4.39 The framework plan also confirms potential connections into the neighbouring application (REF PL/2021/10404). Two active travel connections are proposed along the site's eastern boundary to help promote active travel.
- 4.40 Finally, the active travel connections onto Stones Lane provides a more direct route for pedestrians / cyclists to join the existing cycleway (NCR 45) along the dismantled railway which provides a route towards Cirencester and Swindon.

Public Transport Opportunities

- 4.41 The site has been designed to ensure the site is capable of accommodating a future bus loop, subject to future discussions with the bus operator and Wiltshire Council. This would enable a bus to enter the site and route through an internal loop arrangement, before continuing the remainder of its current service. Further details of any future bus provision will be determined post-application and as part of any future reserved matters application, at which point potential bus stop locations can be identified as appropriate.

Car Club

- 4.42 It is proposed that the scheme will include a car club to support sustainable travel modes. The car club will be located along the site's main access route and shall be used to help reduce the overall car miles driven and local congestion, contributing to the TP aims. Discussions with a future operator have been undertaken, with the operator confirming they see the potential for at least 2 car club cars, with potential for a third space in due course. Space for these vehicles will therefore be provided. There are currently no car club spaces within Cricklade, and the future operator has confirmed that, although located within the proposed development, the car club vehicles could be used by any resident within Cricklade. Therefore, the offer of car club spaces and vehicles within the development provides wider benefits to the wider community, and is not just limited to future residents of the proposals.

Summary

- 4.43 The application site is located within walking and cycling distance to a number of local facilities and amenities located within Cricklade. Pedestrian footways are provided for the majority of the route into Cricklade; as well as the NCR 45 located to the northeast of the site.



- 4.44 The site benefits from being in close proximity to the 'Bishopsfield' and 'High Street' bus stops which provide a regular service to Swindon, Purton and Cirencester. Furthermore, the site has safeguarded the potential for new bus stops to be included within the site.
- 4.45 The closest largest railway station is Swindon Railway Station. The railway station is accessible via the 53-service bus from the 'Bishopsfield' bus stops.
- 4.46 The proposals include a range of opportunities to improve active travel connectivity for the site, as well as the neighbouring Bloor Home's proposed development.
- 4.47 The proposed development will prioritise sustainable transport modes as per paragraph 115 of the NPPF (December 2024, updated version February 2025).

5. Development Proposals

- 5.1 Outline planning permission for up to 315 dwellings with associated access and infrastructure including Suitable Alternative Natural Greenspace. All matters are reserved except for access.
- 5.2 A proposed framework plan is attached at **Appendix D**.

Access Arrangements

Pedestrian Access

- 5.3 The proposals include a pedestrian / cycle route which encircles the scheme and shall provide a safe and attractive off-road network. Access to the route shall be via the proposed access from the B4040, as well as from Stones Lane. This is shown on the proposed framework plan attached at **Appendix D**, whilst formal details and alignment will be confirmed through future Reserved Matters applications.

Vehicle Access

- 5.4 The site presently benefits from a vehicular access via a gated entrance onto the B4040 at the southeast corner of the site.
- 5.5 As part of the development proposals, the vehicle access is proposed to be relocated to a position circa 60m west of the existing gated access. Vehicular access will be achieved via a single access point onto Malmesbury Road / Common Hill (B4040) along the southern boundary of the site.
- 5.6 The access will consist of a simple priority junction at a 90-degree angle to the highway, with a 6m carriageway width and 10m junction radii as demonstrated on the drawing at **Appendix E**.
- 5.7 A secondary access for emergency vehicles is proposed along Stones Lane and shall consist of a 4m wide carriageway with a removable bollard as demonstrated on the drawing at **Appendix F**. The ditch under the emergency access will be culverted and the initial view from WC suggests it should be deliverable within S278. This correspondence is attached at **Appendix G**.

Swept Path Analysis

- 5.8 A swept path analysis is a technical assessment used to simulate and evaluate the movement and manoeuvrability of a vehicle within a specific area, ensuring that it can navigate the space safely and efficiently. In the context of this TA, the swept path analysis demonstrates how a fire tender and refuse vehicle as well as associated cars can access and egress the primary site access, as shown in **Appendix H**. Furthermore, **Appendix F** demonstrates how the proposed emergency access can accommodate a fire tender entering and egressing the site from/onto Stones Lane.



Visibility Assessment

Malmesbury Road / Common Hill (B4040) Access

- 5.9 To determine the visibility splays required in each direction along the B4040 from the proposed site access, the ATC summarised in **Section 3** has been assessed and subsequent calculations have been made regarding the necessary stopping sight distances.
- 5.10 As set out in **Table 3.2** above, the 85th percentile speeds were recorded as 50.6mph eastbound and 48.8mph westbound.
- 5.11 As the design speeds are above 40mph, the DMRB parameters have been used to calculate the stopping sight distance (SSD). A deceleration rate of 2.45m/s and a 2 second reaction time has been applied in line with the DMRB parameters.
- 5.12 Based on the assessment provided, the following parameters have been used:

To the west (accounting for eastbound speeds)

- Design Speed: 50.6mph;
- Reaction Time: 2 seconds; and
- Deceleration Rate: 2.45m/s.

To the east (accounting for westbound speeds)

- Design Speed: 48.8mph;
- Reaction Time: 2 seconds; and
- Deceleration Rate: 2.45m/s.

- 5.13 With regards to the 'X' distance, the standard 2.4m has been used.
- 5.14 Utilising the parameters identified above, junction visibility splay requirements of 149.7m visibility to the west and 140.8m to the east of the proposed site access point have been calculated based on recorded 85th percentile speeds.
- 5.15 In terms of forward visibility, 115m forward visibility for vehicles approaching the 30mph speed limit change from the west have been demonstrated, in accordance with Traffic Signs Manual standards.
- 5.16 The access visibility drawing attached at **Appendix I** therefore demonstrates the required visibility splays of 2.4m x 149.7m and 2.4m x 140.8m to the west and east, respectively, as well as the forward visibility stated above.
- 5.17 The visibility splays identified are wholly achievable within the extent of the application site and the publicly maintained highway. The highway boundary data is attached at **Appendix J**.



Stones Lane Emergency Access

- 5.18 To determine the visibility splays required in each direction along Stone Lane from the proposed emergency vehicle access, the MfS parameters for a 30mph speed limit has been used and subsequent calculations have been made regarding the necessary stopping sight distances.
- 5.19 A deceleration rate of 4.41m/s and a 1.5 second reaction time has been applied in line with the MfS parameters.
- 5.20 Based on the assessment provided, the following parameters have been used:

To the east

- Design Speed: 30mph;
- Reaction Time: 1.5 seconds; and
- Deceleration Rate: 4.41m/s.

To the west

- Design Speed: 30mph;
- Reaction Time: 1.5 seconds; and
- Deceleration Rate: 4.41m/s.

- 5.21 With regards to the 'X' distance, the standard 2.4m has been used.
- 5.22 Utilising the parameters identified above, junction visibility splay requirements of 40m visibility to the east and west of the proposed emergency access point have been calculated based on MfS parameters.
- 5.23 The access visibility drawing attached at **Appendix F** therefore demonstrates the required visibility splays of 2.4m x 40m to both the east and west are achievable.
- 5.24 The visibility splays identified are wholly achievable within the extent of the application site and the publicly maintained highway. The highway boundary data is attached at **Appendix K**.

Traffic Calming Measures

- 5.25 Although visibility from the proposed access can be achieved in accordance with recorded speeds and no collisions have been recorded, it is considered beneficial to seek to reduce vehicle speeds on approach to the site. It is therefore proposed to relocate the change in speed of 30mph to the west of the proposed site access as vehicles enter Cricklade as part of gateway feature approaching the town. It should be noted that as part of the adjacent application (REF: PL/2021/10404) an extension to the speed limit is already proposed, therefore this further extension would ensure both the proposed development site and the adjacent application site's accesses are both located within the 30mph limit.



- 5.26 The indicative proposals are shown on the plan at **Appendix E**. It is considered that this relocation will provide benefits to existing and future residents in the area by reducing traffic speeds.
- 5.27 The application is committed to delivering an improved gateway feature and potential accompanying surface treatment, which would enhance the setting of the change of speed limit. It is proposed that the exact arrangement of such feature is developed in greater detail through post-application engagement with both Wiltshire Council Highways and Cricklade Parish Council, to ensure the most appropriate design is provided.

Road Safety Audit

- 5.28 A Stage 1 Road Safety Audit will be undertaken once the principle of access has been agreed through the planning process. To aid this process a Stage 1 RSA Brief has been prepared for agreement and sign off by Wiltshire Council Highways. This RSA Brief is included at **Appendix L**.

Internal Site Layout

- 5.29 The internal site layout is a matter reserved for future consideration; however, a high-level review of the proposed indicative framework plan has been undertaken.
- 5.30 The Wiltshire Design Guide (WDG) sets out the design principles primarily for major housing and mixed-use developments located in Wiltshire.
- 5.31 The WDG confirms that the current MfS guidance should be referred to for more detailed guidance on street design.

Refuse and Recycling Collection

- 5.32 WC provides regular waste, recycling, and garden waste collection services.
- 5.33 It is anticipated that refuse and recycling collection will take place on site along the main estate road, with all plots serviced from the kerbside.
- 5.34 Building Regulations Approved Document H guidance states that a waste collection worker should not have to pull a bin for a distance greater than 25m, however Wiltshire Council's have their own guidance on Waste Storage and Collection, whereby a 10m maximum operator distance is stipulated.
- 5.35 Part H of the Building Regulations - Section 1.8, and MfS - section 6.8.9, state that residents *"should not be required to carry waste more than 30m"* and *"should be sited so that the carry distance does not usually exceed 30m"*.
- 5.36 All dwellings within the development shall meet the guidance in respect of waste operative and resident bin drag / carry distance.



Parking

Car Parking

5.37 WC set out car parking standards within the Wiltshire Local Transport Plan 2011 – 2026 Car Parking Strategy (March 2015). It sets out the following car parking requirements for new residential developments:

- a) 1 bedroom – 1 space;
- b) 2-3 bedrooms – 2 spaces;
- c) 4+ bedrooms – 3 spaces; and
- d) Visitor parking – 0.2 spaces per dwelling (unallocated).

5.38 WC only includes garages as part of the allocated parking provision where they meet the minimum size requirement of 6m x 3m internally.

5.39 Given the application is submitted in outline, detailed parking arrangements are not included at this stage; however, the development will comply with the relevant WC parking standards and guidance at the reserved matters stage.

Cycle Parking

5.40 The Wiltshire Local Transport Plan Cycling Strategy confirms that developments should provide high quality cycle parking in all new developments. In terms of cycle parking provision, all dwellings shall benefit from secure, convenient and accessible storage provision to encourage active travel to / from the application site.

5.41 WC set out cycle parking standards within the Wiltshire Local Transport Plan Cycling Strategy. It confirms that residential cycle parking shall be in an internal area or within a covered, lockable enclosure i.e., garage, shed, or locker. Access to the highway shall be convenient. It sets out the following cycle parking requirements for dwellings/flats:

- a) One covered space per bedroom for up to three-bedroom dwellings;
- b) Three covered spaces per unit for four-bedroom dwellings;
- c) Four covered spaces per unit for five-bedroom dwellings etc.; and
- d) Plus, one visitor space per 20 bedrooms.

5.42 The proposed development shall provide cycle parking in accordance with the WC cycle parking standards stated above.

Electric Vehicle Charging Provision

5.43 WC have set out within the WDG that “*developers should incorporate electric vehicle charging points to private residential on-plot parking spaces, and communal EV charging points within residential parking courts*”.

5.44 In accordance with the technical guidance contained within Part S of the Building Regulations 2010 (revised for 2021), all dwellings shall benefit from suitable EV charging infrastructure.



Summary

- 5.45 Vehicular access to the site shall be provided via Malmesbury Road / Common Hill (B4040). As part of the proposed development, a single access point is proposed in the form of a simple priority junction positioned at a 90-degree angle to the existing carriageway. The junction is designed to accommodate safe vehicle movements, comprising a 6m wide carriageway, 10m radii, and 2m footways on either side.
- 5.46 A pedestrian / cycle shall encircle the scheme and access to the route shall be via the proposed access from the B4040, as well as from Stones Lane.
- 5.47 The internal layout of the development will be subject to a future reserved matters application; however, the principles have been set out in accordance with best practice guidance. The layout and proposed connections provide safe and efficient movement for all users, including pedestrians, cyclists, and vehicles, while facilitating convenient access throughout the site.
- 5.48 In summary, the site can be safely and effectively accessed by all users. The proposed access arrangements and internal layout comply with relevant guidance and are consistent with the principles of safe and sustainable development, in line with Paragraph 115 of the NPPF.

6. Development Trip Generation and Distribution

Introduction

- 6.1 When considering a residential development, it is generally accepted that the critical periods, in terms of traffic impact on the adjacent highway network, are the weekday morning and evening peak hours, when traffic flows associated with the site combined with the traffic flows on the adjacent highway network are at their greatest.
- 6.2 It follows that should the impact of development traffic on the local road network be considered acceptable during these periods, then it would also be acceptable during other, less busy periods of the week.

Vision Led Transport Planning: TRICS Guidance

- 6.3 In February 2021, TRICS released the 'Guidance Note on the Practical Implementation of the Decide and Provide Approach' guidance document. The foreword of this document states:

"The way we think about planning for the future is beginning to change and needs to change in response to the circumstances above. In contrast to the forecast-led paradigm of the Predict and Provide, we need to embrace the vision-led paradigm of Decide and Provide – decide upon a preferred future and then provide the means to help realise that future and which can accommodate the uncertainty."

- 6.4 This document establishes a threshold of 500+ homes for when 'scenario planning' should be carried out.
- 6.5 Scenario planning involves testing a range of plausible outcomes in terms of background traffic growth and development trip generation, rather than the historical method of testing just one scenario which is typically based on worst-case assumptions for background traffic growth and development trip generation.
- 6.6 The TRICS Guidance Note (February 2021) which details the practical implementation of the Decide & Provide Approach defines the method to forecasting trip generation as the following:

"Decide and Provide (D&P) is a planning paradigm that is vision-led, rather than forecast-led (Predict and Provide), and which aims to improve the resilience of planning decisions by taking account of deep uncertainty about the future. At its heart is deciding on a preferred future and providing a development path best suited to achieving it."

- 6.7 This methodology differs from a typical / traditional 'Predict and Provide' approach, which is defined as the following:



“The Predict and Provide (P&P) paradigm, sometime referred to as the ‘rear view mirror’ or ‘business as usual’ approach, essentially uses past or historical traffic and socio-economic trends to determine the future need for infrastructure. It can be perceived as replicating and reinforcing the status quo. Traditional transport planning has, by default, used the P&P process using these past trends to forecast the transport needs of the future.”

- 6.8 In relation to the D&P methodology, the guidance note specifies three main parameters to consider when undertaking such an assessment, which are outlined below:

“Scale – The need for scenario planning will increase with the project size. All major planning applications relating to 500+ homes or 5,000m² employment / retail floorspace should be supported by scenario planning.

Sensitivity – The need for scenario planning will also increase with increased project sensitivity, for example in less accessible rural area or, conversely, highly congested, dense urban environments.

Complexity – The need for scenario planning will also increase with project complexity.”

- 6.9 Due to the threshold of 500+ homes, for this assessment, the ‘Predict and Provide’ approach has been adopted, noting that it will offer a robust case for capacity assessment.

Forecast Trip Generation (Predict and Provide): 315 Dwellings

- 6.10 To assess the trip generation associated with the proposed development, residential sites with similar characteristics have been identified in the TRICS database (version 8.25.11) and average vehicle trip rates have been obtained. It is noted that a future application would likely have a mixture of tenures to include affordable, however, a 100% assessment based on privately owned houses is a robust assessment as this stage as the TRICS database typically determines that the ‘privately owned houses’ category has a higher associated trip rate, whilst can typically include sites which comprise up to 30% affordable housing. Sites for private houses were filtered to provide a comparable assessment to that proposed based on the following selection criteria:

- a) Sites located in England (excluding Greater London), Scotland, and Wales;
- b) Weekday surveys, where the impact of the proposed development would be greatest;
- c) Sites located in Edge of Town locations;
- d) Sites ranging from 200 to 350 dwellings;
- e) Sites with a population within one mile <20,000; and
- f) Sites with a population within five miles <250,000.

- 6.11 The full TRICS output report is attached at **Appendix M**, whilst a summary of the multi-modal trip rates and forecast trip generation of the site is provided in **Table 6.1**.



Mode of Travel	Time Period	Trip Rates (per 1 dwelling)			Trip Generation (315 dwellings)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Walking	AM Peak (08:00-09:00)	0.029	0.088	0.117	9	28	37
	PM Peak (17:00-18:00)	0.047	0.034	0.081	15	11	26
Cycling	AM Peak (08:00-09:00)	0.004	0.013	0.017	1	4	5
	PM Peak (17:00-18:00)	0.011	0.009	0.020	3	3	6
Public Transport	AM Peak (08:00-09:00)	0.000	0.032	0.032	0	10	10
	PM Peak (17:00-18:00)	0.012	0.003	0.015	4	1	5
Total Vehicles	AM Peak (08:00-09:00)	0.155	0.404	0.559	49	127	176
	PM Peak (17:00-18:00)	0.353	0.172	0.525	111	54	165

Table 6.1 Trip Rates and Multi-modal Trip Generation for 315 Residential Dwellings

(*subject to cumulative rounding)

6.12 **Table 6.1** demonstrates that the proposed residential dwellings could be expected to generate approximately 37 pedestrian trips, 5 cycling trips, 10 public transport users, and 176 vehicle trips during the typical AM peak period. During the typical PM peak period, the development could be expected to generate approximately 26 pedestrian trips, 6 cycling trips, 5 public transport users, and 165 vehicle trips.

6.13 As stated above, the vision-led method of 'Decide and Provide' has a threshold of 500+ dwellings and therefore this scenario planning approach is not required and instead the 'Predict and Provide' method has been used.

Trip Distribution and Assignment

6.14 The forecast development traffic has been distributed based on 2011 Census Journey to Work data, for the Middle Super Output Area: Wiltshire 001, which encompasses the site and wider Cricklade area. The outputs of this census analysis have been compared against the distributions derived for the two adjacent applications to ensure the appropriateness of the outputs of this new census analysis. This data is summarised in **Table 6.2** below.

Route	Distribution		
	Proposed Distribution	PL/2022/02452	PL/2021/10404
A419 North	27.0%	30.0%	25.5%
A419 South	37.0%	32.0%	38.0%
Malmesbury Road West	21.0%	22.0%	18.3%
B4553 South	15.0%	14.0%	18.2%
Cricklade Town Centre	0.0%	2%	0%
Total	100%	100%	100%

Table 6.2 Census Distribution Analysis and Comparison



- 6.15 As can be seen from the above table, the proposed distribution aligns nicely in-between the other two applications, providing a further layer of confidence in the proposed distribution. The result is that the majority of traffic is forecast to route through Cricklade towards the junctions with the A419, however small proportions of traffic dissipate along the way, towards the west towards Malmesbury, and to the south on the B4553 towards North Swindon.
- 6.16 Traffic Flow Diagrams (TFDs) demonstrating the proposed development distribution and assignment are attached at **Appendix O**.

Summary

- 6.17 The TRICS assessment indicates that the proposed development is expected to generate approximately 37 pedestrian trips, 5 cycling trips, 10 public transport users, and 176 vehicle trips during the typical AM peak period. During the typical PM peak period, the development could be expected to generate approximately 26 pedestrian trips, 6 cycling trips, 5 public transport users, and 165 vehicle trips.
- 6.18 Furthermore, the TP submitted under separate cover, outlines a range of measures aimed at encouraging modal shift towards more sustainable forms of transport, which are expected to further reduce reliance on private car use and mitigate traffic impacts.
- 6.19 The associated impact of the above traffic generation is assessed at specific junctions through traffic modelling undertaken within **Section 7** below.



7. Traffic Impact Assessment

- 7.1 In order to demonstrate that the site access will operate suitably in terms of traffic movements, a modelling exercise has been undertaken.
- 7.2 This section details the process for deriving base traffic flows and the methodology used to forecast future traffic conditions on the local highway network, in order to model the site access junction. It also identifies the future years of assessment pertinent to the analysis, as well as the results of the junction capacity modelling which was undertaken using JUNCTIONS 11.

Base and Future Year Scenarios

- 7.3 All TFDs for the 2026 base year and 2031 future year scenarios, both with and without development and committed development, are provided at **Appendix N**.
- 7.4 The following traffic flows scenarios have been assessed for the weekday network AM, and PM peak hours for the following assessment scenarios, with the future year of 2031 which reflects an indicative but plausible build program of 2 years to achieve planning and a 3 year build out.
- a) 2026 Base Year;
 - b) 2031 Forecast Year;
 - c) 2031 Forecast Year plus Proposed Development; and
 - d) 2031 Forecast Cumulative Assessment
- 7.5 To estimate future traffic conditions and determine the impact of the forecast trip generation / attraction on the local highway network, the TEMPro database (Version 8.1) has been consulted using the 'Core' Scenario. This scenario assumes that traffic increases on a yearly basis, given ongoing population growth, and does not account for changes in travel behaviour and the uptake in more sustainable modes of travel in favour of private car journeys.
- 7.6 This assumption is a traditional approach to forecasting traffic conditions / impact and follows a 'predict and provide' philosophy rather than forecasting more favourable and aspirational future conditions that may be realised through commitments / measures made to increase sustainable modes of travel. Given the inherent increase in background traffic associated with any impact assessment, this provides a robust analysis and presents a worst-case scenario.
- 7.7 The growth factors are summarised in **Table 7.1** below, based on output area 'Wiltshire 001 (E02006644)' for the 'minor' road type using the Core Scenario.

Growth Year	Local Growth Figure	
	AM Peak	PM Peak
2026 to 2031	1.0397	1.0407

Table 7.1 TEMPro Local Growth Factors (2026 to 2031)



Cumulative Assessment Scenario

- 7.8 As set out in **Section 2** with reference to the NPPG (Paragraph: 014), which requires Transport Assessments to give appropriate consideration to the cumulative impacts of other committed development, the assessment includes two nearby schemes; the committed Stones Farm scheme and the neighbouring Common Hill proposal, which although not yet determined, lies directly adjacent to the application site and has potential connectivity links, and is therefore included to ensure a robust and comprehensive impact assessment.
- 7.9 On this basis the following development traffic flows shall be added to the 2031 future year to further account for the anticipated localised growth in traffic flows over and above typical growth on the local highway network accounted for within the TEMPro growth factors. Whilst the TEMPro growth factors already allow for additional development in the area, including an additional 102 dwellings between 2026-2031, the manual inclusion of these committed and proposed sites provides a robust analysis of the cumulative impact of these schemes on the immediate local highway network:
- a) Land at Stones Farm (Ref: PL/2022/02452) – consented residential development of 140 dwellings, a habitat support area and associated landscaping and works, with access via a natural extension of Jenners Yard which forms a priority junction arrangement off West Mill Lane.
 - b) Land off Common Hill, Cricklade (Ref: PL/2021/10404) – proposed residential development for up to 49 dwellings, associated infrastructure and public open space.
- 7.10 The development proposed under application PL/2021/10404 for the erection of up to 49 dwellings has also been accounted for within the assessment in order to provide a robust assessment, even though the development is not committed in planning terms given the uncertainty over its likelihood to come forward in the next 3 years.
- 7.11 The forecast vehicular trips for the above sites have been derived from the traffic flow diagrams contained within their respective Transport Assessments and assigned to the network accordingly. These trips are summarised within the wider TFDs contained within **Appendix N**.

Impact Analysis Study Area

- 7.12 For the purpose of assessing the impact of the proposed development on the local highway network, the study area covers the following junctions:
- a) Site Access / B4040 Priority Junction;
 - b) B4040 / B4040 Common Hill / West Mill Lane Roundabout;
 - c) B4040 High Street / B4553 / B4040 Roundabout;
 - d) B4040 Calcutt Street / B4040 High Street / High Street Roundabout; and
 - e) A419 / Calcutt Court Farm / B4040 Calcutt Street Roundabout.



Junction Capacity Analysis

- 7.13 The traffic impact assessment for both the site access and off-site junctions has been undertaken using the PICADY/ARCADY modules within the TRL software package JUNCTIONS 11, which is an appropriate tool to assess the impact of the proposed development.
- 7.14 As part of the preparation for the modelling work, the profile of traffic patterns across the two peak periods was reviewed to determine the appropriate traffic profile to use within the modelling software. Upon review it is apparent that there is not a peak within a peak, and therefore a typical “one hour” profile, which is the predetermined default within Junctions 11 software would not be appropriate. Instead a “flat” profile has been determined, given the broadly consistent and flat traffic profile over the c. 2 hour period encompassing both peak periods.

Site Access / B4040 Priority Junction

- 7.15 Given that the existing situation does not comprise a formal access into the proposed site, and there are no existing uses within the site that give rise to daily vehicular trips, the results of the capacity analysis undertaken for the site access junction for the AM and PM Peaks for the 2031 Forecast traffic flow scenario plus development and 2031 Forecast plus committed development and proposed development scenarios only are presented in **Table 7.2**. The full model results for these scenarios are contained in **Appendix O**.

Time Period	Stream	2031 Forecast plus Proposed Development			2031 Forecast Cumulative Assessment		
		Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
AM Peak (08:00 – 09:00)	B-C	0.2	7.03	0.16	0.2	7.05	0.17
	B-A	0.1	9.68	0.07	0.1	9.77	0.07
	C-AB	0.1	5.57	0.08	0.1	5.49	0.08
PM Peak (16:00 – 17:00)	B-C	0.1	6.25	0.07	0.1	6.29	0.07
	B-A	0.0	9.39	0.03	0.0	9.53	0.03
	C-AB	0.2	6.60	0.17	0.3	6.72	0.18

Table 7.2 Site Access / B4040 Priority Junction Modelling Results

Arm A = B4040 (W). Arm B = Proposed Site Access. Arm C = B4040 (E)

- 7.16 **Table 7.2** indicates that Site Access / B4040 priority junction will operate well within capacity in the 2031 future year in both the AM and PM Peak periods, with and without the committed development scenarios.
- 7.17 In the AM and PM Peaks the junction is forecast to have minimal queuing with a maximum RFCs of 0.17 in the AM and 0.18 in the PM, with queues of <1 vehicle. It is therefore considered that the proposed site access junction is appropriate.



B4040 / West Mill Lane Roundabout

7.18 The results of the capacity analysis for the B4040 / West Mill Lane roundabout for the AM and PM Peaks for the 2026 Base Year and 2031 Forecast Year scenarios are presented in **Table 7.3**. The full model results for all scenarios are contained in **Appendix O**.

Time Period	Arm	2026 Base			2031 Forecast		
		Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
AM Peak (08:00 – 09:00)	Arm A	0.2	2.46	0.16	0.2	2.48	0.17
	Arm B	0.2	3.27	0.15	0.2	3.30	0.16
	Arm C	0.3	4.86	0.24	0.3	4.94	0.25
PM Peak (16:00 – 17:00)	Arm A	0.2	2.57	0.20	0.3	2.60	0.20
	Arm B	0.2	3.37	0.14	0.2	3.40	0.14
	Arm C	0.2	4.25	0.14	0.2	4.29	0.15

Table 7.3 B4040 / West Mill Lane Roundabout Modelling Results – without Proposed Development

Arm A = B4040 (E). Arm B = B4040 (W). Arm C = West Mill Lane

7.19 **Table 7.3** indicates that the existing B4040 / West Mill Lane junction is operating under capacity without the implementation of the proposed development.

7.20 The results of the AM and PM Peaks for the two forecast scenarios including the proposed development are presented in **Table 7.4**.

Time Period	Arm	2031 Forecast plus Proposed Development			2031 Forecast Cumulative Assessment		
		Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
AM Peak (08:00 – 09:00)	Arm A	0.2	2.55	0.19	0.3	2.60	0.21
	Arm B	0.3	3.64	0.24	0.4	3.79	0.26
	Arm C	0.4	5.31	0.26	0.5	5.87	0.32
PM Peak (16:00 – 17:00)	Arm A	0.3	2.77	0.25	0.4	2.89	0.29
	Arm B	0.2	3.55	0.18	0.2	3.70	0.20
	Arm C	0.2	4.41	0.15	0.2	4.59	0.18

Table 7.4 B4040 / West Mill Lane Roundabout Modelling Results – with Proposed Development

Arm A = B4040 (E). Arm B = B4040 (W). Arm C = West Mill Lane

7.21 **Table 7.4** demonstrates that following the implementation of the proposed development the junction will continue to perform under capacity, with a maximum RFC of 0.25 in the AM peak period and 0.29 in the PM period it is therefore considered that the impact on the operation of the junction is acceptable.



B4040 / B4553 / High Street Mini Roundabout

7.22 The results of the capacity analysis for the B4040 / B4553 / High Street Mini Roundabout model for the AM and PM Peaks for the 2026 Base Year and 2031 Forecast Year scenarios are presented in **Table 7.5**. The full model results for all scenarios are contained in **Appendix O**.

Time Period	Arm	2026 Base			2031 Forecast		
		Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
AM Peak (08:00 – 09:00)	Arm A	1.1	8.38	0.53	1.2	8.81	0.56
	Arm B	0.6	5.08	0.36	0.6	5.25	0.38
	Arm C	1.3	12.84	0.57	1.5	14.07	0.60
PM Peak (16:00 – 17:00)	Arm A	2.0	11.31	0.67	2.3	12.36	0.70
	Arm B	0.4	4.62	0.29	0.4	4.76	0.30
	Arm C	0.5	7.47	0.35	0.6	7.75	0.37

Table 7.5 B4040 / B4553 / High Street Mini Roundabout Modelling Results – without Proposed Development

Arm A = B4040 (N). Arm B = B4553. Arm C = B4040 (W)

7.23 **Table 7.5** indicates that the existing B4040 / B4553 / High Street Mini Roundabout is operating under capacity without the implementation of the proposed development.

7.24 The results of the AM and PM Peaks for the two forecast scenarios including the proposed development are presented in **Table 7.6**.

Time Period	Arm	2031 Forecast plus Proposed Development			2031 Forecast Cumulative Assessment		
		Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
AM Peak (08:00 – 09:00)	Arm A	1.5	9.73	0.59	1.6	10.48	0.62
	Arm B	0.6	5.49	0.39	0.7	5.64	0.40
	Arm C	3.1	22.99	0.76	5.5	36.89	0.85
PM Peak (16:00 – 17:00)	Arm A	3.4	16.66	0.78	4.7	21.76	0.83
	Arm B	0.5	5.26	0.34	0.6	5.67	0.36
	Arm C	0.7	8.26	0.42	0.9	8.91	0.46

Table 7.6 B4040 / B4553 / High Street Mini Roundabout Modelling Results – with Proposed Development

Arm A = B4040 (N). Arm B = B4553. Arm C = B4040 (W)



- 7.25 **Table 7.6** demonstrates that following the implementation of the proposed development the junction will start to approach capacity, with a maximum RFC of 0.85 in the AM peak period and 0.83 in the PM period in the 2031 Forecast Cumulative Assessment.
- 7.26 The 2031 Forecast plus Proposed Development scenario demonstrates that the proposals result in a worsening of the RFC of 0.16 in the AM and 0.08 in the PM.
- 7.27 The modelling assessment summarised above demonstrates that the proposed development will not result in a severe impact on the operation of the highway network, and that given the junction is forecast to operate within capacity in both the proposed development and the cumulative assessment scenario there is no need to provide any mitigation in order to make the proposals acceptable in highway terms.

High Street / Calcutt Street Mini Roundabout

- 7.28 The results of the capacity analysis for the High Street / Calcutt Street Mini Roundabout model for the AM and PM Peaks for the 2026 Base Year and 2031 Forecast Year scenarios are presented in **Table 7.7**. The full model results for all scenarios are contained in **Appendix O**.

Time Period	Arm	2026 Base			2031 Forecast		
		Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
AM Peak (08:00 – 09:00)	Arm A	1.1	7.73	0.52	1.2	8.10	0.54
	Arm B	1.9	10.79	0.66	2.2	11.71	0.69
	Arm C	0.1	8.24	0.12	0.1	8.45	0.13
PM Peak (16:00 – 17:00)	Arm A	1.7	9.71	0.63	1.9	10.48	0.66
	Arm B	0.8	6.35	0.45	0.9	6.58	0.47
	Arm C	0.2	7.93	0.16	0.2	8.10	0.17

Table 7.7 High Street / Calcutt Street Mini Roundabout Modelling Results – without Proposed Development

Arm A = Calcutt Street. Arm B = High Street (S). Arm C = High Street (N)

- 7.29 **Table 7.7** indicates that the existing High Street / Calcutt Street Mini Roundabout is operating under capacity without the implementation of the proposed development.
- 7.30 The results of the AM and PM Peaks for the two forecast scenarios including the proposed development are presented in **Table 7.8**.



Time Period	Arm	2031 Forecast plus Proposed Development			2031 Forecast Cumulative Assessment		
		Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
AM Peak (08:00 – 09:00)	Arm A	1.3	8.71	0.57	1.5	9.13	0.59
	Arm B	3.3	15.80	0.77	4.4	20.03	0.82
	Arm C	0.2	9.29	0.14	0.2	9.83	0.15
PM Peak (16:00 – 17:00)	Arm A	2.6	13.19	0.73	3.4	15.92	0.77
	Arm B	1.0	7.04	0.50	1.1	7.39	0.53
	Arm C	0.2	8.41	0.17	0.2	8.61	0.17

Table 7.8 High Street / Calcutt Street Mini Roundabout Modelling Results – with Proposed Development

Arm A = Calcutt Street. Arm B = High Street (S). Arm C = High Street (N)

- 7.31 **Table 7.8** demonstrates that following the implementation of the proposed development the junction will continue to operate under capacity, with a maximum RFC of 0.82 in the AM peak period and 0.77 in the PM period in the 2031 Forecast Cumulative Assessment scenario.

Potential Impact on Strategic Highway Network

- 7.32 At the junction between the A419 slip roads and Cricklade Street a large proportion of traffic generated by the proposals has dissipated along various routes. Furthermore, this junction accommodates a large amount of traffic compared to other junctions locally within Cricklade. Therefore, it is considered a percentage impact assessment is sufficient to determine the likely impact of the proposals on this junction.
- 7.33 This has been undertaken within **Table 7.9** below, whereby total traffic entering the junction in the 2031 Forecast, along with the total traffic associated with the proposed development has been considered to calculate the percentage impact of the proposals through the junction.

Route	Traffic Flow		
	2031 Forecast	Proposed Development	% Impact
AM Peak (08:00 – 09:00)	957	96	10.0%
PM Peak (17:00 – 18:00)	998	99	9.9%

Table 7.9 Census Distribution Analysis and Comparison

- 7.34 It should be noted this is a worst case scenario, as were trips associated with cumulative development sites the percentage impact from the proposed development would be reduced. In addition, a Travel Plan has been produced and will be implemented at the development, which would seek to reduce at least a 10% reduction in car modal share,



thereby further reducing the impact of the development. Given the above and the modest impact it is concluded that the proposed development will not have a severe adverse impact on the operation of this junction and the wider strategic highway network.

Summary

- 7.35 The results of the modelling indicate that the Proposed Site Access / B4040 priority junction will operate well within capacity in the 2031 future years plus committed development and Proposed Development in both the AM and PM peak periods. The proposed access junction is therefore suitable to accommodate the forecast demand of the proposed development.
- 7.36 Junction modelling results outline that the junctions operate well within capacity taking into consideration the proposed development traffic and wider committed development traffic, and that there will be no residual highway safety or capacity issues arising from the proposals. Therefore, it is concluded that the proposed development will not result in a severe impact upon the operation or safety of the local road network and therefore is in accordance with NPPF Paragraph 116.
- 7.37 Overall, the forecast vehicular impact on the immediate strategic road network is not deemed significant and will not have an adverse impact on the operation of the wider strategic road network.

8. Mitigation Strategy for Transport Impacts

- 8.1 A set of mitigation measures are proposed to improve highway safety, improve public realm and encourage travel by sustainable modes of transport. This section summarises the mitigation measures proposed as part of the proposed development.

Access Strategy

- 8.2 The access arrangements itself ensure safe and suitable access, whilst mitigating potential transport impacts. This is done through:
- a) An appropriately sized priority junction with accompanying footways, providing vehicular, pedestrian and cycle access into the wider highway network;
 - b) Provision of a footway along the northern edge of Malmesbury Road, connecting either into the adjacent application of the existing footway at Horsey Down; and
 - c) Extension of the 30mph speed limit west of the access, which together with associated gateway features and the urbanising effect of the proposals will help calm traffic speeds in this location.

Sustainable Infrastructure

- 8.3 If the application is approved and as detailed throughout this report, the development proposes a number of on-site and off-site highway improvements to enhance the local infrastructure for pedestrians and cyclists. These include the following:
- a) A pedestrian / cycle route shall encircle the scheme providing a safe and attractive off-road network for residents and visitors;
 - b) The above pedestrian / cycle route shall link into the existing PRow footpath (CRIC30) so pedestrians can travel further afield;
 - c) Active travel links to be provided into the neighbouring proposed Bloor Homes scheme and onto Stones Lane;
 - d) The potential for an internal bus loop, and associated new bus stops has been safeguarded within the design; and
 - e) The scheme shall include a car club to support sustainable travel modes.
- 8.4 These enhancements will not only improve safety but also encourage more walking and cycling by making routes more accessible and user friendly. The combination of lower speed limits, wider paths, and better crossings will make it easier for pedestrians and cyclists to navigate the local road network.

Travel Plan (TP)

- 8.5 A TP containing measures to help promote sustainable travel within the development has been submitted alongside the application under separate cover.
- 8.6 The TP will be monitored for a period of five year, following occupation, with a suitably qualified TPC appointed to oversee its implementation and liaise with key stakeholders (i.e. WC, residents, and the developer).



- 8.7 It will be the responsibility of the Developer to ensure the appointment and funding of a suitably qualified person to perform the role of the TPC, in order to ensure compliance with the TP.
- 8.8 All residents at the site shall receive a Travel Information Pack (TIP) which shall include information such as pedestrian and cycle routes serving the application site, information on potential car sharing schemes and updates on the progress of local sustainable travel initiatives.
- 8.9 All residents will be offered Personalised Travel Planning to promote sustainable travel as part of the travel surveys.

Summary

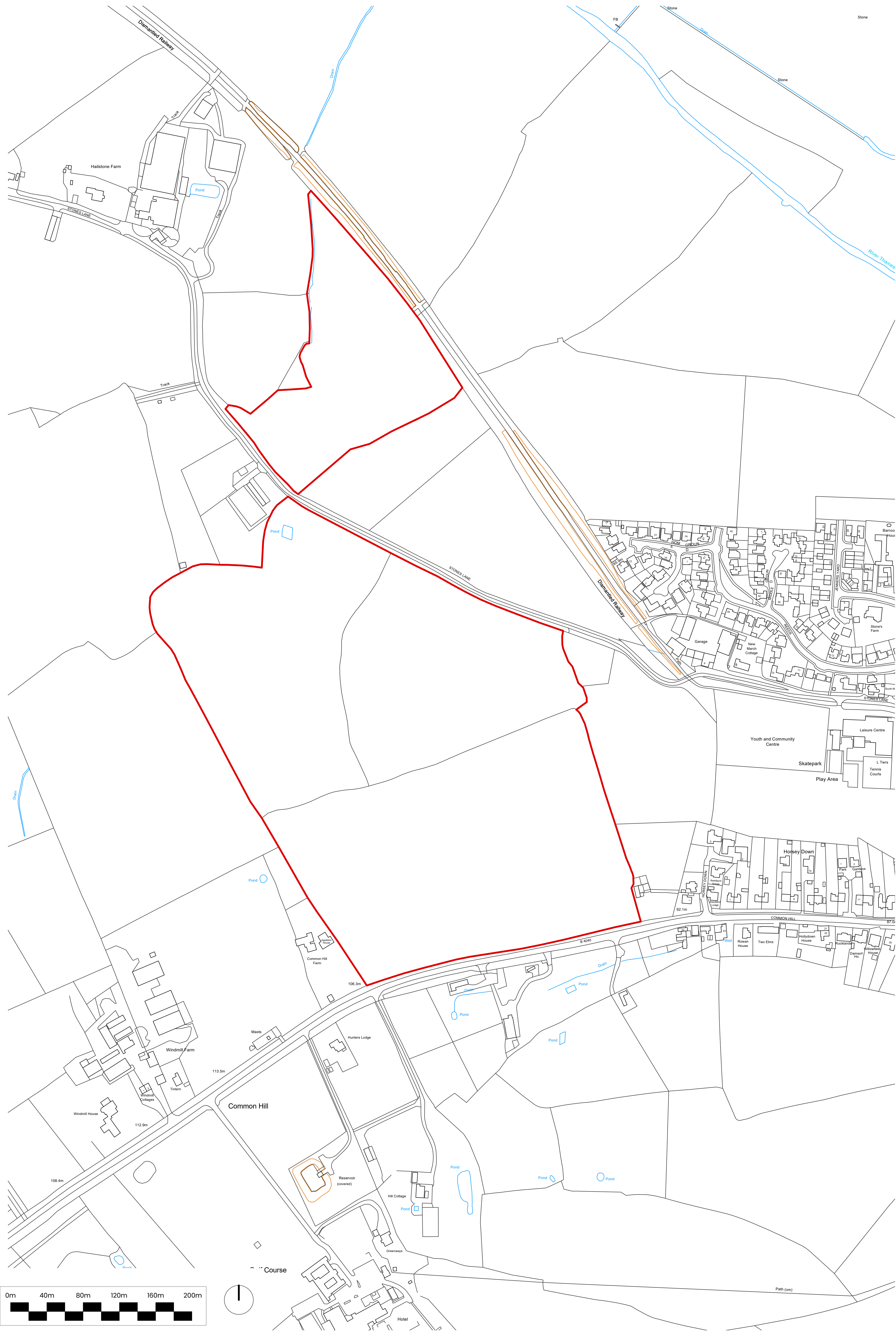
- 8.10 Proposed mitigation includes walking and cycling infrastructure, and travel planning measures. It is considered that the mitigation proposed as part of the application is appropriate and proportional in scale and relatively minor effect it will have on the local highway network and will assist in prioritising sustainable travel and therefore contribute to a safer and more connected local transport system.



9. Summary and Conclusions

- 9.1 Rappor have been instructed by Mac Mic Strategic Land Limited to prepare a TA in support of an outline planning application for a residential development at Land off Malmesbury Road, Cricklade, Swindon, SN6 6EZ.
- 9.2 Outline planning permission with all matters reserved except for access is sought for up to 315 dwellings with associated access and infrastructure including Suitable Alternative Natural Greenspace.
- 9.3 This TA has demonstrated the following:
- a) A review of the local highway network and collision data in the vicinity of the site indicates that there are no apparent problems in relation to the current operation or safety of the local highway network;
 - b) The site is sustainably located, benefitting from being in proximity to a number of local services, as well as public transport facilities, and local schools;
 - c) Access to the site is safe and suitable with sufficient visibility splays achievable within the adopted highway and land controlled by the applicant;
 - d) The results of the forecast trip generation and traffic impact assessment indicate that the proposed development shall not have a severe impact on the adjacent highway network and that the proposed access junction will operate within capacity; and
 - e) Mitigation measures are in place to improve highway safety, improve public realm and encourage travel by sustainable modes of transport.
- 9.4 Paragraph 116 of the NPPF 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.”*
- 9.5 It is concluded that the development will not result in an unacceptable impact on highway safety or a severe cumulative impact on the adjacent highway network, and therefore the proposal does not conflict with Paragraph 116 of the NPPF. As such, there are no significant highways or transportation matters that would preclude the Local Planning Authority from approving this planning application.

Appendix A – Site Location Plan



RL
Roberts Limbrick
03333 405 500
mail@robertslimbrick.com
robertslimbrick.com
Registered Office England No. 06858029
Project Name
MALMESBURY ROAD CRICKLADE

Client Name
Mac Mic Group

Drawing Title
Site Location Plan

Scale 1:2000 • A1
Origin. No 10542

Status -
Purpose Of Issue -

Project	Org	Vol	Level	Form	Role
10542	RL	XX	ZZ	DR	MP

Number 001
Revision P01

Appendix B – ATC Data



Survey Type: Automatic Traffic Counter

Location: B4040 Common Hill, Cricklade



Charge Surveys Ltd

chargesurveys.co.uk





SITE: ATC - B4040, Cricklade (51.640371, -1.872087)

Class		Axles	Groups	Description	Parameters	Dominant Vehicle	Aggregate
1	SV	2	1 OR 2	Short - Car, light Van	d(1)>=1.7m, d(1)<=3.2m & axles=2		Light
2	SVT	3, 4 OR 5	3	Short Towing - Trailer, Caravan, Boat, etc.	groups=3, d(1)>=2.1m, d(1)<=3.2m, d(2)>=2.1m & axles=3,4,5		
3	TB2	2	2	Two axle truck or Bus	d(1)>3.2m & axles=2		Medium
4	TB3	3	2	Three axle truck or Bus	axles=3 & groups=2		
5	T4	>3	2	Four axle truck	axles>3 & groups=2		
6	ART3	3	3	Three axle articulated vehicle or Rigid vehicle and trailer	d(1)>3.2m, axles=3 & groups=3		Heavy
7	ART4	4	>2	Four axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 4 & groups>2		
8	ART5	5	>2	Five axle articulated vehicle or Rigid vehicle and trailer	d(2)<2.1m or d(1)<2.1m or d(1)>3.2m axles = 5 & groups>2		
9	ART6	>=6	>2	Six (or more) axle articulated vehicle or Rigid vehicle and trailer	axles=6 & groups>2 or axles>6 & groups=3		
10	BD	>6	4	B-Double or Heavy truck and trailer	groups=4 & axles>6		
11	DRT	>6	5	Double road train or Heavy truck and two trailers	groups=5,6 & axles>6		
12	TRT	>6	>6	Triple road train or Heavy truck and three (or more) trailers	groups>6 & axles>6		Light
14	M/C	2	1 OR 2	Motorcycle	d(1)>=1.18m, d(1)<=1.7m & axles=2		
15	CYCLE	2	1 OR 2	Cycle	d(1)<1.18 & axles=2		

	Eastbound	Westbound
Total	12117	10353
Mean Speed	44.6	42.6
85%	50.6	48.8



SITE: ATC - B4040, Cricklade

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.640371, -1.872087

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

13 January 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9 -	
0100	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	53.7 -	
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	22.6 -	
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	42.5 -	
0400	4	3	0	0	0	0	0	0	1	0	0	0	0	0	0	50.6 -	
0500	21	15	0	5	1	0	0	0	0	0	0	0	0	0	0	48.8	57.4
0600	58	41	0	7	0	10	0	0	0	0	0	0	0	0	0	46.6	54.2
0700	115	102	2	9	2	0	0	0	0	0	0	0	0	0	0	43.6	49.8
0800	187	154	0	28	1	0	1	0	2	1	0	0	0	0	0	44.2	49.2
0900	137	107	3	25	0	0	0	0	2	0	0	0	0	0	0	43.1	48.5
1000	101	77	4	15	1	2	0	0	1	1	0	0	0	0	0	43.9	49.3
1100	101	80	0	19	1	1	0	0	0	0	0	0	0	0	0	42.5	47.5
1200	110	86	0	23	0	1	0	0	0	0	0	0	0	0	0	44.5	50.1
1300	118	99	3	13	0	1	0	0	0	1	0	0	0	0	1	42.5	48
1400	162	133	1	23	0	3	0	0	0	1	0	0	0	0	1	45	49.9
1500	152	121	1	24	2	3	0	0	0	0	0	0	0	0	1	44.8	51.2
1600	199	167	0	27	0	0	0	0	5	0	0	0	0	0	0	43.7	49.4
1700	166	153	0	12	0	0	0	0	0	1	0	0	0	0	0	42.5	49.3
1800	103	97	2	3	1	0	0	0	0	0	0	0	0	0	0	43.9	50.5
1900	62	53	0	9	0	0	0	0	0	0	0	0	0	0	0	44.5	49.8
2000	40	36	0	3	1	0	0	0	0	0	0	0	0	0	0	45.1	51
2100	30	26	0	3	0	0	0	0	0	1	0	0	0	0	0	43.7	49.8
2200	18	13	0	4	0	0	0	0	0	1	0	0	0	0	0	50.5	61.9
2300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	46.8 -	
07-19	1651	1376	16	221	8	11	1	0	10	5	0	0	0	0	3	43.7	49.3
06-22	1841	1532	16	243	9	21	1	0	10	6	0	0	0	0	3	43.9	49.4
06-00	1866	1551	16	248	9	21	1	0	10	7	0	0	0	0	3	43.9	49.4

00-00	1897	1571	16	256	10	21	1	0	12	7	0	0	0	0	3	44	49.7
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14 January 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	4	0	0	0	0	0	1	0	0	0	0	0	0	0	45.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	38.2	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	54.4	-
0400	4	1	1	1	0	0	0	0	1	0	0	0	0	0	0	50.1	-
0500	10	7	0	3	0	0	0	0	0	0	0	0	0	0	0	48.2	-
0600	50	32	1	10	0	6	0	1	0	0	0	0	0	0	0	45.3	50.4
0700	130	109	1	16	0	2	0	0	1	1	0	0	0	0	0	43.3	49.3
0800	201	155	4	35	2	2	0	1	0	1	0	0	0	0	1	42	49
0900	143	108	1	28	0	1	1	0	2	2	0	0	0	0	0	42.1	48.2
1000	97	81	0	11	2	1	0	2	0	0	0	0	0	0	0	45.1	50.5
1100	104	76	2	17	1	1	0	3	3	1	0	0	0	0	0	43.4	48.3
1200	120	95	1	20	0	2	0	0	1	1	0	0	0	0	0	43.8	49.4
1300	111	86	1	22	0	1	0	0	1	0	0	0	0	0	0	44.9	49.1
1400	143	118	0	18	1	3	0	0	1	1	0	0	0	1	0	43.1	48.8
1500	164	136	2	21	2	3	0	0	0	0	0	0	0	0	0	43.4	49.4
1600	235	207	0	25	0	0	0	0	1	2	0	0	0	0	0	43.7	48.3
1700	267	248	1	17	0	0	0	0	0	1	0	0	0	0	0	42.7	47.5
1800	131	121	0	8	1	0	0	1	0	0	0	0	0	0	0	43.3	48.8
1900	59	57	0	2	0	0	0	0	0	0	0	0	0	0	0	45.1	51.1
2000	29	27	0	2	0	0	0	0	0	0	0	0	0	0	0	45.6	51.3
2100	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	46.6	49.9
2200	16	14	0	2	0	0	0	0	0	0	0	0	0	0	0	46	51
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	43.4	-
07-19	1846	1540	13	238	9	16	1	7	10	10	0	0	0	1	1	43.3	48.8
06-22	2005	1676	14	253	9	22	1	8	10	10	0	0	0	1	1	43.4	48.9
06-00	2027	1696	14	255	9	22	1	8	10	10	0	0	0	1	1	43.4	48.9
00-00	2049	1709	15	261	9	22	1	9	11	10	0	0	0	1	1	43.5	49

15 January 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
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0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	44.5	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	52.8	-
0400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	57.2	-
0500	14	12	0	1	0	0	0	0	0	1	0	0	0	0	0	43.2	52.1
0600	50	31	0	8	1	6	0	1	0	3	0	0	0	0	0	44.9	51.6
0700	120	103	3	12	0	1	0	0	0	0	0	0	0	1	0	45.1	50.9
0800	165	143	1	19	1	0	0	0	1	0	0	0	0	0	0	45.3	51.8
0900	120	98	1	15	1	2	1	1	1	0	0	0	0	0	0	45.6	50.1
1000	102	83	2	13	1	3	0	0	0	0	0	0	0	0	0	45.1	52.3
1100	109	87	0	19	0	3	0	0	0	0	0	0	0	0	0	42.2	48.2
1200	132	108	0	20	2	1	0	0	1	0	0	0	0	0	0	42.5	47.2
1300	104	84	1	15	0	2	0	0	2	0	0	0	0	0	0	43.5	49.8
1400	119	98	0	17	0	3	0	0	1	0	0	0	0	0	0	44.7	50
1500	145	129	0	12	1	3	0	0	0	0	0	0	0	0	0	43.9	50.7
1600	164	147	0	15	0	1	0	0	1	0	0	0	0	0	0	43.4	49.7
1700	149	134	0	13	1	1	0	0	0	0	0	0	0	0	0	43.9	48.8
1800	93	81	1	10	1	0	0	0	0	0	0	0	0	0	0	43.8	48.5
1900	53	48	0	4	0	0	0	0	1	0	0	0	0	0	0	44.4	50.4
2000	37	31	1	5	0	0	0	0	0	0	0	0	0	0	0	44.6	50.8
2100	21	17	0	4	0	0	0	0	0	0	0	0	0	0	0	48.5	55
2200	19	17	0	1	0	0	0	0	0	1	0	0	0	0	0	47.6	56.6
2300	7	6	0	0	0	0	0	0	0	0	0	0	0	1	0	35.5	-
07-19	1522	1295	9	180	8	20	1	1	7	0	0	0	0	1	0	44.1	49.8
06-22	1683	1422	10	201	9	26	1	2	8	3	0	0	0	1	0	44.2	49.9
06-00	1709	1445	10	202	9	26	1	2	8	4	0	0	0	2	0	44.2	50
00-00	1736	1467	10	206	9	26	1	2	8	5	0	0	0	2	0	44.3	50

16 January 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	52.1	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	49.5	-
0200	2	1	0	0	0	0	0	0	0	1	0	0	0	0	0	28.7	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	47.1	-
0400	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	43.9	-
0500	19	13	1	3	0	1	0	0	0	1	0	0	0	0	0	45.8	59.3
0600	34	25	1	4	0	3	0	0	0	1	0	0	0	0	0	45.8	53.9
0700	101	84	2	11	1	2	0	0	1	0	0	0	0	0	0	44.8	51
0800	179	150	4	23	0	1	0	1	0	0	0	0	0	0	0	43.5	48.4
0900	121	99	2	15	0	2	0	1	2	0	0	0	0	0	0	42.5	48.8
1000	132	110	1	13	0	7	0	0	1	0	0	0	0	0	0	45.3	51.2
1100	109	84	1	19	1	3	0	0	0	0	0	0	0	0	1	43.2	49.7
1200	124	103	0	14	0	4	0	0	1	0	0	0	0	1	1	43.3	48.3
1300	116	88	4	15	0	4	1	1	2	0	0	0	0	1	0	45.9	52.6
1400	139	116	1	16	0	3	0	0	0	1	0	0	0	1	1	45	50.6
1500	198	174	3	19	0	1	0	0	0	1	0	0	0	0	0	44.8	49.9
1600	159	142	0	12	2	0	0	0	1	0	0	0	0	1	1	44.7	50
1700	159	139	0	19	0	0	0	0	0	1	0	0	0	0	0	43.6	48.9
1800	103	93	1	9	0	0	0	0	0	0	0	0	0	0	0	44.8	51.5
1900	56	52	0	4	0	0	0	0	0	0	0	0	0	0	0	44.7	50.7
2000	43	36	0	5	0	0	0	0	0	1	0	0	0	1	0	46	53.7
2100	30	28	0	1	1	0	0	0	0	0	0	0	0	0	0	45.5	52.2
2200	26	24	0	1	0	0	0	0	0	0	0	0	0	1	0	45.3	54.4
2300	48	43	0	5	0	0	0	0	0	0	0	0	0	0	0	47.5	53.5
07-19	1640	1382	19	185	4	27	1	3	8	3	0	0	0	4	4	44.3	49.9
06-22	1803	1523	20	199	5	30	1	3	8	5	0	0	0	5	4	44.4	50.1
06-00	1877	1590	20	205	5	30	1	3	8	5	0	0	0	6	4	44.5	50.2
00-00	1904	1608	21	210	5	31	1	3	8	7	0	0	0	6	4	44.5	50.2

17 January 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	13	11	0	0	0	0	0	1	0	1	0	0	0	0	0	44.1	59.8
0100	7	5	0	2	0	0	0	0	0	0	0	0	0	0	0	44.7	-
0200	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	55.7	-
0300	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	50.3	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	54.7	-
0500	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	49.5	-
0600	14	12	0	2	0	0	0	0	0	0	0	0	0	0	0	45.5	49.8
0700	33	31	0	2	0	0	0	0	0	0	0	0	0	0	0	46.6	53.7
0800	61	52	0	6	1	2	0	0	0	0	0	0	0	0	0	45.4	52
0900	103	87	2	11	1	1	0	0	1	0	0	0	0	0	0	45.7	50.8
1000	127	119	1	6	0	0	0	0	0	0	0	0	0	1	0	46.3	52.5
1100	117	104	1	8	0	0	0	0	0	0	0	0	0	2	2	45.1	51.6
1200	144	134	0	10	0	0	0	0	0	0	0	0	0	0	0	43.9	50.8
1300	125	110	0	9	1	0	0	1	0	0	0	0	0	3	1	46.6	52.6
1400	116	109	0	5	0	0	0	0	0	0	0	0	0	1	1	47.5	53.3
1500	110	95	1	11	0	0	0	0	0	0	0	0	0	3	0	45.8	51.3
1600	127	114	0	11	0	0	0	0	0	0	0	0	0	0	2	44.7	52
1700	107	100	0	7	0	0	0	0	0	0	0	0	0	0	0	45.5	51.7
1800	79	73	1	5	0	0	0	0	0	0	0	0	0	0	0	45.7	52.9
1900	42	35	0	5	1	0	1	0	0	0	0	0	0	0	0	47.9	55
2000	37	33	0	4	0	0	0	0	0	0	0	0	0	0	0	48.6	55
2100	19	18	0	0	0	0	0	0	0	0	0	0	0	1	0	39.9	48.5
2200	27	26	0	1	0	0	0	0	0	0	0	0	0	0	0	42.8	49.2
2300	12	10	0	1	0	0	0	0	0	0	0	0	0	1	0	43.3	47.9
07-19	1249	1128	6	91	3	3	0	1	1	0	0	0	0	10	6	45.7	51.9
06-22	1361	1226	6	102	4	3	1	1	1	0	0	0	0	11	6	45.7	51.9
06-00	1400	1262	6	104	4	3	1	1	1	0	0	0	0	12	6	45.7	51.9
00-00	1438	1292	6	110	4	3	1	2	1	1	0	0	0	12	6	45.7	52

18 January 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	2	0	0	0	0	0	0	0	1	0	0	0	0	0	47.1	-
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	43.8	-
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	55.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	44.1	-
0500	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	52.7	-
0600	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	54.4	-
0700	12	11	0	0	0	0	0	0	1	0	0	0	0	0	0	44.5	50.5
0800	40	37	1	1	1	0	0	0	0	0	0	0	0	0	0	48.6	57.2
0900	81	72	0	8	0	0	0	0	0	0	0	0	0	0	1	47.2	54.6
1000	92	80	1	8	0	1	0	0	0	0	0	0	0	0	2	46.3	53.8
1100	118	107	0	6	0	1	1	0	0	1	0	0	0	1	1	46.5	52.5
1200	95	88	0	6	0	0	0	0	0	0	0	0	0	0	1	47.4	54.4
1300	108	98	1	8	0	0	0	1	0	0	0	0	0	0	0	49	57
1400	92	83	1	7	1	0	0	0	0	0	0	0	0	0	0	48.5	55.5
1500	79	74	0	5	0	0	0	0	0	0	0	0	0	0	0	49.5	54.2
1600	106	102	0	2	1	0	0	0	0	1	0	0	0	0	0	47	53.5
1700	81	79	0	1	0	0	1	0	0	0	0	0	0	0	0	45.4	51.5
1800	60	55	0	4	0	1	0	0	0	0	0	0	0	0	0	43.9	49
1900	43	36	0	6	0	0	0	0	0	0	0	0	0	1	0	45.3	51.9
2000	25	23	0	2	0	0	0	0	0	0	0	0	0	0	0	44.6	48.7
2100	21	18	0	3	0	0	0	0	0	0	0	0	0	0	0	44.4	51.1
2200	10	7	0	2	0	0	0	0	0	0	0	0	0	1	0	40.6	-
2300	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	41	-
07-19	964	886	4	56	3	3	2	1	1	2	0	0	0	1	5	47.2	53.9
06-22	1055	965	4	67	3	3	2	1	1	2	0	0	0	2	5	47	53.8
06-00	1072	978	4	70	3	3	2	1	1	2	0	0	0	3	5	46.9	53.7
00-00	1083	986	4	72	3	3	2	1	1	3	0	0	0	3	5	46.9	53.7

19 January 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	42.4	-
0100	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	43.7	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	44.8	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	48.8	-
0400	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	53.7	-
0500	29	17	3	5	0	1	0	0	1	2	0	0	0	0	0	46.4	55.3
0600	45	33	1	3	0	4	0	0	1	3	0	0	0	0	0	43.6	49.9
0700	144	120	0	21	1	1	0	0	0	0	0	0	0	1	0	45.1	50.5
0800	173	132	3	27	1	7	1	0	1	1	0	0	0	0	0	44.4	50.4
0900	124	100	1	21	1	1	0	0	0	0	0	0	0	0	0	45	50.4
1000	118	96	3	18	1	0	0	0	0	0	0	0	0	0	0	45.3	52.1
1100	105	77	0	26	1	0	0	0	1	0	0	0	0	0	0	45.3	51.4
1200	98	79	0	15	0	2	0	0	0	2	0	0	0	0	0	44.4	49.1
1300	129	102	1	23	0	3	0	0	0	0	0	0	0	0	0	45.4	50.6
1400	134	111	0	21	0	2	0	0	0	0	0	0	0	0	0	44.1	50.4
1500	167	131	1	24	1	10	0	0	0	0	0	0	0	0	0	43.1	50
1600	195	167	1	21	2	0	0	1	1	0	0	0	0	1	1	44.9	50.6
1700	243	225	0	17	0	0	0	0	0	0	0	0	0	1	0	44.7	50
1800	142	134	0	8	0	0	0	0	0	0	0	0	0	0	0	43.7	48.3
1900	56	51	0	4	0	1	0	0	0	0	0	0	0	0	0	46.5	52.5
2000	29	28	0	0	0	0	0	0	0	1	0	0	0	0	0	47.1	54.1
2100	33	30	0	2	0	0	0	0	0	1	0	0	0	0	0	45.7	51.9
2200	20	17	1	1	0	0	0	0	0	1	0	0	0	0	0	44.9	53.1
2300	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	44.6	-
07-19	1772	1474	10	242	8	26	1	1	3	3	0	0	0	3	1	44.6	50.3
06-22	1935	1616	11	251	8	31	1	1	4	8	0	0	0	3	1	44.7	50.4
06-00	1965	1643	12	252	8	31	1	1	4	9	0	0	0	3	1	44.7	50.4
00-00	2010	1673	15	259	8	32	1	1	6	11	0	0	0	3	1	44.7	50.4

5 Day Average

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	HGVs	
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0000	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0300	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0400	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0500	19	13	1	3	0	0	0	0	0	1	0	0	0	0	0	0	6
0600	47	32	1	6	0	6	0	0	0	1	0	0	0	0	0	0	15
0700	122	104	2	14	1	1	0	0	0	0	0	0	0	0	0	0	18
0800	181	147	2	26	1	2	0	0	1	1	0	0	0	0	0	0	34
0900	129	102	2	21	0	1	0	0	1	0	0	0	0	0	0	0	27
1000	110	89	2	14	1	3	0	0	0	0	0	0	0	0	0	0	21
1100	106	81	1	20	1	2	0	1	1	0	0	0	0	0	0	0	25
1200	117	94	0	18	0	2	0	0	1	1	0	0	0	0	0	0	22
1300	116	92	2	18	0	2	0	0	1	0	0	0	0	0	0	0	23
1400	139	115	0	19	0	3	0	0	0	1	0	0	0	0	0	0	23
1500	165	138	1	20	1	4	0	0	0	0	0	0	0	0	0	0	27
1600	190	166	0	20	1	0	0	0	2	0	0	0	0	0	0	0	24
1700	197	180	0	16	0	0	0	0	0	1	0	0	0	0	0	0	17
1800	114	105	1	8	1	0	0	0	0	0	0	0	0	0	0	0	9
1900	57	52	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2000	36	32	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
2100	27	24	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
2200	20	17	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
2300	16	14	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07-19	1686	1413	13	213	7	20	1	2	8	4	0	0	0	2	2	2	269
06-22	1853	1554	14	229	8	26	1	3	8	6	0	0	0	2	2	2	296
06-00	1889	1585	14	232	8	26	1	3	8	7	0	0	0	2	2	2	300
00-00	1919	1606	15	238	8	26	1	3	9	8	0	0	0	2	2	2	309



SITE: ATC - B4040, Cricklade

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.640371, -1.872087

DIRECTION: EASTBOUND

SPEED LIMIT: NSL

13 January 2026

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	-
0100	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	53.7	-
0200	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	22.6	-
0300	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	42.5	-
0400	4	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	50.6	-
0500	21	0	0	0	0	1	4	7	5	3	1	0	0	0	0	0	48.8	57.4
0600	58	0	0	0	0	2	15	27	7	7	0	0	0	0	0	0	46.6	54.2
0700	115	0	0	5	1	9	38	44	15	3	0	0	0	0	0	0	43.6	49.8
0800	187	0	0	0	1	18	67	76	19	6	0	0	0	0	0	0	44.2	49.2
0900	137	0	0	2	1	19	47	53	13	2	0	0	0	0	0	0	43.1	48.5
1000	101	0	0	0	1	7	42	37	13	1	0	0	0	0	0	0	43.9	49.3
1100	101	0	0	0	1	13	43	38	4	2	0	0	0	0	0	0	42.5	47.5
1200	110	0	0	0	0	10	48	35	13	1	1	1	0	1	0	0	44.5	50.1
1300	118	0	0	0	2	19	42	46	8	1	0	0	0	0	0	0	42.5	48
1400	162	0	0	0	2	6	52	76	24	2	0	0	0	0	0	0	45	49.9
1500	152	1	2	0	0	7	50	61	30	1	0	0	0	0	0	0	44.8	51.2
1600	199	0	0	0	1	20	78	73	24	2	1	0	0	0	0	0	43.7	49.4
1700	166	0	0	0	2	35	63	46	20	0	0	0	0	0	0	0	42.5	49.3
1800	103	0	0	0	4	11	34	37	16	0	1	0	0	0	0	0	43.9	50.5
1900	62	0	0	0	0	7	19	27	7	2	0	0	0	0	0	0	44.5	49.8
2000	40	0	0	0	1	3	11	18	5	2	0	0	0	0	0	0	45.1	51
2100	30	0	0	1	0	2	11	11	5	0	0	0	0	0	0	0	43.7	49.8
2200	18	0	0	0	0	2	4	5	3	2	1	0	0	0	0	1	50.5	61.9
2300	7	0	0	0	0	0	2	3	1	1	0	0	0	0	0	0	46.8	-
07-19	1651	1	2	7	16	174	604	622	199	21	3	1	0	1	0	0	43.7	49.3
06-22	1841	1	2	8	17	188	660	705	223	32	3	1	0	1	0	0	43.9	49.4
06-00	1866	1	2	8	17	190	666	713	227	35	4	1	0	1	0	1	43.9	49.4

00-00	1897	1	2	9	18	191	672	722	234	40	5	1	0	1	0	1	44	49.7
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14 January 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	1	1	0	0	2	1	0	0	0	0	0	0	45.6	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	38.2	-
0300	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	54.4	-
0400	4	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	50.1	-
0500	10	0	0	0	0	1	2	3	2	1	1	0	0	0	0	0	48.2	-
0600	50	0	0	0	1	3	13	24	6	3	0	0	0	0	0	0	45.3	50.4
0700	130	0	0	0	6	10	49	50	15	0	0	0	0	0	0	0	43.3	49.3
0800	201	0	0	3	11	38	61	63	22	3	0	0	0	0	0	0	42	49
0900	143	0	0	1	2	27	60	37	14	2	0	0	0	0	0	0	42.1	48.2
1000	97	0	0	2	0	6	26	47	13	3	0	0	0	0	0	0	45.1	50.5
1100	104	0	0	0	1	13	37	40	12	0	1	0	0	0	0	0	43.4	48.3
1200	120	0	0	0	1	14	42	48	12	3	0	0	0	0	0	0	43.8	49.4
1300	111	0	0	0	0	8	36	53	12	2	0	0	0	0	0	0	44.9	49.1
1400	143	0	0	1	2	19	46	62	8	5	0	0	0	0	0	0	43.1	48.8
1500	164	0	0	0	3	21	69	49	18	4	0	0	0	0	0	0	43.4	49.4
1600	235	0	0	1	0	20	96	92	23	3	0	0	0	0	0	0	43.7	48.3
1700	267	0	0	0	1	25	140	86	11	2	1	1	0	0	0	0	42.7	47.5
1800	131	0	0	0	0	17	54	45	13	1	1	0	0	0	0	0	43.3	48.8
1900	59	0	0	0	3	2	17	24	12	1	0	0	0	0	0	0	45.1	51.1
2000	29	0	0	0	0	0	11	13	4	0	1	0	0	0	0	0	45.6	51.3
2100	21	0	0	0	0	0	6	11	3	0	1	0	0	0	0	0	46.6	49.9
2200	16	0	0	0	0	1	3	7	5	0	0	0	0	0	0	0	46	51
2300	6	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	43.4	-
07-19	1846	0	0	8	27	218	716	672	173	28	3	1	0	0	0	0	43.3	48.8
06-22	2005	0	0	8	31	223	763	744	198	32	5	1	0	0	0	0	43.4	48.9
06-00	2027	0	0	8	31	224	769	754	203	32	5	1	0	0	0	0	43.4	48.9
00-00	2049	0	0	8	32	226	773	758	209	35	7	1	0	0	0	0	43.5	49

15 January 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	0	0	1	1	1	1	0	0	1	0	0	0	55.1	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	44.5	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	39	-
0300	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	52.8	-
0400	5	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	57.2	-
0500	14	0	0	0	0	4	3	4	2	1	0	0	0	0	0	0	43.2	52.1
0600	50	0	0	0	0	9	11	18	7	5	0	0	0	0	0	0	44.9	51.6
0700	120	0	0	0	0	7	34	58	17	4	0	0	0	0	0	0	45.1	50.9
0800	165	0	0	4	0	9	49	66	26	10	1	0	0	0	0	0	45.3	51.8
0900	120	0	0	0	1	5	32	62	18	2	0	0	0	0	0	0	45.6	50.1
1000	102	0	0	0	1	9	31	40	17	3	1	0	0	0	0	0	45.1	52.3
1100	109	0	0	0	2	20	42	34	9	1	1	0	0	0	0	0	42.2	48.2
1200	132	0	0	0	2	18	58	45	7	2	0	0	0	0	0	0	42.5	47.2
1300	104	0	0	0	2	11	44	32	12	3	0	0	0	0	0	0	43.5	49.8
1400	119	0	0	3	1	3	41	48	19	4	0	0	0	0	0	0	44.7	50
1500	145	0	0	1	4	18	40	58	18	6	0	0	0	0	0	0	43.9	50.7
1600	164	0	0	0	11	13	52	64	20	4	0	0	0	0	0	0	43.4	49.7
1700	149	0	0	0	1	12	67	53	14	1	0	0	0	1	0	0	43.9	48.8
1800	93	0	0	0	0	9	33	43	6	2	0	0	0	0	0	0	43.8	48.5
1900	53	0	0	0	0	6	18	19	8	2	0	0	0	0	0	0	44.4	50.4
2000	37	0	0	0	0	4	13	13	5	1	1	0	0	0	0	0	44.6	50.8
2100	21	0	0	0	0	0	3	9	7	2	0	0	0	0	0	0	48.5	55
2200	19	0	0	0	0	0	5	7	4	3	0	0	0	0	0	0	47.6	56.6
2300	7	0	0	2	1	0	2	2	0	0	0	0	0	0	0	0	35.5	-
07-19	1522	0	0	8	25	134	523	603	183	42	3	0	0	1	0	0	44.1	49.8
06-22	1683	0	0	8	25	153	568	662	210	52	4	0	0	1	0	0	44.2	49.9
06-00	1709	0	0	10	26	153	575	671	214	55	4	0	0	1	0	0	44.2	50
00-00	1736	0	0	10	26	157	580	677	221	58	4	1	1	1	0	0	44.3	50

16 January 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	52.1	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	49.5	-
0200	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	28.7	-
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	47.1	-
0400	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	43.9	-
0500	19	0	0	0	0	4	5	6	1	2	0	1	0	0	0	0	45.8	59.3
0600	34	0	0	0	0	4	9	12	7	2	0	0	0	0	0	0	45.8	53.9
0700	101	0	0	0	0	12	31	38	16	3	1	0	0	0	0	0	44.8	51
0800	179	0	0	1	1	8	84	65	18	1	1	0	0	0	0	0	43.5	48.4
0900	121	0	0	4	0	15	55	34	13	0	0	0	0	0	0	0	42.5	48.8
1000	132	0	0	0	0	4	45	62	16	5	0	0	0	0	0	0	45.3	51.2
1100	109	0	0	0	5	13	36	39	14	1	1	0	0	0	0	0	43.2	49.7
1200	124	0	0	0	1	15	45	50	12	1	0	0	0	0	0	0	43.3	48.3
1300	116	0	0	0	0	7	36	44	19	10	0	0	0	0	0	0	45.9	52.6
1400	139	0	0	0	2	11	44	54	21	6	1	0	0	0	0	0	45	50.6
1500	198	0	0	0	5	16	52	94	25	5	1	0	0	0	0	0	44.8	49.9
1600	159	1	0	1	0	12	42	78	22	1	2	0	0	0	0	0	44.7	50
1700	159	0	0	0	2	15	58	63	17	4	0	0	0	0	0	0	43.6	48.9
1800	103	0	0	0	0	11	38	36	14	3	1	0	0	0	0	0	44.8	51.5
1900	56	0	0	0	0	7	14	24	9	2	0	0	0	0	0	0	44.7	50.7
2000	43	0	0	1	0	5	7	16	9	5	0	0	0	0	0	0	46	53.7
2100	30	0	0	0	1	2	10	8	8	1	0	0	0	0	0	0	45.5	52.2
2200	26	0	0	1	0	3	6	8	6	2	0	0	0	0	0	0	45.3	54.4
2300	48	0	0	0	0	1	8	25	12	1	0	1	0	0	0	0	47.5	53.5
07-19	1640	1	0	6	16	139	566	657	207	40	8	0	0	0	0	0	44.3	49.9
06-22	1803	1	0	7	17	157	606	717	240	50	8	0	0	0	0	0	44.4	50.1
06-00	1877	1	0	8	17	161	620	750	258	53	8	1	0	0	0	0	44.5	50.2
00-00	1904	1	0	8	19	165	626	760	260	55	8	2	0	0	0	0	44.5	50.2

17 January 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	13	0	0	0	0	3	7	0	1	1	0	1	0	0	0	0	44.1	59.8
0100	7	0	0	0	0	1	2	1	3	0	0	0	0	0	0	0	44.7	-
0200	7	0	0	0	0	0	0	1	4	1	0	1	0	0	0	0	55.7	-
0300	2	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	50.3	-
0400	3	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	54.7	-
0500	6	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	49.5	-
0600	14	0	0	0	0	0	7	5	1	1	0	0	0	0	0	0	45.5	49.8
0700	33	0	0	0	1	3	7	9	10	3	0	0	0	0	0	0	46.6	53.7
0800	61	0	0	1	1	5	16	25	11	2	0	0	0	0	0	0	45.4	52
0900	103	0	0	0	0	4	30	50	18	1	0	0	0	0	0	0	45.7	50.8
1000	127	0	0	0	0	12	32	42	32	7	2	0	0	0	0	0	46.3	52.5
1100	117	0	0	0	2	11	27	53	19	4	1	0	0	0	0	0	45.1	51.6
1200	144	0	5	2	1	10	44	54	25	2	1	0	0	0	0	0	43.9	50.8
1300	125	0	0	0	1	6	31	51	29	5	2	0	0	0	0	0	46.6	52.6
1400	116	0	0	1	0	6	22	49	29	6	0	3	0	0	0	0	47.5	53.3
1500	110	0	0	0	0	6	32	46	23	3	0	0	0	0	0	0	45.8	51.3
1600	127	1	0	0	1	12	44	43	14	11	1	0	0	0	0	0	44.7	52
1700	107	0	0	0	1	8	30	47	16	2	2	1	0	0	0	0	45.5	51.7
1800	79	0	0	0	0	8	19	34	14	4	0	0	0	0	0	0	45.7	52.9
1900	42	0	0	0	0	0	6	25	5	6	0	0	0	0	0	0	47.9	55
2000	37	0	0	0	0	1	6	18	9	1	1	1	0	0	0	0	48.6	55
2100	19	0	0	1	1	4	7	5	1	0	0	0	0	0	0	0	39.9	48.5
2200	27	0	0	0	1	5	9	9	2	1	0	0	0	0	0	0	42.8	49.2
2300	12	0	0	0	0	2	5	4	0	1	0	0	0	0	0	0	43.3	47.9
07-19	1249	1	5	4	8	91	334	503	240	50	9	4	0	0	0	0	45.7	51.9
06-22	1361	1	5	5	9	96	360	556	256	58	10	5	0	0	0	0	45.7	51.9
06-00	1400	1	5	5	10	103	374	569	258	60	10	5	0	0	0	0	45.7	51.9
00-00	1438	1	5	5	10	107	385	575	267	65	11	7	0	0	0	0	45.7	52

18 January 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	47.1	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	43.8	-
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	55.5	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	44.1	-
0500	4	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	52.7	-
0600	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	54.4	-
0700	12	0	0	0	0	1	5	4	1	1	0	0	0	0	0	0	44.5	50.5
0800	40	0	0	0	0	1	7	16	10	4	2	0	0	0	0	0	48.6	57.2
0900	81	0	0	2	0	2	21	25	23	7	1	0	0	0	0	0	47.2	54.6
1000	92	0	0	1	2	5	26	29	18	8	3	0	0	0	0	0	46.3	53.8
1100	118	0	0	1	3	8	20	49	29	4	3	1	0	0	0	0	46.5	52.5
1200	95	0	0	1	1	4	18	33	33	4	1	0	0	0	0	0	47.4	54.4
1300	108	0	0	0	0	4	20	34	32	14	4	0	0	0	0	0	49	57
1400	92	0	0	0	0	4	16	38	21	11	1	1	0	0	0	0	48.5	55.5
1500	79	0	0	0	0	0	8	38	25	5	3	0	0	0	0	0	49.5	54.2
1600	106	0	0	0	0	6	24	46	25	4	1	0	0	0	0	0	47	53.5
1700	81	0	0	0	0	2	31	31	13	4	0	0	0	0	0	0	45.4	51.5
1800	60	0	0	0	1	11	18	22	4	2	2	0	0	0	0	0	43.9	49
1900	43	0	0	1	2	4	8	15	10	3	0	0	0	0	0	0	45.3	51.9
2000	25	0	0	0	0	3	6	13	2	1	0	0	0	0	0	0	44.6	48.7
2100	21	0	0	0	0	2	7	7	5	0	0	0	0	0	0	0	44.4	51.1
2200	10	0	0	0	0	2	4	4	0	0	0	0	0	0	0	0	40.6	-
2300	7	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	41	-
07-19	964	0	0	5	7	48	214	365	234	68	21	2	0	0	0	0	47.2	53.9
06-22	1055	0	0	6	9	57	235	401	251	72	22	2	0	0	0	0	47	53.8
06-00	1072	0	0	6	9	60	243	407	251	72	22	2	0	0	0	0	46.9	53.7
00-00	1083	0	0	6	9	61	244	411	253	75	22	2	0	0	0	0	46.9	53.7

19 January 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	5	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	42.4	-
0100	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	43.7	-
0200	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	44.8	-
0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	48.8	-
0400	5	0	0	0	0	0	0	1	2	2	0	0	0	0	0	0	53.7	-
0500	29	0	0	0	0	3	6	11	6	3	0	0	0	0	0	0	46.4	55.3
0600	45	0	0	0	0	6	18	15	4	2	0	0	0	0	0	0	43.6	49.9
0700	144	0	0	0	0	13	45	55	26	3	2	0	0	0	0	0	45.1	50.5
0800	173	0	0	6	1	13	53	65	25	9	1	0	0	0	0	0	44.4	50.4
0900	124	0	0	0	4	4	42	52	17	5	0	0	0	0	0	0	45	50.4
1000	118	0	0	0	2	6	44	38	22	6	0	0	0	0	0	0	45.3	52.1
1100	105	0	0	1	0	9	28	41	24	2	0	0	0	0	0	0	45.3	51.4
1200	98	0	0	0	0	5	34	49	9	1	0	0	0	0	0	0	44.4	49.1
1300	129	0	0	0	0	11	36	57	18	7	0	0	0	0	0	0	45.4	50.6
1400	134	0	0	0	0	16	45	49	22	2	0	0	0	0	0	0	44.1	50.4
1500	167	0	0	1	0	30	58	52	23	3	0	0	0	0	0	0	43.1	50
1600	195	1	0	0	1	11	58	85	33	5	1	0	0	0	0	0	44.9	50.6
1700	243	0	0	0	0	12	92	97	37	5	0	0	0	0	0	0	44.7	50
1800	142	0	0	0	0	8	61	59	14	0	0	0	0	0	0	0	43.7	48.3
1900	56	0	0	0	1	0	12	33	7	2	1	0	0	0	0	0	46.5	52.5
2000	29	0	0	0	0	3	4	15	3	2	2	0	0	0	0	0	47.1	54.1
2100	33	0	0	0	0	2	12	11	7	0	1	0	0	0	0	0	45.7	51.9
2200	20	0	0	0	0	1	9	4	5	1	0	0	0	0	0	0	44.9	53.1
2300	10	0	0	0	0	1	5	3	0	1	0	0	0	0	0	0	44.6	-
07-19	1772	1	0	8	8	138	596	699	270	48	4	0	0	0	0	0	44.6	50.3
06-22	1935	1	0	8	9	149	642	773	291	54	8	0	0	0	0	0	44.7	50.4
06-00	1965	1	0	8	9	151	656	780	296	56	8	0	0	0	0	0	44.7	50.4
00-00	2010	1	0	8	9	155	666	796	306	61	8	0	0	0	0	0	44.7	50.4

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	12117	4	7	54	123	1062	3946	4699	1750	389	65	14	1	2	0	1	44.6	50.6



SITE: ATC - B4040, Cricklade

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.640371, -1.872087

DIRECTION: EASTBOUND

	Tue	Wed	Thu	Fri	Sat	Sun	Mon
	13-Jan	14-Jan	15-Jan	16-Jan	17-Jan	18-Jan	19-Jan
Hour							
0000-0100	1	5	5	2	13	3	5
0100-0200	2	0	1	1	7	1	2
0200-0300	1	1	1	2	7	1	3
0300-0400	2	2	1	1	2	0	1
0400-0500	4	4	5	2	3	2	5
0500-0600	21	10	14	19	6	4	29
0600-0700	58	50	50	34	14	2	45
0700-0800	115	130	120	101	33	12	144
0800-0900	187	201	165	179	61	40	173
0900-1000	137	143	120	121	103	81	124
1000-1100	101	97	102	132	127	92	118
1100-1200	101	104	109	109	117	118	105
1200-1300	110	120	132	124	144	95	98
1300-1400	118	111	104	116	125	108	129
1400-1500	162	143	119	139	116	92	134
1500-1600	152	164	145	198	110	79	167
1600-1700	199	235	164	159	127	106	195
1700-1800	166	267	149	159	107	81	243
1800-1900	103	131	93	103	79	60	142
1900-2000	62	59	53	56	42	43	56
2000-2100	40	29	37	43	37	25	29
2100-2200	30	21	21	30	19	21	33
2200-2300	18	16	19	26	27	10	20
2300-2400	7	6	7	48	12	7	10
Totals							
0700-1900	1651	1846	1522	1640	1249	964	1772
0600-2200	1841	2005	1683	1803	1361	1055	1935
0600-0000	1866	2027	1709	1877	1400	1072	1965
0000-0000	1897	2049	1736	1904	1438	1083	2010
AM Peak	800	800	800	800	1000	1100	800
	187	201	165	179	127	118	173
PM Peak	1600	1700	1600	1500	1200	1300	1700
	199	267	164	198	144	108	243

SPEED LIMIT: NSL

Averages

1-5.	1-7.
3.6	4.9
1.2	2
1.6	2.3
1.4	1.3
4	3.6
18.6	14.7
47.4	36.1
122	93.6
181	143.7
129	118.4
110	109.9
105.6	109
116.8	117.6
115.6	115.9
139.4	129.3
165.2	145
190.4	169.3
196.8	167.4
114.4	101.6
57.2	53
35.6	34.3
27	25
19.8	19.4
15.6	13.9
1686.2	1520.6
1853.4	1669
1888.8	1702.3
1919.2	1731



SITE: ATC - B4040, Cricklade

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.640371, -1.872087

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

13 January 2026

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	50.8 -	
0100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	51.2 -	
0200	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43.9 -	
0300	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43.6 -	
0400	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	38.7 -	
0500	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	43.1	52.3
0600	39	33	0	4	0	1	0	0	0	1	0	0	0	0	0	42.7	48.5
0700	109	99	0	9	0	1	0	0	0	0	0	0	0	0	0	43.1	47.9
0800	197	167	1	25	2	1	0	0	1	0	0	0	0	0	0	43.7	49.8
0900	98	82	0	14	1	1	0	0	0	0	0	0	0	0	0	40.4	48.5
1000	51	39	0	8	0	4	0	0	0	0	0	0	0	0	0	41	46.1
1100	56	45	2	8	0	1	0	0	0	0	0	0	0	0	0	41.7	47.2
1200	29	22	0	4	0	0	0	1	1	1	0	0	0	0	0	40.2	44.2
1300	104	83	0	15	0	3	0	0	0	2	0	0	0	0	1	41	47.8
1400	146	114	1	27	0	0	0	0	1	2	0	0	0	1	0	41.3	46.4
1500	157	129	0	18	0	7	0	0	1	1	0	0	0	1	0	43.2	49.5
1600	177	138	0	28	0	7	0	1	2	1	0	0	0	0	0	42	48.5
1700	155	140	2	13	0	0	0	0	0	0	0	0	0	0	0	43.3	48.8
1800	106	95	0	10	0	0	0	0	0	1	0	0	0	0	0	42.5	48.2
1900	87	76	1	7	0	0	0	0	2	1	0	0	0	0	0	41.2	49
2000	47	44	0	2	0	0	0	0	0	1	0	0	0	0	0	42.4	50.6
2100	30	27	0	3	0	0	0	0	0	0	0	0	0	0	0	43.3	51.8
2200	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	41.7 -	
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	49 -	
07-19	1385	1153	6	179	3	25	0	2	6	8	0	0	0	2	1	42.3	48.3
06-22	1588	1333	7	195	3	26	0	2	8	11	0	0	0	2	1	42.3	48.4
06-00	1604	1348	8	195	3	26	0	2	8	11	0	0	0	2	1	42.3	48.4

00-00	1632	1376	8	195	3	26	0	2	8	11	0	0	0	2	1	42.3	48.5
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14 January 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	4	0	2	0	0	0	0	0	0	0	0	0	0	0	42.4	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	29.9	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	50.2	-
0300	4	2	0	2	0	0	0	0	0	0	0	0	0	0	0	46.3	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.6	-
0500	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	53.6
0600	48	39	0	8	0	0	0	0	0	1	0	0	0	0	0	42.9	50.2
0700	184	160	0	21	1	0	0	0	1	1	0	0	0	0	0	40.6	48.1
0800	208	178	0	26	0	1	0	0	2	1	0	0	0	0	0	42	47.9
0900	161	132	2	24	0	2	0	1	0	0	0	0	0	0	0	41.4	47
1000	101	75	0	19	2	2	0	2	0	1	0	0	0	0	0	39.7	44.7
1100	132	99	1	25	3	1	0	0	1	1	1	0	0	0	0	41.3	47
1200	129	96	3	25	1	3	1	0	0	0	0	0	0	0	0	41.6	49
1300	112	86	1	20	1	2	0	0	1	1	0	0	0	0	0	41.6	48.7
1400	133	109	1	17	0	2	1	0	1	1	0	0	0	1	0	42.3	47.5
1500	145	121	1	17	2	3	0	0	1	0	0	0	0	0	0	42.2	48
1600	36	28	0	8	0	0	0	0	0	0	0	0	0	0	0	42.3	47.1
1700	81	68	1	12	0	0	0	0	0	0	0	0	0	0	0	40.2	45.5
1800	89	79	0	5	1	2	0	0	0	1	0	0	0	1	0	42.6	48.7
1900	58	55	0	3	0	0	0	0	0	0	0	0	0	0	0	44	49.8
2000	43	43	0	0	0	0	0	0	0	0	0	0	0	0	0	44.4	51
2100	37	35	0	1	0	0	0	1	0	0	0	0	0	0	0	43.5	48.8
2200	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	40.3	46.4
2300	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	42.7	-
07-19	1511	1231	10	219	11	18	2	3	7	7	1	0	0	2	0	41.5	47.4
06-22	1697	1403	10	231	11	18	2	4	7	8	1	0	0	2	0	41.7	47.8
06-00	1734	1440	10	231	11	18	2	4	7	8	1	0	0	2	0	41.7	47.7
00-00	1761	1461	11	235	12	18	2	4	7	8	1	0	0	2	0	41.7	47.8

15 January 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	6	5	0	1	0	0	0	0	0	0	0	0	0	0	0	46.8	-
0100	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	39.4	-
0200	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	45	-
0300	3	1	0	1	0	0	0	0	1	0	0	0	0	0	0	35	-
0400	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	38.1	-
0500	20	19	0	0	0	0	0	0	0	1	0	0	0	0	0	40.7	47.7
0600	57	52	0	5	0	0	0	0	0	0	0	0	0	0	0	43.5	50.4
0700	139	122	0	12	0	4	0	0	1	0	0	0	0	0	0	42.3	47.5
0800	188	175	0	11	1	1	0	0	0	0	0	0	0	0	0	43.3	48.8
0900	109	90	0	15	1	2	0	0	0	0	0	0	0	1	0	42	47.9
1000	94	75	2	14	0	1	1	1	0	0	0	0	0	0	0	42	47.1
1100	99	78	0	17	1	3	0	0	0	0	0	0	0	0	0	40.5	46.3
1200	84	68	0	11	0	3	0	0	2	0	0	0	0	0	0	39.4	44.1
1300	40	34	0	4	0	1	0	0	0	0	0	0	0	0	1	40.8	46.9
1400	25	20	0	5	0	0	0	0	0	0	0	0	0	0	0	39.4	45.9
1500	43	36	0	4	0	2	0	0	1	0	0	0	0	0	0	40.3	48.1
1600	84	69	0	13	0	1	0	0	1	0	0	0	0	0	0	39.4	45.8
1700	125	113	0	9	0	2	0	0	0	1	0	0	0	0	0	42.6	48
1800	82	72	1	6	0	1	0	0	1	0	0	0	0	1	0	43.6	50.5
1900	52	50	0	2	0	0	0	0	0	0	0	0	0	0	0	43.8	49.6
2000	39	37	0	2	0	0	0	0	0	0	0	0	0	0	0	42.3	49.1
2100	23	18	0	4	0	0	0	0	0	1	0	0	0	0	0	43.8	53.4
2200	29	28	0	1	0	0	0	0	0	0	0	0	0	0	0	41	48
2300	12	10	1	0	1	0	0	0	0	0	0	0	0	0	0	44.7	52.2
07-19	1112	952	3	121	3	21	1	1	6	1	0	0	0	2	1	41.8	47.4
06-22	1283	1109	3	134	3	21	1	1	6	2	0	0	0	2	1	42	47.8
06-00	1324	1147	4	135	4	21	1	1	6	2	0	0	0	2	1	42	47.8
00-00	1362	1179	4	138	4	21	1	2	7	3	0	0	0	2	1	42	47.8

16 January 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	9	4	0	3	0	0	0	1	0	0	0	0	0	1	0	40.9	-
0100	5	1	0	3	0	0	0	0	1	0	0	0	0	0	0	40.2	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	37.4	-
0300	5	3	0	1	0	0	0	0	1	0	0	0	0	0	0	41.5	-
0400	8	6	0	2	0	0	0	0	0	0	0	0	0	0	0	44.8	-
0500	20	16	0	2	1	0	0	0	0	0	0	0	0	1	0	44	50.2
0600	74	61	0	10	0	1	0	1	1	0	0	0	0	0	0	41.3	47.8
0700	104	92	0	10	1	0	0	0	0	1	0	0	0	0	0	44.2	49.7
0800	168	143	1	19	1	2	1	0	0	0	0	0	0	0	1	44.4	50.6
0900	25	20	1	4	0	0	0	0	0	0	0	0	0	0	0	39.8	47.7
1000	39	33	0	4	0	2	0	0	0	0	0	0	0	0	0	41.9	48.3
1100	69	62	1	2	0	2	0	0	1	0	0	0	0	1	0	41.1	46.6
1200	37	31	2	2	0	2	0	0	0	0	0	0	0	0	0	41.1	45.6
1300	92	72	2	12	2	3	0	0	1	0	0	0	0	0	0	40.8	46.8
1400	109	86	1	15	0	2	0	1	1	0	0	0	0	2	1	41.3	47.2
1500	156	135	0	13	0	5	0	0	3	0	0	0	0	0	0	43.9	49.4
1600	162	128	2	21	0	3	1	0	3	2	2	0	0	0	0	43.4	50.1
1700	134	122	0	11	0	1	0	0	0	0	0	0	0	0	0	44	50.5
1800	96	85	0	8	1	0	0	1	1	0	0	0	0	0	0	42.2	48.8
1900	61	58	1	2	0	0	0	0	0	0	0	0	0	0	0	43.8	51
2000	34	30	0	4	0	0	0	0	0	0	0	0	0	0	0	42.9	48.7
2100	28	26	1	1	0	0	0	0	0	0	0	0	0	0	0	44.4	54.2
2200	17	16	0	1	0	0	0	0	0	0	0	0	0	0	0	45.5	52.6
2300	12	10	0	2	0	0	0	0	0	0	0	0	0	0	0	44.9	54.5
07-19	1191	1009	10	121	5	22	2	2	10	3	2	0	0	3	2	42.9	49.1
06-22	1388	1184	12	138	5	23	2	3	11	3	2	0	0	3	2	42.9	49.2
06-00	1417	1210	12	141	5	23	2	3	11	3	2	0	0	3	2	42.9	49.3
00-00	1467	1243	12	152	6	23	2	4	13	3	2	0	0	5	2	42.9	49.2

17 January 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	45.9	-
0100	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	44.6	-
0200	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	46.3	-
0300	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	46.3	-
0400	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	52.3	-
0500	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	42.9	55.3
0600	15	13	0	2	0	0	0	0	0	0	0	0	0	0	0	40.6	46.2
0700	77	69	0	6	1	1	0	0	0	0	0	0	0	0	0	40.8	47.8
0800	60	49	2	5	0	1	0	0	1	0	0	0	0	0	2	43.2	49.4
0900	113	102	1	10	0	0	0	0	0	0	0	0	0	0	0	43.8	48.6
1000	128	117	2	8	0	0	0	0	0	0	0	0	0	0	1	44.2	49.8
1100	130	116	0	10	0	2	0	0	0	0	0	0	0	2	0	43.4	49.9
1200	136	120	1	11	1	1	0	1	0	0	0	0	0	0	1	43.5	51.1
1300	113	97	1	11	0	1	0	1	0	0	0	0	0	2	0	45	51.8
1400	118	108	1	6	0	1	0	1	0	0	0	0	0	1	0	43.3	50.3
1500	93	85	3	3	0	0	0	1	0	0	0	0	0	1	0	44.8	50
1600	94	87	0	3	0	0	0	0	0	0	0	0	0	4	0	44.1	51.1
1700	99	95	0	4	0	0	0	0	0	0	0	0	0	0	0	43.6	49
1800	66	65	0	1	0	0	0	0	0	0	0	0	0	0	0	46.5	54.1
1900	48	42	1	5	0	0	0	0	0	0	0	0	0	0	0	43.7	49.4
2000	28	25	0	3	0	0	0	0	0	0	0	0	0	0	0	47.7	53.1
2100	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	42.2	50.8
2200	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	49.6
2300	18	16	0	2	0	0	0	0	0	0	0	0	0	0	0	47.2	52.8
07-19	1227	1110	11	78	2	7	0	4	1	0	0	0	0	10	4	43.8	50.2
06-22	1340	1212	12	88	2	7	0	4	1	0	0	0	0	10	4	43.8	50.1
06-00	1374	1244	12	90	2	7	0	4	1	0	0	0	0	10	4	43.8	50.1
00-00	1401	1269	12	92	2	7	0	4	1	0	0	0	0	10	4	43.9	50.2

18 January 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	42.8 -	
0100	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	48.1 -	
0200	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7 -	
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	33.9 -	
0500	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	41.6 -	
0600	7	6	0	1	0	0	0	0	0	0	0	0	0	0	0	38.6 -	
0700	34	33	0	1	0	0	0	0	0	0	0	0	0	0	0	41.4	47.3
0800	45	37	0	7	0	0	1	0	0	0	0	0	0	0	0	44.2	55.8
0900	78	72	0	6	0	0	0	0	0	0	0	0	0	0	0	44.9	49.2
1000	99	92	0	6	0	0	0	0	0	0	0	0	0	0	1	42.5	49
1100	90	80	2	6	0	1	0	0	0	1	0	0	0	0	0	43.4	51.5
1200	100	88	3	9	0	0	0	0	0	0	0	0	0	0	0	43.5	50.5
1300	77	70	1	6	0	0	0	0	0	0	0	0	0	0	0	44.8	52.4
1400	98	91	0	5	0	1	0	0	0	0	0	0	0	1	0	45.3	52.1
1500	108	103	0	5	0	0	0	0	0	0	0	0	0	0	0	44.5	48.6
1600	104	97	0	6	0	0	0	0	0	0	0	0	0	1	0	44	50.3
1700	54	52	0	2	0	0	0	0	0	0	0	0	0	0	0	42.7	47.4
1800	38	36	0	2	0	0	0	0	0	0	0	0	0	0	0	43.6	50.4
1900	42	39	0	3	0	0	0	0	0	0	0	0	0	0	0	41.2	48.3
2000	27	25	0	2	0	0	0	0	0	0	0	0	0	0	0	45.7	53.6
2100	31	29	0	2	0	0	0	0	0	0	0	0	0	0	0	42.3	47
2200	8	7	0	1	0	0	0	0	0	0	0	0	0	0	0	41.6 -	
2300	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7 -	
07-19	925	851	6	61	0	2	1	0	0	1	0	0	0	2	1	43.9	50.3
06-22	1032	950	6	69	0	2	1	0	0	1	0	0	0	2	1	43.8	50.2
06-00	1045	962	6	70	0	2	1	0	0	1	0	0	0	2	1	43.7	50.2
00-00	1056	972	6	70	0	3	1	0	0	1	0	0	0	2	1	43.7	50.2

19 January 2026

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	Mean	Vpp 85
0000	4	3	0	1	0	0	0	0	0	0	0	0	0	0	0	37.5	-
0100	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	51.6	-
0200	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	41.7	-
0300	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	57.5	-
0400	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	41.8	-
0500	23	22	0	0	0	1	0	0	0	0	0	0	0	0	0	44.2	47.7
0600	63	54	0	8	0	0	0	0	0	0	0	0	0	1	0	40.4	46.8
0700	156	133	0	20	1	1	0	0	0	0	0	0	0	1	0	42.2	48.3
0800	190	164	0	22	2	0	0	0	2	0	0	0	0	0	0	43.5	49.6
0900	130	93	5	27	1	4	0	0	0	0	0	0	0	0	0	42.8	48.7
1000	67	55	1	9	0	2	0	0	0	0	0	0	0	0	0	41.2	47.1
1100	67	57	1	9	0	0	0	0	0	0	0	0	0	0	0	41.2	45.9
1200	28	21	0	5	0	1	0	0	1	0	0	0	0	0	0	41.4	46
1300	109	84	1	18	0	3	0	0	3	0	0	0	0	0	0	41.6	47.3
1400	133	105	1	24	0	2	0	0	0	0	0	0	0	0	1	42.3	47.1
1500	155	134	2	15	1	0	1	1	0	0	0	0	0	1	0	41.9	47.6
1600	156	125	0	23	0	5	0	1	2	0	0	0	0	0	0	43	49.6
1700	121	109	0	12	0	0	0	0	0	0	0	0	0	0	0	42.5	49.7
1800	95	89	0	5	0	0	0	0	0	1	0	0	0	0	0	42.5	47.9
1900	78	72	0	5	0	0	0	0	0	1	0	0	0	0	0	42.4	50
2000	37	36	0	1	0	0	0	0	0	0	0	0	0	0	0	45.4	51.4
2100	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	50.5
2200	17	14	0	1	1	0	0	0	0	1	0	0	0	0	0	45.7	54.6
2300	8	7	1	0	0	0	0	0	0	0	0	0	0	0	0	48	-
07-19	1407	1169	11	189	5	18	1	2	8	1	0	0	0	2	1	42.4	48.1
06-22	1608	1354	11	203	5	18	1	2	8	2	0	0	0	3	1	42.4	48.2
06-00	1633	1375	12	204	6	18	1	2	8	3	0	0	0	3	1	42.4	48.2
00-00	1674	1413	12	206	6	19	1	2	8	3	0	0	0	3	1	42.5	48.2

5 Day Average

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 14	Cls 15	HGVs
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0000	6	4	0	1	0	0	0	0	0	0	0	0	0	0	0	2
0100	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0200	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0400	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	18	17	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0600	56	48	0	7	0	0	0	0	0	0	0	0	0	0	0	8
0700	138	121	0	14	1	1	0	0	0	0	0	0	0	0	0	17
0800	190	165	0	21	1	1	0	0	1	0	0	0	0	0	0	25
0900	105	83	2	17	1	2	0	0	0	0	0	0	0	0	0	21
1000	70	55	1	11	0	2	0	1	0	0	0	0	0	0	0	15
1100	85	68	1	12	1	1	0	0	0	0	0	0	0	0	0	16
1200	61	48	1	9	0	2	0	0	1	0	0	0	0	0	0	14
1300	91	72	1	14	1	2	0	0	1	1	0	0	0	0	0	19
1400	109	87	1	18	0	1	0	0	1	1	0	0	0	1	0	21
1500	131	111	1	13	1	3	0	0	1	0	0	0	0	0	0	20
1600	123	98	0	19	0	3	0	0	2	1	0	0	0	0	0	25
1700	123	110	1	11	0	1	0	0	0	0	0	0	0	0	0	13
1800	94	84	0	7	0	1	0	0	0	1	0	0	0	0	0	9
1900	67	62	0	4	0	0	0	0	0	0	0	0	0	0	0	5
2000	40	38	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2100	28	26	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2200	21	20	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2300	9	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07-19	1321	1103	8	166	5	21	1	2	7	4	1	0	0	2	1	215
06-22	1513	1277	9	180	5	21	1	2	8	5	1	0	0	2	1	233
06-00	1542	1304	9	181	6	21	1	2	8	5	1	0	0	2	1	235
00-00	1579	1334	9	185	6	21	1	3	9	6	1	0	0	3	1	241



SITE: ATC - B4040, Cricklade

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.640371, -1.872087

DIRECTION: WESTBOUND

SPEED LIMIT: NSL

13 January 2026

Time [--]	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	3	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	50.8	-
0100	2	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	51.2	-
0200	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	43.9	-
0300	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	43.6	-
0400	5	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	38.7	-
0500	14	0	0	0	1	3	3	4	3	0	0	0	0	0	0	0	43.1	52.3
0600	39	0	0	0	2	5	14	13	4	1	0	0	0	0	0	0	42.7	48.5
0700	109	0	1	0	0	10	47	41	10	0	0	0	0	0	0	0	43.1	47.9
0800	197	0	0	0	5	20	78	63	25	5	0	1	0	0	0	0	43.7	49.8
0900	98	0	1	2	4	19	43	20	9	0	0	0	0	0	0	0	40.4	48.5
1000	51	0	0	0	0	11	23	16	1	0	0	0	0	0	0	0	41	46.1
1100	56	0	0	0	2	8	31	10	5	0	0	0	0	0	0	0	41.7	47.2
1200	29	0	0	2	0	5	14	6	2	0	0	0	0	0	0	0	40.2	44.2
1300	104	1	0	0	1	27	39	27	8	1	0	0	0	0	0	0	41	47.8
1400	146	0	1	0	2	32	62	37	11	1	0	0	0	0	0	0	41.3	46.4
1500	157	0	0	0	2	20	68	47	15	3	1	1	0	0	0	0	43.2	49.5
1600	177	0	0	0	3	35	78	37	23	1	0	0	0	0	0	0	42	48.5
1700	155	0	0	0	1	20	63	52	16	2	0	1	0	0	0	0	43.3	48.8
1800	106	0	0	0	6	14	38	36	8	4	0	0	0	0	0	0	42.5	48.2
1900	87	0	0	0	5	23	28	21	5	5	0	0	0	0	0	0	41.2	49
2000	47	0	0	0	0	12	17	11	4	3	0	0	0	0	0	0	42.4	50.6
2100	30	0	0	0	0	4	17	2	6	1	0	0	0	0	0	0	43.3	51.8
2200	10	0	0	0	1	2	2	4	1	0	0	0	0	0	0	0	41.7	-
2300	6	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	49	-
07-19	1385	1	3	4	26	221	584	392	133	17	1	3	0	0	0	0	42.3	48.3
06-22	1588	1	3	4	33	265	660	439	152	27	1	3	0	0	0	0	42.3	48.4
06-00	1604	1	3	4	34	267	662	447	154	28	1	3	0	0	0	0	42.3	48.4

00-00	1632	1	3	4	36	270	671	455	158	29	2	3	0	0	0	0	42.3	48.5
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14 January 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	42.4	-
0100	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	29.9	-
0200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	50.2	-
0300	4	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	46.3	-
0400	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	34.6	-
0500	13	0	0	0	2	0	5	4	1	1	0	0	0	0	0	0	42.7	53.6
0600	48	0	0	0	0	8	19	13	6	2	0	0	0	0	0	0	42.9	50.2
0700	184	0	0	2	10	43	70	45	12	2	0	0	0	0	0	0	40.6	48.1
0800	208	0	1	0	6	30	97	56	14	4	0	0	0	0	0	0	42	47.9
0900	161	0	0	3	4	22	77	44	10	1	0	0	0	0	0	0	41.4	47
1000	101	0	0	0	3	25	53	18	1	1	0	0	0	0	0	0	39.7	44.7
1100	132	0	0	0	3	30	54	35	10	0	0	0	0	0	0	0	41.3	47
1200	129	0	0	0	7	28	48	29	14	3	0	0	0	0	0	0	41.6	49
1300	112	0	5	0	2	14	46	34	10	1	0	0	0	0	0	0	41.6	48.7
1400	133	0	0	0	2	23	59	38	8	2	0	1	0	0	0	0	42.3	47.5
1500	145	0	0	0	1	26	61	39	17	1	0	0	0	0	0	0	42.2	48
1600	36	0	0	0	1	2	24	8	1	0	0	0	0	0	0	0	42.3	47.1
1700	81	0	0	0	2	25	36	16	0	1	1	0	0	0	0	0	40.2	45.5
1800	89	1	0	0	1	13	36	28	8	2	0	0	0	0	0	0	42.6	48.7
1900	58	0	0	0	0	7	20	23	6	1	1	0	0	0	0	0	44	49.8
2000	43	0	0	0	1	3	16	16	6	0	1	0	0	0	0	0	44.4	51
2100	37	0	0	0	0	3	15	16	3	0	0	0	0	0	0	0	43.5	48.8
2200	31	0	0	0	2	7	12	7	3	0	0	0	0	0	0	0	40.3	46.4
2300	6	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	42.7	-
07-19	1511	1	6	5	42	281	661	390	105	18	1	1	0	0	0	0	41.5	47.4
06-22	1697	1	6	5	43	302	731	458	126	21	3	1	0	0	0	0	41.7	47.8
06-00	1734	1	6	5	45	310	746	466	130	21	3	1	0	0	0	0	41.7	47.7
00-00	1761	1	6	5	49	311	755	475	133	22	3	1	0	0	0	0	41.7	47.8

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	6	0	0	0	0	1	3	0	1	0	1	0	0	0	0	0	46.8	-
0100	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	39.4	-
0200	4	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	45	-
0300	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	35	-
0400	3	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	38.1	-
0500	20	0	0	0	2	3	7	7	1	0	0	0	0	0	0	0	40.7	47.7
0600	57	0	0	0	1	7	20	20	7	2	0	0	0	0	0	0	43.5	50.4
0700	139	0	0	2	1	22	50	52	11	1	0	0	0	0	0	0	42.3	47.5
0800	188	0	0	0	5	18	81	60	18	6	0	0	0	0	0	0	43.3	48.8
0900	109	0	1	1	2	15	46	35	9	0	0	0	0	0	0	0	42	47.9
1000	94	0	0	0	2	16	42	28	6	0	0	0	0	0	0	0	42	47.1
1100	99	0	0	0	2	26	44	22	4	1	0	0	0	0	0	0	40.5	46.3
1200	84	0	0	0	5	18	45	15	1	0	0	0	0	0	0	0	39.4	44.1
1300	40	1	0	0	1	7	19	8	4	0	0	0	0	0	0	0	40.8	46.9
1400	25	0	0	0	1	7	11	5	0	1	0	0	0	0	0	0	39.4	45.9
1500	43	0	0	0	4	10	18	7	2	1	1	0	0	0	0	0	40.3	48.1
1600	84	0	0	0	4	24	38	16	2	0	0	0	0	0	0	0	39.4	45.8
1700	125	0	0	0	5	17	50	38	12	2	1	0	0	0	0	0	42.6	48
1800	82	0	0	0	0	12	33	24	8	5	0	0	0	0	0	0	43.6	50.5
1900	52	0	0	0	0	6	20	19	5	2	0	0	0	0	0	0	43.8	49.6
2000	39	0	0	2	0	4	17	12	3	1	0	0	0	0	0	0	42.3	49.1
2100	23	0	0	0	1	4	9	3	5	1	0	0	0	0	0	0	43.8	53.4
2200	29	0	0	1	1	5	13	6	3	0	0	0	0	0	0	0	41	48
2300	12	0	0	0	0	1	3	6	2	0	0	0	0	0	0	0	44.7	52.2
07-19	1112	1	1	3	32	192	477	310	77	17	2	0	0	0	0	0	41.8	47.4
06-22	1283	1	1	5	34	213	543	364	97	23	2	0	0	0	0	0	42	47.8
06-00	1324	1	1	6	35	219	559	376	102	23	2	0	0	0	0	0	42	47.8
00-00	1362	1	1	6	38	227	571	387	105	23	3	0	0	0	0	0	42	47.8

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	9	0	0	0	0	1	6	2	0	0	0	0	0	0	0	0	40.9	-
0100	5	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	40.2	-
0200	3	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	37.4	-
0300	5	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	41.5	-
0400	8	0	0	0	0	2	2	2	1	1	0	0	0	0	0	0	44.8	-
0500	20	0	0	0	0	3	6	7	4	0	0	0	0	0	0	0	44	50.2
0600	74	0	0	0	6	14	34	11	8	1	0	0	0	0	0	0	41.3	47.8
0700	104	0	0	0	0	7	46	36	10	5	0	0	0	0	0	0	44.2	49.7
0800	168	0	0	0	0	11	68	57	30	2	0	0	0	0	0	0	44.4	50.6
0900	25	0	0	0	2	5	13	3	2	0	0	0	0	0	0	0	39.8	47.7
1000	39	0	0	0	1	9	14	11	4	0	0	0	0	0	0	0	41.9	48.3
1100	69	0	0	0	6	7	30	25	1	0	0	0	0	0	0	0	41.1	46.6
1200	37	0	0	0	0	11	15	9	2	0	0	0	0	0	0	0	41.1	45.6
1300	92	0	0	0	5	23	30	28	5	1	0	0	0	0	0	0	40.8	46.8
1400	109	2	0	0	0	23	49	24	10	0	1	0	0	0	0	0	41.3	47.2
1500	156	0	0	0	4	14	58	58	17	3	2	0	0	0	0	0	43.9	49.4
1600	162	0	0	0	5	24	57	50	22	1	1	1	1	0	0	0	43.4	50.1
1700	134	0	0	0	0	15	55	38	19	6	0	1	0	0	0	0	44	50.5
1800	96	0	0	0	2	17	42	22	12	1	0	0	0	0	0	0	42.2	48.8
1900	61	0	0	0	2	7	23	19	8	2	0	0	0	0	0	0	43.8	51
2000	34	0	0	0	0	5	19	6	3	0	1	0	0	0	0	0	42.9	48.7
2100	28	0	0	0	0	5	10	5	6	2	0	0	0	0	0	0	44.4	54.2
2200	17	0	0	0	0	3	4	6	3	1	0	0	0	0	0	0	45.5	52.6
2300	12	0	0	0	1	1	3	4	2	1	0	0	0	0	0	0	44.9	54.5
07-19	1191	2	0	0	25	166	477	361	134	19	4	2	1	0	0	0	42.9	49.1
06-22	1388	2	0	0	33	197	563	402	159	24	5	2	1	0	0	0	42.9	49.2
06-00	1417	2	0	0	34	201	570	412	164	26	5	2	1	0	0	0	42.9	49.3
00-00	1467	2	0	0	35	210	588	428	169	27	5	2	1	0	0	0	42.9	49.2

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Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	45.9	-
0100	4	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	44.6	-
0200	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	46.3	-
0300	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	46.3	-
0400	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	52.3	-
0500	11	0	0	0	0	3	5	1	1	0	1	0	0	0	0	0	42.9	55.3
0600	15	0	0	0	0	3	10	2	0	0	0	0	0	0	0	0	40.6	46.2
0700	77	0	2	2	2	18	24	22	5	1	1	0	0	0	0	0	40.8	47.8
0800	60	1	1	0	2	5	13	30	7	1	0	0	0	0	0	0	43.2	49.4
0900	113	0	0	0	2	8	44	44	11	4	0	0	0	0	0	0	43.8	48.6
1000	128	1	0	0	2	13	37	56	13	4	1	1	0	0	0	0	44.2	49.8
1100	130	0	1	0	1	11	60	37	16	4	0	0	0	0	0	0	43.4	49.9
1200	136	1	1	2	6	11	46	43	16	8	1	0	1	0	0	0	43.5	51.1
1300	113	0	0	0	2	11	35	41	15	7	2	0	0	0	0	0	45	51.8
1400	118	0	0	0	4	18	49	27	12	6	1	0	1	0	0	0	43.3	50.3
1500	93	0	0	0	2	7	37	33	7	6	0	1	0	0	0	0	44.8	50
1600	94	0	0	0	2	11	39	26	8	4	3	1	0	0	0	0	44.1	51.1
1700	99	0	0	0	1	16	34	34	8	5	1	0	0	0	0	0	43.6	49
1800	66	0	0	0	0	1	25	22	9	6	2	0	1	0	0	0	46.5	54.1
1900	48	0	0	0	0	3	20	19	5	1	0	0	0	0	0	0	43.7	49.4
2000	28	0	0	0	0	1	8	13	3	0	1	1	1	0	0	0	47.7	53.1
2100	22	0	0	0	0	6	8	4	4	0	0	0	0	0	0	0	42.2	50.8
2200	16	0	0	0	0	7	4	3	2	0	0	0	0	0	0	0	40.2	49.6
2300	18	0	0	0	0	1	5	7	4	0	0	0	0	1	0	0	47.2	52.8
07-19	1227	3	5	4	26	130	443	415	127	56	12	3	3	0	0	0	43.8	50.2
06-22	1340	3	5	4	26	143	489	453	139	57	13	4	4	0	0	0	43.8	50.1
06-00	1374	3	5	4	26	151	498	463	145	57	13	4	4	1	0	0	43.8	50.1
00-00	1401	3	5	4	26	155	506	471	150	58	14	4	4	1	0	0	43.9	50.2

18 January 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	42.8	-
0100	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	48.1	-
0200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	41.7	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	33.9	-
0500	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	41.6	-
0600	7	0	0	0	0	4	2	0	1	0	0	0	0	0	0	0	38.6	-
0700	34	0	0	0	1	6	17	7	3	0	0	0	0	0	0	0	41.4	47.3
0800	45	0	0	1	2	3	20	8	5	5	0	1	0	0	0	0	44.2	55.8
0900	78	0	0	0	1	4	28	35	6	4	0	0	0	0	0	0	44.9	49.2
1000	99	1	0	1	3	12	37	33	10	0	2	0	0	0	0	0	42.5	49
1100	90	0	0	1	4	14	24	29	14	2	2	0	0	0	0	0	43.4	51.5
1200	100	0	0	0	1	13	41	28	11	5	1	0	0	0	0	0	43.5	50.5
1300	77	0	0	0	1	9	28	23	11	4	0	1	0	0	0	0	44.8	52.4
1400	98	1	0	0	0	6	44	22	18	4	1	1	0	1	0	0	45.3	52.1
1500	108	0	0	0	1	4	45	46	10	1	1	0	0	0	0	0	44.5	48.6
1600	104	0	0	0	2	14	31	41	10	4	0	2	0	0	0	0	44	50.3
1700	54	0	0	0	2	7	22	17	4	1	1	0	0	0	0	0	42.7	47.4
1800	38	0	0	0	0	8	15	8	5	1	0	1	0	0	0	0	43.6	50.4
1900	42	0	0	0	2	9	16	11	4	0	0	0	0	0	0	0	41.2	48.3
2000	27	0	0	0	0	1	11	9	5	1	0	0	0	0	0	0	45.7	53.6
2100	31	0	0	0	2	5	14	7	1	1	1	0	0	0	0	0	42.3	47
2200	8	0	0	0	0	1	5	1	1	0	0	0	0	0	0	0	41.6	-
2300	5	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	41.7	-
07-19	925	2	0	3	18	100	352	297	107	31	8	6	0	1	0	0	43.9	50.3
06-22	1032	2	0	3	22	119	395	324	118	33	9	6	0	1	0	0	43.8	50.2
06-00	1045	2	0	3	23	120	402	326	120	33	9	6	0	1	0	0	43.7	50.2
00-00	1056	2	0	3	24	122	407	328	121	33	9	6	0	1	0	0	43.7	50.2

19 January 2026

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
0000	4	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	37.5	-
0100	3	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	51.6	-
0200	4	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	41.7	-
0300	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	57.5	-
0400	6	0	0	0	1	3	0	0	1	0	0	1	0	0	0	0	41.8	-
0500	23	0	0	0	0	1	9	12	0	1	0	0	0	0	0	0	44.2	47.7
0600	63	0	0	0	5	11	32	11	1	3	0	0	0	0	0	0	40.4	46.8
0700	156	0	1	3	3	23	61	47	13	4	1	0	0	0	0	0	42.2	48.3
0800	190	0	0	0	3	22	77	62	21	3	2	0	0	0	0	0	43.5	49.6
0900	130	0	0	0	4	17	51	44	11	3	0	0	0	0	0	0	42.8	48.7
1000	67	0	1	1	1	13	26	19	5	0	1	0	0	0	0	0	41.2	47.1
1100	67	0	0	0	0	16	28	21	2	0	0	0	0	0	0	0	41.2	45.9
1200	28	0	0	0	0	4	17	6	1	0	0	0	0	0	0	0	41.4	46
1300	109	0	0	0	2	24	48	23	8	3	1	0	0	0	0	0	41.6	47.3
1400	133	1	0	0	1	21	55	45	8	1	0	0	1	0	0	0	42.3	47.1
1500	155	0	0	1	2	29	69	43	10	0	1	0	0	0	0	0	41.9	47.6
1600	156	0	0	0	3	25	63	42	21	0	0	2	0	0	0	0	43	49.6
1700	121	0	0	0	5	15	55	28	17	1	0	0	0	0	0	0	42.5	49.7
1800	95	0	0	0	2	14	40	32	5	1	1	0	0	0	0	0	42.5	47.9
1900	78	0	0	0	5	11	34	16	7	4	1	0	0	0	0	0	42.4	50
2000	37	0	0	0	0	4	11	14	5	2	1	0	0	0	0	0	45.4	51.4
2100	23	0	0	0	0	6	5	8	3	0	1	0	0	0	0	0	43.5	50.5
2200	17	0	0	0	0	1	7	4	3	2	0	0	0	0	0	0	45.7	54.6
2300	8	0	0	0	0	2	2	1	1	1	0	1	0	0	0	0	48	-
07-19	1407	1	2	5	26	223	590	412	122	16	7	2	1	0	0	0	42.4	48.1
06-22	1608	1	2	5	36	255	672	461	138	25	10	2	1	0	0	0	42.4	48.2
06-00	1633	1	2	5	36	258	681	466	142	28	10	3	1	0	0	0	42.4	48.2
00-00	1674	1	2	6	38	262	694	481	144	31	10	4	1	0	0	0	42.5	48.2

Grand Total

Time [--	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99	Mean	Vpp 85
--	10353	11	17	28	246	1557	4192	3025	980	223	46	20	6	2	0	0	42.6	48.8



SITE: ATC - B4040, Cricklade

LOCATION: Attached to hedgerow

GRID REFERENCE: 51.640371, -1.872087

DIRECTION: WESTBOUND

	Tue	Wed	Thu	Fri	Sat	Sun	Mon
	13-Jan	14-Jan	15-Jan	16-Jan	17-Jan	18-Jan	19-Jan
Hour							
0000-0100	3	6	6	9	4	4	4
0100-0200	2	1	2	5	4	1	3
0200-0300	2	1	4	3	3	1	4
0300-0400	2	4	3	5	3	0	1
0400-0500	5	2	3	8	2	2	6
0500-0600	14	13	20	20	11	3	23
0600-0700	39	48	57	74	15	7	63
0700-0800	109	184	139	104	77	34	156
0800-0900	197	208	188	168	60	45	190
0900-1000	98	161	109	25	113	78	130
1000-1100	51	101	94	39	128	99	67
1100-1200	56	132	99	69	130	90	67
1200-1300	29	129	84	37	136	100	28
1300-1400	104	112	40	92	113	77	109
1400-1500	146	133	25	109	118	98	133
1500-1600	157	145	43	156	93	108	155
1600-1700	177	36	84	162	94	104	156
1700-1800	155	81	125	134	99	54	121
1800-1900	106	89	82	96	66	38	95
1900-2000	87	58	52	61	48	42	78
2000-2100	47	43	39	34	28	27	37
2100-2200	30	37	23	28	22	31	23
2200-2300	10	31	29	17	16	8	17
2300-2400	6	6	12	12	18	5	8
Totals							
0700-1900	1385	1511	1112	1191	1227	925	1407
0600-2200	1588	1697	1283	1388	1340	1032	1608
0600-0000	1604	1734	1324	1417	1374	1045	1633
0000-0000	1632	1761	1362	1467	1401	1056	1674
AM Peak	800	800	800	800	1100	1000	800
	197	208	188	168	130	99	190
PM Peak	1600	1500	1700	1600	1200	1500	1600
	177	145	125	162	136	108	156

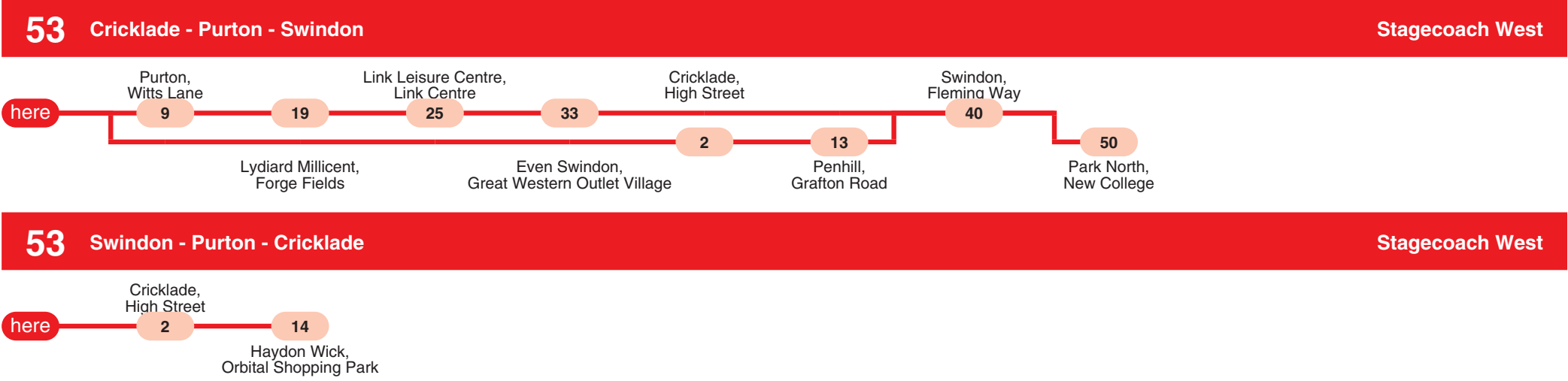
SPEED LIMIT: NSL

Averages

1-5.	1-7.
5.6	5.1
2.6	2.6
2.8	2.6
3	2.6
4.8	4
18	14.9
56.2	43.3
138.4	114.7
190.2	150.9
104.6	102
70.4	82.7
84.6	91.9
61.4	77.6
91.4	92.4
109.2	108.9
131.2	122.4
123	116.1
123.2	109.9
93.6	81.7
67.2	60.9
40	36.4
28.2	27.7
20.8	18.3
8.8	9.6
1321.2	1251.1
1512.8	1419.4
1542.4	1447.3
1579.2	1479

Appendix C – Bus Timetables

Bus departures from this stop
Cricklade
Bishopsfield (E-bound)



The numbers circled indicate approximate timings in minutes from Cricklade, Bishopsfield

Mondays to Fridays						Bus times as at 7th January 2026					
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0622	53	P	0939	53	H	1112	53	P	1239	53	H
0727	53	2,P,Sch	1012	53	P	1139	53	H	1312	53	P
0912	53	P	1039	53	H	1212	53	P	1439	53	H
									1512	53	P
									1829	53	1,P

Saturdays						Bus times as at 10th January 2026					
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0622	53	P	0939	53	H	1112	53	P	1239	53	H
0727	53	P	1012	53	P	1139	53	H	1312	53	P
0912	53	P	1039	53	H	1212	53	P	1439	53	H
									1512	53	P
									1829	53	1,P

Sundays						Bus times as at 11th January 2026					
Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0812	53	P	1012	53	P	1212	53	P	1412	53	P
0939	53	H	1139	53	H	1339	53	H	1539	53	H
									1612	53	P

Notes: Sch - Wiltshire School Days

1 - serves also from Cricklade, High Street to Penhill, Grafton Road

2 - terminates at Park North, New College

H - towards Haydon Wick

P - towards Park North

BY SMS

Bus times by text message

Get the times of the next four buses from this stop on your phone

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Code for this stop: wilawtwd

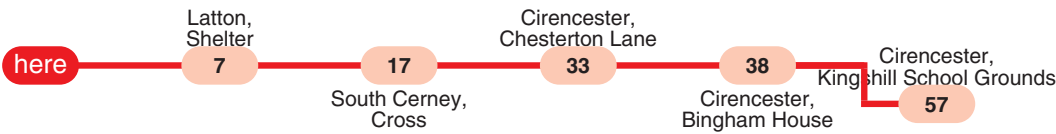
NextBuses

Bus times by mobile browser

server npti-efa02; date 07.01.2026 15:10:02; stop Cricklade, Bishopsfield (E-bound); layout small; NAPTANID: 4600WIA12870

Bus departures from this stop
Cricklade
High Street (E-bound)

51 Cirencester - Swindon Stagecoach West



51 Swindon - Cirencester Stagecoach West



53 Cricklade - Purton - Swindon Stagecoach West



53 Swindon - Purton - Cricklade Stagecoach West



The numbers circled indicate approximate timings in minutes from Cricklade, High Street

Mondays to Fridays Bus times as at 7th January 2026

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0550	51	C	0757	51	S	1005	51	S	1204	51	C	1341	53	H	1522	51	C	1729	51	S
0621	51	S	0902	51	S	1041	53	H	1205	51	S	1404	51	C	1541	53	H	1751	51	C
0647	51	C	0904	51	C,Sch	1104	51	C	1241	53	H	1407	51	S	1622	51	C	1831	53	S
0727	51	1,C,Sch	0941	53	H	1105	51	S	1304	51	C	1441	53	H	1634	51	S	1833	51	C
0747	51	C,SH	1004	51	C	1141	53	H	1305	51	S	1507	51	S	1721	53	S	1841	51	S

Saturdays Bus times as at 10th January 2026

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0609	51	C	0904	51	C	1104	51	C	1241	53	H	1409	51	C	1634	51	C	1831	53	S
0709	51	C	0941	53	H	1107	51	S	1304	51	C	1441	53	H	1711	51	S	1833	51	C
0802	51	S	1004	51	C	1141	53	H	1307	51	S	1507	51	S	1721	53	S	1931	51	S
0804	51	C	1007	51	S	1204	51	C	1341	53	H	1524	51	C	1734	51	C	2031	51	S
0902	51	S	1041	53	H	1207	51	S	1407	51	S	1607	51	S	1831	51	S			

Sundays Bus times as at 11th January 2026

Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note	Time	Service	Note
0736	51	C	0936	51	C	1030	51	S	1141	53	H	1336	51	C	1430	51	S	1541	53	H
0840	51	S	0941	53	H	1136	51	C	1230	51	S	1341	53	H	1536	51	C	1630	51	S
																		1738	51	C
																		1830	51	S

Notes: Sch - Cirencester College Days SH - Wiltshire School Holidays C - towards Cirencester H - towards Haydon Wick S - towards Swindon
Sch - Wiltshire School Days 1 - terminates at Cirencester, Kingshill School Grounds
Times shown in italics are approximate times

BY SMS

Bus times by
text message



Get the times of the next four buses
from this stop on your phone

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Code for this stop: wildadtg

NextBuses

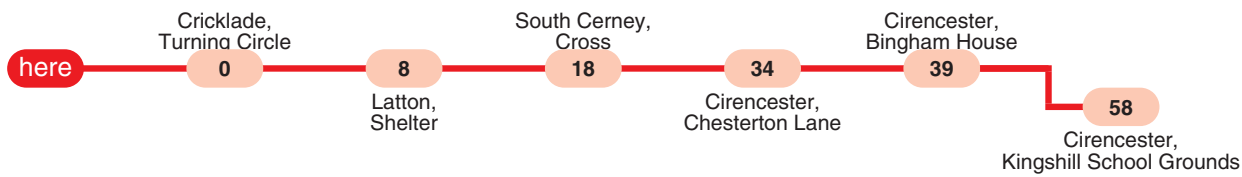
Bus times by
mobile browser



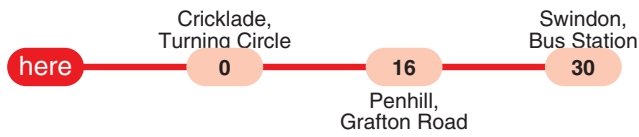
Bus departures from this stop

Cricklade High Street (W-bound)

Stagecoach West



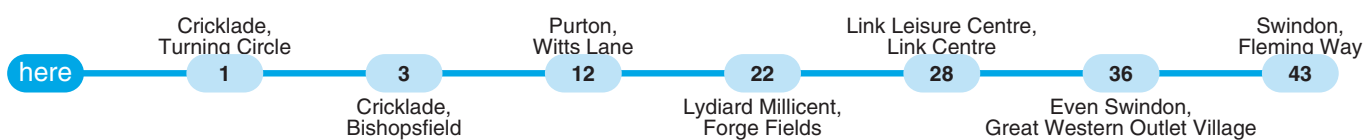
Stagecoach West



Stagecoach West (Swindon)



Stagecoach West



The numbers circled indicate approximate timings in minutes from Cricklade, High Street

Bus times as at 7th January 2026

Time Service Note			Time Service Note			Time Service Note			Time Service Note			Time Service Note			Time Service Note					
0549	51	C	0756	51	S	1009	53		1204	51	S	1403	51	C	1521	51	C	1750	51	C
0620	51	S	0901	51	S	1103	51	C	1209	53		1406	51	S	1549	51S	Sch	1832	51	C
0646	51	C	0903	51	C,Sch	1104	51	S	1303	51	C	1409	53		1621	51	C	1840	51	S
0726	51	1,C,Sch	1003	51	C	1109	53		1304	51	S	1506	51	S	1633	51	S	1931	51	S
0746	51	C,SH	1004	51	S	1203	51	C	1309	53		1509	53		1728	51	S	2031	51	S

Bus times as at 10th January 2026

Time Service Note			Time Service Note			Time Service Note			Time Service Note			Time Service Note			Time Service Note					
0608	51	C	0903	51	C	1106	51	S	1303	51	C	1409	53		1609	53		1832	51	C
0708	51	C	1003	51	C	1109	53		1306	51	S	1506	51	S	1633	51	C	1930	51	S
0801	51	S	1006	51	S	1203	51	C	1309	53		1509	53		1710	51	S	2030	51	S
0803	51	C	1009	53		1206	51	S	1406	51	S	1523	51	C	1733	51	C			
0901	51	S	1103	51	C	1209	53		1408	51	C	1606	51	S	1830	51	S			

Bus times as at 11th January 2026

Time Service Note			Time Service Note			Time Service Note			Time Service Note			Time Service Note			Time Service Note			Time Service Note					
0735	51	C	0935	51	C	1029	51	S	1209	53		1335	51	C	1429	51	S	1609	53		1737	51	C
0839	51	S	1009	53		1135	51	C	1229	51	S	1409	53		1535	51	C	1629	51	S	1829	51	S

Notes: **Sch**-Cirencester College Days **SH**-Wiltshire School Holidays **1**-terminates at Cirencester, Kingshill School Grounds **C**-towards Cirencester **S**-towards Swindon
Sch-Wiltshire School Days
Times shown in italics are approximate times

Bus times by text message



Scan the QR code or send the stop code below to:

84268

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Normal mobile internet charges apply.

Code for this stop: **wildadtj**

Bus times by mobile browser

