Land off Trowbridge Road, Bradford-on-Avon, Wiltshire

Waddeton Park Ltd

Transport Assessment

May 2026

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1 Introduction

1.1 Rappor have been instructed by Waddeton Park Ltd. to prepare a Transport Assessment (TA) in support of a residential-led mixed use development located on land to the northeast of Trowbridge Road, Bradford-on-Avon, Wiltshire. The development description is as follows:

> *"Outline application (with all matters reserved except for access) for the erection of up to 224 residential dwellings (Class C3), 72-bed care home (Class C2), with sports pitch, allotments, country park, landscaping and open space."*

1.2 The application site is located on the southeastern edge of Bradford-on-Avon, adjoining existing residential areas to the west, fronting Trowbridge Road to the south west and therefore forming a natural extension to the town. Wiltshire Council (WC) form the Local Planning Authority (LPA) and Local Highway Authority (LHA) for the application.

1.3 An extract of the site location plan is presented at **Figure 1.1** to illustrate the location of site and its relationship with the existing Bradford-on-Avon settlement. The full location plan is presented at **Appendix A**.

Figure 1.1 Site Location

Vision

1.4 The development site sits immediately adjacent to the existing built-up area of Bradford-on-Avon, and therefore, the development seeks to form a natural extension to the existing urban settlement area. In doing so, the development proposals will provide full integration

to existing pedestrian, cycle and public transport networks, delivering a development where future residents and visitors will naturally select active and sustainable modes for travel.

Report Structure

1.5 The remainder of this Transport Assessment is structured as follows:

a) Review of relevant local transport and planning policy;
b) Review of the site location, composition and local highway network;
c) Analysis of local highway safety data for the most recent five-year period available;
d) Description of site accessibility and opportunities for sustainable travel;
e) A review of local services and facilities;
f) Description of the development proposals, including access arrangements and indicative internal layout;
g) Forecast trip generation and predicted impact upon the operation of the local highway network;
h) Traffic distribution and assignment on the local highway network;
i) Forecast trip generation and predicted impact upon the operation of the local highway network;
j) Traffic distribution and assignment on the local highway network;
k) Assessment of the traffic impact of the development proposals; and
l) Summary and conclusions.

1.6 This TA should also be read in conjunction with the Framework Travel Plan (FTP) submitted as part of this application under separate cover. The FTP identifies opportunities for future residents, staff and visitors of the proposed development to travel by more active and sustainable modes of transport to that of the private car. This is achieved through a combination of ‘hard’ and ‘soft’ measures and will increase the awareness of sustainable travel options for future residents. The FTP will provide incentives and initiatives to achieve sustainable modal shift targets.

1.7 As per the National Planning Policy Framework (NPPF), development should only be prevented or refused on highway 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.

1.8 The NPPF also states that transport planning should take a ‘vision-led approach’, which sets outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity. This TA has therefore been produced in accordance with the above national objectives.

1.9 This TA aims to demonstrate that the development proposals are acceptable in highway and transportation terms and that there would subsequently be no highway related reasons that should prevent WC from recommending the approval of this planning application.

2 Relevant Transportation Planning Policy and Guidance

Introduction

2.1 This section provides a review of the existing and emerging transport planning policies and guidance, and how they relate to the development proposals.

2.2 The following relevant transportation policies and guidance have been reviewed:

a) National Planning Policy Framework (December 2024, updated version February 2025);
b) National Planning Practice Guidance (March 2014);
c) Manual for Streets (March 2007 & September 2010);
d) Design Manual for Roads and Bridges (DMRB);
e) Wiltshire Core Strategy (January 2015);
f) Wiltshire Local Transport Plan 4 (March 2025);
g) The Bradford-on-Avon Neighbourhood Plan 2013 – 2026 (October 2017);
h) (Draft) Bradford-on-Avon Local Cycling & Walking Infrastructure Plan (February 2026); and
i) (Draft) Wiltshire Local Cycling and Walking Infrastructure Plan (2022).

2.3 The key objectives of recent national and local policy and guidance are to:

a) Make effective and efficient use of land;
b) Reduce car dependency;
c) Make walking and cycling trips easier; and
d) Encourage public transport trips.

National Policy

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

2.4 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.

2.5 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."

2.6 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."

2.7 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."

2.8 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."

2.9 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."*

2.10 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".

Draft NPPF (December 2025)

2.11 The Government published a consultation draft National Planning Policy Framework in December 2025 setting out changes to the current NPPF published in February 2025. At this point in time (March 2026) the content of the draft document is not Government policy but illustrates a potential direction of change. Whilst no weight is placed on the proposed changes document this may change during the life of this planning application and will therefore be considered through the determination period, as required.

2.12 Notwithstanding, the Draft NPPF does not require any additional assessment, from that set out within the 2024 NPPF, apart from requiring the use of the DfT Connectivity Tool as part of the process in determining the connectivity and accessibility of the site. This has therefore been included within this TA.

National Guidance

National Planning Practice Guidance (March 2014)

2.13 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.

2.14 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).

2.15 Paragraph 002 states that Transport Assessments, Statements, and Travel Plans 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.

2.16 Paragraph 006 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.

Design Manual for Roads and Bridges (revised March 2020)

2.17 The Design Manual for Roads and Bridges (DMRB) contains information regarding current 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 (2015)

2.21 WC adopted the 'Wiltshire Core Strategy' in January 2015 and sets out the Council's spatial vision, key objectives and overall principles for development in Wiltshire up to 2026.

2.22 Bradford-on-Avon is categorised as a 'Market Town' settlement within the Core Strategy, which is defined as:

"…settlements that have the ability to support sustainable patterns of living in Wiltshire through their current levels of facilities, services and employment opportunities.

Market Towns have the potential for significant development that will increase the jobs and homes in each town in order to help sustain and where necessary enhance their services and facilities and promote better levels of self containment and viable sustainable communities."

2.23 Core Policy 60: Sustainable Transport within the Core Strategy states:

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

This will be achieved by:

i. *planning developments in accessible locations*

ii. *promoting sustainable transport alternatives to the use of the private car*

iii. *maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community*

iv. *promoting appropriate demand management measures*

v. *influencing the routing of freight within and through the county*

vi. *assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment."*

2.24 Core Policy 61 deals with transport and new development and states that *"New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.".*

2.25 Core Policy 61 goes on to say that as part of a required transport assessment, it must be demonstrated that consideration has been given to the needs of all transport users, where relevant, according to a hierarchy that prioritises visually impaired and other disabled people, pedestrians and cyclists, and identifies private cars last. Also, *"that the proposal is capable of being served by safe access to the highway network" and "that fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development."*

2.26 It also states that *"Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements."*

Wiltshire Local Plan Review

2.27 WC developed The Wiltshire Core Strategy Development Plan in 2015, which is now in the process of being reviewed and updated.

2.28 The emerging Wiltshire Local Plan has been through the Regulation 19 consultation period which took place between 27 September to 22 November 2023. Representations on the Wiltshire Local Plan, along with a schedule of proposed changes have been submitted alongside the prescribed submission documents. WC submitted the Wiltshire Local Plan to the Secretary of State for Housing Communities and Local Government for independent examination on 28 November 2024.

2.29 On the 27th February 2026, the Inspectors wrote to WC and have concluded that given the significant additional work required to address the concerns previously identified, including the need to consult, the most efficient and effective course of action for all parties is for WC to withdraw the submitted Plan.

2.30 At the time of writing this TA, it is understood that WC will formally withdraw the draft emerging Local Plan.

Wiltshire Council Local Transport Plan (March 2025)

2.31 The WC Local Transport Plan 4 (LTP4), which covers the period from 2025 – 2038, was adopted in March 2025. The Plan has an overarching vision to ensure:

"*a safe and connected transport system which protects the county's unique built, natural and historic environment making this accessible for all, supports sustainable economic growth across Wiltshire's communities and contributes to a low carbon future*".

2.32 The plan covers the following objectives:

a) *"To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond the rural settlements.*
b) *To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.*
c) *To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.*
d) *To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.*
e) *To expedite the reduction of the total carbon emissions in the country that are due to transport, contributing to making Wiltshire Council carbon neutral by 2030, and leading the county towards net zero."*

2.33 To deliver the LTP4 vision and objectives, four key policy areas have been identified:

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

- **Shift** to more sustainable modes of transport – providing better and more accessible options for travel via active travel (including walking, wheeling including wheelchairs and pushchairs, cycling and horse riding), shared transport, and public transport;

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

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

2.34 Thus, WC have structured the LTP4 sub-strategies around the framework of Avoiding, Shifting and Improving travel patterns, alongside supporting measures.

2.35 Within the 'Avoid' policy area, the two following polices cover reducing the need to travel and enabling active travel:

2.36 Policy A1: Reduce the need to travel as often' states:

"Reducing the need to travel can improve local safety and air quality, support inclusivity and social mobility, whilst also helping to limit the harmful greenhouse gas emissions from transport, Providing more options to access essentials remotely can open up new

opportunities, such as education, training, employment, online community services, and travel information. In addition, making it more convenient to consolidate journeys, such as by locating key services near to each other, can help reduce the time needed to complete day-today tasks. These benefits are particularly important for those who don't have access to a car or find it difficult to travel."

2.37 Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality, states:

"Whilst cars are critical to rural areas, active travel can have substantial health and wellbeing benefits for all ages, and can be a good way of embedding physical activity into day-to-day life. These methods of travel generally have the most reliable journey times, and have less chance of being negatively impacted by delays experienced elsewhere on the network, or by possible future societal issues (such as pandemics, fuel shortages, and inflation). They are also the cleanest modes of travel with very little adverse impact on greenhouse gas emissions, air pollution or noise pollution. Our LTP4 measures will address concerns about safety, convenience and quality of provision which can prevent people choosing to walk, wheel and cycle, and enable these modes to become the natural choice for shorter journeys."

2.38 Within the 'Improve' policy area, policy I1 states the following on facilitating and encouraging moving to low and zero emission vehicles:

"Low and zero emission vehicles are an essential part of removing carbon emissions from transport; these include cars, vans, buses, taxis and HGVs. The Government is leading on the uptake of these vehicles at a national level, including a ban on new petrol and diesel car and van sales. At a local level, this policy seeks to accelerate uptake by providing public charging points and encouraging the private sector to do likewise, providing zero emission car clubs, ensuring our own fleets are zero emission, and by awareness raising.

2.39 In the 'Support' section, Policy SU1 states:

"Empower people with the skills, knowledge, motivation and opportunity they need to safely access more sustainable and healthier transport.

The Avoid, Shift and Improve policy areas will only help us to achieve our objectives if enough people change their travel behaviour. An ongoing programme of activities to make residents and businesses aware of opportunities to change behaviour, how to do so, and the benefits, will therefore be essential to make sure that enough people travel differently, at least some of the time."

The Bradford-on-Avon Neighbourhood Plan 2013 – 2026 (October 2017)

2.40 Bradford-on-Avon Town Council (BOATC) in partnership with WC, adopted The Bradford-on-Avon Neighbourhood Plan in October 2017. The Plan reflects the wishes and aspirations of the town, covering the period to 2026.

2.41 The vision, in terms of transportation, is to *"minimise the impact of vehicles passing through the town and improve the environment for pedestrians and cyclists by reducing vehicle/pedestrian conflict, whilst at the same time securing improved air quality".*

2.42 This is covered as part of Objective 6 of the plan, which states:

"to improve the pedestrian environment in the town, encouraging people to walk or cycle rather than use their cars thereby assisting in the improvement of the overall environment and air quality. Also to ensure that future developments are located where they can easily be accessed by pedestrians, cyclists and public transport, including where possible extending the footpath and cycle route systems".

2.43 To achieve this objective, the following policies are in place:

a) ***Policy T1:*** *Enhancement and/or extension of the public rights of way network, especially provision for cyclists, will be supported; and*

b) ***Policy T2:*** *Development proposals that would result in the loss of public or private parking capacity will not be supported unless they can show that alternative capacity will be provided elsewhere or can show that the proposals will result in a reduction in the need for off-street parking.*

Emerging Bradford-on-Avon Neighbourhood Plan

2.44 BOATC are currently in the process of reviewing the Bradford-on-Avon's Neighbourhood Plan and are due to present an updated plan that covers the town up to 2038.

2.45 BOATC released a short document on the 15th August 2024 setting out their vision for BOA. Within the document it states that:

- *A town where children and young people have opportunities to play, explore and learn;*
- *That there are places for people to live, including affordable, well-designed homes;*
- *There are opportunities for people to work in the town;*
- *The town is a safe and friendly town for pedestrians and cyclists; and*
- *There's improved public transport serving the town.*

Local Cycling and Walking Infrastructure Plans

2.46 WC, in partnership with BOATC, are currently in the process of developing the Bradford-on-Avon LCWIP and have released a draft report for consultation in February 2026. The draft plans have identified a network of routes for improvements that will enable people to walk or cycle more easily.

2.47 Further information on the emerging LCWIP in provided in **Section 3**.

Summary

2.48 This section has presented relevant adopted and emerging local and national policy context against which the development should be assessed. The remainder of this report will set present the development and impact in more detail and demonstrating policy compliance where necessary.

3 Existing Transport Conditions

3.1 The following section sets out details of the local highway and transport networks, which includes a highway safety analysis to establish whether there are any existing safety concerns on the surrounding highway network.

Site Context

3.2 The development site comprises several adjoining fields located to the southeast of Bradford-on-Avon, situated approximately 1.2km from the Bradford-on-Avon town centre.

3.3 The southwestern parcel that fronts Trowbridge Road has been utilised as a temporary campsite operated by 'Beehive Field' since 2017. It is understood that the site is periodically open to caravans, motorhomes and tents. Access to the site is currently achieved via an agricultural field gate off Trowbridge Road, located approximately 40m south of the adjacent Moulton Drive priority access junction.

3.4 An additional access track connects from the northwestern boundary of the site, where the boundary abuts an unnamed lane accommodating Public Right of Way (PRoW) BRAD18, detailed further below. This track bisects the site and provides an access to Bradford-on-Avon Sailing Club, in the north eastern corner of the application area.

3.5 The a redline boundary is predominantly bound to the south and east by Wildbrook Wood and the rear of a handful of dwellings that front the Kennet and Avon Canal. To the north, the site is bound by the River Avon and the former Golf Course. To the west, the site adjoins dwellings on Widbrook View, whilst the A363 Trowbridge Road forms the southwestern site boundary.

3.6 The BRAD19 and BRAD18 Public Rights of Way (PROW) bounds the north and western frontage, respectively. Further information about the local PROW network is provided at **Section 4**.

3.7 The site location and its relationship with the immediate adjoining areas is illustrated in the site location plan provided at **Appendix A**.

Local Highway Network

A363 Trowbridge Road

3.8 The site is currently accessible off the A363 Trowbridge Road via an agricultural field gate. As part of the development proposals, the existing access will be upgraded. Further details will be provided at **Section 5** of this report.

3.9 The A363 Trowbridge Road comprises a single two-way carriageway routed in a broadly northwest to southeast alignment. The carriageway is subject to a 30mph speed limit along the site frontage, which continues at 30mph up to within vicinity of the Bradford-on-Avon town centre. The A363 Trowbridge Road speed limit increases to 50mph some 130m west of the site access.

3.10 It is understood that BOATC are seeking to reduce the vehicle speed limit of Trowbridge Road through Bradford-on-Avon to 20mph.

3.11 From the development site, the A363 provides a northwestern route through the centre of Bradford-on-Avon up to the A4 on the north-eastern edge of Bath, approximately 10km from the site access. To the southeast, the A363 provides a route to and through centre of Trowbridge, some 2.7km from the site access.

3.12 The existing condition of Trowbridge Road within vicinity of the development site is depicted on **Images 3.1** and **3.2**, taken on a site visit conducted in February 2026.

Image 3.1 Trowbridge Road looking South-eastwards

Image 3.2 Trowbridge Road looking North-westwards

3.13 As illustrated at **Images 3.1** and **3.2**, the general highway conditions on Trowbridge Road within proximity of the development site is considered good.

Moulton Drive

3.14 Moulton Drive is located immediately to the west of the development site and is accessible via a priority ghost island right-turn lane junction on Trowbridge Road. The road is a single two-way carriageway routed in a broadly east to west alignment and is subject to a 30mph speed limit. Moulton Drive provides a western route to the B3109 Frome Road, which is located 950m from the development site via a mini roundabout junction.

Frome Road

3.15 At the location of the B3109 Frome Road / Moulton Drive roundabout, the B3109 Frome Road provides a southern route onto the A361, which provides onwards connections to Frome and Warminster. To the north of the B3109 Frome Road / Moulton Drive roundabout, the B3109 Frome Road provides an alternative route to the centre of Bradford-on-Avon town centre along the south-western edge of the town.

Trinity Church Gyratory

3.16 As previously set out, the A363 route to and through the centre of Trowbridge traversing through the Trinity Church Gyratory', located approximately 2.7km south of the site access.

3.17 The gyratory is broadly rectangular as it passes around the Holy Trinity Church and its churchyard. The gyratory has five junction arms that contain large splitter islands on most arms to facilitate easy entry and exit movements.

Highway Safety

3.18 To determine whether there are any existing highway safety issues within the vicinity of the site, Personal Injury Collision (PIC) data has been obtained from WC for the most recent five-year period available, from 1st December 2020 to 3rd December 2025.

3.19 The full PIC data and a plan of the study area is contained at **Appendix C**.

3.20 The review identified 41 PICs which have occurred in the above study in the most recent five-year period. Of the 41 collisions, 35 incidents were recorded as 'slight' in severity and six were recorded as 'serious in severity. **Table 3.1** provides a summary of all the recorded collisions.

Reference	Date	No. of Vehicles / Casualties	Non-motorised User Involvement	Severity	Conditions	Description
A363 Trowbridge Road						
11283/21	04/02/2021	1 car, 1 cyclist / 1 cyclist	Cyclist injured	Slight	Raining without high winds on wet/damp road.	Vehicle 1 (car) has turned right into the minor arm junction and has collided with a stationary cyclist.
56031/21	11/06/2021	2 cars / 1 pedestrian	Pedestrian injured	Slight	Fine without high winds on dry road.	Vehicle has collided head on with another vehicle who was turning left into a minor arm junction, causing a collision with a pedestrian.
61859/21	27/06/2021	2 cars / 1 driver	N/A	Slight	Raining without high winds on wet/damp road.	Rear shunt collision due to the vehicle in front braking suddenly.
A1841/21	18/10/2021	1 car, 1 cyclist / 1 cyclist	Cyclist injured	Slight	On dry road surface.	Vehicle has turned into the petrol station and has collided with a cyclist riding on the footway.
84049/22	10/08/2022	2 cars / 1 driver	N/A	Slight	Fine without high winds on dry road.	Head on head collision due to driving at excessive speeds and losing control of their vehicle
A9722/23	09/10/2023	1 goods vehicle, 1 car / 1 driver	N/A	Slight	Fine without high winds on wet/damp road.	Lorry has rear shunted a stationary vehicle held in traffic
18926/24	17/02/2024	1 car / 1 driver	N/A	Slight	Raining without high winds on wet/damp road.	Car has left carriageway and collided with a wall, likely due to the wet road conditions.
62079/24	29/05/2024	1 cyclist, 1 car / 1 cyclist	Cyclist injured	Slight	Fine without high winds on dry road.	Car has turned into a minor arm junction without indicating, colliding with a cyclist proceeding normally on the carriageway.
B6519/24	03/10/2024	1 car / 1 pedestrian	Pedestrian injured	Slight	Fine without high winds on dry road.	Car has collided with a pedestrian, who was proceeding normally on the pavement, whilst overtaking a vehicle
E3746/24	05/12/2024	1 goods vehicle, 1 bus/coach / 2 passengers	N/A	Slight	Raining without high winds on wet/damp road.	Head on collision between a van and bus on the narrowest section of the bridge.

Reference	Date	No. of Vehicles / Casualties	Non-motorised User Involvement	Severity	Conditions	Description
251669751	17/11/2025	2 cars / 1 driver	N/A	Slight	Fine without high winds on dry road.	At the Boathouse junction, one vehicle was waiting to turn right to access the Boathouse whilst another vehicle was waiting to exit the junction. A third vehicle has flashed to allow either vehicle to move. Both vehicles moved and collided.
A363 St Margarets Street						
38855/21	26/12/2020	2 cars / 1 driver	N/A	Slight	Fine without high winds on wet/damp road.	Vehicle has failed to give way at the roundabout, causing a collision between two vehicles.
41176/21	01/05/2021	1 goods vehicle / 1 pedestrian	Pedestrian injured	Slight	Fine without high winds on dry road.	Pedestrian has walked onto the carriageway without looking directly into the path of van, causing a collision.
251644795	08/08/2025	1 car / 1 pedestrian	Pedestrian injured	Slight	Fine without high winds on dry road.	Pedestrian has walked onto the carriageway to pass another pedestrian without looking, right into the path of a travelling car.
A363 Silver Street						
52102/21	31/05/2021	1 goods vehicle / 1 pedestrian	Pedestrian injured	Slight	On dry road surface.	Van wing mirror has clipped pedestrian.
A6721	08/10/2022	1 car / 1 pedestrian	Pedestrian injured	Slight	Fine without high winds on dry road.	Car has collided with a pedestrian located on a footway.
87117/23	17/08/2023	1 goods vehicle / 1 pedestrian	Pedestrian injured	Slight	Fine without high winds on dry road.	Vehicle has struck a pedestrian who was walking on the footway
A1580/24	28/08/2024	1 car / 1 pedestrian	Pedestrian injured	Slight	Fine without high winds on dry road.	Car has turned right at the junction and collided with a pedestrian.
C5482/24	22/10/2024	1 vehicle / 1 pedestrian	Pedestrian injured	Slight	Fine without high winds on dry road.	Motorhome wingmirror has clipped a pedestrian, who was walking on the footway.
86101/24	22/07/2024	1 goods vehicle / 1 pedestrian	Pedestrian injured	Slight	Fine without high winds on dry road.	Lorry has struck a pedestrian as they manoeuvred on the roundabout.
C6652/24	26/10/2024	1 car / 1 pedestrian	Pedestrian injured	Slight	Fine without high winds on dry road.	Car has collided with a pedestrian as they were crossing the zebra crossing due to being temporary visually impaired by the sun.
A363 Frome Road						

Reference	Date	No. of Vehicles / Casualties	Non-motorised User Involvement	Severity	Conditions	Description
94998/21	29/09/2021	3 cars, 1 goods vehicle / 1 driver	N/A	Slight	Fine without high winds on dry road.	Car has clipped the offside of a parked vehicle as they manoeuvred around a roundabout, causing further collisions with other two more vehicles.
B1784/22	22/10/2022	2 cars / 2 passengers	N/A	Slight	Raining without high winds on wet/damp road.	Car has failed to give way on roundabout, causing a collision between both cars.
90948/23	29/08/2023	2 cars / 1 driver	N/A	Slight	Fine without high winds on dry road.	Head on collision due to northbound vehicle crossing over the central line. The driver was impaired by drugs which caused the collision.
A4202/24	03/09/2024	1 car, 1 bus/coach / 2 drivers, 4 passengers	N/A	Serious	Fine without high winds on dry road.	Head on collision due to car driver driving recklessly.
A363 Bridge Street						
55805/23	28/05/2023	1 car / 1 pedestrian	Pedestrian injured	Slight	Fine without high winds on dry road.	Car has exited minor arm junction and collided with a pedestrian, who was crossing the major arm junction.
B3109 Frome Road						
55226/21	09/06/2021	1 car / 1 pedestrian	Pedestrian injured	Slight	Fine without high winds on dry road.	Car has pulled over for oncoming traffic by mounting the payment and collided with a pedestrian. .
01376/22	05/01/2022	1 car, 1 cyclist / 1 cyclist	Cyclist injured	Slight	Fine without high winds on dry road.	Car has rear shunted a bicycle. he driver of the car was visually impaired due to being dazzled by the sun and was a nervous/uncertain driver. It is possible they also failed to look properly.
34331/23	31/03/2023	2 cars / 2 drivers	N/A	Slight	Raining without high winds on wet/damp road.	Car has made a last minute U-turn on the roundabout and has struck the rear of another vehicle.
E9721/24	19/12/2024	1 car, 1 cyclist / 1 cyclist	Cyclist injured	Slight	Fine without high winds on dry road.	Car has rear shunted cyclist due to being temporary blinded by dazzling sun.
B3107 Woolley Street						
44024/23	26/04/2023	3 cars / 1 driver	N/A	Slight	Fine without high winds on dry road.	Car has collided with a parked car, causing a collision with another car.

Reference	Date	No. of Vehicles / Casualties	Non-motorised User Involvement	Severity	Conditions	Description
10635/25	27/01/2025	3 cars / 1 driver	N/A	Serious	Fine without high winds on dry road.	Mechanical failure has caused a car to collide with two parked cars.
Unclassified (UC) Church Street						
97555/21	06/10/2021	1 car / 1 pedestrian	Pedestrian injured	Slight	Fine without high winds on dry road.	Car has reserved into a pedestrian.
UC Library Car park						
68902/21	16/07/2021	1 car / 1 pedestrian	Pedestrian injured	Slight	Fine without high winds on dry road.	Car has reserved into a pedestrian.
UC Station Approach						
21118/22	25/02/2022	1 car / 1 pedestrian	Pedestrian injured	Slight	On dry road surface.	Car has reserved into a pedestrian. The driver of the vehicle was driving aggressively, and the pedestrian was impaired by alcohol.
UC Bridge Street						
51618/22	19/05/2022	1 car, 1 cyclist / 1 cyclist	Cyclist injured	Serious	Fine without high winds on dry road.	Van has rear shunted bicycle as they both exited a junction.
UC Moulton Drive						
71350/22	08/07/2022	1 car, 1 cyclist / 1 cyclist	Cyclist injured	Serious	On dry road surface.	Car has collided with a cyclist during an overtaking manoeuvre.
C0367/22	14/11/2022	1 car, 1 goods vehicle / 1 pedestrian	Pedestrian injured	Slight	On dry road surface.	Lorry has collided with a parked car door, which has swung and collided with the driver of the parked vehicle.
UC Southway Road						
84826/22	11/08/2022	1 motorcycle / 1 pedestrian	Pedestrian injured	Serious	Fine without high winds on dry road.	Pedestrian has walked into the carriageway and has been stuck by a motorcycle.
C1299/22	16/11/2022	1 goods vehicle / 1 pedestrian	Pedestrian injured	Slight	On dry road surface.	Van has collided with a pedestrian who was crossing the carriageway. The pedestrian failed to look properly, was wearing dark clothing at night, and was impaired by alcohol.
UC Baileys Barn						
64102/25	27/05/2025	1 car, 1 cyclist / 1 cyclist	Pedestrian injured	Serious	Raining without high winds on wet/damp road.	Car has exited junction and has collided with a cyclist. The driver or the car overshot the junction and failed to look properly, whilst the cyclist was travelling too fast for the conditions.

Table 3.1 WC Collision Records for Bradford-on-Avon

Summary

3.21 Based on the summaries provided at **Table 3.1** and the plot provided in **Appendix C**, there have been no cluster of collisions of five or more collision across the study area.

3.22 **Table 3.1** demonstrates that the majority of recorded collisions were due to driver or pedestrian error.

3.23 The highway safety review concludes that there are no inherent highway safety concerns that could be exacerbated by the proposed development.

Existing Traffic Data

Automatic Traffic Count Surveys

3.24 In order to establish existing traffic flows and speeds in the vicinity of the site along Trowbridge Road, a 7-day Automatic Traffic Count (ATC) survey was also conducted on Trowbridge Road between 13th September – 19th September 2023. The recorded 85th percentile speeds and the five-day average are presented at **Table 3.2.**

Direction	85%ile Speeds (mph)	
	Thursday 14th September 2023	5-day Average
Northwest bound	33.6	33.5
Southeast bound	33.9	33.9

Table 3.2 Recorded Speed Survey Data: 14th September 2023

3.25 The proposed junction design and visibility assessment, which is set out at **Section 5**, will base the design speeds of the 5-day 85th percentile average presented at **Table 3.2**.

3.26 The Full ATC survey data conducted between 13th September – 19th September 2023 are attached at **Appendix D**.

Manual Turning Count Surveys

3.27 To assess the wider development impact, additional junction turning count surveys were undertaken in June 2025 at the following locations, which are considered to be the junctions where traffic associated with the development may impact to some extent.

3.28 The surveys were undertaken on a neutral day, Tuesday 24th June 2025 and covered the AM peak period (07:00-10:00) and PM Peak period (16:00-19:00). Full details of the survey data is provided in **Appendix D.**

a) A363 Market Street / B3107 Silver Street / A363 Silver Street Roundabout Junction;
b) A363 St Margaret's Street / A363 Frome Road / Station Approach Roundabout Junction;
c) A363 Frome Road / A363 Junction Road / B3109 Frome Road Roundabout Junction;
d) B3109 Frome Road / Moulton Drive Roundabout Junction; and

e) A363 Trowbridge Road / Moulton Drive Ghost Island Right-turn Lane Junction.

Proposed Local Highway Schemes

3.29 BOATC, with support from WC, have ambitions to implement a series of highways and active travel infrastructure improvements within the centre of Bradford-on-Avon, which may include the following implementations:

- Construction of a new active travel bridge over the River Avon;
- One-way contraflow system on Silver Street; and
- Footway improvements on Market Street.

Bradford-on-Avon Centre Road Network

3.30 The road network that routes through the centre of Bradford-on-Avon is currently two-way along the A363 (Town Bridge, Silver Street and Market Street) and the B3107 Silver Street.

3.31 During the Covid-19 lockdown restrictions, BOATC implemented a temporary one-way system on Market Street and Silver Street for 12 months from August 2020 under a Temporary Traffic Regulation Order (TTRO).

3.32 The temporary arrangements are illustrated at **Figure 3.1**.

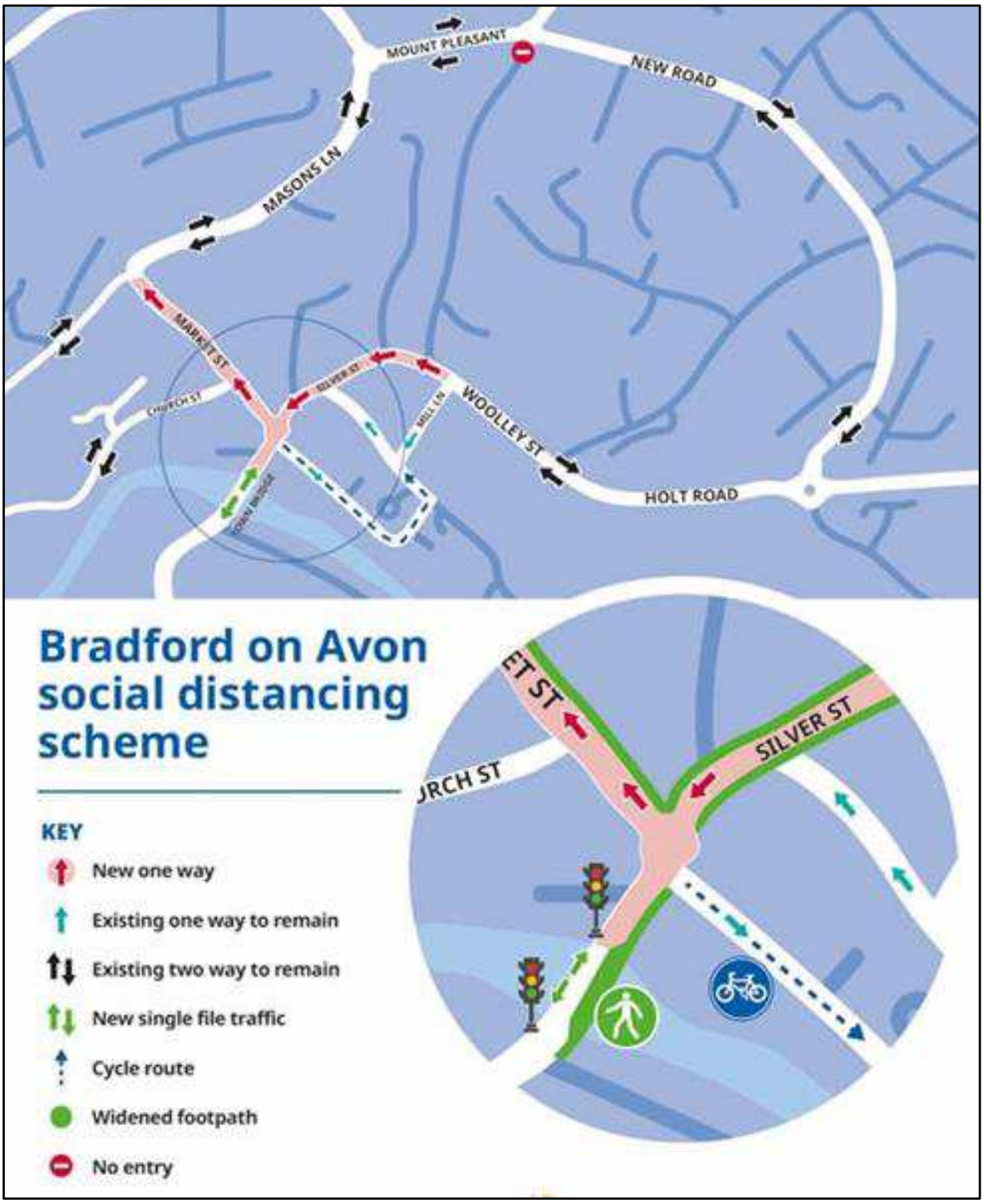


Figure 3.1 Bradford-on-Avon One Way System Scheme

3.33 Further to the identification of a potential one-way system scheme, BOATC ran a 'Future of Transport' consultation in 2021 for 6 weeks to gather the views, needs and priorities of local residents and businesses on local transport matters. The purpose of this report was to guide BOATC and WC to identify any transport-related issues before any potential improvement measures could be identified.

Traffic Modelling Feasibility Study

3.34 Based on the results of the 'Future of Transport' consultation, BOATC, in partnership with WC officers, commissioned Atkins to conduct a feasibility study on three different highway interventions schemes, which involved traffic modelling.

3.35 The three following schemes were reviewed:

- **Option A** – Market Street & Silver Street One-Way

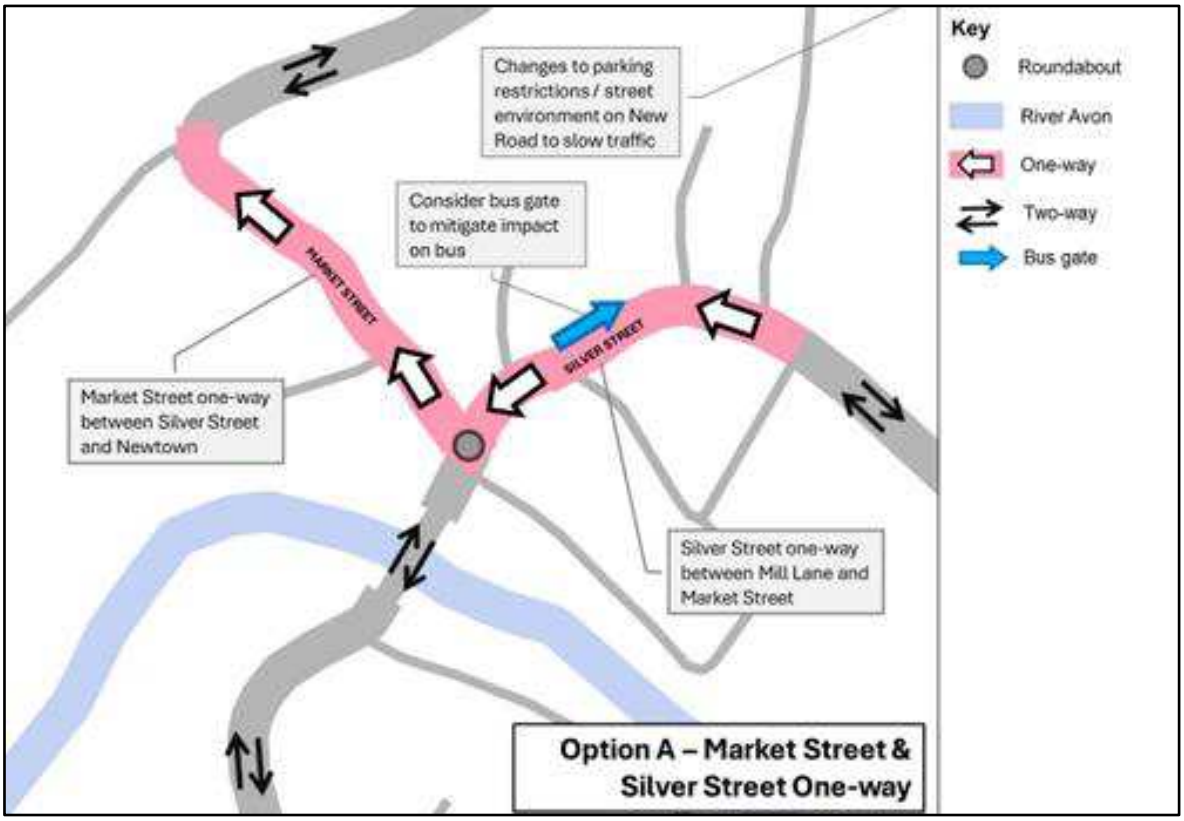


Figure 3.2 Option A Plan

- **Option B** – Pinch Point Priority Narrowing

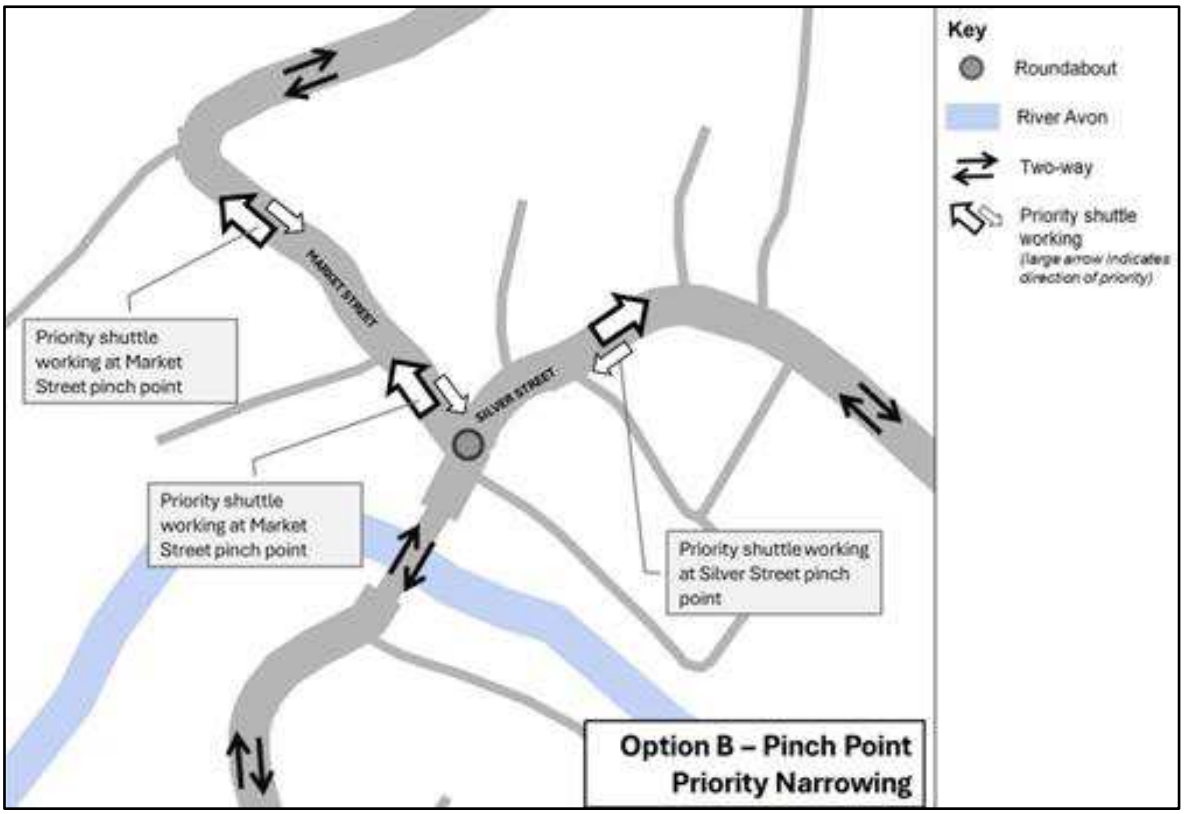


Figure 3.3 Option B Plan

- **Option C** – Silver Street One-way & Market Street Priority Narrowing

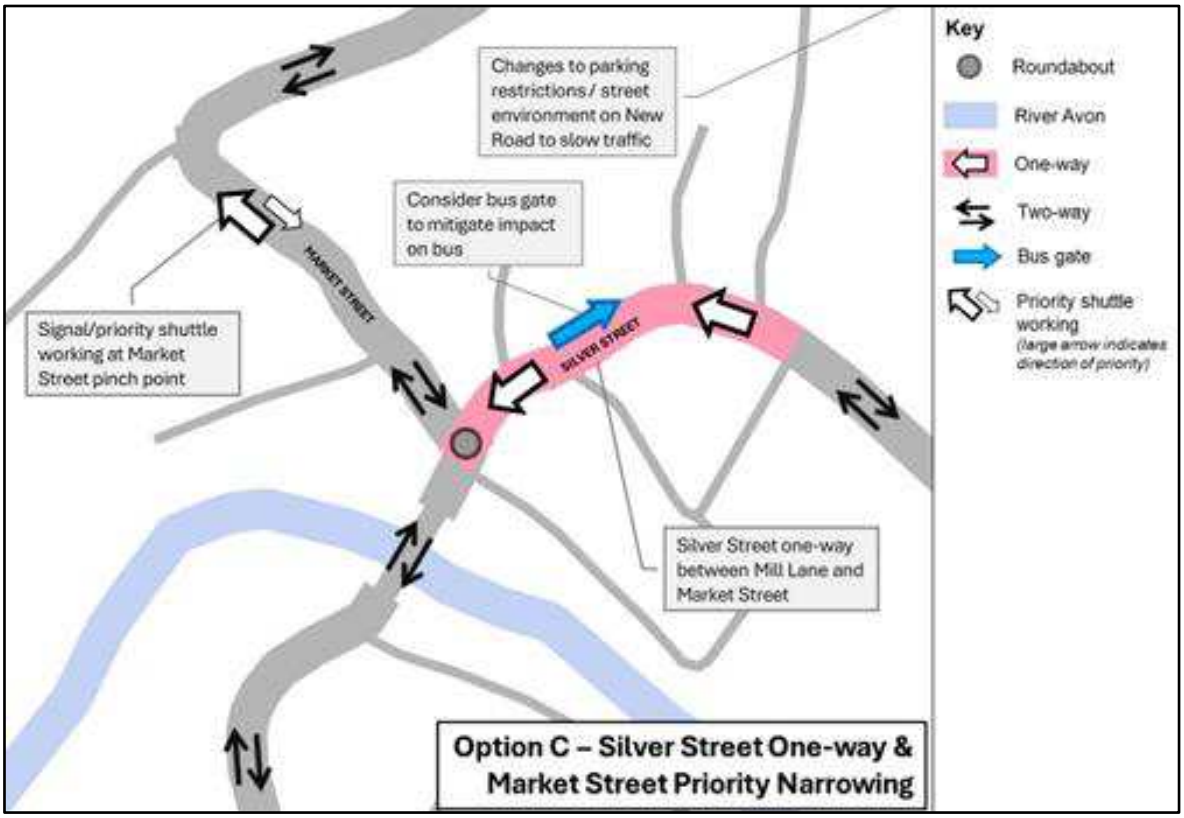


Figure 3.4 Option C Plan

3.36 The modelling report recommended that Option C (**Figure 3.4**) better fulfils the needs of local residents and business that emerged from the Future of Transport consultation.

3.37 The full conclusion of the feasibility study against all three options is included at **Appendix E**.

3.38 On the 24th September, BOATC approved their preferred and recommended traffic scheme, which they presented to WC for comments and approval. The proposed traffic scheme included the following measures:

- 20mph speed limits throughout Bradford-on-Avon;
- Wider pavements being prioritised and maximised throughout the scheme, particularly at the bottom of Silver Street and the top of Market Street;
- One-way traffic east to west on the B3107 Silver Street;
- Two-way traffic on Masons Lane;
- Serious consultative mitigation measures put in place from the start in any areas negatively impacted; and
- Transparent consultation with emergency services, local bus services and local schools on the impacts of any scheme.

3.39 In response to the unanimous motion passed by BOATC, WC provided a briefing note on Monday 23rd December 2025. A summary of the key points within the note is provided below:

- The BOATC resolution on the 24th September 2024 considered consultation feedback and unanimously approved a preferred traffic scheme;
- The approved traffic scheme, whilst not identical to any of the options tested, most closely aligns to Option C, but appears to exclude the bus gate on Silver Street;
- The top priority for BOATC is pedestrian safety. It should be noted that none of three options developed improve pedestrian safety issues on the Town Bridge;
- WC stance is that if eastbound bus movements cannot be accommodated then two-way working would have to be retained. WC have made it clear that the removal of current bus route is unacceptable; and
- Recognition that Town Bridge pedestrian movements are an area of concern that could be addressed through the provision of a separate footbridge. Provision of a new footbridge would allow step change in pedestrian routing on south side of river across library car park. New footbridge may allow measures to reduce pedestrian use of Town Bridge to be considered. Offer made by WC to provide Engineering and bid support to the plans.

3.40 The full WC briefing note is appended at **Appendix F**.

3.41 BOATC have agreed to commission a feasibility study for a one-way contraflow scheme on Silver Street that aligns with recommendations made by WC and permits the two-way

movements of buses. The findings of the report are anticipated to be released in Spring 2026.

3.42 WC have also agreed to secure funding to produce an outline business case to support a new active travel bridge. Further footway widening and improvements will also be reviewed on Market Street. It is understood that the anticipated location of the active travel bridge is to the east of the Town Bridge connecting Bridge Street with Bridge Yard.

Summary

3.43 It is evident that BOATC supports the implementation of a highways scheme that aims to improve conditions for active travel users by improving active travel infrastructure and reducing traffic volumes routing through the centre of Bradford-on-Avon.

3.44 The above proposals have been taken into consideration for the remainder of this report.

Local Cycling and Walking Infrastructure Plan (LCWIP)

Trowbridge LCWIP

3.45 A Local Cycling and Walking Infrastructure Plan (LCWIP) aims to identify cycling and walking improvements required at a local level, enabling a long-term approach to developing local cycling and walking networks.

3.46 WC adopted the 'Trowbridge LCWIP' in April 2024 for the Trowbridge area.

3.47 The section of the A363 between Bradford-on-Avon and Trowbridge has been identified as a 'Primary Cycle Route' within the Trowbridge cycling network map (*Figure 6-5*), referenced as *Route 11*. Whilst the image provided in the LCWIP is not available at a higher definition, *Route 11* is clearly highlighted on Trowbridge Road, as provided at **Figure 3.5** below.

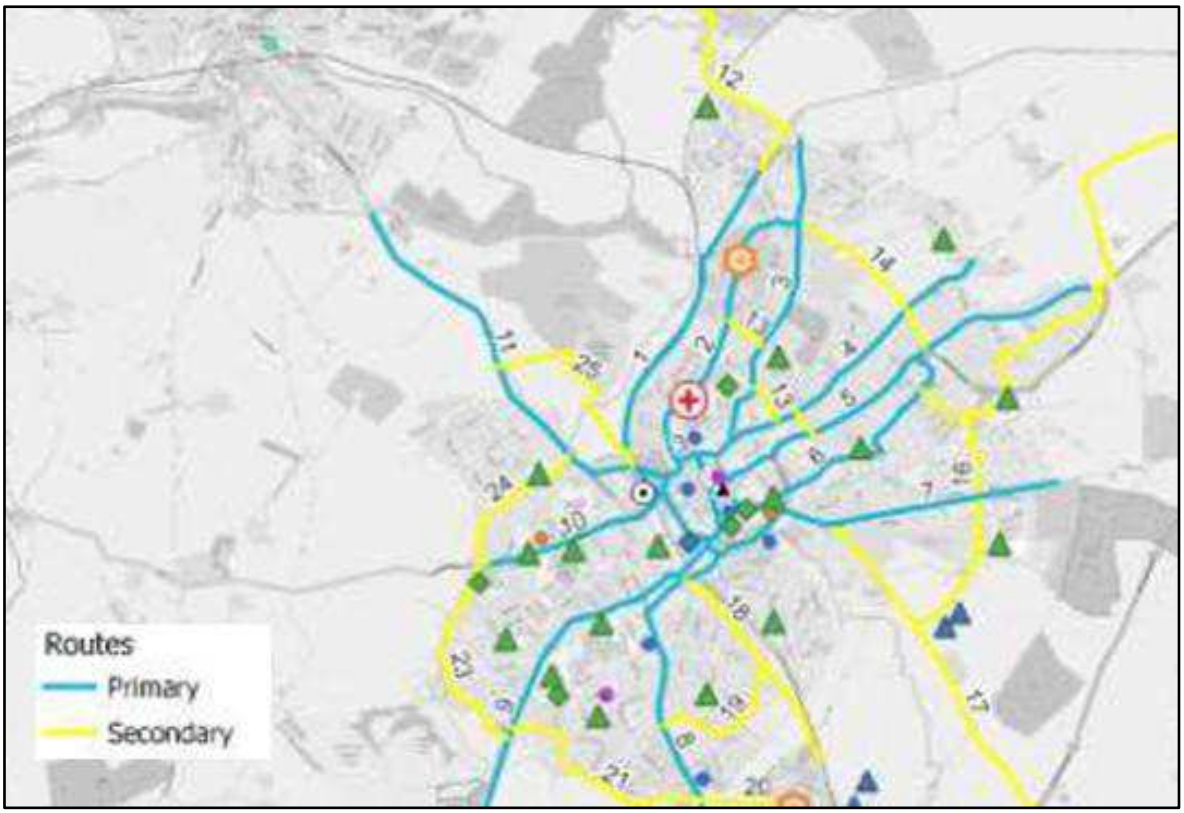


Figure 3.5 Figure 6-5 in the Trowbridge LCWIP

Bradford-on-Avon LCWIP

3.48 WC, in partnership with BOATC, are currently in the process of developing the Bradford-on-Avon LCWIP and have released a draft report for consultation in February 2026. The draft plans have identified a network of routes for improvements that will enable people to walk or cycle more easily.

3.49 The BOA LCWIP has set out four prioritisation scenarios:

- **Strategic** – Routes were ranked solely based on their total strategic score, derived from six core criteria outlined earlier in this section. This approach reflects the strategic importance of each scheme, without consideration of cost or feasibility.
- **Mixed traffic cycling opportunity** – Routes identified as suitable for mixed traffic cycling—due to low traffic volumes or the potential to reduce traffic—were grouped at the top of the ranking and sorted by their strategic score. The remaining routes followed, also ranked by strategic score.
- **Low-cost schemes** – Routes classified as low-cost (with a high-level estimated cost below £1 million) were grouped at the top of the priority ranking and sorted by their strategic score. The remaining routes followed, also ranked by strategic score.
- **Known funding opportunities** – Routes with a known or potential funding source—such as links to proposed developments eligible for developer contributions—were grouped at the top of the priority ranking and sorted by their strategic score. The remaining routes followed, also ranked by strategic score.

3.50 WC have developed an evidence base and a draft network of walking and cycle routes, as depicted at **Figure 3.6** below:

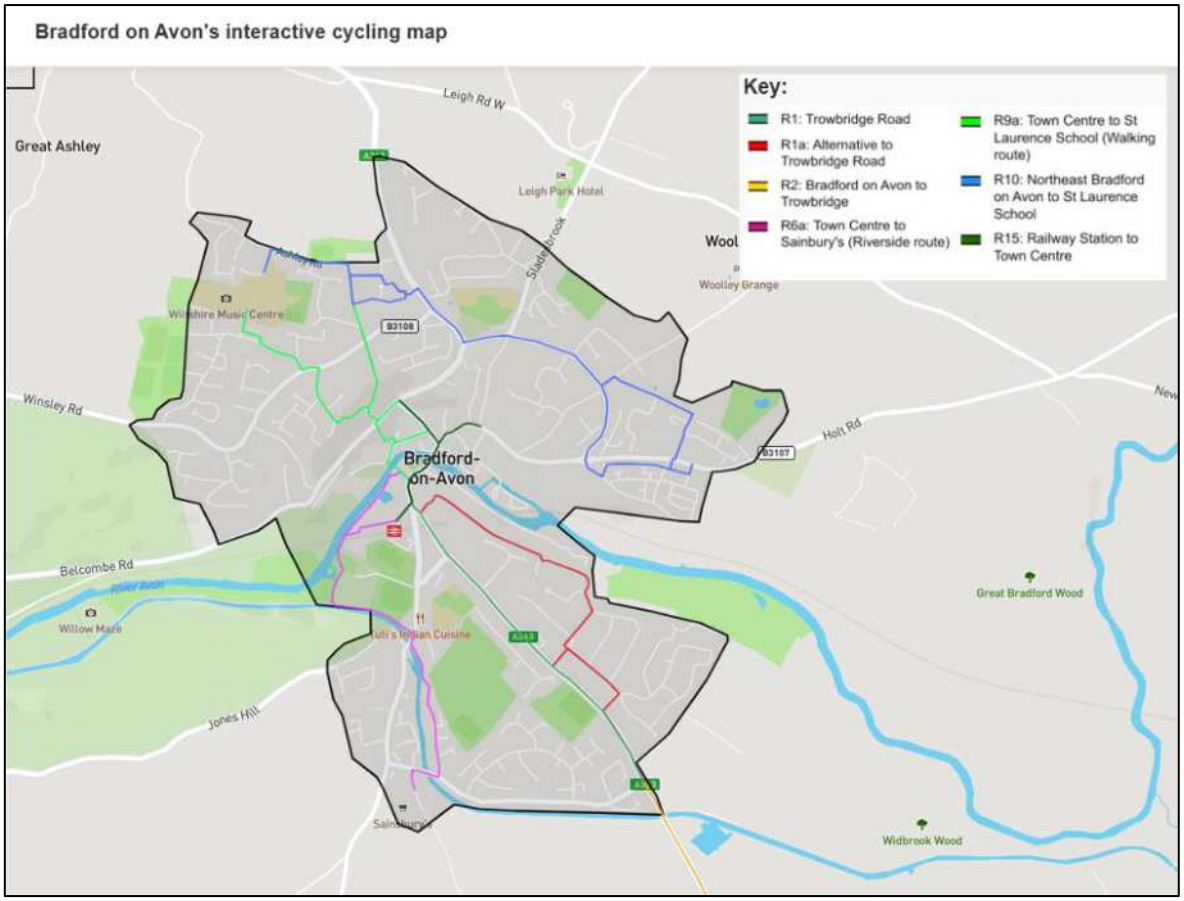


Figure 3.6 Bradford-on-Avon Proposed Cycling Map: Current Priority Routes

3.51 The Bradford-on-Avon LCWIP is currently subject to public consultation to gather views from the community to help shape the routes/improvements and inform the final network. The consultation will conclude on the 23rd March 2026. Following on from feedback provided by the local community engagement, BOATC & WC will define their final cycling and walking routes for prioritisation.

3.52 The routes presented on **Figure 3.6** form the current priority routes, subject to the outcome of the public consultation.

3.53 To support the draft plans and public consultation, WC have commissioned high-level drawings of priority routes. Due to their relevancy to the development proposals, further information on Routes 1, 1a, 2, and 15 are provided below.

Route 1 – Trowbridge Road

3.54 Route 1 extends from the 'St Margaret's Street / Frome Road / Station Approach' roundabout to the Trowbridge Road / Moulton Drive junction, which fronts the development site. An extract of the route is presented at **Figure 3.7,** with the full drawing attached at **Appendix B**.

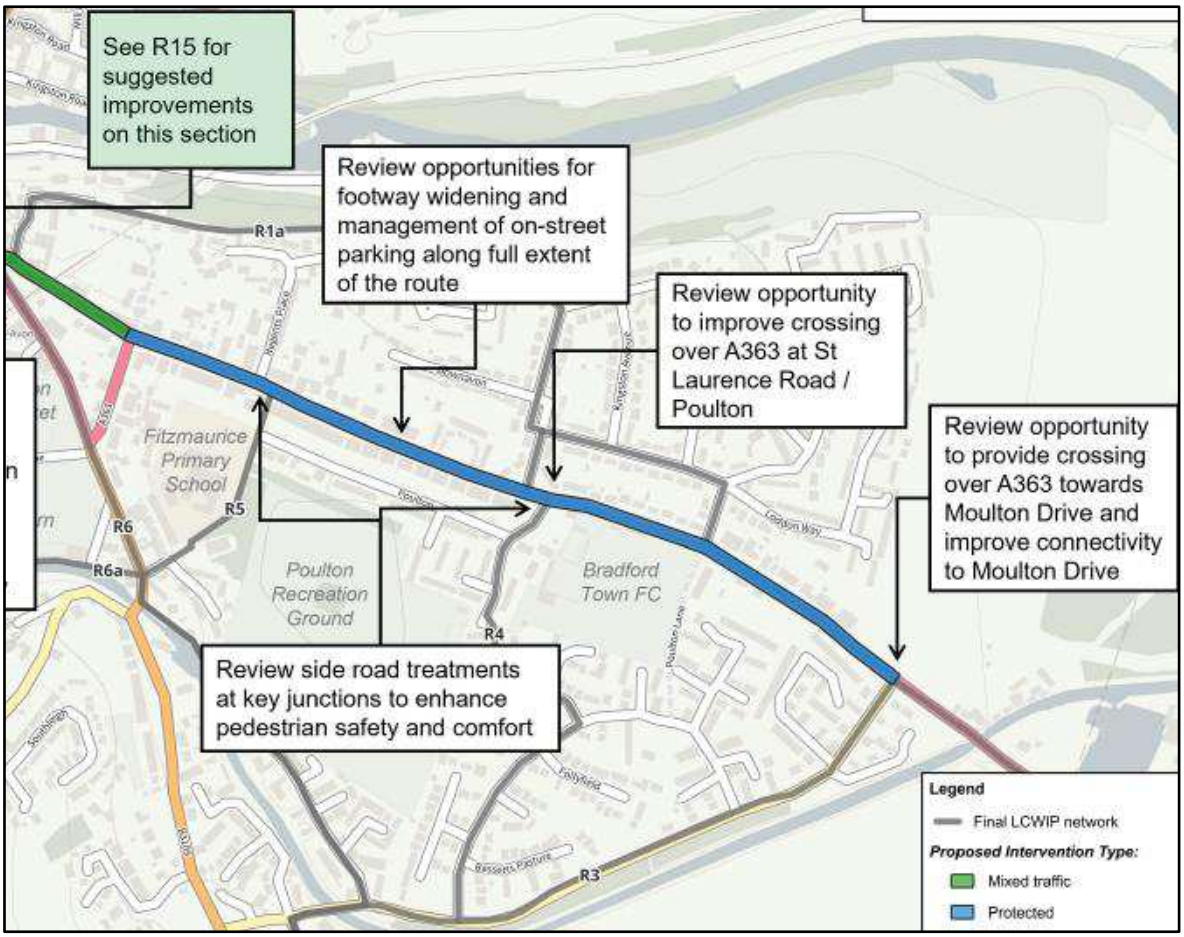


Figure 3.7 High Level Route 1: Trowbridge Road Proposed Improvements Drawing

3.55 As illustrated at **Figure 3.7**, the draft LCWIP includes proposals to provide a protected cycle route along Trowbridge Road between the Junction Road / Trowbridge Road and Moulton Drive / Trowbridge Road junctions.

3.56 Furthermore, there are proposals to review the provision of a crossing arrangement over Trowbridge Road within vicinity of the Trowbridge Road / Moulton Drive junction, and further reviews to improve crossing facilities within vicinity of the A363 / St Laurence Road junction.

Route 1a – Alternative to Trowbridge Road

3.57 Route 1a sets out a route via the residential / traffic-free areas immediately to the north of Trowbridge Road. An extract of the drawing is presented below at **Figure 3.8**.

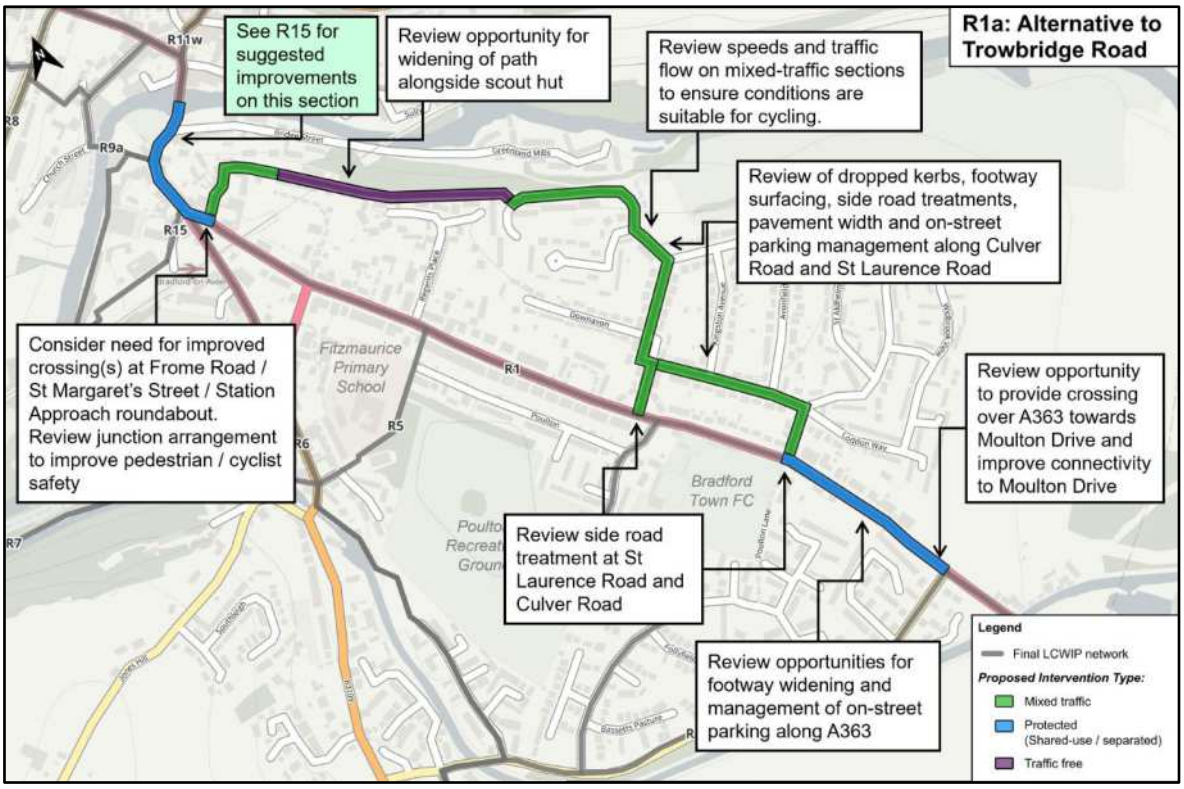


Figure 3.8 High Level Route 1a: Alternative to Trowbridge Road Proposed Improvements Drawing

3.58 The proposed route passes through the residential area to the west of the proposed development, and the improvement proposals includes sections of mixed-traffic, protected and traffic-free cycling routes.

Route 2: Bradford-on-Avon to Trowbridge

3.59 Route 2 aligns with Route 11 in the Trowbridge LCWIP (**Figure 3.5**) between Bradford-on-Avon and Trowbridge.

3.60 The route begins at the Trowbridge Road / Moulton Drive junction, routing along the A363 to the centre of Trowbridge as illustrated at **Figure 3.9**. The full drawing is presented at **Appendix B**.

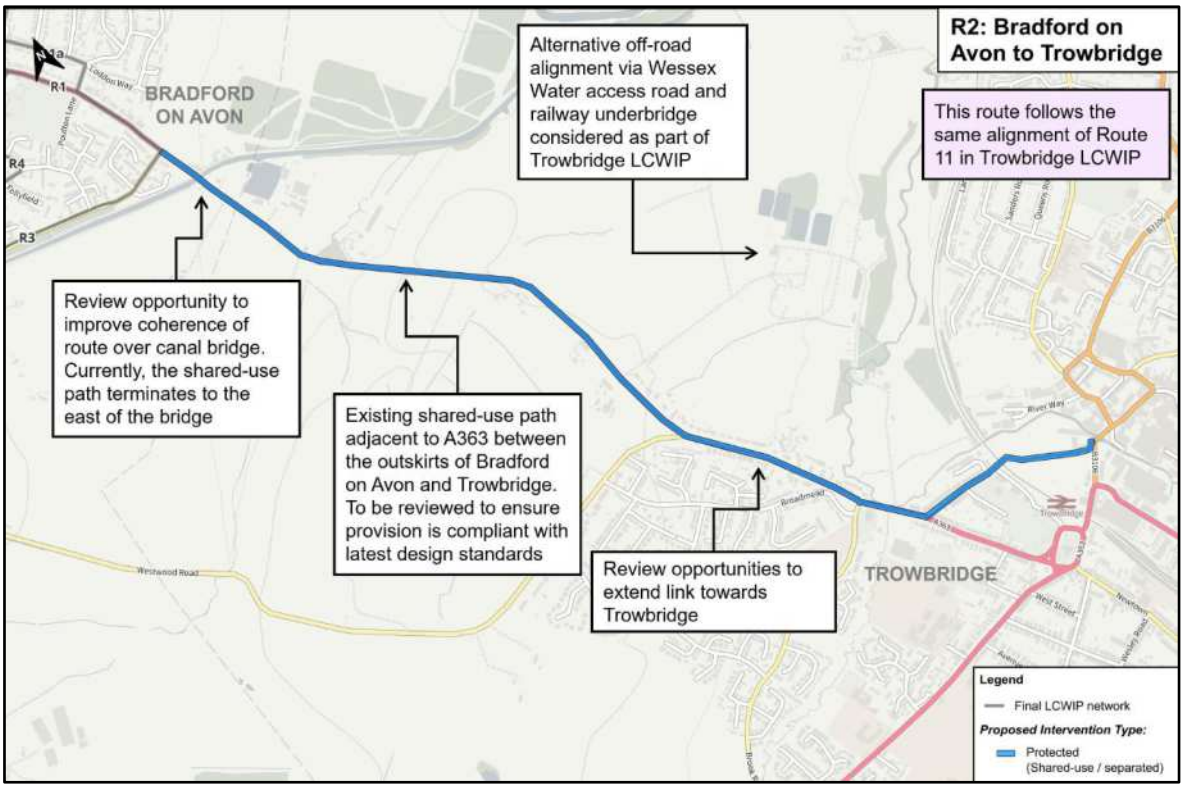


Figure 3.9 High Level Route 2: Bradford-on-Avon to Trowbridge Proposed Improvements Drawing

3.61 Route 2 routes along the site frontage on Trowbridge Road.

Route 15: Railway Station to Town Centre

3.62 The proposed route through the centre of Bradford-on-Avon is attached at **Appendix B.**

Summary

3.63 Whilst the Bradford-on-Avon LCWIP requires further public consultation, it provides a useful insight into the aspirations of BOATC and WC to improve walking and cycling routes within the Town. Therefore, the proposed routes have been considered within the development proposals and referenced throughout this report where relevant.

Wiltshire Council Bus Service Improvement Plan

3.64 WC adopted their Bus Service Improvement Plan (BSIP) in June 2024.

3.65 Within the document, WC have set out their vision for buses in Wiltshire to be

- ***More frequent****, with turn-up-and-go services on major routes and feeder or demand-responsive services to lower-density places*
- ***Faster and more reliable****, with bus priority wherever necessary and where there is room*
- ***Cheaper****, with more low, flat fares in towns and cities, lower point-to-point fares elsewhere, and more detailed price capping everywhere.*

- ***More comprehensive****, with overprovision on a few corridors reduced to boost provision elsewhere and better services in the evenings and weekends, not necessarily conventional buses.*
- ***Easier to understand****, simpler routes, common numbering, co-ordinated timetable change dates, good publicity, and comprehensive, accurate information online.*
- ***Easier to use****, with common tickets, passes and daily capping across all operators, simpler fares, contactless payment and protection of bus stations.*
- ***Better integrated with other modes and each other****, including more bus-rail interchange and integration and inter-bus transfers*
- ***Better to ride in****, with comfortable, high specification, modern buses.*
- ***Greener****, zero-emission buses (zero emissions of carbon at the tailpipe)*
- ***Accessible and inclusive network, by design****, not only bus vehicles but bus stations, bus stops and access routes to bus stops.*
- ***Innovative****, harnessing entrepreneurship to constantly strive for a better product.*
- ***A safe mode of transport which is seen as safe****, addressing issues of personal safety and security on board and at stops as well driver and vehicle safety standards.*

3.66 Within the report, there is ambitions to *"Replace and revise supported bus routes in the area which have a relatively high subsidy and infrequent timetable."* Furthermore, it also states that WC have *"…received requests from the area for a DRT service.*

3.67 The adopted Wiltshire BSIP has been reviewed and forms part of this TA.

4 Site Accessibility and Opportunities for Sustainable Travel

Introduction

4.1 This section presents the context of the site in terms of non-car accessibility. It is very well located to utilise a wide range of existing walking, cycling and public transport facilities and services. There are also extensive facilities and destinations in proximity to the site that would be utilised regularly by future residents and visitors, many of which would not require access to a private car.

4.2 When considering the overall sustainability of the site with regards to transport and highways, it is important that a site can be demonstrated to be accessible for all potential users without resulting in reliance on travelling by car, particularly single occupancy journeys. Within the local context of the site, this can be assessed having regard to the proximity to local services and amenities, that residents, staff and visitors may require access to on a daily basis.

4.3 The following section, therefore, reviews the location of these amenities, sustainable transport services and facilities for which future journeys to and from the application site could be utilised

Proximity to Local Services and Amenities

4.4 There are a wide range of local services and amenities available in Bradford-on-Avon, which includes employment, education, leisure and retail facilities that are within a short walking and cycling distance of the development. Furthermore, the proposed on-site facilities, which is discussed in more detail at **Section 5**, will provide additional amenities to the benefit of both future and existing residents.

4.5 **Table 4.1** provides details of the local service and amenities that may be accessed from the application site via walking or cycling and identifies the approximate distances and journey times by these travel modes. For robustness, the distances and their corresponding journey times have been measured from the centre of the residential element of the site, calculated via the Google Maps Journey Planner, which accounts for the gradient of the route when undertaking such journeys.

Service / Amenity	Approx. Distance	Approx. Journey Time (minutes)	
		Walking	Cycling
Education			
Fitzmaurice Primary School	1.2km	16 mins	4 mins
Westview Day Nursery	1.4km	18 mins	5 mins
St Laurence School	2.8km	42 mins	16 mins
Recreational / Leisure			
Widbrook Wood (Wiltshire Wildlife Trust)	Adjacent to the site		
Bradford-on-Avon Sailing Club			
St Aldhems Play Area	500m	6 mins	2 mins
Spencer Moulton Bowls Club	550m	8 mins	3 mins
Bradford Town FC	650m	9 mins	3 mins
Poulton Recreation Ground	950km	13 mins	6 mins
Bradford-on-Avon Youth & Community Centre	1.3km	18 mins	5 mins
Bradford-on-Avon Cricket Club	1.6km	21 mins	7 mins
Bradford-on-Avon Swimming Pool	1.7km	22 mins	9 mins
Health			
Vee the Vet	475m	6 mins	2 mins
St Margarets Surgery	1.4km	18 mins	8 mins
Bradford-on-Avon Health Centre	1.6km	21 mins	9 mins
Restaurants / Food Outlets / Public Houses			
The Boathouse	575m	8 mins	2 min
The Plough	1.1km	14 mins	4 mins
Domino's Pizza	1.3km	17 mins	3 mins
Canal Trust Cafe	1.5km	20 mins	5 mins
The Three Horseshoes	1.5km	20 mins	8 mins
The Bridge Tea Rooms	1.5km	20 mins	9 mins
Supermarkets / Convenience Store			
Texaco, Central Convenience Stores	1.0km	14 mins	4 mins
Sainsbury's	1.3km	18 mins	5 mins
Employment Centres			
Treenwood Industrial Estate	1.3km	17 mins	5 mins
Bradford-on-Avon Town Centre	1.4km	18 mins	5 mins
Trowbridge Town Centre	4.2km	-	15 mins

Table 4.1 Local Facilities within Walking Distance

4.6 **Table 4.1** demonstrates that the development site is within walking distance of a wide range of services that would typically be used by residents, employees and visitors on a daily basis. This provides a high-quality foundation upon which the sustainable credentials of the proposed development can be based.

4.7 In addition, the development proposals include a new mobility hub, community sports pitches and allotments, which are within easy walking distance of new residents on the site, as well as the wider community.

4.8 Bradford-on-Avon town centre is located approximately 1.4km from the centre of the development site, which has a range of employment, recreational and other amenities. Furthermore, Trowbridge town centre is located approximately 5km from the site, which is within an acceptable cycling distance, for additional amenities and services.

4.9 Furthermore, all local amenities identified at **Table 4.1** are located within a suitable walking distance (stipulated as 2km with reference to Manual for Streets) and cycling distance from the development site.

Walking and Cycling

Walking Guidance

4.10 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, particularly those under 2km.

4.11 The Institution of Highways and Transportation (now the: Chartered Institution of Highways and Transportation (CIHT)) guidance document 'Providing for Journeys on Foot' (published 2000) suggests an acceptable walking distance of 1km for commuting purposes and a preferred maximum walking distance of 2km.

4.12 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 is supported by the DfT 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).

4.13 The information set out within **Table 4.1** demonstrates that there are a wide range of key facilities located within 1.6km of the application site, which presents opportunities for future residents to conveniently walk to / from the application site in accordance CIHT and MfS guidance.

Pedestrian Infrastructure

4.14 Bradford-on-Avon has an extensive pedestrian network which the development site seeks to provide a connection to. This will ensure walking or cycling become the natural modal choice for future residents to access local facility and amenities set out at **Table 4.1**.

4.15 High-quality pedestrian footways are in place on both sides of Trowbridge Road within vicinity of the development site. The footway of the eastern side of the carriageway provides a continuous route to the centre of Bradford-on-Avon, likely forming the primary desire line for future residents and staff to travel to and from the site.

4.16 An informal crossing facility in the form of dropped kerbs and tactile paving is located on Trowbridge Road on the site frontage, immediately north of the Moulton Drive / Trowbridge Road access. As part of the development proposals, an additional pedestrian crossing

facility will be provided on Trowbridge Road between the site access and the Moulton Drive junction, as detailed in **Section 5**.

4.17 Moulton Drive is initially flanked with footways at the location of the Trowbridge Road junction, which reduces to a single northern footway when the southern footway terminates 130m west of the junction. There is an existing informal crossing arrangement at the Moulton Drive give-way line supported by dropped kerbs.

4.18 To the south of the development site, the eastern Trowbridge Road footway provides a route onto the Kennet and Avon Canal path, located 70m from the site access. The Kennet and Avon Canal path provides a western route to Bath and Bristol, with eastern connections to Trowbridge and Devizes. The canal path provides an excellent leisurely walking and cycling route for future residents, although it is noted that it is not lit or surfaced in places.

4.19 The eastern Trowbridge Road footway also provides a continuous route over the canal bridge onto a shared-use facility approximately 90m from the site access. The shared-use facility provides a traffic free connection to Trowbridge for pedestrians and cyclists.

4.20 **Images 4.1** and **4.2** illustrates the existing pedestrian footways conditions of Trowbridge Road and Moulton Drive.

Image 4.1 Pedestrian Footways on Trowbridge Road

Image 4.2 Pedestrian Footways on Moulton Drive

Public Rights of Way (PRoW)

4.21 PRoW information has been extracted from the WC online website, which demonstrates the local PRoW network adjacent to the development site, as presented at **Figure 4.1** below.

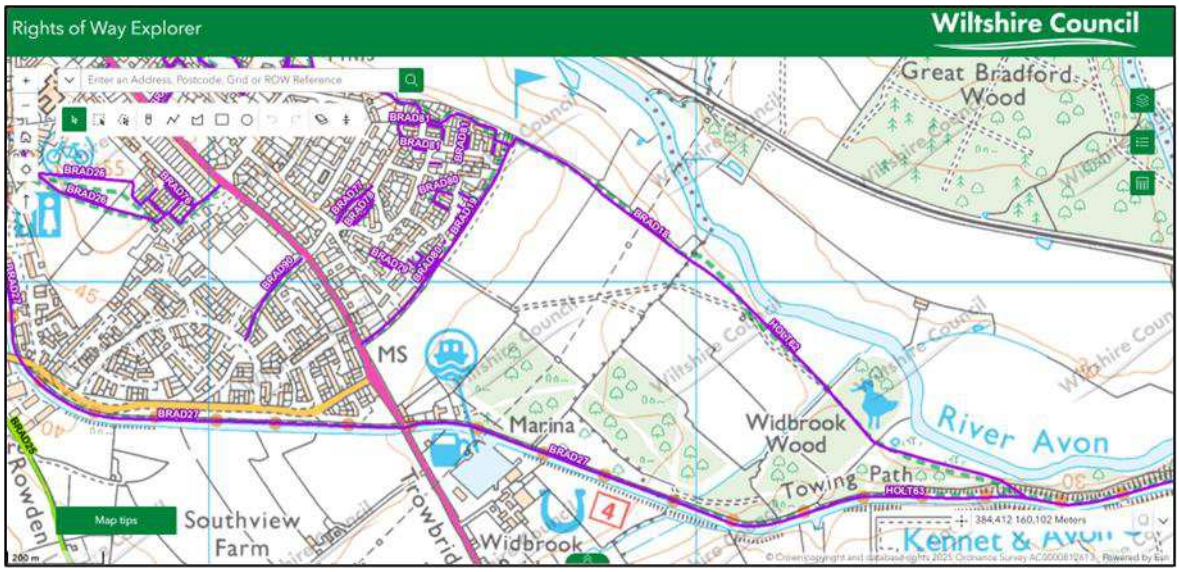


Figure 4.1 WC Public Rights of Way Extract

4.22 As illustrated at **Figure 4.1**, the BRAD19 footpath routes along the western site frontage, which is accessible to the south on Trowbridge Road and provides a connection to the BRAD80 and BRAD19 footways.

4.23 The BRAD18 footpath broadly routes in an east-to-west alignment, with the eastern sections routing through the northern portion of the development site, providing a connection to Wildbrook Wood and the canal path.

4.24 The western section of the BRAD18 routes through the existing residential settlement, providing a route towards the centre of Bradford-on-Avon. The PRoW footpath routes are a combination of quiet residential streets or traffic-free. This provides an additional walking and cycling route from the site to the centre of Bradford-on-Avon.

4.25 The local PROW network provides an excellent provision of routes for future residents, staff and visitors.

4.26 As detailed in **Section 5**, it is the ambition of the development site to provide several connections onto the local PRoW network.

Walking Wheel

4.27 In 2016, Bradford-on-Avon introduced the 'Walking Wheel' concept, which comprises a 46-mile network of inter-connected walks. It is an innovative collaboration between Bradford-on-Avon Walkers are Welcome, West Wiltshire Ramblers, and the Bradford-on-Avon Area Board (WC).

4.28 The 46-mile waymarked network of walking routes inter-connects Bradford-on-Avon and the nine satellite villages of Atworth, Holt, Limpley Stoke, Monkton Farleigh, South Wraxall, Staverton, Westwood, Wingfield and Winsley. The routes are on rights of way footpaths, quiet country lanes, the Kennet and Avon Canal towpath and a few, short sections of road.

4.29 The Bradford-on-Avon Walking Wheel 'Inner Circle' is a 6.5-mile loop around Bradford-on-Avon. The route runs adjacent to Moulton Drive, partly along Trowbridge Road, and along the northwest boundary of the site connecting to the northern public right of way, before

heading northwards towards the town centre. On this route, pedestrians are never more than a mile from Bradford-on-Avon town centre. This provides pedestrians safe and accessible routes for walking around the town and local areas.

4.30 The Inner Circle route is presented at **Figure 4.2**.

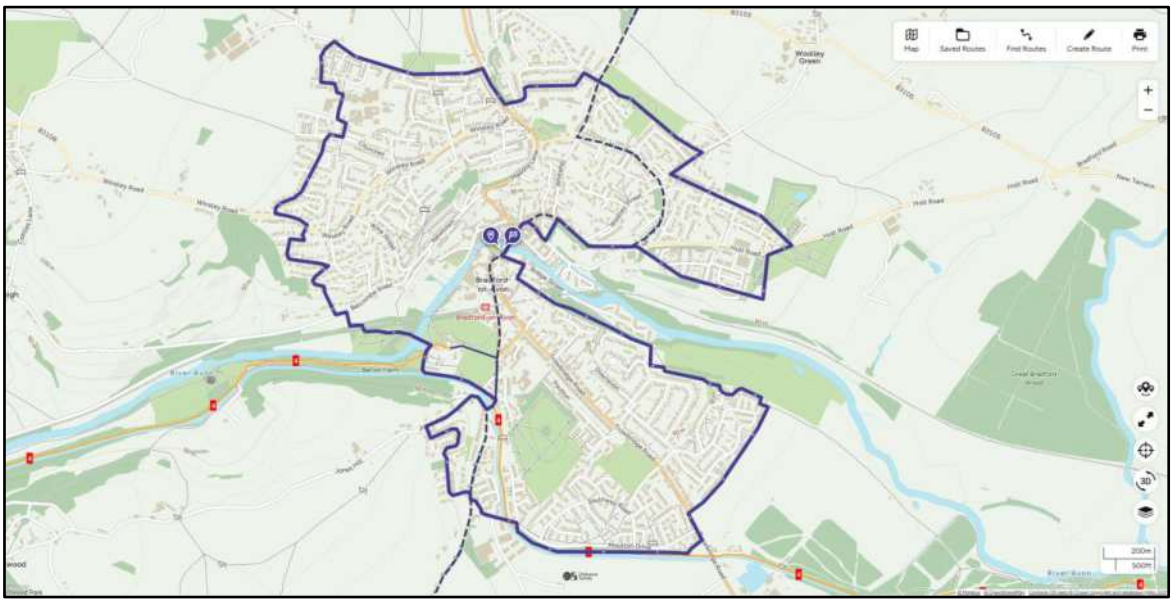


Figure 4.2 Bradford-on-Avon Walking Wheel Inner Circle Route

4.31 As set out in **Section 5**, as part of the development proposals, the site will provide direct pedestrian access to the Inner Circle route.

Cycling

Cycling Guidance

4.32 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.

4.33 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.*

4.34 It is therefore considered, and substantiated by DfT findings, that facilities and amenities within five miles, or 8km, of the application site are within acceptable cycling distance.

4.35 From the development site, the entirety of Bradford-on-Avon is well within a 8km cycling distance, providing future residents, staff and visitors the opportunity to cycle to/from the site, and to local services and amenities

Cycle Infrastructure

4.36 The development site is located within proximity of national and regional cycling infrastructure, as illustrated at **Figure 4.3**.

Figure 4.3 Local Cycle Infrastructure

4.37 As illustrated at **Figure 4.3**, National Cycle Route 4 (NCR4) routes through the southern sections of Bradford-on-Avon via the Kennet and Avon canal path. The route provides a western connection to Bath and Bristol, and an eastern route to Trowbridge and Devizes. The nearest connection to the NCR4 is to the south of the site via Trowbridge Road, some 120m from the site access.

4.38 **Figure 4.3** also illustrates a regional cycle route that routes through the centre of Bradford-on-Avon. The route, which is presented on the plan via a dashed blue line, mostly utilises on-road facilities within Bradford-on-Avon.

4.39 WC have produced a 'Bradford-on-Avon Active Travel Map' which details all the cycling infrastructure and recommended cycling routes within Bradford-on-Avon. **Figure 4.4** provides an extract of the plan, with the full plan appended at **Appendix G**.

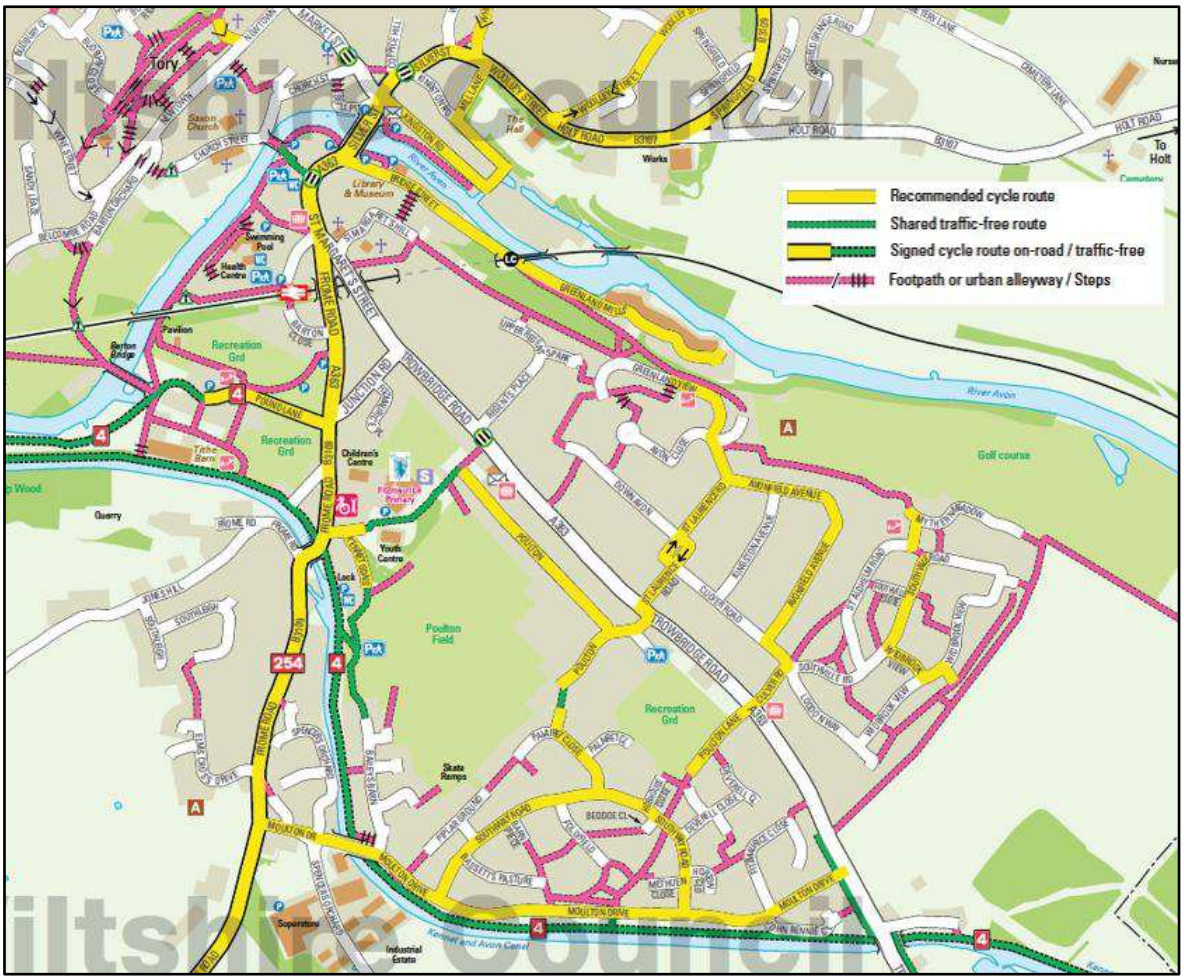


Figure 4.4 WC 'Bradford-on-Avon Active Travel Map'

Strava Heatmap

4.40 To substantiate the assertion that the local highway network is suitable for cycling, a heatmap has been sourced from the online exercise platform STRAVA that illustrates the level and preferred route of cycling in the local area.

4.41 Evidence of cycling activity is demonstrated by the STRAVA heatmap in **Figure 4.5**, which highlights popular cycling routes based on GPS activity tracking. 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 routes and roads are used by other users in the form of heatmaps. The data is updated monthly

4.42 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 4.5**.

Figure 4.5 Strava Heatmap

4.43 **Figure 4.5** illustrates that Trowbridge Road, Moulton Drive and the NCR4 are frequently used by cyclists.

4.44 It should be noted that although STRAVA data is often associated with leisure and exercise trips, this is not entirely accurate. STRAVA also tracks commuting journeys, and they state that commuting activities have been growing on the service since 2019.

4.45 STRAVA offers a Metro package to organisations which provides data on commuting to subscribers and allows them to understand necessary data for transport planning purposes. Therefore, this demonstrates that STRAVA users record leisure, exercise and commuting trips on the service and not one or the other specifically. Furthermore, STRAVA state that one in seven adults (approximately 14%) in the UK are on the service and *'We are Cycling UK'* state that in 2024, 12% of adults cycled more than once a week in England.

4.46 The proportion of adults using STRAVA in the UK is therefore comparable to the number of adults who cycle in England on a regular basis and thus STRAVA data in England will be both capturing commuting trips and be representative of wider cycling data, including demographics, in the country.

ATE Route Audit

4.47 In addition to the description of the existing cycle and pedestrian infrastructure set out in this section, an Active Travel England (ATE) Route Audit has been conducted to assess the facilities in more detail. This has helped to identify opportunities to deliver enhancements and improvements

4.48 The ATE Route Audit comprises a more analytical approach to reviewing the infrastructure and facilities, and provides scores for a range of categories, as listed below:

a) Safety;
b) Accessibility;
c) Comfort;
d) Directness;
e) Attractiveness; and
f) Cohesion.

4.49 An overall score is then calculated for each route considered, with the identification of gaps or issues that could subsequently be resolved.

4.50 The ATE Route Assessment has been undertaken along Trowbridge Road and Moulton Drive, resulting in a Level of Service score of 44% and 57% respectively, indicating the infrastructure in the vicinity of the site is suitable to accommodate local active travel journeys. The audit indicated that the existing active travel provision for pedestrians and cyclists in the local area is considered good, and the provision of on-site and off-site infrastructure improvements could further enhance the pedestrian environment in Bradford-on-Avon for existing and future residents.

4.51 This assessment has been undertaken in parallel to this TA, with the full ATE Route Audit contained at **Appendix H**.

Public Transport

Bus Services

4.52 Future residents, staff and visitors of the development site will benefit from a well-connected and frequent public transport services that currently utilise bus stops within close proximity of the site.

4.53 The nearest southbound bus stop to the site is the 'Canal Bridge' stop, which is located on the site frontage immediately south of the site access, whilst the nearest northbound bus stop is the 'Moulton Drive' stop, which is located immediately adjacent to the north-western site boundary.

4.54 Both the Canal Bridge and Moulton Drive bus stops are sheltered with live and printed bus time information.

4.55 Both bus stops are served by the 98, D1 and D1X bus services, which provides direct bus connections to prominent local destinations, such as Bradford-on-Avon, Bath, Trowbridge, Westbury and Warminster.

4.56 A summary of the bus services that route via these bus stops is provided at **Table 4.2**

Service Number	Operator	Route	Days	First Service	Approx. Frequency	Last Service
98	FromeBus	Bradford-on-Avon Town Service (N-bound)	Mon - Fri	07:52	Hourly	15:57
			Saturday	09:17	Five per day (hourly when running)	13:07
			Sunday	No Services		
		Bradford-on-Avon Town Service (S-bound)	Mon - Fri	08:44	Hourly	15:33
			Saturday	10:03	Hourly	11:03
			Sunday	No Services		
D1	First in Bristol Bath & the West	Warminster – Westbury – Trowbridge – Bradford-on-Avon - Bath	Mon - Fri	06:38	Hourly	22:27
			Saturday	07:30	Hourly	22:29
			Sunday	08:40	Hourly	21:52
		Bath – Bradford-on-Avon – Trowbridge – Westbury - Warminster	Mon - Fri	05:43	Hourly	23:52
			Saturday	05:40	Hourly	00:01
			Sunday	07:37	Hourly	21:08
D1x	First in Bristol Bath & the West	Trowbridge – Bradford-on-Avon - Bath	Mon - Fri	06:22	Hourly	00:14
			Saturday	06:17	Hourly	00:24
			Sunday	18:25 only		
		Bath – Bradford-on-Avon - Trowbridge	Mon - Fri	05:56	Hourly	19:34
			Saturday	05:49	Hourly	18:40
			Sunday	07:58 only		

Table 4.2 Local bus information

4.57 The bus service information presented at **Table 4.2** demonstrates that the site is well served by frequent bus services that provide connections to prominent local destinations which offer additional range of employment, education and retail facilities.

4.58 The combination of the D1 & D1X buses provide half-hourly buses to Bradford-on-Avon Town Centre, Bath and Trowbridge.

4.59 The journey times to Bath and Trowbridge are comparable with journeys undertaken by car, without considering the time and cost associated with parking or the congestion often experienced during peak times within the city centre. The range of services would therefore provide a real and attractive alternative for residents undertaking this journey.

4.60 Furthermore, the D1 & D1X services operate from early morning until late evening, offering a genuine alternative to travel by car for commuting purposes.

4.61 Due to the attractive nature of the local bus services, it is considered that the local bus services are likely to be frequently used by future residents, visitors and employees at the site. The proposed development will therefore further support the long-term viability of these local bus services.

Rail Services

4.62 Bradford-on-Avon Railway Station is located approximately 1.2km from the site and is situated on the Wessex Main Line between Avoncliff and Trowbridge stations. The station offers frequent and direct services to prominent locations, such as Bath Spa, Bristol Temple Meads, Gloucester and Cardiff Central, with further connections to London Paddington.

4.63 The Bradford-on-Avon railway station is well connected on the Great Western Railway rail network, offering a range of routes and connections to local, regional and national destinations, as illustrated at **Figure 4.6**.

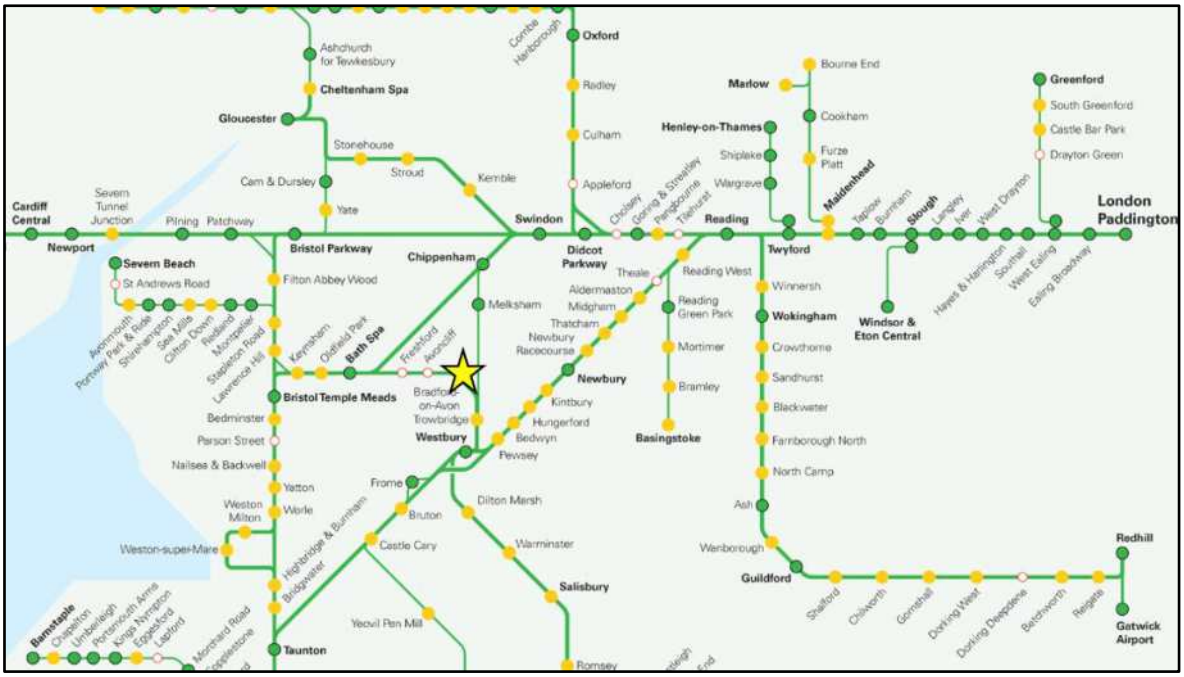


Figure 4.6 Rail Network (sourced from the Great Western Railway website)

4.64 **Table 4.3** sets out a summary of destinations, frequency and journey times from the Bradford-on-Avon Railway Station.

Destination	Frequency	Fastest Journey Time
Bristol Temple Meads	Three per hour	26 minutes
Bath	Three per hour	12 minutes
Trowbridge	Three per hour	6 minutes
Cardiff Central	Hourly (Half hourly in the AM and PM peaks)	1h 22 minutes
London Paddington	Twice per hour	1h 33 mins (1 change)

Table 4.3 Train Services Information from Bradford-on-Avon Train Station

4.65 All three bus services detailed at **Table 4.2** provides a direct route to Bradford-on-Avon station, which is a 4–6-minute journey from the Moulton Drive bus stop. Alternatively, Bradford-on-Avon station is an approximately 21-minutes walking or 6-minutes cycle journey from the centre of the development.

4.66 Based on the above, multi-modal journeys via Bradford-on-Avon Railway Station would likely form an attractive alternative to driving via car for future residents, visitors and employees at the site.

DfT Connectivity Tool Assessment

4.67 The DfT Connectivity Tool was released for public use in December 2025. The Connectivity Tool Lite combines transport and land use data to generate a national measure of connectivity of any location in England and Wales.

4.68 The website states that the overall connectivity score is the primary guide to understanding how connected a particular place or development site is. This takes into account access to all destinations included in the connectivity score by public transport, walking and cycling.

4.69 The Connectivity Tool does not currently take into account the quality of walking, cycling or public transport routes, e.g., aspects such as footway presence, footway width, surface type, and lighting. The outputs of the score therefore should always be contextually appraised using local knowledge / evidence and having regard to other material considerations, as set out in detail within the Sections above.

4.70 The Connectivity Tool also establishes the relative connectivity within the local authority area, showing the Local Authority Band. As set out within the Guidance Glossary, the Local Authority Band presents "*a method of better understanding score differences across a local or combined authority area, by dividing each local authority into ten bands from A (high scoring) to J (low scoring)… Each band represents approximately one-tenth of that local authority or combined authority's area".*

4.71 The Connectivity scores are extracted and shown in **Figure 4.7** (Connectivity Score) and **4.8** (Local Authority Band) below, with the grid square associated with the site's primary access highlighted.

Figure 4.7 DfT Connectivity Score

Figure 4.8 DfT Connectivity Score - Local Authority Band

4.72 Comparing the grid squares and tiles with the proposed residential area of the masterplan, the site lies entirely within **Local Authority Band A,** with Connectivity Scores ranging between 44 – 58.

4.73 Taking the primary access tile (highlighted above, Square ID: 383350_159750) as an indication for the site, the downloaded score breakdown report can be found at **Appendix I**. The connectivity analysis demonstrates that the site:

a) Lies within an area that scores 'slightly above average' nationally for overall connectivity;
b) It is in the top 40% (Band D) nationally for travelling via public transport and cycling;
c) Is in the top 10% (Band A) in the Wiltshire Local Authority for connectivity by walking, public transport, and cycling; and
d) It is also in the top 10% (Band A) in the Wiltshire Local Authority for connectivity to all types of destinations (Education, Leisure, Health, Shopping, Residential and Workplaces).

4.74 To summarise, from a national perspective the site has an above average connectivity score to travel via active travel modes and public transport. Furthermore, when compared with other locations within the Wiltshire Local Authority area the site is within the top 10% for connectivity to travel via active travel modes and public transport. This demonstrates that the application site is one of those most sustainable locations within the Wiltshire Local Authority for connectivity to all types of destinations via active travel and public transport modes. The development site is therefore considered to be one of the most sustainable locations within Wiltshire from a transport perspective.

Summary

4.75 The site is sustainably located with a wide range of services, facilities, and amenities within acceptable walking and cycling distance from the site. Prospective residents, staff and visitors of the application site will be afforded the opportunity to travel by active and

sustainable methods (i.e., public transport, cycling, walking, etc.) for leisure activities and other necessary trips required on a day-to-day basis.

4.76 The site's proximity to local public transport links also presents prospective residents, staff and visitors with more sustainable travel options to connect to nearby prominent locations such as Bath and Trowbridge for further education, employment and retail opportunities. Multi-modal tips via Bradford-on-Avon Railway Station also forms an attractive and realistic option, which is accessible via walking, cycling and public transport.

4.77 The ATE route audit demonstrates a good level of service along the assessed routes.

4.78 In assessing the site's connectivity, using the DfT Connectivity Tool, the site lies within the top 10% for walking, cycling and public transport within Wiltshire. This illustrates the sustainable nature of the development location from a transport perspective.

4.79 In summary, the application site is considered to be well located in terms of being able to offer a range of active and sustainable travel choices to future residents, employees, and visitors, as an alternative to travel from the site by private car.

5 Proposed Development

Introduction

5.1 Outline planning permission is sought for a mixed-use development on land off Trowbridge Road in Broadford on Avon. The development description is as follows:

> *"Outline application (with all matters reserved except for access) for the erection of up to 224 residential dwellings (Class C3), 72-bed care home (Class C2), with sports pitch, allotments, country park, landscaping and open space."*

5.2 50% of the dwellings delivered at the site will comprise affordable housing. All residential dwellings will be located on the north-and-southwestern land parcels to form a natural urban extension to the existing Bradford-on-Avon urban settlement, with the eastern parcels utilised for recreational greenspace and community amenities for the benefit of both future and existing residents of Bradford-on-Avon.

5.3 The proposed care-home will be located adjacent to the south-western boundary of the site to ensure residents and employees are well connected to local active travel and public transport infrastructure detailed in **Section 4**.

5.4 Lastly, the proposed community sports pitches will comprise a football pitch with a possible seasonal use for cricket and other sports, and a clubhouse / changing room facility.

5.5 The illustrative layout plan is attached at **Appendix J**.

Vehicular Access Strategy

5.6 The site is presently accessed via an agricultural field gate on Trowbridge Road. Access to the site will be achieved via a new priority junction arrangement, incorporating a ghost island right turn lane.

5.7 The proposed access junction has been designed to comprise a 5.5m wide carriageway with a 6m junction radii either side to ensure that all vehicle types that would visit the site can be accommodated. The arrangement has been subject to auto-tracking analysis to ensure that the largest vehicle type, anticipated to be a refuse vehicle, can be accommodated by the design.

5.8 The proposed junction arrangement will be located 40m south of the Moulton Drive / Trowbridge Road ghost island right-turn lane junction. This accords with guidance set out within MFS1 which states that junction spacing on opposite sides should be at least 30m. Furthermore, the ghost-island right turn lane junction design accords with guidance set out within DMRB CD 123.

5.9 The vehicular access will also provide multi-modal access to the development site through new 2m pedestrian footways on either side of the access road.

5.10 The proposed access junction is presented on a drawing plan attached at **Appendix K**.

Visibility Assessment

5.11 Any new or intensified vehicle access should be reviewed and justified as being able to provide visibility splays in accordance with the relevant national guidance i.e., Manual for Streets (MfS) & Manual for Streets 2 (MfS2), DMRB or local guidance as appropriate. In this instance, given the recorded speeds along the site frontage on Trowbridge Road, which is presented at **Table 3.1**, MFS guidance has been utilised.

5.12 To demonstrate that the proposed site access junction can operate safely and in a suitable manner, a visibility assessment has been undertaken, commensurate with the observed 85th percentile speeds of 33.9mph and 33.5mph for southbound and northbound movements, respectively.

5.13 To support the visibility assessment, Highway Boundary plans were sourced from WC, which is attached at **Appendix L**.

5.14 A summary of the criteria used to calculate the emerging visibility splays from the proposed site access are provided below:

To the north (accounting for southbound speeds)

- Design Speed: 33.9mph;
- Reaction Time: 1.5 seconds; and
- Deceleration Rate: 3.68m/s.

To the south (accounting for northbound speeds)

- Design Speed: 33.5mph;
- Reaction Time: 1.5 seconds; and
- Deceleration Rate: 3.68m/s.

5.15 The visibility assessment, which is presented as part of the Access Strategy drawing provided at **Appendix K**, demonstrates the required visibility splays in both directions from the proposed site access, which can be provided within the site and extent of the adopted highway.

5.16 The visibility assessment is based on the recommended parameters contained within MfS2 and measured from the centreline of the proposed site access at a point 2.4m back from the give way line.

Sailing Club Access

5.17 Bradford-on-Avon Sailing Club is located within the application area, in the eastern part of the site adjacent to the River Avon. The building comprises of a storage area for vessels and a small clubhouse. No changes to the sailing club are proposed as part of this application, noting its location within the retained greenspace within the site.

5.18 Access to the club is currently achieved via the existing lane that runs along the northern frontage of the site for around 200m, before bisecting the site to connect to the river. At the current time of writing, the ownership of the lane is not confirmed, however the application will retain the access to the sailing club via this route. It is proposed that no vehicles associated with the development will be permitted to use the lane. It is likely that the point

at which the access lane crosses the main proposed access road (as shown on the Masterplan) will be gated for vehicles. It is envisaged that pedestrians and cyclists will be permitted to use the lane and it will provide an additional connection to the PROW on the west side of the site.

Emergency Access

5.19 This lane will, once the land ownership has been confirmed, potentially operate as an emergency access route into the site. Further details will be determined as the scheme develops, but there is an opportunity for the route to operate as pedestrian, cycle and emergency access, as well as providing vehicle access to the sailing club on the occasion this is required.

Active Travel Access Strategy

5.20 Active travel connectivity will be key to deliver an integrated, sustainable community and will ensure that the range of local facilities presented in the previous section are easily accessible from the site by active travel modes.

5.21 As established in **Section 4**, the key desire line for future residents, staff and visitors to access local facilities and amenities is primarily to the north and west of the development site. To ensure the site is well connected to the existing local active travel network, a mixture of on-site and off-site pedestrian and cycling facilities are proposed.

5.22 The proposed active travel arrangements are presented on a plan attached at **Appendix K**, which have been incorporated into the illustrative layout plan at **Appendix J.**

Trowbridge Road

5.23 The proposed development will connect to the existing footway on the eastern side of Trowbridge Road, which is flanked on both sides with footways.

5.24 The proposed vehicular access will provide multi-modal access into the site, with 2-metre-wide footway continuing internally into the site along the internal road network. An informal crossing arrangement in the form of dropped kerbs and tactile paving will be provided at the proposed site access.

5.25 Whilst the proposed site access supports multi-modal access, an additional pedestrian access point will be provided on Trowbridge Road, located immediately north of the site access and catering for the desire line into the site. This pedestrian connection will route into the site connecting to the pedestrian network. The pedestrian access and footpath connection will be 2-metres wide.

5.26 To connect future residents, visitors and staff to the western desire line to Moulton Drive, an uncontrolled pedestrian crossing arrangement is proposed directly between the proposed site access and Moulton drive junctions. The proposed crossing arrangement will be supported by a refuge island, dropped kerbs and tactile paving.

5.27 It is also proposed to widen the existing footway on the northeastern side of Trowbridge Road to 2m. The footway is currently narrower than this, albeit this is predominantly due to vegetation and with increased maintenance a 2m could be provided. This will enhance connectivity ad the appeal of this route for pedestrians.

Bradford-on-Avon LCWIP

5.28 As detailed in **Section 2**, the draft BOA LCWIP have set out ambitions to deliver a 'protected' cycle route on Trowbridge Road as detailed on the high-level R1: Trowbridge drawing presented at **Appendix B**.

5.29 The proposed development could support the delivery of the R1 plans, with either a financial contribution (secured via the s106 agreement) or upgrades to existing infrastructure (secured via s278 works associated with the access provision) on Trowbridge Road. At the current time, the scheme proposes an improved footway along the frontage of the site, measuring 2m in width.

5.30 The proposed crossing arrangements on Trowbridge Road delivered by the new access junction supports the proposed Route 1 within the Bradford-on-Avon LCWIP.

PRoW Connections

5.31 The development site is seeking to provide pedestrian connection onto the PRoW footpaths that fronts the western site boundary, which were described at **Section 4**.

5.32 Three pedestrian connections are proposed onto the BRAD19 and BRAD18 as presented on the illustrative layout.

5.33 The proposed pedestrian connections onto the local PRoW footpaths are subject to discussion with WC before detailed designs are presented, but it is envisaged that to deliver permeable connections to the adjacent residential area, additional connections would benefit both exiting and future residents.

5.34 As referenced above, the sailing club access lane could also be utilised for pedestrian and cyclists, providing additional connections to the adjacent PRoW network and onwards into the town. This will be clarified through further understanding of the land ownership constraints in the vicinity.

5.35 In combination, the connections set out above could provide a well-connected development, forming a natural extension to the existing town. This will allow for easy access to and from local facilities and amenities, and ensuring that future residents and employees first choice of mode would be walking or cycling.

Public Transport Strategy

5.36 To deliver the proposed site access, the southbound 'Canal Bridge' bus stop will be re-located from its current location. The bus stop will be connected to the site via existing and new footway infrastructure on the access road and the pedestrian access itself.

5.37 The stop could be located either to the north or the south of the access, and it is envisaged discussion with WC will be undertaken to determine a preferred location. Regardless of the preferred option, the stop will comprise a shelter and timetable information.

Offsite Improvements

5.38 To support the proposed vehicular and access strategy detailed above, the existing layout of the Trowbridge Road / Moulton Drive ghost-island right turn access junction will be

upgraded by removing the merge / diverge taper and traffic island, forming a more appropriate layout with a 10m radii provided.

5.39 In addition, the existing uncontrolled crossing arrangements on Moulton Drive adjacent to the junction give way line will be upgraded with tactile paving. This will enhance local pedestrian connectivity, improving the opportunities for walking journeys in the vicinity.

5.40 It is also envisaged that the site could support wider improvements identified in the LCWIP and referenced at Section 2. Trowbridge Road forms one of the routes, and whilst it comprises of footways on both sides of the road, there are locations where improvements could be mad. These have been identified in the ATE Route Audit that has been undertaken in parallel to this TA and is provided at **Appendix H.**

5.41 Engagement with the Highway Authority will be undertaken to determine the most appropriate location for contributions or the delivery of specific enhancements outside of those proposed here.

Stage 1 Road Safety Audit

5.42 It is proposed to carry out a Stage 1 Road Safety Audit (RSA) on the proposed access arrangements and the off-site pedestrian improvements proposed.

5.43 Before the Stage 1 RSA is carried out, discussions will be held with WC to form an agreement on the principal of the proposed access arrangement and infrastructure improvements.

5.44 A brief will be sent to WC for their agreement before the audit is undertaken by a suitably qualified independent Auditor.

Internal Site Layout

5.45 The illustrative layout is presented at **Appendix J**. The masterplan seeks to accord with Manual for Streets and relevant local guidance, and these principles will inform the development of the detailed layout submitted as part of a Reserved Matters (RM) application in due course.

5.46 The masterplan prioritises pedestrians and cyclists to ensure that direct routes are provided through the site to the access points identified above. This will help to promote the use of active and sustainable modes of travel to nearby services and facilities.

5.47 All infrastructure will be designed in accordance with LTN 1/20 standards, ensuring adequate width, segregation where appropriate, and usability for all. Routes will be designed with consideration for pedestrians, cyclists, and users of mobility aids.

5.48 Whilst the internal site layout is a matter reserved for future consideration; however, a high-level review of the proposed layout has been undertaken.

Design Compliance

5.49 The Wiltshire Design Guide (WDG) sets out the design principles primarily for major housing and mixed-use developments located in Wiltshire.

5.50 The WDG was formally adopted by WC on 25th March 2024. The WDG sets out the approach to appreciating context and focusing on what is important in design and place-shaping will ensure future development makes a positive contribution to the physical character and heritage of Wiltshire and to the livelihood of its communities.

5.51 Section 5.0 in the WDG covers Movement. WC states at the chapter opening that:

"Wiltshire Council's priority is to provide a well designed and connected network that gives people the maximum choice in how to make their journeys. Active travel is an important part of the picture."

5.52 Expectation: Prioritising Active Travel.

"In well-designed larger schemes, people should not need to rely on the car to access local facilities such as shops, schools, public amenities and the natural environment. An important design objective is to make key movement routes to these destinations direct, legible, safe and attractive to pedestrians and cyclists; the design of the built form along them should deliver this.

New developments should provide walking and cycling connections within the site and between the site and any existing or emerging networks.

Applicants will be expected to create a comprehensive network of green routes or green corridors to facilitate the uninterrupted movement of people and wildlife.

5.53 Expectation: Facilitating Public Transport Use

"Masterplans and layouts should recognise the potential requirement for wider space for buses, in conjunction with dedicated cycle routes, on street parking and wider tree-lined footways. Consider including cycle parking, electric cycle and scooter charging facilities at bus stops. This is of particular importance at well used bus stops and bus stops that serve large catchment areas."

5.54 The WDG will form the basis of the detailed site layout plans at the RM stage.

Servicing and Emergency Access

5.55 The internal layout will be designed to accommodate the typical servicing and delivery requirements of residential and care-home developments.

5.56 It is envisaged that residents will not be required to carry bins a distance exceeding 30m whilst bin operatives will not be required to carry any bin a distance greater than 25m, in accordance with MfS guidance and Building Regulations 2010 Approved Document Part H (amended 2015). The layout will be designed to give consideration to two-way vehicles movements between an estate car and the local district refuse vehicle, and where this is not achievable suitable inter-visibility will be provided.

5.57 The internal layout will also be designed to ensure a fire appliance can safely access the entirety of the development and the fire hose can get within 45m of the furthest point of each residential dwelling, in accordance with Building Regulations 2010 Approved Document Part B (amended 2022).

5.58 Furthermore, the WC '*Waste storage and collection: Supplementary Planning Document*' document will be reviewed.

5.59 For the proposed Care Home development, Building Regulations Approved Document H guidance states that, for non-domestic developments, 'it is essential that the waste collection authority is consulted for guidance on resolving the following:

a) *The volume and nature of the waste and the storage capacity required, based on the frequency of collection and the size and type of waste container;*
b) *Any requirements for segregation of waste which can be recycled;*
c) *The method of waste storage;*
d) *The location of waste storage areas, waste treatment areas and waste collection points and the access to these locations for operatives and vehicles;*
e) *Hygiene arrangements in the waste storage and waste treatment areas; and*
f) *Fire hazards and protection measures.'*

Swept Path Analysis

5.60 At the later RM stage of the project, swept path analysis will be undertaken to demonstrate that the internal layout may safely and suitably accommodate two-way movement between two estate cars, an estate car and a refuse vehicle, as well as to demonstrate that a fire tender may safely and suitably be accommodated within the internal layout and perform all necessary internal manoeuvres.

Parking

Car & Cycle Parking

5.61 The confirmed level of car and cycle parking provision proposed is to be identified as part of a future RM application in accordance with the adopted standards.

Electric Vehicle Charging Provision

5.62 Paragraph 117 of the NPPF states that developments should "be designed to enable charging of plug-in and other ultra-low emission vehicles" whilst Building Regulations 2010 S (2021) guidance states that access to an active EV charging point must be provided.

5.63 EV Charging Points will also be designed and provided in accordance with Building Regulations 2010 - Infrastructure for the charging of electric vehicles - Approved Document part S (2021 edition).

5.64 The EV charging bays will also be reviewed against the adopted WC standards.

Mobility Hub

5.65 It is proposed to provide a Mobility Hub or similar facility within the centre of the development, as depicted in the illustrative masterplan (**Appendix J**). The mobility hub will assist in encouraging residents and visitors to travel by either low carbon or sustainable travel modes to and from the site.

5.66 Details will be determined in due course, but the mobility hub could include elements of the following:

a) Cycle parking for standard and non-standard bikes such as cargo bikes;
b) Potential charging points and parking for E-bikes, E-cargo bikes and E-scooters;
c) Shared use micromobility drop off / parking area;

d) E-Car club parking space;
e) Electric vehicle charging points; and
f) Demand Responsive Transport (DRT) bus stops.

Summary

5.67 It has been demonstrated that safe and suitable access to the site can be achieved for all users, in accordance with paragraph 115 and 117 of the NPPF.

5.68 This section has presented details of the proposed development, access strategies and on-site transport provision. It has also identified potential enhancements to support Active Travel and public transport movement in the local area, for the benefit of both future and existing residents of Bradford-on-Avon. The strategy set out will deliver a comprehensive, permeable and connected development, which will form a logical extension to the existing Bradford-on-Avon settlement.

5.69 All other matters, including the internal layout, are reserved and will be determined at a later stage.

6 Forecast Trip Generation

Introduction

6.1 This section provides an overview of the likely trip generation and trip attraction of the land uses proposed as part of this scheme. It is important to assess the impact of the site in terms of total people, not only vehicle movements, in line with a vision-led assessment approach. The below section therefore forecasts journeys made by all modes of transport.

6.2 In terms of traffic impact on the adjacent highway network, an assessment is generally undertaken during 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.

6.3 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.

6.4 This has also been considered for multi-modal elements of the trip forecast analysis, noting that these periods are likely to be the busiest in terms of use of the walking and cycling infrastructure, and also on public transport services.

Assessment Assumptions

6.5 The proposed development, as detailed in **Section 5**, includes the following uses:

- Up to 224 dwellings, which will comprise 50% private and 50% affordable housing;
- A 72-bed care home; and
- Community sports pitches.

6.6 The estimated trip generation of these uses, during the network AM Peak Hour (08:00-09:00) and PM peak hour (17:00-18:00) is set out in the following sections.

Forecast Trip Rates and Trip Generation: 224 Residential Dwellings

6.7 To assess the potential trip generation which could be expected to be associated with the proposed residential portion of the development, residential sites with similar characteristics have been identified in the TRICS 8.25.12 database and average vehicle trip rates have been obtained. The TRICS category 'RESIDENTIAL/M – MIXED PRIVATE/NON-PRIVATE HOUSING' has been utilised.

6.8 Available TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria:

a) Weekday surveys, where impact of the proposed residential units would be greatest;
b) Sites located in Edge of Town and Suburban Area locations;
c) Population <1 mile: 15,000 or less;
d) Population < 5 miles: 100,000 or less and
e) Sites between 150 and 300 dwellings.

6.9 The TRICS data is available at **Appendix M**, with a summary of the total people trips set out in **Table 6.1**.

Time Period	Total People Trip Rates (per dwelling)			Total People Trips (224 dwellings)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM (08:00 – 09:00)	0.274	0.931	1.205	61	209	270
PM (17:00 – 18:00)	0.525	0.277	0.802	118	62	180

Table 6.1 Trip Rates and Estimated Trip Generation of Residential Uses (Total People)

6.10 It is estimated that up to 224 dwellings would generate 270 total people trips during the AM peak hour and 180 total people trips during the PM peak hour. To understand the potential mode share of these journeys, further consideration has been given to the journey purposes these trips may relate to.

Journey Purpose

6.11 The National Travel Survey (NTS) provides data on the purpose of journeys for each hour of the day (*NTS0502: Trip start time by trip purpose*). The most recent data available at the time of writing is from the 2024 NTS which is presented at **Table 6.2**.

Start Time	Commuting	Business	Education	Escort education	Shopping	Other work, escort and personal business	Visiting friends, entertainment and sport	Holiday, day trip and other
08:00 - 08:59	16%	3%	28%	26%	4%	13%	4%	7%
17:00 - 17:59	25%	3%	3%	3%	13%	19%	22%	12%

Table 6.2 Trip Journey Purpose (National Travel Survey)

6.12 The categories used by the NTS can be grouped into commuting / business, education and leisure / recreation. This grouping is shown by **Table 6.3**.

Start Time	Commuting / Business	Education	Leisure / Recreation
08:00 - 08:59	19%	53%	28%
17:00 - 17:59	28%	6%	66%

Table 6.3 Grouped Trip Journey Purpose (National Travel Survey)

6.13 The total people trips generated by the proposed development (**Table 6.1**) have been designated a trip purpose using the grouped NTS data (**Table 6.3**). The number of trips forecast to be generated by the proposed development for each journey purpose is shown by **Table 6.4**.

Time Period	Commuting / Business		Education		Leisure / Recreation	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
08:00 - 08:59	12	39	33	111	17	58
17:00 - 17:59	33	17	7	4	77	41

Table 6.4 Estimated Trip Generation of Proposed Development by Journey Purpose

6.14 The modal split for each of these three journey purpose classes is set out below:

Commuting / Business Trips

6.15 To determine the modal split of commuting / business trips generated by the proposed development, journey to work data from the 2011 census has been used. The dataset *'WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)'* shows the origin and destination of commuting trips by residents, as well as the mode used for the commuting trips.

6.16 The 2011 census has been used as the 2021 census was carried out at a time when Covid-19 related restrictions were in place and so the 2011 census data likely provide a more realistic estimation of the travel habits of future residents.

6.17 The '2011 Super Output Area – Mid Layer' which has been used for assessment is 'Wiltshire 027 (E02006682)'.

6.18 The anticipated modal split of commuting trips is shown by **Table 6.5**.

Modal Split	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Percentage	0%	10%	2%	0%	1%	67%	5%	2%	12%	0%

Table 6.5 Anticipated Commuting / Business Modal Split (2011 Census)

6.19 The anticipated modal split of commuting trips (**Table 6.5**) has been applied to the anticipated trip generation for commuting trips (**Table 6.4**). This provides an anticipated commuting trip generation by mode, which is shown by **Table 6.6**.

	AM (08:00-08:59)			PM (17:00-17:59)		
	Arrive	Depart	Total	Arrive	Depart	Total
Train	1	4	5	3	2	5
Bus, minibus or coach	0	1	1	1	0	1
Taxi	0	0	0	0	0	0
Motorcycle, scooter or moped	0	0	0	0	0	0
Driving a car or van	8	26	34	22	12	34
Passenger in a car or van	1	2	2	2	1	2
Bicycle	0	1	1	1	0	1
On foot	1	5	6	4	2	6
Other method of travel to work	0	0	0	0	0	0
Total	**12**	**39**	**51**	**33**	**17**	**51**

Table 6.6 Anticipated Commuting / Business Trip Generation by Mode

Education Trips

6.20 The NTS data suggests that in the AM peak hour of 08:00 – 08:59, 53% of journeys are undertaken for the purpose of education, reducing to 6% in the PM peak hour from 17:00 – 17:59 (**Table 6.3**).

6.21 The NTS also provides data on the modal split of education trips by age (*NTS0615: Usual mode of travel to school by age*) with the NTS 2024 data shown by **Table 6.7**.

Time Period	Age Group	
	5-10 Year Olds	11-16 Year Olds
Walk	51%	36%
Pedal cycle	2%	3%
Car or van	42%	29%
Private bus	1%	10%
Local bus	2%	18%
Surface rail	0%	1%
Other transport	1%	3%

Table 6.7 Anticipated Education Modal Split (NTS)

6.22 Of these education journeys, the NTS suggests that 48% relate to primary education, and 52% to secondary education.

6.23 The anticipated modal split of primary education trips (**Table 6.7**) has been applied to the anticipated trip generation for education trips (**Table 6.4**) accounting for primary school trips

making up 48% of the journeys. This provides an anticipated primary school education trip generation by mode, which is shown by **Table 6.8**.

	AM (08:00-08:59)			PM (17:00-17:59)		
	Arrive	Depart	Total	Arrive	Depart	Total
Train	0	0	0	0	0	0
Bus, minibus or coach	0	0	1	0	0	0
Driving a car or van	7	23	29	1	1	2
Bicycle	0	1	2	0	0	0
On foot	8	27	35	2	1	2
Other method of travel to work	0	1	1	0	0	0
Total	**15**	**52**	**68**	**3**	**2**	**5**

Table 6.8 Anticipated Primary Education Trip Generation by Mode

6.24 Based on the above the anticipated modal split of secondary education trips (**Table 6.7**) has been applied to the anticipated trip generation for education trips (**Table 6.4**) accounting for secondary school trips making up 52% of the journeys. This provides an anticipated secondary school education trip generation by mode, which is shown by **Table 6.9**.

	AM (08:00-08:59)			PM (17:00-17:59)		
	Arrive	Depart	Total	Arrive	Depart	Total
Train	0	1	1	0	0	0
Bus, minibus or coach	2	6	7	0	0	1
Driving a car or van	5	17	22	1	1	2
Bicycle	1	2	2	0	0	0
On foot	6	21	27	1	1	2
Other method of travel to work	1	2	2	0	0	0
Total	14	48	62	3	2	5

Table 6.9 Anticipated Secondary Education Trip Generation by Mode

Leisure / Recreation Trips

6.25 The NTS data suggests that in the AM peak hour of 08:00 – 08:59, 28% of journeys are undertaken for the purpose of leisure/recreation, increasing to 66% in the PM peak hour from 17:00 – 17:59 (**Table 6.3**).

6.26 As there is no available data for travel mode in relation to leisure trips, the census data for commuting trips (**Table 6.5**) can be used as a suitable proxy.

6.27 The anticipated modal split of commuting trips (**Table 6.5**) has therefore been applied to the anticipated trip generation for leisure trips (**Table 6.4**). This provides an anticipated leisure trip generation by mode, which is shown by **Table 6.10**.

	AM (08:00-08:59)			PM (17:00-17:59)		
	Arrive	Depart	Total	Arrive	Depart	Total
Train	2	6	8	8	4	12
Bus, minibus or coach	0	1	2	2	1	3
Taxi	0	0	0	0	0	0
Motorcycle, scooter or moped	0	1	1	1	0	1
Driving a car or van	11	39	50	51	27	78
Passenger in a car or van	1	3	3	3	2	5
Bicycle	0	1	2	2	1	3
On foot	2	7	9	10	5	15
Other method of travel to work	0	0	0	0	0	0
Total	17	58	75	77	41	118

Table 6.10 Anticipated Leisure / Recreation Trip Generation by Mode

6.28 The proposed development includes public open space, which will provide opportunities for residents to exercise and play. This means that a proportion of trips generated for leisure purposes will be internal to the site and will not impact any off-site junctions. No allowance or reduction has been made for this internalisation within the leisure trip generation calculations which must therefore be seen as a worst-case estimation.

Summary

6.29 The total trip generation of the proposed development has been calculated by combining the trip generation associated with the following trip purposes:

a) Commuting / business trips;
b) Education trips; and
c) Leisure / recreation trips.

6.30 The total multi-modal external trip generation of the proposed development is shown at **Table 6.11**.

	AM (08:00-08:59)			PM (17:00-17:59)		
	Arrive	Depart	Total	Arrive	Depart	Total
Train	3	11	14	11	6	18
Bus, minibus or coach	2	8	11	3	2	4
Taxi	0	0	0	0	0	0
Motorcycle, scooter or moped	0	1	1	1	1	2
Driving a car or van	31	104	135	76	40	116
Passenger in a car or van	1	4	6	5	3	8
Bicycle	2	5	7	3	2	4
On foot	18	60	78	17	9	26
Other method of travel to work	1	3	4	0	0	1
Total	58	197	255	117	62	179

Table 6.11 Anticipated Total Residential Trip Generation by Mode

6.31 The proposed development is anticipated to generate 135 vehicle trips during the AM peak hour (08:00 – 08:59) and 116 vehicle trips during the PM (17:00 – 17:59) peak hour.

Care Home Trip Rates

03/O – Retirement & Care Community

6.32 Available TRICS sites for *'Retirement & Care Community'* were filtered to provide a robust assessment, based on the following selection criteria:

a) Weekday surveys, where the impact of the proposed development would be greatest;
b) Sites located in Edge of Town and Suburban locations; and
c) Sites ranging from 50 to 150 residents.

6.33 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 6.12**.

Mode of Travel	Time Period	Trip Rates (per 1 resident)			Trip Generation (72 residents)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Walking	AM Peak (08:00-09:00)	0.025	0.022	0.047	2	2	3
	PM Peak (17:00-18:00)	0.034	0.022	0.056	2	2	4
Cycling	AM Peak (08:00-09:00)	0.003	0	0.003	0	0	0
	PM Peak (17:00-18:00)	0	0	0	0	0	0
Public Transport	AM Peak (08:00-09:00)	0.022	0	0.022	2	0	2
	PM Peak (17:00-18:00)	0.003	0.006	0.009	0	0	1
Total Vehicles	AM Peak (08:00-09:00)	0.109	0.022	0.131	8	2	9
	PM Peak (17:00-18:00)	0.078	0.146	0.224	6	11	16

Table 6.12 Trip Rates and Multi-modal Trip Generation for a 72-bed Retirement and Care Community

6.34 **Table 6.12** demonstrates that the proposed care home would generate 9 and 16 two-way vehicular trips in the AM and PM peak hours, respectively.

6.35 **Table 6.12** also demonstrates that in the AM peak hour, the site is forecast to generate 3 two-way walking trips and 2 two-way public transport trips. Furthermore, in the PM peak hour, the site is forecast to generate 3 two-way walking trips and 1 public transport trip.

Sports Facilities Trip Attraction

6.36 In addition to the residential dwellings and care home proposed, the site will also provide sport facilities in the form of a football pitch and changing room. These facilities will result in additional vehicle trips travelling to and from the site and so need to be assessed within the impact assessment.

6.37 Whilst the exact nature of the trip attraction will be determined by the occupier and / or clubs that utilise the facilities, a reasonable estimation of the likely trip attraction has been undertaken, again using the TRICS database.

6.38 To assess the potential trip attraction, the TRICS land use 'Leisure – Football (5-a-side)' has been selected as the most suitable land use category available within the TRICS 8.25.12 database. This land use is likely to provide a higher trip rate than those associated with the proposed uses, but there are limited alternatives within the TRICS database, and the use of this category will ensure the assessment is robust in terms of the sites external traffic generation.

6.39 Available TRICS sites were filtered to provide a comparable assessment to that proposed, based on the following selection criteria:

a) Sites in Edge of Town and Suburban Areas categories; and
b) Sites that were surveyed during the week.

6.40 A copy of the TRICS report is provided at **Appendix M**, whilst a summary of the multi modal trip rates and forecast trips are set out in **Table 6.13**.

Mode of Travel	Time Period	Trip Rates (per pich)			Trip Generation (3 pitches)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Walking	AM Peak (08:00-09:00)	0.55	0.267	0.817	2	1	2
	PM Peak (17:00-18:00)	0.617	0.45	1.067	2	1	3
Cycling	AM Peak (08:00-09:00)	0.117	0.017	0.134	0	0	0
	PM Peak (17:00-18:00)	0.067	0.067	0.134	0	0	0
Public Transport	AM Peak (08:00-09:00)	0.133	0	0.133	0	0	0
	PM Peak (17:00-18:00)	0.083	0	0.083	0	0	0
Total Vehicles	AM Peak (08:00-09:00)	1.3	0.333	1.633	4	1	5
	PM Peak (17:00-18:00)	3.517	1.4	4.917	11	4	15

Table 6.13 Sports Pitches Multi-modal Trip Rates and Forecast Trip Generations

6.41 **Table 6.13** indicates that the proposed sport facilities could generate 5 and 15 vehicle trips in the AM and PM peak hour.

6.42 **Table 6.13** also demonstrates the proposed sport facilities could generate 2 and 3 walking trips in the AM and PM peak hour.

Total Development Trip Generation

6.43 The gross total multi-modal trip generation for the site, which combines **Tables 6.11 – 6.13**, is presented at **Table 6.14.**

	AM (08:00-08:59)			PM (17:00-17:59)		
	Arrive	Depart	Total	Arrive	Depart	Total
Train	3	11	14	11	6	18
Bus, minibus or coach	2	8	11	3	2	4
Driving a car or van	42	107	149	92	55	147
Bicycle	2	5	8	3	2	5
On foot	21	62	83	21	12	33
Other method of travel to work	1	3	4	0	0	1
Total	**72**	**197**	**269**	**131**	**76**	**207**

Table 6.14 Total Development Multi-modal Trip Generation

6.44 The proposed development is forecast to generate149 two-way vehicle trips in the AM peak hour and 147 two-way vehicle trips in the PM peak hours.

6.45 The site is forecast to generate 83 and 33 walking trips in the AM and PM peak hours, respectively.

Robustness of Assumptions

6.46 This section has set out the forecast trip generation associated with the proposed development. The trip generation and attraction assessment includes several robust assumptions, which includes:

a) It is based on the maximum number of dwellings the site is expected to be capable of accommodating at this stage (noting that the application is outline and the numbers may reduce in the subsequent RM applications to follow);
b) Does not take into account the increase in working from home and flexible working embedded in travel behaviour since the COVID-19 pandemic;
c) Does not take into account the wider travel behaviour changes, such as those identified in Section 5 of TRICS Decide & Provide Guidance (2021); and
d) Takes no account of anticipated site-specific mode shift as a result of the site's Travel Plan and package of sustainable transport measures.

6.47 The following section considers these forecast vehicle trips in more detail, with a focus on their respective impact on the local highway network.

7 Vehicular Trip Distribution and Assignment

7.1 The distribution of development trips onto the surrounding highway network has been assessed based on the 2011 Census Journey to Work Travel data. Each proposed Use has been subject to a separate distribution assessment.

7.2 A census journey to work assessment methodology has been utilised rather than a complex journey purpose gravity model exercise. This is considered proportionate due to the scale of the proposed development and its impacts. Nevertheless, the census journey to work assessment methodology is considered robust for the purpose of accurately distributing forecast development traffic.

7.3 In addition to the vehicular distribution and assignment, a multi-modal distribution and assignment assessment has been conducted and presented in **Section 8**.

Residential Trip Distribution and Assignment

7.4 The distribution of residential development trips onto the surrounding highway network has been assessed based on the 2011 Census Journey to Work Travel data.

7.5 The car driver method of 'travel to work' from the DataShine Travel to Work (*From Here*) Flows interactive map have been used to distribute traffic from the proposed site onto the local highway network.

7.6 The interactive flow maps on DataShine demonstrate the locations of people that travel from home to work within the Middle Super Output Area (MSOA) Wiltshire 027 which the site is situated within. Within this data, the exact number of those travelling from MSOA Wiltshire 027 from home to work are set out.

7.7 Journeys to each surrounding MSOA from MSOA Wiltshire 027 for employment purposes that attract 10 or more vehicle trips have been considered, which provides distribution data for 46 MSOA locations, totalling 1,823 vehicle journeys. This is considered a robust assessment.

7.8 It should be noted that vehicle journeys categorised as 'No fixed place' have been excluded from the calculations.

7.9 In order to distribute the development trips onto the local highway network from the location of the proposed vehicular site access on the A363 Trowbridge Road, the quickest route to all 46 MSOAs from MSOA Wiltshire 027 have been reviewed using Google Maps, with the resulting distribution split along the local highway network.

7.10 The distribution assignment has been modified to take into account of likely linked trips with the following local destinations:

- Sainsbury's, Rowden Lane;
- Treenwood Industrial Estate; and
- Fitzmaurice Primary School.

7.11 The routes considered are presented at **Figure 7.1**.

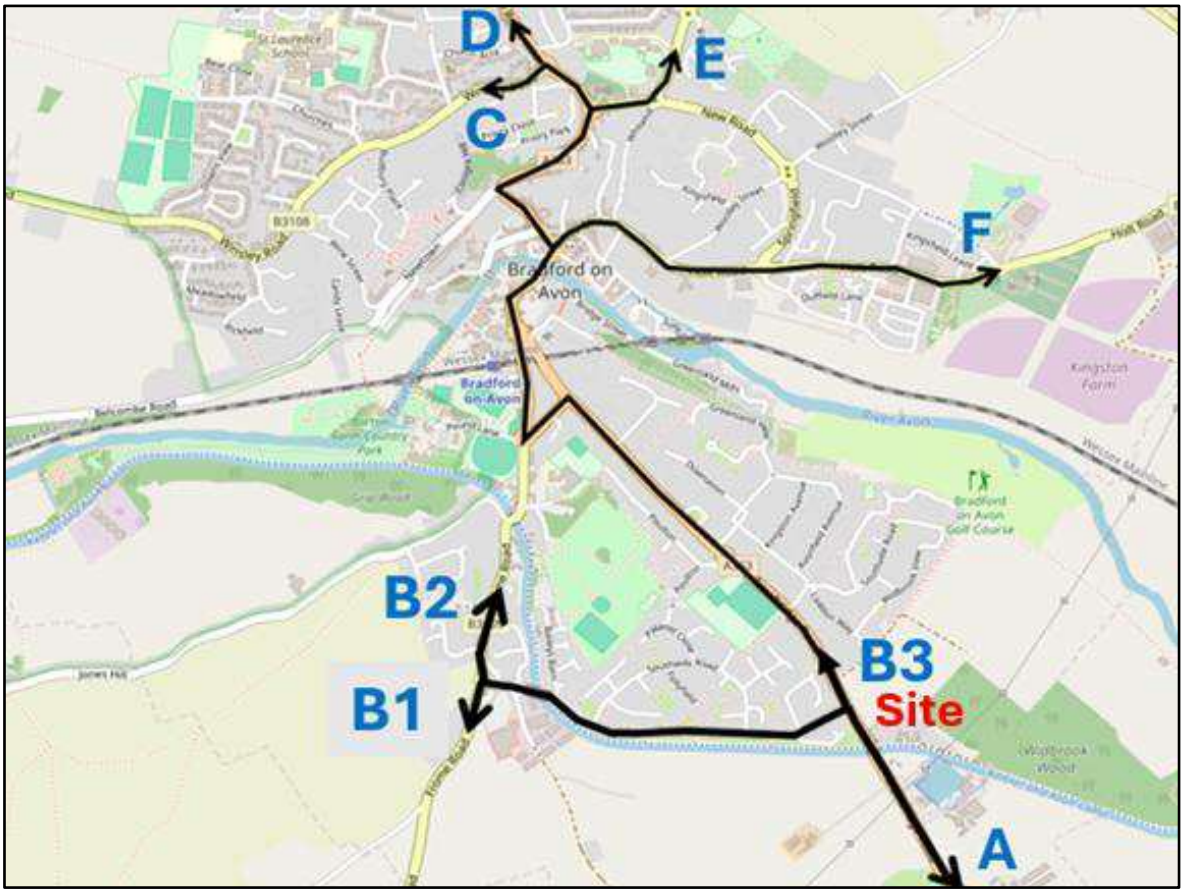


Figure 7.1 Residential Trip Distribution Plan

7.12 The forecast vehicle trip distribution, based on **Figure 7.1**, is presented at **Table 7.1**.

Route	Development Traffic Split Distribution
A	34%
B1	23%
B2	14%
B3	29%
C	13%
D	7%
E	10%
F	13%

Table 7.1 Residential Route Distribution

7.13 Based on the route distribution presented at **Table 7.1**, the forecast vehicle distribution at local junctions that form part of the junction modelling study area are presented at **Table 7.2**.

Junction	Development Traffic Split Distribution
Development Site Access / A363 Trowbridge Road	100%
A363 Trowbridge Road / Moulton Drive	66%
Holy Trinity Church Gyratory	34%
B3109 Frome Road / Moulton Drive	37%
A363 Frome Road / A363 Junction Road / B3109 Frome Road	43%
A363 St Margaret's Street / A363 Frome Road / Station Approach	43%
A363 Market Street / B3107 Silver Street / A363 Silver Street	43%

Table 7.2 Local Junctions Distribution - Residential

Trip Assignment

7.14 The forecast vehicle trips during the AM and PM network peak hours, identified within **Table 6.11**, have been calculated against the distribution split identified in **Table 7.2** to determine the trip assignment at each junction along the local highway network, identified at **Table 7.3**.

Route	Trip Assignment (Two-way)	
	AM Peak Period (8-9am)	PM Peak Period (5-6pm)
Development Site Access / A363 Trowbridge Road	135	116
A363 Trowbridge Road / Moulton Drive	89	77
Holy Trinity Church Gyratory	46	39
B3109 Frome Road / Moulton Drive	50	43
A363 Frome Road / A363 Junction Road / B3109 Frome Road	58	50
A363 St Margaret's Street / A363 Frome Road / Station Approach	58	50
A363 Market Street / B3107 Silver Street / A363 Silver Street	58	50

Table 7.3 Residential Development Vehicle Trip Distribution & Assignment

Care Home Distribution and Assignment

7.15 Reflecting the process described above, analysis to determine the distribution of employment trips associated with the proposed care home has been undertaken using 2011 Census data. The car driver method of 'travel to work' from the DataShine Travel to Work (To Here) Flows have been to demonstrate the home MSOA locations of people that work

within MSOA Wiltshire 027 and travel by car. Within this data, the exact number of those travelling to MSOA Wiltshire 027 can be established.

7.16 Utilisising Census data is considered robust for the purpose of distributing the forecast care home development trips.

7.17 Journeys from each MSOA to the Wiltshire 027 MSOA for employment purposes that attract 10 or more vehicle trips have been considered, which provides distribution data for 26 MSOA locations totalling 994 vehicle journeys.

7.18 In order to distribute the development trips onto the local highway network from the location of the proposed vehicular site access on the A363 Trowbridge Road, the quickest route to all 26 MSOAs from MSOA Wiltshire 027 have been reviewed using Google Maps, with the resulting distribution split along the local highway network.

7.19 To align with the alterations made for the residential trip distribution, the employment trip distribution has also been adjusted to take into account of likely linked trips with local destinations.

7.20 The forecast vehicle trip distribution, based on **Figure 7.1**, is presented at **Table 7.4**.

Route	Development Traffic Split Distribution
A	48%
B1	12%
B2	13%
B3	26%
C	11%
D	4%
E	8%
F	17%

Table 7.4 Care Home Trip Distribution

7.21 The forecast trip generation distribution on the following junctions within the study area is presented at **Table 7.5**.

Junction	Development Traffic Split Distribution
Development Site Access / A363 Trowbridge Road	100%
A363 Trowbridge Road / Moulton Drive	52%
Holy Trinity Church Gyratory	48%
B3109 Frome Road / Moulton Drive	25%
A363 Frome Road / A363 Junction Road / B3109 Frome Road	40%
A363 St Margaret's Street / A363 Frome Road / Station Approach	40%
A363 Market Street / B3107 Silver Street / A363 Silver Street	40%

Table 7.5 Care Home Trip Distribution at Local Junctions

Trip Assignment

7.22 The forecast vehicle trips during the AM and PM network peak hours, identified within **Table 6.12**, have been calculated against the distribution split identified in **Table 7.5** to determine the trip assignment at each junction along the local highway network, identified at **Table 7.6**.

Route	Trip Assignment (Two-way)	
	AM Peak Period (8-9am)	PM Peak Period (5-6pm)
Development Site Access / A363 Trowbridge Road	9	16
A363 Trowbridge Road / Moulton Drive	5	8
Holy Trinity Church Gyratory	5	8
B3109 Frome Road / Moulton Drive	2	4
A363 Frome Road / A363 Junction Road / B3109 Frome Road	4	6
A363 St Margaret's Street / A363 Frome Road / Station Approach	4	6
A363 Market Street / B3107 Silver Street / A363 Silver Street	4	6

Table 7.6 Care Home Trip Distribution Assignment

Sports Facilities Distribution and Assignment

7.23 It is difficult at this stage to calculate precisely the distribution of traffic associated with the proposed sports facilities. The nature of the occupiers and users is not yet known and, in reality, it may change day to day. For the purpose of this assessment, the trip attraction figures for this land use have been applied to the Care Home - Employment distribution calculations. Out of the two distribution assessments, this is more likely to reflect the routing of these trips given it comprises journeys made to the area from elsewhere, rather than originating locally and travelling to destinations outside of the MSOA.

7.24 The forecast vehicle trips during the AM and PM network peak hours associated with the sports facility, identified within **Table 6.13**, have been calculated against the distribution split identified in **Table 7.5** to determine the trip assignment at each junction along the local highway network, identified at **Table 7.7**.

Route	Trip Assignment (Two-way)	
	AM Peak Period (8-9am)	PM Peak Period (5-6pm)
Development Site Access / A363 Trowbridge Road	5	15
A363 Trowbridge Road / Moulton Drive	3	8
Holy Trinity Church Gyratory	2	7
B3109 Frome Road / Moulton Drive	1	4
A363 Frome Road / A363 Junction Road / B3109 Frome Road	2	6
A363 St Margaret's Street / A363 Frome Road / Station Approach	2	6
A363 Market Street / B3107 Silver Street / A363 Silver Street	2	6

Table 7.7 Sports Facility Vehicle Trip Distribution

Total Development Assignment

7.25 The total development assignment, which is based on combining **Tables 7.3**, **Table 7.6** and **Table 7.7**, is presented at **Table 7.8** below.

Route	Trip Assignment (Two-way)	
	AM Peak Period (8-9am)	PM Peak Period (5-6pm)
Development Site Access / A363 Trowbridge Road	149	147
A363 Trowbridge Road / Moulton Drive	96	93
Holy Trinity Church Gyratory	53	54
B3109 Frome Road / Moulton Drive	53	51
A363 Frome Road / A363 Junction Road / B3109 Frome Road	64	62
A363 St Margaret's Street / A363 Frome Road / Station Approach	64	62
A363 Market Street / B3107 Silver Street / A363 Silver Street	64	62

Table 7.8 Total Development Trip Distribution and Assignment

Summary

7.26 The full distribution assignment assessment is attached at **Appendix N**. A census journey to work assessment methodology has been utilised rather than a complex journey purpose gravity model exercise. This is considered proportionate due to the scale of the proposed development and its impacts. Nevertheless, the census journey to work assessment methodology is considered robust for the purpose of accurately distributing forecast development traffic.

7.27 Visual diagrams of the trip distribution assignment along the surrounding highway network are illustrated on Traffic Flow Diagrams (TFDs), which are presented at **Section 8**.

7.28 The distribution and assignment have informed further assessment as set out in the following chapters.

8 Multi Modal Trip Distribution & Assignment

8.1 In addition to the vehicular distribution assessment conducted in **Section 7**, a high-level multi-modal distribution and assignment has also been undertaken. Utilising the information set out at **Table 6.14**, the forecast walking, cycling, bus and train trips have been distributed onto the local network.

8.2 The forecast active travel and public transport trips have been distributed along these three key routes:

- **North** via Trowbridge Road;
- **South** via Trowbridge Road; and
- **West** via Moulton Drive.

8.3 Trips by bus form part of a multi-modal journey which incorporate walking to the bus stop. Therefore, for the purpose of this assessment, the end destination for trips by bus will be to the local bus stops, conducted on foot.

8.4 Trips by train also form part of a multi-modal journey which could be undertaken on foot, cycling or by bus. However, for the purposed of this assessment, it has been assumed that all trips to the train station will be conducted on foot.

8.5 Thus, the forecast walking and cycling trips, have been distributed onto the local active travel network, based on the likely desire lines, as set out within **Section 5**.

8.6 **Table 8.1** provides examples of local employment, shopping, recreational, and educational trip purposes that informed the high-level distribution assessment.

Route	Trip Purpose
North	Bradford-on-Avon town centre, St Laurence School, Fitzmaurice Primary School, Tiddlywinks Nursery, Poulton Recreation Ground, Bradford-on-Avon Train Station, Bath, Bristol
South	The Boathouse, Kennet & Avon Canal, National Cycle Route 4, Trowbridge.
West	Sainsbury's, Treenwood Industrial Estate, Bodytech Gym, The Barge Inn

Table 8.1 Key Trip Purposes

8.7 **Table 8.2** set outs the forecast two-way developmental daily walking and cycling trip distribution and assignment on all three routes.

Route	AM Peak Hour			PM Peak Hour		
	Walking	Cycling	Total	Walking	Cycling	Total
North via Trowbridge Road	80	5	85 (73%)	44	3	47 (79%)
South via Trowbridge Road	7	2	9 (7%)	3	1	7 (6%)
West via Moulton Drive	21	2	22 (19%)	8	1	9 (15%)

Table 8.2 Walking and Cycling Trip Assignment – Network Peak Hours

8.8 As presented at **Table 8.2** it is anticipated that the majority of walking and cycling trips will distribute to the north of the site via Trowbridge Road.

8.9 In addition to the above, a high-level daily multi-modal walking and cycling distribution assignment has been conducted, which is presented at **Table 8.3**.

Time	Mode	North	South	West	Total
07:00-08:00	Walking	45	3	11	59
	Cycling	3	1	1	5
08:00-09:00	Walking	80	7	21	108
	Cycling	5	2	2	8
09:00-10:00	Walking	28	2	7	37
	Cycling	2	1	1	3
10:00-11:00	Walking	27	2	6	36
	Cycling	2	1	1	3
11:00-12:00	Walking	28	2	6	36
	Cycling	2	1	1	3
12:00-13:00	Walking	29	2	7	38
	Cycling	2	1	1	3
13:00-14:00	Walking	29	2	7	38
	Cycling	2	1	1	3
14:00-15:00	Walking	36	3	8	47
	Cycling	2	1	1	4
15:00-16:00	Walking	65	5	15	85
	Cycling	4	1	1	7
16:00-17:00	Walking	53	4	12	69
	Cycling	3	1	1	6
17:00-18:00	Walking	44	3	8	55
	Cycling	3	1	1	5
18:00-19:00	Walking	48	4	11	63
	Cycling	3	1	1	5
Daily	**Walking**	**512**	**39**	**119**	**671**
	Cycling	**32**	**11**	**11**	**53**

Table 8.3 Walking and Cycling Trip Assignment – Daily (7am-7pm)

8.10 Furthermore, all three routes form part of the ATE route audit, which is attached at **Appendix H**.

8.11 Nevertheless, further discussion on the existing and proposed pedestrian and cycle infrastructure on all three routes are provided below.

North via Trowbridge Road

8.12 As mentioned in **Section 5**, the key desire line from the development site is to the north.

8.13 For journeys undertaken on foot, future residents, visitors and staff can utilise the existing footway on the eastern side of Trowbridge Road, which is well connected to the local pedestrian network and provides a continuous footway route to the centre of Bradford-on-Avon.

8.14 Cycle users can utilise the on-road facilities, which is considered acceptable for most cyclists based on the 30mph speed limit and the number of users as shown on the STRAVA Heatmap presented at **Section 4**. Moreover, less confident cycle users could utilise the residential streets and sections of traffic-free routes to the east of Trowbridge Road.

8.15 Bus users who want to access destinations to the north of the site can utilise the northbound Moulton Drive bus stop. To access the bus stop, bus users can cross Trowbridge Road via the existing uncontrolled crossing facility that fronts the north-western site boundary.

8.16 Furthermore, the forecast walking and cycling development trips will benefit from the proposals within the emerging Bradford-on-Avon LCWIP.

South via Trowbridge Road

8.17 As demonstrated in the table above, the forecast walking and cycling trips to the south of the site is anticipated to be low. The key local destinations to the south are The Boathouse, Kennet & Avon Canal, and National Cycle Route 4.

8.18 Journeys undertaken on foot can utilise the existing footway on the eastern side of Trowbridge Road, will routes to the Kennet & Avon Canal and The Boathouse.

8.19 Cycle users can utilise the on-road facilities on Trowbridge Road, which provides a connection to the National Cycle Route 4 on the Kennet & Avon Canal. Furthermore, for onward cycle trips to Trowbridge, cycle users can utilise the shared-use cycle facility on the easter side of the A363.

West via Moulton Drive

8.20 It is envisioned that the main desire line to the west of the site will be to the Sainsbury's supermarket or to Treenwood Industrial Estate for employment, retail or leisure purposes.

8.21 As aforementioned, Moulton Drive is initially flanked with footways from the junction with Trowbridge Road and the southern footway terminates at the John Rennie Close junction. The northern Moulton Drive footway provides a continuous route to the Sainsbury's and Treenwood Industrial Estate.

8.22 As part of the development proposals, a new uncontrolled crossing arrangements will be provided on Trowbridge Road, located between the Moulton Drive and site access junctions. The uncontrolled crossing facility will be supported with a refuge island, dropped kerbs and tactile paving.

8.23 The proposed crossing arrangement will support connections to the western Trowbridge Road footway which routes onto the footways on Moulton Drive. Pedestrians can cross Moulton Drive via the existing uncontrolled crossing facility adjacent to the junction give-

way line. As part of the development proposals, the crossing facility will be upgraded with tactile paving.

8.24 For cycling trips, cycle users will utilise the on-road facilities. The STRAVA heatmap presented in **Section 4** shows that Trowbridge Road is frequently used by cyclists, which further demonstrates its suitability to accommodate trips from the site.

Summary

8.25 The multi-modal assessment concludes that the increase in daily multi-modal movements generated by the development site will not have a detrimental impact on the surrounding highway or active travel network.

8.26 As part of the development proposals, the site will provide multi-modal connections to Trowbridge Road, which connects the site to an extensive local pedestrian and cycling network, which will support future residents, visitors and employees of the site to access the wide variety of local services and amenities, especially to the key desire line to the north and west, via active travel modes, . To access services and amenities further afield, the site is well connected to the local bus and railway network.

Furthermore, the proposals set out within the emerging Bradford-on-Avon LCWIP will further enhance the local pedestrian and cycling network that future residents, visitors and employees of the site will benefit from.

9 Highway Impact Assessment

Introduction

9.1 This section of the report sets out the traffic impact assessment that has been carried out to consider the potential impact of the proposed development on the local highway network.

9.2 The forecast trip generation of the development site across the AM and PM peak hours has been demonstrated in **Section 6**, whilst **Section 7** sets out how the forecast trips would be distributed and assigned onto the local highway network, whilst **Section 8** has considered the distribution of non-car trips.

9.3 The following section therefore considers in more detail how these vehicle trips will impact the wider highway network. It also establishes future year scenarios against which the impact of these development trips can be assessed, in the context of forecast traffic movements on the local highway network.

9.4 The assessment presented below and in Section 10 can be considered to represent the 'worst case' future scenarios for highway impact and junction modelling. Therefore, this assessment is considered extremely robust.

Study Area

9.5 The study area comprises several junctions within Bradford-on-Avon, which are anticipated to have the greatest development impact. The study area considered within the assessment is set out below:

a) Proposed Site Access / A363 Trowbridge Road Ghost Island Right-turn Lane Junction;
b) A363 Market Street / B3107 Silver Street / A363 Silver Street Roundabout Junction;
c) A363 St Margaret's Street / A363 Frome Road / Station Approach Roundabout Junction;
d) A363 Frome Road / A363 Junction Road / B3109 Frome Road Roundabout Junction;
e) B3109 Frome Road / Moulton Drive Roundabout Junction; and
f) A363 Trowbridge Road / Moulton Drive Ghost Island Right-turn Lane Junction.

Further Considerations

Trinity Church Gyratory

9.6 It should be noted that the 'Trinity Church Gyratory' junction has not been included within the study area. Whilst it is a reasonably large-scale junction, due to the forecast impact of the development a capacity assessment is not considered necessary in this location. Nonetheless, a percentage impact assessment has been undertaken and is presented later in this section.

Proposed Silver Street One-way System

9.7 It is acknowledged that BOATC & WC support the proposals to implement a contraflow one-way system on Silver Street, which would have an impact on the trip distribution assessment set out in **Section 7**.

9.8 However, no plans have been agreed to implement the scheme yet. Therefore, it is considered, at this stage it is more appropriate to assess the development impact against the existing local highway network layout.

Assessment Hours

9.9 The traffic impact of the proposed development will be assessed during the network AM Peak hour (08:00 – 09:00) and the PM Peak hour (17:00 – 18:00).

Base Traffic Flows

9.10 Manual Classified Counts (MTC) surveys were undertaken at the following junctions on the Tuesday 24th June 2025:

a) Proposed Site Access / A363 Trowbridge Road Ghost Island Right-turn Lane Junction;
b) A363 Market Street / B3107 Silver Street / A363 Silver Street Roundabout Junction;
c) A363 St Margaret's Street / A363 Frome Road / Station Approach Roundabout Junction;
d) A363 Frome Road / A363 Junction Road / B3109 Frome Road Roundabout Junction;
e) B3109 Frome Road / Moulton Drive Roundabout Junction; and
f) A363 Trowbridge Road / Moulton Drive Ghost Island Right-turn Lane Junction.

9.11 The surveys took place between the hours of 07:00 – 10:00 and 16:00 – 19:00 by Paul Castle Associates Ltd., an independent traffic survey company. The turning count survey covering the network peak hours has been utilised within the analysis work to provide a robust impact assessment.

9.12 The full MTC survey data for all surveyed junctions are provided at **Appendix O.**

9.13 Turning movements for the surveyed base flows are illustrated on TFDs, which are attached at **Appendix P**.

Assessment Scenarios

9.14 With reference to the above, future year traffic flow scenarios have been developed for modelling purposes. These scenarios incorporate background traffic growth and committed development traffic to generate forecast future scenarios, against which the impact of the development can be assessed.

9.15 To provide a combination of worst-case and vision-led scenarios, a 2031 opening year and 2036 future year assessments have been incorporated.

a) **Scenario 1** - 2026 Base Flows (TEMPro Growth factor applied to 2025 traffic surveys);

b) **Scenario 2** – 2031 Opening Year Reference Case (TEMPro growth factor + Committed Developments);
c) **Scenario 3** – 2031 Opening Year Test Case (TEMPro growth factor + Committed Developments + Proposed Development);
d) **Scenario 4** – 2036 Future Year Reference Case (TEMPro Growth + Committed Developments); and
e) **Scenario 5** - 2036 Future Year Reference Case (TEMPro Growth + Committed Developments + Proposed Development).

Committed Development

9.16 To ensure the assessment is robust, traffic associated with the following committed development sites has been incorporated within the analysis.

Land South East of Trowbridge

9.17 Planning permission was granted for 'Land South East of Trowbridge' (also known as Ashton Park – Planning Reference: 15/04736/OUT) by WC on the 2nd September 2025. The development proposals comprise up to 2,500 dwellings, employment uses, two local centres, two primary schools and a secondary school.

9.18 Traffic flows associated with the Ashton Park has been extracted from the associated application TA.

9.19 It is our understanding that construction for Ashton Park will begin imminently and it will be built out over a 10-15 year period. The anticipated phase out for the site is as follows:

- Phase One – 350 homes;
- Phase Two – 350 homes;
- Phase Three – 725 homes; and
- Phase Four – 750 homes.

9.20 It is forecast that Phases one and two will be completed within five years, which coincides with the 2031 Opening Year Reference and Test Cases (Scenarios 2 and 3). Thus, the forecast trip generation of Ashton Park has been adjusted to reflect the likely built out rate by 2031 for these scenarios.

9.21 To be robust, the 2036 Future Year Reference and Test Cases (Scenarios 4 and 5), it has been assumed that the Ashton Park development will be fully built out.

Innox Mills, Trowbridge

9.22 Hybrid (full and outline) planning permission was granted for the proposed 'Innox Mills' development on the 5th February 2025 (Planning Reference: PL/2021/08064) for the erection of up to 243 dwellings, convenience store and commercial space.

9.23 Traffic flows associated with the granted development have been extracted from the TA produced for the application, dated July 2021.

9.24 It has been assumed that the Innox Mills development will be fully built out by 2031.

Further Considerations

9.25 Traffic associated with the following committed developments were also considered:

- Maxcroft Farm, Trowbridge (PL/2023/10559) – 180 dwellings; and
- Land off Melksham Road, Holt (PL/2022/03315) – 90 dwellings.

9.26 Upon reviewing the associated TA's with both applications, no or minimal development traffic associated with both committed developments are anticipated to route through the junctions that form part of the study area. Therefore, no development traffic from these committed developments have been included.

Summary

9.27 The resulting committed development trips are illustrated on a TFD presented at **Appendix P**.

Forecast Traffic Growth

9.28 To generate the 2026 baseline, 2031 Opening Year, and 2036 Future Year scenarios set out above, forecast traffic growth factors have been generated. Traffic growth for each of the proposed scenarios has been calculated with reference to the National Trip End Model (TEMPro 8.1) database.

9.29 Two separate forecast traffic growth scenarios have been applied to the baseline traffic surveys. A 'Core' traffic growth has been applied to provide a worst-case scenario, which is based on continuous growth in background traffic. To account for changing trends in driving behaviour and to represent a more 'vision-led' approach, a 'Behaviour Change' forecast traffic growth has also been utilised.

2026 Baseline and 2031 Opening Year Scenarios

9.30 To account for forecast traffic growth on the network between the survey dates and both the 2026 baseline and 2031 opening year scenario, traffic growth factors have been calculated utilising TEMPro 8.1 data (NRTP 2022 Core dataset) for Wiltshire 027 based on an 'A – Road' type, which is considered robust. These growth rates are then applied to the surveyed traffic flows to generate future baseline scenarios. The TEMPro growth period used is presented at **Table 9.1** below:

Growth Period	TEMPRO Growth Rate	
	AM Peak	PM Peak
Core		
2025 – 2026	1.0109	1.0108
2026 – 2031	1.0457	1.0472

Table 9.1 2026 Baseline and 2031 Opening Year Core Growth Factor

2036 Future Year Scenarios

9.31 There are three key underlying assumptions behind the 'Behavioural Change' scenario which are: an assumed increase in flexible working; increase in online shopping; and reduction in rate of driving license holding amongst younger cohorts. It can be broadly accepted that an increase in flexible working and online shopping has been occurring in recent years, and an upward trend is expected to continue.

9.32 To account for forecast traffic growth on the network between the survey dates and the 2036 future year, traffic growth factors have been calculated utilising TEMPro 8.1 data (NRTP 2022 Behavioural dataset) for Witlshire 027 based on an 'A – Road' type, which is considered robust. These growth rates are then applied to the surveyed traffic flows to generate future baseline scenarios. The TEMPro growth period used is presented at **Table 9.2** below:

Growth Period	TEMPRO Growth Rate	
	AM Peak	PM Peak
Behavioural		
2026 - 2036	0.9836	0.9987

Table 9.2 2036 Future Year Behavioural Growth Factor

Traffic Flow Scenarios

9.33 The above calculations have produced traffic flows that can be combined to create scenarios for testing. A summary of TFDs produced for the purposes of this assessment are summarised in **Table 9.3** below for reference, and are included at **Appendix P**.

Assessment Scenario	Traffic Flow Diagram
2026 Baseline – AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)	TFD_01
Committed Developments (by 2031) - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)	TFD_02
2031 Opening Year Reference Case - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)	TFD_03
Trip Distribution (%): Residential Development – AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)	TFD_04
Trip Assignment: Residential Development – AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)	TFD_05
Trip Distribution (%): Care Home Development – AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)	TFD_06
Trip Assignment: Care Home Development – AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)	TFD_07
Trip Distribution (%): Sports Pitches Development – AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)	TFD_08
Trip Assignment: Sports Pitches Development – AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)	TFD_09
Trip Assignment: Total Development - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)	TFD_10
2031 Opening Year Test Case - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)	TFD_11
Committed Developments (by 2036) - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)	TFD_12
2036 Future Year Reference Case - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)	TFD_13
2036 Future Year Test Case - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)	TFD_14

Table 9.3 Traffic Flow Scenarios

9.34 These scenarios have been considered in more detail within the capacity modelling work, the results of which are explored further in **Section 10** of this report.

Percentage Impact Assessment: Trinity Church Gyratory

9.35 It is identified within the ISEP (Institute of Sustainability and Environmental Professionals) Environmental Assessment of Traffic and Movement guidelines that:

> *"Traffic forecasting is not an exact science, and the accuracy of projections is open to debate. It is generally accepted that accuracies greater than 10% are not achievable. It should also be noted that the day-to-day variation of traffic on a road is frequently at least + or -10%."*

9.36 Due to the unconventional nature of the Trinity Church Gyratory, no junction modelling assessment has been undertaken as it would yield inaccurate capacity results.

9.37 To demonstrate that trips associated with the proposed development would not have a significant impact at the gyratory junction, a percentage impact assessment on the A363 Bradford Road approach arm has been undertaken.

9.38 Traffic flow data has been extracted from a Department for Transport (DfT) 56728 count point on the A363 Bradford Road, located approximately 350m from the gyratory and some 2.4km from the development site.

9.39 The last manual count survey at Counter 56728 was conducted in 2021. To account for growth in background traffic, the following TEMPro growth factors have been applied based on the 'Wiltshire 031 area (2022 Core Dataset) for 'A Road' road types:

- AM Peak Hour: 1.0759
- PM Peak Hour: 1.0736

9.40 **Table 9.4** sets out the percentage impact of development traffic against the 2031 opening year traffic on the A363 Bradford Road the AM and PM network peak hours.

DfT Count (2021)	2031 (TEMPro)	Committed Developments by 2031 (CD)	2031 + CD	Proposed Development (PD)	2031 + CD + PD	% Change
AM						
1102	1186	66	1251	53	1304	4.2%
PM						
1115	1197	62	1259	54	1313	4.5%

Table 9.4 Percentage Impact: Trinity Church Gyratory

9.41 It is demonstrated in **Table 9.4** that the impact of development flows on the A363 Bradford Road on the approach to the gyratory is forecast to increase by 4.2% and 4.5% in the AM and PM peak hour, respectively. This is well within the 10% daily traffic fluctuation as set out by ISEP. In real terms, this also equates to less than one additional vehicle every minute through the gyratory, during the busiest network peaks, which is considered to represent an imperceptible increase in traffic, and certainly not severe.

9.42 Based on the above, it is considered that no further assessments on the impact of development traffic on the Trinity Church Gyratory is required.

10 Junction Capacity Modelling

Introduction

10.1 **Sections 6 - 8** have presented details of the forecast traffic flow scenarios and analysis that has been undertaken. These flow scenarios can subsequently be modelled using industry standard software to establish the potential operation of the junctions in the future. Scenarios with and without development traffic have been created to demonstrate the potential impact of the development on the wider highway network, tested under a worst case and vision-led future scenarios.

10.2 Junctions 11 PICADY / ARCADY software has been used to assess the priority junctions within the study area. These models provide several outputs with the most relevant being Ratio of Flow to Capacity (RFC), the mean maximum average queue length, and vehicle delay. The RFC value provides an indication of the overall performance of the junction where a measurement of 1.0. indicates the threshold of theoretical capacity. It is common to accept that a junction is operating with spare capacity where an RFC value of below 0.85 is presented, or that it is nearing capacity where it lies between 0.85 to 1.0. a figure greater than 1.0 suggests that the theoretical capacity of the junction has been breached.

10.3 In the case of queues, the measurement provides a broad indication of the average queue length. Delay is a measure of the average delay experienced by each driver at the junction and the output is provided in the average number of seconds per vehicle.

10.4 The remainder of this section presents the capacity results of each junction within the study area. All detailed modelling outputs are contained at **Appendix Q.**

A363 Market Street / B3107 Silver Street / A363 Silver Street

10.5 The A363 Market Street / B3107 Silver Street / A363 Silver Street roundabout has been modelled using the ARCADY module within Junctions 11.

10.6 As previously mentioned, the existing junction layout and arrangements have been assessed across all tested scenarios.

10.7 The base model has been calibrated and validated in accordance with queue data from the MTC survey attached at **Appendix O**, to reflect the observed traffic queues and delays on each arm.

10.8 The results of the capacity modelling are set out in **Table 10.1**, with the full outputs of the junction modelling are included in **Appendix Q**.

Stream	AM Peak Hour (08:00 to 09:00)			PM Peak Hour (17:00 to 18:00)		
	Queue	Delay (S)	RFC	Queue	Delay (S)	RFC
2026 Base Flows						
A363 Market Street	2.1	13.49	0.68	1.9	12.72	0.66
B3107 Silver Street	1.6	15.65	0.62	1.6	15.13	0.63
A363 Silver Street	1.8	8.07	0.64	1.5	7.21	0.6
2031 Opening Year Reference Case						
A363 Market Street	3	17.97	0.75	2.7	16.59	0.74
B3107 Silver Street	2.2	21.16	0.7	2.4	21.11	0.72
A363 Silver Street	2.3	9.8	0.71	1.9	8.3	0.66
2031 Opening Year Test Case						
A363 Market Street	3.4	20.28	0.78	3.2	18.6	0.77
B3107 Silver Street	2.5	23.3	0.72	2.9	24.84	0.76
A363 Silver Street	2.8	11.21	0.74	2	8.74	0.67
2036 Future Year Reference Case						
A363 Market Street	2.7	16.49	0.73	2.7	16.52	0.74
B3107 Silver Street	1.9	18.48	0.66	2.3	20.22	0.71
A363 Silver Street	2.2	9.39	0.69	1.9	8.18	0.65
2036 Future Year Test Case						
A363 Market Street	3	18.44	0.76	3.3	19.02	0.77
B3107 Silver Street	2.1	20.11	0.69	2.8	24.3	0.75
A363 Silver Street	2.6	10.68	0.73	2	8.67	0.67

Table 10.1 Summary of A363 Market Street / B3107 Silver Street / A363 Silver Street Capacity Results

10.9 **Table 10.1** demonstrates that the A363 Market Street / B3107 Silver Street / A363 Silver Street roundabout is forecast to operate within capacity during the AM and PM peak hours in all tested scenarios. A maximum RFC of 0.78 is forecast on the A363 Market Street arm during the AM and PM peak hour in the 2031 Opening Year scenario.

10.10 The main increases in RFC, queues and delays are due to the addition of committed development flows in both Reference case scenarios.

10.11 Therefore, based on the above, the current junction layout is forecast to operate within capacity with the addition of development traffic.

A363 Saint Margaret's Street / A363 Frome Road / Station Approach

10.12 The A363 Saint Margaret's Street / A363 Frome Road / Station Approach roundabout has been modelled using the ARCADY module within JUNCTIONS 11.

10.13 The base model has been calibrated and validated in accordance with queue data from the MTC survey attached at **Appendix O**, to reflect the observed traffic queues and delays on each arm.

10.14 The results of the capacity modelling are set out in **Table 10.2** below, with the full outputs of the junction modelling are included in **Appendix Q**.

Stream	AM Peak Hour (08:00 to 09:00)			PM Peak Hour (17:00 to 18:00)		
	Queue	Delay (S)	RFC	Queue	Delay (S)	RFC
2026 Existing Traffic Flows (Base)						
Saint Margaret's Street (N)	0.8	3.33	0.44	0.9	3.47	0.46
Saint Margaret's Street (S) (One-Way)	0	0	0	0	0	0
A363 Frome Road	1.4	5.77	0.59	1	4.71	0.5
Station Approach	0.2	14.31	0.17	0.6	15.3	0.37
2031 Opening Year Reference Case						
Saint Margaret's Street (N)	0.9	3.54	0.47	1	3.77	0.51
Saint Margaret's Street (S) (One-Way)	0	0	0	0	0	0
A363 Frome Road	1.8	6.65	0.64	1.2	5.19	0.54
Station Approach	0.3	17.97	0.22	0.8	19.12	0.44
2031 Opening Year Test Case						
Saint Margaret's Street (N)	0.9	3.61	0.49	1.1	3.93	0.53
Saint Margaret's Street (S) (One-Way)	0	0	0	0	0	0
A363 Frome Road	2	7.34	0.67	1.3	5.38	0.56
Station Approach	0.3	21.27	0.25	0.8	20.82	0.46
2036 Future Year Reference Case						
Saint Margaret's Street (N)	0.9	3.48	0.46	1	3.72	0.5
Saint Margaret's Street (S) (One-Way)	0	0	0	0	0	0
A363 Frome Road	1.7	6.39	0.63	1.2	5.12	0.54
Station Approach	0.2	16.9	0.2	0.7	18.19	0.41
2036 Future Year Test Case						
Saint Margaret's Street (N)	0.9	3.55	0.47	1.1	3.89	0.52
Saint Margaret's Street (S) (One-Way)	0	0	0	0	0	0
A363 Frome Road	1.9	7.01	0.66	1.2	5.31	0.55
Station Approach	0.3	19.72	0.22	0.7	19.72	0.43

Table 10.2 A363 Saint Margaret's Street / A363 Frome Road / Station Approach Roundabout Capacity Results

10.15 **Table 10.2** demonstrates that the A363 Saint Margaret's Street / A363 Frome Road / Station Approach roundabout junction is forecast to operate well within capacity during the AM and PM peak periods in all tested scenarios. A maximum RFC of 0.67 is forecast on the A363 Frome Road arm during the AM peak hour in the 2031 test case scenario.

10.16 Based on the above, the junction is forecast to operate within capacity with the addition of development traffic.

A363 Frome Road / B3109 Frome Road / A363 Junction Road

10.17 The A363 Frome Road / Junction Road roundabout has been modelled using the ARCADY module within JUNCTIONS 11.

10.18 The base model has been calibrated and validated in accordance with queue data from the MTC survey attached at **Appendix O**, to reflect the observed traffic queues and delays on each arm.

10.19 The results of the capacity modelling are set out in **Table 10.3** below, with the full outputs of the junction modelling are included in **Appendix Q**.

Stream	AM Peak Hour (08:00 to 09:00)			PM Peak Hour (17:00 to 18:00)		
	Queue	Delay (S)	RFC	Queue	Delay (S)	RFC
2026 Existing Traffic Flows (Base)						
A363 Frome Road (N)	1.2	9.8	0.55	1.6	11.28	0.62
Junction Road	1.7	14.04	0.64	1.3	12.73	0.58
B3109 Frome Road (S)	3.6	29.8	0.8	2	18.06	0.67
2031 Opening Year Reference Case						
A363 Frome Road (N)	1.3	10.38	0.58	1.8	12.27	0.65
Junction Road	2.7	19.91	0.74	2	16.69	0.67
B3109 Frome Road (S)	5.7	46.13	0.87	2.5	22.48	0.73
2031 Opening Year Test Case						
A363 Frome Road (N)	1.4	10.58	0.58	2	12.89	0.67
Junction Road	3.6	24.97	0.79	2.3	19.14	0.71
B3109 Frome Road (S)	8.5	66.16	0.93	2.9	24.98	0.75
2036 Future Year Reference Case						
A363 Frome Road (N)	1.2	9.62	0.54	1.6	11.24	0.62
Junction Road	2.6	18.67	0.73	2	16.19	0.67
B3109 Frome Road (S)	4.3	36.57	0.83	2.2	20.71	0.7
2036 Future Year Test Case						
A363 Frome Road (N)	1.2	9.8	0.55	1.7	11.76	0.64
Junction Road	3.4	23.09	0.78	2.3	18.51	0.71
B3109 Frome Road (S)	6.1	50.16	0.88	2.5	22.84	0.72

Table 10.3 Summary of A363 Frome Road / Junction Road Capacity Results

10.20 The capacity results presented at **Table 10.3** demonstrates that the in the 2031 Opening Year Reference Case scenario, the B3109 Frome Road southern arm is operating close to its theoretical capacity in the AM peak hour with an RFC of 0.87. The addition of development traffic in the 2031 Opening Year Test car increases the AM peak hour RFC to 0.93, which is still within capacity; albeit, nearing its theoretical operational capacity threshold of 1.0.

10.21 It should be noted that it is addition of committed development flows that has the largest impact on RFC, delays and queues when compared with the impact of development traffic flows.

10.22 Furthermore, the forecast development trips are based on a worst-case trip generation assessment; thus, the modelling results at **Table 10.3** reflect a worst-case position.

B3109 Frome Road / Moulton Drive

10.23 The B3109 Frome Road / Moulton Drive roundabout junction has been modelled using the ARCADY module within JUNCTIONS 11.

10.24 The results of the capacity modelling are set out in **Table 10.4** below, with the full outputs of the junction modelling are included in **Appendix Q**.

Stream	AM Peak Hour (08:00 to 09:00)			PM Peak Hour (17:00 to 18:00)		
	Queue	Delay (S)	RFC	Queue	Delay (S)	RFC
2026 Existing Traffic Flows (Base)						
B3109 Frome Road (N)	1.2	10.72	0.56	1.7	12.53	0.64
Moulton Drive	0.3	6.56	0.23	0.5	7.52	0.32
B3109 Frome Road (S)	1	7.84	0.49	0.7	6.58	0.4
2031 Opening Year Reference Case						
B3109 Frome Road (N)	1.4	11.47	0.58	2.4	15.5	0.71
Moulton Drive	0.3	6.76	0.24	0.5	8.2	0.35
B3109 Frome Road (S)	1.1	8.25	0.52	0.7	6.83	0.42
2031 Opening Year Test Case						
B3109 Frome Road (N)	1.5	11.9	0.6	2.7	17.44	0.74
Moulton Drive	0.4	7.31	0.3	0.6	8.62	0.38
B3109 Frome Road (S)	1.1	8.61	0.53	0.8	7.18	0.44
2036 Future Year Reference Case						
B3109 Frome Road (N)	1.2	10.66	0.55	2	13.8	0.67
Moulton Drive	0.3	6.6	0.23	0.5	7.79	0.33
B3109 Frome Road (S)	0.9	7.71	0.48	0.7	6.64	0.4
2036 Future Year Test Case						
B3109 Frome Road (N)	1.2	10.82	0.56	2.3	15.32	0.7
Moulton Drive	0.4	7	0.28	0.6	8.16	0.36
B3109 Frome Road (S)	1	8.03	0.5	0.7	6.89	0.42

Table 10.4 B3109 Frome Road / Moulton Drive Capacity Results

10.25 **Table 10.4** demonstrate that the B3109 Frome Road / Moulton Drive roundabout junction is forecast to operate within capacity during the AM and PM peak periods in all tested scenarios.

10.26 A maximum RFC of 0.74 is forecast on the B3109 Frome Road northern arm during the PM peak hour in the 2031 Opening Year Test Case. Whilst the addition of development flows does increase RFC, delays and queues; the increases are considered minimal and insignificant and do not result in significant queuing at the junction.

10.27 Based on the above, the junction is forecast to operate within capacity with the addition of development traffic.

A363 Trowbridge Road / Development Site Access / Moulton Drive

10.28 The A363 Trowbridge Road / Moulton Drive ghost island right-turn lane junction has been modelled using the PICADY module within JUNCTIONS 11.

10.29 Due to the proximity to the proposed site access, the A363 Trowbridge Road / Moulton Drive junction has only been assessed as a single junction in the Reference Case and Baseline scenarios. The results of this element of the capacity modelling are set out in **Table 10.5** below, while the subsequent table present the junctions operation under a scenario where the development has progressed, and the improvements to the existing arrangement are incorporated.

Stream	AM Peak Hour (08:00 to 09:00)			PM Peak Hour (17:00 to 18:00)		
	Queue	Delay (S)	RFC	Queue	Delay (S)	RFC
2026 Existing Traffic Flows (Base)						
Moulton Drive	0.4	9.45	0.27	0.6	11.07	0.39
Trowbridge Road (N)	0.2	7.84	0.14	0.2	7.25	0.14
2031 Opening Year Reference Case						
Moulton Drive	0.4	10.23	0.29	0.7	12.22	0.42
Trowbridge Road (N)	0.2	8.17	0.15	0.2	7.48	0.15

Table 10.5 A363 Trowbridge Road / Moulton Drive Capacity Results

10.30 The A363 Trowbridge Road / Moulton Drive currently operates with sufficient spare capacity. Further assessments of the junction in the opening year and future year scenarios are presented below.

A363 Trowbridge Road / Development Site Access / Moulton Drive

10.31 The proposed site access comprises a new priority right-turn ghost island junction on the A363 Trowbridge Road.

10.32 Due to the proximity of the proposed site access to Moulton Drive / Trowbridge Road junction, both junctions have been modelled as a staggered crossroad junction using the PICADY module within JUNCTIONS 11.

10.33 The results of the capacity modelling are set out in **Table 10.6** below, with the full outputs of the junction modelling are included in **Appendix Q**.

Stream	AM Peak Hour (08:00 to 09:00)			PM Peak Hour (17:00 to 18:00)		
	Queue	Delay (S)	RFC	Queue	Delay (S)	RFC
2031 Opening Year Reference Case						
Moulton Drive	0.4	10.27	0.29	0.7	12.27	0.42
Trowbridge Road (S)	0	0	0	0	0	0
Proposed Site Access	0	0	0	0	0	0
Trowbridge Road (N)	0.2	8.59	0.16	0.2	7.86	0.15
2031 Opening Year Test Case						
Moulton Drive	0.5	11.73	0.35	1.1	15.61	0.52
Trowbridge Road (S)	0	6.41	0.03	0.1	6.91	0.07
Proposed Site Access	0.4	13.93	0.31	0.2	11.64	0.16
Trowbridge Road (N)	0.2	8.98	0.17	0.2	8.02	0.16
2036 Future Year Reference Case						
Moulton Drive	0.4	10.1	0.28	0.7	12.16	0.41
Trowbridge Road (S)	0	0	0	0	0	0
Proposed Site Access	0	0	0	0	0	0
Trowbridge Road (N)	0.2	8.53	0.15	0.2	7.85	0.15
2036 Future Year Test Case						
Moulton Drive	0.5	11.54	0.33	1	15.48	0.51
Trowbridge Road (S)	0	6.41	0.03	0.1	6.97	0.07
Proposed Site Access	0.4	13.98	0.31	0.2	11.86	0.17
Trowbridge Road (N)	0.2	8.91	0.16	0.2	8.02	0.15

Table 10.6 A363 Trowbridge Road / Development Site Access / Moulton Drive Capacity Results

10.34 **Table 10.6** demonstrates that both the proposed site access and Moulton Drive is forecast to operate within capacity in the AM and PM peak hours in all tested scenarios, with minimal queues and delays.

10.35 Based on the above, the proposed access junction arrangement is forecast to operate without any concerns on the local highway network.

Summary

10.36 This section of the report has presented details of the capacity assessments undertaken to establish the development impact on the local highway network. The assessment considers the 2026 Baseline, 2031 Opening Year, and 2036 Future Year scenarios. The results of the modelling indicate that the modelled junctions within the study area are forecast to operate well within capacity with the addition of development traffic, with minimal increases in queuing, delay or RFC, even under a robust assessment scenario.

10.37 It should also be noted that the development site, as presented at **Section 4**, is well connected to an excellent pedestrian, cycling and public transport network, and it is envisioned that the majority of journeys to the centre of Bradford-on-Avon would be undertaken on foot or cycling. For journeys that route through the centre of Bradford-on-Avon to other local destinations, such as to Bath, Bristol or Trowbridge, it is highly likely that future residents would undertake the journey via bus or train.

10.38 The junction capacity results of the junctions within proximity of the centre should also be caveated by the proposed highway schemes that is currently being reviewed by WC. The proposed one-way contraflow system is likely to further increase the attractiveness of undertaking journeys to the north of the site via walking, cycling or public transport.

10.39 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".*

10.40 This assessment has demonstrated that there would be no unacceptable impact on highway safety. Furthermore, due to the significant level of robustness built into the worst-case modelling scenario (excluding realistic future assumptions on the variables flagged above), it is considered that traffic associated with the development proposals will not result in a severe impact on the local highway network, taking into account all reasonable future scenarios.

11 Summary and Conclusions

Summary

11.1 This TA has been prepared by Rappor on behalf of Waddeton Park Ltd. in relation to the proposed mixed-use development located on Land off Trowbridge Road, Bradford-on-Avon, Wiltshire. The development description is as follows:

"Outline application (with all matters reserved except for access) for the erection of up to 224 residential dwellings (Class C3), 72-bed care home (Class C2), with sports pitch, allotments, country park, landscaping and open space."

11.2 This Transport Assessment has demonstrated the following:

a) The site is complaint with the relevant transport planning policy and guidance;
b) A review of the local highway network and collision data in the vicinity of the site indicates that there are no inherent problems in relation to the current operation or safety of the local highways;
c) The site is well location in relation to a wide range of local services and amenities within Bradford-on-Avon, which are situated within an acceptable walking and cycling distance from the site.
d) The site has been shown to score 'above average' in sustainability terms, with reference to the DfT Connectivity tool, and in the top 10% of areas within Wiltshire for walking, cycling and public transport;
e) An ATE Route Assessment has been undertaken along Trowbridge Road and Moulton Drive, resulting in a Level of Service score of 46% and 60% respectively, indicating the infrastructure in the vicinity of the site is suitable to accommodate local active travel journeys;
f) The proposed site accesses for all modes onto Trowbridge Road is considered to be safe and suitable for all users, which accords with Paragraph 115 in the NPPF;
g) The proposed development will connect onto the existing pedestrian network on Trowbridge Road to facilitate connections on the northern key desire line. Furthermore, new crossing arrangements are proposed on Trowbridge Road to facilitate western connections to Moulton Drive;
h) The site will benefit from future improvements to the active travel infrastructure, contained within the LCWIP, along the key desire lines from the site, and is therefore in a position to help deliver these improvements, further enhancing the accessibility and sustainability of the site;
i) The proposed development will deliver some of the proposed infrastructure improvements within the Bradford-on-Avon LCWIP, such as a new crossing facility to Moulton Drive. Further improvements could be delivered as part of an off-site mitigation package, subject to further discussions with the LHA;
j) The proposed mobility hub will further assist in encouraging residents and visitors, as well as the existing community nearby, to travel by either low carbon or sustainable travel modes to and from the site;
k) A robust forecast vehicle trip generation has been conducted, which has been distributed and assigned across the local and wider higher network;
l) The distribution analysis has identified the likely locations on the local road network where there could be an impact as a result of the development, and

assessment has subsequently been undertaken to establish the level of impact at each junction; and

m) The impact of traffic associated with the development proposals on the local highway network is not considered to be severe, even under the robust worst case assessment scenario.

Conclusion

11.3 Based on the findings of this Transport Assessment, it is concluded that:

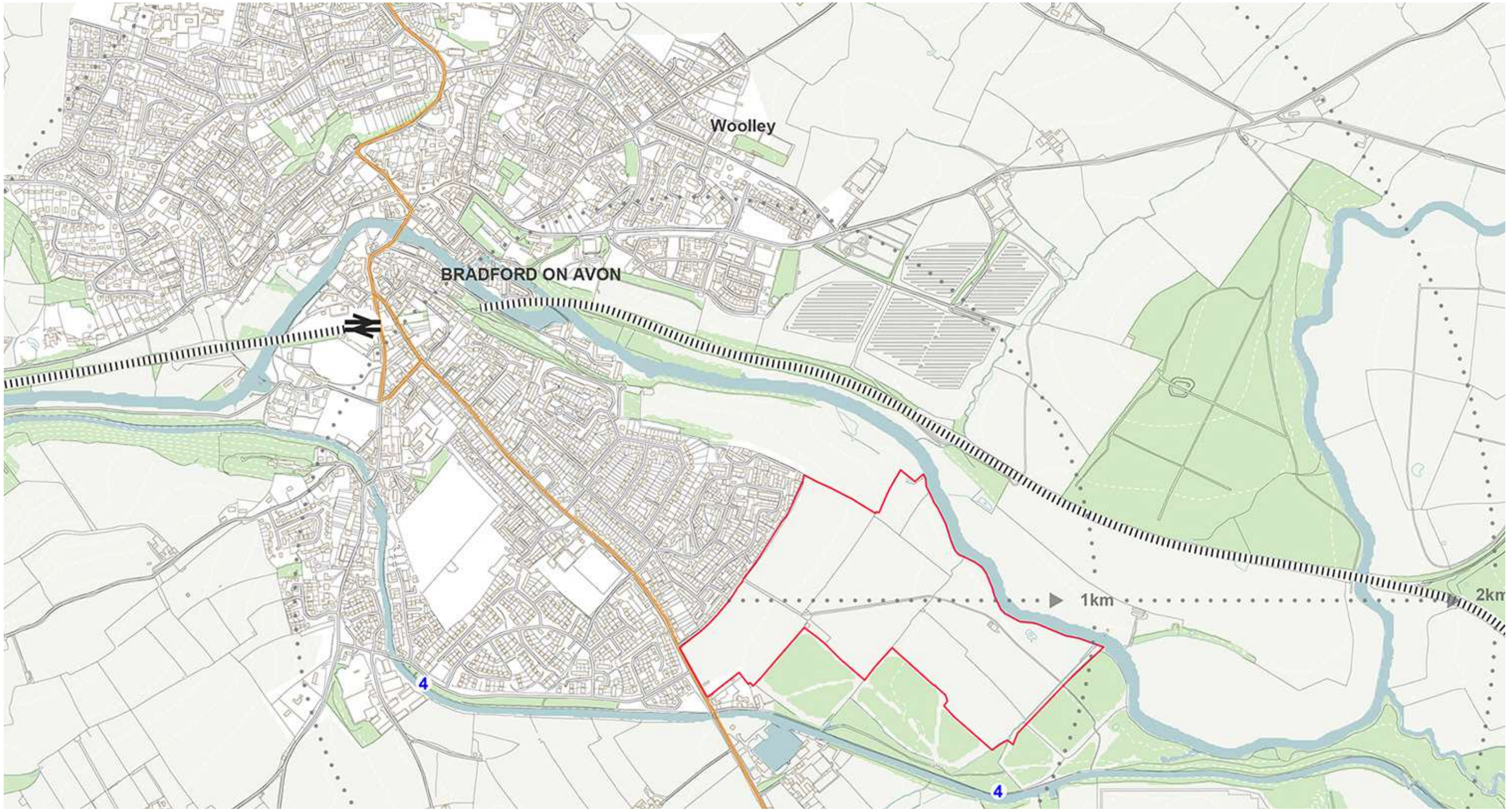
a) Safe and suitable access to the development can be provided for all users, with reference to NPPF paragraph 115;

b) Residents and visitors of the development proposals will have the opportunity to travel to nearby services and facilities by sustainable modes, with their promotion encapsulated within the proposals, with reference to NPPF paragraph 109; and

c) The residual cumulative traffic impact will not result in an unacceptable impact upon safety, nor will it result in a 'severe' impact upon the operation of the network in all reasonable future scenarios, with reference to NPPF paragraph 116.

11.4 It is therefore concluded that there are no transport related reasons as to why the proposed development should not be permitted, subject to securing the proposed package of measures by way of Condition or s106 agreement.

Appendix A – Site Location Plan



Key

Site area

N

Bradford on Avon Location Plan		B
		MS / DE
200323 L 02 02	---	November 2023

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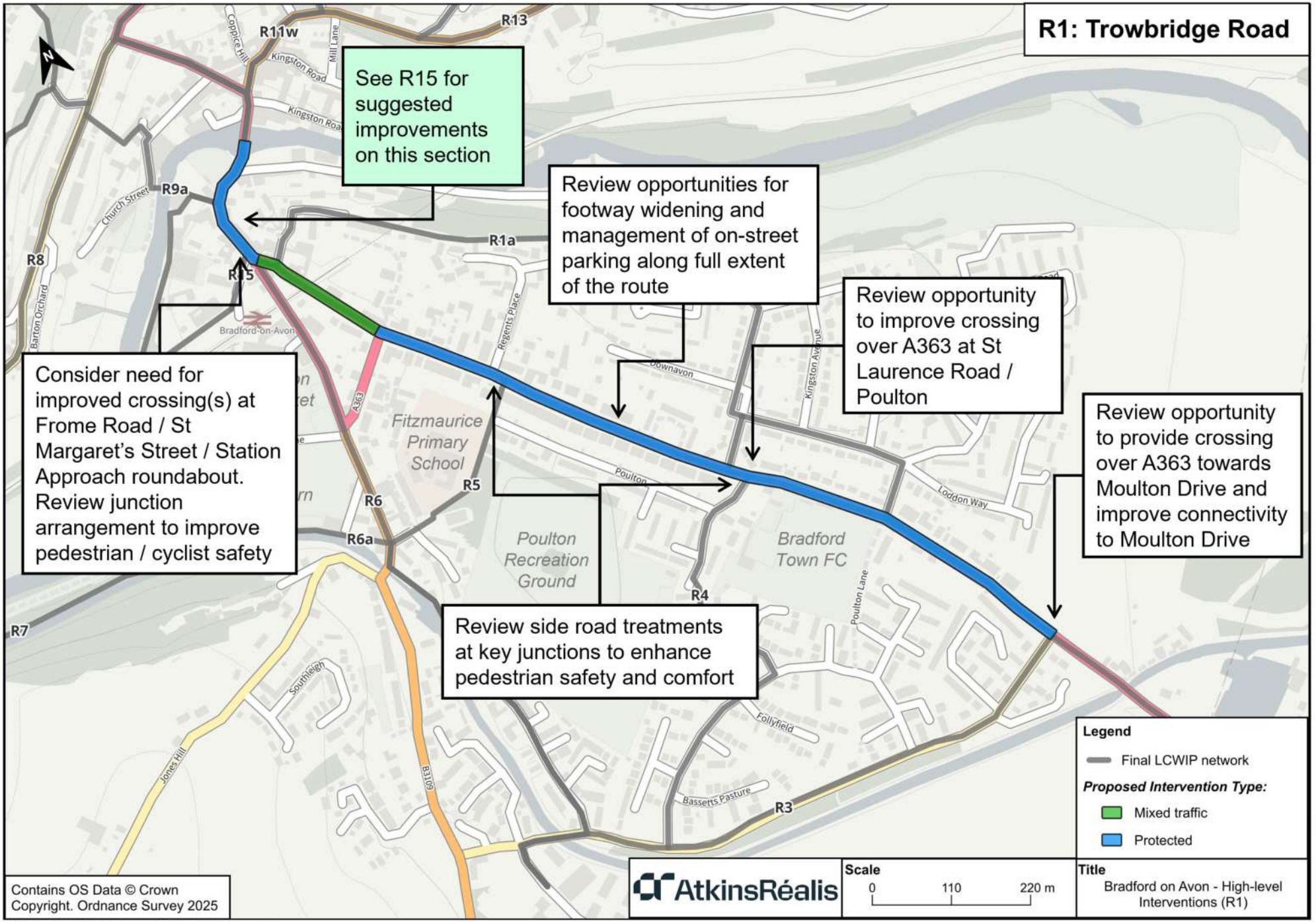
Drawing Status FOR INFORMATION

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM. © THIS DRAWING IS COPYRIGHT.

Appendix B – Bradford on Avon LCWIP High-Level Drawings



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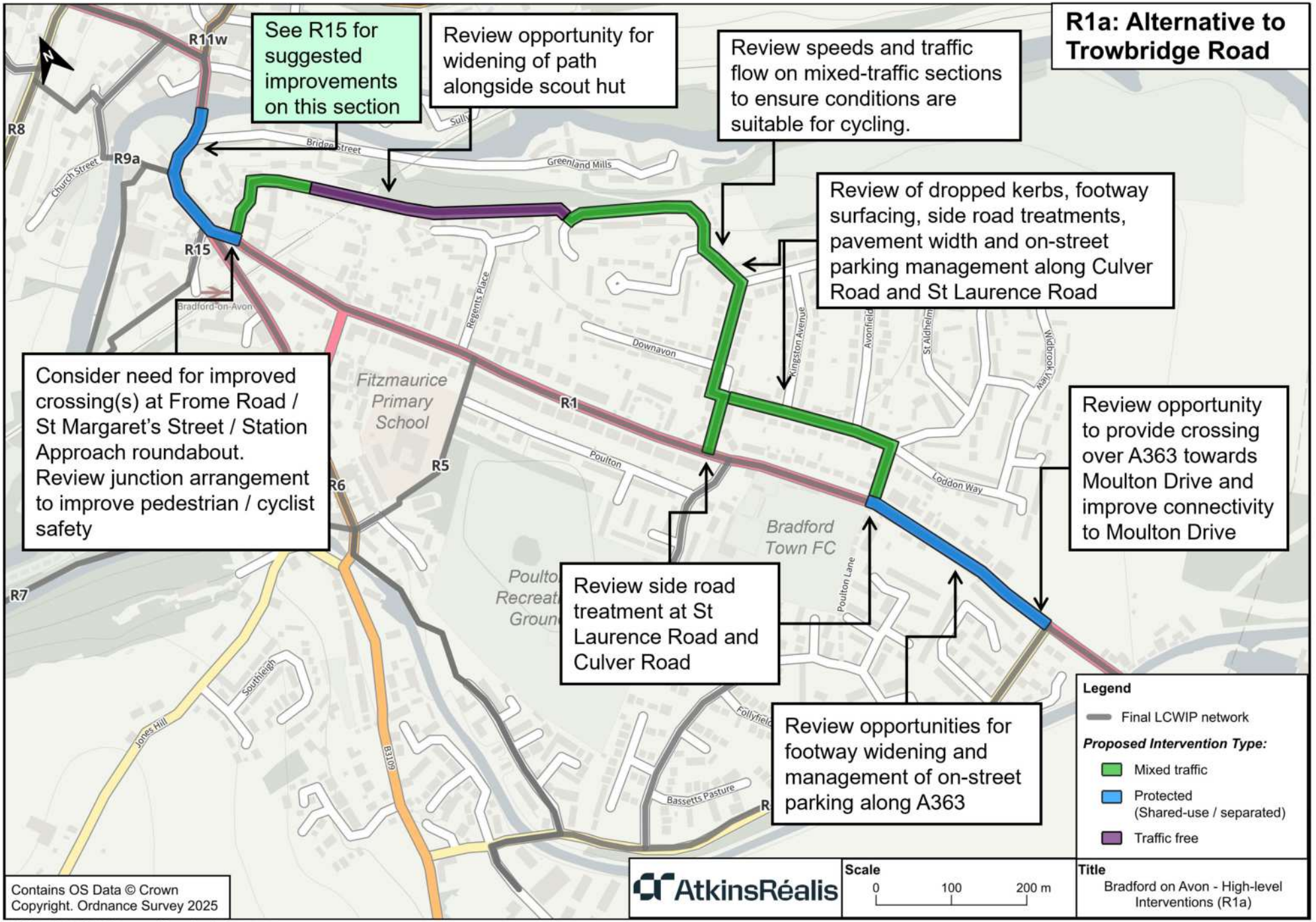

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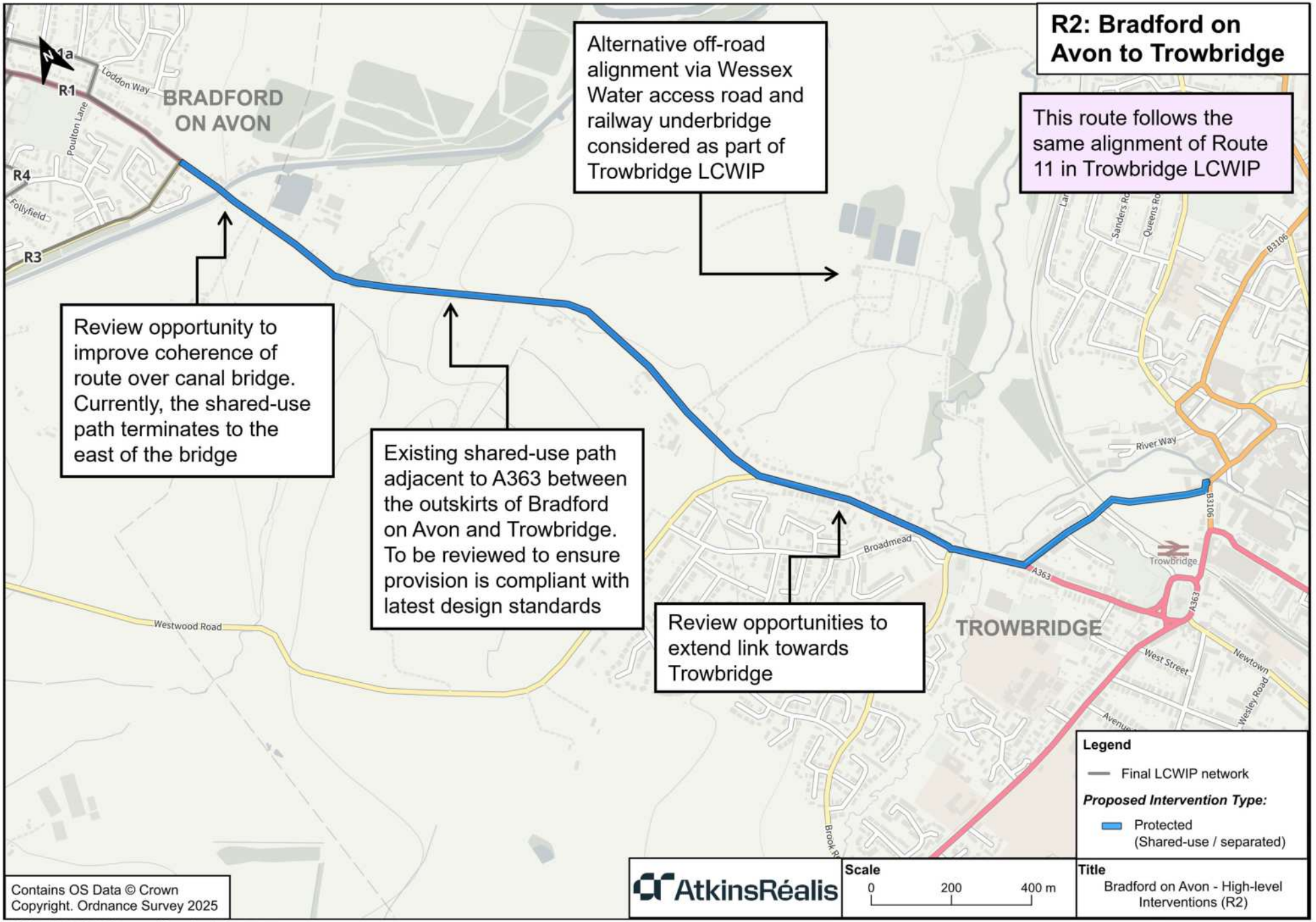

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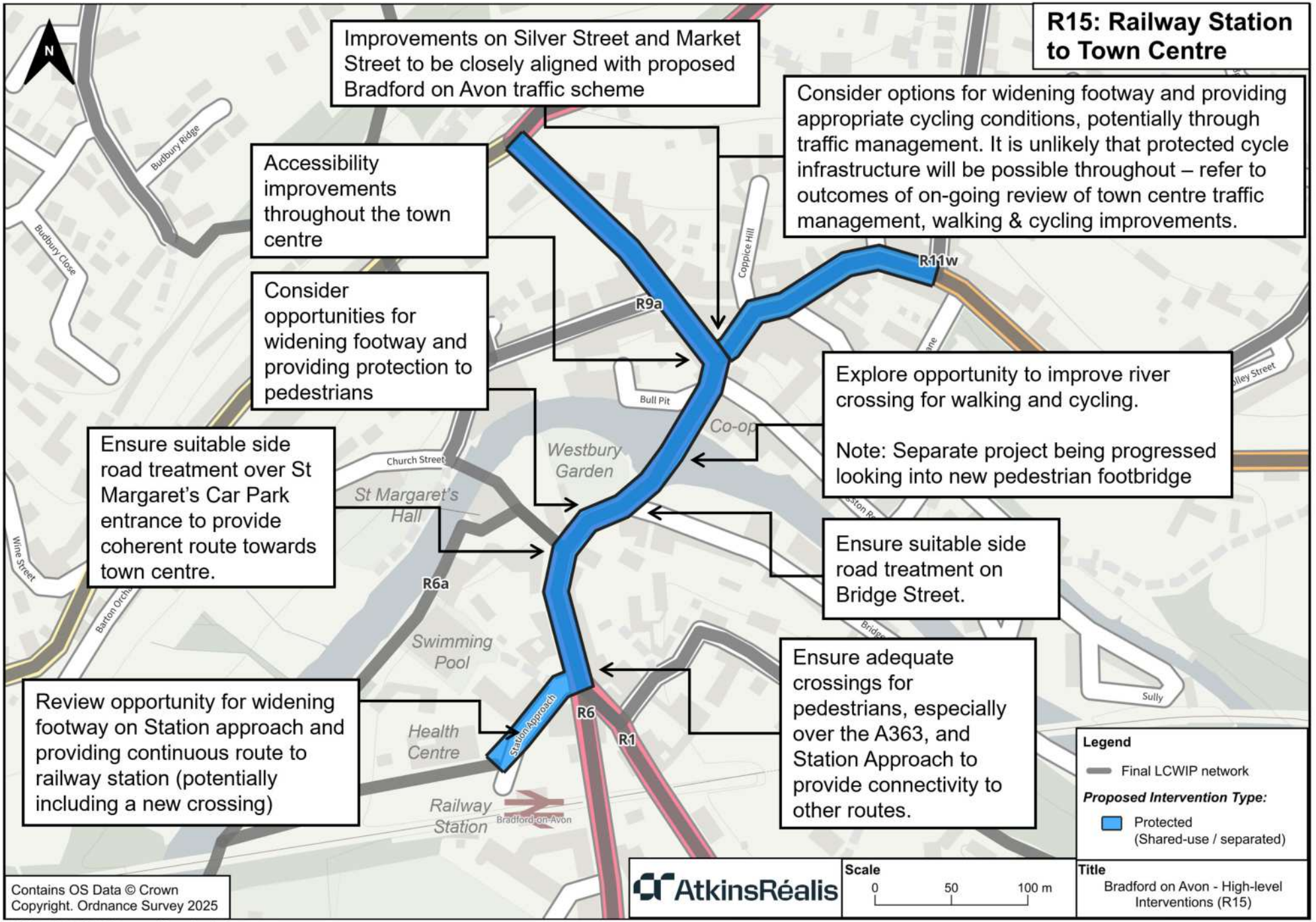
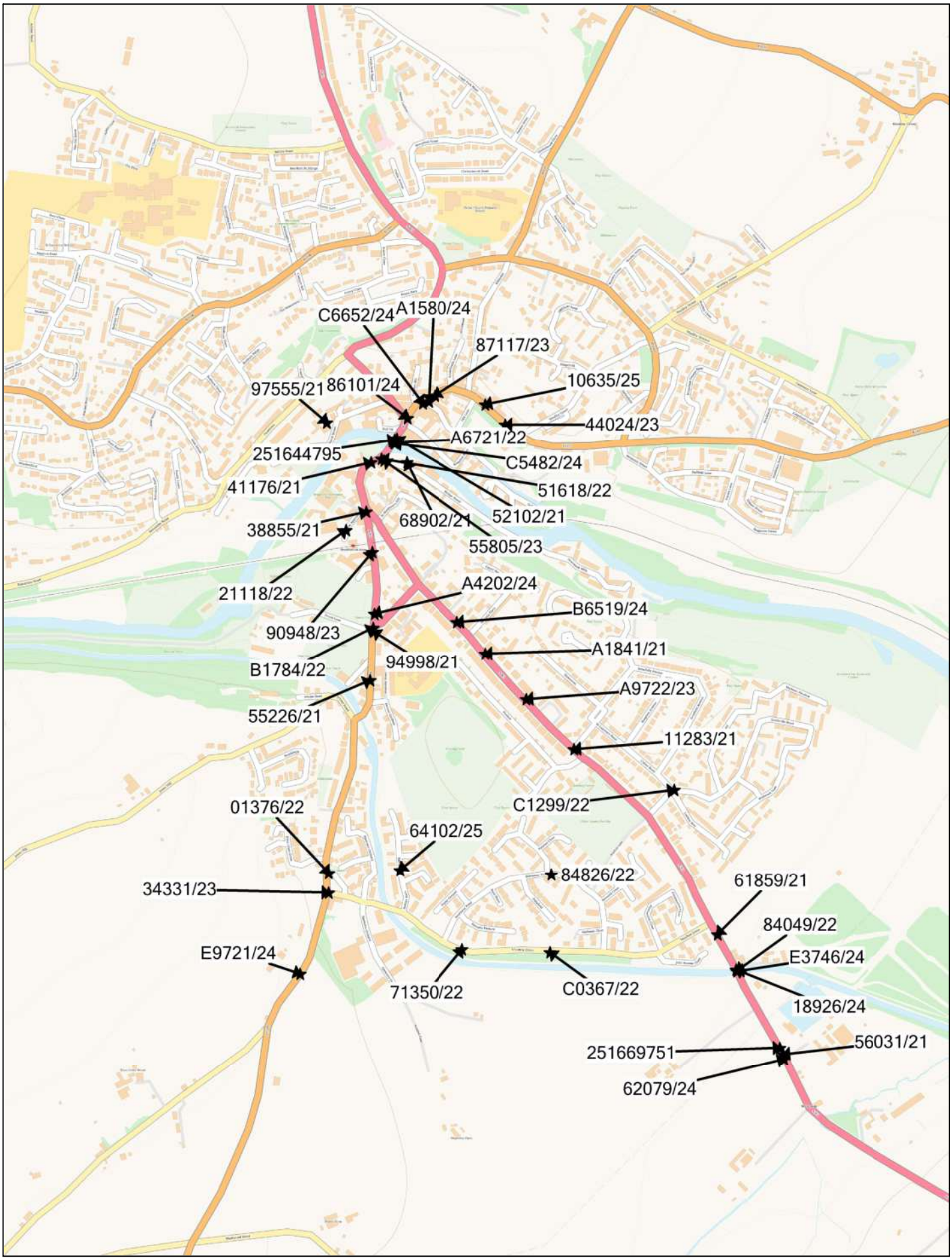


CRS: EPSG:27700 **Map Scale:** 1:2,104

Appendix C – PIC Data



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Bradford On Avon

SCALE	1 : 11450
DATE	18/12/2025
DRAWING No.	
DRAWN BY	

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: Bradford on Avon

38855/21	**26/12/2020**	Saturday	1712	Darkness: street lights present and lit	Fine - no high winds	Vehs: 2	Cas: 1
Slight	A 363	Speed limit: 30		Roundabout	Road surface Wet/Damp	E382553	N160748
Junction detail:	Mini roundabout				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A363, ST MARGARETS STREET, BRADFORD ON AVON, WILTSHIRE
V1 (CAR) TRAV W TO S. V2 (CAR) TRAV N TO S. V2 HAS FAILED TO GIVE WAY TO V1 ON THE R/BOUT AND V1 COLLIDES O/S V2. JT.

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 2	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Vehicle 2	Very likely	Failed to judge other persons path or speed	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: 54 Female	
Starting		VRM: **Excluded**
Travelling W - S	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Entering roundabout	Hit and Run: Vehicle hit but failed to stop
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Vehicle 2 : Car	Age: 59 Female	
Going ahead other		VRM: **Excluded**
Travelling N - S	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Leaving roundabout	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/Wall or fence		Journey: Unknown

Casualty 1: Driver / Rider	Age: 59 Female	Slight
Seatbelt: Unknown		

11283/21	**04/02/2021**	Thursday	1303	Daylight	Raining - no high winds	Vehs: 2	Cas: 1
Slight	A 363	Speed limit: 30		Single carriageway	Road surface Wet/Damp	E383029	N160205
Junction detail:	Staggered or T Junction				Crossing facilities: Pelican, puffin, toucan or similar non-junction pedestrian light crossing		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A363 TROWBRIDGE RD, JUNCT WITH ST LAURENCE RD, TROWBRIDGE. SMO
V1(CAR) TRAV NW TO TURN RIGHT INTO JUNCT. V2(CYCLE) STATIONARY AT JUNCT. V1 HAS TURNED RIGHT AND COLLIDED WITH V2. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Slippery road (due to weather)	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: Bradford on Avon

Vehicle 1 : Car	Age: 59 Female	
Turning right		VRM: **Excluded**
Travelling SE - NE	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Vehicle 2 : Pedal Cycle (Including pedal assisted electric bicycles)	Age: 59 Female	
Waiting to turn right		VRM: **Excluded**
Travelling NE - NW	Impact: Nearside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Driver / Rider	Age: 59 Female	Slight
Seatbelt: Not applicable		

41176/21	01/05/2021	Saturday	1515	Daylight	Fine - no high winds	Vehs: 1	Cas: 1
Slight	A 363	Speed limit: 20		Single carriageway	Road surface Dry	E382564	N160861
Junction detail:	Not at or within 20M				Crossing facilities: Pelican, puffin, toucan or similar non-junction pedestrian light crossing		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A363 ST. MARGARETS ST, 40M W OF BRIDGE ST. BRADFORD ON AVON. SMO
V1(VAN) TRAV NE. CAS1(PED) TRAV E. CAS1 HAS WALKED OUT INTO RD INTO PATH OF V1. V1 HAS COLLIDED N/S WITH CAS1. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Casualty 1	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Casualty 1	Very likely	Crossed road masked by stationary or parked veh	Not Coded	Not Coded	Not coded
Casualty 1	Very likely	Impaired by alcohol	Not Coded	Not Coded	Not coded

Vehicle 1 : Goods over 3.5 tonnes and under 7.5 tonnes mgw	Age: 30 Male	
Going ahead right bend		VRM: **Excluded**
Travelling S - NE	Impact: Nearside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Journey as part of work

Casualty 1: Pedestrian	Age: 52 Male	Slight
Location: Crossing elsewhere within 50m ped crossi	Movement: Crossing from driver's nearside masked	

52102/21	31/05/2021	Monday	1310	Daylight	Unknown	Vehs: 1	Cas: 1
Slight	A 363	Speed limit: 30		Single carriageway	Road surface Dry	E382623	N160916
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Member of public reported via web				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A363 SILVER ST, APPROX 55M NE OF JCT WITH BRIDGE ST. BRADFORD ON AVON. SMO
V1(VAN) TRAV SW. CAS1(PED) TRAV SW. V1 HAS CLIPPED N/S WING MIRROR WITH CAS1. SMO

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Possible	Road layout (eg bend, hill, narrow road)	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Too close to cyclist, horse or pedestrian	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Van / Goods 3.5 tonnes mgw and under Age: 65 Female

Going ahead other		VRM: **Excluded**
Travelling NE - SW	Impact: Nearside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Journey as part of work

Casualty 1: Pedestrian Age: 30 Female Slight
Location: Unknown / other Movement: Unknown or other

55226/21	**09/06/2021**	Wednesday	1110	Daylight	Fine - no high winds	Vehs: 1	Cas: 1
Slight	B 3109	Speed limit: 30		Single carriageway	Road surface Dry	E382562	N160362

Junction detail: Not at or within 20M
Junction Control: Not at junction
Did officer attend: Member of public reported at police station
Crossing facilities: No crossing facility within 50 metres
Carriageway hazards: None
Crossing control: None in 50m / not controlled
Special Conditions: None

B3109 FROME RD, OUTSIDE HOUSE NO 12. BRADFORD ON AVON. SMO
V1(CAR) TRAV N. CAS1(PED) TRAV N. V1 HAS PULLED OVER N/S FOR ONCOMING TRAFFIC. V1 HAS MOUNTED PAVEMENT AND HAS CLIPPED N/S WITH CAS1 O/S. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Too close to cyclist, horse or pedestrian	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Vehicle travelling along pavement	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car Age: 81 Female

Stopping		VRM: **Excluded**
Travelling S - N	Impact: Nearside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Pedestrian Age: 22 Female Slight
Location: On footpath / verge Movement: Unknown or other

56031/21	**11/06/2021**	Friday	1830	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Slight	A 363	Speed limit: 50		Single carriageway	Road surface Dry	E383507	N159508

Junction detail: Staggered or T Junction
Junction Control: Give way or Uncontrolled
Did officer attend: Officer attended the collision
Crossing facilities: No crossing facility within 50 metres
Carriageway hazards: None
Crossing control: None in 50m / not controlled
Special Conditions: None

A363 TROWBRIDGE RD, OUTSIDE WILDBROOK STABLES. BRADFORD ON AVON. SMO
V1(CAR) TRAV SE. V2(CAR) TRAV NE. CAS1(PED) TRAV SE. V1 HAS BEEN DISTRACTED IN VEH AND FAILED TO REALISE V2 TURNING LEFT. V1 HAS SKID AND COLLIDED FRONT WITH V2 REAR. V1 HAS THEN COLLIDED WITH CAS1. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Sudden braking	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Distraction in vehicle	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: Bradford on Avon

Vehicle 1 : Car	Age: 23 Female	
Going ahead other		VRM: **Excluded**
Travelling NW - SE	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Skidded	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Commuting to/from work

Casualty 1: Pedestrian	Age: 57 Male	Slight
Location: On footpath / verge	Movement: Unknown or other	

Vehicle 2 : Car	Age: 55 Male	
Stopping		VRM: **Excluded**
Travelling NW - NE	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Leaving main road	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

61859/21	**27/06/2021**	Sunday	1935	Daylight	Raining - no high winds	Vehs: 2	Cas: 1
Slight	A 363	Speed limit: 30		Single carriageway	Road surface Wet/Damp	E383357	N159782
Junction detail:	Staggered or T Junction				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Member of public reported via web				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A363 TROWBRIDGE RD, APPROX 25M S OF JCT WITH MOULTON DRIVE. BRADFORS ON AVON. SMO
V1(CAR) TRAV W. V2(CAR) TRAV S. V2 HAS BRAKED AND V1 HAS COLLIDED FRONT WITH V2 REAR. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Possible	Following too close	Vehicle 2	Possible	Sudden braking
Vehicle 1	Possible	Exceeding speed limit	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Failed to judge other persons path or speed	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: 55 Male	
Turning right		VRM: **Excluded**
Travelling N - W	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Vehicle hit but failed to stop
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Driver / Rider	Age: 55 Male	Slight
Seatbelt: Unknown		

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: Bradford on Avon

Vehicle 2 : Car	Age: 20 Male	
Stopping		VRM: **Excluded**
Travelling N - S	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

68902/21	**16/07/2021**	Friday	1515	Daylight	Fine - no high winds	Vehs: 1	Cas: 1
Slight	Unclassified	Speed limit: 20		Unknown	Road surface Dry	E382646	N160861
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Member of public reported at police station				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

UC BRADFORD ON AVON LIBRARY CAR PARK, APPROX 50M E OF BRDIGE ST. BRADFORD ON AVON. SMO
V1(CAR) TRAV S. CAS1(PED) TRAV W. V1 HAS REVERSED AND STRUCK CAS1 CAUSING CAS1 TO FALL TO THE FLOOR. V1 FTS. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Careless/Reckless/In a hurry	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: Unknown	
Reversing		VRM: **Excluded**
Travelling N - S	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Vehicle hit but failed to stop
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Pedestrian	Age: 74 Female	Slight
Location: Unknown / other	Movement: Unknown or other	

94998/21	**29/09/2021**	Wednesday	1126	Daylight	Fine - no high winds	Vehs: 4	Cas: 1
Slight	A 363	Speed limit: 20		Roundabout	Road surface Dry	E382570	N160474
Junction detail:	Mini roundabout				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A363 FROME RD, AT RBT WITH JUNCTION RD. BRADFORD ON AVON. SMO
V1(CAR) TRAV S. V2(CAR) PARKED. V3(VAN) TRAV N. V4(CAR) PARKED. V1 HAS NEGOGIATED RBT AND CLIPPED O/S OF V2. V2 HAS THEN STRUCK FRONT WITH V4. V1 HAS OVERTURNED AND COLLIDED WITH V3 O/S. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Poor turn or manoeuvre	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Dazzling sun	Not Coded	Not Coded	Not coded

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: Bradford on Avon

Vehicle 1 : Car	Age: 88 Female	
Going ahead other		VRM: **Excluded**
Travelling N - S	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Cleared junction or waiting/parked at junction exit	Hit and Run: Not hit and run
Skid: Overturned	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Driver / Rider	Age: 88 Female	Slight
Seatbelt: Worn and independently confirmed		

Vehicle 2 : Car	Age: 54 Male	
Parked		VRM: **Excluded**
Travelling Parked - Parked	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Cleared junction or waiting/parked at junction exit	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Vehicle 3 : Van / Goods 3.5 tonnes mgw and under	Age: 32 Male	
Going ahead other		VRM: **Excluded**
Travelling S - N	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Vehicle 4 : Car	Age: Male	
Parked		VRM: **Excluded**
Travelling Parked - Parked	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Cleared junction or waiting/parked at junction exit	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

97555/21	06/10/2021	Wednesday	1343	Daylight	Fine - no high winds	Vehs: 1	Cas: 1
Slight	Unclassified	Speed limit: 30		Single carriageway	Road surface Dry	E382463	N160953
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: Pedestrian in carriageway - not injured		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

UC CHURCH ST, OUTSIDE HOUSE NUMBER 15A. BRADFORD ON AVON. SMO
V1(CAR) TRAV N. CAS1(PED) STANDING STILL. V1 HAS REVERSED INTO PARKING BAY AND NUDGED REAR WITH CAS1. CAS1 HAS FALLEN TO THE GROUND. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Too close to cyclist, horse or pedestrian	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Vehicle 1 : Car	Age: 62 Male	
Reversing		VRM: **Excluded**
Travelling S - N	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other

Casualty 1: Pedestrian	Age: 75 Female	Slight
Location: Unknown / other	Movement: Unknown or other	

A1841/21	18/10/2021	Monday	0805	Daylight	Unknown	Vehs: 2	Cas: 1
Slight	A 363	Speed limit: 30		Single carriageway	Road surface Dry	E382826	N160423
Junction detail:	Other junction				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Member of public reported at police station				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A363 TROWBRIDGE RD, AT JCT WITH TEXACO GARAGE, BRADFORD ON AVON. SMO
V1(CAR) TRAV NE. V2(CYCLE) TRAV NW. V2 HAS CROSSED ENTRANCE/EXIT TO PETROL GARAGE AND V1 HAS TURNED INTO ENTRANCE STRIKING FRONT WITH V2. V2 RIDER DISPLACED. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 2	Very likely	Cyclist entering road from pavement	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: Unknown	
Turning right		VRM: **Excluded**
Travelling SE - NE	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Vehicle 2 : Pedal Cycle (Including pedal assisted electric bicycles)	Age: 16 Male	
Going ahead other		VRM: **Excluded**
Travelling SE - NW	Impact: Front	Breath test: **Excluded**
Location Lane: Footway/pavement	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Driver / Rider	Age: 16 Male	Slight
Seatbelt: Not applicable		

01376/22	05/01/2022	Wednesday	1400	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Slight	B 3109	Speed limit: 30		Single carriageway	Road surface Dry	E382467	N159922
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Member of public reported at police station				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

B3109 FROME RD, APPROX 40M N OF MOULTON DR, BRADFORD ON AVON. SMO
V1(CAR) TRAV S. V2(CYCLE) TRAV S. V1 HAS FAILED TO SEE V2 AND HAS STRUCK FRONT WITH V2 REAR. V2 RIDER DISPLACED. SMO

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Dazzling sun	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Nervous/Uncertain/Panic	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Failed to look properly	Not Coded	Not Coded	Not coded

Vehicle 1 : Car Age: 82 Male

Going ahead other		VRM: **Excluded**
Travelling N - S	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Vehicle 2 : Pedal Cycle (Including pedal assisted electric bicycles) Age: 27 Female

Going ahead other		VRM: **Excluded**
Travelling N - S	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Driver / Rider Age: 27 Female Slight
Seatbelt: Not applicable

21118/22	**25/02/2022**	Friday	2330	Darkness: street lights present and lit	Unknown	Vehs: 1	Cas: 1
Slight	Unclassified	Speed limit: 20		Single carriageway	Road surface Dry	E382507	N160706
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: Pedestrian in carriageway - not injured		
Did officer attend:	Member of public reported at police station				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

UC STATION APPROACH, OUTSIDE REAR OF THREE HORSESHOES, APPROX 65M SW OF A363 FROME RD, BRADFORD ON AVON. SMO
V1(CAR) TRAV NE. CAS1(PED) STANDING STILL. V1 HAS STRUCK REAR WITH CAS1 CAUSING CAS1 TO FALL TO GROUND. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Possible	Other	Vehicle 1	Possible	Careless/Reckless/In a hurry
Casualty 1	Possible	Impaired by alcohol	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Aggressive driving	Not Coded	Not Coded	Not coded

Vehicle 1 : Car Age: 37 Male

Reversing		VRM: **Excluded**
Travelling SW - NE	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Vehicle hit but failed to stop
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Pedestrian Age: 23 Female Slight
Location: Unknown / other Movement: Unknown or other

51618/22	**19/05/2022**	Thursday	0859	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Serious	Unclassified	Speed limit: 30		Single carriageway	Road surface Dry	E382588	N160869
Junction detail:	Staggered or T Junction				Crossing facilities: No crossing facility within 50 metres		

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Junction Control: Give way or Uncontrolled
Did officer attend: Officer attended the collision
Carriageway hazards: None
Crossing control: None in 50m / not controlled
Special Conditions: None

UC BRIDGE ST, AT JCT WITH A363 ST MARGARETS ST, BRADFORD ON AVON. SMO
V1(VAN) TRAV NE. V32(CYCLE) TRAV NE. V2 HAS MOVED OFF AT JCT, HESITATED, V1 HAS FOLLOWED AND FAILED TO SEE V2 STOP. V1 HAS STRUCK FRONT WITH V2 REAR. V2 RIDER DISPLACED AND TRAPPED UNDER V1. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Failed to judge other persons path or speed	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car Age: 61 Male

Starting		VRM: **Excluded**
Travelling E - NE	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Entering main road	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Journey as part of work

Vehicle 2 : Pedal Cycle (Including pedal assisted electric bicycles) Age: 83 Male

Stopping		VRM: **Excluded**
Travelling E - NE	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Entering main road	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Driver / Rider Age: 83 Male Serious
Seatbelt: Not applicable

71350/22	**08/07/2022**	Friday	1130	Daylight	Unknown	Vehs: 2	Cas: 1
Serious	Unclassified	Speed limit: 30		Single carriageway	Road surface Dry	E382773	N159748

Junction detail: Not at or within 20M
Junction Control: Not at junction
Did officer attend: Officer attended the collision
Crossing facilities: No crossing facility within 50 metres
Carriageway hazards: None
Crossing control: None in 50m / not controlled
Special Conditions: None

UC MOULTON DR, APPROX 40M E OF SOUTHWAY D, BRADFORD ON AVON. SMO
V1(CAR) TRAV E. V2(CYCLE) TRAV E. V1 HAS CUT IN FRONT OF V2 AND V2 HAS STRUCK O/S WITH V2 N/S. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Failed to judge other persons path or speed	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Too close to cyclist, horse or pedestrian	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car Age: 49 Female

Going ahead other		VRM: **Excluded**
Travelling W - E	Impact: Nearside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Vehicle hit but failed to stop
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Vehicle 2 : Pedal Cycle (Including pedal assisted electric bicycles)	Age: 46 Male	
Going ahead other		VRM: **Excluded**
Travelling W - E	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Driver / Rider	Age: 46 Male	Serious
Seatbelt: Not applicable		

84049/22	**10/08/2022**	Wednesday	0053	Darkness: street lights present and lit	Fine - no high winds	Vehs: 2	Cas: 1
Slight	A 363	Speed limit: 30		Single carriageway	Road surface Dry	E383402	N159699
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A363 TRWOBRIDGE RD, ON CANAL BRIDGE, BRADFORD ON AVON. SMO
V1(CAR) TRAV NW. V2(CAR) TRAV SE. V1 HAS BEEN TRAVELLING TOO FAST TO SLOW AND COLLIDED FRONT WITH V2 FRONT. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Loss of control	Vehicle 1	Very likely	Careless/Reckless/In a hurry
Vehicle 1	Very likely	Travelling too fast for conditions	Vehicle 1	Very likely	Failed to look properly
Vehicle 1	Very likely	Exceeding speed limit	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: 20 Male	
Going ahead other		VRM: **Excluded**
Travelling SE - NW	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Skidded	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/Wall or fence		Journey: Other

Casualty 1: Driver / Rider	Age: 20 Male	Slight
Seatbelt: Worn but not independently confirmed		

Vehicle 2 : Car	Age: 90 Male	
Going ahead other		VRM: **Excluded**
Travelling NW - SE	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other

84826/22	**11/08/2022**	Thursday	1744	Daylight	Fine - no high winds	Vehs: 1	Cas: 1
Serious	Unclassified	Speed limit: 30		Single carriageway	Road surface Dry	E382977	N159919
Junction detail:	Staggered or T Junction				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

UC SOUTHWAY RD, OUTSIDE HOUSE NUMBER 11, BRADFORD ON AVON. SMO
V1(M/CYCLE) TRAV E. CAS1(PED) STANDING. CAS1 HAS STEPPED OUT INTO C/WAY IN ORDER TO STOP V1. V1 HAS STRUCK FRONT WITH CAS1. SMO

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Careless/Reckless/In a hurry	Not Coded	Not Coded	Not coded
Casualty 1	Very likely	Failed to judge vehicles path or speed	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Motorcycle - unknown cc Age: Unknown

Going ahead other
VRM: **Excluded**
Travelling W - E
Impact: Front
Breath test: **Excluded**
Location Lane: On main carriageway
Junction location: Approaching junction/Parked at approach
Hit and Run: Vehicle hit but failed to stop
Skid: Did not skid, jack-knife or overturn
No tow / articulation
Left hand drive: No
Hit object In/Off c'way: None/None
Journey: Unknown

Casualty 1: Pedestrian Age: 62 Male Serious
Location: In carriageway not crossing
Movement: Unknown or other

A6721/22 **08/10/2022** Saturday 1050 Daylight Fine - no high winds Vehs: 1 Cas: 1

Slight A 363 Speed limit: 30 Single carriageway Road surface Dry E382616 N160906
Junction detail: Not at or within 20M
Crossing facilities: No crossing facility within 50 metres
Junction Control: Not at junction
Carriageway hazards: None
Did officer attend: Member of public reported via web
Crossing control: None in 50m / not controlled
Special Conditions: None

A363 SILVER ST, APPROX 40M NE OF JCT WITH BRIDGE ST, BRADFORD ON AVON. SMO
V1(CAR) TRAV SW. CAS1(PED) TRAV SW. CAS1 HAS BEEN ON PAVEMENT AND V1 HAS STRUCK N/S WITH CAS1 O/S. V1 FTS. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Too close to cyclist, horse or pedestrian	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car Age: Unknown

Going ahead other
VRM: **Excluded**
Travelling NE - SW
Impact: Nearside
Breath test: **Excluded**
Location Lane: On main carriageway
Junction location: Not at, or within 20M of Jct
Hit and Run: Vehicle hit but failed to stop
Skid: Did not skid, jack-knife or overturn
No tow / articulation
Left hand drive: No
Hit object In/Off c'way: None/None
Journey: Unknown

Casualty 1: Pedestrian Age: 41 Female Slight
Location: On footpath / verge
Movement: Unknown or other

B1784/22 **22/10/2022** Saturday 2250 Darkness: street lights present and lit Raining - no high winds Vehs: 2 Cas: 2

Slight A 363 Speed limit: 30 Roundabout Road surface Wet/Damp E382569 N160483
Junction detail: Mini roundabout
Crossing facilities: Central refuge - no other controls
Junction Control: Give way or Uncontrolled
Carriageway hazards: None
Did officer attend: Officer attended the collision
Crossing control: None in 50m / not controlled
Special Conditions: None

A363 FROME RD, AT RBT WITH JUNCTION RD, BRADFORD ON AVON. SMO
V1(CAR) TRAV N. V2(CAR) TRAV S. V1 HAS FAILED TO GIVE WAY ON RBT AND V1 HAS THEN COLLIDED FRONT WITH V2 N/S. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Failed to judge other persons path or speed	Not Coded	Not Coded	Not coded

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car Age: 20 Female

Turning right		VRM: **Excluded**
Travelling E - N	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Entering roundabout	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other

Casualty 1: Vehicle Passenger Age: 20 Male Slight
Seatbelt: Worn and independently confirmed

Casualty 2: Vehicle Passenger Age: 21 Female Slight
Seatbelt: Worn and independently confirmed

Vehicle 2 : Car Age: 19 Male

Going ahead other		VRM: **Excluded**
Travelling N - S	Impact: Nearside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Entering roundabout	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other

C0367/22	**14/11/2022**	Monday	1250	Daylight	Unknown	Vehs: 2	Cas: 1
Slight	Unclassified	Speed limit: 30		Roundabout	Road surface Dry	E382974	N159741
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Member of public reported at police station				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

UC MOULTON DR, APPROX 240M E OF SOUTHWAY RD, BRADFORD ON AVON. SMO
V1(LORRY) TRAV W. V2(CAR) PARKED. CAS1(V2 DRIVER) STANDING. CAS1 HAS BEEN STOOD OUTSIDE V2 WITH DOOR OPEN. V1 HAS PASSED V2 AND COLLIDED N/S WITH V2 O/S DOOR. DOOR HAS SWUNG BACK AND STRUCK CAS1. V1 FTS. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Careless/Reckless/In a hurry	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Van / Goods 3.5 tonnes mgw and under Age: Male

Overtaking stationary vehicle offside		VRM: **Excluded**
Travelling E - W	Impact: Nearside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Pedestrian Age: 32 Female Slight
Location: In carriageway not crossing Movement: Unknown or other

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Vehicle 2 : Car	Age: 32 Female	
Parked		VRM: **Excluded**
Travelling Parked - Parked	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other

C1299/22	**16/11/2022**	Wednesday	1845	Darkness: street lighting unknown	Unknown	Vehs: 1	Cas: 1
Slight	Unclassified	Speed limit: 30		Single carriageway	Road surface Dry	E383258	N160112
Junction detail:	Staggered or T Junction				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

UC SOUTHVILLE RD, AT JCT WITH LODDEN WAY, BRADFORD ON AVON. SMO
V1(VAN) TRAV E. CAS1(PED) TRAV S. CSA1 HAS STEPPED INTO PATH OF V1. V1 HAS STRUCK FRONT O/S WITH CAS1. CAS1 HAS FALLEN TO THE GROUND. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Casualty 1	Very likely	Failed to look properly	Casualty 1	Very likely	Failed to judge vehicles path or speed
Casualty 1	Very likely	Impaired by alcohol	Vehicle 1	Possible	Failed to look properly
Casualty 1	Very likely	Pedestrian wearing dark clothing at night	Not Coded	Not Coded	Not coded

Vehicle 1 : Van / Goods 3.5 tonnes mgw and under	Age: 25 Male	
Going ahead other		VRM: **Excluded**
Travelling W - E	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Cleared junction or waiting/parked at junction exit	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Commuting to/from work

Casualty 1: Pedestrian	Age: 62 Male	Slight
Location: Crossing elsewhere	Movement: Crossing from driver's nearside	

34331/23	**31/03/2023**	Friday	1815	Daylight	Raining - no high winds	Vehs: 2	Cas: 2
Slight	B 3109	Speed limit: 30		Roundabout	Road surface Wet/Damp	E382467	N159877
Junction detail:	Mini roundabout				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

B3109 FROME RD, AT RBT WITH MOULTON DR, BRADFORD ON AVON. SMO
V1(CAR) TRAV E. V2(CAR) TRAV S. V1 HAS MADE LAST MINUTE U-TURN ON RBT AND V2 HAS STRUCK FRONT WITH V1 REAR. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Poor turn or manoeuvre	Vehicle 1	Possible	Sudden braking
Vehicle 1	Possible	Failed to look properly	Vehicle 1	Possible	Failed to signal/Misleading signal
Vehicle 1	Possible	Failed to judge other persons path or speed	Not Coded	Not Coded	Not coded

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Vehicle 1 : Car	Age: 38 Female	
U-turn		VRM: **Excluded**
Travelling E - E	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Leaving roundabout	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other
Casualty 1: Driver / Rider	Age: 38 Female	Slight
Seatbelt: Unknown		

Vehicle 2 : Car	Age: 76 Female	
Going ahead other		VRM: **Excluded**
Travelling N - S	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Leaving roundabout	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other
Casualty 2: Driver / Rider	Age: 76 Female	Slight
Seatbelt: Unknown		

44024/23	26/04/2023	Wednesday	1745	Daylight	Fine - no high winds	Vehs: 3	Cas: 1
Slight	B 3107	Speed limit: 30		Single carriageway	Road surface Dry	E382872	N160948
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

B3107 WOOLLEY ST, OUTSIDE HOUSE NUMBER 21, THE DOWER HOUSE, BRADFORD ON AVON. SMO
V1(CAR) TRAV SE. V2(CAR) PARKED. V3(CAR) PARKED. FOR REASONS UNKNOWN, V1 HAS STRUCK FRONT WITH PARKED V2 FRONT N/S. V2 HAS BEEN PUSHED INTO FRONT OF V3. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Inexperienced or learner driver/rider	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Careless/Reckless/In a hurry	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: 19 Male	
Going ahead other		VRM: **Excluded**
Travelling NW - SE	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: Parked Vehicle/None		Journey: Commuting to/from work
Casualty 1: Driver / Rider	Age: 19 Male	Slight
Seatbelt: Unknown		

Vehicle 2 : Car	Age: Male	
Parked		VRM: **Excluded**
Travelling Parked - Parked	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Vehicle 3 : Car	Age: Female	
Parked		VRM: **Excluded**
Travelling Parked - Parked	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other

55805/23	**28/05/2023**	Sunday	1345	Daylight	Fine - no high winds	Vehs: 1	Cas: 1
Slight	A 363	Speed limit: 30		Single carriageway	Road surface Dry	E382594	N160865
Junction detail:	Staggered or T Junction				Crossing facilities: Pelican, puffin, toucan or similar non-junction pedestrian light crossing		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A363 BRIDGE ST, AT JCT WITH ST MARGARETS ST, BRADFORD ON AVON. DT
V1(CAR) TRAV W. CAS1(PED) TRAV NE. V1 AND CAS1 HAVE STOPPED. CAS1 HAS THEN STEPPED INTO RD TO CROSS AND V1 HAS MOVED OFF, STRIKING FRONT WITH CAS1. DT

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Casualty 1	Possible	Failed to judge vehicles path or speed	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Nervous/Uncertain/Panic	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: 53 Male	
Starting		VRM: **Excluded**
Travelling E - W	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other

Casualty 1: Pedestrian	Age: 78 Male	Slight
Location: Crossing elsewhere within 50m ped crossi	Movement: Crossing from driver's nearside	

87117/23	**17/08/2023**	Thursday	1415	Daylight	Fine - no high winds	Vehs: 1	Cas: 1
Slight	B 3107	Speed limit: 20		Single carriageway	Road surface Dry	E382710	N161014
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Member of public reported via web				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

B3107 SILVER ST, APPROX 50M NE OF THE SHAMBLES, BRADFORD ON AVON. SMO
V1(VAN) TRAV NE. CAS1(PED) TRAV NE. CAS1 HAS BEEN WALKING ON PAVEMENT. V1 HAS DRIVEN PAST AND STRUCK N/S WITH CAS1. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Possible	Too close to cyclist, horse or pedestrian	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Vehicle 1 : Van / Goods 3.5 tonnes mgw and under	Age: Unknown	
Going ahead other		VRM: **Excluded**
Travelling SW - NE	Impact: Nearside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Vehicle hit but failed to stop
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown
Casualty 1: Pedestrian	Age: 29 Female	Slight
Location: On footpath / verge	Movement: Unknown or other	

90948/23	29/08/2023	Tuesday	0932	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Slight	A 363	Speed limit: 30		Single carriageway	Road surface Dry	E382567	N160656
Junction detail:	Not at or at within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A363 FROME RD, OUTSIDE HOUSE NUMBER 54D, BRADFORD ON AVON. SMO
V1(CAR) TRAV N. V2(CAR) TRAV S. V1 HAS SWERVED INTO PATH OF V2 CROSSING CENTRAL LINE AND V1 HAS COLLIDED FRONT O/S WITH V2 FRONT O/S. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Impaired by drugs (illicit or medicinal)	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: 44 Male	
Going ahead other		VRM: **Excluded**
Travelling S - N	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Vehicle 2 : Car	Age: 46 Female	
Going ahead other		VRM: **Excluded**
Travelling N - S	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown
Casualty 1: Driver / Rider	Age: 46 Female	Slight
Seatbelt: Unknown		

A9722/23	09/10/2023	Monday	0817	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Slight	A 363	Speed limit: 30		Single carriageway	Road surface Wet/Damp	E382920	N160319
Junction detail:	Not at or at within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Member of public reported at police station				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A363 TROWBRIDGE RD, APPROX 100M NW OF ST LAWERENCE RD, BRADFORD ON AVON. SMO
V1(LORRY) TRAV SE. V2(CAR) TRAV NW. V2 HAS BEEN STATIONARY IN TRAFFIC. V1 HAS CONTINUED ON AND STRUCK O/S WITH V2 O/S. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Vehicle 1	Possible	Failed to judge other persons path or speed	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Goods 7.5 tonnes mgw and over Age: 43 Male

Starting		VRM: **Excluded**
Travelling NW - SE	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Vehicle hit but failed to stop
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Journey as part of work

Vehicle 2 : Car Age: 44 Male

Held up waiting to go ahead		VRM: **Excluded**
Travelling SE - NW	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Taking pupil to/from school

Casualty 1: Driver / Rider Age: 44 Male Slight
Seatbelt: Worn but not independently confirmed

18926/24	**17/02/2024**	Saturday	0510	Darkness: street lights present and lit	Raining - no high winds	Vehs: 1	Cas: 1
Slight	A 363	Speed limit: 30		Single carriageway	Road surface Wet/Damp	E383399	N159701
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A363 TROWBRIDGE RD, O/SIDE NUMBER 265. EM
V1 (CAR) TRAV NW. V1 HAS LEFT C/WAY O/S AND COLLIKDED FRONT WITH A WALL FOR U/K REASONS. EM

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Slippery road (due to weather)	Vehicle 1	Very likely	Loss of control
Vehicle 1	Very likely	Road layout (eg bend, hill, narrow road)	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Deposit on road (eg oil, mud, chippings)	Not Coded	Not Coded	Not coded

Vehicle 1 : Car Age: 21 Male

Going ahead other		VRM: **Excluded**
Travelling SE - NW	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Skidded	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/Wall or fence		Journey: Other

Casualty 1: Driver / Rider Age: 21 Male Slight
Seatbelt: Unknown

62079/24	**29/05/2024**	Wednesday	0930	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Slight	A 363	Speed limit: 30		Single carriageway	Road surface Dry	E383509	N159497
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Special Conditions: None

A363 TROWRBRDGE RD OUTSIDE THE BOATHOUSE, BRADFORD ON AVON. EM
V1 (CYCLE) TRAV NW. V2 (CAR) TRAV SE. V1 MOVED ACROSS C/WAY TO TURN W/OUT SIGNALLING. V1 COLLIDED O/S WITH V2 O/S. V2 RIDER DISPLACED. EM

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Possible	Poor turn or manoeuvre	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Failed to signal/Misleading signal	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Pedal Cycle (Including pedal assisted electric bicycles) Age: 41 Male

Waiting to turn right		VRM: **Excluded**
Travelling SE - NW	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Driver / Rider Age: 41 Male Slight
Seatbelt: Not applicable

Vehicle 2 : Car Age: Unknown

Going ahead other		VRM: **Excluded**
Travelling NW - SE	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

86101/24	**22/07/2024**	Monday	0900	Daylight	Fine - no high winds	Vehs: 1	Cas: 1
Slight	B 3107	Speed limit: 30		Roundabout	Road surface Dry	E382647	N160963

Junction detail: Mini roundabout
Junction Control: Give way or Uncontrolled
Did officer attend: Member of public reported at police station
Crossing facilities: Zebra crossing
Carriageway hazards: None
Crossing control: None in 50m / not controlled
Special Conditions: None

B3107 SILVER ST, AT RBT WITH MARKET ST, BRADFORD ON AVON. SMO
V1(LORRY) TRAV NW. CAS1(PED) TRAV SW. V1 HAS TURNED RIGHT ON RBT AND V1 REAR HAS SWUNG AROUND AND STRUCK CAS1 REAR. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Casualty 1	Possible	Failed to judge vehicles path or speed	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Poor turn or manoeuvre	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Goods vehicle - unknown weight Age: Unknown

Turning right		VRM: **Excluded**
Travelling NE - NW	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Mid Junction - on roundabout or main road	Hit and Run: Vehicle hit but failed to stop
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Pedestrian Age: 61 Female Slight
Location: On footpath / verge Movement: Unknown or other

A1580/24	**28/08/2024**	Wednesday	1629	Daylight	Fine - no high winds	Vehs: 1	Cas: 1

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Slight	A 363	Speed limit: 30	Single carriageway	Road surface Dry	E382696	N161001
Junction detail:	Staggered or T Junction			Crossing facilities: Zebra crossing		
Junction Control:	Give way or Uncontrolled			Carriageway hazards: None		
Did officer attend:	Officer attended the collision			Crossing control: None in 50m / not controlled		
				Special Conditions: None		

A363 SILVER ST, AT JCT WITH KINGSTON RD, BRADFORD ON AVON. SMO
V1(CAR) TRAV NE. CAS1(PED) UK. V1 HAS TURNED RIGHT AND COLLIDED FRONT WITH CAS1. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Casualty 1	Very likely	Failed to judge vehicles path or speed	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: 45 Male	
Turning right		VRM: **Excluded**
Travelling SE - NE	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Entering main road	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Pedestrian	Age: 70 Female	Slight
Location: Crossing elsewhere	Movement: Unknown or other	

A4202/24	**03/09/2024**	Tuesday	1506	Daylight	Fine - no high winds	Vehs: 2	Cas: 6
Serious	A 363	Speed limit: 30		Single carriageway	Road surface Dry	E382572	N160515
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A363 FROME RD, APPROX 50M N OF JUNCTION RD, BRADFORD ON AVON. SMO
V1(CAR) TRAV S. V2(BUS) TRAV N. V1 HAS SWERVED INTO PATH OF V2. V1 HAS COLLIDED FRONT WITH V2 FRONT. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Careless/Reckless/In a hurry	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Distraction in vehicle	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: 31 Female	
Going ahead other		VRM: **Excluded**
Travelling N - S	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other

Casualty 1: Driver / Rider	Age: 31 Female	Serious
Seatbelt: Unknown		
Casualty 2: Vehicle Passenger	Age: 31 Male	Slight
Seatbelt: Unknown		

Vehicle 2 : Bus or coach (17+ seats)	Age: 52 Male	
Going ahead other		VRM: **Excluded**
Travelling S - N	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other

Casualty 3: Vehicle Passenger	Age: 78 Male	Slight
Seatbelt: Unknown		
Casualty 4: Vehicle Passenger	Age: 14 Male	Slight
Seatbelt: Unknown		
Casualty 5: Driver / Rider	Age: 52 Male	Slight
Seatbelt: Unknown		
Casualty 6: Vehicle Passenger	Age: 36 Female	Slight
Seatbelt: Unknown		

B6519/24	**03/10/2024**	Thursday	0803	Daylight	Fine - no high winds	Vehs: 1	Cas: 1
Slight	A 363	Speed limit: 30		Single carriageway	Road surface Dry	E382761	N160496
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Member of public reported at police station				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A363 TROWBRIDGE RD OUTSIDE NUMBER 34, BRADFORD ON AVON. EM
V1 (CAR) TRAV E. CAS1 (PED) TRAV NW. V1 HAS O/TAKEN PARKED VEHCISLES AND COLLIDED N/S WITH CAS1 ON PAVEMENT. EM

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Too close to cyclist, horse or pedestrian	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Failed to look properly	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: 39 Female	
Overtaking stationary vehicle offside		VRM: **Excluded**
Travelling SE - NW	Impact: Nearside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other

Casualty 1: Pedestrian	Age: 12 Female	Slight
Location: On footpath / verge	Movement: Walking in carriageway facing traffic	

C5482/24	**22/10/2024**	Tuesday	1415	Daylight	Fine - no high winds	Vehs: 1	Cas: 1
Slight	A 363	Speed limit: 30		Single carriageway	Road surface Dry	E382618	N160905
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Member of public reported via web				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A363 SILVER ST, ON TOWN BRIDGE, BRADFORD ON AVON. SMO
V1(MOTORHOME) TRAV SW. CAS1(PED) TRAV SW. V1 HAS PASSED CAS1 AND STRUCK N/S WING MIRROR WITH CAS1. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Too close to cyclist, horse or pedestrian	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Vehicle 1 : Other vehicle - specify	Age: Unknown	
Going ahead other		VRM: **Excluded**
Travelling NE - SW	Impact: Nearside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown
Casualty 1: Pedestrian	Age: 69 Male	Slight
Location: On footpath / verge	Movement: Unknown or other	

C6652/24	**26/10/2024**	Saturday	1717	Daylight	Fine - no high winds	Vehs: 1	Cas: 1
Slight	B 3107	Speed limit: 30		Single carriageway	Road surface Dry	E382682	N160997
Junction detail:	Mini roundabout				Crossing facilities: Zebra crossing		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

B3107 SILVER STREET AT JCT WITH UC KINGSTON ROAD, BRADFORD ON AVON. EM
V1 (CAR) TRAV SW. CAS1 (PED) TRAV S. V1 HAS BEEN SLOW MOVING DOWNHILL DUE TO LOW SUN AFFECTING VISION. V1 HAS NOT SEEN CAS1 USING Z/CROSSING AND COLLIDED FRONT WITH CAS1. CAS1 FALLEN. EM

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Possible	Dazzling sun	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Careless/Reckless/In a hurry	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: 57 Female	
Going ahead other		VRM: **Excluded**
Travelling NE - SW	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown
Casualty 1: Pedestrian	Age: 60 Female	Slight
Location: Using Ped Crossing	Movement: Crossing from driver's offside	

E3746/24	**05/12/2024**	Thursday	1727	Darkness: street lights present and lit	Raining - no high winds	Vehs: 2	Cas: 2
Slight	A 363	Speed limit: 30		Single carriageway	Road surface Wet/Damp	E383401	N159698
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A363 TROWBRIDGE RD, APPROX 100M SE OF MOULTON DR, BRADFORD ON AVON. SMO
V1(VAN) TRAV N. V2(BUS) TRAV S. BOTH VEHICLES HAVE MET ON NARROW BRIDGE. V1 HAS STRUCK O/S WITH V2 O/S. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Possible	Slippery road (due to weather)	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Road layout (eg bend, hill, narrow road)	Not Coded	Not Coded	Not coded
Vehicle 2	Possible	Road layout (eg bend, hill, narrow road)	Not Coded	Not Coded	Not coded

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Vehicle 1 : Van / Goods 3.5 tonnes mgw and under	Age: Male	
Going ahead other		VRM: **Excluded**
Travelling S - N	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: Bridge Side/None		Journey: Journey as part of work

Vehicle 2 : Bus or coach (17+ seats)	Age: 31 Male	
Going ahead other		VRM: **Excluded**
Travelling N - S	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Journey as part of work

Casualty 1: Vehicle Passenger	Age: 11 Male	Slight
Seatbelt: Worn but not independently confirmed		
Casualty 2: Vehicle Passenger	Age: 13 Male	Slight
Seatbelt: Worn but not independently confirmed		

E9721/24	19/12/2024	Thursday	1330	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Slight	B 3109	Speed limit: 50		Single carriageway	Road surface Dry	E382402	N159692
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

B3109 FROME RD, OUTSIDE HOUSE NUMBER 72, BRADFORD ON AVON. SMO
V1(CAR) TRAV S. V2(CYCLE) TRAV S. V1 HAS BEEN BLINDED BY SUN AND FAILED TO SEE V2. V1 HAS STRUCK N/S WITH V2 O/S. V2 RIDER DISPLACED. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Dazzling sun	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: Male	
Going ahead other		VRM: **Excluded**
Travelling N - S	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Vehicle 2 : Pedal Cycle (Including pedal assisted electric bicycles)	Age: 38 Male	
Going ahead other		VRM: **Excluded**
Travelling N - S	Impact: Back	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Driver / Rider	Age: 38 Male	Slight
Seatbelt: Worn but not independently confirmed		

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

10635/25	27/01/2025	Monday	1029	Daylight	Fine - no high winds	Vehs: 3	Cas: 1
Serious	B 3107	Speed limit: 20		Single carriageway	Road surface Dry	E382826	N160994
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

B3107 WOOLLEY ST OUTSIDE NUMBER 13, BRADFORD ON AVON. EM
V1 (CAR) TRAV SE. V2 (CAR) AND V3 (CAR) PARKED. V1 HAS HAD A MECHANICAL FAULT, CAUSING IT TO VEER TO THE N/S. V1 COLLIDED N/S WITH V2 O/S. V2 HAS THEN SHUNTED INTO V3 FRONT. EM

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Defective steering or suspension	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Loss of control	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: 86 Male	
Going ahead other		VRM: **Excluded**
Travelling NW - SE	Impact: Nearside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: Parked Vehicle/None		Journey: Unknown

Casualty 1: Driver / Rider	Age: 86 Male	Serious
Seatbelt: Worn but not independently confirmed		

Vehicle 2 : Car	Age: Unknown	
Parked		VRM: **Excluded**
Travelling Parked - Parked	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Vehicle 3 : Car	Age: Unknown	
Parked		VRM: **Excluded**
Travelling Parked - Parked	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

64102/25	27/05/2025	Tuesday	1121	Daylight	Raining - no high winds	Vehs: 2	Cas: 1
Serious	Unclassified	Speed limit: 30		Single carriageway	Road surface Wet/Damp	E382630	N159929
Junction detail:	Private road/drive				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

UC BAILEYS BARN O/SIDE NUMBER 61, BRADFORD ON AVON. EM
V1 (CAR) TRAV E. V2 (CYCLE) TRAV N. V1 ENTERED C/WAY WITH VISION IMPAIRED BY PARKED VEH'S. V1 COLLIDED FRONT WITH V2 FRONT. V2 RIDER DISPLACED. EM

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Vehicle 1	Possible	Failed to look properly	Vehicle 1	Very likely	Stationary or parked vehicle
Vehicle 2	Very likely	Travelling too fast for conditions	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Junction overshoot	Not Coded	Not Coded	Not coded

Vehicle 1 : Car Age: 26 Female

Turning right		VRM: **Excluded**
Travelling Parked - E	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Entering main road	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Vehicle 2 : Pedal Cycle (Including pedal assisted electric bicycles) Age: 64 Male

Going ahead other		VRM: **Excluded**
Travelling S - N	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Driver / Rider Age: 64 Male Serious
Seatbelt: Not applicable

251644795	**08/08/2025**	Friday	1342	Daylight	Fine - no high winds	Vehs: 1	Cas: 1
Slight	A 363	Speed limit: 20		Single carriageway	Road surface Dry	E382618	N160913
Junction detail:	Not at or within 20M				Crossing facilities:		
Junction Control:	Not applicable				Carriageway hazards: None		
Did officer attend:	Member of public reported at police station				Crossing control: None in 50m / not controlled		
					Special Conditions:		

TOWN BRIDGE, ST MARGARETS STREET (A363) - 38 METRES FROM JUNCTION WITH BULL PIT, BRADFORD ON AVON, WILTSHIRE
V1 TRAVELLING SW ON SILVER STREET TOWN BRIDGE IN BRADFORD ON AVON. C1 TRAVELLING NE. C1 WAS WALKING ON CARRIAGEWAY DUE TO PASSING ANOTHER PEDESTRIAN ON NARROW PATH. V1 HAS NOT SEEN C1 AND COLLIDED BEFORE FAILING TO STOP AT SCENE.

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car Age: 72 Female

Going ahead		VRM: **Excluded**
Travelling NE - SW	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Vehicle hit but failed to stop
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown

Casualty 1: Pedestrian Age: 23 Male Slight
Location: In carriageway not crossing Movement: Walking in carriageway facing traffic Shallow cuts / lacerations / abrasions

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251669751	**17/11/2025**	Monday	1447	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Slight	A 363	Speed limit: 50		Single carriageway	Road surface Dry	E383499	N159523
Junction detail:	T or staggered junction				Crossing facilities:		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		

Collisions between dates: 01/12/2020 and 03/12/2025 Notes: Bradford on Avon
Selection: Selected using Manual Selection

Special Conditions:

THE BOATHOUSE, TROWBRIDGE ROAD (A363) - 27 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD, BRADFORD ON AVON, WILTSHIRE
V1 TURNING RIGHT ONTO TROWBRIDGE ROAD IN BRADFORD ON AVON. V2 WAITING TO TURN LEFT INTO THE BOATHOIUSE PUB CAR PARK. V2 TRAVELLING SE, APPROACHING JUNCTION. V3 SLOWED AND FLASHED TO ALLOW EITHER V1 OR V2 TO MOVE. BOTH V1 AND V2 MOVED OFF AT THE SAMETIME WITH A COLLISION OCCURRING WHERE V1 STRUCK V2 ON THE DRIVER SIDE DOOR AS V2 WAS TURNING.

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTVE***

Vehicle 1	Very likely	Distraction to driver/rider from inside/outside or on vehicle	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Ineffective observation by either the driver, rider or pedestrian	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: 77 Male	
Starting		VRM: **Excluded**
Travelling NE - NW	Impact: Front	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Entering main road	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Personal business or leisure

Vehicle 2 : Car	Age: 58 Female	
Turning right		VRM: **Excluded**
Travelling SE - NE	Impact: Offside	Breath test: **Excluded**
Location Lane: On main carriageway	Junction location: Leaving main road	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Personal business or leisure

Casualty 1: Driver / Rider	Age: 58 Female	Slight
Seatbelt: Worn but not independently confirmed		Sprains and strains

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: Bradford on Avon

Collisions involving:

	Fatal	Serious	Slight	Total
Motor Vehicles Only	0	2	30	32
2-wheeled motor vehicles	0	1	0	1
Pedal Cycles	0	3	5	8
Horses & Other	0	0	0	0
Total Collisions	**0**	**6**	**35**	**41**

Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	0	2	12	14
Vehicle Passenger	0	0	8	8
Motorcycle rider	0	0	0	0
Cyclist	0	3	5	8
Pedestrians	0	1	18	19
Other	0	0	0	0
Total	**0**	**6**	**43**	**49**

INTERMEDIATE COLLISION REPORT
Total collisions: 41

Run on: 18/12/2025 10:51:47

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: Bradford on Avon

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

38855/21	**26/12/2020**	1712 hrs	Sat	Dark: street lights lit				
Slight	Fine without high winds	Road Wet/Damp			Veh 1	Car	Starting	W - S
A363	30 mph	E382553	N160748					
A363, ST MARGARETS STREET, BRADFORD ON AVON, WILTSHIRE					Veh 2	Car	Going ahead	N - S
					Casualty: Dri	Slight	59	

V1 (CAR) TRAV W TO S. V2 (CAR) TRAV N TO S. V2 HAS FAILED TO GIVE WAY TO V1 ON THE R/BOUT AND V1 COLLIDES O/S V2. JT.

11283/21	**04/02/2021**	1303 hrs	Thu	Daylight				
Slight	Raining without high winds	Road Wet/Damp			Veh 1	Car	Turning right	SE - NE
A363	30 mph	E383029	N160205					
A363 TROWBRIDGE RD, JUNCT WITH ST LAURENCE RD, TROWBRIDGE. SMO					Veh 2	Pedal cycle	Waiting to turn right	NE - NW
					Casualty: Dri	Slight	59	

V1(CAR) TRAV NW TO TURN RIGHT INTO JUNCT. V2(CYCLE) STATIONARY AT JUNCT. V1 HAS TURNED RIGHT AND COLLIDED WITH V2. SMO

41176/21	**01/05/2021**	1515 hrs	Sat	Daylight				
Slight	Fine without high winds	Road Dry			Veh 1	Goods 3.5 - 7.5t	Going ahead right hand bend	S - NE
A363	20 mph	E382564	N160861					
A363 ST. MARGARETS ST, 40M W OF BRIDGE ST. BRADFORD ON AVON. SMO					Casualty: Ped	Slight	52	

V1(VAN) TRAV NE. CAS1(PED) TRAV E. CAS1 HAS WALKED OUT INTO RD INTO PATH OF V1. V1 HAS COLLIDED N/S WITH CAS1. SMO

52102/21	**31/05/2021**	1310 hrs	Mon	Daylight				
Slight	Unknown	Road Dry			Veh 1	Goods < 3.5t	Going ahead	NE - SW
A363	30 mph	E382623	N160916					
A363 SILVER ST, APPROX 55M NE OF JCT WITH BRIDGE ST. BRADFORD ON AVON. SMO					Casualty: Ped	Slight	30	

V1(VAN) TRAV SW. CAS1(PED) TRAV SW. V1 HAS CLIPPED N/S WING MIRROR WITH CAS1. SMO

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: Bradford on Avon

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

55226/21 **09/06/2021** 1110 hrs Wed Daylight

Slight Fine without high winds Road Dry

B3109 30 mph E382562 N160362

B3109 FROME RD, OUTSIDE HOUSE NO 12. BRADFORD ON AVON. SMO

V1(CAR) TRAV N. CAS1(PED) TRAV N. V1 HAS PULLED OVER N/S FOR ONCOMING TRAFFIC. V1 HAS MOUNTED PAVEMENT AND HAS CLIPPED N/S WITH CAS1 O/S. SMO

Veh No / Type	Manoeuvre	Direction	Casualty Info
Veh 1 Car	Stopping	S - N	Casualty: Ped Slight 22

56031/21 **11/06/2021** 1830 hrs Fri Daylight

Slight Fine without high winds Road Dry

A363 50 mph E383507 N159508

A363 TROWBRIDGE RD, OUTSIDE WILDBROOK STABLES. BRADFORD ON AVON. SMO

V1(CAR) TRAV SE. V2(CAR) TRAV NE. CAS1(PED) TRAV SE. V1 HAS BEEN DISTRACTED IN VEH AND FAILED TO REALISE V2 TURNING LEFT. V1 HAS SKID AND COLLIDED FRONT WITH V2 REAR. V1 HAS THEN COLLIDED WITH CAS1. SMO

Veh No / Type	Manoeuvre	Direction	Casualty Info
Veh 1 Car	Going ahead	NW - SE	Casualty: Ped Slight 57
Veh 2 Car	Stopping	NW - NE	

61859/21 **27/06/2021** 1935 hrs Sun Daylight

Slight Raining without high winds Road Wet/Damp

A363 30 mph E383357 N159782

A363 TROWBRIDGE RD, APPROX 25M S OF JCT WITH MOULTON DRIVE. BRADFORS ON AVON. SMO

V1(CAR) TRAV W. V2(CAR) TRAV S. V2 HAS BRAKED AND V1 HAS COLLIDED FRONT WITH V2 REAR. SMO

Veh No / Type	Manoeuvre	Direction	Casualty Info
Veh 1 Car	Turning right	N - W	Casualty: Dri Slight 55
Veh 2 Car	Stopping	N - S	

68902/21 **16/07/2021** 1515 hrs Fri Daylight

Slight Fine without high winds Road Dry

U 20 mph E382646 N160861

UC BRADFORD ON AVON LIBRARY CAR PARK, APPROX 50M E OF BRDIGE ST. BRADFORD ON AVON. SMO

V1(CAR) TRAV S. CAS1(PED) TRAV W. V1 HAS REVERSED AND STRUCK CAS1 CAUSING CAS1 TO FALL TO THE FLOOR. V1 FTS. SMO

Veh No / Type	Manoeuvre	Direction	Casualty Info
Veh 1 Car	Reversing	N - S	Casualty: Ped Slight 74

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: Bradford on Avon

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

94998/21 **29/09/2021** 1126 hrs Wed Daylight

Slight Fine without high winds Road Dry

A363 20 mph E382570 N160474

A363 FROME RD, AT RBT WITH JUNCTION RD. BRADFORD ON AVON. SMO

Veh 1	Car	Going ahead	N - S	Casualty: Dri Slight 88
Veh 2	Car	Parked	UK - UK	
Veh 3	Goods < 3.5t	Going ahead	S - N	
Veh 4	Car	Parked	UK - UK	

V1(CAR) TRAV S. V2(CAR) PARKED. V3(VAN) TRAV N. V4(CAR) PARKED. V1 HAS NEGOGIATED RBT AND CLIPPED O/S OF V2. V2 HAS THEN STRUCK FRONT WITH V4. V1 HAS OVERTURNED AND COLLIDED WITH V3 O/S. SMO

97555/21 **06/10/2021** 1343 hrs Wed Daylight

Slight Fine without high winds Road Dry

U 30 mph E382463 N160953

UC CHURCH ST, OUTSIDE HOUSE NUMBER 15A. BRADFORD ON AVON. SMO

Veh 1	Car	Reversing	S - N	Casualty: Ped Slight 75

V1(CAR) TRAV N. CAS1(PED) STANDING STILL. V1 HAS REVERSED INTO PARKING BAY AND NUDGED REAR WITH CAS1. CAS1 HAS FALLEN TO THE GROUND. SMO

A1841/21 **18/10/2021** 0805 hrs Mon Daylight

Slight Unknown Road Dry

A363 30 mph E382826 N160423

A363 TROWBRIDGE RD, AT JCT WITH TEXACO GARAGE, BRADFORD ON AVON. SMO

Veh 1	Car	Turning right	SE - NE	
Veh 2	Pedal cycle	Going ahead	SE - NW	Casualty: Dri Slight 16

V1(CAR) TRAV NE. V2(CYCLE) TRAV NW. V2 HAS CROSSED ENTRANCE/EXIT TO PETROL GARAGE AND V1 HAS TURNED INTO ENTRANCE STRIKING FRONT WITH V2. V2 RIDER DISPLACED. SMO

01376/22 **05/01/2022** 1400 hrs Wed Daylight

Slight Fine without high winds Road Dry

B3109 30 mph E382467 N159922

B3109 FROME RD, APPROX 40M N OF MOULTON DR, BRADFORD ON AVON. SMO

Veh 1	Car	Going ahead	N - S	
Veh 2	Pedal cycle	Going ahead	N - S	Casualty: Dri Slight 27

V1(CAR) TRAV S. V2(CYCLE) TRAV S. V1 HAS FAILED TO SEE V2 AND HAS STRUCK FRONT WITH V2 REAR. V2 RIDER DISPLACED. SMO

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: Bradford on Avon

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

21118/22 **25/02/2022** 2330 hrs Fri Dark: street lights lit
Slight Unknown Road Dry
U 20 mph E382507 N160706
UC STATION APPROACH, OUTSIDE REAR OF THREE HORSESHOES, APPROX 65M SW OF A363 FROME RD, BRADFORD ON AVON. SMO

Veh 1	Car	Reversing	SW - NE	Casualty: Ped Slight 23

V1(CAR) TRAV NE. CAS1(PED) STANDING STILL. V1 HAS STRUCK REAR WITH CAS1 CAUSING CAS1 TO FALL TO GROUND. SMO

51618/22 **19/05/2022** 0859 hrs Thu Daylight
Serious Fine without high winds Road Dry
U 30 mph E382588 N160869
UC BRIDGE ST, AT JCT WITH A363 ST MARGARETS ST, BRADFORD ON AVON. SMO

Veh 1	Car	Starting	E - NE	
Veh 2	Pedal cycle	Stopping	E - NE	Casualty: Dri Serious 83

V1(VAN) TRAV NE. V32(CYCLE) TRAV NE. V2 HAS MOVED OFF AT JCT, HESITATED, V1 HAS FOLLOWED AND FAILED TO SEE V2 STOP. V1 HAS STRUCK FRONT WITH V2 REAR. V2 RIDER DISPLACED AND TRAPPED UNDER V1. SMO

71350/22 **08/07/2022** 1130 hrs Fri Daylight
Serious Unknown Road Dry
U 30 mph E382773 N159748
UC MOULTON DR, APPROX 40M E OF SOUTHWAY D, BRADFORD ON AVON. SMO

Veh 1	Car	Going ahead	W - E	
Veh 2	Pedal cycle	Going ahead	W - E	Casualty: Dri Serious 46

V1(CAR) TRAV E. V2(CYCLE) TRAV E. V1 HAS CUT IN FRONT OF V2 AND V2 HAS STRUCK O/S WITH V2 N/S. SMO

84049/22 **10/08/2022** 0053 hrs Wed Dark: street lights lit
Slight Fine without high winds Road Dry
A363 30 mph E383402 N159699
A363 TRWOBRIDGE RD, ON CANAL BRIDGE, BRADFORD ON AVON. SMO

Veh 1	Car	Going ahead	SE - NW	Casualty: Dri Slight 20
Veh 2	Car	Going ahead	NW - SE	

V1(CAR) TRAV NW. V2(CAR) TRAV SE. V1 HAS BEEN TRAVELLING TOO FAST TO SLOW AND COLLIDED FRONT WITH V2 FRONT. SMO

84826/22 **11/08/2022** 1744 hrs Thu Daylight
Serious Fine without high winds Road Dry
U 30 mph E382977 N159919
UC SOUTHWAY RD, OUTSIDE HOUSE NUMBER 11, BRADFORD ON AVON. SMO

Veh 1	M/C Unknown	Going ahead	W - E	Casualty: Ped Serious 62

V1(M/CYCLE) TRAV E. CAS1(PED) STANDING. CAS1 HAS STEPPED OUT INTO C/WAY IN ORDER TO STOP V1. V1 HAS STRUCK FRONT WITH CAS1. SMO

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: Bradford on Avon

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

A6721/22	**08/10/2022**	1050 hrs	Sat	Daylight				
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	NE - SW	Casualty: Ped Slight 41
A363	30 mph		E382616	N160906					

A363 SILVER ST, APPROX 40M NE OF JCT WITH BRIDGE ST, BRADFORD ON AVON. SMO

V1(CAR) TRAV SW. CAS1(PED) TRAV SW. CAS1 HAS BEEN ON PAVEMENT AND V1 HAS STRUCK N/S WITH CAS1 O/S. V1 FTS. SMO

B1784/22	**22/10/2022**	2250 hrs	Sat	Dark: street lights lit				
Slight	Raining without high winds		Road Wet/Damp		Veh 1	Car	Turning right	E - N	Casualty: RSP Slight 20 Casualty: FSP Slight 21
A363	30 mph		E382569	N160483					
A363 FROME RD, AT RBT WITH JUNCTION RD, BRADFORD ON AVON. SMO					Veh 2	Car	Going ahead	N - S	

V1(CAR) TRAV N. V2(CAR) TRAV S. V1 HAS FAILED TO GIVE WAY ON RBT AND V1 HAS THEN COLLIDED FRONT WITH V2 N/S. SMO

C0367/22	**14/11/2022**	1250 hrs	Mon	Daylight				
Slight	Unknown		Road Dry		Veh 1	Goods < 3.5t	Overtaking stat. vehicle offside	E - W	Casualty: Ped Slight 32
U	30 mph		E382974	N159741					
UC MOULTON DR, APPROX 240M E OF SOUTHWAY RD, BRADFORD ON AVON. SMO					Veh 2	Car	Parked	UK - UK	

V1(LORRY) TRAV W. V2(CAR) PARKED. CAS1(V2 DRIVER) STANDING. CAS1 HAS BEEN STOOD OUTSIDE V2 WITH DOOR OPEN. V1 HAS PASSED V2 AND COLLIDED N/S WITH V2 O/S DOOR. DOOR HAS SWUNG BACK AND STRUCK CAS1. V1 FTS. SMO

C1299/22	**16/11/2022**	1845 hrs	Wed	Darkness: street lighting u/k				
Slight	Unknown		Road Dry		Veh 1	Goods < 3.5t	Going ahead	W - E	Casualty: Ped Slight 62
U	30 mph		E383258	N160112					

UC SOUTHVILLE RD, AT JCT WITH LODDEN WAY, BRADFORD ON AVON. SMO

V1(VAN) TRAV E. CAS1(PED) TRAV S. CSA1 HAS STEPPED INTO PATH OF V1. V1 HAS STRUCK FRONT O/S WITH CAS1. CAS1 HAS FALLEN TO THE GROUND. SMO

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: Bradford on Avon

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

34331/23 **31/03/2023** 1815 hrs Fri Daylight

Slight Raining without high winds Road Wet/Damp

B3109 30 mph E382467 N159877

B3109 FROME RD, AT RBT WITH MOULTON DR, BRADFORD ON AVON. SMO

Veh 1	Car	U turn	E - E	Casualty: Dri Slight 38
Veh 2	Car	Going ahead	N - S	Casualty: Dri Slight 76

V1(CAR) TRAV E. V2(CAR) TRAV S. V1 HAS MADE LAST MINUTE U-TURN ON RBT AND V2 HAS STRUCK FRONT WITH V1 REAR. SMO

44024/23 **26/04/2023** 1745 hrs Wed Daylight

Slight Fine without high winds Road Dry

B3107 30 mph E382872 N160948

B3107 WOOLLEY ST, OUTSIDE HOUSE NUMBER 21, THE DOWER HOUSE, BRADFORD ON AVON. SMO

Veh 1	Car	Going ahead	NW - SE	Casualty: Dri Slight 19
Veh 2	Car	Parked	UK - UK	
Veh 3	Car	Parked	UK - UK	

V1(CAR) TRAV SE. V2(CAR) PARKED. V3(CAR) PARKED. FOR REASONS UNKNOWN, V1 HAS STRUCK FRONT WITH PARKED V2 FRONT N/S. V2 HAS BEEN PUSHED INTO FRONT OF V3. SMO

55805/23 **28/05/2023** 1345 hrs Sun Daylight

Slight Fine without high winds Road Dry

A363 30 mph E382594 N160865

A363 BRIDGE ST, AT JCT WITH ST MARGARETS ST, BRADFORD ON AVON. DT

Veh 1	Car	Starting	E - W	Casualty: Ped Slight 78

V1(CAR) TRAV W. CAS1(PED) TRAV NE. V1 AND CAS1 HAVE STOPPED. CAS1 HAS THEN STEPPED INTO RD TO CROSS AND V1 HAS MOVED OFF, STRIKING FRONT WITH CAS1. DT

87117/23 **17/08/2023** 1415 hrs Thu Daylight

Slight Fine without high winds Road Dry

B3107 20 mph E382710 N161014

B3107 SILVER ST, APPROX 50M NE OF THE SHAMBLES, BRADFORD ON AVON. SMO

Veh 1	Goods < 3.5t	Going ahead	SW - NE	Casualty: Ped Slight 29

V1(VAN) TRAV NE. CAS1(PED) TRAV NE. CAS1 HAS BEEN WALKING ON PAVEMENT. V1 HAS DRIVEN PAST AND STRUCK N/S WITH CAS1. SMO

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: Bradford on Avon

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

90948/23 **29/08/2023** 0932 hrs Tue Daylight

Slight Fine without high winds Road Dry

A363 30 mph E382567 N160656

A363 FROME RD, OUTSIDE HOUSE NUMBER 54D, BRADFORD ON AVON. SMO

Veh 1	Car	Going ahead	S - N	
Veh 2	Car	Going ahead	N - S	Casualty: Dri Slight 46

V1(CAR) TRAV N. V2(CAR) TRAV S. V1 HAS SWERVED INTO PATH OF V2 CROSSING CENTRAL LINE AND V1 HAS COLLIDED FRONT O/S WITH V2 FRONT O/S. SMO

A9722/23 **09/10/2023** 0817 hrs Mon Daylight

Slight Fine without high winds Road Wet/Damp

A363 30 mph E382920 N160319

A363 TROWBRIDGE RD, APPROX 100M NW OF ST LAWERENCE RD, BRADFORD ON AVON. SMO

Veh 1	Goods > 7.5t	Starting	NW - SE	
Veh 2	Car	Waiting to go ahead but held up	SE - NW	Casualty: Dri Slight 44

V1(LORRY) TRAV SE. V2(CAR) TRAV NW. V2 HAS BEEN STATIONARY IN TRAFFIC. V1 HAS CONTINUED ON AND STRUCK O/S WITH V2 O/S. SMO

18926/24 **17/02/2024** 0510 hrs Sat Dark: street lights lit

Slight Raining without high winds Road Wet/Damp

A363 30 mph E383399 N159701

A363 TROWBRIDGE RD, O/SIDE NUMBER 265. EM

Veh 1	Car	Going ahead	SE - NW	Casualty: Dri Slight 21

V1 (CAR) TRAV NW. V1 HAS LEFT C/WAY O/S AND COLLIKDED FRONT WITH A WALL FOR U/K REASONS. EM

62079/24 **29/05/2024** 0930 hrs Wed Daylight

Slight Fine without high winds Road Dry

A363 30 mph E383509 N159497

A363 TROWRBRDGE RD OUTSIDE THE BOATHOUSE, BRADFORD ON AVON. EM

Veh 1	Pedal cycle	Waiting to turn right	SE - NW	Casualty: Dri Slight 41
Veh 2	Car	Going ahead	NW - SE	

V1 (CYCLE) TRAV NW. V2 (CAR) TRAV SE. V1 MOVED ACROSS C/WAY TO TURN W/OUT SIGNALLING. V1 COLLIDED O/S WITH V2 O/S. V2 RIDER DISPLACED. EM

86101/24 **22/07/2024** 0900 hrs Mon Daylight

Slight Fine without high winds Road Dry

B3107 30 mph E382647 N160963

B3107 SILVER ST, AT RBT WITH MARKET ST, BRADFORD ON AVON. SMO

Veh 1	Goods Unknown weight	Turning right	NE - NW	Casualty: Ped Slight 61

V1(LORRY) TRAV NW. CAS1(PED) TRAV SW. V1 HAS TURNED RIGHT ON RBT AND V1 REAR HAS SWUNG AROUND AND STRUCK CAS1 REAR. SMO

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: Bradford on Avon

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS			
		Veh No / Type	Manoeuvre	Direction	Casualty Info

A1580/24	**28/08/2024**	1629 hrs	Wed	Daylight	Veh 1	Car	Turning right	SE - NE	Casualty: Ped Slight 70
Slight	Fine without high winds		Road Dry						
A363	30 mph		E382696	N161001					

A363 SILVER ST, AT JCT WITH KINGSTON RD, BRADFORD ON AVON. SMO

V1(CAR) TRAV NE. CAS1(PED) UK. V1 HAS TURNED RIGHT AND COLLIDED FRONT WITH CAS1. SMO

A4202/24	**03/09/2024**	1506 hrs	Tue	Daylight	Veh 1	Car	Going ahead	N - S	Casualty: Dri Serious 31 Casualty: FSP Slight 31
Serious	Fine without high winds		Road Dry						
A363	30 mph		E382572	N160515					
					Veh 2	Bus/coach	Going ahead	S - N	Casualty: Seat Slight 78 Casualty: Seat Slight 14 Casualty: Dri Slight 52 Casualty: Seat Slight 36

A363 FROME RD, APPROX 50M N OF JUNCTION RD, BRADFORD ON AVON. SMO

V1(CAR) TRAV S. V2(BUS) TRAV N. V1 HAS SWERVED INTO PATH OF V2. V1 HAS COLLIDED FRONT WITH V2 FRONT. SMO

B6519/24	**03/10/2024**	0803 hrs	Thu	Daylight	Veh 1	Car	Overtaking stat. vehicle offside	SE - NW	Casualty: Ped Slight 12
Slight	Fine without high winds		Road Dry						
A363	30 mph		E382761	N160496					

A363 TROWBRIDGE RD OUTSIDE NUMBER 34, BRADFORD ON AVON. EM

V1 (CAR) TRAV E. CAS1 (PED) TRAV NW. V1 HAS O/TAKEN PARKED VEHCISLES AND COLLIDED N/S WITH CAS1 ON PAVEMENT. EM

C5482/24	**22/10/2024**	1415 hrs	Tue	Daylight	Veh 1	Unknown	Going ahead	NE - SW	Casualty: Ped Slight 69
Slight	Fine without high winds		Road Dry						
A363	30 mph		E382618	N160905					

A363 SILVER ST, ON TOWN BRIDGE, BRADFORD ON AVON. SMO

V1(MOTORHOME) TRAV SW. CAS1(PED) TRAV SW. V1 HAS PASSED CAS1 AND STRUCK N/S WING MIRROR WITH CAS1. SMO

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: Bradford on Avon

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

C6652/24 **26/10/2024** 1717 hrs Sat Daylight

Slight Fine without high winds Road Dry

B3107 30 mph E382682 N160997

B3107 SILVER STREET AT JCT WITH UC KINGSTON ROAD, BRADFORD ON AVON. EM

V1 (CAR) TRAV SW. CAS1 (PED) TRAV S. V1 HAS BEEN SLOW MOVING DOWNHILL DUE TO LOW SUN AFFECTING VISION. V1 HAS NOT SEEN CAS1 USING Z/CROSSING AND COLLIDED FRONT WITH CAS1. CAS1 FALLEN. EM

Veh No / Type		Manoeuvre	Direction	Casualty Info
Veh 1	Car	Going ahead	NE - SW	Casualty: Ped Slight 60

E3746/24 **05/12/2024** 1727 hrs Thu Dark: street lights lit

Slight Raining without high winds Road Wet/Damp

A363 30 mph E383401 N159698

A363 TROWBRIDGE RD, APPROX 100M SE OF MOULTON DR, BRADFORD ON AVON. SMO

V1(VAN) TRAV N. V2(BUS) TRAV S. BOTH VEHICLES HAVE MET ON NARROW BRIDGE. V1 HAS STRUCK O/S WITH V2 O/S. SMO

Veh No / Type		Manoeuvre	Direction	Casualty Info
Veh 1	Goods < 3.5t	Going ahead	S - N	
Veh 2	Bus/coach	Going ahead	N - S	Casualty: Seat Slight 11 Casualty: Seat Slight 13

E9721/24 **19/12/2024** 1330 hrs Thu Daylight

Slight Fine without high winds Road Dry

B3109 50 mph E382402 N159692

B3109 FROME RD, OUTSIDE HOUSE NUMBER 72, BRADFORD ON AVON. SMO

V1(CAR) TRAV S. V2(CYCLE) TRAV S. V1 HAS BEEN BLINDED BY SUN AND FAILED TO SEE V2. V1 HAS STRUCK N/S WITH V2 O/S. V2 RIDER DISPLACED. SMO

Veh No / Type		Manoeuvre	Direction	Casualty Info
Veh 1	Car	Going ahead	N - S	
Veh 2	Pedal cycle	Going ahead	N - S	Casualty: Dri Slight 38

10635/25 **27/01/2025** 1029 hrs Mon Daylight

Serious Fine without high winds Road Dry

B3107 20 mph E382826 N160994

B3107 WOOLLEY ST OUTSIDE NUMBER 13, BRADFORD ON AVON. EM

V1 (CAR) TRAV SE. V2 (CAR) AND V3 (CAR) PARKED. V1 HAS HAD A MECHANICAL FAULT, CAUSING IT TO VEER TO THE N/S. V1 COLLIDED N/S WITH V2 O/S. V2 HAS THEN SHUNTED INTO V3 FRONT. EM

Veh No / Type		Manoeuvre	Direction	Casualty Info
Veh 1	Car	Going ahead	NW - SE	Casualty: Dri Serious 86
Veh 2	Car	Parked	UK - UK	
Veh 3	Car	Parked	UK - UK	

Collisions between dates: 01/12/2020 and 03/12/2025
Selection: Selected using Manual Selection

Notes: Bradford on Avon

LAYOUT	Police Ref. Date Time Day Darkness / Light Severity Weather Rd cond Road No. Speed Grid Ref. Location Description POLICE OFFICERS ACCOUNT OF COLLISION	VEHICLE / CASUALTY DETAILS Veh No / Type Manoeuvre Direction Casualty Info

64102/25 | **27/05/2025** 1121 hrs | Tue | Daylight

Serious | Raining without high winds | Road Wet/Damp

U | 30 mph | E382630 | N159929

UC BAILEYS BARN O/SIDE NUMBER 61, BRADFORD ON AVON. EM

Veh 1	Car	Turning right	UK - E	
Veh 2	Pedal cycle	Going ahead	S - N	Casualty: Dri Serious 64

V1 (CAR) TRAV E. V2 (CYCLE) TRAV N. V1 ENTERED C/WAY WITH VISION IMPAIRED BY PARKED VEH'S. V1 COLLIDED FRONT WITH V2 FRONT. V2 RIDER DISPLACED. EM

251644795 | **08/08/2025** 1342 hrs | Fri | Daylight

Slight | Fine without high winds | Road Dry

A363 | 20 mph | E382618 | N160913

TOWN BRIDGE, ST MARGARETS STREET (A363) - 38 METRES FROM JUNCTION WITH BULL PIT, BRADFORD ON AVON, WILTSHIRE

Veh 1	Car	Going ahead	NE - SW	Casualty: Ped Slight 23

V1 TRAVELLING SW ON SILVER STREET TOWN BRIDGE IN BRADFORD ON AVON. C1 TRAVELLING NE. C1 WAS WALKING ON CARRIAGEWAY DUE TO PASSING ANOTHER PEDESTRIAN ON NARROW PATH. V1 HAS NOT SEEN C1 AND COLLIDED BEFORE FAILING TO STOP AT SCENE.

251669751 | **17/11/2025** 1447 hrs | Mon | Daylight

Slight | Fine without high winds | Road Dry

A363 | 50 mph | E383499 | N159523

THE BOATHOUSE, TROWBRIDGE ROAD (A363) - 27 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD, BRADFORD ON AVON, WILTSHIRE

Veh 1	Car	Starting	NE - NW	
Veh 2	Car	Turning right	SE - NE	Casualty: Dri Slight 58

V1 TURNING RIGHT ONTO TROWBRIDGE ROAD IN BRADFORD ON AVON. V2 WAITING TO TURN LEFT INTO THE BOATHOIUSE PUB CAR PARK. V2 TRAVELLING SE, APPROACHING JUNCTION. V3 SLOWED AND FLASHED TO ALLOW EITHER V1 OR V2 TO MOVE. BOTH V1 AND V2 MOVED OFF AT THE SAME

Appendix D – Traffic Survey Data

Bradford upon Avon ATC, Trowbridge Road

Direction: Northbound

Hour Beginning	Wed 13/09/2023	Thu 14/09/2023	Fri 15/09/2023	Sat 16/09/2023	Sun 17/09/2023	Mon 18/09/2023	Tue 19/09/2023	5-Day Ave.	7-Day Ave.
00:00	11	15	21	41	42	13	14	15	22
01:00	7	10	8	21	24	9	6	8	12
02:00	7	6	10	16	14	9	13	9	11
03:00	16	17	18	14	13	6	9	13	13
04:00	28	27	32	23	13	40	35	32	28
05:00	145	144	118	51	41	150	150	141	114
06:00	376	382	342	95	75	416	412	386	300
07:00	629	602	694	225	140	628	651	641	510
08:00	493	510	472	327	221	472	499	489	428
09:00	406	437	426	464	374	453	427	430	427
10:00	449	436	453	519	455	396	409	429	445
11:00	411	428	424	487	500	459	453	435	452
12:00	430	440	475	499	440	428	421	439	448
13:00	408	398	448	474	350	423	456	427	422
14:00	458	467	466	447	353	389	425	441	429
15:00	469	506	429	383	334	478	475	471	439
16:00	480	485	458	402	328	495	516	487	452
17:00	433	429	502	342	268	444	458	453	411
18:00	404	423	382	318	250	433	448	418	380
19:00	308	292	309	224	171	259	271	288	262
20:00	177	206	189	150	109	172	190	187	170
21:00	118	153	138	138	105	157	144	142	136
22:00	69	87	128	89	66	70	68	84	82
23:00	42	44	80	68	50	55	44	53	55
Total									
12H(7-19)	5470	5561	5629	4887	4013	5498	5638	5559	5242
16H(6-22)	6449	6594	6607	5494	4473	6502	6655	6561	6111
18H(6-24)	6560	6725	6815	5651	4589	6627	6767	6699	6248
24H(0-24)	6774	6944	7022	5817	4736	6854	6994	6918	6449
AM Peak	07:00	07:00	07:00	10:00	11:00	07:00	07:00	07:00	07:00
	629	602	694	519	500	628	651	641	510
PM Peak	16:00	15:00	17:00	12:00	12:00	16:00	16:00	16:00	16:00
	480	506	502	499	440	495	516	487	452

Paul Castle Associates

Direction: Southbound

Hour Beginning	Wed 13/09/2023	Thu 14/09/2023	Fri 15/09/2023	Sat 16/09/2023	Sun 17/09/2023	Mon 18/09/2023	Tue 19/09/2023	5-Day Ave.	7-Day Ave.
00:00	15	19	24	67	89	23	26	21	38
01:00	9	13	22	29	28	16	15	15	19
02:00	15	15	7	14	28	4	6	9	13
03:00	6	6	15	13	15	15	14	11	12
04:00	13	15	17	19	16	21	20	17	17
05:00	38	42	53	32	12	52	52	47	40
06:00	127	117	111	54	34	120	120	119	98
07:00	285	325	336	114	75	281	316	309	247
08:00	407	460	482	280	135	441	445	447	379
09:00	390	391	381	360	239	376	385	385	360
10:00	411	390	399	399	364	365	381	389	387
11:00	423	431	455	410	425	404	405	424	422
12:00	456	439	449	451	443	446	455	449	448
13:00	448	449	461	438	426	442	429	446	442
14:00	489	465	480	412	374	459	478	474	451
15:00	460	498	488	432	402	507	496	490	469
16:00	509	524	498	447	357	491	517	508	478
17:00	559	579	502	481	387	641	606	577	536
18:00	529	513	447	368	290	546	504	508	457
19:00	348	381	332	318	251	394	375	366	343
20:00	282	302	285	239	194	280	283	286	266
21:00	191	213	205	200	150	220	222	210	200
22:00	145	141	184	166	133	143	142	151	151
23:00	58	91	98	119	96	65	63	75	84
Total									
12H(7-19)	5366	5464	5378	4592	3917	5399	5417	5405	5076
16H(6-22)	6314	6477	6311	5403	4546	6413	6417	6386	5983
18H(6-24)	6517	6709	6593	5688	4775	6621	6622	6612	6218
24H(0-24)	6613	6819	6731	5862	4963	6752	6755	6734	6356
AM Peak	11:00	08:00	08:00	11:00	11:00	08:00	08:00	08:00	11:00
	423	460	482	410	425	441	445	447	422
PM Peak	17:00	17:00	17:00	17:00	12:00	17:00	17:00	17:00	17:00
	559	579	502	481	443	641	606	577	536

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Wed 13/09/2023	Thu 14/09/2023	Fri 15/09/2023	Sat 16/09/2023	Sun 17/09/2023	Mon 18/09/2023	Tue 19/09/2023	5-Day Ave.	7-Day Ave.
00:00	26	34	45	108	131	36	40	36	60
01:00	16	23	30	50	52	25	21	23	31
02:00	22	21	17	30	42	13	19	18	23
03:00	22	23	33	27	28	21	23	24	25
04:00	41	42	49	42	29	61	55	50	46
05:00	183	186	171	83	53	202	202	189	154
06:00	503	499	453	149	109	536	532	505	397
07:00	914	927	1030	339	215	909	967	949	757
08:00	900	970	954	607	356	913	944	936	806
09:00	796	828	807	824	613	829	812	814	787
10:00	860	826	852	918	819	761	790	818	832
11:00	834	859	879	897	925	863	858	859	874
12:00	886	879	924	950	883	874	876	888	896
13:00	856	847	909	912	776	865	885	872	864
14:00	947	932	946	859	727	848	903	915	880
15:00	929	1004	917	815	736	985	971	961	908
16:00	989	1009	956	849	685	986	1033	995	930
17:00	992	1008	1004	823	655	1085	1064	1031	947
18:00	933	936	829	686	540	979	952	926	836
19:00	656	673	641	542	422	653	646	654	605
20:00	459	508	474	389	303	452	473	473	437
21:00	309	366	343	338	255	377	366	352	336
22:00	214	228	312	255	199	213	210	235	233
23:00	100	135	178	187	146	120	107	128	139
Total									
12H(7-19)	10836	11025	11007	9479	7930	10897	11055	10964	10318
16H(6-22)	12763	13071	12918	10897	9019	12915	13072	12948	12094
18H(6-24)	13077	13434	13408	11339	9364	13248	13389	13311	12466
24H(0-24)	13387	13763	13753	11679	9699	13606	13749	13652	12805
AM Peak	07:00	08:00	07:00	10:00	11:00	08:00	07:00	07:00	11:00
	914	970	1030	918	925	913	967	949	874
PM Peak	17:00	16:00	17:00	12:00	12:00	17:00	17:00	17:00	17:00
	992	1009	1004	950	883	1085	1064	1031	947

Paul Castle Associates

Bradford upon Avon ATC, Trowbridge Road

Direction: Northbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 13 Sep 2023	6774	5960	764	7	43
Thu 14 Sep 2023	6944	6081	806	9	48
Fri 15 Sep 2023	7022	6153	794	20	55
Sat 16 Sep 2023	5817	5374	408	6	29
Sun 17 Sep 2023	4736	4402	318	2	14
Mon 18 Sep 2023	6854	5962	824	18	50
Tue 19 Sep 2023	6994	6111	820	14	49
5 Day Ave.	6918	6053	802	14	49
7 Day Ave.	6449	5720	676	11	41

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 13 Sep 2023	100.0%	88.0%	11.3%	0.1%	0.6%
Thu 14 Sep 2023	100.0%	87.6%	11.6%	0.1%	0.7%
Fri 15 Sep 2023	100.0%	87.6%	11.3%	0.3%	0.8%
Sat 16 Sep 2023	100.0%	92.4%	7.0%	0.1%	0.5%
Sun 17 Sep 2023	100.0%	92.9%	6.7%	0.0%	0.3%
Mon 18 Sep 2023	100.0%	87.0%	12.0%	0.3%	0.7%
Tue 19 Sep 2023	100.0%	87.4%	11.7%	0.2%	0.7%
5 Day Ave.	100.0%	87.5%	11.6%	0.2%	0.7%
7 Day Ave.	100.0%	88.7%	10.5%	0.2%	0.6%

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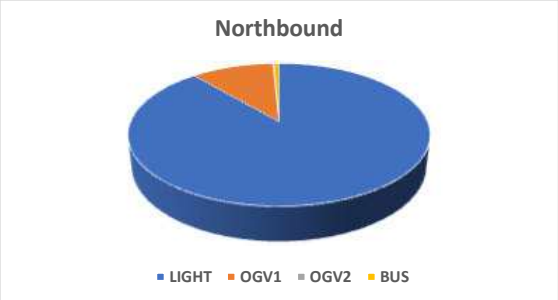

Direction: Southbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 13 Sep 2023	6613	5883	669	8	53
Thu 14 Sep 2023	6819	6066	690	8	55
Fri 15 Sep 2023	6731	5991	681	13	46
Sat 16 Sep 2023	5862	5482	350	4	26
Sun 17 Sep 2023	4963	4673	271	0	19
Mon 18 Sep 2023	6752	6014	667	15	56
Tue 19 Sep 2023	6755	5972	721	11	51
5 Day Ave.	6734	5985	686	11	52
7 Day Ave.	6356	5726	578	8	44

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 13 Sep 2023	100.0%	89.0%	10.1%	0.1%	0.8%
Thu 14 Sep 2023	100.0%	89.0%	10.1%	0.1%	0.8%
Fri 15 Sep 2023	100.0%	89.0%	10.1%	0.2%	0.7%
Sat 16 Sep 2023	100.0%	93.5%	6.0%	0.1%	0.4%
Sun 17 Sep 2023	100.0%	94.2%	5.5%	0.0%	0.4%
Mon 18 Sep 2023	100.0%	89.1%	9.9%	0.2%	0.8%
Tue 19 Sep 2023	100.0%	88.4%	10.7%	0.2%	0.8%
5 Day Ave.	100.0%	88.9%	10.2%	0.2%	0.8%
7 Day Ave.	100.0%	90.1%	9.1%	0.1%	0.7%

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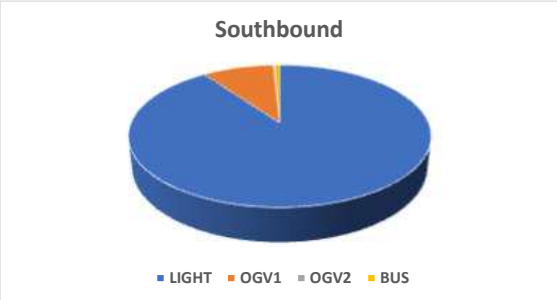

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 13 Sep 2023	13387	11843	1433	15	96
Thu 14 Sep 2023	13763	12147	1496	17	103
Fri 15 Sep 2023	13753	12144	1475	33	101
Sat 16 Sep 2023	11679	10856	758	10	55
Sun 17 Sep 2023	9699	9075	589	2	33
Mon 18 Sep 2023	13606	11976	1491	33	106
Tue 19 Sep 2023	13749	12083	1541	25	100
5 Day Ave.	13652	12039	1487	25	101
7 Day Ave.	12805	11446	1255	19	85

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 13 Sep 2023	100.0%	88.5%	10.7%	0.1%	0.7%
Thu 14 Sep 2023	100.0%	88.3%	10.9%	0.1%	0.7%
Fri 15 Sep 2023	100.0%	88.3%	10.7%	0.2%	0.7%
Sat 16 Sep 2023	100.0%	93.0%	6.5%	0.1%	0.5%
Sun 17 Sep 2023	100.0%	93.6%	6.1%	0.0%	0.3%
Mon 18 Sep 2023	100.0%	88.0%	11.0%	0.2%	0.8%
Tue 19 Sep 2023	100.0%	87.9%	11.2%	0.2%	0.7%
5 Day Ave.	100.0%	88.2%	10.9%	0.2%	0.7%
7 Day Ave.	100.0%	89.4%	9.8%	0.2%	0.7%

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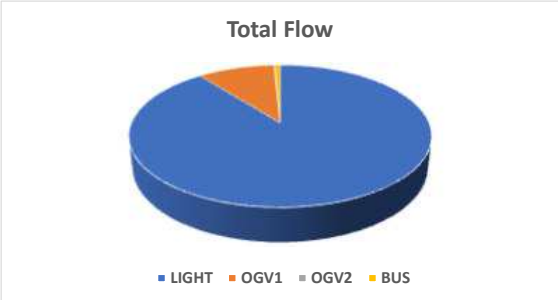

Bradford upon Avon ATC, Trowbridge Road

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 13 Sep 2023	6774	33.5	27.4	5.9	299	127	97	621	3568	1882	167	11	1	0	1	0
Thu 14 Sep 2023	6944	33.6	27.6	5.8	281	128	113	601	3560	2070	178	13	0	0	0	0
Fri 15 Sep 2023	7022	33.0	28.2	4.6	54	105	125	743	3690	2087	189	23	5	1	0	0
Sat 16 Sep 2023	5817	32.5	28.5	3.8	8	32	48	594	3323	1646	146	16	3	1	0	0
Sun 17 Sep 2023	4736	32.7	28.8	3.8	4	20	39	391	2691	1433	133	23	2	0	0	0
Mon 18 Sep 2023	6854	33.7	27.7	5.8	271	123	108	609	3455	2101	173	12	2	0	0	0
Tue 19 Sep 2023	6994	33.8	27.6	6.0	299	146	113	617	3479	2131	190	17	2	0	0	0
5 Day Ave.	6918	33.5	27.7	5.6	241	126	111	638	3550	2054	179	15	2	0	0	0
7 Day Ave.	6449	33.3	28.0	5.1	174	97	92	597	3395	1907	168	16	2	0	0	0

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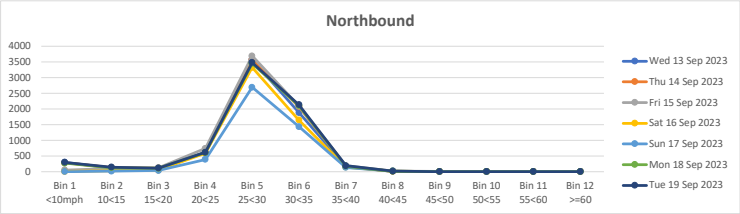

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 13 Sep 2023	6613	33.6	29.0	4.5	19	38	151	670	3087	2254	356	35	2	1	0	0
Thu 14 Sep 2023	6819	33.9	29.0	4.7	32	44	152	658	3099	2383	410	36	4	1	0	0
Fri 15 Sep 2023	6731	34.0	29.0	4.9	25	80	155	669	3059	2247	439	47	8	1	0	1
Sat 16 Sep 2023	5862	33.9	29.1	4.6	10	46	123	526	2829	1894	379	43	8	4	0	0
Sun 17 Sep 2023	4963	34.1	29.2	4.7	8	66	85	408	2325	1691	333	39	7	1	0	0
Mon 18 Sep 2023	6752	33.7	28.9	4.6	19	72	132	610	3292	2211	378	34	4	0	0	0
Tue 19 Sep 2023	6755	33.8	29.0	4.7	31	67	120	587	3275	2233	394	37	9	1	0	1
5 Day Ave.	6734	33.8	29.0	4.7	25	60	142	639	3162	2266	395	38	5	1	0	0
7 Day Ave.	6356	33.9	29.0	4.7	21	59	131	590	2995	2130	384	39	6	1	0	0

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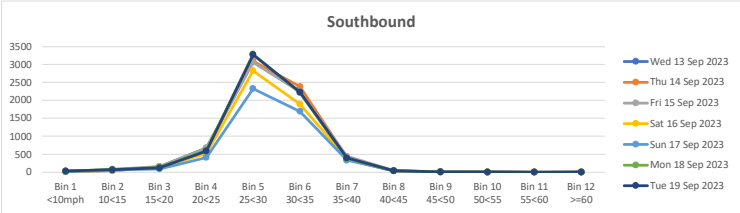
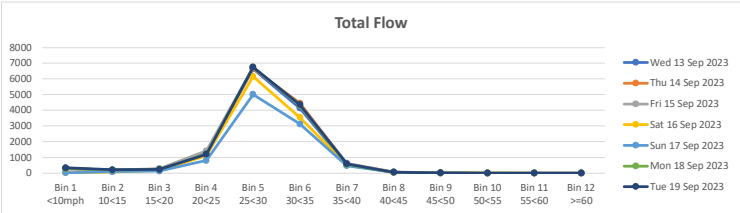


Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 13 Sep 2023	13387	33.7	28.2	5.3	318	165	248	1291	6655	4136	523	46	3	1	1	0
Thu 14 Sep 2023	13763	33.8	28.3	5.3	313	172	265	1259	6659	4453	588	49	4	1	0	0
Fri 15 Sep 2023	13753	33.5	28.6	4.8	79	185	280	1412	6749	4334	628	70	13	2	0	1
Sat 16 Sep 2023	11679	33.2	28.8	4.3	18	78	171	1120	6152	3540	525	59	11	5	0	0
Sun 17 Sep 2023	9699	33.4	29.0	4.3	12	86	124	799	5016	3124	466	62	9	1	0	0
Mon 18 Sep 2023	13606	33.7	28.3	5.3	290	195	240	1219	6747	4312	551	46	6	0	0	0
Tue 19 Sep 2023	13749	33.9	28.3	5.4	330	213	233	1204	6754	4364	584	54	11	1	0	1
5 Day Ave.	13652	33.7	28.3	5.2	266	186	253	1277	6713	4320	575	53	7	1	0	0
7 Day Ave.	12805	33.6	28.5	4.9	194	156	223	1186	6390	4038	552	55	8	2	0	0

Paul Castle Associates



Bradford on Avon ATC, Trowbridge Road

Direction: Northwestbound

Hour Beginning	Wed 18/06/2025	Thu 19/06/2025	Fri 20/06/2025	Sat 21/06/2025	Sun 22/06/2025	Mon 23/06/2025	Tue 24/06/2025	5-Day Ave.	7-Day Ave.
00:00	0	10	8	0	0	0	0	4	3
01:00	0	9	0	0	0	0	0	2	1
02:00	0	11	0	0	0	0	0	2	2
03:00	0	11	0	0	0	0	0	2	2
04:00	0	29	0	0	0	0	0	6	4
05:00	0	76	0	0	0	0	0	15	11
06:00	0	255	0	0	0	0	0	51	36
07:00	208	447	0	0	0	0	0	131	94
08:00	395	405	0	0	0	0	0	160	114
09:00	311	282	0	0	0	318	0	182	130
10:00	296	282	0	0	0	302	0	176	126
11:00	299	310	0	0	0	290	0	180	128
12:00	313	330	0	0	0	312	0	191	136
13:00	286	284	0	0	0	289	0	172	123
14:00	311	314	0	0	0	308	0	187	133
15:00	341	332	0	0	0	311	0	197	141
16:00	360	330	0	0	0	385	0	215	154
17:00	380	371	0	0	0	368	0	224	160
18:00	248	246	0	0	0	244	0	148	105
19:00	205	216	0	0	0	195	0	123	88
20:00	159	157	0	0	0	0	0	63	45
21:00	151	163	0	0	0	0	0	63	45
22:00	71	69	0	0	0	0	0	28	20
23:00	27	27	0	0	0	0	0	11	8
Total									
12H(7-19)	3748	3933	0	0	0	3127	0	2162	1544
16H(6-22)	4263	4724	0	0	0	3322	0	2462	1758
18H(6-24)	4361	4820	0	0	0	3322	0	2501	1786
24H(0-24)	4361	4966	8	0	0	3322	0	2531	1808
AM Peak	08:00	07:00	00:00	00:00	00:00	09:00	00:00	09:00	09:00
	395	447	8	0	0	318	0	182	130
PM Peak	17:00	17:00	12:00	12:00	12:00	16:00	12:00	17:00	17:00
	380	371	0	0	0	385	0	224	160

Paul Castle Associates

Direction: Southeastbound

Hour Beginning	Wed 18/06/2025	Thu 19/06/2025	Fri 20/06/2025	Sat 21/06/2025	Sun 22/06/2025	Mon 23/06/2025	Tue 24/06/2025	5-Day Ave.	7-Day Ave.
00:00	0	30	11	0	0	0	0	8	6
01:00	0	10	1	0	0	0	0	2	2
02:00	0	9	0	0	0	0	0	2	1
03:00	0	8	0	0	0	0	0	2	1
04:00	0	13	0	0	0	0	0	3	2
05:00	0	44	0	0	0	0	0	9	6
06:00	0	102	0	0	0	0	0	20	15
07:00	155	276	0	0	0	0	0	86	62
08:00	362	347	0	0	0	0	0	142	101
09:00	304	319	0	0	0	315	0	188	134
10:00	297	284	0	0	0	303	0	177	126
11:00	283	280	0	0	0	277	0	168	120
12:00	336	319	0	0	0	338	0	199	142
13:00	300	286	0	0	0	295	0	176	126
14:00	358	333	0	0	0	321	0	202	145
15:00	378	338	0	0	0	337	0	211	150
16:00	410	418	0	0	0	394	0	244	175
17:00	423	394	0	0	0	443	0	252	180
18:00	305	314	0	0	0	315	0	187	133
19:00	285	296	0	0	0	297	0	176	125
20:00	235	231	0	0	0	0	0	93	67
21:00	166	161	0	0	0	0	0	65	47
22:00	116	113	0	0	0	0	0	46	33
23:00	44	45	0	0	0	0	0	18	13
Total									
12H(7-19)	3911	3908	0	0	0	3338	0	2231	1594
16H(6-22)	4597	4698	0	0	0	3635	0	2586	1847
18H(6-24)	4757	4856	0	0	0	3635	0	2650	1893
24H(0-24)	4757	4970	12	0	0	3635	0	2675	1911
AM Peak	08:00	08:00	00:00	00:00	00:00	09:00	00:00	09:00	09:00
	362	347	11	0	0	315	0	188	134
PM Peak	17:00	16:00	12:00	12:00	12:00	17:00	12:00	17:00	17:00
	423	418	0	0	0	443	0	252	180

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Wed 18/06/2025	Thu 19/06/2025	Fri 20/06/2025	Sat 21/06/2025	Sun 22/06/2025	Mon 23/06/2025	Tue 24/06/2025	5-Day Ave.	7-Day Ave.
00:00	0	40	19	0	0	0	0	12	8
01:00	0	19	1	0	0	0	0	4	3
02:00	0	20	0	0	0	0	0	4	3
03:00	0	19	0	0	0	0	0	4	3
04:00	0	42	0	0	0	0	0	8	6
05:00	0	120	0	0	0	0	0	24	17
06:00	0	357	0	0	0	0	0	71	51
07:00	363	723	0	0	0	0	0	217	155
08:00	757	752	0	0	0	0	0	302	216
09:00	615	601	0	0	0	633	0	370	264
10:00	593	566	0	0	0	605	0	353	252
11:00	582	590	0	0	0	567	0	348	248
12:00	649	649	0	0	0	650	0	390	278
13:00	586	570	0	0	0	584	0	348	249
14:00	669	647	0	0	0	629	0	389	278
15:00	719	670	0	0	0	648	0	407	291
16:00	770	748	0	0	0	779	0	459	328
17:00	803	765	0	0	0	811	0	476	340
18:00	553	560	0	0	0	559	0	334	239
19:00	490	512	0	0	0	492	0	299	213
20:00	394	388	0	0	0	0	0	156	112
21:00	317	324	0	0	0	0	0	128	92
22:00	187	182	0	0	0	0	0	74	53
23:00	71	72	0	0	0	0	0	29	20
Total									
12H(7-19)	7659	7841	0	0	0	6465	0	4393	3138
16H(6-22)	8860	9422	0	0	0	6957	0	5048	3606
18H(6-24)	9118	9676	0	0	0	6957	0	5150	3679
24H(0-24)	9118	9936	20	0	0	6957	0	5206	3719
AM Peak	08:00	08:00	00:00	00:00	00:00	09:00	00:00	09:00	09:00
	757	752	19	0	0	633	0	370	264
PM Peak	17:00	17:00	12:00	12:00	12:00	17:00	12:00	17:00	17:00
	803	765	0	0	0	811	0	476	340

Paul Castle Associates

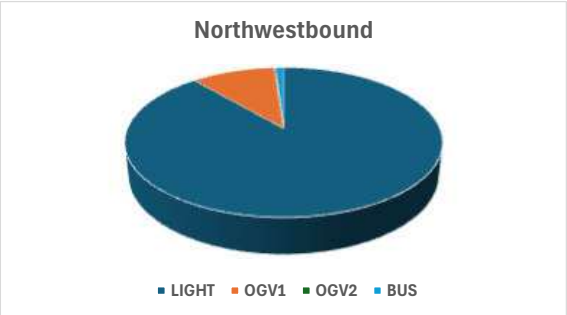
Bradford on Avon ATC, Trowbridge Road

Direction: Northwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 18 Jun 2025	4361	3880	428	7	46
Thu 19 Jun 2025	4966	4399	513	8	46
Fri 20 Jun 2025	8	5	3	0	0
Sat 21 Jun 2025	0	0	0	0	0
Sun 22 Jun 2025	0	0	0	0	0
Mon 23 Jun 2025	3322	2938	348	6	30
Tue 24 Jun 2025	0	0	0	0	0
5 Day Ave.	2531	2244	258	4	24
7 Day Ave.	1808	1603	185	3	17

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 18 Jun 2025	100.0%	89.0%	9.8%	0.2%	1.1%
Thu 19 Jun 2025	100.0%	88.6%	10.3%	0.2%	0.9%
Fri 20 Jun 2025	100.0%	62.5%	37.5%	0.0%	0.0%
Sat 21 Jun 2025	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Sun 22 Jun 2025	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Mon 23 Jun 2025	100.0%	88.4%	10.5%	0.2%	0.9%
Tue 24 Jun 2025	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
5 Day Ave.	100.0%	88.7%	10.2%	0.2%	1.0%
7 Day Ave.	100.0%	88.7%	10.2%	0.2%	1.0%

Paul Castle Associates



Direction: Southeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 18 Jun 2025	4757	4233	487	7	30
Thu 19 Jun 2025	4970	4424	504	9	33
Fri 20 Jun 2025	12	12	0	0	0
Sat 21 Jun 2025	0	0	0	0	0
Sun 22 Jun 2025	0	0	0	0	0
Mon 23 Jun 2025	3635	3213	390	9	23
Tue 24 Jun 2025	0	0	0	0	0
5 Day Ave.	2675	2376	276	5	17
7 Day Ave.	1911	1697	197	4	12

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 18 Jun 2025	100.0%	89.0%	10.2%	0.1%	0.6%
Thu 19 Jun 2025	100.0%	89.0%	10.1%	0.2%	0.7%
Fri 20 Jun 2025	100.0%	100.0%	0.0%	0.0%	0.0%
Sat 21 Jun 2025	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Sun 22 Jun 2025	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Mon 23 Jun 2025	100.0%	88.4%	10.7%	0.2%	0.6%
Tue 24 Jun 2025	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
5 Day Ave.	100.0%	88.8%	10.3%	0.2%	0.6%
7 Day Ave.	100.0%	88.8%	10.3%	0.2%	0.6%

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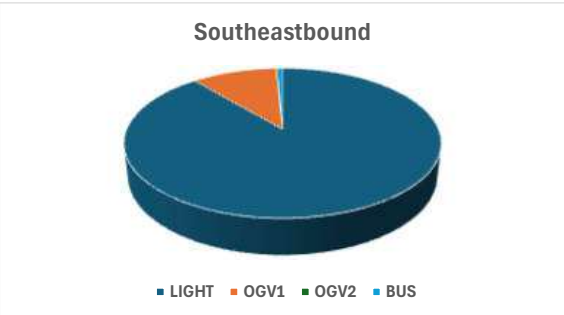
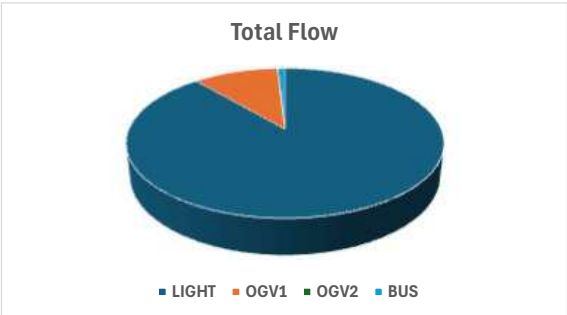


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 18 Jun 2025	9118	8113	915	14	76
Thu 19 Jun 2025	9936	8823	1017	17	79
Fri 20 Jun 2025	20	17	3	0	0
Sat 21 Jun 2025	0	0	0	0	0
Sun 22 Jun 2025	0	0	0	0	0
Mon 23 Jun 2025	6957	6151	738	15	53
Tue 24 Jun 2025	0	0	0	0	0
5 Day Ave.	5206	4621	535	9	42
7 Day Ave.	3719	3301	382	7	30

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 18 Jun 2025	100.0%	89.0%	10.0%	0.2%	0.8%
Thu 19 Jun 2025	100.0%	88.8%	10.2%	0.2%	0.8%
Fri 20 Jun 2025	100.0%	85.0%	15.0%	0.0%	0.0%
Sat 21 Jun 2025	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Sun 22 Jun 2025	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Mon 23 Jun 2025	100.0%	88.4%	10.6%	0.2%	0.8%
Tue 24 Jun 2025	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
5 Day Ave.	100.0%	88.8%	10.3%	0.2%	0.8%
7 Day Ave.	100.0%	88.8%	10.3%	0.2%	0.8%

Paul Castle Associates

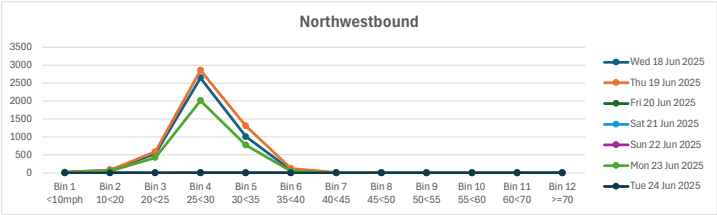


Bradford on Avon ATC, Trowbridge Road

Direction: Northwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Wed 18 Jun 2025	4361	32.0	28.0	3.9	16	78	532	2645	1009	72	5	3	1	0	0	0
Thu 19 Jun 2025	4966	32.3	28.3	3.9	11	74	589	2858	1307	119	7	1	0	0	0	0
Fri 20 Jun 2025	8	35.2	28.4	6.5	0	1	0	4	2	1	0	0	0	0	0	0
Sat 21 Jun 2025	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 22 Jun 2025	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 23 Jun 2025	3322	31.9	27.9	3.8	10	51	423	2015	771	46	2	3	1	0	0	0
Tue 24 Jun 2025	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	2531	26.3	22.5	3.6	7	41	309	1504	618	48	3	1	0	0	0	0
7 Day Ave.	1808	18.8	16.1	2.6	5	29	221	1075	441	34	2	1	0	0	0	0

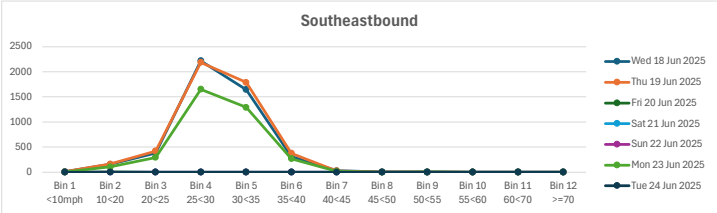
Paul Castle Associates



Direction: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Wed 18 Jun 2025	4757	34.1	29.2	4.8	9	156	382	2216	1642	314	30	3	5	0	0	0
Thu 19 Jun 2025	4970	34.3	29.3	4.8	11	162	420	2183	1786	376	25	3	4	0	0	0
Fri 20 Jun 2025	12	22.6	17.1	5.3	0	10	1	0	1	0	0	0	0	0	0	0
Sat 21 Jun 2025	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 22 Jun 2025	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 23 Jun 2025	3635	34.2	29.3	4.7	5	106	292	1649	1291	269	17	1	5	0	0	0
Tue 24 Jun 2025	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	2675	25.0	21.0	3.9	5	87	219	1210	944	192	14	1	3	0	0	0
7 Day Ave.	1911	17.9	15.0	2.8	4	62	156	864	674	137	10	1	2	0	0	0

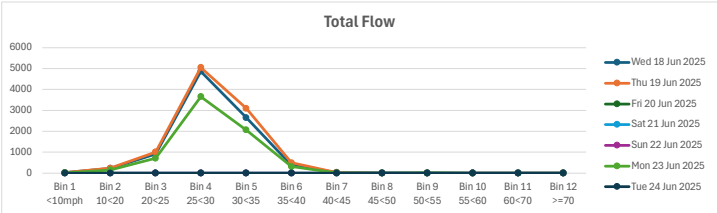
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Wed 18 Jun 2025	9118	33.2	28.6	4.4	25	234	914	4861	2651	386	35	6	6	0	0	0
Thu 19 Jun 2025	9936	33.3	28.8	4.4	22	236	1009	5041	3093	495	32	4	4	0	0	0
Fri 20 Jun 2025	20	30.0	21.6	8.0	0	11	1	4	3	1	0	0	0	0	0	0
Sat 21 Jun 2025	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 22 Jun 2025	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 23 Jun 2025	6957	33.2	28.7	4.3	15	157	715	3664	2062	315	19	4	6	0	0	0
Tue 24 Jun 2025	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	5206	25.9	21.5	4.2	12	128	528	2714	1562	239	17	3	3	0	0	0
7 Day Ave.	3719	18.5	15.4	3.0	9	91	377	1939	1116	171	12	2	2	0	0	0

Paul Castle Associates



Appendix E – Bradford-on-Avon Modelling Feasibility Study Conclusion

6.4 Conclusion

	Scheme Aims			Other Impacts	
Scheme options	**Safely reallocate space for walking and cycling**	**Facilitate slow but steady traffic movements**	**Improve air quality in the town**	**Bus service impacts**	**Deliverability risks**
Option A – Silver Street and Market Street one-way	Through the implementation of the one-way system, and reduction to a single traffic lane, Option A enables significant footway widening on Market Street and Silver Street. Most importantly, this option enables widening at several key locations where pedestrian safety is currently a concern. **Significant opportunity to re-define the character of the whole town centre.**	Decrease in average speed across the network, primarily driven by significant increases in congestion due to significant increase in vehicle flows on Mount Pleasant, New Road and Springfield (as a result of one-way system), and also on Frome Road where northbound traffic experiences difficulty finding gaps in traffic at the Market Street / Silver Street roundabout. Some increase in average speed on Market Street and Silver Street due to one-way system. **Less impact from traffic on Market Street and Silver Street, but increased traffic flows and congestion on New Road loop and Town Bridge.**	Compared to the Do Nothing scenario, results in a greater increase in Nitrogen Oxides and Particulate Matter emission than Options B and C, although significantly less emissions than the current situation due to predicted changes to the vehicle fleet by 2041. **Small adverse impact vs 2041 Do Nothing that may be offset by mode shift / re-routing. Overall significantly below existing emissions.**	Significant journey time delay for southbound D1 bus trips, with a 17% and 63% increase in journey times in the AM and PM peak respectively. No change or slight reduction in journey time for northbound D1 bus trips as a result of the Silver Street bus gate. **Unacceptable impact upon bus journey times – option is not viable if this can't be addressed through other bus priority measures.**	Management of side roads with during bus gate operation (Coppice Hill, Kingston Road, Whiteheads Lane, Whitehill). Implications for delivery drivers on Silver Street / Market Street. Need to provide sufficient space for holding bus at signals at the bottom of Silver Street. Network resilience in the event of major incidents. Bus transponder technology and implementation. Developing suitable traffic calming to address impacts on New Road loop.
Option B – Pinch Point Priority Narrowing	More substantial footway widening possible at priority narrowing locations where carriageway narrowing permits vehicles in one direction. These locations are where existing footway is very narrow and therefore provides key safety improvements. However, widening less substantial than for Option A. Silver Street widening not as significant as Option A or Option C. **Addresses key pinch-points only.**	Slight increase in average speeds across the network. Primarily driven by improved journey times for northbound traffic on Market Street and Silver Street. Contributes to increases in traffic travelling anti-clockwise on Silver Street, Springfield and New Road. Ultimately the use of priority narrowing system will contribute to increased stop-start congestion in these areas. **Minor impacts on traffic flows but dominance of traffic remain in the town centre.**	Minor increases in Nitrogen Oxides in the AM and PM peaks, and minor increase in Particulate Matter in the PM Peak. No increase in Particulate Matter emissions in the AM-peak. Significantly less emissions than the current situation due to predicted changes to the vehicle fleet by 2041. **Small adverse impact vs 2041 Do Nothing that may be offset by mode shift / re-routing. Overall significantly below existing emissions.**	Small impacts to southbound D1 bus trips in both the AM and PM peak. Significant decrease in bus journey times in the AM peak (-14%) and small journey time decrease in the PM peak (1%). **Acceptable impacts on bus services.**	Degree of compliance with priority shuttle. Ensuring that vehicles have sufficient visibility of approaching traffic.
Option C – Silver Street One-way & Market Street Priority Narrowing	More substantial widening possible at priority narrowing location where carriageway narrowing permits vehicles in one direction. However, due to use of single priority narrowing location, this option does not permit footway widening in the southern section of Market Street, which is currently a key safety concern. This option also enables considerable footway widening on Silver Street as a result of one-way system. **Significant opportunity to re-define the character of Silver Street / town centre. Doesn't address all pinch points on Market Street.**	Slight increase in average speeds across the network. Primarily driven by improved journey times for northbound traffic on Market Street, and westbound traffic on Silver Street. Contributes to increases in clockwise traffic on Market Street, Mount Pleasant, New Road and Springfield. Increases congestion on Town Bridge, St Margaret's Street and Frome Road where northbound traffic experiences difficulty finding gaps in traffic at the Market Street / Silver Street roundabout. Ultimately the use of priority narrowing system will contribute to increased stop-start congestion in these areas. **Less impact from traffic on Silver Street, but increased traffic flows and congestion on New Road loop and south of the town.**	Minor increases in Nitrogen Oxides and Particulate Matter in the AM and PM peaks. Significantly less emissions than the current situation due to predicted changes to the vehicle fleet by 2041. **Small adverse impact vs 2041 Do Nothing that may be offset by mode shift / re-routing. Overall significantly below existing emissions.**	Slight decrease in bus journey times in both the AM and PM peak (0% and 6% respectively). Significant decrease in bus journey times in the AM peak (-12%) and small journey time decrease in the PM peak (1%). **Acceptable impacts on bus services.**	See all risks from Option A and Option B

Appendix F – WC Briefing Note

BRIEFING NOTE – BRADFORD ON AVON TRAFFIC STUDY

Background

- BoA TC and Wiltshire Council commissioned AtkinsRealis to conduct a traffic study (2/3 1/3 cost split respectively)
- Objectives agreed
- 3 interventions were tested and evaluated in agreement with BoA Town Council and the wider Project Team:
    - (A) Market Street and Silver Street one-way
    - (B) Pinch point priority narrowing
    - (C) Silver Street one-way and Market Street priority narrowing
- Results assessed against agreed objectives
- 4th March 2024 final report issued
- BoA Town Council ran public consultation events summer 2024 in person and online
- Bradford On Avon Full Town Council Resolution 24th September 2024 considered consultation feedback and unanimously approved a traffic scheme which does not appears to be one of three interventions tested or consulted on.
- The resolution most closely aligns to Option C, but there is no mention of the bus gate.
- The resolution asks Wiltshire Council to design a scheme on an experimental traffic order with the ability to be made permanent, which will be assessed continually against the Town Council's **top priority** of pedestrian safety.

WC comments on resolution

BoA Scheme Element	***WC Comments***
20 mph speed limit throughout the town.	*Standard criteria exists for assessing speed limits in the county.*
Wider pavement being prioritised and maximised throughout the scheme, particularly at the bottom of Silver Street and the top of Market Street.	*The three interventions tested all identified where footways could be widened.*
One-way traffic, east to west on Silver Street.	*Due to the detrimental impact on bus services, the one-way options tested included a contraflow bus gate on Silver Street).* *Essentially, buses would no longer be able to travel northbound and serve the eastern side of the town without double-back on themselves at the Springfield*

	roundabout. This would add significant time to bus journeys.
Two-way traffic on Masons Lane.	*Noted.*
Serious consultative mitigation measures put in place from the start in any areas negatively impacted.	*We believe this element could be referring to providing pedestrian crossings and/or traffic calming measures to manage an increased traffic flow on New Road/Springfield as a result of the one-way proposal.*
Transparent consultation with emergency services, local bus services and local schools on the impacts of any scheme.	*If a scheme were to be developed further, it is standard practice to consult locally affected stakeholders informally and formally through a TRO.*
We are open to exploring both one way and priority shuttle working at the top of Market Street, and would welcome guidance from Wiltshire Council highway engineers as to which system it would be most beneficial to our priorities to put in place first on a trial basis.	*Both one-way, and shuttle working on Market Street formed part of the tested scenarios, but as agreed with the Town Council, with a bus gate on Silver Street.* *None of the 3 options evaluated looked at one-way just 'at the top' of Market Street.* *Option C did consider priority working 'just at the top' of Market Street* *All scenarios tested showed the predicted impact on a range of factors, such as traffic flow and air quality.*

<u>General Comments</u>

Bus Gate

The town council representatives on the traffic study steering group were fully aware that changing Silver Street to one way east to west would have a severe impact on bus services and as such would be unacceptable to Wiltshire Council. To overcome this issue a bus gate on Silver Street was modelled.

The Town Council's unanimous resolution appears to exclude the bus gate on Silver Street.

In addition, the Town Council's resolution appears to support various elements of the three options that were modelled and evaluated by the Project Team, but does not specifically support any one of the options that was consulted on. The resolution appears to suggest that only the 'top' or northern section of Market Street be

considered for one-way working or priority shuttle working. A one-way element at the 'top' of Market Street has not been modelled and the impacts have not been quantified. If the scheme proposed by Bradford On Avon Town Council does not include a bus gate on Silver Street then it is not acceptable due to the detrimental impacts on key bus services including the D1 and 98 town services.

Option C

If the Town Council resolution was Option C, then the next steps would be to conduct a detailed technical feasibility study to determine if a bus gate was deliverable on the ground.

Town Bridge

The top priority for the Town Council is pedestrian safety. It should be noted that none of three options developed improve pedestrian safety issues on the Town Bridge.

<u>Discussion with Town Council</u>

The above points were discussed with the Town Council on the 18th November 2024 to gain a better understanding and further suggestions were made.

Agreed that top priority remains pedestrian safety.

Market street

Two way working to remain in Market Street and Mason's Lane

Suggestion made for a formal priority system (downhill traffic gives way to uphill) to control traffic movements at the existing yellow box marking. This would allow a further narrowing of the carriageway and a widened footway to be provided.

Suggestion made for modification to the Church Street junction bellmouth to reduce the carriageway area, provide additional pedestrian space, and allow changes to the zebra crossing to reduce the crossing width and pedestrian exposure time.

Silver Street

Recognition that one way working with contraflow bus lane would need additional work to prove if concept would work or not.

WC stance is that if eastbound bus movements cannot be accommodated then two way working would have to be retained. Removal of bus route is unacceptable (As General comments above)

Recognition that provision of substantive pedestrian enhancements would be difficult to achieve.

Noted that some concerns had been raised by residents about the need for contingency plans if one way working were introduced and an incident closes Market Street. How would traffic get through the town?

Town Bridge

Recognition that Town Bridge pedestrian movements are an area of concern that could be addressed through the provision of a separate footbridge.

Provision of a new footbridge would allow step change in pedestrian routing on south side of river across library car park.

New footbridge may allow measures to reduce pedestrian use of Town Bridge to be considered.

Offer made by WC to provide Engineering and bid support to the Town Council of they wish to pursue.

Next Actions

Town Council to consider WC feedback.

OPTIONS MODELLED

Figure 4.1 - Option A – Market Street & Silver Street One-Way

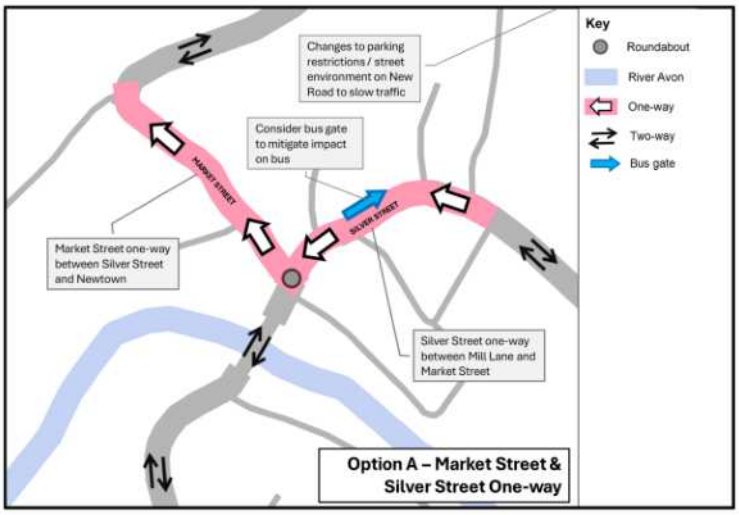


Figure 4.2 - Option B - Pinch Point Priority Narrowing

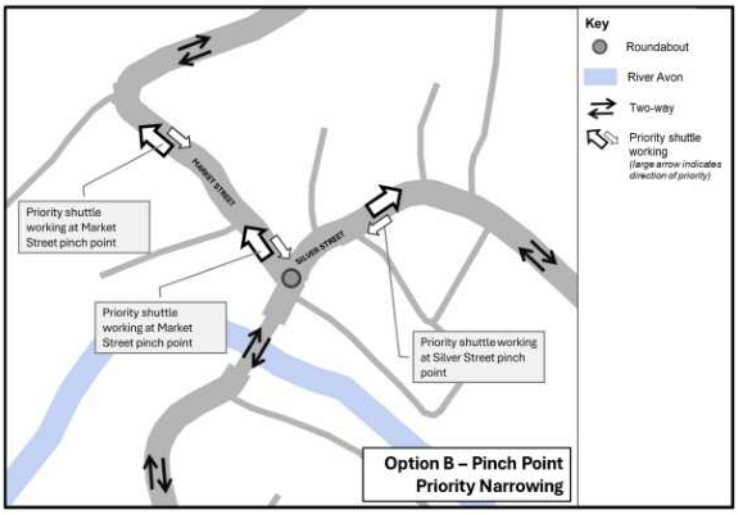
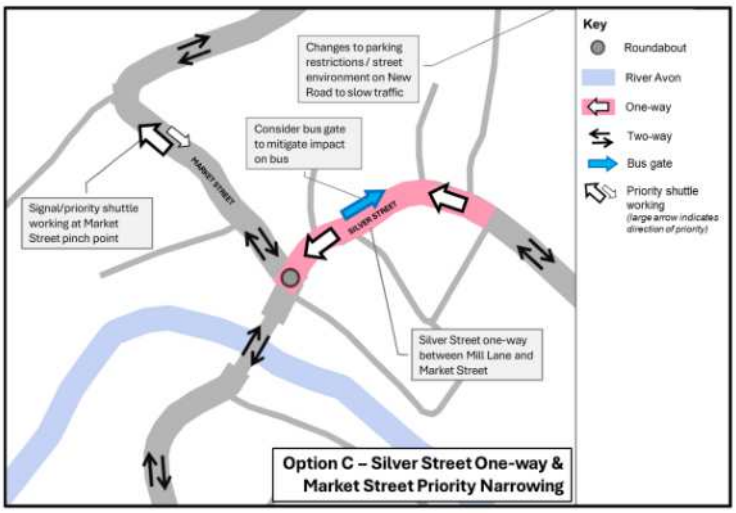


Figure 4.3 - Option C – Silver Street One-way & Market Street Priority Narrowing

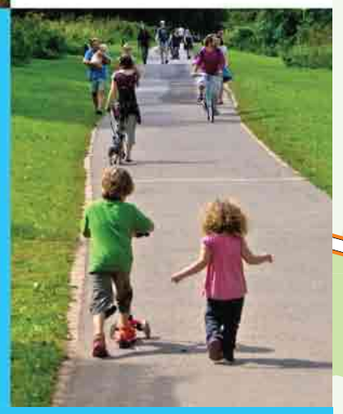


Appendix G – Bradford-on-Avon Cycling Map

walking · cycling
public transport

Bradford on Avon

Active Travel Map



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The co-operative
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SLSA St Laurence School Association

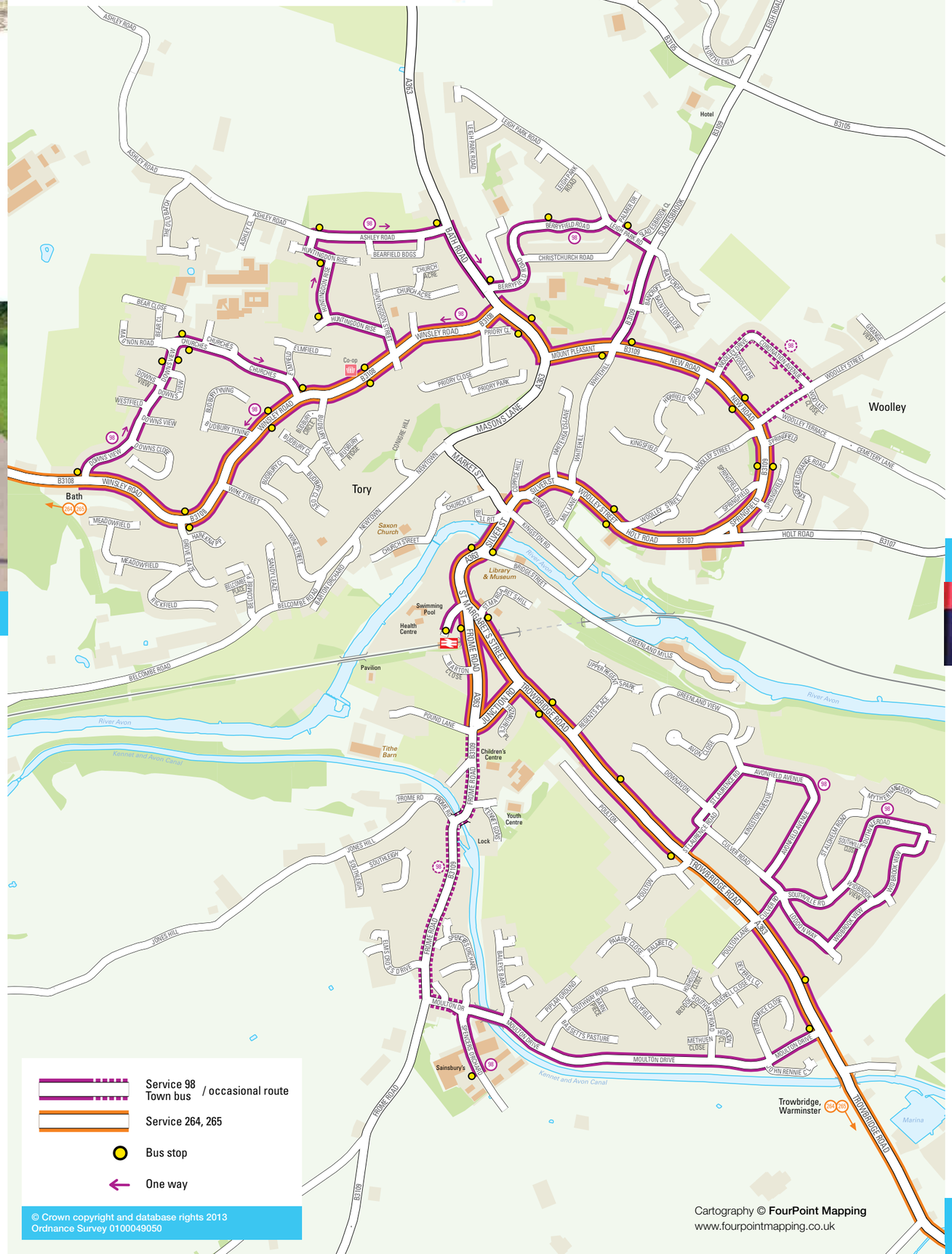
Linden HOMES

Quoins Organic Vineyard

TT CYCLES.co.uk

MOULTON BICYCLE COMPANY

Bradford on Avon Bus Map



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www.fourpointmapping.co.uk

Now you can explore Bradford on Avon in an exciting new way...

This Active Travel Map has been designed to encourage you to discover new footpaths and cycle routes that you probably didn't even realise existed in town.

All footpaths and cycle routes are highlighted, rather than main roads. This will help you spot places that are much closer than you think and hopefully encourage you to do the journey by foot or bike, than by car. It often takes less time to do the same journey without a car than it might seem at first. Walking or cycling lets you see this beautiful town differently and it's also so much better for your health than driving!

To make the map clear and simple to use we have limited the places shown. The Tourist Information Centre has several detailed maps available, along with other useful information on what Bradford on Avon has to offer.

We hope you find this map useful and enjoy exploring Bradford on Avon in a new way.

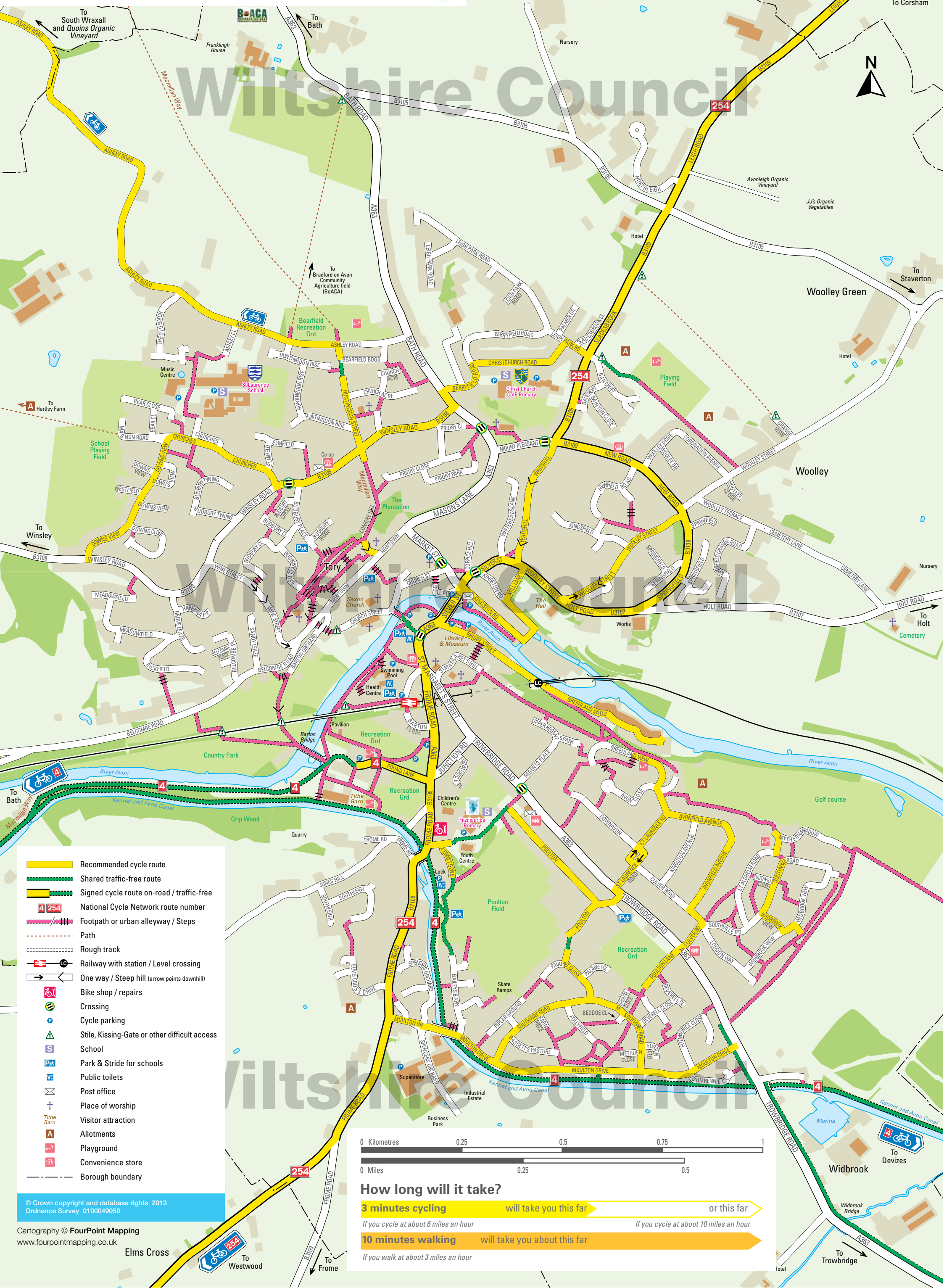
Buses & trains...

The two main bus routes around the town are bus No. 98 and route 264/5 linking BoA, Winsley and Limpley Stoke to Bath, Trowbridge and Warminster.

Other villages in the area are served by bus and passengers should check routes and times. Timetables are available from the Tourist Information Centre.

For trains there is a simplified timetable, produced by volunteers of the BoA Traffic & Transport's Open Forum with support of First Great Western. This shows the times and destinations of all passenger trains stopping at the Bradford on Avon railway station. The station holds a number of other timetables.

Bradford on Avon Active Travel Map



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Wiltshire Council

Appendix H – ATE Route Audit

Land off Trowbridge Road, Bradford on Avon

Waddeton Park Ltd

Active Travel England Route Audit Report

April 2026

Document Control

Job No.	250372
Project Name	Land off Trowbridge Road, Bradford on Avon
Document Title	Active Travel England Route Audit
Status	Issue 01
Client	Waddeton Park Ltd

Prepared By	Adam Lightfoot	April 2026
Checked By	Lloyd Hughes	April 2026
Approved By	Jack Harris	April 2026

Record of Issue

Issue	Date	Details	Made By

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2 Route A 5
3 Route B 9
4 Summary 14

Appendices

Appendix A – Illustrative Layout Plan
Appendix B – Route Audit Maps
Appendix C – Proposed Access Arrangement Plan
Appendix D – Route A ATE Check Tool
Appendix E – Route B ATE Check Tool

1 Introduction

1.1 Rappor have been instructed by Waddeton Park Ltd to undertake an Active Travel England (ATE) Route Audit in support of a residential-led mixed use development located on land to the northeast of Trowbridge Road, Bradford on Avon, Wiltshire. The development description is as follows:

> *"Outline application (with all matters reserved except for access) for the erection of up to 224 residential dwellings (Class C3), 72-bed care home (Class C2), with sports pitch, allotments, country park, landscaping and open space."*

1.2 A Transport Assessment (TA), which is referenced within this report, has been prepared and is submitted under separate cover for the planning application.

1.3 Wiltshire Council (WC) form the Local Planning Authority (LPA) and the Local Highway Authority (LHA) for the application.

Site Location and Composition

1.4 The application site is located on the southeastern edge of Bradford on Avon, adjoining existing residential areas to the north and west,forming a natural urban extension.

1.5 The application redline boundary is predominantly bound to the south and east by Wildbrook Wood and the rear of a handful of dwellings that front the Kennet and Avon Canal. To the north, the site is bound by the River Avon and the former Golf Course. To the west, the site is bound to the west of dwellings that rears Widbrook View, and the A363 Trowbridge Road forms the southwestern site boundary.

1.6 An extract of the site location plan is presented at **Figure 1.1** to illustrate the location of site and its relationship with the existing Bradford on Avon settlement. The full location plan is presented at **Appendix A**.

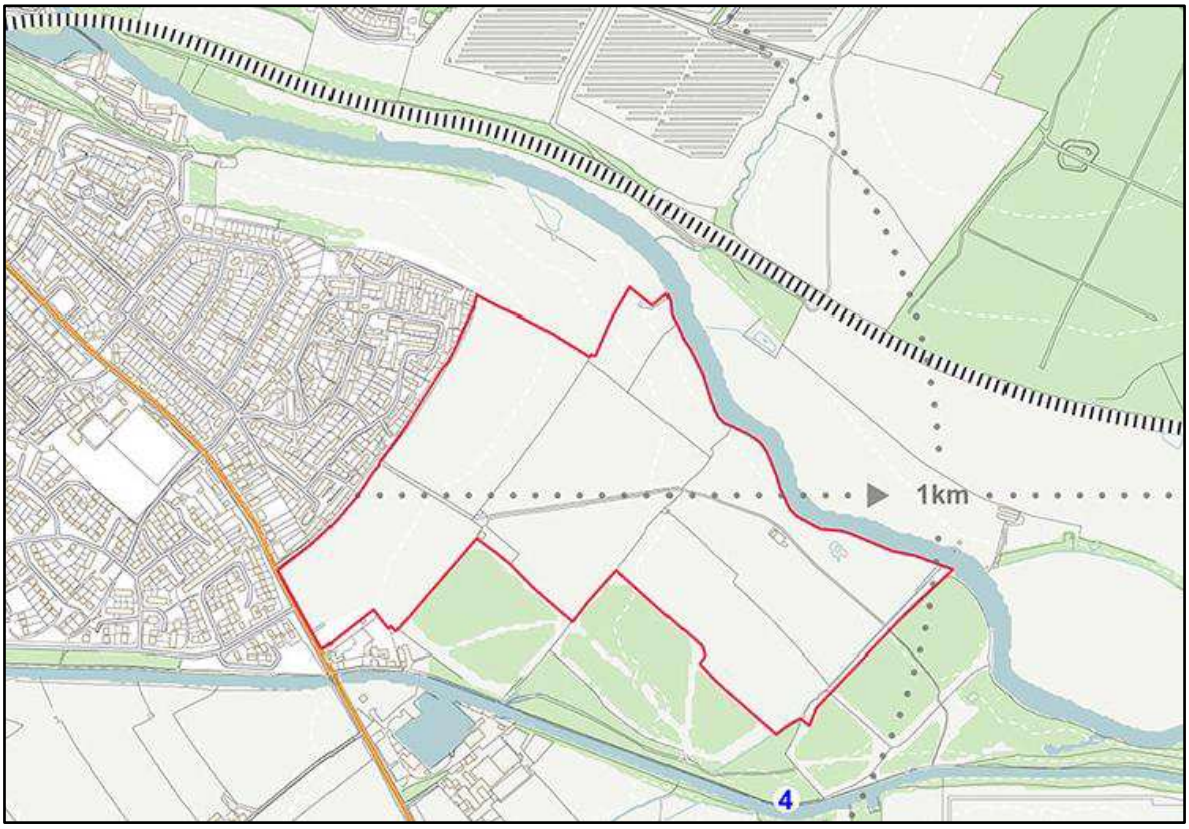

Figure 1.1 Site Location

1.7 The illustrative layout is attached at **Appendix B**.

Bradford on Avon LCWIP

1.8 WC, in partnership with Bradford on Avon Town Council (BOATC), are currently in the process of developing the Bradford on Avon Local Cycling and Walking Infrastructure Plan (LCWIP) and have released a draft report for consultation in February 2026. The draft plans have identified a network of routes for improvements that will enable people to walk or cycle more easily.

1.9 A LCWIP aims to identify cycling and walking improvements required at a local level, enabling a long-term approach to developing local cycling and walking networks.

1.10 The proposed routes and improvements are referenced within this report. For further details on the draft BOA LCWIP plans, please refer to the TA.

Active Travel England Audit

1.11 ATE released the Route Check Tool (RCT) in February 2024 as a tool for assessing the design quality of linear schemes and active travel infrastructure.

1.12 An ATE Audit using the RCT has been conducted to assess the existing infrastructure within the vicinity of the proposed development, as well as to help identify potential improvements to the pedestrian/cyclist environment in the area. The scope of assessment includes the following sections of ATE's RCT:

a) Section 2.1 – Policy Check;

b) Section 3.1 – Safety Check;
c) Section 4.1 – Street Check; and
d) Section 5.1 – Path Check*.

** - Route B only*

1.13 The Policy Check Section consists of six metrics based on policy principles. Compliance with the policy principles is measured by a yes or no.

1.14 For both the Safety Check and the Street/Path Check, each route is scored against a number of metrics. Each metric is assigned a score of 0, 1, or 2, based on the assessment criteria. Metrics in the Safety Check section can additionally be scored 'critical' if a more serious issue is identified.

1.15 It should be noted that a number of the metrics in the audit are not applicable to the route being assessed (e.g. criteria relating to tram-related hazards).

Route Identification

1.16 Two active travel routes have been identified which incorporate the most direct routes between the site and many of the local facilities and amenities within Bradford on Avon. As such, it is anticipated that these routes will be regularly used by future residents of the scheme. A brief description of both routes is provided below:

- **Route A** – assesses the route between Bradford on Avon town centre and the site along Trowbridge Road. Route A also incorporates the triangular arrangement of Frome Road and Junction Road, in addition to portions of the Kennet & Avon Canal Path and Trowbridge Road to the immediate south of the site; and

- **Route B** – assesses the route between Mythern Meadow to the north of the site, along the 'BRAD19' public footpath, before extending westwards along Moulton Drive to Frome Road.

1.17 Both routes are illustrated on the plan enclosed at **Appendix C**.

Level of Service Score

1.18 The Route Check Tool provides an overall Level of Service score for each route assessed. The Level of Service score combines the Safety Check scores with the Street Check scores. The Safety Check scores are factored by three to give greater weight to safety concerns over other considerations. Metrics rated as critical receive a score of zero, with further details recorded in the Critical Issues Log. The metrics are combined into six categories, and the results for each category are then expressed as a percentage of the maximum achievable score in that category.

1.19 The 'Level of Service' score of each route will be presented at the end of each section.

Development Proposals

1.20 The proposed development will enhance the pedestrian environment in Bradford on Avon through the inherent mitigation in the immediate vicinity of the site, and the proposed off-site infrastructure improvements.

1.21 Informed by the ATE route audit, the proposed development will deliver significant improvements to the pedestrian environment in the immediate vicinity of the site on Trowbridge Road and Moulton Drive. These improvements include:

a) A new uncontrolled crossing arrangement on Trowbridge Road, located between the proposed site access and Moulton Drive. The proposed crossing facility will be supported by a refuge island, dropped kerbs and tactile paving; and
b) Tactile paving to be provided on Moulton Drive at the location of the give-way line onto Trowbridge Road.

1.22 The above proposals are presented on the site access arrangements plan, attached at **Appendix D**. Further details on the development proposals are provided within the TA.

2 Route A

Introduction

2.1 **Route A** is approximately 1290m in length and runs from Bradford on Avon town centre to just south of the Kennet and Avon Canal. The route also includes the triangular road layout of Junction Road and Frome Road, in addition to the main access route to the Kennet and Avon Canal Path to the east of Trowbridge Road. An overview of the route audit is presented at **Figure 2.1**.

Figure 2.1 Route A Plan

2.2 It should be noted that **Route A** represents the most direct route possible between the development site and the Bradford on Avon town centre for pedestrians and cyclists.

2.3 The **Route A** 'Check Tool' is attached at **Appendix D**, which sets out the performance of the route against all relevant criteria within the Policy Conflict Log, the Safety Check and the Street Check, against the existing and proposed layout of the study area.

2.4 Further context is provided within this section on any policy conflicts or any critical issues identified with the Safety Check, followed by the Street Check Level of Service scores.

Policy Check – Policy Conflict Log

2.5 In line with the policy principles outlined within the ATE Route Check Tool, **Route A** was found to be compliant following consideration of the proposed off-site improvements.

2.6 As such, the route is in accordance with ATE guidance and does not possess any non-compliant issues under the proposed layout.

Safety Check – Critical Issues

2.7 The Safety Check assessment has identified two separate 'critical issues' along the route within the following metrics:

- Risk of Pedestrians tripping due to hazards: *There are level differences of greater than 13mm with no tactile paving information and colour contrast to help identify them.*
- Motor Traffic Speed: *85th percentile speed of more than 30mph when cyclists/pedestrians are unprotected*

2.8 The identified critical issues are discussed in more detail below.

Risk of Pedestrians tripping due to hazards: *There are level differences of greater than 13mm with no tactile paving information and colour contrast to help identify them.*

2.9 In accordance with ATE guidelines, level differences greater than 13mm without the presence of specific tactile paving information and colour contrast present a critical risk to pedestrians if not remediated. This hazard is pertinent at the crossing of St Laurence Road.

2.10 The conditions at the time of a site visit conducted on the 23rd of January 2026 are documented within **Photo 2.1** below.

Photo 2.1 Crossing at St Laurence Road / Trowbridge Road junction

2.11 It has been identified within the BOA LCWIP to provide an improved crossing arrangement at the location of the St Laurence Road / Trowbridge Road junction. There are currently no proposals as part of this application to deliver improved crossing facilities at this junction. However, subject to discussions with WC, proportional contributions towards an improvement scheme could be provided.

2.12 It should also be noted that there is no tactile paving at the Regent's Place, St Margeret's Hil and St Margeret's Villas minor arm junctions on Trowbridge Road.

Motor Traffic Speed: *85th percentile speed of more than 30mph when cyclists/pedestrians are unprotected*

2.13 Following the installation of an Automatic Traffic Count (ATC) and subsequent 7-day surveying, Trowbridge Road, in the vicinity of the development site, was found to exhibit a 85th percentile speed greater than 30mph, therefore raising a 'Critical Issue'.

2.14 The recorded 7-day (24 hour) 85th percentile speeds on Trowbridge Road were 33.3mph in the Northbound direction and 33.9mph in the Southbound direction.

2.15 While additional ATCs were not installed further towards Bradford on Avon Town Centre, it is anticipated that vehicle speeds reduce significantly, due in part to the changing nature of the route, with a noticeable narrowing, higher rates of kerbside activity, more frequent pedestrian crossings, and the route being subject to a 20mph speed restriction north of Junction Road.

2.16 Furthermore, the BOA LCWIP proposes an extension of the 20mph speed limit on Trowbridge Road.

2.17 As previously mentioned, as part of the development proposals, an uncontrolled crossing facility will be provided on Trowbridge Road, located between the site access and Moulton Drive. It should be noted that these proposals are subject to detailed design and will require discussion with WC, in their role as the LHA.

2.18 Thus, whilst 85th percentile speeds are likely to reduce on Trowbridge Road, this is not a given, and the metric remains 'critical' in accordance with ATE guidelines.

Audit Results

2.19 The Street Check Level of service scores for the existing and proposed layout are demonstrated in **Table 2.1**.

Street Check Level of Service		
Categories	**Existing Layout**	**Proposed Layout**
Safety	21%	33%
Accessibility	60%	80%
Comfort	100%	100%
Directness	63%	63%
Attractiveness	50%	50%
Cohesion	38%	38%
Overall Score	**34%**	**44%**

Table 2.1 Level of Service Scores

2.20 **Table 2.1** demonstrates that Route A has an existing average Level of Service of 34% with a proposed average Level of Service of 44%.

2.21 Given the nature of the site and the existing provision, it is considered that the proposed level of on-site and off-site infrastructure improvements would be commensurate with the scale of the development proposals, and that the resulting level of infrastructure provision would be suitable to accommodate pedestrians and cyclists.

3 Route B

3.1 **Route B** is approximately 1,820m in length and extends from St Aldhems Play Area (off Mythern Meadow), along the existing BRAD19 public right of way footpath and Moulton Drive in the direction of the Sainsbury's supermarket adjacent to Frome Road in the west.

3.2 It should be noted that while this route scores poorly on the 'directness' rating, this is partly because it extends beyond the proposed site boundary to the north. It is therefore not anticipated that users would traverse the route in its entirety and, as such, would not be hindered by any perceived 'indirectness'.

3.3 The route primarily focuses on providing access for future residents of the site to the Sainsbury's supermarket in addition to other services and amenities on the Treenwood Industrial Estate. From the location of the proposed site access the supermarket site is located within an approximate 900m walking distance.

3.4 Route B is presented at **Figure 3.1**.

Figure 3.1 Route B Plan

3.5 As illustrated within **Appendix C**, the proposed alterations to the carriageway of Trowbridge Road as part of the wider access proposals will provide a new pedestrian refuge island located to the north of the site access, in addition to installing tactile paving either side of Moulton Drive, directly adjacent to the junction with Trowbridge Road.

3.6 It is anticipated that this arrangement will suitably cater for the increased pedestrian demand along Trowbridge Road, particularly assisting users of **Route B**. These proposals will seek to supplement the existing tactile-paved crossing near the development site's northwestern corner, adjacent to the access point for the BRAD19 footpath.

3.7 The **Route B** 'Check Tool' is attached at **Appendix E**, which sets out the performance of the route against all relevant criteria within the Policy Conflict Log, the Safety Check, the Street Check and Path Check, against the existing and proposed layout of the study area.

Policy Check

3.8 The Policy Check assessment for **Route B** has identified three separate instances of non-compliance along the route, all of which have been outlined below.

- PO02 – Barrier free route, such as chicane barriers, steps or dismount signs;
- PO04 – Surface suitability for all users; and
- PO05 – Appropriate Lighting along route.

3.9 Through the Policy Check process, it was concluded that all three instances of non-compliance will be remediated through the installation of the proposed shared-use path within the site boundary. This route is anticipated to form an attractive alternative to the existing BRAD19 footpath, and for future residents of the site, will reflect the key pedestrian and cyclist desire line in the direction of Trowbridge Road.

3.10 To directly address the current non-compliances, this route will be barrier free, will be coated with a high-quality paved surface, suitable for all users year-round, and will be appropriately lit. All of these aspects are subject to detailed design but will be considered throughout the design process.

Safety Issues - Critical Issues

3.11 The Safety Check assessment of Route B has identified three 'critical' issues within the following categories.

- Conflict at Side Roads and Priority Junctions: *more than 2,500vpd cut across main walking, wheeling or cycling streams.*
- Trip Hazards: *Risk of pedestrians tripping due to hazards.*
- Motor Traffic Speed: *85th percentile speed of more than 30mph when cyclists/pedestrians are unprotected.*

3.12 These 'critical' issues are each discussed in detail below.

Conflict at Side Roads and Priority Junctions: *more than 2,500vpd cut across main walking, wheeling or cycling streams*

3.13 As substantiated by an ATC survey, Trowbridge Road experiences vehicle volumes exceeding 2500 per day. At present, **Route B** crosses Trowbridge Road to the north of the development site, adjacent to the access point for the BRAD19 footpath, via an uncontrolled tactile crossing.

3.14 As discussed previously, and illustrated within **Appendix C**, the site access proposals for the development site seek to install a pedestrian refuge island and tactile-paved crossing on Trowbridge Road, which will accommodate pedestrian demand from the development site along key desire lines.

3.15 It is appreciated that the proposed development will not result in a material reduction in vehicular trips along Trowbridge Road, and as such will remain a 'critical' issue in

accordance with ATE guidance. Nonetheless, the proposed crossing upgrades in the site's vicinity will significantly improve the accessibility of **Route B** for existing and future users of the route.

Trip Hazards: *Risk of pedestrians tripping due to hazards*

3.16 As discussed previously in **Section 2**, in accordance with ATE guidelines, level differences greater than 13mm without the presence of specific tactile paving information and colour contrast present a critical risk to pedestrians if not remediated.

3.17 At present, it is recognised that Route B is not fully accessible, due largely to the steps found to the south of Mythern Meadow on the BRAD19 public right of way footpath. The conditions at the time of the site visit are depicted below within **Photo 3.1**.

3.18 As stated previously, it should be appreciated that an alternative route within the site boundary, in the form of a 3.0m wide shared-use path, will be provided, thus alleviating the impact of this non-compliant feature.

Photo 3.1 Existing steps at access point to BRAD19 footpath to the south of Mythern Meadow

3.19 Further to this, it is noted that at present, Fitzmaurice Close does not have possess any tactile paving or dropped kerbs along the pedestrian desire line. The current conditions of the crossing location are depicted within **Photo 3.2** below.

Photo 3.2 Current condition of proposed crossing location at Fitzmaurice Close, looking east

3.20 It is currently not proposed to provide tactile paving at the Fitzmaurice Close junction. However, subject to discussions with the LHA, improvements could be provided.

Motor Traffic Speed: *85th percentile speed of more than 30mph when cyclists/pedestrians are unprotected.*

3.21 As highlighted previously within **Section** 2, following the installation of an Automatic Traffic Count (ATC) and subsequent 7-day surveying, Trowbridge Road, in the vicinity of the development site, was found to exhibit a 85th percentile speed greater than 30mph, therefore raising a 'Critical Issue'.

3.22 The recorded 7-day (24 hour) 85th percentile speeds on Trowbridge Road were 33.3mph in the Northbound direction and 33.9mph in the Southbound direction.

3.23 However, as described in **Route A**, whilst it is anticipated that average vehicle speeds will reduce to the introduction of the development site and associated proposed site access and

crossing facility, this is not a given. Thus, in accordance with ATE guidelines, this remains a critical issue.

Audit Results

3.24 The Street Check Level of service scores for the existing and proposed layout are demonstrated in **Table 3.1**.

Street Check Level of Service		
Categories	**Existing Layout**	**Proposed Layout**
Safety	29%	5%
Accessibility	30%	80%
Comfort	100%	100%
Directness	63%	63%
Attractiveness	58%	58%
Cohesion	50%	63%
Overall Score	**39%**	**57%**

Table 3.1 Level of Service Scores: Route B

3.25 **Table 3.1** shows that **Route B** has an existing average Level of Service of 31% with a proposed average Level of Service of 57%.

3.26 Given the nature of the site and the existing provision, it is considered that the proposed level of on-site and off-site infrastructure improvements would be commensurate with the scale of the development proposals, and that the resulting level of infrastructure provision would be suitable to accommodate pedestrians and cyclists.

4 Summary

4.1 Rappor have been instructed by Waddeton Park Ltd to undertake an Active Travel England (ATE) Route Audit in support of a residential-led mixed use development located on land to the northeast of Trowbridge Road, Bradford on Avon, Wiltshire. The development description is as follows:

> *"Outline application (with all matters reserved except for access) for the erection of up to 224 residential dwellings (Class C3), 72-bed care home (Class C2), with sports pitch, allotments, country park, landscaping and open space."*

4.2 The ATE route audit indicates that the existing active travel provision for pedestrians and cyclists in the local area are considered good, and the provision of on-site and off-site infrastructure improvements will further enhance the pedestrian environment in Bradford on Avon for existing and future residents.

4.3 On this basis, the ATE audit has established that the quality of key routes relevant to the location of the development site in Bradford on Avon, is suitable to accommodate safe active travel movements associated with the development.

Appendix A – Illustrative Layout Plans

Legend

- Application boundary
- 1 Existing pipeline
- 2 Access from Trowbridge Road
- 3 Proposed mobility hub
- 4 Residential care facility
- 5 Primary access route
- 6 Proposed community allotments
- 7 Local Area of Play (LAP)
- 8 Local Equipped Area of Play (LEAP)
- 9 Changing facilities and associated pitches
- 10 Pedestrian connection
- 11 Proposed woodland buffer
- 12 Central green street
- 13 Community garden i.e orchard
- 14 Higher density core
- 15 Lower density periphery
- 16 Wetland and marginal planting
- 17 Proposed attenuation pond
- 18 Proposed swales
- 19 Drainage outfall
- Public Right of Way

Trowbridge Road, Bradford-on-Avon Illustrative Layout		E
		CW / DH
250310 L 02 03	NTS @ A2	Feb 2026

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Drawing Status PLANNING

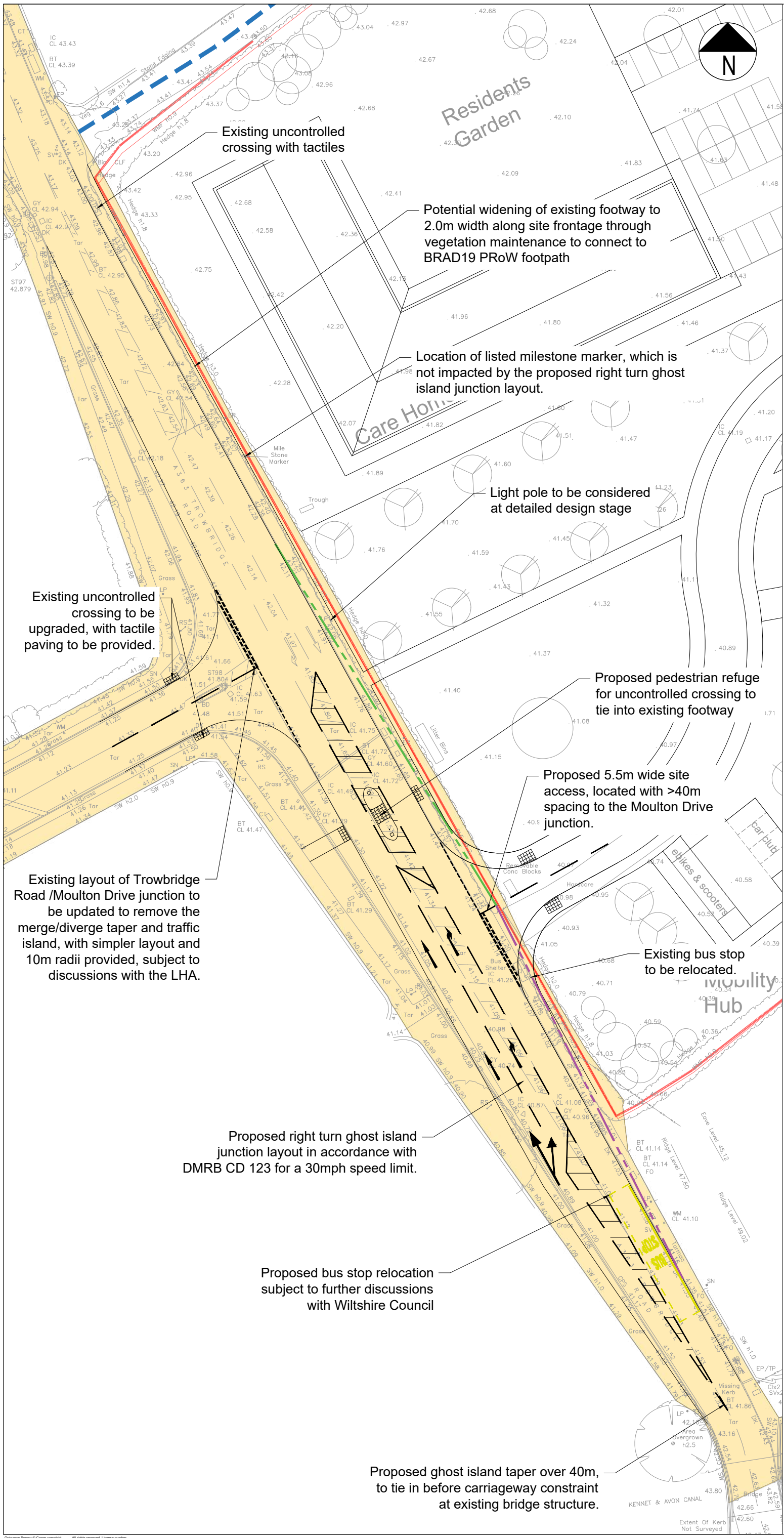
CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM © THIS DRAWING IS COPYRIGHT.

Appendix B – Route Audit Maps

River Avon
Bradford-on-Avon
Bradford-on-Avon
River Avon
Route A
Approximate Site Location
River Avon
Wid Brook
Image © 2026 Airbus

River Avon
Bradford-on-Avon
Bradford-on-Avon
River Avon
Approximate Site Location
River Avon
Route B
Image © 2026 Airbus
Wid Brook

Appendix C – Proposed Access Strategy Plan



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Topographical Survey by Lewis Brown Ltd, G25114_2DSX, dated June 2025.
3. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
4. Work to be undertaken in accordance with the Wiltshire County Council Specification.
4. Highway boundary information has been provided by Wiltshire Council, dated 05.09.25, and has been overlaid by Rappor onto the Topographical Survey on a best fits basis.
5. The application site boundary has been taken from Stantec drawing, drawing number 332310098-STN-HGN-XX-DR-H-5502.
6. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
7. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.
8. The applicant should undertake all necessary checks to ensure all visibility splays and necessary works can be accommodated within the adopted highway or land controlled by the applicant.

Key:

- Indicative Site Boundary
- Indicative Adopted Highway Boundary
- BRAD19 PRoW
- 2.4m x 55.3m Visibility Splay (Based on recorded 85th percentile speeds of 33.9mph and a -1.5% gradient)
- 2.4m x 54.5m Visibility Splay (Based on recorded 85th percentile speeds of 33.5mph and a -1.8% gradient)

Rev	Date	Details	By	Chkd	Appd
P03	09.03.26	Updated Annotation	SB	LH	JH
P02	26.09.25	Updated Highway Boundary	LJ	PC	PC
P01	09.07.25	First Issue	JL	PC	NT

rappor

rappor.co.uk

CLIENT: Waddeton Park Ltd

PROJECT: Trowbridge Road, Bradford-on-Avon

TITLE: Proposed Access Arrangement

STATUS: For Information

Scale @ A3: 1:500

DRAWING NO: 250372-RAP-XX-XX-DR-TP-3200

REVISION: P03

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Appendix D – Route A ATE Check Tool

Active Travel England

Route Check

ATE-RC-2025-3

Summary of Scheme

Date of Design Review	02/02/2026
Scheme Reference	250372
Scheme Name	Trowbridge Road, Bradford on Avon
Scheme Summary	
Scheme Information Reviewed	
Authority	Wiltshire Council
Transport/ Combined Authority	
Region	South West
Funding Programme	Other
Design Stage	Preliminary
Funding Conditions	
Reviewer Email Address	adam.lightfoot@rappor.co.uk
Route Length Assessed in this File (km)	1.29
Total Route Length (km)	1.29
Notes	Route distance incorperates access to Kennet & Avon Canal Path, Junction Rd and Frome Rd.

Route Check Type (Street or Path)	What type of route is being reviewed: **Street Check** (e.g. on- or by-carriageway) or **Path Check** (e.g. a traffic-free path featuring minimal interactions with motor traffic)	Street Check

	Latitude and Longitude
Route Start Point	51.347465, -2.2505584
Route End Point	51.334962, -2.2385958
Weblink to Map	

Network Map	**Please add below a map showing the section of route being scored in this spreadsheet. If the route is part of a longer route of multiple sections (covered in other spreadsheets) please show this on the map for context too.**

Active Travel England

Route Check

Policy Check

#	Policy Principle	Compliance		Commentary
		Existing	Proposed	
PO01	Are cyclists separated from pedestrians?	Yes	Yes	
PO02	Is the route free from barriers, such as chicane barriers, steps or dismount signs?	Yes	Yes	
PO03	Does the route feel direct, logical and intuitive to understand for all road users?	Yes	Yes	
PO04	Are surfaces suitable for all users?	Yes	Yes	
PO05	Is appropriate lighting provided?	Yes	Yes	
PO06	Does the route join together, or join other facilities together, as part of a holistic, connected network?	Yes	Yes	

Active Travel England

Route Check

Safety Check

Metric	Mode	#	Description	Critical Issue	Red	Amber	Green	Existing		Proposed	
				C	0	1	2	Score	Comments / assumptions	Score	Comments / assumptions
SAFETY											
Conflict at Side Roads and Priority Junctions	Walking / Wheeling / Cycling	SA01	Pedestrian and cyclist conflict with motor traffic at side roads/priority junctions.	More than 2,500vpd cut across main walking, wheeling or cycling streams.	Less than 2,500vpd cut across main walking, wheeling or cycling streams, but side roads and priority junctions are untreated.	Less than 2,500vpd cut across main walking, wheeling or cycling streams and side roads and priority junctions have entry treatments.	Side roads/priority junctions have entry treatments that offer greater protection for pedestrian and cycle movements (e.g. exit only, continuous footways, zebra/parallel crossings as appropriate to context).	0	No side streams along route experiences more than 2500 vpd, but side roads are untreated in places with lack of tactile paving	1	Tactile paving to be added as mitigation the applicant can provide subject to further discussions and review with the LHA
Conflict at Roundabouts and Signal Junctions	Walking / Wheeling / Cycling	SA02	Pedestrian and cyclist conflict with motor traffic at roundabouts and signal-controlled junctions.	More than 2,500vpd cut across main walking, wheeling or cycling streams.	The principal pedestrian and/or cyclist movements are in conflict with motor traffic movements at roundabouts and/or signal controlled junctions.	The principal pedestrian and cyclist movements are separated from motor traffic movements at roundabouts and/or signal controlled junctions.	All pedestrian and cyclist movements are separated from all motor traffic movements at roundabouts and/or signal controlled junctions.	N/A		N/A	
Lane Widths	Cycling	SA03	Effect of lane widths on conflict between cyclists and motor traffic.	Cyclists are mixed with traffic in lanes between 3.25m and 3.90m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is between 3.25m and 3.90m.	Cyclists are mixed with traffic in lanes less than 3.25m wide or over 3.90m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is under 3.25m or over 3.90m. Or cyclists are mixed with traffic on busy urban streets with no centre line. Or, there are speed cushions present.	Cyclists are in cycle lanes with light protection or stepped cycle tracks under 1.8m wide (single direction). Or, cyclists are in a protected bidirectional cycle facility under 2.5m wide. Or, cyclists are mixed with traffic on quiet urban streets with no centre line.	Cyclists are protected from motor traffic or off-road entirely.	0	Cyclists are to share the carriageway with vehicles in traffic lanes with less than 3.5 metres in places	0	No changes from current arrangement proposed
Trip Hazards	Walking / Wheeling	SA04	Risk of pedestrians tripping due to hazards.	There are level differences of greater than 13mm with no tactile information and colour contrast to help identify them.	Many trip hazards.	Few trip hazards.	No trip hazards, level clear surface.	C	There are level differences greater than 13mm at some pedestrian crossings at side routes	1	Level differences to be remediated

Kerbside Activity	**Cycling**	**SA05**	Cyclist conflict with kerbside activity, including risk of 'dooring'.	Cycle facility next to parking/loading facility, without a buffer of at least 0.5m. Or, an unprotected cycle lane is next to a frequently-used bus layby.	Frequent kerbside activity for cyclists to contend with. Conflict with cyclists is not well-managed.	Less frequent kerbside activity, and conflict with cyclists is well-managed.	Kerbside activity is well-managed with no or minimal conflict with cyclists.	**0**	In many places, on street parking is prevalent which increases the risk of conflicts between cyclists and kerbside activity.	**0**	No changes from current arrangement proposed
Provision of Crossings	**Walking / Wheeling**	**SA06**	Ability of pedestrians to cross the street safely on desire lines.	On very busy streets (more than 8,000vpd) controlled crossings (including zebra crossings) are not present or more than 400m apart. On quieter streets (less than 8,000vpd), desire lines are blocked by parking and loading.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 200-400m. On quieter streets (less than 8,000vpd), loading/parking is formalised with gaps for pedestrians to cross.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 100-200m. On quieter streets (less than 8,000vpd), loading/parking is formalised with gaps for pedestrians to cross on desire lines.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 50-100m. On quieter streets (less than 8,000vpd), there are controlled crossings or only one lane of traffic to cross.	**0**	The route does not require any crossing of Trowbridge Road, however there are two controlled crossing points in place. Their distance apart is within 400 metres.	**0**	No changes from current arrangement proposed
Standard of Crossings	**Walking / Wheeling**	**SA07**	Suitability of pedestrian crossings in context.	On very busy streets (more than 8,000vpd), there are uncontrolled crossings of two or more lanes with no gaps in traffic. At signal junctions there are arms with dropped kerbs and tactile paving but no green pedestrian symbol.	On very busy streets (more than 8,000vpd), there are uncontrolled crossings or zebra/parallel crossings. On quieter streets (less than 8,000vpd), crossing points have no implied priority or there are no crossing points.	On very busy streets (more than 8,000vpd), signal crossings are provided for pedestrians. On quieter streets (less than 8,000vpd), crossing points have effective implied priority for pedestrians.	On very busy streets (more than 8,000vpd), signal crossings rest on green for pedestrians or have rapid response. On quieter streets (less than 8,000vpd), crossing points are controlled crossings.	**1**	While the route can be considered to follow along a busy street, signalised crossings are provided for pedestrians, although they do not rest on green	**1**	No changes from current arrangement proposed
Motor Traffic Speed	**Walking / Wheeling / Cycling**	**SA08**	85th percentile speed of motor traffic (where cyclists are not protected or pedestrians cross uncontrolled).	85th percentile speed is over 30mph.	85th percentile speed is between 25mph and 30mph.	85th percentile speed is between 20mph and 25mph.	85th percentile speed is under 20mph. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	**C**	85th percentile speeds are greater than 30mph along Trowbridge Road, in the vicinity of the proposed site, however, this is anticipated to reduce significantly nearer the town centre due to the change in	**C**	Following the change in nature along Trowbridge Road as a result of the development and the associated crossing points, it is anticipated that speeds along Trowbridge Road will likely reduce.
Motor Traffic Volume	**Walking / Wheeling / Cycling**	**SA09**	Volume of motor traffic at the busiest hour (where cyclists are not protected or pedestrians cross uncontrolled).	More than 1,000 vehicles in the busiest hour. Or, over 5% of traffic is HGVs where there are over 500 vehicles in the busiest hour.	500-1,000 vehicles in the busiest hour. Or, 2-5% of traffic is HGVs where there are 200-499 vehicles in the busiest hour.	200-499 vehicles in the busiest hour. And, less than 2% of traffic is HGVs.	Less than 200 vehicles in the busiest hour. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	**0**	Crossing of Trowbridge Road which experiences more than 500 peak hourly movements	**0**	No changes proposed
Pedestrian Crossing Speed	**Walking / Wheeling**	**SA10**	Required crossing speed at signal crossings (risk of pedestrians coming into conflict with traffic).	Pedestrians who start crossing at the end of the 'invitation to cross' must cross at a speed of over 1.2m/s to get across the whole crossing in time.	There are no detectors to extend crossing times, but pedestrians who start crossing at the end of the 'invitation to cross' can cross at a speed of 1.2m/s and get across the whole crossing in time.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1.2m/s.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1m/s.	**N/A**		**N/A**	

Footway Widths	**Walking / Wheeling**	**SA11**	Clear walking and wheeling spaces free of permanent obstructions and furniture, reducing risk of pedestrians walking in the carriageway.	Where the footway is next to the carriageway, there is: • less than 1m clear footway width on any footway • less than 1.5m clear footway width for over 6m • 1m-2m clear footway width with a Pedestrian Comfort Level of D-E Or there is no footway.	Where the footway is next to the carriageway, there is: • less than 2m clear footway width but pedestrian comfort is good (PCL of A-C) • 2m-3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is not next to the carriageway, the clear footway width is less than 1.5m.	Where the footway is next to the carriageway, there is: • 2m-3m clear footway width and pedestrian comfort is good (PCL of A-C). • More than 3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is not next to the carriageway, the clear footway width is 1.5m-3m.	More than 3m clear footway width and pedestrian comfort is good (PCL of A-C).	**1**	Footpath is at least 2-3m wide at all points, and is next to the carriageway	**1**	No changes from current arrangement proposed
Effective Width next to Tram Lines	**Cycling**	**SA12**	Effective width next to tram line on a straight run or a curve.	Less than 2.4m from tramline edge to kerb on a straight run. Insufficient clearance on a curve.	2.4m from tramline edge to kerb.	More than 2.4m from tramline edge to kerb.	Physical protection is provided for cyclists.	**N/A**		**N/A**	
Crossing Angle of Tram/Train Rails	**Cycling**	**SA13**	Crossing angle (between cyclist desire line and tram or train rails).	Crossing angle less than 60 degrees.	Crossing angle between 60 and 80 degrees.	Crossing angle between 80 and 90 degrees (or between 60 and 80 degrees with track filler creating a smooth crossing for cyclists).	Crossing angle between 80 and 90 degrees with track filler creating a smooth crossing for cyclists.	**N/A**		**N/A**	
Cycling Surface and Maintenance Defects	**Cycling**	**SA14**	Cycling surface and maintenance defects: • sharp gradients (12.5% or more) • non cycle friendly ironworks • raised/sunken covers or gullies • potholes • loose/cracked surfaces • poor drainage or skid risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	**1**	Cycling surface is generally flat, although the carriageway does feature a handful of imperfections	**1**	No changes from current arrangement proposed
Walking/Wheeling Surface and Maintenance Defects	**Walking / Wheeling**	**SA15**	Walking/wheeling surface and maintenance defects: • steep camber (horizontal gradient more than 2.5%) • steep longitudinal gradients (8% or more if under 1m, 5% or more if 1m or over) • missing dropped kerbs • non flush tables • misleading tactile information • loose/cracked surfaces • poor drainage or slip risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	**0**	At present, the pedestrian facilities along the route are generally in good condition, however, there are a number of dropped kerbs which are not set at an appropriate height, along with tactile paving being inconsistently installed	**1**	Crossings are due to be altered to reduce level differences and to install tactile paving where necessary
Guard Railing	**Walking / Wheeling / Cycling**	**SA16**	Presence of guard railing.	Guard railing used as standard without consideration of inherent safety risks.	Guard railing used to control behaviour in complex and sensitive environments.	Minimal guard railing, used to address a clear safety issue such as a level difference.	No guard railing anywhere on the route.	**2**	No guardrailing on route	**2**	No changes from current arrangement proposed

Active Travel England

Route Check

Critical Issues Log

The Safety Check has identified at least one critical issue, please ensure this is captured in the log below.

Critical Issue Reference ID	Critical Issue	Stage	Latitude and Longitude	Location Name	Resolved by Design	Commentary & Feedback
250372_SA04_01P	4 - Trip Hazards: Level differences more than 13mm with no tactile information and colour contrast	Existing	51.340717 , -2.2449798	St Laurence Rd	Yes	Surface Level to be reviewed and tactile paving to be installed at crossing
250372_SA04_02P	4 - Trip Hazards: Level differences more than 13mm with no tactile information and colour contrast	Existing	51.343028 , -2.2484174	Regents Place	Yes	Crossing to be formalised as part of off-site works package
250372_SA04_03P	4 - Trip Hazards: Level differences more than 13mm with no tactile information and colour contrast	Existing	51.344061 , -2.2500656	Long's Yard / St Margaret's Villas	Yes	Crossing to be formalised as part of off-site works package
250372_SA04_04P	4 - Trip Hazards: Level differences more than 13mm with no tactile information and colour contrast	Existing	51.345376 , -2.2514496	St Margaret's Hill	Yes	Crossing to be formalised as part of off-site works package
250372_SA08_01P	8 - Motor Traffic Speed: 85th percentile speed of more than 30mph when cyclists/pedestrians are unprotected	Existing	51.337187 , -2.2405297	Trowbridge Road	No	Speeds will likely reduce following the completion of the development due to the change to the nature of Trowbridge Road. A reduction below an 85th percentile speed of 30mph is however unlikely based on the existing conditions.

Active Travel England

Route Check

Street Check

Metric	Mode	#	Description	Red	Amber	Green	Existing		Proposed	
				0	1	2	Score	Comments / assumptions	Score	Comments / assumptions
ACCESSIBILITY										
Gradient	Walking / Wheeling / Cycling	ST17	Steepest gradient due to underlying terrain. (For gradients at ramps, dropped kerbs and cambers, see metrics SA14 and SA15).	More than 5%.	3-5%.	Less than 3%.	1	Predominantly flat route with no gradients over 5%	1	No changes proposed to gradient
Tactile Information and Signal Equipment	Walking / Wheeling / Cycling	ST18	Adherence of tactile paving to recommended layouts and colours in 'Guidance on the Use of Tactile Paving Surfaces' and accessibility of signal equipment.	Guidance on tactile paving has not been considered. Or, there is signal equipment which is incorrectly situated, inaccessible or faulty (for example in terms of rotating cones).	Guidance on tactile paving has been considered, but the area is not fully legible.	Guidance on tactile paving has been considered and the area is fully legible.	1	In places, tactile paving has been considered, but this is not consistent along the full length of the route.	2	Tactile paving to be added as mitigation the applicant can provide subject to further discussions and review with the LHA
Barriers	Walking / Wheeling / Cycling	ST19	Presence and accessibility of barriers.	Barriers are not accessible by wheelchair users and/or users on solo upright cycles (as defined in LTN 1/20) and/or mobility scooters.	All barriers are accessible by wheelchair users, mobility scooters, and by users on solo upright cycles (as defined in LTN 1/20), with sufficient space to turn.	All barriers are accessible by the cycle design vehicle referenced in LTN 1/20, with sufficient space to turn. Or, there are no barriers.	2	There are no barriers on route	2	No changes proposed
Bus Stops	Walking / Wheeling / Cycling	ST20	Interactions at bus stops.	At bus stops, cyclists regularly have to wait behind buses or overtake them in general traffic lanes. Or, there are likely to be high-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic, but there are likely to be medium-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic and interactions between pedestrians and cyclists are likely to be low-level.	1	Cyclists aren't specifically protected at bus stops, although Trowbridge Road receives approximately 3 buses per hour in each direction. Therefore, the chance of a cyclist getting caught behind is low.	1	No changes proposed
Wheelchair Access	Wheeling	ST21	Accessibility of pedestrian facilities by wheelchair.	Pedestrian facilities (including any crossings, connections and public transport interchange facilities) are not wheelchair accessible.	All pedestrian facilities (including any crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, but some interaction with cyclists is possible.	All pedestrian facilities (including crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, and there is no potential for interaction with cyclists.	1	Footway provisions are accessible by wheelchair, but could be improved following improvements to dropped kerbs on side roads	2	Tactile paving to be added as mitigation the applicant can provide subject to further discussions and review with the LHA
Access to Taxis and Blue Badge Parking	Walking / Wheeling / Cycling	ST22	Distance to accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is over 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 50m to nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	N/A		N/A	
Access to Toilets	Walking / Wheeling / Cycling	ST23	Provision of sanitary facilities. E.g. toilets and/or baby change facilities.	Where people meet, wait or spend time in numbers, it is over 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 50m to the nearest accessible sanitary facilities.	N/A		N/A	

COMFORT

Cycling Surface Material	**Cycling**	**ST24**	Type of cycling surface material.	Unsurfaced/unbound or unstable blocks/setts.	Hand-laid asphalt or smooth blocks.	Machine-laid asphalt or smooth and firm blocks undisturbed by turning vehicles.	**2**	Hard laid asphalt along route. Cyclists accomodated in carriageway which is generally free from defects	**2**	No changes proposed
Walking/Wheeling Surface Material	**Walking / Wheeling**	**ST25**	Type of walking/wheeling surface material.	The surface is low-grip (i.e. PTV of 25 or lower). If paved, the joints are wider than 5mm.	The surface is medium-grip (i.e. PTV of between 25 and 35). If paved, the joints are 5mm or less.	The surface is high-grip (i.e. PTV of 35 or higher). If paved, the joints are mortared.	**2**	The exact PTV rating is unknown but the footway surface in the study area is generally good and as such is expected to exceed a rating of 35.	**2**	No changes proposed
Effective Width for Cyclists	**Cycling**	**ST26**	Effective width for cyclists (when not mixed with motor traffic).	At pinch points, cycle facility widths and/or buffers are below the absolute minimums recommended in LTN 1/20.	Recommended desirable minimum widths from LTN 1/20 are maintained for cycle facilities and buffers throughout the whole route, except at pinch points where absolute minimum widths recommended in LTN 1/20 are maintained.	Recommended desirable minimum widths from LTN 1/20 are maintained or exceeded for cycle facilities and buffers throughout whole route.	**N/A**	Cyclists mix with traffic in the study area	**N/A**	No changes proposed

DIRECTNESS

Deviation of Cycle Route	**Cycling**	**ST27**	Deviation of cycle route against straight line or shortest alternative.	Deviation factor against straight line or shortest alternative greater than 1.4.	Deviation factor against straight line or shortest alternative 1.2-1.4.	Deviation factor against straight line or shortest alternative less than 1.2.	**2**	No deviation from shortest alternative	**2**	No changes proposed
Pedestrian Crossing Locations	**Walking / Wheeling**	**ST28**	Alignment of crossings with desire lines.	No crossings are located on desire lines.	Some crossings are located on desire lines.	All crossings are located on desire lines, and all desire lines are provided for.	**1**	Crossing points are generally located on desire lines, although formal crossings are absent in certain locations	**1**	No changes proposed
Cyclist Delay at Junctions	**Cycling**	**ST29**	Delay to cyclists at junctions.	Delay for cyclists at junctions is greater than the delay to motor vehicles.	Delay for cyclists at junctions is similar to that of motor vehicles.	Delay for cyclists is shorter than that of motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals).	**1**	Cyclists mix with traffic in the study area	**1**	No changes proposed
Cyclist Delay on Links	**Cycling**	**ST30**	Delay to cyclists on links.	Cyclists have no opportunities to pass slower moving vehicles (including other cyclists).	Cyclists have some opportunities to pass slower moving vehicles (including other cyclists).	Cyclists can always progress without being delayed by other vehicles.	**1**	Cyclists have some opportunities to pass slower moving vehicles	**1**	No changes proposed
Pedestrian Delay at Junctions	**Walking / Wheeling**	**ST31**	Delay to pedestrians at signal controlled junctions.	Maximum waiting time over 60 seconds.	Maximum waiting time 40-60 seconds.	Maximum waiting time up to 40 seconds.	**N/A**	No signal controlled junctions on route	**N/A**	No signal controlled junctions on route
Pedestrian Delay at Standalone Signal Crossings	**Walking / Wheeling**	**ST32**	Delay to pedestrians at stand-alone signal crossings.	After pressing the button, pedestrians must wait over 10 seconds for an invitation to cross.	After pressing the button, pedestrians must wait up to 10 seconds for an invitation to cross.	Crossings rest on the green for pedestrians. Or, the time between pressing the button and the invitation to cross has been minimised as much as is safe to do so.	**N/A**	No standalone signal crossings on route	**N/A**	No standalone signal crossings on route

ATTRACTIVENESS

Wayfinding	**Walking / Wheeling / Cycling**	**ST33**	Effectiveness of signage and road markings on wayfinding.	Route signing is poor with signs missing at key decision points. Pedestrians and cyclists follow signs and road markings intended for motor traffic. Or, signs and road markings are faded or unclear.	Some cycle and pedestrian specific direction signing. There are gaps in signage and road markings which could be improved.	Route is well signed for pedestrians and cyclists with signs and road markings located at all decision points and junctions. Signs and road markings are clear, easily visible and legible.	**1**	The route on the whole is legible and logical to follow to and from the site.	**1**	No changes proposed
Places to Rest	**Walking / Wheeling**	**ST34**	Distance between resting points.	More than 150m.	50-150m.	Less than 50m.	**0**	Sections of the route which do not benefit from regular resting points	**0**	No changes proposed
Places to Shelter	**Walking / Wheeling**	**ST35**	Distance between shelter points.	More than 150m.	50-150m.	Less than 50m.	**0**	Sections of the route which do not benefit from regular resting points	**0**	No changes proposed
Lighting	**Walking / Wheeling / Cycling**	**ST36**	Extent of lighting.	Long stretches of darkness. Or, no lighting.	Short stretches of darkness. Or, bat-friendly lighting.	Route lit thoroughly, including any public transport waiting areas.	**2**	The route is well-lit in its entirity	**2**	The route is well-lit in its entirity, no changes proposed
Cycle Parking	**Cycling**	**ST37**	Ease of access to cycle parking on- and off-street.	Insufficient or inappropriate cycle parking.	Some accessible and overlooked cycle parking provided but not enough to meet present demand.	Accessible and overlooked cycle parking provided, sufficient to meet present and future demand, including provision for a range of cycle vehicles and users.	**1**	Small provisions of cycle parking are currently present near to Town Bridge near to the town centre	**1**	No changes proposed
Impact of Cycling on Walking	**Walking / Wheeling / Cycling**	**ST38**	Presence of shared use cycle tracks and toucan crossings.	On urban streets, cyclists are expected to use shared use cycle tracks and/or toucan crossings, bringing them into potential conflict with pedestrians. In rural areas or motor traffic free environments, shared use cycle tracks fail the width requirements set out in Table 6-3 of LTN 1/20.	In rural areas or motor traffic free environments, shared use cycle tracks pass the width requirements set out in Table 6-3 of LTN 1/20 and are designed in a way that minimises potential conflict between cyclists and pedestrians.	There are no shared use cycle tracks.	**2**	No shared use cycle tracks	**2**	No shared use cycle tracks

COHESION

Impact of Motor Traffic on Pedestrians and Cyclists	**Walking / Wheeling / Cycling**	**ST39**	Measures taken to manage motor traffic in a way that benefits active modes.	There are no measures to manage motor traffic that benefit active modes.	There are some measures to manage motor traffic that benefit active modes.	There are measures to manage motor traffic which prioritise active modes. Or, the route is completely separate from motor traffic.	**1**	There are a handful of traffic calming narrowings along the route, which have the effect of reducing vehicle speeds	**1**	No changes proposed
Transitions for Cyclists	**Cycling**	**ST40**	Ability to transition on and off the route safely and easily.	Cyclists cannot transition on or off the route without dismounting.	Cyclists can transition on and off the route with minimal disruption to their journey.	Cyclists have dedicated, legible and understandable transitions on and off the route at all key points. Protected cycle facilities are easy to join and leave.	**0**	Lack of transitions on current route. Cyclists may leave the route at points where dropped kerbs are prexisting	**0**	No changes proposed
Route Continuity	**Walking / Wheeling / Cycling**	**ST41**	Continuity of walking, wheeling and cycling routes.	Provisions for walking, wheeling and cycling along the route are discontinuous.	Provisions for walking, wheeling and cycling along the route are continuous but may be indirect or have sections which are unintuitive to navigate.	Provisions for walking, wheeling and cycling along the route are direct, continuous, intuitive and legible.	**1**	In general, the route is legible and routes are highly direct. On approaching the town centre, there are a handful of footpath narrowings, however, these are not significant enough to disrupt pedestrian flow.	**1**	No changes proposed
Consistency of Route	**Walking / Wheeling / Cycling**	**ST42**	Consistency of provision for pedestrians and cyclists.	Multiple changes of provision on the route.	Some changes of provision on the route.	Provision is consistent throughout the route.	**1**	Provisions are highly consistent.	**1**	No changes proposed

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Route Check

Results Summary

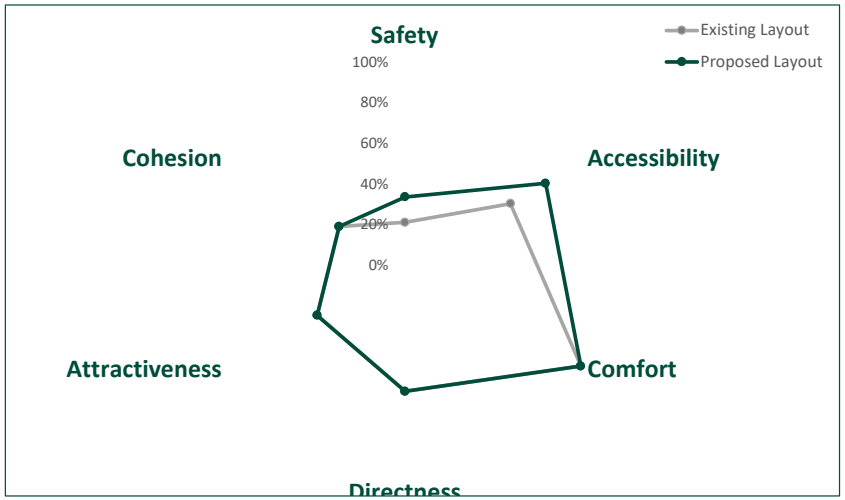
Overview	Complete	Remaining Issues for review	Next steps
Policy Conflicts	Yes	0	No further action
Critical Issues	Yes	1	View Comments in Criticals Issues Log
		Net difference	
Safety Check	Yes	13%	The proposed design will likely improve safety
Street Check	Yes	10%	The proposed design will likely improve route quality
Street Placemaking	No		
Path Check	N/A	N/A	
Path Placemaking	N/A	N/A	
Junction Assessment Tool Check	No	N/A	N/A

Review Statement

Use the space to provide overall feedback for the proposed scheme.

Street Check Level of Service

Categories	Existing Layout	Proposed Layout	Net difference
Safety	21%	33%	13%
Accessibility	60%	80%	20%
Comfort	100%	100%	0%
Directness	63%	63%	0%
Attractiveness	50%	50%	0%
Cohesion	38%	38%	0%
Overall ATE Score	**34%**	**44%**	**10%**



Appendix E – Route B ATE Check Tool

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Route Check

ATE-RC-2025-3

Summary of Scheme

Date of Design Review	10/02/2026
Scheme Reference	250372
Scheme Name	Trowbridge Road, Bradford on Avon
Scheme Summary	
Scheme Information Reviewed	
Authority	Wiltshire Council
Transport/ Combined Authority	
Region	South West
Funding Programme	
Design Stage	Preliminary
Funding Conditions	
Reviewer Email Address	
Route Length Assessed in this File (km)	1.82
Total Route Length (km)	1.82
Notes	As the eastern portion of the route (following the crossing of Trowbridge Road), is largely formed of a public footpath, a path check has been undertaken on this stretch. The remainder of the route is accessible by cyclists and therefore any mention of cycling refers to this portion.

Route Check Type (Street or Path)	What type of route is being reviewed: **Street Check** (e.g. on- or by-carriageway) or **Path Check** (e.g. a traffic-free path featuring minimal interactions with motor traffic)	Street Check

	Latitude and Longitude
Route Start Point	51.342228, -2.2396606
Route End Point	51.337763, -2.2529709
Weblink to Map	

Network Map	**Please add below a map showing the section of route being scored in this spreadsheet. If the route is part of a longer route of multiple sections (covered in other spreadsheets) please show this on the map for context too.**

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Route Check

Policy Check

#	Policy Principle	Compliance		Commentary
		Existing	Proposed	
PO01	Are cyclists separated from pedestrians?	Yes	Yes	
PO02	Is the route free from barriers, such as chicane barriers, steps or dismount signs?	No	Yes	It should be noted that an alternative shared-use route is proposed within the site boundary which will circumvent the requirement for the pre existing barriers to be addressed. Justifcation for this is provided within the full report
PO03	Does the route feel direct, logical and intuitive to understand for all road users?	Yes	Yes	
PO04	Are surfaces suitable for all users?	No	Yes	It should be noted that an alternative shared-use route is proposed within the site boundary which will circumvent the requirement for surfacing improvements to be addressed. Justifcation for this is provided within the full report
PO05	Is appropriate lighting provided?	No	Yes	It should be noted that an alternative shared-use route is proposed within the site boundary which will circumvent the requirement for streetlighting issues to be addressed. Justifcation for this is provided within the full report.
PO06	Does the route join together, or join other facilities together, as part of a holistic, connected network?	Yes	Yes	

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Route Check

Policy Conflict Log

The Policy Check has identified at least one policy conflict, please ensure this is captured in the log below.

Policy Conflict Reference ID	Policy Conflict	Stage	Latitude and Longitude	Location Name	Resolved by Design	Commentary & Feedback
250372_PC02_01P	2 - Barriers, steps or "Cyclist Dismount" signs are present	Existing	51.341363 , -2.2365452		Yes	At present, there are two steps and a barrier that limit access along the footpath on the eastern edge of current development boundary. This is located near to Mythern Meadows. No work is proposed to remediate these conflicts directly, however it should be appreciated that an alternative route in the form of an internal shared-use path is proposed within the
250372_PC04_01P	4 - Inappropriate surface materials	Existing	51.340214, -2.23759422		Yes	At present, the surface of the Public Right of Way along the eastern edge of the development boundary is formed of a informal gravel track, which at the time of the audit, was littered with puddles. It should be appreciated that an alternative route in the form of an internal shared-use path is proposed within the development boundary, and will run along a broadly
250372_PC05_01P	5 - Appropriate lighting is not provided	Existing	51.340214, -2.23759422		Yes	Much of the existing Public Right of Way along the eastern edge of the current development boundary is unlit. As previously stated, it should be noted that an alternative routw in the form of an internal shared-use path is proposed within the development boundary. This path will be fully accessible and streelit, thus presenting a highly attractiver alternative route for

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Route Check

Safety Check

Metric	Mode	#	Description	Critical Issue	Red	Amber	Green	Existing		Proposed	
				C	0	1	2	Score	Comments / assumptions	Score	Comments / assumptions
SAFETY											
Conflict at Side Roads and Priority Junctions	Walking / Wheeling / Cycling	SA01	Pedestrian and cyclist conflict with motor traffic at side roads/priority junctions.	More than 2,500vpd cut across main walking, wheeling or cycling streams.	Less than 2,500vpd cut across main walking, wheeling or cycling streams, but side roads and priority junctions are untreated.	Less than 2,500vpd cut across main walking, wheeling or cycling streams and side roads and priority junctions have entry treatments.	Side roads/priority junctions have entry treatments that offer greater protection for pedestrian and cycle movements (e.g. exit only, continuous footways, zebra/parallel crossings as appropriate to context).	C	The route crosses Trowbridge Road, which exceeds 2500vpd	C	No reductions to veh flows are expected as a result of the development
Conflict at Roundabouts and Signal Junctions	Walking / Wheeling / Cycling	SA02	Pedestrian and cyclist conflict with motor traffic at roundabouts and signal-controlled junctions.	More than 2,500vpd cut across main walking, wheeling or cycling streams.	The principal pedestrian and/or cyclist movements are in conflict with motor traffic movements at roundabouts and/or signal controlled junctions.	The principal pedestrian and cyclist movements are separated from motor traffic movements at roundabouts and/or signal controlled junctions.	All pedestrian and cyclist movements are separated from all motor traffic movements at roundabouts and/or signal controlled junctions.	N/A		N/A	
Lane Widths	Cycling	SA03	Effect of lane widths on conflict between cyclists and motor traffic.	Cyclists are mixed with traffic in lanes between 3.25m and 3.90m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is between 3.25m and 3.90m.	Cyclists are mixed with traffic in lanes less than 3.25m wide or over 3.90m wide. Or, cyclists are in unprotected cycle lanes and the combined width of the cycle lane and adjacent traffic lane is under 3.25m or over 3.90m. Or cyclists are mixed with traffic on busy urban streets with no centre line. Or, there are speed cushions present.	Cyclists are in cycle lanes with light protection or stepped cycle tracks under 1.8m wide (single direction). Or, cyclists are in a protected bidirectional cycle facility under 2.5m wide. Or, cyclists are mixed with traffic on quiet urban streets with no centre line.	Cyclists are protected from motor traffic or off-road entirely.	0	Along Moulton Road, cyclists are mixed with traffic on the carriageway, although there is not centreline present. The total road width is approximately 7m.	0	No changes are proposed
Trip Hazards	Walking / Wheeling	SA04	Risk of pedestrians tripping due to hazards.	There are level differences of greater than 13mm with no tactile information and colour contrast to help identify them.	Many trip hazards.	Few trip hazards.	No trip hazards, level clear surface.	C	There are two steps along the foopath portion of the route, as previously highlighted, in addition to the uncontrolled pedestrian crossing of	1	Both issues to be remadiated as part of scheme
Kerbside Activity	Cycling	SA05	Cyclist conflict with kerbside activity, including risk of 'dooring'.	Cycle facility next to parking/loading facility, without a buffer of at least 0.5m. Or, an unprotected cycle lane is next to a frequently-used bus layby.	Frequent kerbside activity for cyclists to contend with. Conflict with cyclists is not well-managed.	Less frequent kerbside activity, and conflict with cyclists is well-managed.	Kerbside activity is well-managed with no or minimal conflict with cyclists.	1	Kerbside activity can be considered moderate. On-carriageway parking on canal-side of Moulton Drive should be noted, although carriageway is wide enough to minimise the occurrence of conflicts.	1	No changes are proposed
Provision of Crossings	Walking / Wheeling	SA06	Ability of pedestrians to cross the street safely on desire lines.	On very busy streets (more than 8,000vpd) controlled crossings (including zebra crossings) are not present or more than 400m apart. On quieter streets (less than 8,000vpd), desire lines are blocked by parking and loading.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 200-400m. On quieter streets (less than 8,000vpd), loading/parking is formalised with gaps for pedestrians to cross.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 100-200m. On quieter streets (less than 8,000vpd), loading/parking is formalised with gaps for pedestrians to cross on desire lines.	On very busy streets (more than 8,000vpd), controlled crossings (including zebra crossings) are provided every 50-100m. On quieter streets (less than 8,000vpd), there are controlled crossings or only one lane of traffic to cross.	1	Trowbridge road can be considered a quieter street, and at present, pedestrians must cross both lanes of traffic at once, although parking is formalised along the route	2	As part of the development, a pedestrian refuge island is proposed to the north of the site access (just to the south of the junction with Moulton Drive). This will allow pedstrians to navigate across Trowbridge Road one lane at a time
Standard of Crossings	Walking / Wheeling	SA07	Suitability of pedestrian crossings in context.	On very busy streets (more than 8,000vpd), there are uncontrolled crossings of two or more lanes with no gaps in traffic. At signal junctions there are arms with dropped kerbs and tactile paving but no green pedestrian symbol.	On very busy streets (more than 8,000vpd), there are uncontrolled crossings or zebra/parallel crossings. On quieter streets (less than 8,000vpd), crossing points have no implied priority or there are no crossing points.	On very busy streets (more than 8,000vpd), signal crossings are provided for pedestrians. On quieter streets (less than 8,000vpd), crossing points have effective implied priority for pedestrians.	On very busy streets (more than 8,000vpd), signal crossings rest on green for pedestrians or have rapid response. On quieter streets (less than 8,000vpd), crossing points are controlled crossings.	0	At present, there is a crossing point on the route, however it has no implied priority	1	As part of the development, a pedestrian refuge island is proposed and this will bring about an greater sense of implied prioirty for pedestrians.
Motor Traffic Speed	Walking / Wheeling / Cycling	SA08	85th percentile speed of motor traffic (where cyclists are not protected or pedestrians cross uncontrolled).	85th percentile speed is over 30mph.	85th percentile speed is between 25mph and 30mph.	85th percentile speed is between 20mph and 25mph.	85th percentile speed is under 20mph. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	C	85th percentile speed is greater than 30mph	C	Following the change in nature along Trowbridge Road as a result of the development and the associated crossing points, it is anticipated that speeds along Trowbridge Road will likely reduce.
Motor Traffic Volume	Walking / Wheeling / Cycling	SA09	Volume of motor traffic at the busiest hour (where cyclists are not protected or pedestrians cross uncontrolled).	More than 1,000 vehicles in the busiest hour. Or, over 5% of traffic is HGVs where there are over 500 vehicles in the busiest hour.	500-1,000 vehicles in the busiest hour. Or, 2-5% of traffic is HGVs where there are 200-499 vehicles in the busiest hour.	200-499 vehicles in the busiest hour. And, less than 2% of traffic is HGVs.	Less than 200 vehicles in the busiest hour. Or, cyclists are protected from motor traffic or off-road entirely and controlled crossings are provided for pedestrians wherever needed.	0	Crossing of Trowbridge Road which experiences more than 500 peak hourly movements	0	No anticipated changes in traffic flows
Pedestrian Crossing Speed	Walking / Wheeling	SA10	Required crossing speed at signal crossings (risk of pedestrians coming into conflict with traffic).	Pedestrians who start crossing at the end of the 'invitation to cross' must cross at a speed of over 1.2m/s to get across the whole crossing in time.	There are no detectors to extend crossing times, but pedestrians who start crossing at the end of the 'invitation to cross' can cross at a speed of 1.2m/s and get across the whole crossing in time.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1.2m/s.	There are detectors present on the crossing which extend crossing times based on a crossing speed of 1m/s.	N/A		N/A	

Footway Widths	**Walking / Wheeling**	**SA11**	Clear walking and wheeling spaces free of permanent obstructions and furniture, reducing risk of pedestrians walking in the carriageway.	Where the footway is next to the carriageway, there is: • less than 1m clear footway width on any footway • less than 1.5m clear footway width for over 6m • 1m-2m clear footway width with a Pedestrian Comfort Level of D-E Or there is no footway.	Where the footway is next to the carriageway, there is: • less than 2m clear footway width but pedestrian comfort is good (PCL of A-C) • 2m-3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is not next to the carriageway, the clear footway width is less than 1.5m.	Where the footway is next to the carriageway, there is: • 2m-3m clear footway width and pedestrian comfort is good (PCL of A-C). • More than 3m clear footway width and pedestrian comfort is poor (PCL of D-E). Where the footway is not next to the carriageway, the clear footway width is 1.5m-3m.	More than 3m clear footway width and pedestrian comfort is good (PCL of A-C).	**1**	Pedestrian footway widths are currently appropriate although could benefit from surfacing upgrades	**2**	Alternative pedestrian route to BRAD19 is proposed within the site boundary and will benefit from a high quality paved surface and streetlighting.
Effective Width next to Tram Lines	**Cycling**	**SA12**	Effective width next to tram line on a straight run or a curve.	Less than 2.4m from tramline edge to kerb on a straight run. Insufficient clearance on a curve.	2.4m from tramline edge to kerb.	More than 2.4m from tramline edge to kerb.	Physical protection is provided for cyclists.	**N/A**		**N/A**	
Crossing Angle of Tram/Train Rails	**Cycling**	**SA13**	Crossing angle (between cyclist desire line and tram or train rails).	Crossing angle less than 60 degrees.	Crossing angle between 60 and 80 degrees.	Crossing angle between 80 and 90 degrees (or between 60 and 80 degrees with track filler creating a smooth crossing for cyclists).	Crossing angle between 80 and 90 degrees with track filler creating a smooth crossing for cyclists.	**N/A**		**N/A**	
Cycling Surface and Maintenance Defects	**Cycling**	**SA14**	Cycling surface and maintenance defects: • sharp gradients (12.5% or more) • non cycle friendly ironworks • raised/sunken covers or gullies • potholes • loose/cracked surfaces • poor drainage or skid risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	**2**	No defects noted along length of cycle route, gradient changes are limited	**2**	No changes are proposed
Walking/Wheeling Surface and Maintenance Defects	**Walking / Wheeling**	**SA15**	Walking/wheeling surface and maintenance defects: • steep camber (horizontal gradient more than 2.5%) • steep longitudinal gradients (8% or more if under 1m, 5% or more if 1m or over) • missing dropped kerbs • non flush tables • misleading tactile information • loose/cracked surfaces • poor drainage or slip risks • overgrown vegetation	Major defects.	Many minor defects.	Few minor defects.	No defects.	**0**	At present, there are a number of defects along the route (Moulton Drive), including a missing dropped kerb, and missing tactile information.	**1**	These defects will be remediated
Guard Railing	**Walking / Wheeling / Cycling**	**SA16**	Presence of guard railing.	Guard railing used as standard without consideration of inherent safety risks.	Guard railing used to control behaviour in complex and sensitive environments.	Minimal guard railing, used to address a clear safety issue such as a level difference.	No guard railing anywhere on the route.	**2**	No guard railing anywhere on the route.	**2**	No guard railing anywhere on the route.

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Route Check

Critical Issues Log

The Safety Check has identified at least one critical issue, please ensure this is captured in the log below.

Critical Issue Reference ID	Critical Issue	Stage	Latitude and Longitude	Location Name	Resolved by Design	Commentary & Feedback
250372_SA01_01P	1 - Conflict at Side Roads and Priority Junctions: more than 2,500vpd cut across main walking, wheeling or cycling streams	Existing	51.3376235, -2.240957446	Trowbridge Road	No	Improved crossing facilities across Trowbridge Road are proposed, although these will not reduce the traffic volume
250372_SA04_01P	4 - Trip Hazards: Level differences more than 13mm with no tactile information and colour contrast	Existing	51.3365692, -2.242190872	Fitzmaurice Close	Yes	Lack of dropped kerb and tactile paving across Ftzmaurice Close - to be addressed in off-site works
250372_SA08_01P	8 - Motor Traffic Speed: 85th percentile speed of more than 30mph when cyclists/pedestrians are unprotected	Existing	51.3376235, -2.240957446	Trowbridge Road	No	Speeds will likely reduce following the completion of the development due to the change to the nature of Trowbridge Road. A reduction below an 85th percentile speed of 30mph is however unlikely based on the existing conditions.

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Route Check

Street Check

Metric	Mode	#	Description	Red	Amber	Green	Existing		Proposed	
				0	1	2	Score	Comments / assumptions	Score	Comments / assumptions
ACCESSIBILITY										
Gradient	Walking / Wheeling / Cycling	ST17	Steepest gradient due to underlying terrain. (For gradients at ramps, dropped kerbs and cambers, see metrics SA14 and SA15).	More than 5%.	3-5%.	Less than 3%.	2	Gradient is less than 3%	2	Gradient is less than 3%
Tactile Information and Signal Equipment	Walking / Wheeling / Cycling	ST18	Adherence of tactile paving to recommended layouts and colours in 'Guidance on the Use of Tactile Paving Surfaces' and accessibility of signal equipment.	Guidance on tactile paving has not been considered. Or, there is signal equipment which is incorrectly situated, inaccessible or faulty (for example in terms of rotating cones).	Guidance on tactile paving has been considered, but the area is not fully legible.	Guidance on tactile paving has been considered and the area is fully legible.	0	Tactile paving us currently absent from a number of key crossings on the route	2	To be addressed within the proposed offsite works
Barriers	Walking / Wheeling / Cycling	ST19	Presence and accessibility of barriers.	Barriers are not accessible by wheelchair users and/or users on solo upright cycles (as defined in LTN 1/20) and/or mobility scooters.	All barriers are accessible by wheelchair users, mobility scooters, and by users on solo upright cycles (as defined in LTN 1/20), with sufficient space to turn.	All barriers are accessible by the cycle design vehicle referenced in LTN 1/20, with sufficient space to turn. Or, there are no barriers.	0	At present, there are two manin barriers along the route, these being the barrier and steps on the footpath to the south of Mythern Meadows, and the absence of a dropped kerb / tactile paving at Fitzmaurice Close	2	It should be appreciated that an alternative route in the form of an internal shared-use path is proposed within the development boundary, and will run along a broadly north west to south east alignment. This route will be fully accessible and will be a highly attractive alternative to the existing arrangement, and therefore it is anticipated that the majority of users will prefer to use this
Bus Stops	Walking / Wheeling / Cycling	ST20	Interactions at bus stops.	At bus stops, cyclists regularly have to wait behind buses or overtake them in general traffic lanes. Or, there are likely to be high-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic, but there are likely to be medium-level interactions between pedestrians and cyclists.	At bus stops, cyclists are protected from buses and traffic and interactions between pedestrians and cyclists are likely to be low-level.	1	Cyclists aren't specifically protected at bus stops, although Trowbridge Road receives approximately 3 buses per hour in each direction. Therefore, the chance of a cyclist getting caught behind is low.	1	No changes proposed
Wheelchair Access	Wheeling	ST21	Accessibility of pedestrian facilities by wheelchair.	Pedestrian facilities (including any crossings, connections and public transport interchange facilities) are not wheelchair accessible.	All pedestrian facilities (including any crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, but some interaction with cyclists is possible.	All pedestrian facilities (including crossings, connections and public transport interchange facilities) are step-free and accessible for wheelchair users, and there is no potential for interaction with cyclists.	0	At present, large portions of the route are not accesible by wheelchair users, due to poor surfacing or physical barriers (e.g steps).	1	It should be appreciated that an alternative route in the form of an internal shared-use path is proposed within the development boundary, and will run along a broadly north west to south east alignment. This route will be fully accessible and will be a highly attractive alternative to the existing arrangement, and therefore it is anticipated that the majority of users will prefer to use this.
Access to Taxis and Blue Badge Parking	Walking / Wheeling / Cycling	ST22	Distance to accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is over 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 150m to the nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	Where people meet, wait, or spend time in numbers, it is less than 50m to nearest accessible pick-up, drop-off or hailing points, or blue badge parking facilities.	N/A		N/A	
Access to Toilets	Walking / Wheeling / Cycling	ST23	Provision of sanitary facilities. E.g. toilets and/or baby change facilities.	Where people meet, wait or spend time in numbers, it is over 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 150m to the nearest accessible sanitary facilities.	Where people meet, wait or spend time in numbers, it is less than 50m to the nearest accessible sanitary facilities.	N/A		N/A	

COMFORT

Cycling Surface Material	**Cycling**	**ST24**	Type of cycling surface material.	Unsurfaced/unbound or unstable blocks/setts.	Hand-laid asphalt or smooth blocks.	Machine-laid asphalt or smooth and firm blocks undisturbed by turning vehicles.	**2**	Hard laid asphalt along route. Cyclists accomodated in carriageway which is generally free from defects	**2**	No changes proposed
Walking/Wheeling Surface Material	**Walking / Wheeling**	**ST25**	Type of walking/wheeling surface material.	The surface is low-grip (i.e. PTV of 25 or lower). If paved, the joints are wider than 5mm.	The surface is medium-grip (i.e. PTV of between 25 and 35). If paved, the joints are 5mm or less.	The surface is high-grip (i.e. PTV of 35 or higher). If paved, the joints are mortared.	**2**	The exact PTV rating is unknown but the footway surface in the study area is generally good and as such is expected to exceed a rating of 35.	**2**	No changes proposed
Effective Width for Cyclists	**Cycling**	**ST26**	Effective width for cyclists (when not mixed with motor traffic).	At pinch points, cycle facility widths and/or buffers are below the absolute minimums recommended in LTN 1/20.	Recommended desirable minimum widths from LTN 1/20 are maintained for cycle facilities and buffers throughout the whole route, except at pinch points where absolute minimum widths recommended in LTN 1/20 are maintained.	Recommended desirable minimum widths from LTN 1/20 are maintained or exceeded for cycle facilities and buffers throughout whole route.	**N/A**	Cyclists mix with traffic in the study area	**N/A**	No changes proposed

DIRECTNESS

Deviation of Cycle Route	**Cycling**	**ST27**	Deviation of cycle route against straight line or shortest alternative.	Deviation factor against straight line or shortest alternative greater than 1.4.	Deviation factor against straight line or shortest alternative 1.2-1.4.	Deviation factor against straight line or shortest alternative less than 1.2.	**2**	No deviation from shortest alternative	**2**	No changes proposed
Pedestrian Crossing Locations	**Walking / Wheeling**	**ST28**	Alignment of crossings with desire lines.	No crossings are located on desire lines.	Some crossings are located on desire lines.	All crossings are located on desire lines, and all desire lines are provided for.	**1**	Crossing points are generally located on desire lines, although formal crossings are absent in certain locations	**1**	No changes proposed
Cyclist Delay at Junctions	**Cycling**	**ST29**	Delay to cyclists at junctions.	Delay for cyclists at junctions is greater than the delay to motor vehicles.	Delay for cyclists at junctions is similar to that of motor vehicles.	Delay for cyclists is shorter than that of motor vehicles or cyclists are not required to stop at junctions (e.g. bypass at signals).	**1**	Cyclists mix with traffic in the study area	**1**	No changes proposed
Cyclist Delay on Links	**Cycling**	**ST30**	Delay to cyclists on links.	Cyclists have no opportunities to pass slower moving vehicles (including other cyclists).	Cyclists have some opportunities to pass slower moving vehicles (including other cyclists).	Cyclists can always progress without being delayed by other vehicles.	**1**	Cyclists have some opportunities to pass slower moving vehicles	**1**	No changes proposed
Pedestrian Delay at Junctions	**Walking / Wheeling**	**ST31**	Delay to pedestrians at signal controlled junctions.	Maximum waiting time over 60 seconds.	Maximum waiting time 40-60 seconds.	Maximum waiting time up to 40 seconds.	**N/A**	No signal controlled junctions on route	**N/A**	No signal controlled junctions on route
Pedestrian Delay at Standalone Signal Crossings	**Walking / Wheeling**	**ST32**	Delay to pedestrians at stand-alone signal crossings.	After pressing the button, pedestrians must wait over 10 seconds for an invitation to cross.	After pressing the button, pedestrians must wait up to 10 seconds for an invitation to cross.	Crossings rest on the green for pedestrians. Or, the time between pressing the button and the invitation to cross has been minimised as much as is safe to do so.	**N/A**	No standalone signal crossings on route	**N/A**	No standalone signal crossings on route

ATTRACTIVENESS

Wayfinding	**Walking / Wheeling / Cycling**	**ST33**	Effectiveness of signage and road markings on wayfinding.	Route signing is poor with signs missing at key decision points. Pedestrians and cyclists follow signs and road markings intended for motor traffic. Or, signs and road markings are faded or unclear.	Some cycle and pedestrian specific direction signing. There are gaps in signage and road markings which could be improved.	Route is well signed for pedestrians and cyclists with signs and road markings located at all decision points and junctions. Signs and road markings are clear, easily visible and legible.	**1**	The route on the whole is legible and logical to follow to and from the site.	**1**	No changes proposed
Places to Rest	**Walking / Wheeling**	**ST34**	Distance between resting points.	More than 150m.	50-150m.	Less than 50m.	**0**	Sections of the route which do not benefit from regular resting points	**0**	No changes proposed
Places to Shelter	**Walking / Wheeling**	**ST35**	Distance between shelter points.	More than 150m.	50-150m.	Less than 50m.	**0**	Sections of the route which do not benefit from regular resting points	**0**	No changes proposed
Lighting	**Walking / Wheeling / Cycling**	**ST36**	Extent of lighting.	Long stretches of darkness. Or, no lighting.	Short stretches of darkness. Or, bat-friendly lighting.	Route lit thoroughly, including any public transport waiting areas.	**2**	The route is well-lit in its entirity	**2**	No changes proposed
Cycle Parking	**Cycling**	**ST37**	Ease of access to cycle parking on- and off-street.	Insufficient or inappropriate cycle parking.	Some accessible and overlooked cycle parking provided but not enough to meet present demand.	Accessible and overlooked cycle parking provided, sufficient to meet present and future demand, including provision for a range of cycle vehicles and users.	**2**	There a multiple provisions for cycle partking near Sainsbury's at the western end of the route. These provisions can be considered suitable to accommodate current and projected demand.	**2**	No changes proposed
Impact of Cycling on Walking	**Walking / Wheeling / Cycling**	**ST38**	Presence of shared use cycle tracks and toucan crossings.	On urban streets, cyclists are expected to use shared use cycle tracks and/or toucan crossings, bringing them into potential conflict with pedestrians. In rural areas or motor traffic free environments, shared use cycle tracks fail the width requirements set out in Table 6-3 of LTN 1/20.	In rural areas or motor traffic free environments, shared use cycle tracks pass the width requirements set out in Table 6-3 of LTN 1/20 and are designed in a way that minimises potential conflict between cyclists and pedestrians.	There are no shared use cycle tracks.	**2**	No shared use cycle tracks	**2**	No shared use cycle tracks

COHESION

Impact of Motor Traffic on Pedestrians and Cyclists	**Walking / Wheeling / Cycling**	**ST39**	Measures taken to manage motor traffic in a way that benefits active modes.	There are no measures to manage motor traffic that benefit active modes.	There are some measures to manage motor traffic that benefit active modes.	There are measures to manage motor traffic which prioritise active modes. Or, the route is completely separate from motor traffic.	**0**	There are no infrastructure measures that benefit active travel modes	**1**	A revised layout is proposed at the junction of Moulton Drive and Trowbridge Road. More details are to be provided within the report document.
Transitions for Cyclists	**Cycling**	**ST40**	Ability to transition on and off the route safely and easily.	Cyclists cannot transition on or off the route without dismounting.	Cyclists can transition on and off the route with minimal disruption to their journey.	Cyclists have dedicated, legible and understandable transitions on and off the route at all key points. Protected cycle facilities are easy to join and leave.	**0**	Lack of transitions on current route. Cyclists may leave the route at points where dropped kerbs are prexisting	**0**	No changes proposed
Route Continuity	**Walking / Wheeling / Cycling**	**ST41**	Continuity of walking, wheeling and cycling routes.	Provisions for walking, wheeling and cycling along the route are discontinuous.	Provisions for walking, wheeling and cycling along the route are continuous but may be indirect or have sections which are unintuitive to navigate.	Provisions for walking, wheeling and cycling along the route are direct, continuous, intuitive and legible.	**2**	In general, the route is legible and routes are highly direct.	**2**	No changes proposed
Consistency of Route	**Walking / Wheeling / Cycling**	**ST42**	Consistency of provision for pedestrians and cyclists.	Multiple changes of provision on the route.	Some changes of provision on the route.	Provision is consistent throughout the route.	**2**	Provisions are highly consistent.	**2**	No changes proposed

Active Travel England

Route Check

Path Check

PRESENCE OF HORSES

Are horse riders expected on this route? No

Metric	Mode	#	Description	Red	Amber	Green	Existing		Proposed	
				0	1	2	Score	Comments / assumptions	Score	Comments / assumptions
ACCESSIBILITY										
Barriers	All Active Modes	PA17	Presence and accessibility of barriers.	Key public access points (e.g. interfaces with public highway) to the path are restricted by barriers that would inhibit legitimate users. Or, there are barriers along the path that inhibit legitimate users.	Key public access points (e.g. interfaces with public highway) do not have barriers, but other public access points have barriers that would inhibit legitimate users.	No public access points to the path have barriers that would inhibit legitimate users.	0	Current barriers and steps in place along BRAD19 footpath	2	It should be appreciated that an alternative route in the form of an internal shared-use path is proposed within the development boundary, and will run along a broadly north west to south east alignment. This route will be fully accessible and will be a highly attractive alternative to the existing arrangement, and therefore it is anticipated that the majority of users will prefer to use this.
Steps	All Active Modes	PA18	Presence of steps.	Steps are unavoidable at key public access points (e.g. interfaces with public highway). Or, there are unavoidable steps along the path.	A step-free route is possible at key public access points (e.g. interfaces with public highway) and along the path, but steps are present at other public access points.	A step-free route is possible at all public access points and along the path.	0	Steps currently in place on BRAD19	2	It should be appreciated that an alternative route in the form of an internal shared-use path is proposed within the development boundary, and will run along a broadly north west to south east alignment. This route will be fully accessible and will be a highly attractive alternative to the existing arrangement, and therefore it is anticipated that the majority of users will prefer to use this.
Gradient	Walking / Wheeling / Cycling	PA19	Steepest gradient due to underlying terrain. (For gradients at ramps, dropped kerbs and cambers, see metrics SA14 and SA15).	More than 5%.	3-5%.	Less than 3%.	2	Less than 3%	2	No changes proposed
Tactile Information and Signal Equipment	All Active Modes	PA20	Adherence of tactile paving to recommended layouts and colours in 'Guidance on the Use of Tactile Paving Surfaces' and accessibility of signal equipment.	Guidance on tactile paving has not been considered. Or, there is signal equipment which is incorrectly situated, inaccessible or faulty (for example in terms of rotating cones).	Guidance on tactile paving has been considered, but the area is not fully legible.	Guidance on tactile paving has been considered and the area is fully legible.	1	Tactile paving has already been installed in many places, but is incomplete and current provisions could be expanded upon	2	To be addressed in the package of off-site works
Ability to Turn Around	All Active Modes	PA21	Presence and frequency of turning points (open and flat areas of at 4m x 4m).	There are no turning points. Or, turning points are over 1km apart or not provided between all public access points.	Turning points are approximately 1km apart.	The path is at least 4m wide. Or, turning points are less than 1km apart and provided between all public access points.	0	No notable turning points	0	No changes proposed

COMFORT

Width of Shared Use Spaces	**All Active Modes**	**PA22**	Effective width of shared use spaces.	Where pedestrians and cyclists are in a shared facility without horses, the width requirements set out in Table 6-3 of LTN 1/20 are not met. Where horses are in a shared facility with pedestrians and/or cyclists, the width is less than 4m.	Where pedestrians and cyclists are in a shared facility without horses, the width requirements set out in Table 6-3 of LTN 1/20 are met. Where horses are in a shared facility with pedestrians and/or cyclists, the width is 4m.	Where pedestrians and cyclists are in a shared facility without horses, the width requirements set out in Table 6-3 of LTN 1/20 are exceeded. Where horses are in a shared facility with pedestrians and/or cyclists, the width is greater than 4m.	**0**	There are no shared pedestrian and cyclist facilities at present	**0**	No changes proposed
Width of Walking and Wheeling Spaces	**Walking / Wheeling**	**PA23**	Effective width of dedicated walking/wheeling spaces.	Less than 1.5m.	1.5-2.0m.	More than 2.0m.	**1**	Generally speaking, all paths are 1.5-2.0m in width	**1**	Generally speaking, pavement widths will remain the same as present
Width of Cycling Spaces	**Cycling**	**PA24**	Effective width of dedicated cycling spaces.	Less than 2.5m.	2.5-3.0m	More than 3.0m.	**N/A**	Accomodated in carriageway	**N/A**	No changes proposed
Width of Horse Riding Spaces	**Horse Riding**	**PA25**	Effective width of dedicated equestrian spaces.	Less than 3.0m (excluding pinch points where an absolute minimum width of 2.0m is maintained over a short distance).	3.0-3.5m (excluding pinch points where an absolute minimum width of 2.0m is maintained over a short distance).	More than 3.5m (excluding pinch points where an absolute minimum width of 2.0m is maintained over a short distance).	**N/A**	Horse riders are not expected to use the route / will be prohibited	**N/A**	Horse riders are not expected to use the route / will be prohibited
Shared Use Surface	**All Active Modes**	**PA26**	Surface of shared use facilities.	Unbound or unsealed surface.	Bound, sealed bituminous surface (including spray and chip or resin bound)	Bound and porous surface (e.g. Flexipave).	**0**	BRAD19 is currently unsurfaced	**2**	It should be appreciated that an alternative route in the form of an internal shared-use path is proposed within the development boundary, and will run along a broadly north west to south east alignment. This route will be fully
Walking and Wheeling Surface	**Walking / Wheeling**	**PA27**	Type of walking/wheeling surface material.	The surface is low-grip (i.e. PTV of 25 or lower). If paved, the joints are wider than 5mm.	The surface is medium-grip (i.e. PTV of between 25 and 35). If paved, the joints are 5mm or less.	The surface is high-grip (i.e. PTV of 35 or higher). If paved, the joints are mortared.	**2**	The exact PTV rating is unknown but the footway surface in the study area is generally good and as such is expected to exceed a rating of 35.	**2**	No changes proposed
Cycling Surface	**Cycling**	**PA28**	Type of cycling surface material.	Unsurfaced/unbound or unstable blocks/sets.	Hand-laid asphalt or smooth blocks.	Machine-laid asphalt or smooth and firm blocks.	**1**	Cyclists to be accomodated in the carriageway, which is hard-laid ashphalt	**1**	No changes proposed
Horse Riding Surface	**Horse Riding**	**PA29**	Type of dedicated equestrian surface material (e.g. trotting strips).	Sealed surface, e.g. asphalt or other material rated "reasonable" in Table 5.29 of DMRB CD 143.	A bound and porous surface or other material rated "good" in Table 5.29 of DMRB CD 143.	Grass (or other material rated "excellent" in Table 5.29 of DMRB CD 143) is provided.	**N/A**	Horse riders are not expected to use the route / will be prohibited	**N/A**	Horse riders are not expected to use the route / will be prohibited
Suitability of Crossings	**All Active Modes**	**PA30**	Suitability of crossings provided given path users and the volumes and speeds of traffic on roads being crossed.	Not all crossings are suitable for all path users. Or, crossings selected do not follow LTN 1/20 guidance given the volumes and speeds of traffic on roads being crossed.	All crossings are suitable for all path users given the volumes and speeds of traffic on roads being crossed.	All crossings are suitable for all path users and go beyond LTN 1/20 guidance to help future proof the route and provide a higher level of service.	**0**	At present, the crossings on Trowbridge Road and Fitzmaurice Close are not suitable for all path users.	**1**	These issues are to be addressed in the package of offsite works
Accessibility of Access Points	**All Active Modes**	**PA31**	Potential for access points to be blocked by parking or loading.	Path access points are not protected, meaning there is a risk that they could be blocked by parking or loading, impeding access for some or all path users.	Path access points are suitably protected to maintain access for all path users. Or, there is adequate marked loading and parking provision near access points.	Path access points are suitably protected to maintain access for all path users, and there is adequate marked loading and parking provision near access points.	**1**	Path access points are suitably protected	**1**	No changes proposed
Drainage	**All Active Modes**	**PA32**	Effect of drainage and water on user experience.	The path is occasionally inaccessible or impassable due to the presence of water.	The path is occasionally narrowed due to the presence of water.	The path is passable even during extreme weather events, with a minimum clear width of 3.0m maintained at all times.	**2**	Route is not located within a flood zone 2 or 3, and there is no known local flooding issues	**2**	No change from existing situation

DIRECTNESS

Deviation of Path Against Straight Line	**All Active Modes**	**PA33**	Extent to which the path deviates against the straight line.	Deviation factor against straight line greater than 1.4.	Deviation factor against straight line 1.2-1.4.	Deviation factor against straight line less than 1.2.	**1**	Deviation factor is less than 1.4	**1**	No changes proposed
Deviation of Path Against Nearest Alternative Route	**All Active Modes**	**PA34**	Extent to which the path deviates against the nearest alternative route open to motor traffic.	Deviation factor against nearest alternative route greater than 1.4.	Deviation factor against nearest alternative route between 1.2-1.4.	Deviation factor against nearest alternative route less than 1.2.	**2**	Deviation factor is less than 1.2	**2**	No changes proposed
Crossing Locations	**All Active Modes**	**PA35**	Alignment of crossings with desire lines.	No crossings are located on desire lines.	Some crossings are located on desire lines.	All crossings are located on desire lines, and all desire lines are provided for.	**1**	Crossings are generally located on desite lines	**1**	No changes proposed
Delay at Crossings	**All Active Modes**	**PA36**	Delay to path users at signal crossings.	Maximum waiting time over 60 seconds.	Maximum waiting time 40-60 seconds.	Maximum waiting time up to 40 seconds.	**N/A**		**N/A**	

ATTRACTIVENESS

Places to Rest	**Walking / Wheeling**	**PA37**	Distance between resting points.	More than 150m.	50-150m.	Less than 50m.	**0**	Resting points are located more than 150m apart	**0**	No changes proposed
Places to Shelter	**Walking / Wheeling**	**PA38**	Distance between shelter points.	More than 150m.	50-150m.	Less than 50m.	**0**	Shelter points are located more than 150m apart	**0**	No changes proposed
Lighting	**All Active Modes**	**PA39**	Extent of lighting.	Long stretches of darkness or no lighting.	Short stretches of darkness or inappropriate lighting.	Appropriate lighting throughout the path. Any public transport waiting areas at access points to the path are lit.	**0**	Appropriate provision of streetlighting are currently provided along Trowbridge Road and Moulton Drive, although BRAD19 is largely unlit.	**2**	It should be appreciated that an alternative route in the form of an internal shared-use path is proposed within the development boundary, and will run along a broadly north west to south east alignment. This route will be fully accessible and will be a highly attractive alternative to the
Cycle Parking	**Cycling**	**PA40**	Ease of access to cycle parking at key points along path.	Insufficient or inappropriate cycle parking.	Some accessible and overlooked cycle parking provided but not enough to meet present demand.	Accessible and overlooked cycle parking provided, sufficient to meet present and future demand, including provision for a range of cycle vehicles and users.	**0**	No cycle stands on route	**0**	No changes proposed
Impact of Users on Each Other	**All Active Modes**	**PA41**	Potential for interaction between modes.	In rural areas or motor traffic free environments, shared use cycle tracks fail the width requirements set out in Table 6-3 of LTN 1/20. Or, horses share facilities with pedestrians and cyclists in a facility under 3.0m wide.	Shared use facilities pass the width requirements set out in Table 6-3 of LTN 1/20 and are designed in a way that minimises potential conflict between cyclists and pedestrians. Or, horses share facilities with pedestrians and cyclists in a facility over 3.0m wide.	There are no shared use facilities. If horse-riding is permitted, a separate trotting strip is provided.	**0**	Footpaths are under 3m in width	**0**	No changes proposed

COHESION

Ease of Navigation	**All Active Modes**	**PA42**	Ease of navigation when travelling along the route.	There are multiple points along the route where the way forward is unclear due to the path environment, design features, or poor/missing signage.	There is one point along the route where the way forward is unclear due to the path environment, design features, or poor/missing signage.	The way forward along the route is clear due to the path environment and design features. If signage is needed at decision points, it is present.	**1**	PROW and local "Bradford on Avon Walking Wheel" route well-sign posted. Other signage is provided along the route, which references the Kennet & Avon Canal Path.	**1**	No changes proposed
Wayfinding	**All Active Modes**	**PA43**	Effectiveness of signage on wayfinding.	Signage on the route is confusing or missing in places. Links between the path and surrounding routes at access points are not legible.	Signage on the route is regular and consistent, creating legible links between the path and surrounding routes at access points. However, information on nearby destinations is not provided or is limited.	Signage on the route is regular and consistent, creating legible links between the path and surrounding routes at access points. Information on nearby destinations is provided.	**1**	Signage is not fully consistent, and directions to nearby destinations is not fully clear. Nonetheless, route is easy and logical to follow as it closely mirrors the local highway network	**1**	No changes proposed
Proximity to Destinations	**Walking / Wheeling / Cycling**	**PA44**	Route links to public transport interchanges and other destinations. Other destinations could include: • Local high streets • Schools and colleges • Hospitals and healthcare • Access to green and blue spaces • Viewing points • Tourist destinations, etc.	The route is not within 400m of any public transport interchanges or other destinations.	The route is within 400m of a public transport interchange or other destination.	The route is within 400m of at least one public transport interchange and at least one other destination.	**2**	The site is within 400m of the nearest public transport interchange - this being the "Canal Bridge" and "Moulton Drive" bus stops. Further to this, the site is located within 400m of The Boathouse Restaurant	**2**	No changes proposed
Quality of Connections	**Walking / Wheeling / Cycling**	**PA45**	Quality of connections to public transport interchanges or other destinations.	Walking, wheeling and cycling connections are inaccessible or offer a low level of service.	Walking, wheeling and cycling connections are accessible and offer a medium level of service.	Walking, wheeling and cycling connections are accessible and offer a high level of service.	**1**	Active travel connections offer a medium level of service	**1**	No changes proposed
Connectivity with Other Horse Riding Routes	**Horse Riding**	**PA46**	Connectivity with other routes appropriate for horse riding.	The route does not link to other routes appropriate for horse riding.	The route links to one other route appropriate for horse riding.	The route links to two or more other routes appropriate for horse riding.	**N/A**		**N/A**	

Active Travel England

Route Check

Results Summary

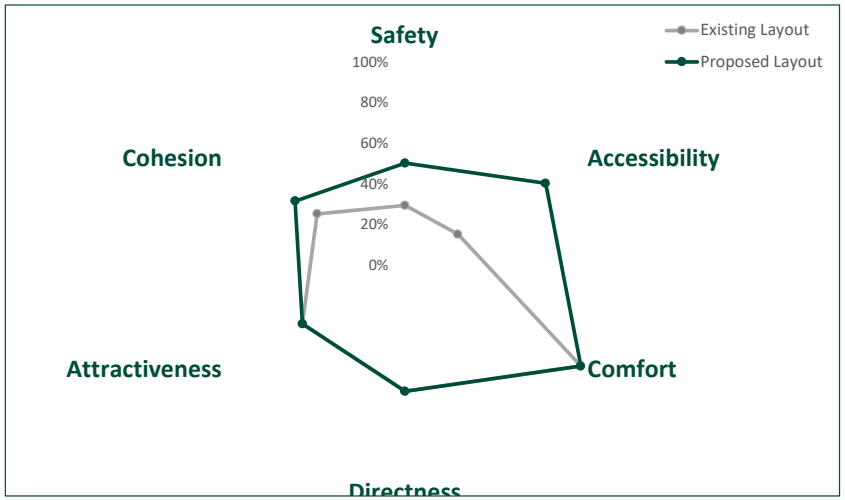
Overview	Complete	Remaining Issues for review	Next steps
Policy Conflicts	Yes	0	No further action
Critical Issues	Yes	2	View Comments in Criticals Issues Log
		Net difference	
Safety Check	Yes	21%	The proposed design will likely improve safety
Street Check	Yes	18%	The proposed design will likely improve route quality
Street Placemaking	No		
Path Check	N/A	N/A	
Path Placemaking	N/A	N/A	
Junction Assessment Tool Check	No	N/A	N/A

Review Statement

Use the space to provide overall feedback for the proposed scheme.

Street Check Level of Service

Categories	Existing Layout	Proposed Layout	Net difference
Safety	29%	50%	21%
Accessibility	30%	80%	50%
Comfort	100%	100%	0%
Directness	63%	63%	0%
Attractiveness	58%	58%	0%
Cohesion	50%	63%	13%
Overall ATE Score	**39%**	**57%**	**18%**



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Appendix I – DfT Connectivity Tool Assessment

Cookies on Connectivity Tool

We use some essential cookies to make this service work.

We'd like to set additional cookies so we can remember your settings, understand how people use the service and make improvements.

Accept additional cookies | Reject additional cookies | View cookies (/help/cookies)

Explore the score

Square ID	383350_159850
Local authorities	Wiltshire
Latitude	51.337492
Longitude	-2.240400

Overall

Type	National score	National distribution	Wiltshire
Overall (except driving)	58	Slightly above average (50-60%)	A
Public transport	62	Above average (60-70%)	A
Walking	52	Slightly above average (50-60%)	A
Cycling	62	Above average (60-70%)	A
Driving	85	Very high (80-90%)	A

Education

Type	National score	National distribution	Wiltshire
Overall (except driving)	49	Slightly below average (40-50%)	A
Public transport	62	Above average (60-70%)	A
Walking	38	Below average (30-40%)	A
Cycling	58	Slightly above average (50-60%)	A
Driving	80	Very high (80-90%)	A

Leisure

Type	National score	National distribution	Wiltshire
Overall (except driving)	59	Slightly above average (50-60%)	A
Public transport	63	Above average (60-70%)	A
Walking	52	Slightly above average (50-60%)	A
Cycling	71	High (70-80%)	A
Driving	86	Very high (80-90%)	A

Health

Type	National score	National distribution	Wiltshire
Overall (except driving)	49	Slightly below average (40-50%)	A
Public transport	58	Slightly above average (50-60%)	A
Walking	36	Below average (30-40%)	A
Cycling	57	Slightly above average (50-60%)	A
Driving	84	Very high (80-90%)	A

Shopping

Type	National score	National distribution	Wiltshire
Overall (except driving)	67	Above average (60-70%)	A
Public transport	70	High (70-80%)	A
Walking	62	Above average (60-70%)	A
Cycling	75	High (70-80%)	A
Driving	91	Highest (90-100%)	A

Residential

Type	National score	National distribution	Wiltshire
Overall (except driving)	59	Slightly above average (50-60%)	A
Public transport	57	Slightly above average (50-60%)	A
Walking	60	Above average (60-70%)	A
Cycling	64	Above average (60-70%)	A
Driving	80	Very high (80-90%)	A

Workplaces

Type	National score	National distribution	Wiltshire
Overall (except driving)	51	Slightly above average (50-60%)	A
Public transport	54	Slightly above average (50-60%)	A
Walking	40	Slightly below average (40-50%)	A
Cycling	54	Slightly above average (50-60%)	A
Driving	73	High (70-80%)	A

Appendix J – Illustrative Masterplan

Legend

- Application boundary
- 1 Existing pipeline
- 2 Access from Trowbridge Road
- 3 Proposed mobility hub
- 4 Residential care facility
- 5 Primary access route
- 6 Proposed community allotments
- 7 Local Area of Play (LAP)
- 8 Local Equipped Area of Play (LEAP)
- 9 Changing facilities and associated pitches
- 10 Pedestrian connection
- 11 Proposed woodland buffer
- 12 Central green street
- 13 Community garden i.e orchard
- 14 Higher density core
- 15 Lower density periphery
- 16 Wetland and marginal planting
- 17 Proposed attenuation pond
- 18 Proposed swales
- 19 Drainage outfall
- Public Right of Way

Trowbridge Road, Bradford-on-Avon Illustrative Layout		E
		CW / DH
250310 L 02 03	NTS @ A2	Feb 2026

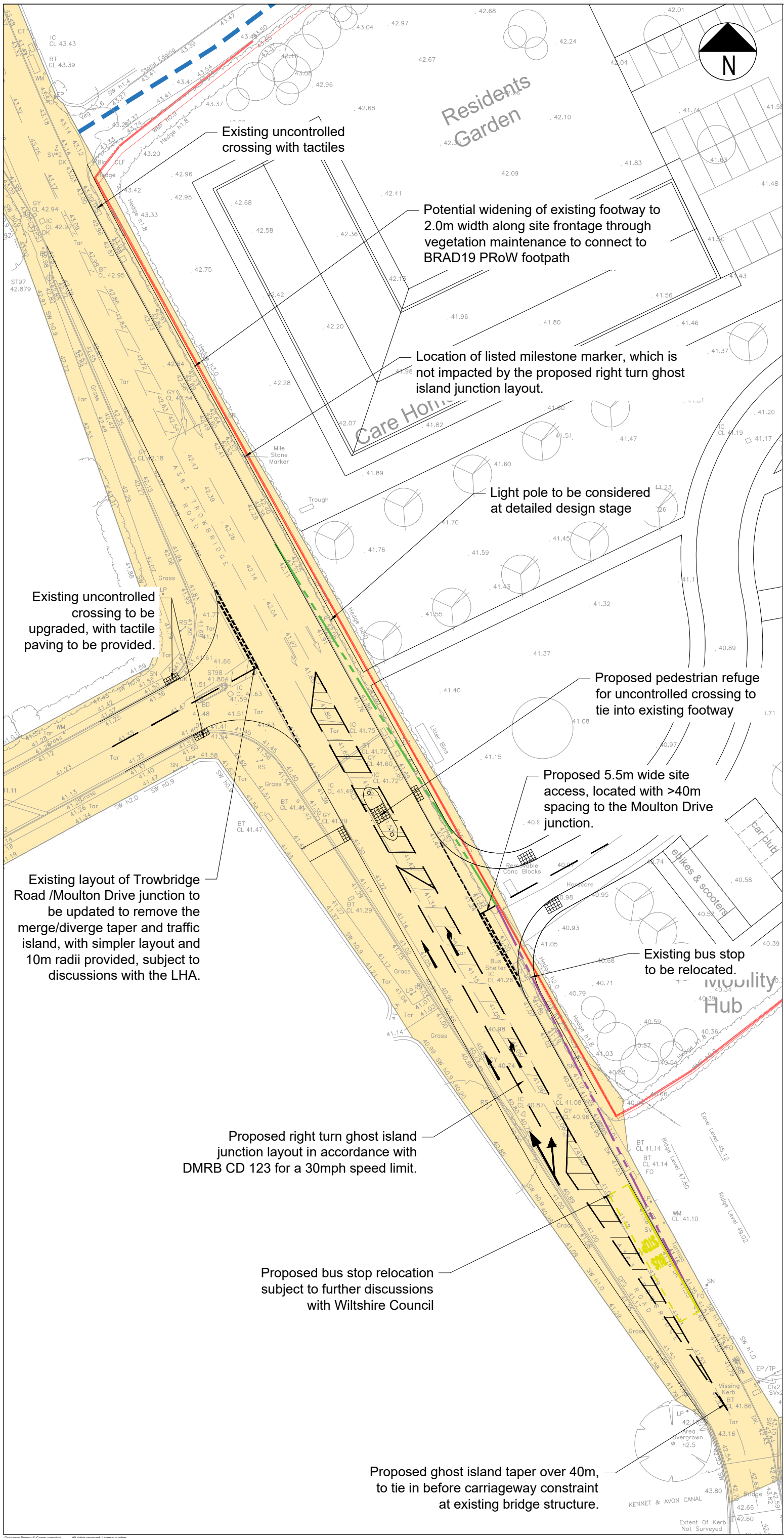
CliftonEmerydesign

Bristol • Exeter • London • Plymouth
www.cliftonemerydesign.co.uk mail@cliftonemerydesign.co.uk

Drawing Status PLANNING

CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO BE WORKED FROM © THIS DRAWING IS COPYRIGHT.

Appendix K – Site Access Strategy Plan



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Topographical Survey by Lewis Brown Ltd, G25114_2DSX, dated June 2025.
3. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
4. Work to be undertaken in accordance with the Wiltshire County Council Specification.
4. Highway boundary information has been provided by Wiltshire Council, dated 05.09.25, and has been overlaid by Rappor onto the Topographical Survey on a best fits basis.
5. The application site boundary has been taken from Stantec drawing, drawing number 332310098-STN-HGN-XX-DR-H-5502.
6. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
7. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.
8. The applicant should undertake all necessary checks to ensure all visibility splays and necessary works can be accommodated within the adopted highway or land controlled by the applicant.

Key:

- Indicative Site Boundary
- Indicative Adopted Highway Boundary
- BRAD19 PRoW
- 2.4m x 55.3m Visibility Splay (Based on recorded 85th percentile speeds of 33.9mph and a -1.5% gradient)
- 2.4m x 54.5m Visibility Splay (Based on recorded 85th percentile speeds of 33.5mph and a -1.8% gradient)

Rev	Date	Details	By	Chkd	Appd
P03	09.03.26	Updated Annotation	SB	LH	JH
P02	26.09.25	Updated Highway Boundary	LJ	PC	PC
P01	09.07.25	First Issue	JL	PC	NT

rappor

rappor.co.uk

CLIENT: Waddeton Park Ltd

PROJECT: Trowbridge Road, Bradford-on-Avon

TITLE: Proposed Access Arrangement

STATUS: For Information

Scale @ A3: 1:500

DRAWING NO: 250372-RAP-XX-XX-DR-TP-3200

REVISION: P03

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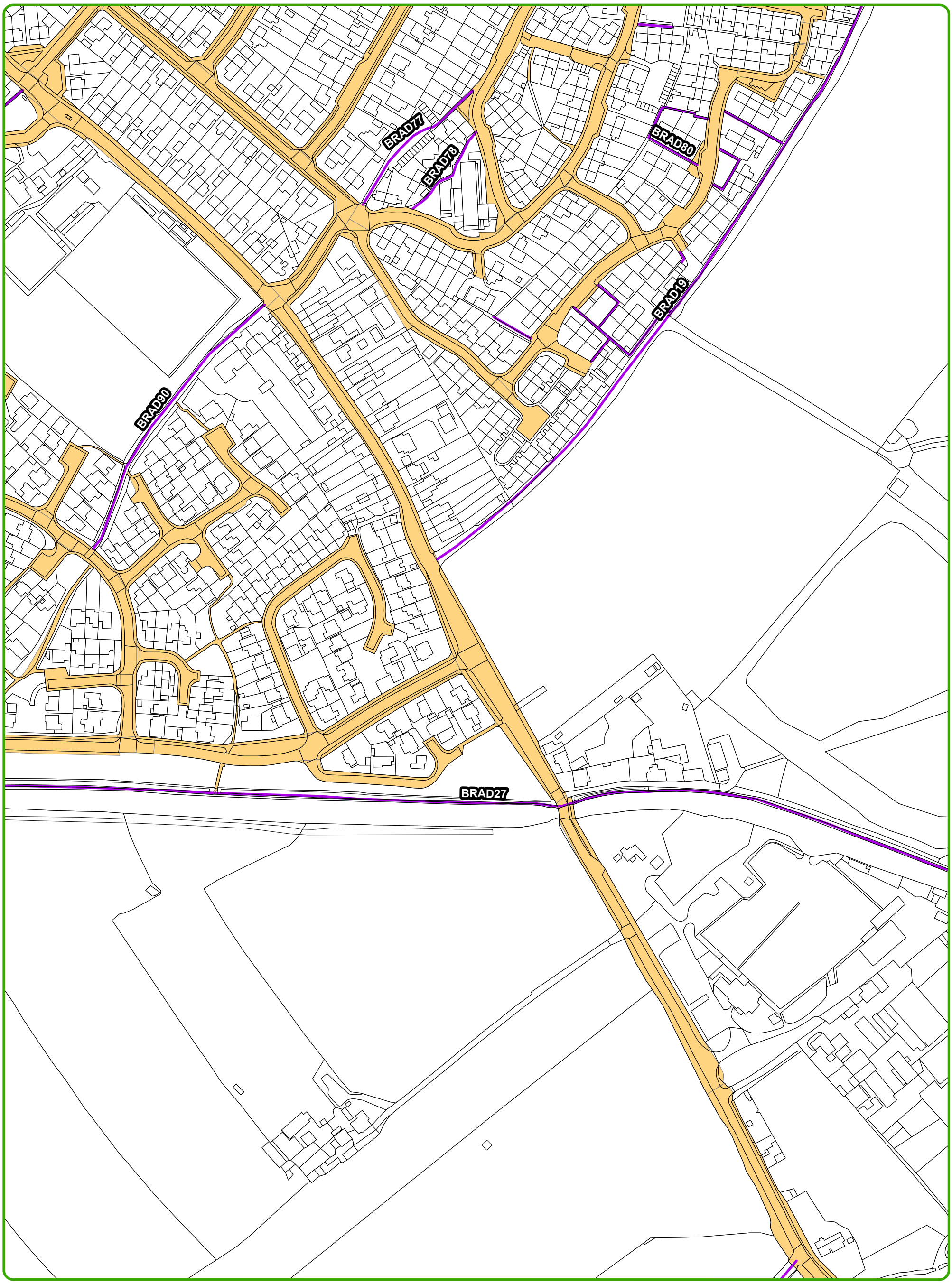
Appendix L – WC Highway Boundary Plan

Wiltshire Council

Highways Plan 05/09/2025
Trowbridge Road, Bradford-On-Avon



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

05/09/2025

N

1:2,500

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Appendix M – TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: M - MIXED PRIVATE/NON-PRIVATE HOUSING

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	CT	CENTRAL BEDFORDSHIRE	1 day
	ES	EAST SUSSEX	1 day
	HC	HAMPSHIRE	2 days
	SC	SURREY	1 day
	WS	WEST SUSSEX	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day

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

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Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	150 to 286 (units:DWELLS)
Range Selected by User:	150 to 300 (units:DWELLS)
Parking Spaces Range:	11 - 1368

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	26/05/88 to 24/06/25

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

Selected survey days:

Thursday	2 days
Tuesday	2 days
Wednesday	3 days

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

Selected survey types:

Manual count	7
Direction ATC Count	0

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

Selected Locations:

Edge of Town	6 days
Suburban Area	1 days

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

Selected Location Sub Categories:

Residential Zone	7 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	5 days

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Secondary Filtering Selection:

Use Class:

C3	7 surveys

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

Population within 500m Range:

300 - 4300

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	3 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	5 surveys
1.6 to 2.0	1 surveys

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

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Petrol filling station:

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

Travel Plan:

Yes	7 surveys

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

PTAL Rating:

No PTAL Present	7 surveys

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

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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1	**CT-03-M-02**	**MIXED HOUSES & FLATS**	**CENTRAL BEDFORDSHIRE**
HITCHIN ROAD SHEFFORD Edge of Town Residential Zone Number of dwellings: 150.00 DWELLS Survey date: Tuesday 10/06/2025			Survey Type: Manual
2	**ES-03-M-07**	**MIXED HOUSING**	**EAST SUSSEX**
SOUTH COAST ROAD PEACEHAVEN Edge of Town Residential Zone Number of dwellings: 188.00 DWELLS Survey date: Thursday 12/11/2015			Survey Type: Manual
3	**HC-03-M-14**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**
ROMSEY ROAD WINCHESTER STANMORE Edge of Town Residential Zone Number of dwellings: 200.00 DWELLS Survey date: Wednesday 26/05/2021			Survey Type: Manual
4	**HC-03-M-17**	**MIXED HOUSES & FLATS**	**HAMPSHIRE**
RAWLINGS LANE ALTON Edge of Town Residential Zone Number of dwellings: 275.00 DWELLS Survey date: Wednesday 12/10/2022			Survey Type: Manual
5	**NF-03-M-59**	**MIXED HOUSES**	**NORFOLK**
NORWICH COMMON WYMONDHAM Edge of Town Residential Zone Number of dwellings: 153.00 DWELLS Survey date: Thursday 29/09/2022			Survey Type: Manual
6	**SC-03-M-13**	**DETACHED HOUSES & FLATS**	**SURREY**
HOLLAND ROAD OXTED Edge of Town Residential Zone Number of dwellings: 168.00 DWELLS Survey date: Tuesday 22/11/2022			Survey Type: Manual
7	**WS-03-M-16**	**MIXED FLATS & HOUSES**	**WEST SUSSEX**
BROYLE ROAD CHICHESTER Suburban Area Residential Zone Number of dwellings: 252.00 DWELLS Survey date: Wednesday 21/03/2018			Survey Type: Manual

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	198	0.102	0.324	0.426
08:00-09:00	7	198	0.158	0.380	0.538
09:00-10:00	7	198	0.141	0.143	0.284
10:00-11:00	7	198	0.133	0.135	0.268
11:00-12:00	7	198	0.126	0.151	0.277
12:00-13:00	7	198	0.134	0.139	0.273
13:00-14:00	7	198	0.140	0.137	0.277
14:00-15:00	7	198	0.150	0.187	0.337
15:00-16:00	7	198	0.281	0.186	0.467
16:00-17:00	7	198	0.277	0.149	0.426
17:00-18:00	7	198	0.315	0.162	0.477
18:00-19:00	7	198	0.296	0.166	0.462
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.253	2.259	4.512

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

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 300 (units: DWELLS)
Survey date date range:	12/11/2015 - 10/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	198	0.158	0.569	0.727
08:00-09:00	7	198	0.274	0.931	1.205
09:00-10:00	7	198	0.209	0.242	0.451
10:00-11:00	7	198	0.215	0.226	0.441
11:00-12:00	7	198	0.198	0.248	0.446
12:00-13:00	7	198	0.224	0.247	0.471
13:00-14:00	7	198	0.232	0.231	0.463
14:00-15:00	7	198	0.250	0.328	0.578
15:00-16:00	7	198	0.711	0.338	1.049
16:00-17:00	7	198	0.577	0.275	0.852
17:00-18:00	7	198	0.525	0.277	0.802
18:00-19:00	7	198	0.488	0.284	0.772
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			4.061	4.196	8.257

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 300 (units: DWELLS)
Survey date date range:	12/11/2015 - 10/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**198**	**0.004**	**0.009**	**0.013**
08:00-09:00	**7**	**198**	**0.004**	**0.012**	**0.016**
09:00-10:00	**7**	**198**	**0.004**	**0.006**	**0.010**
10:00-11:00	**7**	**198**	**0.006**	**0.005**	**0.011**
11:00-12:00	**7**	**198**	**0.004**	**0.006**	**0.010**
12:00-13:00	**7**	**198**	**0.007**	**0.007**	**0.014**
13:00-14:00	**7**	**198**	**0.005**	**0.006**	**0.011**
14:00-15:00	**7**	**198**	**0.005**	**0.005**	**0.010**
15:00-16:00	**7**	**198**	**0.009**	**0.006**	**0.015**
16:00-17:00	**7**	**198**	**0.008**	**0.007**	**0.015**
17:00-18:00	**7**	**198**	**0.016**	**0.007**	**0.023**
18:00-19:00	**7**	**198**	**0.009**	**0.007**	**0.016**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.081**	**0.083**	**0.164**

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 300 (units: DWELLS)
Survey date date range:	12/11/2015 - 10/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	198	0.000	0.000	0.000
08:00-09:00	7	198	0.002	0.002	0.004
09:00-10:00	7	198	0.000	0.000	0.000
10:00-11:00	7	198	0.000	0.000	0.000
11:00-12:00	7	198	0.000	0.000	0.000
12:00-13:00	7	198	0.000	0.000	0.000
13:00-14:00	7	198	0.000	0.000	0.000
14:00-15:00	7	198	0.000	0.000	0.000
15:00-16:00	7	198	0.001	0.001	0.002
16:00-17:00	7	198	0.001	0.001	0.002
17:00-18:00	7	198	0.001	0.001	0.002
18:00-19:00	7	198	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.005	0.005	0.010

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

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 300 (units: DWELLS)
Survey date date range:	12/11/2015 - 12/10/2022
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**198**	**0.001**	**0.001**	**0.002**
08:00-09:00	**7**	**198**	**0.001**	**0.001**	**0.002**
09:00-10:00	**7**	**198**	**0.002**	**0.003**	**0.005**
10:00-11:00	**7**	**198**	**0.003**	**0.001**	**0.004**
11:00-12:00	**7**	**198**	**0.000**	**0.001**	**0.001**
12:00-13:00	**7**	**198**	**0.002**	**0.001**	**0.003**
13:00-14:00	**7**	**198**	**0.002**	**0.002**	**0.004**
14:00-15:00	**7**	**198**	**0.002**	**0.002**	**0.004**
15:00-16:00	**7**	**198**	**0.001**	**0.001**	**0.002**
16:00-17:00	**7**	**198**	**0.001**	**0.001**	**0.002**
17:00-18:00	**7**	**198**	**0.000**	**0.000**	**0.000**
18:00-19:00	**7**	**198**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.015**	**0.014**	**0.029**

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

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 300 (units: DWELLS)
Survey date date range:	12/11/2015 - 10/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**198**	**0.008**	**0.008**	**0.016**
08:00-09:00	**7**	**198**	**0.006**	**0.006**	**0.012**
09:00-10:00	**7**	**198**	**0.005**	**0.005**	**0.010**
10:00-11:00	**7**	**198**	**0.001**	**0.001**	**0.002**
11:00-12:00	**7**	**198**	**0.002**	**0.002**	**0.004**
12:00-13:00	**7**	**198**	**0.001**	**0.001**	**0.002**
13:00-14:00	**7**	**198**	**0.001**	**0.001**	**0.002**
14:00-15:00	**7**	**198**	**0.001**	**0.001**	**0.002**
15:00-16:00	**7**	**198**	**0.006**	**0.006**	**0.012**
16:00-17:00	**7**	**198**	**0.005**	**0.004**	**0.009**
17:00-18:00	**7**	**198**	**0.001**	**0.001**	**0.002**
18:00-19:00	**7**	**198**	**0.002**	**0.003**	**0.005**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.039**	**0.039**	**0.078**

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

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 300 (units: DWELLS)
Survey date date range:	12/11/2015 - 10/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Cars

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**198**	**0.079**	**0.276**	**0.355**
08:00-09:00	**7**	**198**	**0.132**	**0.346**	**0.478**
09:00-10:00	**7**	**198**	**0.123**	**0.121**	**0.244**
10:00-11:00	**7**	**198**	**0.102**	**0.108**	**0.210**
11:00-12:00	**7**	**198**	**0.096**	**0.124**	**0.220**
12:00-13:00	**7**	**198**	**0.112**	**0.111**	**0.223**
13:00-14:00	**7**	**198**	**0.120**	**0.114**	**0.234**
14:00-15:00	**7**	**198**	**0.127**	**0.167**	**0.294**
15:00-16:00	**7**	**198**	**0.250**	**0.156**	**0.406**
16:00-17:00	**7**	**198**	**0.233**	**0.123**	**0.356**
17:00-18:00	**7**	**198**	**0.282**	**0.153**	**0.435**
18:00-19:00	**7**	**198**	**0.268**	**0.149**	**0.417**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.924**	**1.948**	**3.872**

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 300 (units: DWELLS)
Survey date date range:	12/11/2015 - 10/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**198**	**0.015**	**0.038**	**0.053**
08:00-09:00	**7**	**198**	**0.016**	**0.023**	**0.039**
09:00-10:00	**7**	**198**	**0.011**	**0.014**	**0.025**
10:00-11:00	**7**	**198**	**0.026**	**0.024**	**0.050**
11:00-12:00	**7**	**198**	**0.027**	**0.023**	**0.050**
12:00-13:00	**7**	**198**	**0.017**	**0.023**	**0.040**
13:00-14:00	**7**	**198**	**0.016**	**0.017**	**0.033**
14:00-15:00	**7**	**198**	**0.017**	**0.014**	**0.031**
15:00-16:00	**7**	**198**	**0.021**	**0.019**	**0.040**
16:00-17:00	**7**	**198**	**0.034**	**0.019**	**0.053**
17:00-18:00	**7**	**198**	**0.029**	**0.007**	**0.036**
18:00-19:00	**7**	**198**	**0.023**	**0.012**	**0.035**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.252**	**0.233**	**0.485**

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 300 (units: DWELLS)
Survey date date range:	12/11/2015 - 10/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Motorcycles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	198	0.000	0.001	0.001
08:00-09:00	7	198	0.001	0.003	0.004
09:00-10:00	7	198	0.000	0.000	0.000
10:00-11:00	7	198	0.000	0.000	0.000
11:00-12:00	7	198	0.001	0.000	0.001
12:00-13:00	7	198	0.002	0.002	0.004
13:00-14:00	7	198	0.001	0.003	0.004
14:00-15:00	7	198	0.003	0.002	0.005
15:00-16:00	7	198	0.001	0.002	0.003
16:00-17:00	7	198	0.003	0.001	0.004
17:00-18:00	7	198	0.001	0.000	0.001
18:00-19:00	7	198	0.002	0.003	0.005
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.015	0.017	0.032

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 300 (units: DWELLS)
Survey date date range:	12/11/2015 - 10/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Vehicle Occupants

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	198	0.118	0.453	0.571
08:00-09:00	7	198	0.198	0.641	0.839
09:00-10:00	7	198	0.159	0.182	0.341
10:00-11:00	7	198	0.161	0.177	0.338
11:00-12:00	7	198	0.159	0.195	0.354
12:00-13:00	7	198	0.170	0.183	0.353
13:00-14:00	7	198	0.178	0.180	0.358
14:00-15:00	7	198	0.193	0.236	0.429
15:00-16:00	7	198	0.486	0.250	0.736
16:00-17:00	7	198	0.407	0.211	0.618
17:00-18:00	7	198	0.408	0.219	0.627
18:00-19:00	7	198	0.399	0.222	0.621
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.036	3.149	6.185

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

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 300 (units: DWELLS)
Survey date date range:	12/11/2015 - 10/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	198	0.029	0.077	0.106
08:00-09:00	7	198	0.069	0.249	0.318
09:00-10:00	7	198	0.045	0.045	0.090
10:00-11:00	7	198	0.042	0.037	0.079
11:00-12:00	7	198	0.031	0.041	0.072
12:00-13:00	7	198	0.043	0.048	0.091
13:00-14:00	7	198	0.043	0.038	0.081
14:00-15:00	7	198	0.045	0.081	0.126
15:00-16:00	7	198	0.196	0.076	0.272
16:00-17:00	7	198	0.137	0.047	0.184
17:00-18:00	7	198	0.084	0.047	0.131
18:00-19:00	7	198	0.065	0.053	0.118
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.829	0.839	1.668

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 300 (units: DWELLS)
Survey date date range:	12/11/2015 - 10/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**198**	**0.007**	**0.028**	**0.035**
08:00-09:00	**7**	**198**	**0.004**	**0.028**	**0.032**
09:00-10:00	**7**	**198**	**0.001**	**0.009**	**0.010**
10:00-11:00	**7**	**198**	**0.006**	**0.007**	**0.013**
11:00-12:00	**7**	**198**	**0.004**	**0.006**	**0.010**
12:00-13:00	**7**	**198**	**0.003**	**0.008**	**0.011**
13:00-14:00	**7**	**198**	**0.006**	**0.006**	**0.012**
14:00-15:00	**7**	**198**	**0.006**	**0.006**	**0.012**
15:00-16:00	**7**	**198**	**0.018**	**0.006**	**0.024**
16:00-17:00	**7**	**198**	**0.025**	**0.009**	**0.034**
17:00-18:00	**7**	**198**	**0.014**	**0.004**	**0.018**
18:00-19:00	**7**	**198**	**0.014**	**0.001**	**0.015**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.108**	**0.118**	**0.226**

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 300 (units: DWELLS)
Survey date date range:	12/11/2015 - 10/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Bus/Tram Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	198	0.006	0.025	0.031
08:00-09:00	7	198	0.004	0.021	0.025
09:00-10:00	7	198	0.001	0.009	0.010
10:00-11:00	7	198	0.006	0.005	0.011
11:00-12:00	7	198	0.004	0.006	0.010
12:00-13:00	7	198	0.003	0.006	0.009
13:00-14:00	7	198	0.006	0.005	0.011
14:00-15:00	7	198	0.006	0.006	0.012
15:00-16:00	7	198	0.014	0.006	0.020
16:00-17:00	7	198	0.019	0.007	0.026
17:00-18:00	7	198	0.011	0.002	0.013
18:00-19:00	7	198	0.009	0.001	0.010
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.089	0.099	0.188

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 300 (units: DWELLS)
Survey date date range:	12/11/2015 - 10/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Coach Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	198	0.000	0.000	0.000
08:00-09:00	7	198	0.000	0.005	0.005
09:00-10:00	7	198	0.000	0.000	0.000
10:00-11:00	7	198	0.000	0.000	0.000
11:00-12:00	7	198	0.000	0.000	0.000
12:00-13:00	7	198	0.000	0.000	0.000
13:00-14:00	7	198	0.000	0.000	0.000
14:00-15:00	7	198	0.000	0.000	0.000
15:00-16:00	7	198	0.003	0.000	0.003
16:00-17:00	7	198	0.002	0.000	0.002
17:00-18:00	7	198	0.000	0.000	0.000
18:00-19:00	7	198	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.005	0.005	0.010

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 300 (units: DWELLS)
Survey date date range:	26/05/2021 - 12/10/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**198**	**0.001**	**0.004**	**0.005**
08:00-09:00	**7**	**198**	**0.000**	**0.002**	**0.002**
09:00-10:00	**7**	**198**	**0.000**	**0.001**	**0.001**
10:00-11:00	**7**	**198**	**0.000**	**0.002**	**0.002**
11:00-12:00	**7**	**198**	**0.000**	**0.000**	**0.000**
12:00-13:00	**7**	**198**	**0.000**	**0.001**	**0.001**
13:00-14:00	**7**	**198**	**0.000**	**0.001**	**0.001**
14:00-15:00	**7**	**198**	**0.000**	**0.001**	**0.001**
15:00-16:00	**7**	**198**	**0.001**	**0.000**	**0.001**
16:00-17:00	**7**	**198**	**0.004**	**0.002**	**0.006**
17:00-18:00	**7**	**198**	**0.004**	**0.001**	**0.005**
18:00-19:00	**7**	**198**	**0.006**	**0.000**	**0.006**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.016**	**0.015**	**0.031**

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

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Parameter Summary:

Trip rate parameter range selected:	150 - 300 (units: DWELLS)
Survey date date range:	12/11/2015 - 22/11/2022
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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Filtering Summary:

Land Use: 03/O RESIDENTIAL/RETIREMENT & CARE COMMUNITY

Selected Trip Rate Calculation Parameter Range: 50 - 150 Residents (Total)

Actual Trip Rate Calculation Parameter Range: 50 - 149 Residents (Total)

Date Range: Minimum: 18/09/2015 Maximum: 09/06/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 500 2700

Days of the week selected:

Friday	2
Thursday	1
Wednesday	1

Main Location Types selected:

Edge of Town	3
Suburban Area	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	2
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

10,001 to 15,000	1
20,001 to 25,000	1
25,001 to 50,000	1
5,001 to 10,000	1

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Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	1
50,001 to 75,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	3

PTAL Rating:

No PTAL Present	4

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: O - RETIREMENT & CARE COMMUNITY

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	OX	OXFORDSHIRE	1 day
03	**SOUTH WEST**		
	NS	NORTH SOMERSET	1 day
	WL	WILTSHIRE	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day

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

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Primary Filtering Selection:

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

Parameter:	Residents (Total)
Actual Range:	50 to 149 (units:Residents (Total))
Range Selected by User:	50 to 150 (units:Residents (Total))
Parking Spaces Range:	15 - 207

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	18/09/15 to 09/06/25

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

Selected survey days:

Friday	2 days
Thursday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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

Selected Locations:

Edge of Town	3 days
Suburban Area	1 days

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

Selected Location Sub Categories:

Residential Zone	3 days
Retail Zone	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	2 days
Servicing vehicles Unknown	2 days

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Secondary Filtering Selection:

Use Class:

N/A	4 surveys

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

Population within 500m Range:

250 - 2700

Population within 1 mile:

10,001 to 15,000	1 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	1 surveys
50,001 to 75,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	3 surveys

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

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Petrol filling station:

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

Travel Plan:

No	4 surveys

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

PTAL Rating:

No PTAL Present	4 surveys

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

COVID-19 Restrictions:

No

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LIST OF SITES relevant to selection parameters:

Site 1:	NF-03-O-01	**Site area:**	1.0299999713897705 hect
Development Name:	RETIREMENT VILLAGE	**Number of dwellings:**	51 DWELLS
Location:	NORWICH	**Residents (Total):**	51.00
Postcode:	NR1 3AP	**Survey Date:**	16/09/2022
Main Location Type:	Suburban Area	**Survey Day:**	Friday
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 2:	NS-03-O-01	**Site area:**	1.5399999618530273 hect
Development Name:	RETIREMENT VILLAGE	**Number of dwellings:**	137 DWELLS
Location:	WESTON SUPER MARE	**Residents (Total):**	137.00
Postcode:	BS24 7FY	**Survey Date:**	24/09/2015
Main Location Type:	Edge of Town	**Survey Day:**	Thursday
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 3:	OX-03-O-01	**Site area:**	0.9900000095367432 hect
Development Name:	RETIREMENT VILLAGE	**Number of dwellings:**	70 DWELLS
Location:	BANBURY	**Residents (Total):**	70.00
Postcode:	OX16 9HU	**Survey Date:**	11/11/2015
Main Location Type:	Edge of Town	**Survey Day:**	Wednesday
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 4:	WL-03-O-01	**Site area:**	1.4199999570846558 hect
Development Name:	RETIREMENT VILLAGE	**Number of dwellings:**	63 DWELLS
Location:	CHIPPENHAM	**Residents (Total):**	63.00
Postcode:	SN15 5LJ	**Survey Date:**	05/05/2023
Main Location Type:	Edge of Town	**Survey Day:**	Friday
Sub Location Type:	Retail Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
TI-03-O-01|18-06-2021	18-06-2021	covid survey

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TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Total Vehicles

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	80	0.084	0.028	0.112
08:00-09:00	4	80	0.109	0.022	0.131
09:00-10:00	4	80	0.178	0.118	0.296
10:00-11:00	4	80	0.156	0.137	0.293
11:00-12:00	4	80	0.159	0.171	0.330
12:00-13:00	4	80	0.146	0.174	0.320
13:00-14:00	4	80	0.162	0.150	0.312
14:00-15:00	4	80	0.153	0.171	0.324
15:00-16:00	4	80	0.137	0.199	0.336
16:00-17:00	4	80	0.121	0.150	0.271
17:00-18:00	4	80	0.078	0.146	0.224
18:00-19:00	4	80	0.072	0.072	0.144
19:00-20:00	4	80	0.050	0.062	0.112
20:00-21:00	4	80	0.028	0.047	0.075
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.633	1.647	3.280

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

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

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Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: Residents (Total))
Survey date date range:	24/09/2015 - 05/05/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Total People

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	80	0.125	0.047	0.172
08:00-09:00	4	80	0.174	0.047	0.221
09:00-10:00	4	80	0.293	0.218	0.511
10:00-11:00	4	80	0.293	0.215	0.508
11:00-12:00	4	80	0.259	0.249	0.508
12:00-13:00	4	80	0.227	0.308	0.535
13:00-14:00	4	80	0.262	0.287	0.549
14:00-15:00	4	80	0.231	0.296	0.527
15:00-16:00	4	80	0.249	0.318	0.567
16:00-17:00	4	80	0.168	0.206	0.374
17:00-18:00	4	80	0.165	0.227	0.392
18:00-19:00	4	80	0.109	0.084	0.193
19:00-20:00	4	80	0.072	0.112	0.184
20:00-21:00	4	80	0.059	0.078	0.137
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.686	2.692	5.378

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

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

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Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: Residents (Total))
Survey date date range:	24/09/2015 - 05/05/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Cyclists

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	80	0.000	0.000	0.000
08:00-09:00	4	80	0.003	0.000	0.003
09:00-10:00	4	80	0.000	0.003	0.003
10:00-11:00	4	80	0.006	0.003	0.009
11:00-12:00	4	80	0.000	0.000	0.000
12:00-13:00	4	80	0.003	0.000	0.003
13:00-14:00	4	80	0.000	0.003	0.003
14:00-15:00	4	80	0.003	0.003	0.006
15:00-16:00	4	80	0.000	0.003	0.003
16:00-17:00	4	80	0.000	0.000	0.000
17:00-18:00	4	80	0.000	0.000	0.000
18:00-19:00	4	80	0.003	0.000	0.003
19:00-20:00	4	80	0.000	0.000	0.000
20:00-21:00	4	80	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.018	0.015	0.033

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

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Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: Residents (Total))
Survey date date range:	24/09/2015 - 16/09/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

PSVs

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	80	0.000	0.000	0.000
08:00-09:00	4	80	0.000	0.000	0.000
09:00-10:00	4	80	0.016	0.016	0.032
10:00-11:00	4	80	0.009	0.009	0.018
11:00-12:00	4	80	0.003	0.003	0.006
12:00-13:00	4	80	0.000	0.000	0.000
13:00-14:00	4	80	0.009	0.009	0.018
14:00-15:00	4	80	0.000	0.006	0.006
15:00-16:00	4	80	0.019	0.012	0.031
16:00-17:00	4	80	0.000	0.000	0.000
17:00-18:00	4	80	0.000	0.000	0.000
18:00-19:00	4	80	0.000	0.000	0.000
19:00-20:00	4	80	0.000	0.000	0.000
20:00-21:00	4	80	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.056	0.055	0.111

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

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

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Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: Residents (Total))
Survey date date range:	24/09/2015 - 05/05/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

OGVs

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	80	0.003	0.003	0.006
08:00-09:00	4	80	0.000	0.000	0.000
09:00-10:00	4	80	0.003	0.003	0.006
10:00-11:00	4	80	0.003	0.003	0.006
11:00-12:00	4	80	0.006	0.006	0.012
12:00-13:00	4	80	0.000	0.000	0.000
13:00-14:00	4	80	0.006	0.003	0.009
14:00-15:00	4	80	0.000	0.003	0.003
15:00-16:00	4	80	0.000	0.000	0.000
16:00-17:00	4	80	0.000	0.000	0.000
17:00-18:00	4	80	0.000	0.000	0.000
18:00-19:00	4	80	0.000	0.000	0.000
19:00-20:00	4	80	0.000	0.000	0.000
20:00-21:00	4	80	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.021	0.021	0.042

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

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

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Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: Residents (Total))
Survey date date range:	24/09/2015 - 05/05/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Taxis

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	80	0.000	0.000	0.000
08:00-09:00	4	80	0.009	0.009	0.018
09:00-10:00	4	80	0.009	0.009	0.018
10:00-11:00	4	80	0.006	0.006	0.012
11:00-12:00	4	80	0.019	0.019	0.038
12:00-13:00	4	80	0.016	0.016	0.032
13:00-14:00	4	80	0.012	0.012	0.024
14:00-15:00	4	80	0.016	0.012	0.028
15:00-16:00	4	80	0.016	0.016	0.032
16:00-17:00	4	80	0.016	0.019	0.035
17:00-18:00	4	80	0.000	0.000	0.000
18:00-19:00	4	80	0.009	0.009	0.018
19:00-20:00	4	80	0.000	0.000	0.000
20:00-21:00	4	80	0.003	0.003	0.006
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.131	0.130	0.261

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

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

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Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: Residents (Total))
Survey date date range:	24/09/2015 - 16/09/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Cars

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	80	0.078	0.022	0.100
08:00-09:00	4	80	0.097	0.012	0.109
09:00-10:00	4	80	0.115	0.069	0.184
10:00-11:00	4	80	0.109	0.087	0.196
11:00-12:00	4	80	0.112	0.128	0.240
12:00-13:00	4	80	0.115	0.140	0.255
13:00-14:00	4	80	0.115	0.109	0.224
14:00-15:00	4	80	0.125	0.128	0.253
15:00-16:00	4	80	0.097	0.165	0.262
16:00-17:00	4	80	0.106	0.128	0.234
17:00-18:00	4	80	0.065	0.134	0.199
18:00-19:00	4	80	0.056	0.059	0.115
19:00-20:00	4	80	0.047	0.053	0.100
20:00-21:00	4	80	0.025	0.044	0.069
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.262	1.278	2.540

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

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

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Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: Residents (Total))
Survey date date range:	24/09/2015 - 05/05/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

LGVs

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	80	0.003	0.003	0.006
08:00-09:00	4	80	0.003	0.000	0.003
09:00-10:00	4	80	0.034	0.022	0.056
10:00-11:00	4	80	0.028	0.031	0.059
11:00-12:00	4	80	0.019	0.016	0.035
12:00-13:00	4	80	0.016	0.019	0.035
13:00-14:00	4	80	0.019	0.016	0.035
14:00-15:00	4	80	0.012	0.022	0.034
15:00-16:00	4	80	0.006	0.006	0.012
16:00-17:00	4	80	0.000	0.003	0.003
17:00-18:00	4	80	0.012	0.012	0.024
18:00-19:00	4	80	0.006	0.003	0.009
19:00-20:00	4	80	0.003	0.009	0.012
20:00-21:00	4	80	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.161	0.162	0.323

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

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

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Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: Residents (Total))
Survey date date range:	24/09/2015 - 05/05/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Motorcycles

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	80	0.000	0.000	0.000
08:00-09:00	4	80	0.000	0.000	0.000
09:00-10:00	4	80	0.000	0.000	0.000
10:00-11:00	4	80	0.000	0.000	0.000
11:00-12:00	4	80	0.000	0.000	0.000
12:00-13:00	4	80	0.000	0.000	0.000
13:00-14:00	4	80	0.000	0.000	0.000
14:00-15:00	4	80	0.000	0.000	0.000
15:00-16:00	4	80	0.000	0.000	0.000
16:00-17:00	4	80	0.000	0.000	0.000
17:00-18:00	4	80	0.000	0.000	0.000
18:00-19:00	4	80	0.000	0.000	0.000
19:00-20:00	4	80	0.000	0.000	0.000
20:00-21:00	4	80	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

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Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: Residents (Total))
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Vehicle Occupants

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	80	0.093	0.028	0.121
08:00-09:00	4	80	0.125	0.025	0.150
09:00-10:00	4	80	0.184	0.115	0.299
10:00-11:00	4	80	0.190	0.165	0.355
11:00-12:00	4	80	0.181	0.199	0.380
12:00-13:00	4	80	0.184	0.237	0.421
13:00-14:00	4	80	0.193	0.196	0.389
14:00-15:00	4	80	0.190	0.202	0.392
15:00-16:00	4	80	0.146	0.221	0.367
16:00-17:00	4	80	0.140	0.171	0.311
17:00-18:00	4	80	0.128	0.199	0.327
18:00-19:00	4	80	0.087	0.078	0.165
19:00-20:00	4	80	0.059	0.081	0.140
20:00-21:00	4	80	0.047	0.072	0.119
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.947	1.989	3.936

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

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Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: Residents (Total))
Survey date date range:	24/09/2015 - 05/05/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Pedestrians

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	80	0.022	0.019	0.041
08:00-09:00	4	80	0.025	0.022	0.047
09:00-10:00	4	80	0.069	0.050	0.119
10:00-11:00	4	80	0.040	0.044	0.084
11:00-12:00	4	80	0.047	0.040	0.087
12:00-13:00	4	80	0.040	0.065	0.105
13:00-14:00	4	80	0.065	0.050	0.115
14:00-15:00	4	80	0.031	0.040	0.071
15:00-16:00	4	80	0.059	0.050	0.109
16:00-17:00	4	80	0.025	0.022	0.047
17:00-18:00	4	80	0.034	0.022	0.056
18:00-19:00	4	80	0.016	0.006	0.022
19:00-20:00	4	80	0.006	0.028	0.034
20:00-21:00	4	80	0.012	0.006	0.018
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.491	0.464	0.955

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

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

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Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: Residents (Total))
Survey date date range:	24/09/2015 - 05/05/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Public Transport Users

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	80	0.009	0.000	0.009
08:00-09:00	4	80	0.022	0.000	0.022
09:00-10:00	4	80	0.040	0.050	0.090
10:00-11:00	4	80	0.056	0.003	0.059
11:00-12:00	4	80	0.031	0.009	0.040
12:00-13:00	4	80	0.000	0.006	0.006
13:00-14:00	4	80	0.003	0.037	0.040
14:00-15:00	4	80	0.006	0.050	0.056
15:00-16:00	4	80	0.044	0.044	0.088
16:00-17:00	4	80	0.003	0.012	0.015
17:00-18:00	4	80	0.003	0.006	0.009
18:00-19:00	4	80	0.003	0.000	0.003
19:00-20:00	4	80	0.006	0.003	0.009
20:00-21:00	4	80	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.226	0.220	0.446

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

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

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Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: Residents (Total))
Survey date date range:	24/09/2015 - 05/05/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Bus/Tram Passengers

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	80	0.006	0.000	0.006
08:00-09:00	4	80	0.016	0.000	0.016
09:00-10:00	4	80	0.009	0.019	0.028
10:00-11:00	4	80	0.009	0.003	0.012
11:00-12:00	4	80	0.006	0.006	0.012
12:00-13:00	4	80	0.000	0.006	0.006
13:00-14:00	4	80	0.000	0.003	0.003
14:00-15:00	4	80	0.006	0.016	0.022
15:00-16:00	4	80	0.009	0.003	0.012
16:00-17:00	4	80	0.003	0.009	0.012
17:00-18:00	4	80	0.003	0.003	0.006
18:00-19:00	4	80	0.000	0.000	0.000
19:00-20:00	4	80	0.006	0.003	0.009
20:00-21:00	4	80	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.073	0.071	0.144

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

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

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Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: Residents (Total))
Survey date date range:	24/09/2015 - 05/05/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Coach Passengers

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	80	0.000	0.000	0.000
08:00-09:00	4	80	0.000	0.000	0.000
09:00-10:00	4	80	0.031	0.031	0.062
10:00-11:00	4	80	0.044	0.000	0.044
11:00-12:00	4	80	0.025	0.000	0.025
12:00-13:00	4	80	0.000	0.000	0.000
13:00-14:00	4	80	0.003	0.034	0.037
14:00-15:00	4	80	0.000	0.034	0.034
15:00-16:00	4	80	0.034	0.040	0.074
16:00-17:00	4	80	0.000	0.000	0.000
17:00-18:00	4	80	0.000	0.000	0.000
18:00-19:00	4	80	0.000	0.000	0.000
19:00-20:00	4	80	0.000	0.000	0.000
20:00-21:00	4	80	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.137	0.139	0.276

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

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

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Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: Residents (Total))
Survey date date range:	24/09/2015 - 05/05/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT & CARE COMMUNITY

Total Rail Passengers

Calculation factor: 1 Residents (Total)

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. Residents (Total)	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	80	0.003	0.000	0.003
08:00-09:00	4	80	0.006	0.000	0.006
09:00-10:00	4	80	0.000	0.000	0.000
10:00-11:00	4	80	0.003	0.000	0.003
11:00-12:00	4	80	0.000	0.003	0.003
12:00-13:00	4	80	0.000	0.000	0.000
13:00-14:00	4	80	0.000	0.000	0.000
14:00-15:00	4	80	0.000	0.000	0.000
15:00-16:00	4	80	0.000	0.000	0.000
16:00-17:00	4	80	0.000	0.003	0.003
17:00-18:00	4	80	0.000	0.003	0.003
18:00-19:00	4	80	0.003	0.000	0.003
19:00-20:00	4	80	0.000	0.000	0.000
20:00-21:00	4	80	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.015	0.009	0.024

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

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

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Parameter Summary:

Trip rate parameter range selected:	50 - 150 (units: Residents (Total))
Survey date date range:	24/09/2015 - 16/09/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: L - FOOTBALL (5-a-side)

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 day
03	**SOUTH WEST**		
	PL	PLYMOUTH	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	LS	LEEDS	1 day
09	**NORTH**		
	TV	TEES VALLEY	1 day
11	**SCOTLAND**		
	GC	GLASGOW CITY	1 day

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

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Primary Filtering Selection:

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

Parameter:	PITCH
Actual Range:	9 to 18 (units:PITCH)
Range Selected by User:	2 to 18 (units:PITCH)
Parking Spaces Range:	78 - 210

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	11/12/97 to 24/09/22

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

Selected survey days:

Friday	1 days
Tuesday	1 days
Wednesday	3 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
Suburban Area	3 days

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

Selected Location Sub Categories:

Industrial Zone	1 days
No Sub Category	2 days
Residential Zone	2 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	5 days

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Secondary Filtering Selection:

Use Class:

F2(c)	5 surveys

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

Population within 500m Range:

260 - 1300

Population within 1 mile:

15,001 to 20,000	1 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

250,001 to 500,000	3 surveys
500,001 or More	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	2 surveys

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

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Petrol filling station:

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

Travel Plan:

No	5 surveys

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

PTAL Rating:

No PTAL Present	5 surveys

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

COVID-19 Restrictions:

No

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1	**GC-07-L-01**	**GOALS**	**GLASGOW CITY**

POLLOKSHAW ROAD
GLASGOW
STRATHBUNGO
Suburban Area
Residential Zone
Site area: 1 hect
Survey date: Friday 03/10/2008 — Survey Type: Manual

2	**HC-07-L-01**	**GOALS**	**HAMPSHIRE**

MILLBROOK POINT ROAD
SOUTHAMPTON
Edge of Town
Industrial Zone
Site area: 1.100000023841858 hect
Survey date: Wednesday 21/11/2007 — Survey Type: Manual

3	**LS-07-L-02**	**GOALS**	**LEEDS**

REDCOTE LANE
LEEDS
BURLEY
Suburban Area
No Sub Category
Site area: 4.019999980926514 hect
Survey date: Wednesday 09/06/2010 — Survey Type: Manual

4	**PL-07-L-01**	**GOALS**	**PLYMOUTH**

OUTLAND ROAD
PLYMOUTH
CENTRAL PARK
Suburban Area
Residential Zone
Site area: 1.1699999570846558 hect
Survey date: Wednesday 18/07/2012 — Survey Type: Manual

5	**TV-07-L-02**	**GOALS**	**TEES VALLEY**

STOCKTON ROAD
MIDDLESBROUGH
Edge of Town
No Sub Category
Site area: 2.0899999141693115 hect
Survey date: Tuesday 18/09/2007 — Survey Type: Manual

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Total Vehicles

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	5	12	1.300	0.333	1.633
09:00-10:00	5	12	0.500	0.167	0.667
10:00-11:00	5	12	0.317	0.233	0.550
11:00-12:00	5	12	0.650	0.433	1.083
12:00-13:00	5	12	0.517	0.517	1.034
13:00-14:00	5	12	0.467	0.417	0.884
14:00-15:00	5	12	0.917	0.967	1.884
15:00-16:00	5	12	1.267	0.683	1.950
16:00-17:00	5	12	1.383	1.183	2.566
17:00-18:00	5	12	3.517	1.400	4.917
18:00-19:00	5	12	4.500	2.033	6.533
19:00-20:00	5	12	4.933	5.100	10.033
20:00-21:00	5	12	3.867	5.000	8.867
21:00-22:00	5	12	1.400	4.550	5.950
22:00-23:00	5	12	0.367	2.700	3.067
23:00-00:00	3	13	0.000	0.350	0.350
Total Rates:			25.902	26.066	51.968

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

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Parameter Summary:

Trip rate parameter range selected:	2 - 18 (units: PITCH)
Survey date date range:	18/09/2007 - 18/07/2012
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Total People

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	5	12	2.500	0.650	3.150
09:00-10:00	5	12	1.317	0.567	1.884
10:00-11:00	5	12	2.600	0.633	3.233
11:00-12:00	5	12	1.733	2.067	3.800
12:00-13:00	5	12	1.600	1.267	2.867
13:00-14:00	5	12	2.117	2.133	4.250
14:00-15:00	5	12	2.750	3.317	6.067
15:00-16:00	5	12	3.417	2.733	6.150
16:00-17:00	5	12	2.850	2.883	5.733
17:00-18:00	5	12	6.067	2.033	8.100
18:00-19:00	5	12	8.650	3.817	12.467
19:00-20:00	5	12	8.283	9.350	17.633
20:00-21:00	5	12	6.983	8.450	15.433
21:00-22:00	5	12	2.283	7.983	10.266
22:00-23:00	5	12	0.417	5.033	5.450
23:00-00:00	3	13	0.000	1.050	1.050
Total Rates:			53.567	53.966	107.533

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

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Parameter Summary:

Trip rate parameter range selected:	2 - 18 (units: PITCH)
Survey date date range:	18/09/2007 - 18/07/2012
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Cyclists

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	**5**	**12**	**0.117**	**0.017**	**0.134**
09:00-10:00	**5**	**12**	**0.100**	**0.050**	**0.150**
10:00-11:00	**5**	**12**	**0.033**	**0.000**	**0.033**
11:00-12:00	**5**	**12**	**0.017**	**0.017**	**0.034**
12:00-13:00	**5**	**12**	**0.000**	**0.000**	**0.000**
13:00-14:00	**5**	**12**	**0.033**	**0.033**	**0.066**
14:00-15:00	**5**	**12**	**0.017**	**0.017**	**0.034**
15:00-16:00	**5**	**12**	**0.017**	**0.150**	**0.167**
16:00-17:00	**5**	**12**	**0.033**	**0.050**	**0.083**
17:00-18:00	**5**	**12**	**0.067**	**0.067**	**0.134**
18:00-19:00	**5**	**12**	**0.117**	**0.000**	**0.117**
19:00-20:00	**5**	**12**	**0.017**	**0.067**	**0.084**
20:00-21:00	**5**	**12**	**0.000**	**0.000**	**0.000**
21:00-22:00	**5**	**12**	**0.000**	**0.033**	**0.033**
22:00-23:00	**5**	**12**	**0.017**	**0.050**	**0.067**
23:00-00:00	**3**	**13**	**0.000**	**0.050**	**0.050**
Total Rates:			**0.585**	**0.601**	**1.186**

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

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Parameter Summary:

Trip rate parameter range selected:	2 - 18 (units: PITCH)
Survey date date range:	18/09/2007 - 18/07/2012
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

PSVs

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	**5**	**12**	**0.000**	**0.000**	**0.000**
09:00-10:00	**5**	**12**	**0.000**	**0.000**	**0.000**
10:00-11:00	**5**	**12**	**0.000**	**0.000**	**0.000**
11:00-12:00	**5**	**12**	**0.017**	**0.000**	**0.017**
12:00-13:00	**5**	**12**	**0.000**	**0.000**	**0.000**
13:00-14:00	**5**	**12**	**0.017**	**0.033**	**0.050**
14:00-15:00	**5**	**12**	**0.017**	**0.017**	**0.034**
15:00-16:00	**5**	**12**	**0.000**	**0.000**	**0.000**
16:00-17:00	**5**	**12**	**0.000**	**0.000**	**0.000**
17:00-18:00	**5**	**12**	**0.000**	**0.000**	**0.000**
18:00-19:00	**5**	**12**	**0.000**	**0.000**	**0.000**
19:00-20:00	**5**	**12**	**0.000**	**0.000**	**0.000**
20:00-21:00	**5**	**12**	**0.000**	**0.000**	**0.000**
21:00-22:00	**5**	**12**	**0.000**	**0.000**	**0.000**
22:00-23:00	**5**	**12**	**0.000**	**0.000**	**0.000**
23:00-00:00	**3**	**13**	**0.000**	**0.000**	**0.000**
Total Rates:			**0.051**	**0.050**	**0.101**

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

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Parameter Summary:

Trip rate parameter range selected:	2 - 18 (units: PITCH)
Survey date date range:	09/06/2010 - 18/07/2012
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

OGVs

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	**5**	**12**	**0.033**	**0.033**	**0.066**
09:00-10:00	**5**	**12**	**0.033**	**0.017**	**0.050**
10:00-11:00	**5**	**12**	**0.017**	**0.017**	**0.034**
11:00-12:00	**5**	**12**	**0.033**	**0.050**	**0.083**
12:00-13:00	**5**	**12**	**0.017**	**0.017**	**0.034**
13:00-14:00	**5**	**12**	**0.000**	**0.000**	**0.000**
14:00-15:00	**5**	**12**	**0.000**	**0.000**	**0.000**
15:00-16:00	**5**	**12**	**0.000**	**0.000**	**0.000**
16:00-17:00	**5**	**12**	**0.017**	**0.017**	**0.034**
17:00-18:00	**5**	**12**	**0.000**	**0.000**	**0.000**
18:00-19:00	**5**	**12**	**0.017**	**0.017**	**0.034**
19:00-20:00	**5**	**12**	**0.000**	**0.000**	**0.000**
20:00-21:00	**5**	**12**	**0.000**	**0.000**	**0.000**
21:00-22:00	**5**	**12**	**0.000**	**0.000**	**0.000**
22:00-23:00	**5**	**12**	**0.000**	**0.000**	**0.000**
23:00-00:00	**3**	**13**	**0.000**	**0.000**	**0.000**
Total Rates:			**0.167**	**0.168**	**0.335**

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

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

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Parameter Summary:

Trip rate parameter range selected:	2 - 18 (units: PITCH)
Survey date date range:	18/09/2007 - 18/07/2012
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Taxis

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	**5**	**12**	**0.000**	**0.000**	**0.000**
09:00-10:00	**5**	**12**	**0.000**	**0.000**	**0.000**
10:00-11:00	**5**	**12**	**0.033**	**0.033**	**0.066**
11:00-12:00	**5**	**12**	**0.000**	**0.000**	**0.000**
12:00-13:00	**5**	**12**	**0.017**	**0.017**	**0.034**
13:00-14:00	**5**	**12**	**0.000**	**0.000**	**0.000**
14:00-15:00	**5**	**12**	**0.000**	**0.000**	**0.000**
15:00-16:00	**5**	**12**	**0.000**	**0.000**	**0.000**
16:00-17:00	**5**	**12**	**0.017**	**0.017**	**0.034**
17:00-18:00	**5**	**12**	**0.050**	**0.050**	**0.100**
18:00-19:00	**5**	**12**	**0.050**	**0.050**	**0.100**
19:00-20:00	**5**	**12**	**0.217**	**0.183**	**0.400**
20:00-21:00	**5**	**12**	**0.083**	**0.117**	**0.200**
21:00-22:00	**5**	**12**	**0.067**	**0.067**	**0.134**
22:00-23:00	**5**	**12**	**0.133**	**0.117**	**0.250**
23:00-00:00	**3**	**13**	**0.000**	**0.025**	**0.025**
Total Rates:			**0.667**	**0.676**	**1.343**

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

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

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Parameter Summary:

Trip rate parameter range selected:	2 - 18 (units: PITCH)
Survey date date range:	18/09/2007 - 18/07/2012
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Vehicle Occupants

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	5	12	1.700	0.367	2.067
09:00-10:00	5	12	0.733	0.183	0.916
10:00-11:00	5	12	0.433	0.233	0.666
11:00-12:00	5	12	1.150	0.717	1.867
12:00-13:00	5	12	0.867	0.817	1.684
13:00-14:00	5	12	0.667	0.750	1.417
14:00-15:00	5	12	1.567	1.667	3.234
15:00-16:00	5	12	2.117	1.083	3.200
16:00-17:00	5	12	1.983	1.917	3.900
17:00-18:00	5	12	5.300	1.517	6.817
18:00-19:00	5	12	7.367	2.917	10.284
19:00-20:00	5	12	7.400	8.217	15.617
20:00-21:00	5	12	6.233	7.850	14.083
21:00-22:00	5	12	2.017	7.383	9.400
22:00-23:00	5	12	0.267	4.600	4.867
23:00-00:00	3	13	0.000	0.625	0.625
Total Rates:			39.801	40.843	80.644

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

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

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Parameter Summary:

Trip rate parameter range selected:	2 - 18 (units: PITCH)
Survey date date range:	18/09/2007 - 18/07/2012
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Pedestrians

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	5	12	0.550	0.267	0.817
09:00-10:00	5	12	0.367	0.217	0.584
10:00-11:00	5	12	1.017	0.317	1.334
11:00-12:00	5	12	0.283	0.233	0.516
12:00-13:00	5	12	0.550	0.333	0.883
13:00-14:00	5	12	0.333	1.017	1.350
14:00-15:00	5	12	1.000	0.517	1.517
15:00-16:00	5	12	0.917	1.150	2.067
16:00-17:00	5	12	0.633	0.633	1.266
17:00-18:00	5	12	0.617	0.450	1.067
18:00-19:00	5	12	1.000	0.617	1.617
19:00-20:00	5	12	0.833	1.000	1.833
20:00-21:00	5	12	0.750	0.567	1.317
21:00-22:00	5	12	0.267	0.567	0.834
22:00-23:00	5	12	0.133	0.383	0.516
23:00-00:00	3	13	0.000	0.375	0.375
Total Rates:			9.250	8.643	17.893

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

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

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Parameter Summary:

Trip rate parameter range selected:	2 - 18 (units: PITCH)
Survey date date range:	18/09/2007 - 18/07/2012
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

Public Transport Users

Calculation factor: 1 PITCH

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PITCH	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00	**5**	**12**	**0.133**	**0.000**	**0.133**
09:00-10:00	**5**	**12**	**0.117**	**0.117**	**0.234**
10:00-11:00	**5**	**12**	**1.117**	**0.083**	**1.200**
11:00-12:00	**5**	**12**	**0.283**	**1.100**	**1.383**
12:00-13:00	**5**	**12**	**0.183**	**0.117**	**0.300**
13:00-14:00	**5**	**12**	**1.083**	**0.333**	**1.416**
14:00-15:00	**5**	**12**	**0.167**	**1.117**	**1.284**
15:00-16:00	**5**	**12**	**0.367**	**0.350**	**0.717**
16:00-17:00	**5**	**12**	**0.200**	**0.283**	**0.483**
17:00-18:00	**5**	**12**	**0.083**	**0.000**	**0.083**
18:00-19:00	**5**	**12**	**0.167**	**0.283**	**0.450**
19:00-20:00	**5**	**12**	**0.033**	**0.067**	**0.100**
20:00-21:00	**5**	**12**	**0.000**	**0.033**	**0.033**
21:00-22:00	**5**	**12**	**0.000**	**0.000**	**0.000**
22:00-23:00	**5**	**12**	**0.000**	**0.000**	**0.000**
23:00-00:00	**3**	**13**	**0.000**	**0.000**	**0.000**
Total Rates:			**3.933**	**3.883**	**7.816**

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

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Parameter Summary:

Trip rate parameter range selected:	2 - 18 (units: PITCH)
Survey date date range:	03/10/2008 - 18/07/2012
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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Appendix N – Distribution & Assignment

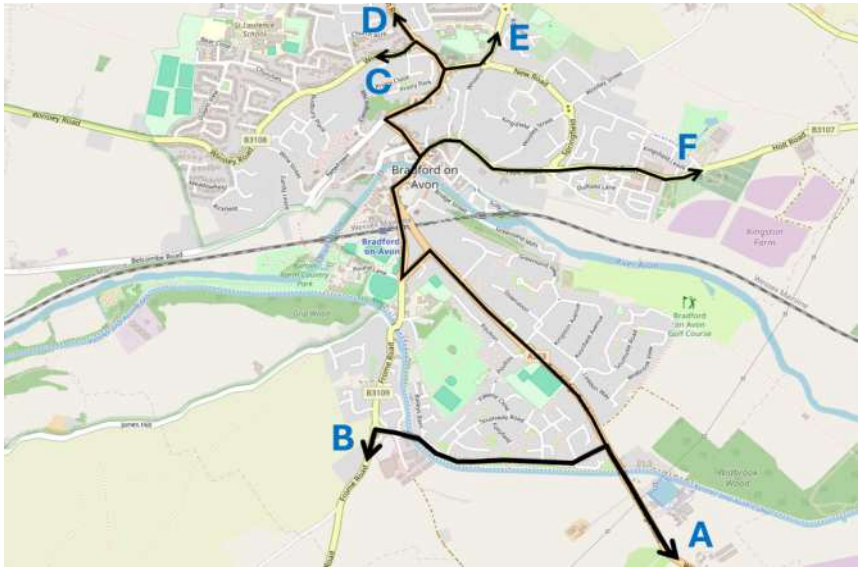
Residential Trip Distribution

Home	Work	Number		
Wiltshire 027	No fixed place	223		
Wiltshire 027	Wiltshire 031	188	A	
Wiltshire 027	Wiltshire 027	185	B/C/D/E/F	37
Wiltshire 027	Bath and North East Somerset 007	127	B/C	63.5
Wiltshire 027	Bath and North East Somerset 012	123	B/C	61.5
Wiltshire 027	Wiltshire 021	85	A/F	42.5
Wiltshire 027	Wiltshire 037	77	A	
Wiltshire 027	Bath and North East Somerset 008	74	B	
Wiltshire 027	Wiltshire 023	62	C/F	31
Wiltshire 027	Wiltshire 018	60	E	
Wiltshire 027	Wiltshire 022	49	F	
Wiltshire 027	Wiltshire 036	43	A	
Wiltshire 027	South Gloucestershire 017	42	D	
Wiltshire 027	Wiltshire 032	40	A	
Wiltshire 027	Bath and North East Somerset 009	39	B/C	19.5
Wiltshire 027	Bath and North East Somerset 010	39	B/C	19.5
Wiltshire 027	Wiltshire 040	38	A	
Wiltshire 027	Wiltshire 011	35	E/F	17.5
Wiltshire 027	Wiltshire 009	31	E/F	15.5
Wiltshire 027	Bath and North East Somerset 018	31	B	
Wiltshire 027	Wiltshire 017	31	E	
Wiltshire 027	Bristol 032	29	D	
Wiltshire 027	Wiltshire 010	29	E/F	14.5
Wiltshire 027	Wiltshire 039	26	A	
Wiltshire 027	Wiltshire 035	26	A	
Wiltshire 027	Wiltshire 030	25	A	
Wiltshire 027	Wiltshire 026	21	A	
Wiltshire 027	Wiltshire 034	17	A	
Wiltshire 027	Bath and North East Somerset 017	17	B	
Wiltshire 027	Wiltshire 033	16	A	
Wiltshire 027	Wiltshire 025	16	A	
Wiltshire 027	Mendip 001	16	B	
Wiltshire 027	Wiltshire 044	16	A	
Wiltshire 027	Wiltshire 042	15	A	
Wiltshire 027	Bath and North East Somerset 019	15	B	
Wiltshire 027	Bath and North East Somerset 022	14	B	
Wiltshire 027	Mendip 004	13	B	
Wiltshire 027	Wiltshire 013	13	F	
Wiltshire 027	Wiltshire 015	13	F	
Wiltshire 027	Wiltshire 028	12	A	
Wiltshire 027	Mendip 007	12	B	
Wiltshire 027	Mendip 003	11	B	
Wiltshire 027	Bath and North East Somerset 011	11	B	
Wiltshire 027	South Gloucestershire 024	11	D	
Wiltshire 027	Wiltshire 047	10	A	
Wiltshire 027	Bristol 054	10	D	
Wiltshire 027	Bath and North East Somerset 006	10	E	
		1823		

A	628.5	34%
B	415	23%
C	232	13%
D	129	7%
E	185.5	10%
F	233	13%
	1823	

From Access Junction:

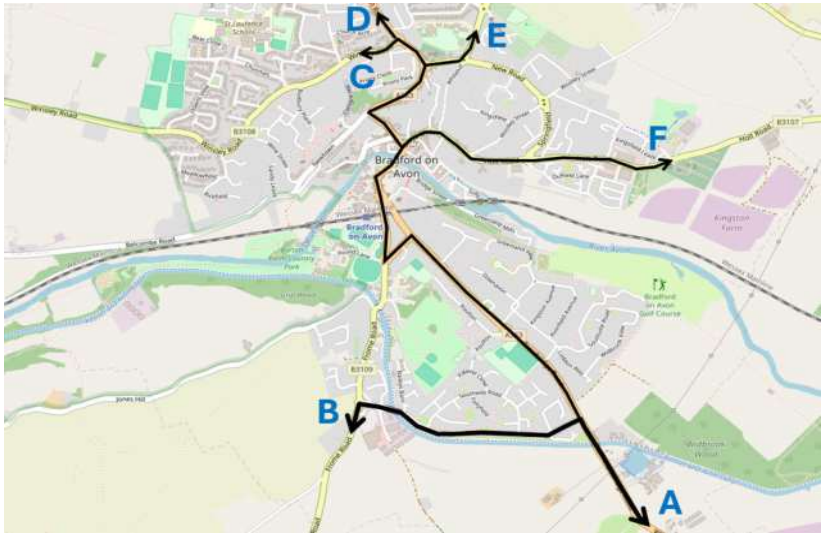
North:	66%
South:	34%



Care Home Trip Distribution

Wiltshire 027	Wiltshire 027	185	B/C/D/E/F	37
Wiltshire 023	Wiltshire 027	105	C/F	52.5
Wiltshire 030	Wiltshire 027	69	A	
Wiltshire 021	Wiltshire 027	67	A/F	33.5
Wiltshire 032	Wiltshire 027	60	A	
Wiltshire 035	Wiltshire 027	55	A	
Wiltshire 040	Wiltshire 027	49	A	
Wiltshire 031	Wiltshire 027	46	A	
Wiltshire 037	Wiltshire 027	45	A	
Wiltshire 036	Wiltshire 027	38	A	
Wiltshire 033	Wiltshire 027	38	A	
Wiltshire 018	Wiltshire 027	28	E	
Wiltshire 020	Wiltshire 027	27	F	
Bath and North East Somerset 010	Wiltshire 027	25	B/C	12.5
Mendip 001	Wiltshire 027	21	B	
Wiltshire 022	Wiltshire 027	19	F	
Wiltshire 017	Wiltshire 027	16	E	
Wiltshire 039	Wiltshire 027	14	A	
Mendip 007	Wiltshire 027	13	B	
Mendip 004	Wiltshire 027	12	B	
Wiltshire 042	Wiltshire 027	11	A	
Wiltshire 044	Wiltshire 027	11	A	
Bath and North East Somerset 007	Wiltshire 027	10	B/C	5
Wiltshire 047	Wiltshire 027	10	A	
Bath and North East Somerset 008	Wiltshire 027	10	B	
Mendip 003	Wiltshire 027	10	B	
		994		

A	479.5	48%
B	120.5	12%
C	107	11%
D	37	4%
E	81	8%
F	169	17%
	994	

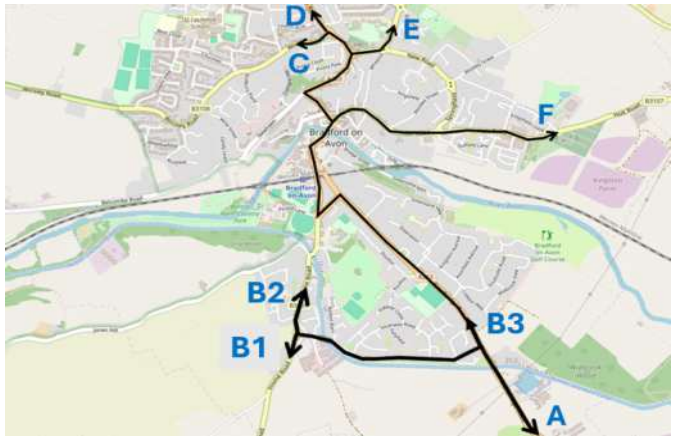


	Census	
	To Work	To Here
A	34%	48%
B1	23%	12%
B2	0%	0%
B3	43%	40%
C	13%	11%
D	7%	4%
E	10%	8%
F	13%	17%

Adjusted to account for Sainsbury's and Fitzmaurice Primary School

	To Work	To Here
A	34%	48%
B1	23%	12%
B2	14%	13%
B3	29%	26%
C	13%	11%
D	7%	4%
E	10%	8%
F	13%	17%

To work	To Here
65%	74%
35%	26%



Appendix O – Manual Turning Count Data

Bradford-on-Avon, Tuesday 24th June 2025

Junction: 1
Approach: A363 Market Street

	To B3107 Silver Street					To A363 Silver Street				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	1	0	0	1	1.0	67	5	0	72	78.5
07:15 - 07:30	1	0	0	1	1.0	91	2	0	93	95.6
07:30 - 07:45	4	0	0	4	4.0	99	9	1	109	121.7
07:45 - 08:00	0	0	0	0	0.0	117	8	1	126	137.4
Hourly Total	**6**	**0**	**0**	**6**	**6.0**	**374**	**24**	**2**	**400**	**433.2**
08:00 - 08:15	2	0	0	2	2.0	132	8	0	140	150.4
08:15 - 08:30	2	1	0	3	4.3	112	3	0	115	118.9
08:30 - 08:45	0	0	0	0	0.0	114	2	3	119	124.6
08:45 - 09:00	6	0	0	6	6.0	112	9	1	122	134.7
Hourly Total	**10**	**1**	**0**	**11**	**12.3**	**470**	**22**	**4**	**496**	**528.6**
09:00 - 09:15	5	0	0	5	5.0	100	4	0	104	109.2
09:15 - 09:30	2	0	0	2	2.0	101	10	1	112	126.0
09:30 - 09:45	1	0	0	1	1.0	92	3	0	95	98.9
09:45 - 10:00	4	0	0	4	4.0	87	3	1	91	95.9
Hourly Total	**12**	**0**	**0**	**12**	**12.0**	**380**	**20**	**2**	**402**	**430.0**
TOTAL	**28**	**1**	**0**	**29**	**30.3**	**1224**	**66**	**8**	**1298**	**1391.8**
16:00 - 16:15	1	0	0	1	1.0	104	4	0	108	113.2
16:15 - 16:30	2	0	0	2	2.0	121	2	0	123	125.6
16:30 - 16:45	1	0	0	1	1.0	100	5	1	106	113.5
16:45 - 17:00	1	0	0	1	1.0	113	2	1	116	119.6
Hourly Total	**5**	**0**	**0**	**5**	**5.0**	**438**	**13**	**2**	**453**	**471.9**
17:00 - 17:15	2	1	0	3	4.3	119	2	0	121	123.6
17:15 - 17:30	3	0	0	3	3.0	113	4	2	119	126.2
17:30 - 17:45	0	0	0	0	0.0	136	3	0	139	142.9
17:45 - 18:00	2	0	0	2	2.0	111	1	1	113	115.3
Hourly Total	**7**	**1**	**0**	**8**	**9.3**	**479**	**10**	**3**	**492**	**508.0**
18:00 - 18:15	4	0	0	4	4.0	152	1	0	153	154.3
18:15 - 18:30	1	0	0	1	1.0	123	0	0	123	123.0
18:30 - 18:45	2	0	0	2	2.0	111	1	1	113	115.3
18:45 - 19:00	1	0	0	1	1.0	104	2	0	106	108.6
Hourly Total	**8**	**0**	**0**	**8**	**8.0**	**490**	**4**	**1**	**495**	**501.2**
TOTAL	**20**	**1**	**0**	**21**	**22.3**	**1407**	**27**	**6**	**1440**	**1481.1**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Bradford-on-Avon, Tuesday 24th June 2025

Junction: 1
Approach: B3107 Silver Street

	To A363 Silver Street					To A363 Market Street				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	20	0	0	20	20.0	1	0	0	1	1.0
07:15 - 07:30	44	0	1	45	46.0	2	0	0	2	2.0
07:30 - 07:45	38	1	0	39	40.3	6	0	0	6	6.0
07:45 - 08:00	85	2	0	87	89.6	2	0	0	2	2.0
Hourly Total	**187**	**3**	**1**	**191**	**195.9**	**11**	**0**	**0**	**11**	**11.0**
08:00 - 08:15	68	3	1	72	76.9	6	0	0	6	6.0
08:15 - 08:30	83	4	1	88	94.2	7	4	0	11	16.2
08:30 - 08:45	81	1	2	84	87.3	3	0	0	3	3.0
08:45 - 09:00	59	3	0	62	65.9	6	0	0	6	6.0
Hourly Total	**291**	**11**	**4**	**306**	**324.3**	**22**	**4**	**0**	**26**	**31.2**
09:00 - 09:15	58	2	0	60	62.6	3	0	0	3	3.0
09:15 - 09:30	45	1	2	48	51.3	8	0	0	8	8.0
09:30 - 09:45	55	2	0	57	59.6	3	0	0	3	3.0
09:45 - 10:00	48	5	1	54	61.5	8	0	0	8	8.0
Hourly Total	**206**	**10**	**3**	**219**	**235.0**	**22**	**0**	**0**	**22**	**22.0**
TOTAL	**684**	**24**	**8**	**716**	**755.2**	**55**	**4**	**0**	**59**	**64.2**
16:00 - 16:15	76	2	0	78	80.6	5	0	0	5	5.0
16:15 - 16:30	95	3	0	98	101.9	3	0	0	3	3.0
16:30 - 16:45	83	1	1	85	87.3	4	0	0	4	4.0
16:45 - 17:00	96	1	1	98	100.3	5	0	0	5	5.0
Hourly Total	**350**	**7**	**2**	**359**	**370.1**	**17**	**0**	**0**	**17**	**17.0**
17:00 - 17:15	97	1	0	98	99.3	6	0	0	6	6.0
17:15 - 17:30	78	1	0	79	80.3	6	0	0	6	6.0
17:30 - 17:45	82	1	1	84	86.3	3	0	0	3	3.0
17:45 - 18:00	81	0	0	81	81.0	3	0	0	3	3.0
Hourly Total	**338**	**3**	**1**	**342**	**346.9**	**18**	**0**	**0**	**18**	**18.0**
18:00 - 18:15	63	1	1	65	67.3	2	0	0	2	2.0
18:15 - 18:30	49	1	1	51	53.3	2	0	0	2	2.0
18:30 - 18:45	41	0	0	41	41.0	9	0	0	9	9.0
18:45 - 19:00	44	2	1	47	50.6	5	0	0	5	5.0
Hourly Total	**197**	**4**	**3**	**204**	**212.2**	**18**	**0**	**0**	**18**	**18.0**
TOTAL	**885**	**14**	**6**	**905**	**929.2**	**53**	**0**	**0**	**53**	**53.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Bradford-on-Avon, Tuesday 24th June 2025

Junction: 1
Approach: A363 Silver Street

	To A363 Market Street					To B3107 Silver Street					U-Turn				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	149	5	1	155	162.5	27	2	0	29	31.6	1	0	0	1	1.0
07:15 - 07:30	167	7	2	176	187.1	43	1	1	45	47.3	0	0	0	0	0.0
07:30 - 07:45	171	1	0	172	173.3	23	0	1	24	25.0	0	0	0	0	0.0
07:45 - 08:00	163	3	1	167	171.9	43	2	0	45	47.6	0	0	0	0	0.0
Hourly Total	**650**	**16**	**4**	**670**	**694.8**	**136**	**5**	**2**	**143**	**151.5**	**1**	**0**	**0**	**1**	**1.0**
08:00 - 08:15	142	2	1	145	148.6	33	1	1	35	37.3	0	0	0	0	0.0
08:15 - 08:30	141	2	1	144	147.6	44	2	0	46	48.6	0	0	0	0	0.0
08:30 - 08:45	129	5	2	136	144.5	46	1	0	47	48.3	0	0	0	0	0.0
08:45 - 09:00	104	5	0	109	115.5	53	2	0	55	57.6	0	0	0	0	0.0
Hourly Total	**516**	**14**	**4**	**534**	**556.2**	**176**	**6**	**1**	**183**	**191.8**	**0**	**0**	**0**	**0**	**0.0**
09:00 - 09:15	117	4	0	121	126.2	37	0	2	39	41.0	0	0	0	0	0.0
09:15 - 09:30	93	7	1	101	111.1	22	1	0	23	24.3	0	0	0	0	0.0
09:30 - 09:45	111	10	1	122	136.0	27	3	2	32	37.9	0	0	0	0	0.0
09:45 - 10:00	90	6	0	96	103.8	28	0	1	29	30.0	0	0	0	0	0.0
Hourly Total	**411**	**27**	**2**	**440**	**477.1**	**114**	**4**	**5**	**123**	**133.2**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**1577**	**57**	**10**	**1644**	**1728.1**	**426**	**15**	**8**	**449**	**476.5**	**1**	**0**	**0**	**1**	**1.0**
16:00 - 16:15	126	4	0	130	135.2	44	0	2	46	48.0	0	0	0	0	0.0
16:15 - 16:30	125	5	0	130	136.5	37	1	1	39	41.3	1	0	0	1	1.0
16:30 - 16:45	121	6	0	127	134.8	47	1	0	48	49.3	0	0	0	0	0.0
16:45 - 17:00	128	5	0	133	139.5	38	1	0	39	40.3	0	0	0	0	0.0
Hourly Total	**500**	**20**	**0**	**520**	**546.0**	**166**	**3**	**3**	**172**	**178.9**	**1**	**0**	**0**	**1**	**1.0**
17:00 - 17:15	120	5	0	125	131.5	48	1	1	50	52.3	0	0	0	0	0.0
17:15 - 17:30	106	0	1	107	108.0	53	0	0	53	53.0	0	0	0	0	0.0
17:30 - 17:45	116	1	0	117	118.3	41	0	1	42	43.0	0	0	0	0	0.0
17:45 - 18:00	135	6	1	142	150.8	49	0	0	49	49.0	0	0	0	0	0.0
Hourly Total	**477**	**12**	**2**	**491**	**508.6**	**191**	**1**	**2**	**194**	**197.3**	**0**	**0**	**0**	**0**	**0.0**
18:00 - 18:15	114	2	1	117	120.6	39	0	1	40	41.0	0	0	0	0	0.0
18:15 - 18:30	95	3	0	98	101.9	27	1	0	28	29.3	0	0	0	0	0.0
18:30 - 18:45	117	0	0	117	117.0	34	0	0	34	34.0	0	0	0	0	0.0
18:45 - 19:00	127	2	0	129	131.6	29	0	0	29	29.0	0	0	0	0	0.0
Hourly Total	**453**	**7**	**1**	**461**	**471.1**	**129**	**1**	**1**	**131**	**133.3**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**1430**	**39**	**3**	**1472**	**1525.7**	**486**	**5**	**6**	**497**	**509.5**	**1**	**0**	**0**	**1**	**1.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Bradford-on-Avon, Tuesday 24th June 2025

Junction: 2
Approach: A363 St Margaret's St North

	Left to A363 St Margaret's St (South)					Ahead to A363 Frome Road					Right to Station Approach					U-Turn				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	38	0	0	38	38.0	41	3	0	44	47.9	9	0	0	9	9.0	0	0	0	0	0.0
07:15 - 07:30	35	1	1	37	39.3	84	3	0	87	90.9	11	0	0	11	11.0	0	0	0	0	0.0
07:30 - 07:45	51	1	1	53	55.3	60	6	0	66	73.8	14	1	0	15	16.3	0	0	0	0	0.0
07:45 - 08:00	78	3	1	82	86.9	101	8	0	109	119.4	19	1	0	20	21.3	0	0	0	0	0.0
Hourly Total	**202**	**5**	**3**	**210**	**219.5**	**286**	**20**	**0**	**306**	**332.0**	**53**	**2**	**0**	**55**	**57.6**	**0**	**0**	**0**	**0**	**0.0**
08:00 - 08:15	86	5	1	92	99.5	88	5	0	93	99.5	13	0	0	13	13.0	0	0	0	0	0.0
08:15 - 08:30	71	4	1	76	82.2	101	1	0	102	103.3	13	0	0	13	13.0	0	0	0	0	0.0
08:30 - 08:45	72	1	1	74	76.3	104	2	4	110	116.6	18	0	0	18	18.0	0	0	0	0	0.0
08:45 - 09:00	63	4	0	67	72.2	83	8	1	92	103.4	13	0	0	13	13.0	0	0	0	0	0.0
Hourly Total	**292**	**14**	**3**	**309**	**330.2**	**376**	**16**	**5**	**397**	**422.8**	**57**	**0**	**0**	**57**	**57.0**	**0**	**0**	**0**	**0**	**0.0**
09:00 - 09:15	45	2	0	47	49.6	93	5	0	98	104.5	14	1	0	15	16.3	2	0	0	2	2.0
09:15 - 09:30	59	3	0	62	65.9	57	5	0	62	68.5	11	1	1	13	15.3	2	0	0	2	2.0
09:30 - 09:45	49	3	1	53	57.9	71	3	1	75	79.9	21	0	0	21	21.0	0	0	0	0	0.0
09:45 - 10:00	38	2	1	41	44.6	69	4	1	74	80.2	20	0	0	20	20.0	1	0	0	1	1.0
Hourly Total	**191**	**10**	**2**	**203**	**218.0**	**290**	**17**	**2**	**309**	**333.1**	**66**	**2**	**1**	**69**	**72.6**	**5**	**0**	**0**	**5**	**5.0**
TOTAL	**685**	**29**	**8**	**722**	**767.7**	**952**	**53**	**7**	**1012**	**1087.9**	**176**	**4**	**1**	**181**	**187.2**	**5**	**0**	**0**	**5**	**5.0**
16:00 - 16:15	66	2	0	68	70.6	97	4	0	101	106.2	8	0	0	8	8.0	0	0	0	0	0.0
16:15 - 16:30	86	3	0	89	92.9	117	2	0	119	121.6	9	0	0	9	9.0	0	0	0	0	0.0
16:30 - 16:45	75	2	2	79	83.6	84	2	0	86	88.6	13	1	0	14	15.3	0	0	0	0	0.0
16:45 - 17:00	86	0	2	88	90.0	104	4	0	108	113.2	13	0	0	13	13.0	0	0	0	0	0.0
Hourly Total	**313**	**7**	**4**	**324**	**337.1**	**402**	**12**	**0**	**414**	**429.6**	**43**	**1**	**0**	**44**	**45.3**	**0**	**0**	**0**	**0**	**0.0**
17:00 - 17:15	75	1	0	76	77.3	119	2	0	121	123.6	16	0	0	16	16.0	0	0	0	0	0.0
17:15 - 17:30	71	2	2	75	79.6	97	3	0	100	103.9	14	0	0	14	14.0	1	0	0	1	1.0
17:30 - 17:45	87	2	0	89	91.6	114	0	0	114	114.0	10	1	1	12	14.3	2	0	0	2	2.0
17:45 - 18:00	84	0	0	84	84.0	98	1	1	100	102.3	8	0	0	8	8.0	0	0	0	0	0.0
Hourly Total	**317**	**5**	**2**	**324**	**332.5**	**428**	**6**	**1**	**435**	**443.8**	**48**	**1**	**1**	**50**	**52.3**	**3**	**0**	**0**	**3**	**3.0**
18:00 - 18:15	86	0	1	87	88.0	99	2	0	101	103.6	11	0	0	11	11.0	1	0	0	1	1.0
18:15 - 18:30	80	1	0	81	82.3	71	1	0	72	73.3	13	0	0	13	13.0	1	0	0	1	1.0
18:30 - 18:45	67	0	1	68	69.0	72	1	0	73	74.3	6	0	0	6	6.0	1	0	0	1	1.0
18:45 - 19:00	68	1	1	70	72.3	66	3	0	69	72.9	12	0	0	12	12.0	2	0	0	2	2.0
Hourly Total	**301**	**2**	**3**	**306**	**311.6**	**308**	**7**	**0**	**315**	**324.1**	**42**	**0**	**0**	**42**	**42.0**	**5**	**0**	**0**	**5**	**5.0**
TOTAL	**931**	**14**	**9**	**954**	**981.2**	**1138**	**25**	**1**	**1164**	**1197.5**	**133**	**2**	**1**	**136**	**139.6**	**8**	**0**	**0**	**8**	**8.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Bradford-on-Avon, Tuesday 24th June 2025

Junction: 2
Approach: A363 St Margaret's St South

	Left to A363 Frome Road					Ahead to Station Approach					Right to A363 St Margaret's St (North)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**
08:00 - 08:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
08:30 - 08:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**
09:00 - 09:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
09:15 - 09:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
09:30 - 09:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
09:45 - 10:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**
16:00 - 16:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**
17:00 - 17:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**
18:00 - 18:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Bradford-on-Avon, Tuesday 24th June 2025

Junction: 2
Approach: A363 Frome Road

	Left to Station Approach					Ahead to A363 St Margaret's St (North)					Right to A363 St Margaret's St (South)					U-Turn				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	3	1	0	4	5.3	188	7	1	196	206.1	0	0	0	0	0.0	0	0	0	0	0.0
07:15 - 07:30	5	0	1	6	7.0	202	7	3	212	224.1	0	0	0	0	0.0	0	0	0	0	0.0
07:30 - 07:45	6	0	0	6	6.0	199	3	1	203	207.9	1	0	0	1	1.0	0	0	0	0	0.0
07:45 - 08:00	7	0	1	8	9.0	192	5	1	198	205.5	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	**21**	**1**	**2**	**24**	**27.3**	**781**	**22**	**6**	**809**	**843.6**	**1**	**0**	**0**	**1**	**1.0**	**0**	**0**	**0**	**0**	**0.0**
08:00 - 08:15	11	1	0	12	13.3	177	2	1	180	183.6	0	0	0	0	0.0	0	0	0	0	0.0
08:15 - 08:30	13	0	0	13	13.0	193	4	2	199	206.2	2	0	0	2	2.0	0	0	0	0	0.0
08:30 - 08:45	14	0	0	14	14.0	171	6	1	178	186.8	0	0	0	0	0.0	0	0	0	0	0.0
08:45 - 09:00	17	0	0	17	17.0	164	7	1	172	182.1	3	0	0	3	3.0	0	0	0	0	0.0
Hourly Total	**55**	**1**	**0**	**56**	**57.3**	**705**	**19**	**5**	**729**	**758.7**	**5**	**0**	**0**	**5**	**5.0**	**0**	**0**	**0**	**0**	**0.0**
09:00 - 09:15	12	0	0	12	12.0	148	4	2	154	161.2	1	0	0	1	1.0	1	0	0	1	1.0
09:15 - 09:30	10	0	1	11	12.0	117	8	2	127	139.4	5	2	0	7	9.6	1	0	0	1	1.0
09:30 - 09:45	12	0	0	12	12.0	125	10	0	135	148.0	5	0	0	5	5.0	1	0	0	1	1.0
09:45 - 10:00	12	0	0	12	12.0	118	6	1	125	133.8	6	0	0	6	6.0	0	0	0	0	0.0
Hourly Total	**46**	**0**	**1**	**47**	**48.0**	**508**	**28**	**5**	**541**	**582.4**	**17**	**2**	**0**	**19**	**21.6**	**3**	**0**	**0**	**3**	**3.0**
TOTAL	**122**	**2**	**3**	**127**	**132.6**	**1994**	**69**	**16**	**2079**	**2184.7**	**23**	**2**	**0**	**25**	**27.6**	**3**	**0**	**0**	**3**	**3.0**
16:00 - 16:15	12	0	0	12	12.0	159	5	3	167	176.5	1	0	0	1	1.0	0	0	0	0	0.0
16:15 - 16:30	9	0	0	9	9.0	160	5	0	165	171.5	0	0	0	0	0.0	0	0	0	0	0.0
16:30 - 16:45	10	0	0	10	10.0	157	8	0	165	175.4	1	0	0	1	1.0	1	0	0	1	1.0
16:45 - 17:00	13	0	0	13	13.0	167	5	0	172	178.5	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	**44**	**0**	**0**	**44**	**44.0**	**643**	**23**	**3**	**669**	**701.9**	**3**	**0**	**0**	**3**	**3.0**	**1**	**0**	**0**	**1**	**1.0**
17:00 - 17:15	9	0	0	9	9.0	158	6	1	165	173.8	0	0	0	0	0.0	0	0	0	0	0.0
17:15 - 17:30	8	0	1	9	10.0	150	0	1	151	152.0	1	0	0	1	1.0	0	0	0	0	0.0
17:30 - 17:45	12	0	0	12	12.0	149	1	2	152	155.3	1	0	0	1	1.0	0	0	0	0	0.0
17:45 - 18:00	15	0	0	15	15.0	161	4	0	165	170.2	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	**44**	**0**	**1**	**45**	**46.0**	**618**	**11**	**4**	**633**	**651.3**	**3**	**0**	**0**	**3**	**3.0**	**0**	**0**	**0**	**0**	**0.0**
18:00 - 18:15	12	0	0	12	12.0	147	3	2	152	157.9	3	0	0	3	3.0	0	0	0	0	0.0
18:15 - 18:30	16	0	0	16	16.0	113	4	0	117	122.2	1	0	0	1	1.0	1	0	0	1	1.0
18:30 - 18:45	13	0	0	13	13.0	153	0	0	153	153.0	1	0	0	1	1.0	0	0	0	0	0.0
18:45 - 19:00	14	0	0	14	14.0	146	3	1	150	154.9	2	0	0	2	2.0	0	0	0	0	0.0
Hourly Total	**55**	**0**	**0**	**55**	**55.0**	**559**	**10**	**3**	**572**	**588.0**	**7**	**0**	**0**	**7**	**7.0**	**1**	**0**	**0**	**1**	**1.0**
TOTAL	**143**	**0**	**1**	**144**	**145.0**	**1820**	**44**	**10**	**1874**	**1941.2**	**13**	**0**	**0**	**13**	**13.0**	**2**	**0**	**0**	**2**	**2.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Bradford-on-Avon, Tuesday 24th June 2025

Junction: 2
Approach: Station Approach

	Left to A363 St Margaret's St (North)					Ahead to A363 St Margaret's St (South)					Right to A363 Frome Road				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	1	2	0	3	5.6	0	0	0	0	0.0	1	0	0	1	1.0
07:15 - 07:30	7	0	0	7	7.0	2	0	1	3	4.0	4	0	0	4	4.0
07:30 - 07:45	6	0	0	6	6.0	1	0	0	1	1.0	3	0	0	3	3.0
07:45 - 08:00	5	0	1	6	7.0	2	0	0	2	2.0	1	2	0	3	5.6
Hourly Total	**19**	**2**	**1**	**22**	**25.6**	**5**	**0**	**1**	**6**	**7.0**	**9**	**2**	**0**	**11**	**13.6**
08:00 - 08:15	7	0	0	7	7.0	2	0	0	2	2.0	2	0	0	2	2.0
08:15 - 08:30	3	1	0	4	5.3	1	0	0	1	1.0	2	0	0	2	2.0
08:30 - 08:45	9	0	0	9	9.0	6	0	0	6	6.0	2	0	0	2	2.0
08:45 - 09:00	6	0	0	6	6.0	1	0	0	1	1.0	5	0	0	5	5.0
Hourly Total	**25**	**1**	**0**	**26**	**27.3**	**10**	**0**	**0**	**10**	**10.0**	**11**	**0**	**0**	**11**	**11.0**
09:00 - 09:15	11	0	0	11	11.0	6	0	0	6	6.0	7	0	0	7	7.0
09:15 - 09:30	8	0	1	9	10.0	5	0	0	5	5.0	0	0	0	0	0.0
09:30 - 09:45	9	2	1	12	15.6	4	0	0	4	4.0	7	0	0	7	7.0
09:45 - 10:00	16	0	0	16	16.0	2	0	0	2	2.0	6	0	0	6	6.0
Hourly Total	**44**	**2**	**2**	**48**	**52.6**	**17**	**0**	**0**	**17**	**17.0**	**20**	**0**	**0**	**20**	**20.0**
TOTAL	**88**	**5**	**3**	**96**	**105.5**	**32**	**0**	**1**	**33**	**34.0**	**40**	**2**	**0**	**42**	**44.6**
16:00 - 16:15	14	0	0	14	14.0	6	0	0	6	6.0	5	0	0	5	5.0
16:15 - 16:30	10	0	0	10	10.0	6	0	0	6	6.0	7	0	0	7	7.0
16:30 - 16:45	10	0	0	10	10.0	10	0	0	10	10.0	1	0	0	1	1.0
16:45 - 17:00	15	0	0	15	15.0	9	0	0	9	9.0	6	0	0	6	6.0
Hourly Total	**49**	**0**	**0**	**49**	**49.0**	**31**	**0**	**0**	**31**	**31.0**	**19**	**0**	**0**	**19**	**19.0**
17:00 - 17:15	9	0	0	9	9.0	11	0	0	11	11.0	10	0	0	10	10.0
17:15 - 17:30	20	0	0	20	20.0	9	0	0	9	9.0	4	0	0	4	4.0
17:30 - 17:45	17	0	0	17	17.0	5	0	1	6	7.0	4	0	0	4	4.0
17:45 - 18:00	16	1	1	18	20.3	7	0	0	7	7.0	10	0	0	10	10.0
Hourly Total	**62**	**1**	**1**	**64**	**66.3**	**32**	**0**	**1**	**33**	**34.0**	**28**	**0**	**0**	**28**	**28.0**
18:00 - 18:15	11	0	0	11	11.0	5	0	0	5	5.0	4	0	0	4	4.0
18:15 - 18:30	11	0	0	11	11.0	4	0	0	4	4.0	3	0	0	3	3.0
18:30 - 18:45	14	0	0	14	14.0	6	0	0	6	6.0	3	0	0	3	3.0
18:45 - 19:00	18	0	0	18	18.0	8	0	0	8	8.0	4	0	0	4	4.0
Hourly Total	**54**	**0**	**0**	**54**	**54.0**	**23**	**0**	**0**	**23**	**23.0**	**14**	**0**	**0**	**14**	**14.0**
TOTAL	**165**	**1**	**1**	**167**	**169.3**	**86**	**0**	**1**	**87**	**88.0**	**61**	**0**	**0**	**61**	**61.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Bradford-on-Avon, Tuesday 24th June 2025

Junction: 3
Approach: A363 Frome Road

	Left to A363 Junction Road					Ahead to B3109 Frome Road					Right to Pound Lane					U-Turn				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	41	3	0	44	47.9	1	0	0	1	1.0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0.0	79	3	0	82	85.9	3	0	0	3	3.0	0	0	0	0	0.0
07:30 - 07:45	2	1	0	3	4.3	67	5	0	72	78.5	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	5	1	0	6	7.3	91	8	0	99	109.4	2	0	0	2	2.0	1	0	0	1	1.0
Hourly Total	**7**	**2**	**0**	**9**	**11.6**	**278**	**19**	**0**	**297**	**321.7**	**6**	**0**	**0**	**6**	**6.0**	**1**	**0**	**0**	**1**	**1.0**
08:00 - 08:15	3	0	0	3	3.0	82	6	0	88	95.8	0	0	0	0	0.0	0	0	0	0	0.0
08:15 - 08:30	3	0	0	3	3.0	101	1	0	102	103.3	0	0	0	0	0.0	1	0	0	1	1.0
08:30 - 08:45	5	0	0	5	5.0	100	2	4	106	112.6	1	0	0	1	1.0	0	0	0	0	0.0
08:45 - 09:00	2	0	0	2	2.0	84	6	1	91	99.8	4	0	0	4	4.0	0	0	0	0	0.0
Hourly Total	**13**	**0**	**0**	**13**	**13.0**	**367**	**15**	**5**	**387**	**411.5**	**5**	**0**	**0**	**5**	**5.0**	**1**	**0**	**0**	**1**	**1.0**
09:00 - 09:15	3	0	0	3	3.0	89	6	0	95	102.8	3	1	0	4	5.3	0	0	0	0	0.0
09:15 - 09:30	2	0	0	2	2.0	60	4	0	64	69.2	1	0	0	1	1.0	0	0	0	0	0.0
09:30 - 09:45	2	0	0	2	2.0	72	4	1	77	83.2	3	0	0	3	3.0	0	0	0	0	0.0
09:45 - 10:00	3	0	1	4	5.0	69	4	0	73	78.2	3	0	0	3	3.0	0	0	0	0	0.0
Hourly Total	**10**	**0**	**1**	**11**	**12.0**	**290**	**18**	**1**	**309**	**333.4**	**10**	**1**	**0**	**11**	**12.3**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**30**	**2**	**1**	**33**	**36.6**	**935**	**52**	**6**	**993**	**1066.6**	**21**	**1**	**0**	**22**	**23.3**	**2**	**0**	**0**	**2**	**2.0**
16:00 - 16:15	6	0	0	6	6.0	103	4	0	107	112.2	0	0	0	0	0.0	0	0	0	0	0.0
16:15 - 16:30	3	0	0	3	3.0	113	2	0	115	117.6	1	0	0	1	1.0	0	0	0	0	0.0
16:30 - 16:45	4	1	0	5	6.3	82	1	0	83	84.3	0	0	0	0	0.0	1	0	0	1	1.0
16:45 - 17:00	5	0	0	5	5.0	101	4	0	105	110.2	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	**18**	**1**	**0**	**19**	**20.3**	**399**	**11**	**0**	**410**	**424.3**	**2**	**0**	**0**	**2**	**2.0**	**1**	**0**	**0**	**1**	**1.0**
17:00 - 17:15	2	0	0	2	2.0	118	2	0	120	122.6	5	0	0	5	5.0	0	0	0	0	0.0
17:15 - 17:30	4	0	0	4	4.0	101	3	0	104	107.9	1	0	0	1	1.0	0	0	0	0	0.0
17:30 - 17:45	5	0	0	5	5.0	104	0	0	104	104.0	8	0	0	8	8.0	0	0	0	0	0.0
17:45 - 18:00	1	0	0	1	1.0	107	1	1	109	111.3	3	0	0	3	3.0	0	0	0	0	0.0
Hourly Total	**12**	**0**	**0**	**12**	**12.0**	**430**	**6**	**1**	**437**	**445.8**	**17**	**0**	**0**	**17**	**17.0**	**0**	**0**	**0**	**0**	**0.0**
18:00 - 18:15	4	0	0	4	4.0	95	1	0	96	97.3	6	0	0	6	6.0	0	0	0	0	0.0
18:15 - 18:30	2	0	0	2	2.0	69	2	0	71	73.6	4	0	0	4	4.0	1	0	0	1	1.0
18:30 - 18:45	2	0	0	2	2.0	73	1	0	74	75.3	1	0	0	1	1.0	0	0	0	0	0.0
18:45 - 19:00	3	0	0	3	3.0	64	3	0	67	70.9	2	0	0	2	2.0	0	0	0	0	0.0
Hourly Total	**11**	**0**	**0**	**11**	**11.0**	**301**	**7**	**0**	**308**	**317.1**	**13**	**0**	**0**	**13**	**13.0**	**1**	**0**	**0**	**1**	**1.0**
TOTAL	**41**	**1**	**0**	**42**	**43.3**	**1130**	**24**	**1**	**1155**	**1187.2**	**32**	**0**	**0**	**32**	**32.0**	**2**	**0**	**0**	**2**	**2.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Bradford-on-Avon, Tuesday 24th June 2025

Junction: 3
Approach: A363 Junction Road

	Left to B3109 Frome Road					Ahead to Pound Lane					Right to A363 Frome Road					U-Turn				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	0	0	0	0	0.0	96	1	1	98	100.3	0	0	0	0	0.0
07:15 - 07:30	1	0	0	1	1.0	0	0	0	0	0.0	103	3	2	108	113.9	0	0	0	0	0.0
07:30 - 07:45	3	0	0	3	3.0	1	0	0	1	1.0	109	1	1	111	113.3	0	0	0	0	0.0
07:45 - 08:00	2	0	0	2	2.0	3	0	0	3	3.0	92	3	1	96	100.9	0	0	0	0	0.0
Hourly Total	**6**	**0**	**0**	**6**	**6.0**	**4**	**0**	**0**	**4**	**4.0**	**400**	**8**	**5**	**413**	**428.4**	**0**	**0**	**0**	**0**	**0.0**
08:00 - 08:15	4	0	0	4	4.0	0	0	0	0	0.0	110	0	1	111	112.0	0	0	0	0	0.0
08:15 - 08:30	5	0	0	5	5.0	1	0	0	1	1.0	112	1	2	115	118.3	1	0	0	1	1.0
08:30 - 08:45	4	1	0	5	6.3	2	0	0	2	2.0	62	0	1	63	64.0	0	0	0	0	0.0
08:45 - 09:00	6	0	0	6	6.0	3	0	0	3	3.0	82	2	1	85	88.6	0	0	0	0	0.0
Hourly Total	**19**	**1**	**0**	**20**	**21.3**	**6**	**0**	**0**	**6**	**6.0**	**366**	**3**	**5**	**374**	**382.9**	**1**	**0**	**0**	**1**	**1.0**
09:00 - 09:15	5	0	0	5	5.0	0	0	0	0	0.0	80	2	1	83	86.6	0	0	0	0	0.0
09:15 - 09:30	2	0	0	2	2.0	0	0	0	0	0.0	57	5	3	65	74.5	0	0	0	0	0.0
09:30 - 09:45	2	1	0	3	4.3	0	0	0	0	0.0	64	6	0	70	77.8	0	0	0	0	0.0
09:45 - 10:00	3	0	0	3	3.0	1	0	0	1	1.0	67	3	1	71	75.9	0	0	0	0	0.0
Hourly Total	**12**	**1**	**0**	**13**	**14.3**	**1**	**0**	**0**	**1**	**1.0**	**268**	**16**	**5**	**289**	**314.8**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**37**	**2**	**0**	**39**	**41.6**	**11**	**0**	**0**	**11**	**11.0**	**1034**	**27**	**15**	**1076**	**1126.1**	**1**	**0**	**0**	**1**	**1.0**
16:00 - 16:15	4	0	0	4	4.0	1	0	0	1	1.0	65	1	3	69	73.3	0	0	0	0	0.0
16:15 - 16:30	1	0	0	1	1.0	0	0	0	0	0.0	72	2	0	74	76.6	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0.0	0	0	0	0	0.0	73	4	0	77	82.2	0	0	0	0	0.0
16:45 - 17:00	4	0	0	4	4.0	0	0	0	0	0.0	72	3	0	75	78.9	0	0	0	0	0.0
Hourly Total	**9**	**0**	**0**	**9**	**9.0**	**1**	**0**	**0**	**1**	**1.0**	**282**	**10**	**3**	**295**	**311.0**	**0**	**0**	**0**	**0**	**0.0**
17:00 - 17:15	5	0	0	5	5.0	0	0	0	0	0.0	79	0	1	80	81.0	0	0	0	0	0.0
17:15 - 17:30	1	0	0	1	1.0	1	0	0	1	1.0	75	0	1	76	77.0	0	0	0	0	0.0
17:30 - 17:45	3	0	0	3	3.0	0	0	0	0	0.0	80	0	1	81	82.0	0	0	0	0	0.0
17:45 - 18:00	2	0	0	2	2.0	3	0	0	3	3.0	95	0	0	95	95.0	0	0	0	0	0.0
Hourly Total	**11**	**0**	**0**	**11**	**11.0**	**4**	**0**	**0**	**4**	**4.0**	**329**	**0**	**3**	**332**	**335.0**	**0**	**0**	**0**	**0**	**0.0**
18:00 - 18:15	6	0	0	6	6.0	2	0	0	2	2.0	70	3	2	75	80.9	0	0	0	0	0.0
18:15 - 18:30	1	0	0	1	1.0	0	0	0	0	0.0	66	1	0	67	68.3	0	0	0	0	0.0
18:30 - 18:45	3	0	0	3	3.0	1	0	0	1	1.0	85	0	0	85	85.0	0	0	0	0	0.0
18:45 - 19:00	2	0	0	2	2.0	1	0	0	1	1.0	75	0	1	76	77.0	0	0	0	0	0.0
Hourly Total	**12**	**0**	**0**	**12**	**12.0**	**4**	**0**	**0**	**4**	**4.0**	**296**	**4**	**3**	**303**	**311.2**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**32**	**0**	**0**	**32**	**32.0**	**9**	**0**	**0**	**9**	**9.0**	**907**	**14**	**9**	**930**	**957.2**	**0**	**0**	**0**	**0**	**0.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Bradford-on-Avon, Tuesday 24th June 2025

Junction: 3
Approach: B3109 Frome Road

	Left to Pound Lane					Ahead to A363 Frome Road					Right to A363 Junction Road					U-Turn				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	1	0	1	2.3	93	7	0	100	109.1	0	0	0	0	0.0	0	0	0	0	0.0
07:15 - 07:30	2	0	0	2	2.0	102	4	2	108	115.2	0	0	0	0	0.0	0	0	0	0	0.0
07:30 - 07:45	3	0	0	3	3.0	99	2	0	101	103.6	1	0	0	1	1.0	0	0	0	0	0.0
07:45 - 08:00	1	0	0	1	1.0	103	1	1	105	107.3	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	**6**	**1**	**0**	**7**	**8.3**	**397**	**14**	**3**	**414**	**435.2**	**1**	**0**	**0**	**1**	**1.0**	**0**	**0**	**0**	**0**	**0.0**
08:00 - 08:15	0	0	0	0	0.0	85	2	0	87	89.6	0	0	0	0	0.0	0	0	0	0	0.0
08:15 - 08:30	2	0	0	2	2.0	90	4	0	94	99.2	1	0	0	1	1.0	0	0	0	0	0.0
08:30 - 08:45	1	0	0	1	1.0	113	6	0	119	126.8	3	0	0	3	3.0	1	0	0	1	1.0
08:45 - 09:00	1	0	0	1	1.0	102	5	0	107	113.5	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	**4**	**0**	**0**	**4**	**4.0**	**390**	**17**	**0**	**407**	**429.1**	**5**	**0**	**0**	**5**	**5.0**	**1**	**0**	**0**	**1**	**1.0**
09:00 - 09:15	2	0	0	2	2.0	82	2	1	85	88.6	3	0	0	3	3.0	0	0	0	0	0.0
09:15 - 09:30	2	0	0	2	2.0	80	4	0	84	89.2	2	0	0	2	2.0	0	0	0	0	0.0
09:30 - 09:45	1	0	0	1	1.0	77	5	0	82	88.5	1	0	0	1	1.0	0	0	0	0	0.0
09:45 - 10:00	1	0	0	1	1.0	66	2	1	69	72.6	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	**6**	**0**	**0**	**6**	**6.0**	**305**	**13**	**2**	**320**	**338.9**	**6**	**0**	**0**	**6**	**6.0**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**16**	**1**	**0**	**17**	**18.3**	**1092**	**44**	**5**	**1141**	**1203.2**	**12**	**0**	**0**	**12**	**12.0**	**1**	**0**	**0**	**1**	**1.0**
16:00 - 16:15	2	0	0	2	2.0	104	5	0	109	115.5	1	0	0	1	1.0	0	0	0	0	0.0
16:15 - 16:30	2	0	0	2	2.0	100	3	0	103	106.9	0	0	0	0	0.0	0	0	0	0	0.0
16:30 - 16:45	1	0	0	1	1.0	93	5	0	98	104.5	0	1	0	1	2.3	0	0	0	0	0.0
16:45 - 17:00	6	0	0	6	6.0	96	0	0	96	96.0	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	**11**	**0**	**0**	**11**	**11.0**	**393**	**13**	**0**	**406**	**422.9**	**2**	**1**	**0**	**3**	**4.3**	**0**	**0**	**0**	**0**	**0.0**
17:00 - 17:15	3	0	0	3	3.0	89	6	0	95	102.8	7	0	0	7	7.0	0	0	0	0	0.0
17:15 - 17:30	1	0	0	1	1.0	79	0	1	80	81.0	3	0	0	3	3.0	1	0	0	1	1.0
17:30 - 17:45	2	0	0	2	2.0	88	1	1	90	92.3	2	0	0	2	2.0	0	0	0	0	0.0
17:45 - 18:00	2	0	0	2	2.0	78	4	0	82	87.2	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	**8**	**0**	**0**	**8**	**8.0**	**334**	**11**	**2**	**347**	**363.3**	**13**	**0**	**0**	**13**	**13.0**	**1**	**0**	**0**	**1**	**1.0**
18:00 - 18:15	0	0	0	0	0.0	87	0	0	87	87.0	4	0	0	4	4.0	0	0	0	0	0.0
18:15 - 18:30	1	0	0	1	1.0	61	3	0	64	67.9	0	0	0	0	0.0	0	0	0	0	0.0
18:30 - 18:45	0	0	0	0	0.0	81	0	0	81	81.0	0	0	0	0	0.0	0	0	0	0	0.0
18:45 - 19:00	0	0	0	0	0.0	84	3	0	87	90.9	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	**1**	**0**	**0**	**1**	**1.0**	**313**	**6**	**0**	**319**	**326.8**	**5**	**0**	**0**	**5**	**5.0**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**20**	**0**	**0**	**20**	**20.0**	**1040**	**30**	**2**	**1072**	**1113.0**	**20**	**1**	**0**	**21**	**22.3**	**1**	**0**	**0**	**1**	**1.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Bradford-on-Avon, Tuesday 24th June 2025

Junction: 3
Approach: Pound Lane

	Left to A363 Frome Road					Ahead to A363 Junction Road					Right to B3109 Frome Road					U-Turn				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
07:15 - 07:30	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	**1**	**0**	**0**	**1**	**1.0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**
08:00 - 08:15	2	1	0	3	4.3	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
08:15 - 08:30	3	0	0	3	3.0	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
08:30 - 08:45	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
08:45 - 09:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	**6**	**1**	**0**	**7**	**8.3**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**	**0**	**0**	**0**	**0**	**0.0**
09:00 - 09:15	3	0	0	3	3.0	1	0	0	1	1.0	3	0	0	3	3.0	0	0	0	0	0.0
09:15 - 09:30	1	0	0	1	1.0	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
09:30 - 09:45	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
09:45 - 10:00	2	0	0	2	2.0	1	0	0	1	1.0	3	0	0	3	3.0	1	0	0	1	1.0
Hourly Total	**7**	**0**	**0**	**7**	**7.0**	**3**	**0**	**0**	**3**	**3.0**	**6**	**0**	**0**	**6**	**6.0**	**1**	**0**	**0**	**1**	**1.0**
TOTAL	**14**	**1**	**0**	**15**	**16.3**	**3**	**0**	**0**	**3**	**3.0**	**6**	**0**	**0**	**6**	**6.0**	**1**	**0**	**0**	**1**	**1.0**
16:00 - 16:15	3	0	0	3	3.0	1	0	0	1	1.0	6	0	0	6	6.0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0.0	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
16:30 - 16:45	1	0	0	1	1.0	0	0	0	0	0.0	3	0	0	3	3.0	0	0	0	0	0.0
16:45 - 17:00	4	0	0	4	4.0	0	0	0	0	0.0	4	0	0	4	4.0	0	0	0	0	0.0
Hourly Total	**8**	**0**	**0**	**8**	**8.0**	**2**	**0**	**0**	**2**	**2.0**	**13**	**0**	**0**	**13**	**13.0**	**0**	**0**	**0**	**0**	**0.0**
17:00 - 17:15	1	0	0	1	1.0	0	0	0	0	0.0	4	0	0	4	4.0	0	0	0	0	0.0
17:15 - 17:30	5	0	0	5	5.0	0	0	0	0	0.0	1	0	0	1	1.0	0	0	0	0	0.0
17:30 - 17:45	3	0	0	3	3.0	1	0	0	1	1.0	2	0	0	2	2.0	0	0	0	0	0.0
17:45 - 18:00	1	0	0	1	1.0	1	0	0	1	1.0	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	**10**	**0**	**0**	**10**	**10.0**	**2**	**0**	**0**	**2**	**2.0**	**8**	**0**	**0**	**8**	**8.0**	**0**	**0**	**0**	**0**	**0.0**
18:00 - 18:15	4	0	0	4	4.0	2	0	0	2	2.0	1	0	0	1	1.0	0	0	0	0	0.0
18:15 - 18:30	2	0	0	2	2.0	0	0	0	0	0.0	3	0	0	3	3.0	0	0	0	0	0.0
18:30 - 18:45	1	0	0	1	1.0	1	0	0	1	1.0	0	0	0	0	0.0	0	0	0	0	0.0
18:45 - 19:00	2	0	0	2	2.0	0	0	0	0	0.0	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	**9**	**0**	**0**	**9**	**9.0**	**3**	**0**	**0**	**3**	**3.0**	**5**	**0**	**0**	**5**	**5.0**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**27**	**0**	**0**	**27**	**27.0**	**7**	**0**	**0**	**7**	**7.0**	**26**	**0**	**0**	**26**	**26.0**	**0**	**0**	**0**	**0**	**0.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Bradford-on-Avon, Tuesday 24th June 2025

Junction: 4
Approach: B3109 Frome Road North

	Left to Moulton Drive					Ahead to B3109 Frome Road (South)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	6	1	0	7	8.3	33	2	0	35	37.6
07:15 - 07:30	7	0	0	7	7.0	71	2	0	73	75.6
07:30 - 07:45	12	0	0	12	12.0	62	4	0	66	71.2
07:45 - 08:00	11	0	0	11	11.0	70	8	0	78	88.4
Hourly Total	**36**	**1**	**0**	**37**	**38.3**	**236**	**16**	**0**	**252**	**272.8**
08:00 - 08:15	13	1	0	14	15.3	58	4	0	62	67.2
08:15 - 08:30	21	1	0	22	23.3	94	2	0	96	98.6
08:30 - 08:45	18	0	1	19	20.0	67	3	3	73	79.9
08:45 - 09:00	20	0	0	20	20.0	66	7	0	73	82.1
Hourly Total	**72**	**2**	**1**	**75**	**78.6**	**285**	**16**	**3**	**304**	**327.8**
09:00 - 09:15	23	0	0	23	23.0	76	8	0	84	94.4
09:15 - 09:30	17	1	0	18	19.3	46	3	0	49	52.9
09:30 - 09:45	16	1	0	17	18.3	49	3	1	53	57.9
09:45 - 10:00	22	0	0	22	22.0	57	3	0	60	63.9
Hourly Total	**78**	**2**	**0**	**80**	**82.6**	**228**	**17**	**1**	**246**	**269.1**
TOTAL	**186**	**5**	**1**	**192**	**199.5**	**749**	**49**	**4**	**802**	**869.7**
16:00 - 16:15	33	1	0	34	35.3	79	4	0	83	88.2
16:15 - 16:30	34	1	0	35	36.3	84	0	0	84	84.0
16:30 - 16:45	28	0	0	28	28.0	61	2	0	63	65.6
16:45 - 17:00	30	1	0	31	32.3	87	2	0	89	91.6
Hourly Total	**125**	**3**	**0**	**128**	**131.9**	**311**	**8**	**0**	**319**	**329.4**
17:00 - 17:15	39	0	0	39	39.0	91	3	0	94	97.9
17:15 - 17:30	19	0	0	19	19.0	97	3	0	100	103.9
17:30 - 17:45	32	0	0	32	32.0	71	0	0	71	71.0
17:45 - 18:00	26	0	0	26	26.0	75	1	1	77	79.3
Hourly Total	**116**	**0**	**0**	**116**	**116.0**	**334**	**7**	**1**	**342**	**352.1**
18:00 - 18:15	32	0	0	32	32.0	73	1	0	74	75.3
18:15 - 18:30	18	0	0	18	18.0	57	2	1	60	63.6
18:30 - 18:45	20	0	0	20	20.0	47	1	0	48	49.3
18:45 - 19:00	19	0	0	19	19.0	46	2	0	48	50.6
Hourly Total	**89**	**0**	**0**	**89**	**89.0**	**223**	**6**	**1**	**230**	**238.8**
TOTAL	**330**	**3**	**0**	**333**	**336.9**	**868**	**21**	**2**	**891**	**920.3**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Bradford-on-Avon, Tuesday 24th June 2025

Junction: 4
Approach: Moulton Drive

	Left to B3109 Frome Road (South)					Right to B3109 Frome Road (North)					U-Turn				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	8	0	0	8	8.0	11	0	0	11	11.0	0	0	0	0	0.0
07:15 - 07:30	13	0	0	13	13.0	8	0	0	8	8.0	0	0	0	0	0.0
07:30 - 07:45	18	0	0	18	18.0	13	0	0	13	13.0	0	0	0	0	0.0
07:45 - 08:00	16	2	0	18	20.6	12	0	0	12	12.0	1	0	0	1	1.0
Hourly Total	**55**	**2**	**0**	**57**	**59.6**	**44**	**0**	**0**	**44**	**44.0**	**1**	**0**	**0**	**1**	**1.0**
08:00 - 08:15	25	0	0	25	25.0	15	0	0	15	15.0	0	0	0	0	0.0
08:15 - 08:30	13	2	0	15	17.6	12	0	0	12	12.0	1	0	0	1	1.0
08:30 - 08:45	18	1	0	19	20.3	17	1	0	18	19.3	0	0	0	0	0.0
08:45 - 09:00	13	1	0	14	15.3	25	0	0	25	25.0	0	0	0	0	0.0
Hourly Total	**69**	**4**	**0**	**73**	**78.2**	**69**	**1**	**0**	**70**	**71.3**	**1**	**0**	**0**	**1**	**1.0**
09:00 - 09:15	18	0	0	18	18.0	15	2	0	17	19.6	0	0	0	0	0.0
09:15 - 09:30	17	0	0	17	17.0	17	0	0	17	17.0	0	0	0	0	0.0
09:30 - 09:45	19	1	0	20	21.3	14	0	0	14	14.0	0	0	0	0	0.0
09:45 - 10:00	15	2	0	17	19.6	12	0	0	12	12.0	0	0	0	0	0.0
Hourly Total	**69**	**3**	**0**	**72**	**75.9**	**58**	**2**	**0**	**60**	**62.6**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**193**	**9**	**0**	**202**	**213.7**	**171**	**3**	**0**	**174**	**177.9**	**2**	**0**	**0**	**2**	**2.0**
16:00 - 16:15	24	0	0	24	24.0	16	1	0	17	18.3	0	0	0	0	0.0
16:15 - 16:30	22	0	0	22	22.0	29	0	0	29	29.0	0	0	0	0	0.0
16:30 - 16:45	28	1	1	30	32.3	23	2	0	25	27.6	0	0	0	0	0.0
16:45 - 17:00	29	1	0	30	31.3	20	1	0	21	22.3	0	0	0	0	0.0
Hourly Total	**103**	**2**	**1**	**106**	**109.6**	**88**	**4**	**0**	**92**	**97.2**	**0**	**0**	**0**	**0**	**0.0**
17:00 - 17:15	34	0	0	34	34.0	27	0	0	27	27.0	2	0	0	2	2.0
17:15 - 17:30	25	1	0	26	27.3	21	0	0	21	21.0	0	0	0	0	0.0
17:30 - 17:45	20	0	0	20	20.0	31	0	0	31	31.0	0	0	0	0	0.0
17:45 - 18:00	21	1	0	22	23.3	21	0	0	21	21.0	0	0	0	0	0.0
Hourly Total	**100**	**2**	**0**	**102**	**104.6**	**100**	**0**	**0**	**100**	**100.0**	**2**	**0**	**0**	**2**	**2.0**
18:00 - 18:15	19	0	0	19	19.0	24	0	0	24	24.0	0	0	0	0	0.0
18:15 - 18:30	12	0	0	12	12.0	20	0	0	20	20.0	0	0	0	0	0.0
18:30 - 18:45	9	0	1	10	11.0	21	0	0	21	21.0	0	0	0	0	0.0
18:45 - 19:00	14	0	0	14	14.0	20	0	0	20	20.0	0	0	0	0	0.0
Hourly Total	**54**	**0**	**1**	**55**	**56.0**	**85**	**0**	**0**	**85**	**85.0**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**257**	**4**	**2**	**263**	**270.2**	**273**	**4**	**0**	**277**	**282.2**	**2**	**0**	**0**	**2**	**2.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Bradford-on-Avon, Tuesday 24th June 2025

Junction: 4
Approach: B3109 Frome Road South

	Ahead to B3109 Frome Road (North)					Right to Moulton Drive					U-Turn				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	87	7	1	95	105.1	8	0	0	8	8.0	0	0	0	0	0.0
07:15 - 07:30	91	4	1	96	102.2	4	0	0	4	4.0	0	0	0	0	0.0
07:30 - 07:45	108	2	0	110	112.6	16	0	1	17	18.0	0	0	0	0	0.0
07:45 - 08:00	100	1	1	102	104.3	15	0	0	15	15.0	0	0	0	0	0.0
Hourly Total	**386**	**14**	**3**	**403**	**424.2**	**43**	**0**	**1**	**44**	**45.0**	**0**	**0**	**0**	**0**	**0.0**
08:00 - 08:15	85	4	0	89	94.2	14	0	0	14	14.0	0	0	0	0	0.0
08:15 - 08:30	59	3	0	62	65.9	34	1	1	36	38.3	0	0	0	0	0.0
08:30 - 08:45	64	5	0	69	75.5	24	1	0	25	26.3	0	0	0	0	0.0
08:45 - 09:00	74	6	0	80	87.8	23	0	0	23	23.0	1	0	0	1	1.0
Hourly Total	**282**	**18**	**0**	**300**	**323.4**	**95**	**2**	**1**	**98**	**101.6**	**1**	**0**	**0**	**1**	**1.0**
09:00 - 09:15	64	1	0	65	66.3	28	2	0	30	32.6	0	0	0	0	0.0
09:15 - 09:30	65	3	0	68	71.9	14	0	0	14	14.0	0	0	0	0	0.0
09:30 - 09:45	65	4	0	69	74.2	11	1	0	12	13.3	0	0	0	0	0.0
09:45 - 10:00	50	2	0	52	54.6	12	0	0	12	12.0	0	0	0	0	0.0
Hourly Total	**244**	**10**	**0**	**254**	**267.0**	**65**	**3**	**0**	**68**	**71.9**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**912**	**42**	**3**	**957**	**1014.6**	**203**	**5**	**2**	**210**	**218.5**	**1**	**0**	**0**	**1**	**1.0**
16:00 - 16:15	61	2	0	63	65.6	28	0	0	28	28.0	0	0	0	0	0.0
16:15 - 16:30	94	2	0	96	98.6	27	3	0	30	33.9	0	0	0	0	0.0
16:30 - 16:45	90	3	0	93	96.9	31	0	0	31	31.0	0	0	0	0	0.0
16:45 - 17:00	62	3	0	65	68.9	36	1	0	37	38.3	1	0	0	1	1.0
Hourly Total	**307**	**10**	**0**	**317**	**330.0**	**122**	**4**	**0**	**126**	**131.2**	**1**	**0**	**0**	**1**	**1.0**
17:00 - 17:15	46	2	0	48	50.6	26	0	0	26	26.0	0	0	0	0	0.0
17:15 - 17:30	60	0	1	61	62.0	22	0	0	22	22.0	0	0	0	0	0.0
17:30 - 17:45	58	1	1	60	62.3	20	0	0	20	20.0	0	0	0	0	0.0
17:45 - 18:00	64	3	0	67	70.9	15	2	0	17	19.6	0	0	0	0	0.0
Hourly Total	**228**	**6**	**2**	**236**	**245.8**	**83**	**2**	**0**	**85**	**87.6**	**0**	**0**	**0**	**0**	**0.0**
18:00 - 18:15	52	1	0	53	54.3	10	0	0	10	10.0	0	0	0	0	0.0
18:15 - 18:30	49	2	0	51	53.6	14	0	0	14	14.0	0	0	0	0	0.0
18:30 - 18:45	54	0	0	54	54.0	11	0	0	11	11.0	0	0	0	0	0.0
18:45 - 19:00	61	2	0	63	65.6	12	0	0	12	12.0	0	0	0	0	0.0
Hourly Total	**216**	**5**	**0**	**221**	**227.5**	**47**	**0**	**0**	**47**	**47.0**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**751**	**21**	**2**	**774**	**803.3**	**252**	**6**	**0**	**258**	**265.8**	**1**	**0**	**0**	**1**	**1.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Bradford-on-Avon, Tuesday 24th June 2025

Junction: 5
Approach: A363 Trowbridge Road North

	Ahead to A363 Trowbridge Road (South)					Right to Moulton Drive					U-Turn				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	36	0	0	36	36.0	8	0	0	8	8.0	0	0	0	0	0.0
07:15 - 07:30	45	4	2	51	58.2	11	0	0	11	11.0	0	0	0	0	0.0
07:30 - 07:45	53	2	0	55	57.6	6	0	0	6	6.0	0	0	0	0	0.0
07:45 - 08:00	79	2	1	82	85.6	15	1	0	16	17.3	0	0	0	0	0.0
Hourly Total	**213**	**8**	**3**	**224**	**237.4**	**40**	**1**	**0**	**41**	**42.3**	**0**	**0**	**0**	**0**	**0.0**
08:00 - 08:15	93	4	1	98	104.2	20	1	0	21	22.3	0	0	0	0	0.0
08:15 - 08:30	82	3	1	86	90.9	12	2	0	14	16.6	0	0	0	0	0.0
08:30 - 08:45	80	3	1	84	88.9	15	1	0	16	17.3	0	0	0	0	0.0
08:45 - 09:00	58	2	0	60	62.6	18	0	0	18	18.0	0	0	0	0	0.0
Hourly Total	**313**	**12**	**3**	**328**	**346.6**	**65**	**4**	**0**	**69**	**74.2**	**0**	**0**	**0**	**0**	**0.0**
09:00 - 09:15	64	2	0	66	68.6	19	0	0	19	19.0	0	0	0	0	0.0
09:15 - 09:30	69	3	0	72	75.9	10	0	0	10	10.0	0	0	0	0	0.0
09:30 - 09:45	54	1	1	56	58.3	11	0	0	11	11.0	0	0	0	0	0.0
09:45 - 10:00	40	2	1	43	46.6	8	1	0	9	10.3	0	0	0	0	0.0
Hourly Total	**227**	**8**	**2**	**237**	**249.4**	**48**	**1**	**0**	**49**	**50.3**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**753**	**28**	**8**	**789**	**833.4**	**153**	**6**	**0**	**159**	**166.8**	**0**	**0**	**0**	**0**	**0.0**
16:00 - 16:15	68	4	0	72	77.2	14	0	0	14	14.0	0	0	0	0	0.0
16:15 - 16:30	80	2	0	82	84.6	24	0	0	24	24.0	0	0	0	0	0.0
16:30 - 16:45	63	2	0	65	67.6	25	1	1	27	29.3	0	0	0	0	0.0
16:45 - 17:00	87	1	3	91	95.3	16	1	0	17	18.3	0	0	0	0	0.0
Hourly Total	**298**	**9**	**3**	**310**	**324.7**	**79**	**2**	**1**	**82**	**85.6**	**0**	**0**	**0**	**0**	**0.0**
17:00 - 17:15	87	1	0	88	89.3	15	0	0	15	15.0	1	0	0	1	1.0
17:15 - 17:30	63	0	1	64	65.0	18	1	0	19	20.3	0	0	0	0	0.0
17:30 - 17:45	91	3	2	96	101.9	20	0	0	20	20.0	0	0	0	0	0.0
17:45 - 18:00	80	0	0	80	80.0	17	0	0	17	17.0	0	0	0	0	0.0
Hourly Total	**321**	**4**	**3**	**328**	**336.2**	**70**	**1**	**0**	**71**	**72.3**	**1**	**0**	**0**	**1**	**1.0**
18:00 - 18:15	81	0	1	82	83.0	11	0	0	11	11.0	0	0	0	0	0.0
18:15 - 18:30	74	0	0	74	74.0	13	0	0	13	13.0	0	0	0	0	0.0
18:30 - 18:45	56	0	1	57	58.0	7	0	0	7	7.0	0	0	0	0	0.0
18:45 - 19:00	63	1	1	65	67.3	13	0	0	13	13.0	0	0	0	0	0.0
Hourly Total	**274**	**1**	**3**	**278**	**282.3**	**44**	**0**	**0**	**44**	**44.0**	**0**	**0**	**0**	**0**	**0.0**
TOTAL	**893**	**14**	**9**	**916**	**943.2**	**193**	**3**	**1**	**197**	**201.9**	**1**	**0**	**0**	**1**	**1.0**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Bradford-on-Avon, Tuesday 24th June 2025

Junction: 5
Approach: A363 Trowbridge Road South

	Left to Moulton Drive					Ahead to A363 Trowbridge Road (North)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	7	0	0	7	7.0	78	3	1	82	86.9
07:15 - 07:30	8	0	0	8	8.0	90	1	3	94	98.3
07:30 - 07:45	16	0	0	16	16.0	88	2	0	90	92.6
07:45 - 08:00	19	0	0	19	19.0	94	2	1	97	100.6
Hourly Total	**50**	**0**	**0**	**50**	**50.0**	**350**	**8**	**5**	**363**	**378.4**
08:00 - 08:15	20	0	0	20	20.0	105	1	1	107	109.3
08:15 - 08:30	23	0	0	23	23.0	73	4	1	78	84.2
08:30 - 08:45	26	1	0	27	28.3	62	1	0	63	64.3
08:45 - 09:00	18	1	0	19	20.3	70	1	2	73	76.3
Hourly Total	**87**	**2**	**0**	**89**	**91.6**	**310**	**7**	**4**	**321**	**334.1**
09:00 - 09:15	14	0	0	14	14.0	60	2	0	62	64.6
09:15 - 09:30	13	1	0	14	15.3	55	3	2	60	65.9
09:30 - 09:45	17	0	0	17	17.0	61	6	1	68	76.8
09:45 - 10:00	13	0	0	13	13.0	51	5	0	56	62.5
Hourly Total	**57**	**1**	**0**	**58**	**59.3**	**227**	**16**	**3**	**246**	**269.8**
TOTAL	**194**	**3**	**0**	**197**	**200.9**	**887**	**31**	**12**	**930**	**982.3**
16:00 - 16:15	17	1	0	18	19.3	72	1	2	75	78.3
16:15 - 16:30	17	0	0	17	17.0	70	3	0	73	76.9
16:30 - 16:45	17	0	0	17	17.0	65	4	0	69	74.2
16:45 - 17:00	20	0	0	20	20.0	54	1	1	56	58.3
Hourly Total	**71**	**1**	**0**	**72**	**73.3**	**261**	**9**	**3**	**273**	**287.7**
17:00 - 17:15	13	1	0	14	15.3	60	1	0	61	62.3
17:15 - 17:30	17	0	0	17	17.0	67	0	1	68	69.0
17:30 - 17:45	16	1	0	17	18.3	85	1	1	87	89.3
17:45 - 18:00	13	1	0	14	15.3	80	2	2	84	88.6
Hourly Total	**59**	**3**	**0**	**62**	**65.9**	**292**	**4**	**4**	**300**	**309.2**
18:00 - 18:15	13	0	0	13	13.0	58	1	0	59	60.3
18:15 - 18:30	11	0	0	11	11.0	66	1	0	67	68.3
18:30 - 18:45	12	1	0	13	14.3	62	0	0	62	62.0
18:45 - 19:00	11	0	0	11	11.0	61	0	1	62	63.0
Hourly Total	**47**	**1**	**0**	**48**	**49.3**	**247**	**2**	**1**	**250**	**253.6**
TOTAL	**177**	**5**	**0**	**182**	**188.5**	**800**	**15**	**8**	**823**	**850.5**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Bradford-on-Avon, Tuesday 24th June 2025

Junction: 5
Approach: Moulton Drive

	Left to A363 Trowbridge Road (North)					Right to A363 Trowbridge Road (South)				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	3	0	0	3	3.0	3	1	0	4	5.3
07:15 - 07:30	7	0	0	7	7.0	2	1	0	3	4.3
07:30 - 07:45	9	0	0	9	9.0	10	0	0	10	10.0
07:45 - 08:00	13	0	1	14	15.0	8	0	0	8	8.0
Hourly Total	**32**	**0**	**1**	**33**	**34.0**	**23**	**2**	**0**	**25**	**27.6**
08:00 - 08:15	17	0	0	17	17.0	18	1	0	19	20.3
08:15 - 08:30	22	1	1	24	26.3	14	0	0	14	14.0
08:30 - 08:45	15	1	0	16	17.3	7	0	0	7	7.0
08:45 - 09:00	17	0	0	17	17.0	12	0	0	12	12.0
Hourly Total	**71**	**2**	**1**	**74**	**77.6**	**51**	**1**	**0**	**52**	**53.3**
09:00 - 09:15	22	1	0	23	24.3	16	0	0	16	16.0
09:15 - 09:30	18	0	1	19	20.0	13	0	0	13	13.0
09:30 - 09:45	10	1	0	11	12.3	11	0	0	11	11.0
09:45 - 10:00	12	0	0	12	12.0	8	1	0	9	10.3
Hourly Total	**62**	**2**	**1**	**65**	**68.6**	**48**	**1**	**0**	**49**	**50.3**
TOTAL	**165**	**4**	**3**	**172**	**180.2**	**122**	**4**	**0**	**126**	**131.2**
16:00 - 16:15	23	2	0	25	27.6	20	0	0	20	20.0
16:15 - 16:30	23	0	0	23	23.0	15	1	0	16	17.3
16:30 - 16:45	26	1	0	27	28.3	18	0	0	18	18.0
16:45 - 17:00	25	1	0	26	27.3	26	0	0	26	26.0
Hourly Total	**97**	**4**	**0**	**101**	**106.2**	**79**	**1**	**0**	**80**	**81.3**
17:00 - 17:15	25	0	0	25	25.0	32	0	0	32	32.0
17:15 - 17:30	18	0	0	18	18.0	14	0	0	14	14.0
17:30 - 17:45	21	0	0	21	21.0	26	0	0	26	26.0
17:45 - 18:00	28	0	0	28	28.0	20	0	0	20	20.0
Hourly Total	**92**	**0**	**0**	**92**	**92.0**	**92**	**0**	**0**	**92**	**92.0**
18:00 - 18:15	21	0	0	21	21.0	13	0	0	13	13.0
18:15 - 18:30	15	0	0	15	15.0	6	0	0	6	6.0
18:30 - 18:45	22	0	0	22	22.0	5	0	0	5	5.0
18:45 - 19:00	12	0	0	12	12.0	10	0	0	10	10.0
Hourly Total	**70**	**0**	**0**	**70**	**70.0**	**34**	**0**	**0**	**34**	**34.0**
TOTAL	**259**	**4**	**0**	**263**	**268.2**	**205**	**1**	**0**	**206**	**207.3**

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Bradford-on-Avon, Tuesday 24th June 2025

Site 1

Queues are stationary vehicles each 5 minutes

TIME	A363 Market Street	B3107 Silver Street	A363 Silver Street
07:00	0	0	0
07:05	0	0	0
07:10	2	0	0
07:15	0	4	0
07:20	0	0	4
07:25	0	1	0
07:30	0	0	0
07:35	0	0	0
07:40	0	0	0
07:45	0	0	0
07:50	0	0	0
07:55	0	2	0
08:00	0	0	0
08:05	0	4	0
08:10	0	6	5
08:15	0	0	3
08:20	0	2	0
08:25	0	0	5
08:30	0	0	0
08:35	6	2	0
08:40	0	5	3
08:45	2	0	0
08:50	0	6	1
08:55	0	0	0
09:00	0	0	0
09:05	0	0	0
09:10	0	0	0
09:15	0	0	0
09:20	0	0	0
09:25	0	0	0
09:30	0	1	0
09:35	0	0	0
09:40	0	0	0
09:45	0	0	0
09:50	0	0	0
09:55	0	0	0
10:00	0	5	0
16:00	4	0	0
16:05	2	0	0
16:10	0	0	0
16:15	4	1	0
16:20	1	0	10
16:25	8	5	0
16:30	0	0	0
16:35	4	0	0
16:40	9	10	0
16:45	5	0	0
16:50	0	4	2
16:55	0	0	0
17:00	0	0	0
17:05	0	0	12
17:10	8	0	0
17:15	0	1	0
17:20	0	0	0
17:25	5	6	0
17:30	12	0	0
17:35	0	6	0
17:40	0	3	0
17:45	0	3	0
17:50	0	0	0
17:55	1	0	0
18:00	2	0	0
18:05	2	0	6
18:10	0	0	0
18:15	0	0	0
18:20	1	4	0
18:25	0	0	0
18:30	1	0	4
18:35	0	0	0
18:40	3	1	0
18:45	0	0	0
18:50	0	0	0
18:55	0	0	0
19:00	0	0	0

Bradford-on-Avon, Tuesday 24th June 2025

Site 2

Queues are stationary vehicles each 5 minutes

TIME	A363 St. Margaret's St (North)	A363 Frome Road	Station Approach
07:00	0	0	0
07:05	0	0	0
07:10	0	0	0
07:15	0	0	0
07:20	0	0	0
07:25	0	0	0
07:30	0	0	1
07:35	0	0	0
07:40	0	0	0
07:45	0	0	0
07:50	0	0	0
07:55	0	0	0
08:00	0	0	0
08:05	0	9	0
08:10	0	0	0
08:15	0	0	0
08:20	0	0	0
08:25	0	3	0
08:30	0	0	1
08:35	0	0	0
08:40	0	0	0
08:45	0	0	0
08:50	0	0	0
08:55	0	0	0
09:00	0	0	0
09:05	0	0	0
09:10	0	0	1
09:15	0	0	0
09:20	0	0	0
09:25	0	0	0
09:30	0	3	1
09:35	0	0	0
09:40	0	0	0
09:45	0	0	0
09:50	0	0	2
09:55	0	0	0
10:00	0	0	1
16:00	0	0	3
16:05	0	0	0
16:10	0	0	0
16:15	0	0	0
16:20	2	0	0
16:25	0	9	0
16:30	0	0	0
16:35	0	0	5
16:40	0	5	2
16:45	0	0	0
16:50	0	0	0
16:55	0	0	1
17:00	0	12	4
17:05	0	0	3
17:10	0	0	4
17:15	3	0	1
17:20	0	0	0
17:25	0	0	0
17:30	0	2	0
17:35	0	0	0
17:40	0	0	0
17:45	0	0	0
17:50	0	0	0
17:55	0	0	0
18:00	0	0	0
18:05	0	0	0
18:10	0	0	0
18:15	0	0	3
18:20	0	0	0
18:25	0	0	0
18:30	0	0	0
18:35	0	1	0
18:40	0	0	0
18:45	0	0	0
18:50	0	0	0
18:55	0	0	0
19:00	0	0	0

Bradford-on-Avon, Tuesday 24th June 2025

Site 3

Queues are stationary vehicles each 5 minutes

TIME	A363 Frome Road	A363 Junction Road	B3109 Frome Road	Pound Lane
07:00	0	0	0	0
07:05	0	0	0	0
07:10	0	0	0	0
07:15	0	0	2	0
07:20	0	0	0	0
07:25	0	2	2	1
07:30	0	0	0	0
07:35	0	0	3	0
07:40	0	0	5	0
07:45	0	0	11	0
07:50	0	0	15	0
07:55	0	2	20	0
08:00	0	0	5	0
08:05	0	8	25	0
08:10	0	0	26	0
08:15	0	17	0	0
08:20	0	14	27	0
08:25	0	0	24	0
08:30	0	1	0	0
08:35	0	1	6	0
08:40	0	0	14	0
08:45	0	5	1	0
08:50	0	3	1	0
08:55	0	0	0	0
09:00	0	0	0	0
09:05	0	0	0	0
09:10	0	0	0	1
09:15	0	0	0	0
09:20	0	0	0	0
09:25	0	0	0	0
09:30	0	0	0	0
09:35	0	1	0	0
09:40	0	0	0	0
09:45	0	4	0	0
09:50	0	0	0	0
09:55	0	0	0	0
10:00	0	0	0	0
16:00	0	0	0	0
16:05	0	0	4	0
16:10	0	4	0	0
16:15	0	3	10	0
16:20	1	6	0	0
16:25	0	4	12	0
16:30	0	1	0	0
16:35	0	0	3	0
16:40	0	0	0	0
16:45	0	9	19	0
16:50	0	0	22	0
16:55	0	3	0	0
17:00	0	2	0	0
17:05	0	5	18	0
17:10	0	2	0	0
17:15	0	1	0	0
17:20	0	5	0	0
17:25	0	0	0	0
17:30	0	0	0	0
17:35	0	0	0	0
17:40	0	3	0	0
17:45	0	11	0	0
17:50	0	0	1	0
17:55	0	0	0	0
18:00	0	0	0	1
18:05	0	0	10	0
18:10	0	0	0	0
18:15	0	0	0	0
18:20	0	0	0	0
18:25	0	0	2	0
18:30	0	0	1	0
18:35	0	0	4	0
18:40	0	0	1	0
18:45	0	0	0	0
18:50	0	0	4	0
18:55	0	1	0	0
19:00	0	0	2	0

Bradford-on-Avon, Tuesday 24th June 2025

Site 4

Queues are stationary vehicles each 5 minutes

TIME	B3109 Frome Road (N)	Moulton Drive	B3109 Frome Road (S)
07:00	0	0	0
07:05	0	0	0
07:10	0	0	0
07:15	0	0	0
07:20	0	0	0
07:25	0	0	0
07:30	0	0	0
07:35	0	0	0
07:40	0	0	0
07:45	0	0	0
07:50	0	0	0
07:55	0	0	0
08:00	0	0	0
08:05	0	0	0
08:10	0	0	0
08:15	0	0	3
08:20	0	0	0
08:25	0	0	0
08:30	0	0	0
08:35	0	0	0
08:40	0	0	0
08:45	4	0	0
08:50	0	0	0
08:55	0	4	4
09:00	0	0	0
09:05	0	0	0
09:10	0	0	0
09:15	0	0	0
09:20	0	0	0
09:25	0	0	0
09:30	0	0	0
09:35	0	0	0
09:40	0	0	0
09:45	0	0	0
09:50	0	0	1
09:55	0	0	0
10:00	0	0	0
16:00	0	0	0
16:05	0	0	0
16:10	0	0	0
16:15	0	0	0
16:20	0	0	0
16:25	0	0	0
16:30	0	0	0
16:35	0	1	0
16:40	1	0	0
16:45	0	0	0
16:50	0	0	0
16:55	0	0	0
17:00	0	0	0
17:05	0	0	0
17:10	0	0	0
17:15	0	0	0
17:20	0	0	0
17:25	0	0	0
17:30	0	0	0
17:35	0	0	2
17:40	2	0	0
17:45	0	2	0
17:50	0	0	0
17:55	0	0	0
18:00	3	0	0
18:05	0	0	0
18:10	0	0	0
18:15	0	0	0
18:20	0	0	1
18:25	0	0	0
18:30	0	0	0
18:35	0	0	0
18:40	0	0	0
18:45	0	0	0
18:50	0	0	0
18:55	0	0	0
19:00	0	0	0

Bradford-on-Avon, Tuesday 24th June 2025

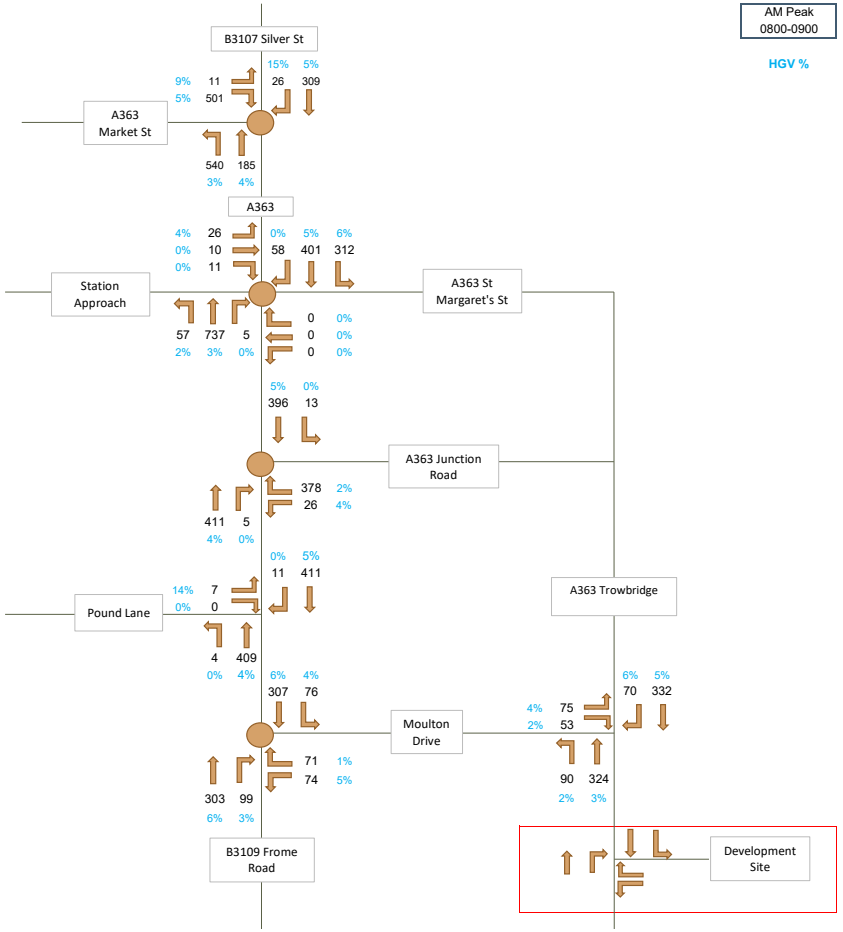
Site 5

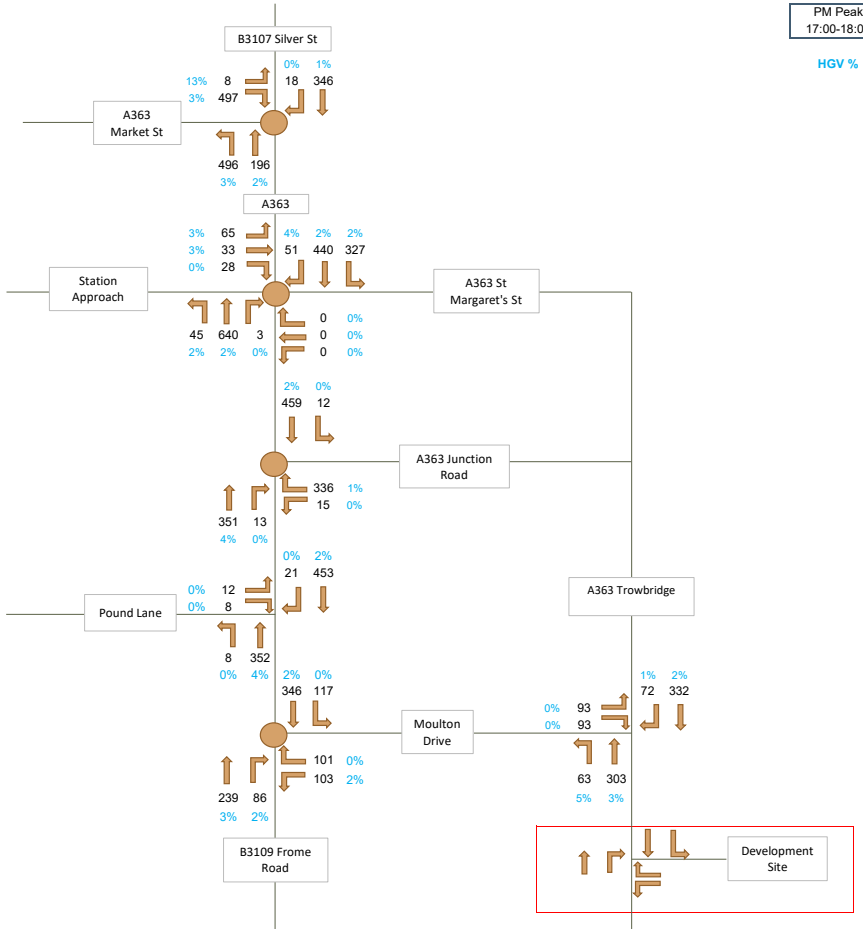
Queues are stationary vehicles each 5 minutes

TIME	A363 (North) RIGHT TURN	Moulton Drive
07:00	0	0
07:05	0	0
07:10	0	0
07:15	0	0
07:20	0	0
07:25	0	1
07:30	0	0
07:35	0	0
07:40	0	0
07:45	1	0
07:50	0	0
07:55	0	0
08:00	0	0
08:05	0	1
08:10	2	2
08:15	0	1
08:20	0	0
08:25	0	0
08:30	0	0
08:35	0	0
08:40	0	0
08:45	0	1
08:50	0	0
08:55	0	0
09:00	0	0
09:05	0	0
09:10	0	0
09:15	0	0
09:20	0	0
09:25	0	0
09:30	0	0
09:35	0	0
09:40	0	0
09:45	0	0
09:50	0	0
09:55	0	0
10:00	0	0

16:00	0	2
16:05	0	0
16:10	0	0
16:15	0	1
16:20	0	0
16:25	0	0
16:30	0	0
16:35	0	0
16:40	0	2
16:45	0	0
16:50	0	0
16:55	0	0
17:00	0	0
17:05	0	0
17:10	0	3
17:15	0	0
17:20	1	3
17:25	0	0
17:30	0	2
17:35	0	0
17:40	0	0
17:45	0	1
17:50	0	0
17:55	0	0
18:00	0	0
18:05	0	0
18:10	0	0
18:15	0	0
18:20	0	0
18:25	0	1
18:30	0	0
18:35	0	0
18:40	0	0
18:45	0	1
18:50	0	0
18:55	0	0
19:00	0	0

Appendix P – Traffic Flow Diagrams





rappor

Client: Waddeton Park Ltd.

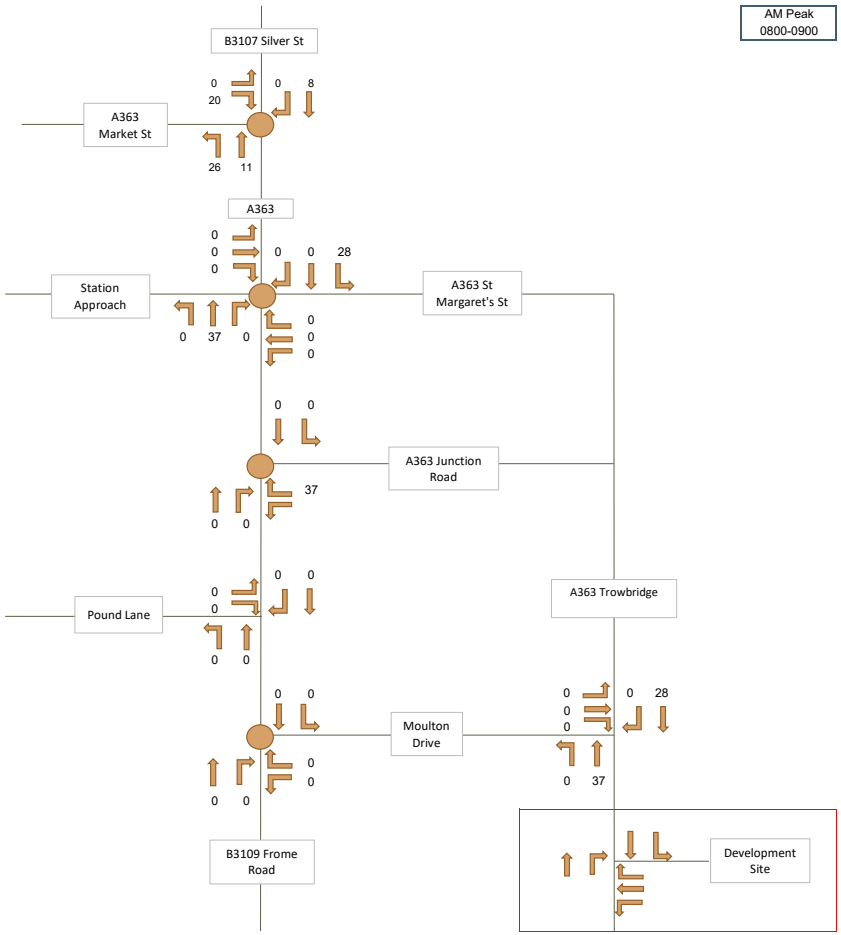
Project: Trowbridge Road, Bradford on Avon

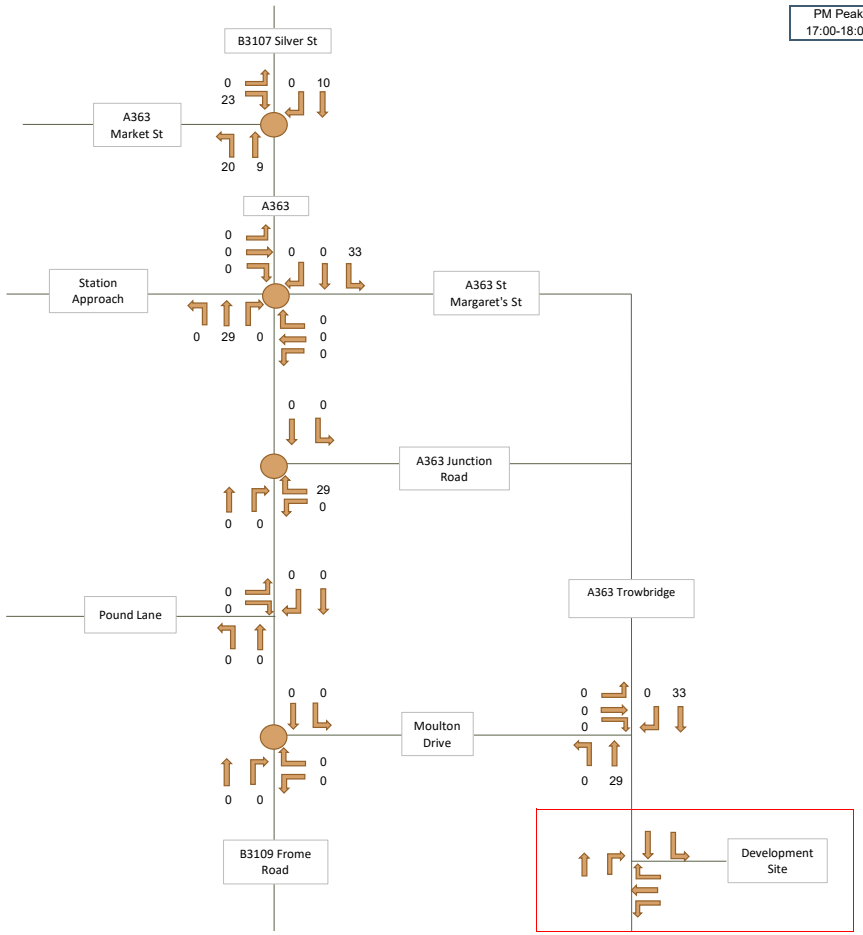
Drawing Title: 2026 Base Year - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)

Date: 19/02/2026

Project Code: 250372

TFD No: TFD_01





rappor

Client:

Waddeton Park Ltd.

Project:

Trowbridge Road, Bradford on Avon

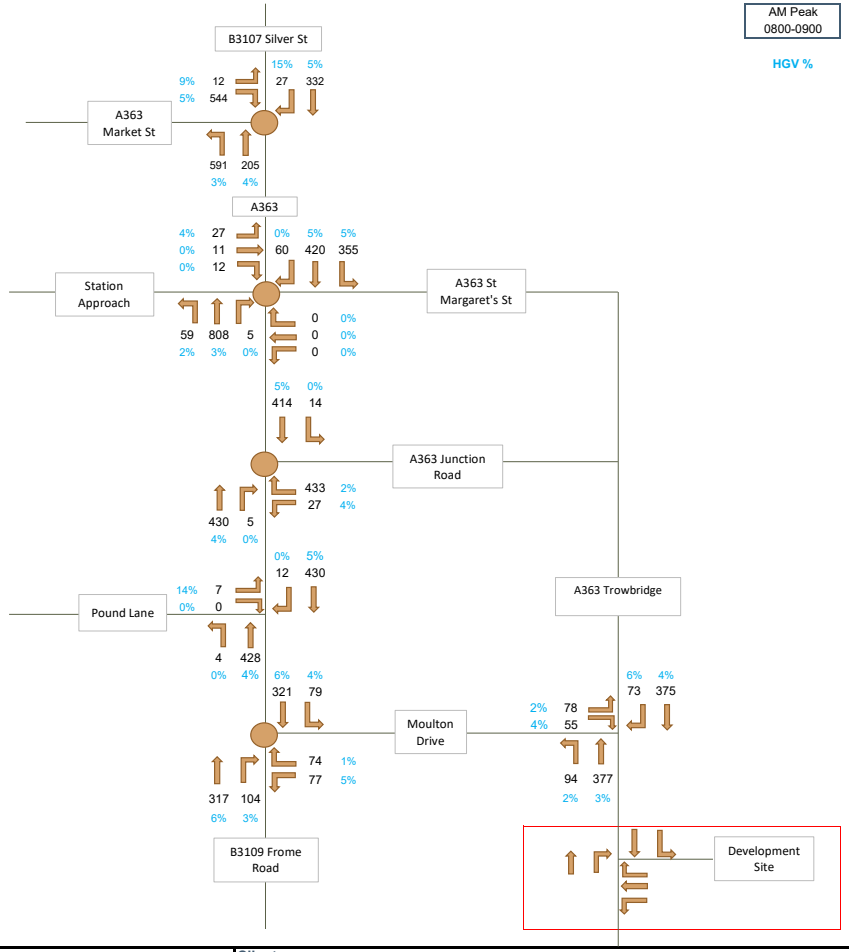
Drawing Title:

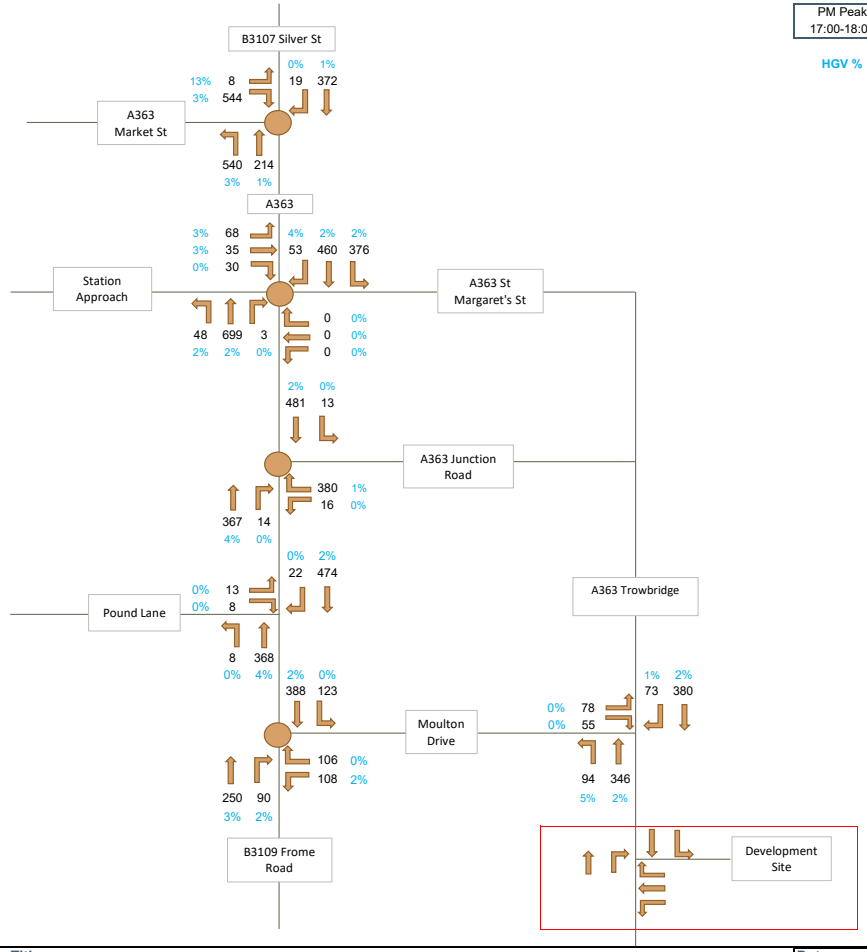
Committed Developments (by 2031) - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)

Date: 19/02/2026

Project Code: 250372

TFD No: TFD_02





rappor

Client:

Waddeton Park Ltd.

Project:

Trowbridge Road, Bradford on Avon

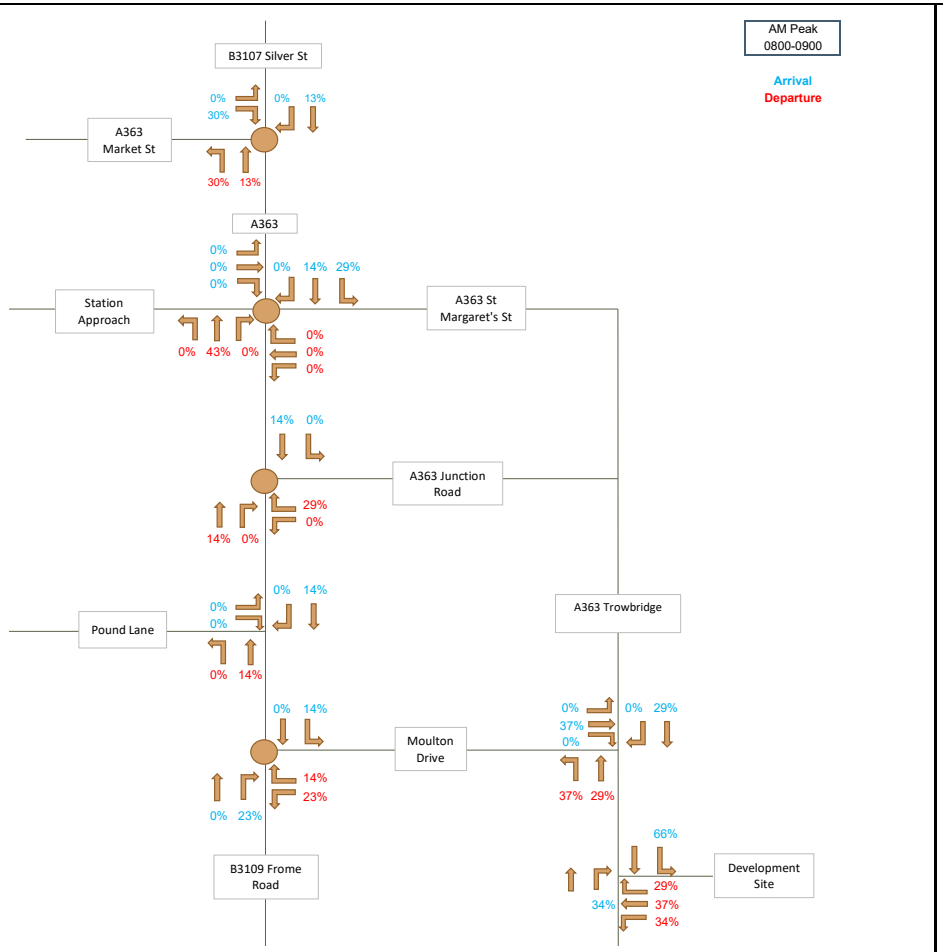
Drawing Title:

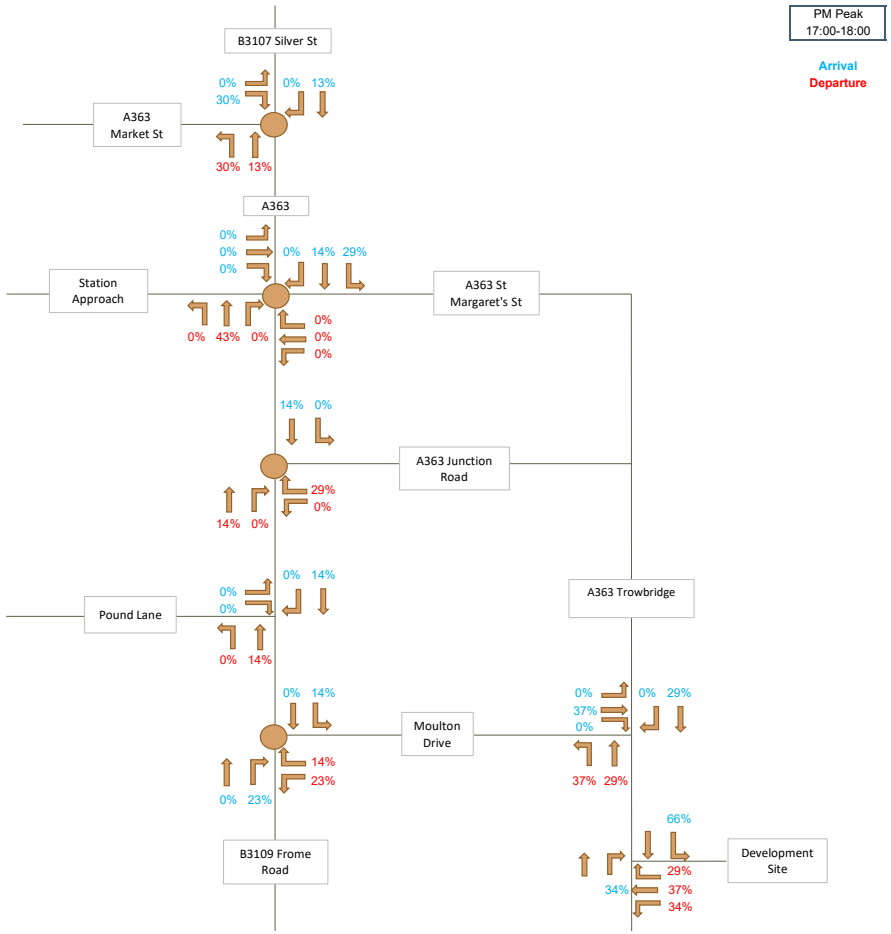
2031 Assessment Year (TEMPro Growth + Committed Developments) - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)

Date: 19/02/2026

Project Code: 250372

TFD No: TFD_03





rappor

Client: Waddeton Park Ltd.

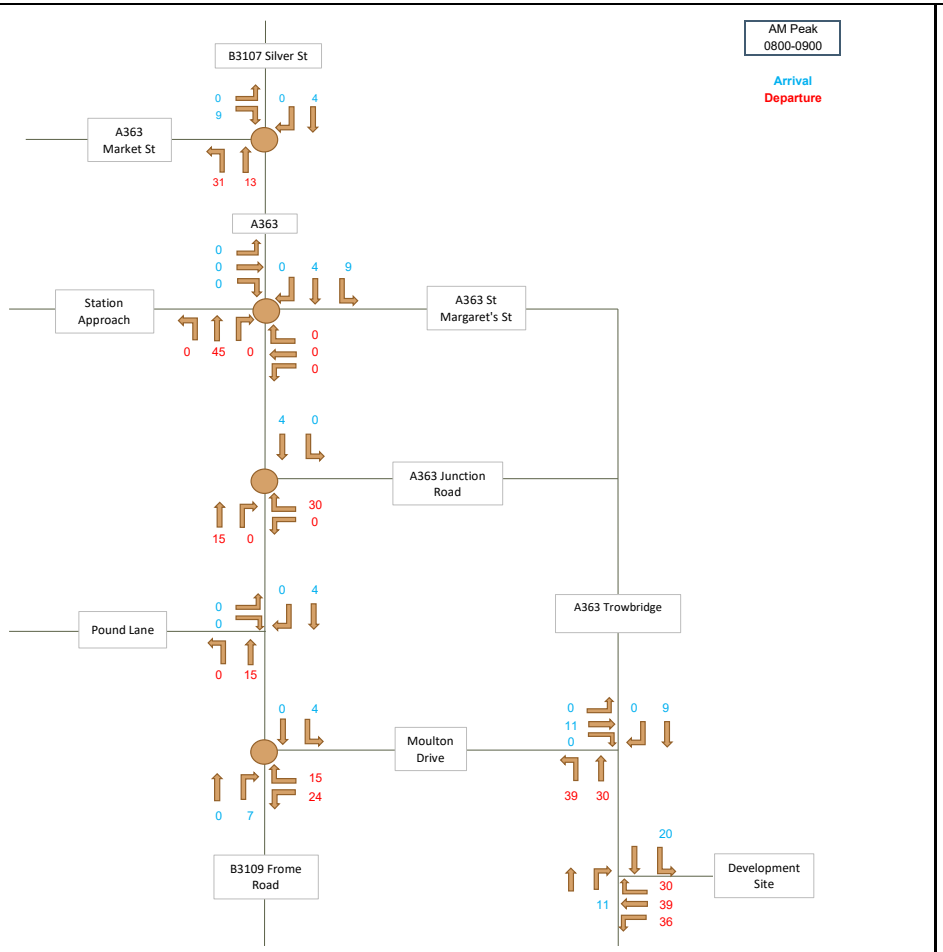
Project: Trowbridge Road, Bradford on Avon

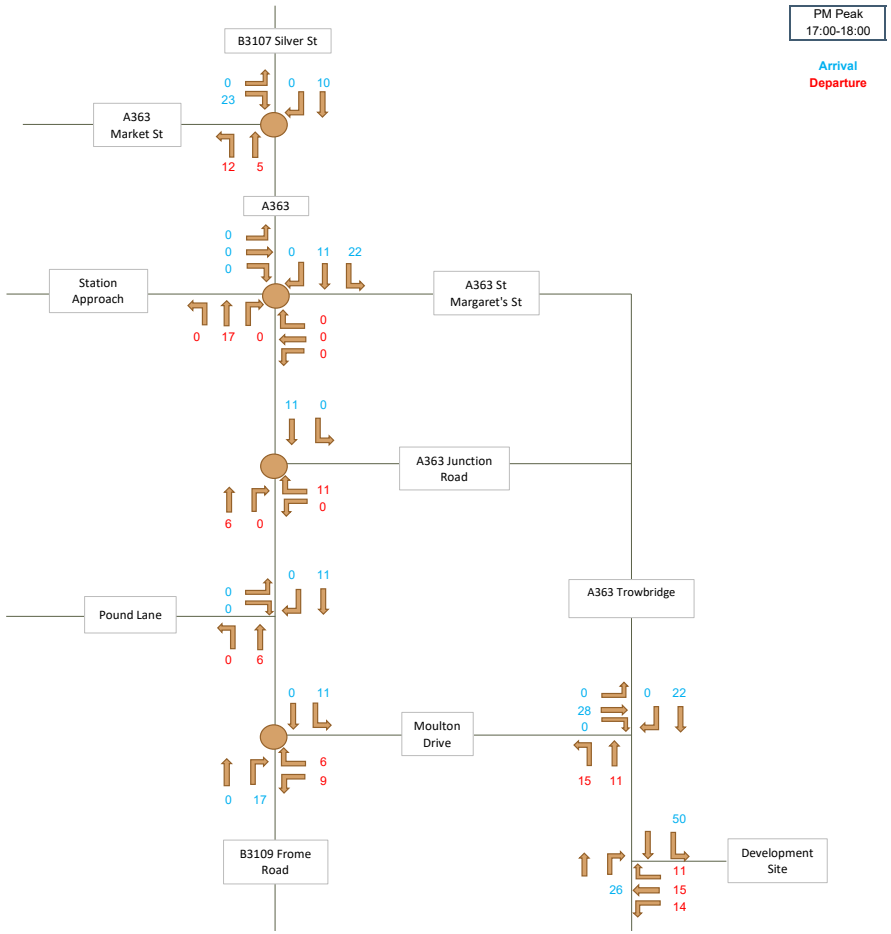
Drawing Title: Proposed Development Distribution (%): Residential - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)

Date: 19/02/2026

Project Code: 250372

TFD No: TFD_04





rappor

Client:

Waddeton Park Ltd.

Project:

Trowbridge Road, Bradford on Avon

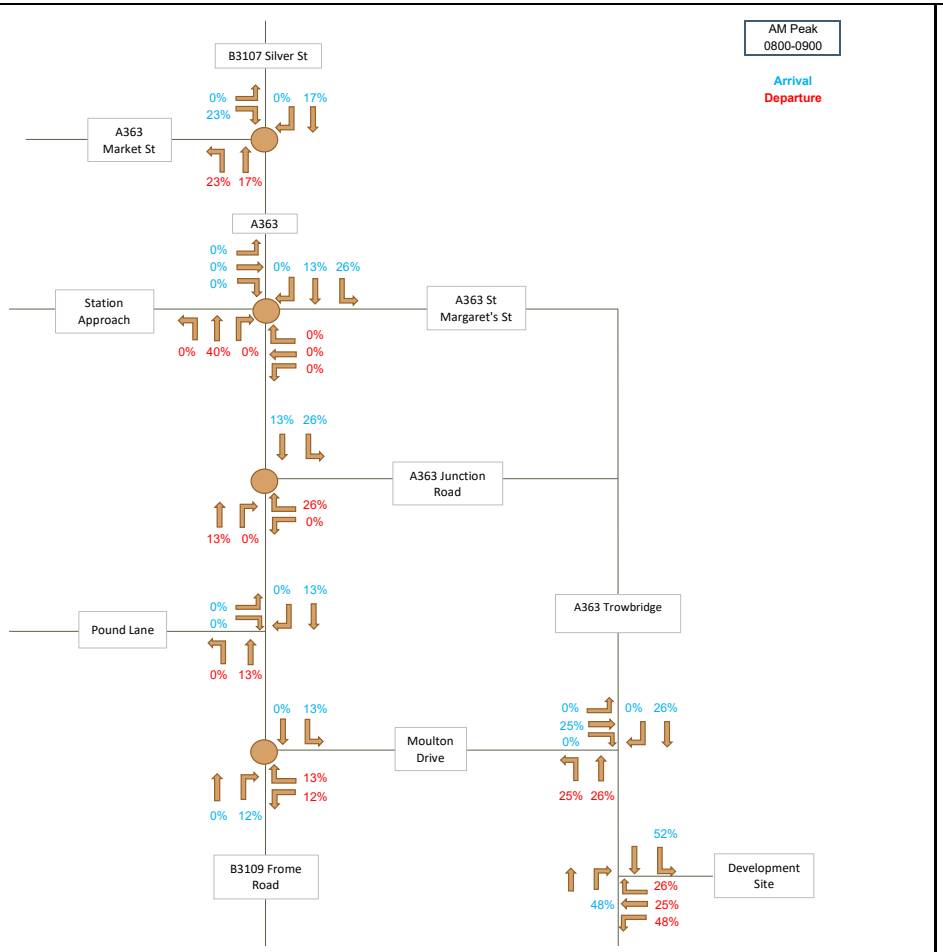
Drawing Title:

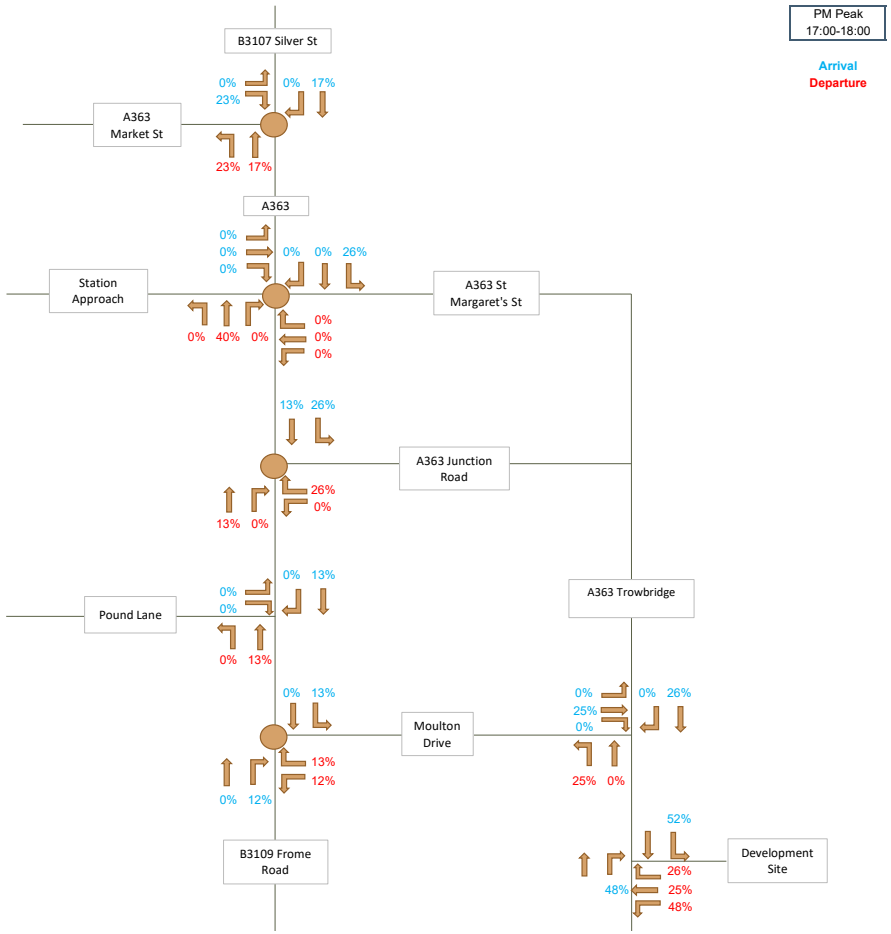
Proposed Development Assignment: Residential - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)

Date: 19/02/2026

Project Code: 250372

TFD No: TFD_05





rappor

Client:

Waddeton Park Ltd.

Project:

Trowbridge Road, Bradford on Avon

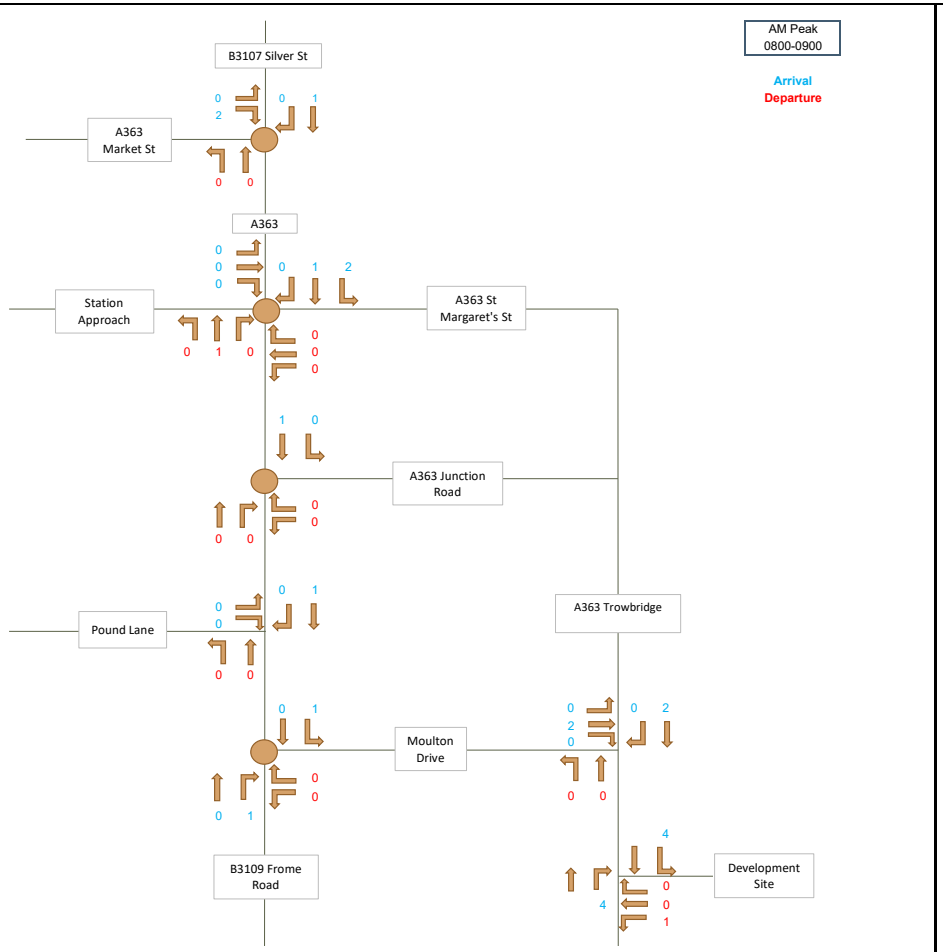
Drawing Title:

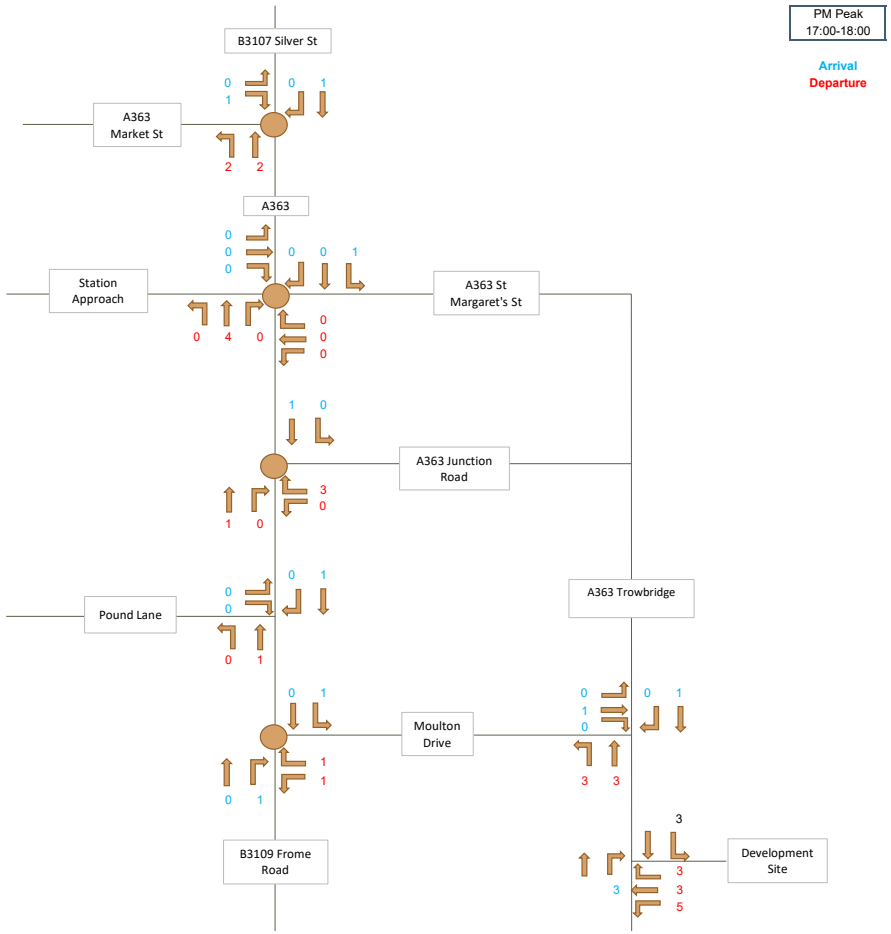
Proposed Development Distribution (%): Care Home - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)

Date: 19/02/2026

Project Code: 250372

TFD No: TFD_06





rappor

Client:

Waddeton Park Ltd.

Project:

Trowbridge Road, Bradford on Avon

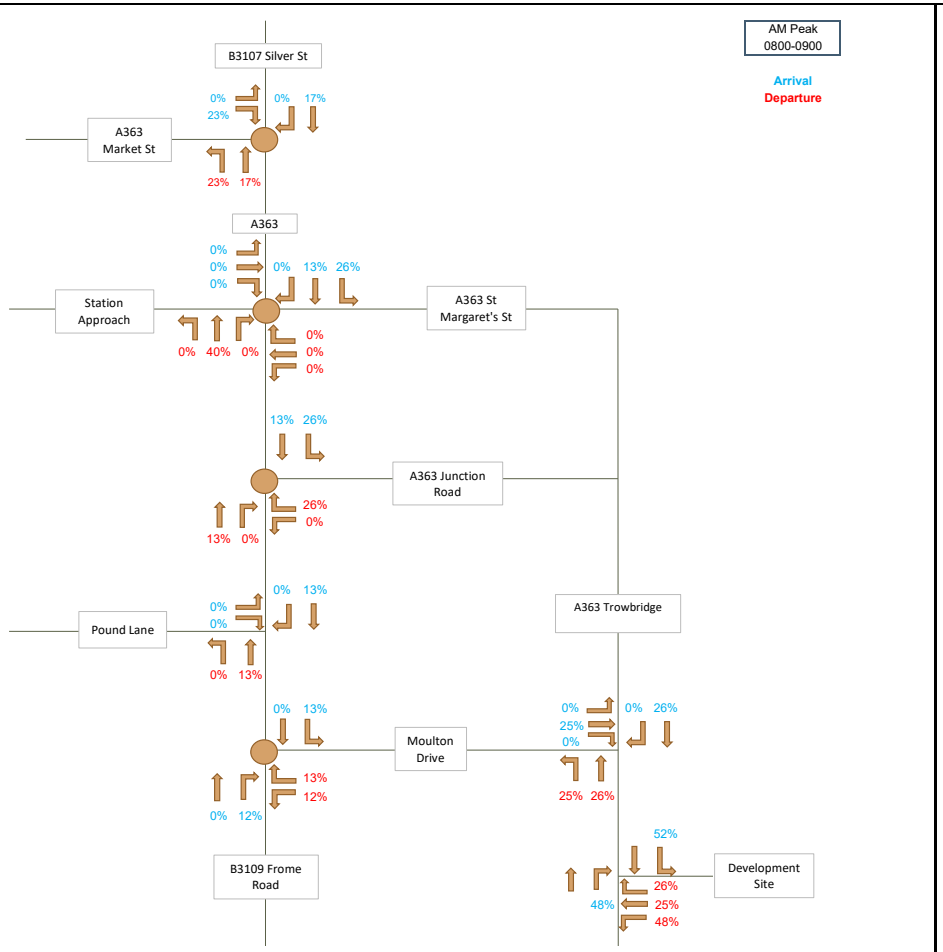
Drawing Title:

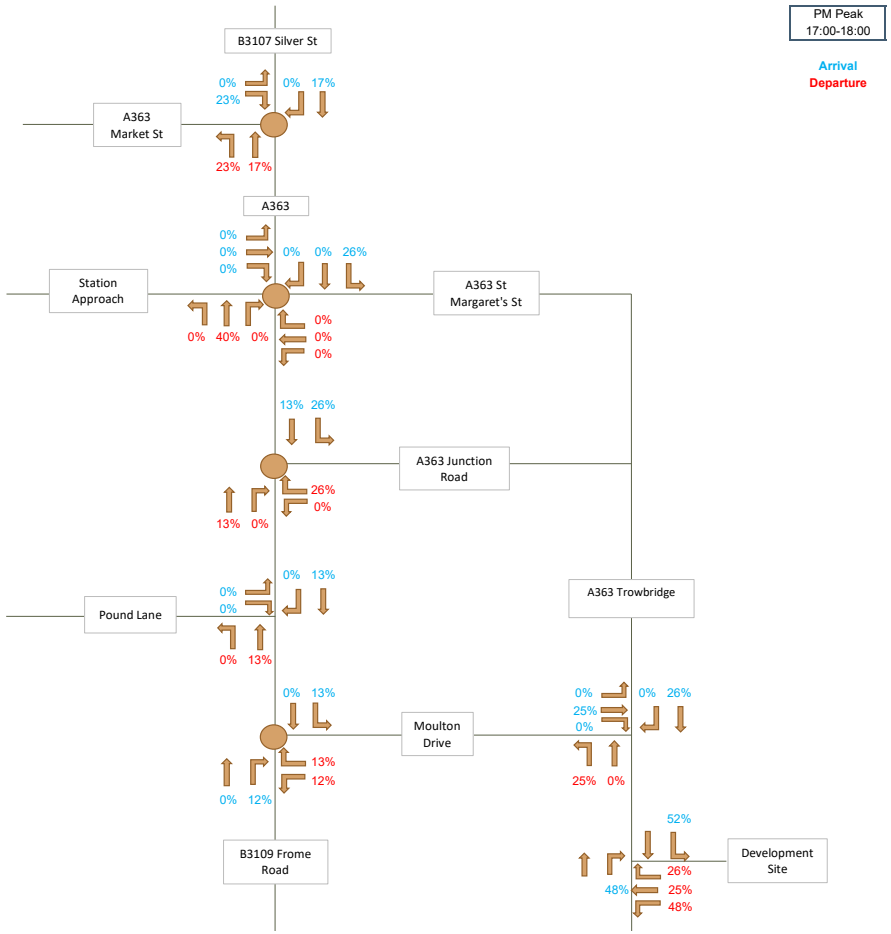
Proposed Development Assignment: Care Home - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)

Date: 19/02/2026

Project Code: 250372

TFD No: TFD_07





rappor

Client:

Waddeton Park Ltd.

Project:

Trowbridge Road, Bradford on Avon

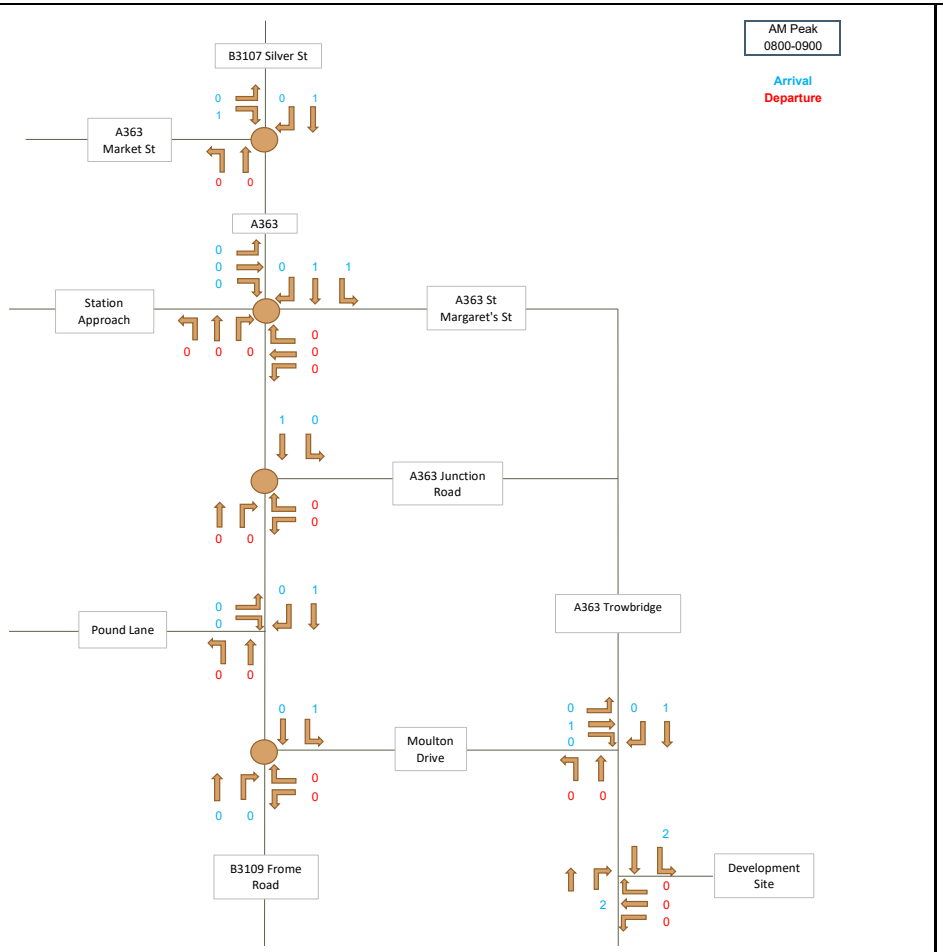
Drawing Title:

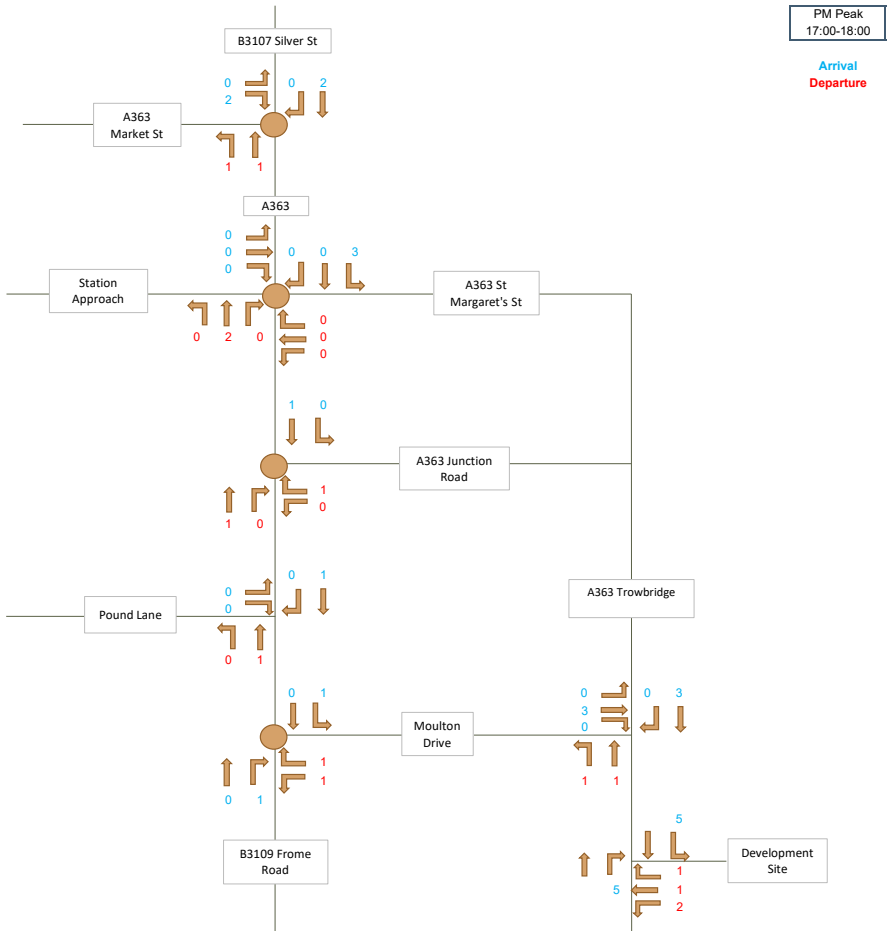
Proposed Development Distribution (%): Sports Pitches - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)

Date: 19/02/2026

Project Code: 250372

TFD No: TFD_08





rappor

Client:

Waddeton Park Ltd.

Project:

Trowbridge Road, Bradford on Avon

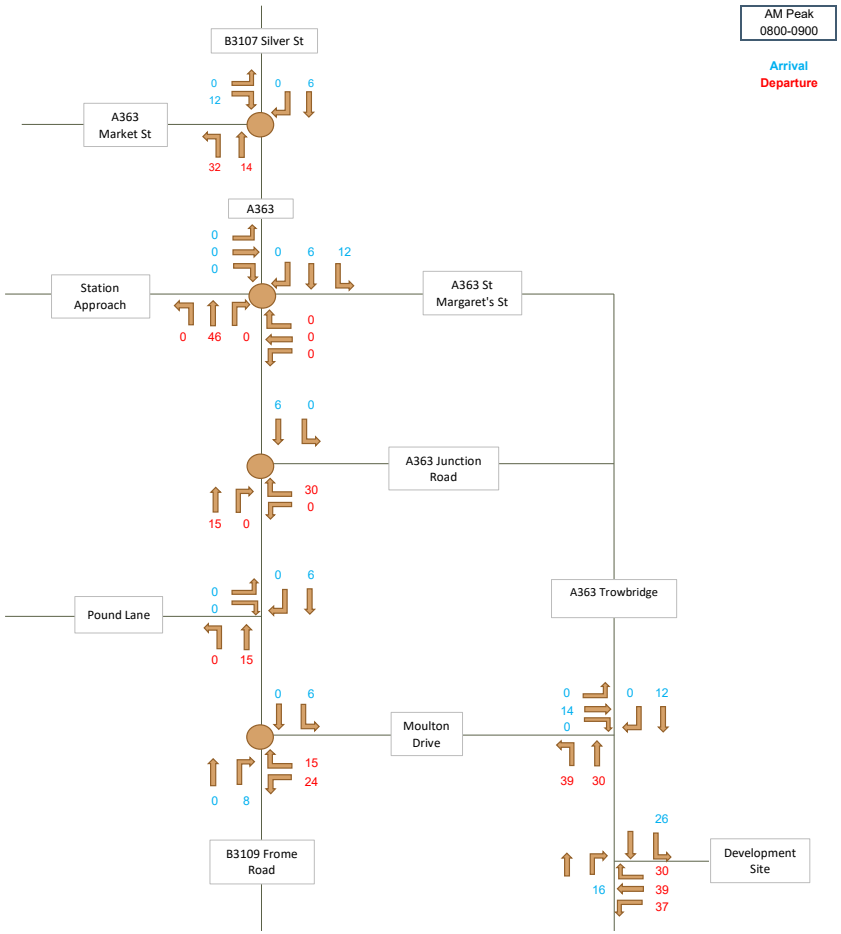
Drawing Title:

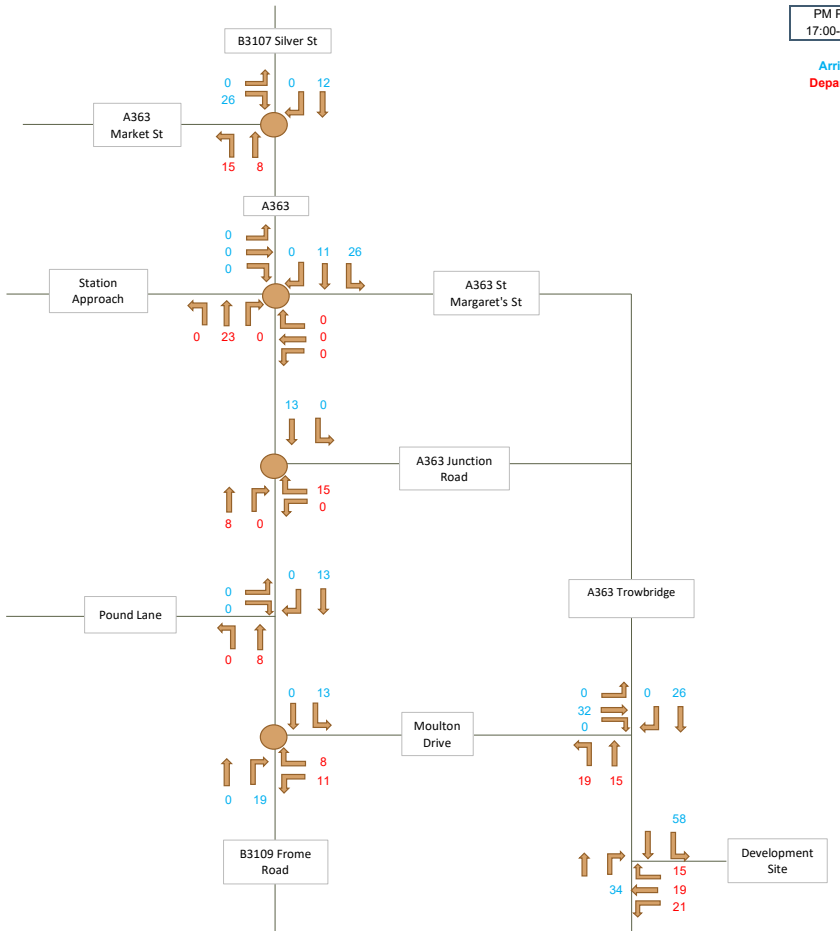
Proposed Development Assignment: Sports Pitches - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)

Date: 19/02/2026

Project Code: 250372

TFD No: TFD_09





rappor

Client: Waddeton Park Ltd.

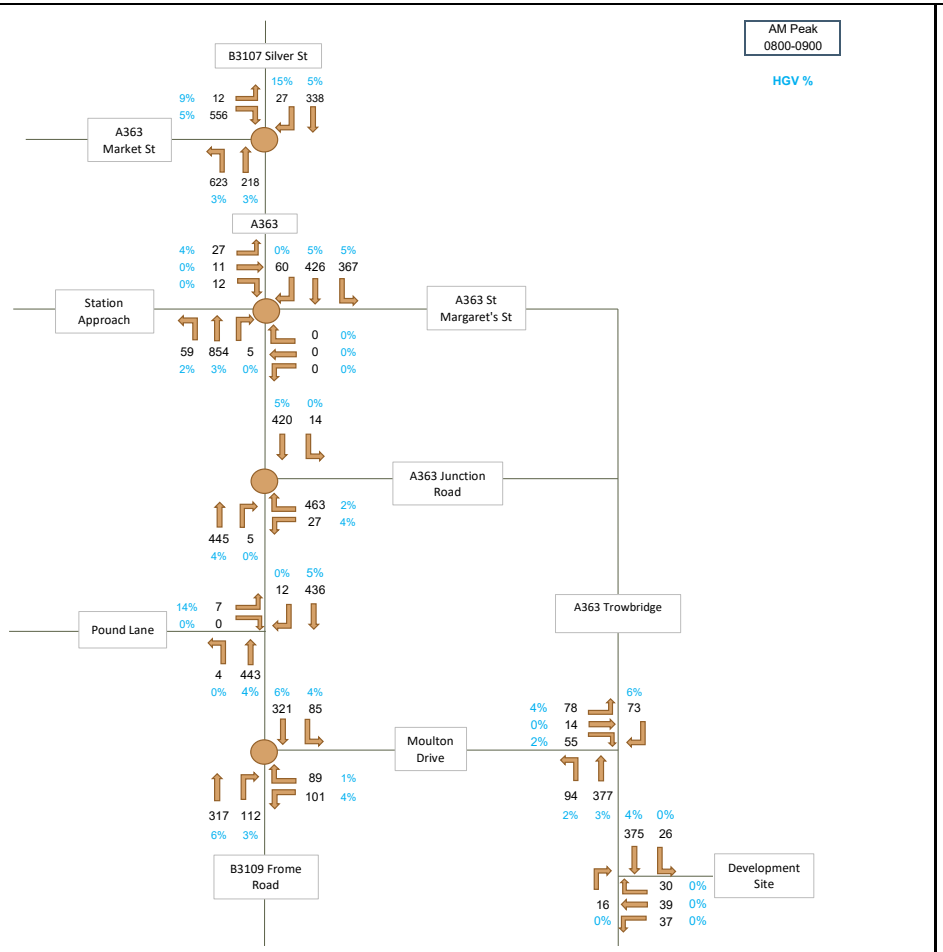
Project: Trowbridge Road, Bradford on Avon

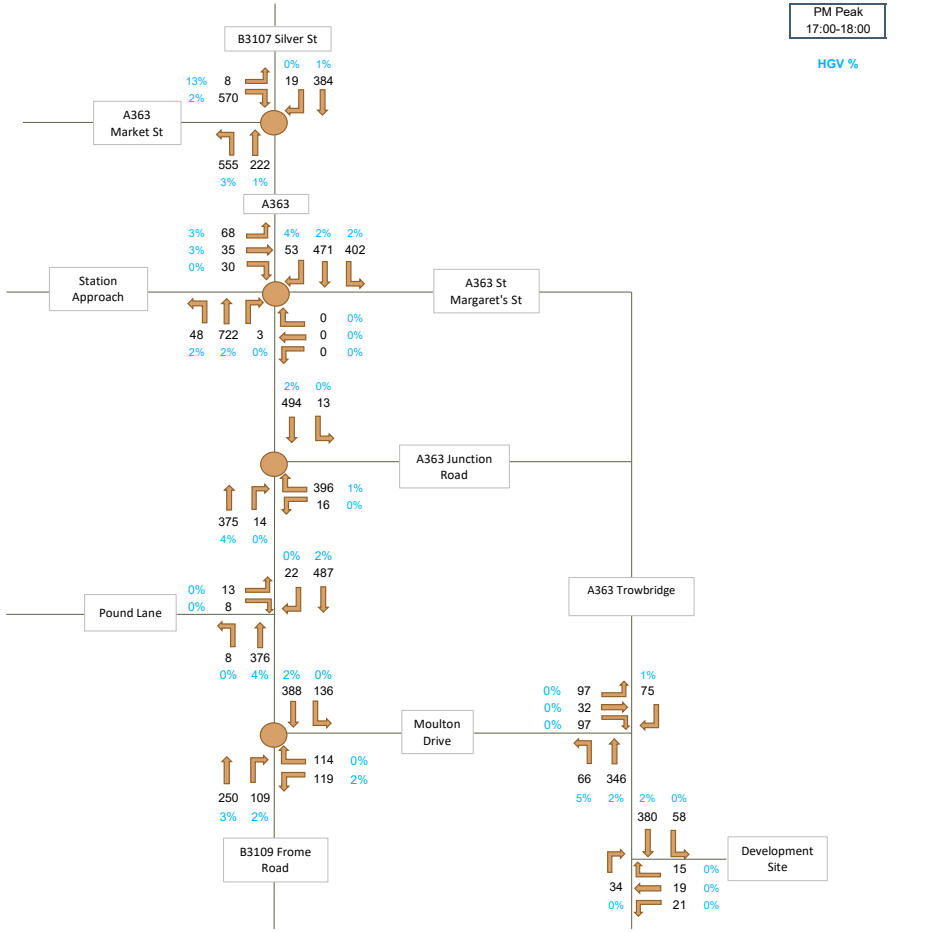
Drawing Title: Proposed Development Assignment: All Uses - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)

Date: 19/02/2026

Project Code: 250372

TFD No: TFD_10





rappor

Client:

Waddeton Park Ltd.

Project:

Trowbridge Road, Bradford on Avon

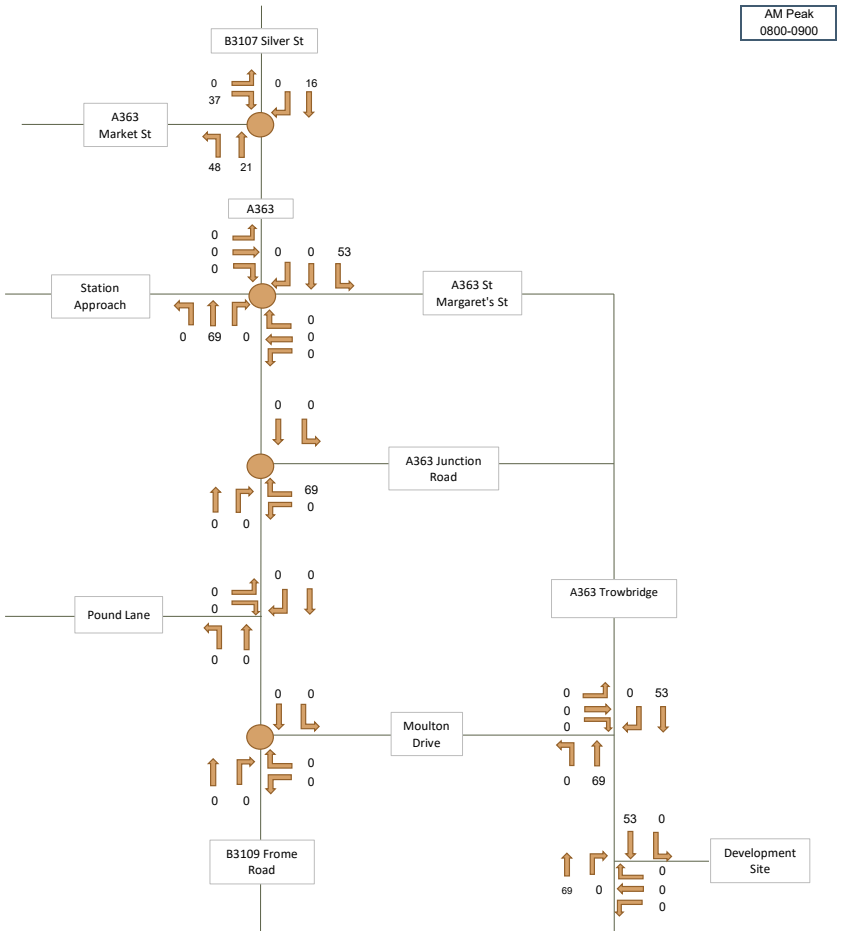
Drawing Title:

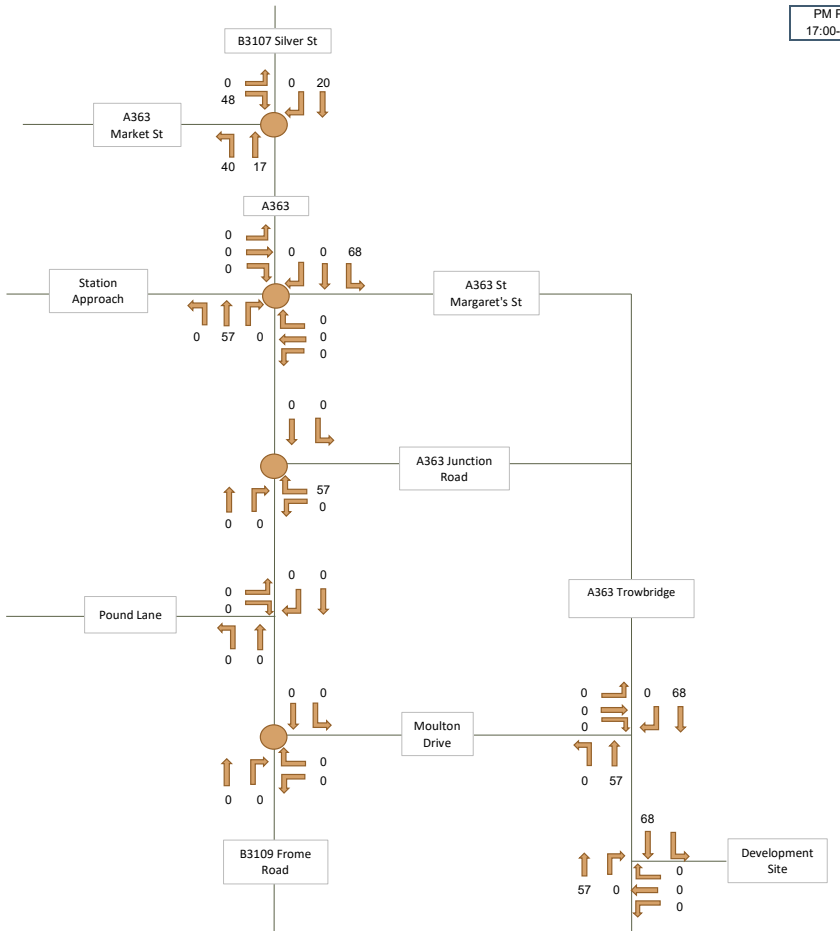
2031 Assessment Year (TEMPro Growth + Committed Developments) + Proposed Development - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)

Date: 19/02/2026

Project Code: 250372

TFD No: TFD_11





rappor

Client:

Waddeton Park Ltd.

Project:

Trowbridge Road, Bradford on Avon

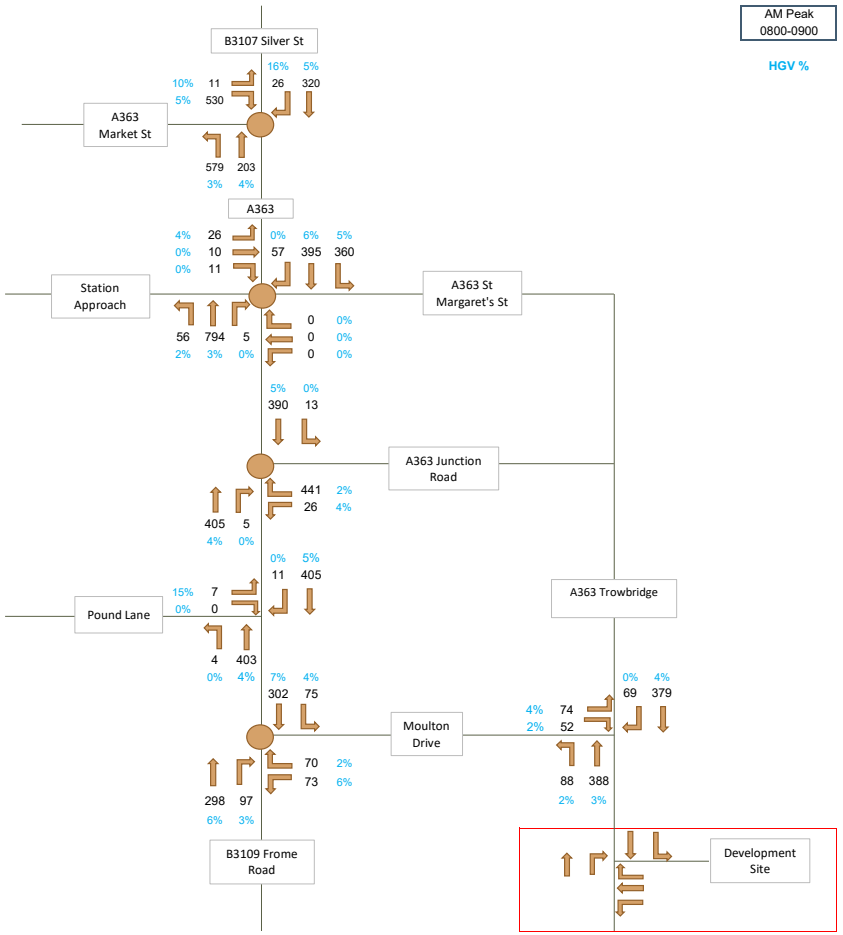
Drawing Title:

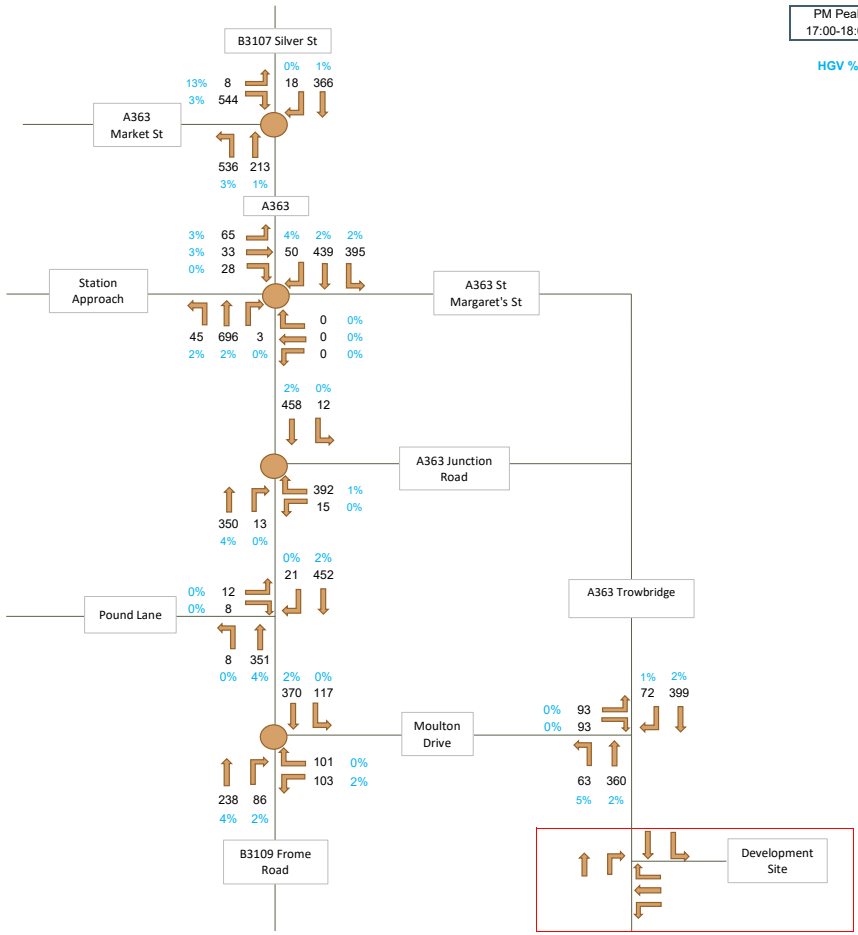
Committed Developments (by 2036) - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)

Date: 19/02/2026

Project Code: 250372

TFD No: TFD_12





rappor

Client: Waddeton Park Ltd.

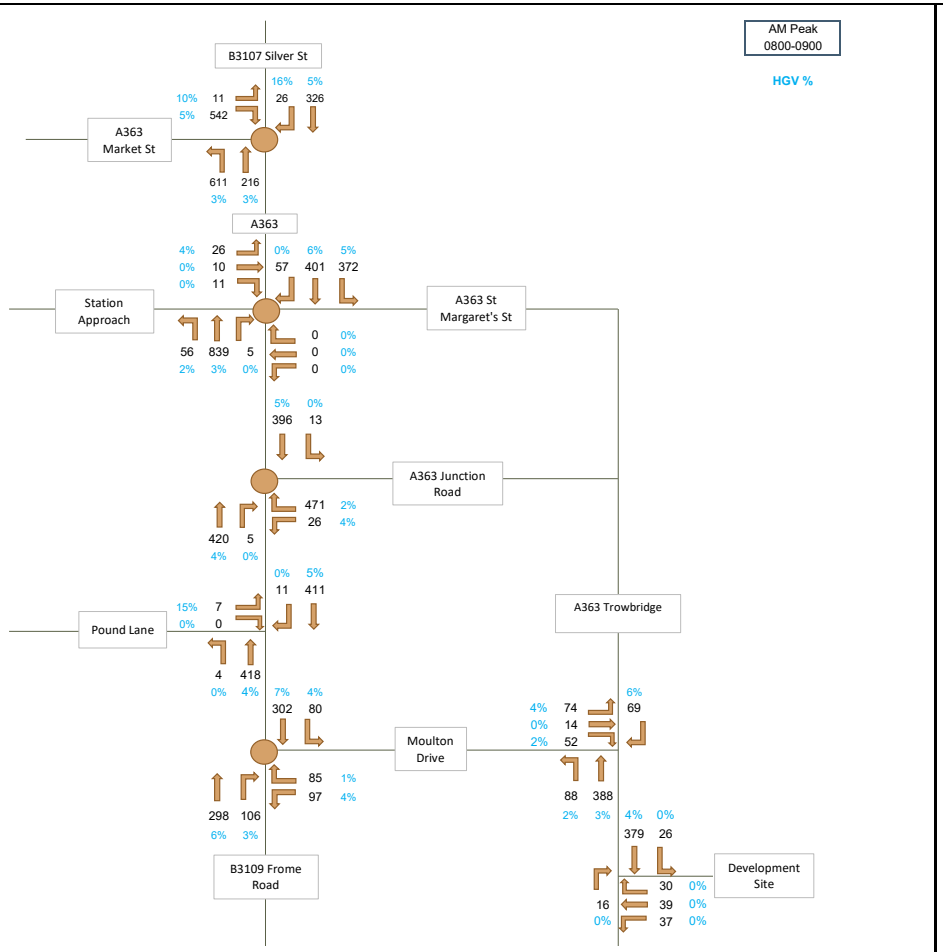
Project: Trowbridge Road, Bradford on Avon

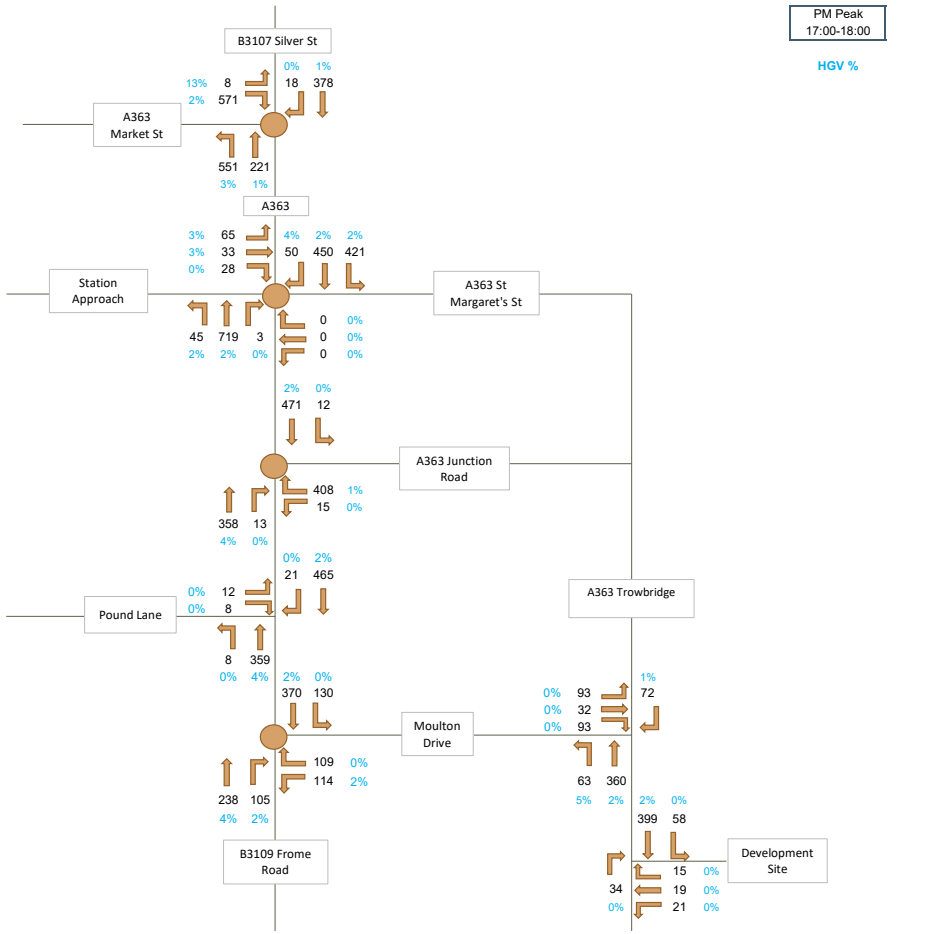
Drawing Title: 2036 Future Year (TEMPro Growth + Full Committed Developments) - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)

Date: 19/02/2026

Project Code: 250372

TFD No: TFD_13





rappor

Client:

Waddeton Park Ltd.

Project:

Trowbridge Road, Bradford on Avon

Drawing Title:

2036 Future Year (TEMPro Growth + Full Committed Developments) + Proposed Development - AM and PM Peak Hours (08:00-09:00 and 17:00-18:00)

Date: 19/02/2026

Project Code: 250372

TFD No: TFD_14

Appendix Q – Modelling Output Reports

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: J1 - Market Street_Silver Street (calibrated).j11
Path: C:\Users\LloydHughes\Cotswold Transport Planning Ltd\Project 2025 - 250372 - Trowbridge Road, Bradford on Avon\06 Calculations\Junction Modelling\April 2026
Report generation date: 02/04/2026 14:31:57

»D1 - 2026 | Base | AM
»D2 - 2026 | Base | PM
»D3 - 2031 | Opening Year | AM
»D4 - 2031 | Opening Year | PM
»D5 - 2031 | Opening Year + CD | AM
»D6 - 2031 | Opening Year + CD | PM
»D7 - 2031 | Opening Year + CD + PD | AM
»D8 - 2031 | Opening Year + CD + PD | PM
»D9 - 2036 | Future Year + CD (Sensitivity Test) | AM
»D10 - 2036 | Future Year + CD (Sensitivity Test) | PM
»D11 - 2036 | Future Year + CD + PD (Sensitivity Test) | AM
»D12 - 2036 | Future Year + CD + PD (Sensitivity Test) | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2026 - Base					
A - A363 Market Street	2.1	13.49	0.68	1.9	12.72	0.66
B - B3107 Silver Street	1.6	15.65	0.62	1.6	15.13	0.63
C - A363 Silver Street	1.8	8.07	0.64	1.5	7.21	0.60
	2031 - Opening Year					
A - A363 Market Street	2.5	15.44	0.72	2.3	14.49	0.70
B - B3107 Silver Street	1.9	18.42	0.66	2.0	18.01	0.68
C - A363 Silver Street	2.0	8.78	0.67	1.7	7.79	0.63
	2031 - Opening Year + CD					
A - A363 Market Street	3.0	17.97	0.75	2.7	16.59	0.74
B - B3107 Silver Street	2.2	21.16	0.70	2.4	21.11	0.72
C - A363 Silver Street	2.3	9.80	0.71	1.9	8.30	0.66
	2031 - Opening Year + CD + PD					
A - A363 Market Street	3.4	20.28	0.78	3.2	18.60	0.77
B - B3107 Silver Street	2.5	23.30	0.72	2.9	24.84	0.76
C - A363 Silver Street	2.8	11.21	0.74	2.0	8.74	0.67
	2036 - Future Year + CD (Sensitivity Test)					
A - A363 Market Street	2.7	16.49	0.73	2.7	16.52	0.74
B - B3107 Silver Street	1.9	18.48	0.66	2.3	20.22	0.71
C - A363 Silver Street	2.2	9.39	0.69	1.9	8.18	0.65
	2036 - Future Year + CD + PD (Sensitivity Test)					
A - A363 Market Street	3.0	18.44	0.76	3.3	19.02	0.77
B - B3107 Silver Street	2.1	20.11	0.69	2.8	24.30	0.75
C - A363 Silver Street	2.6	10.68	0.73	2.0	8.67	0.67

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

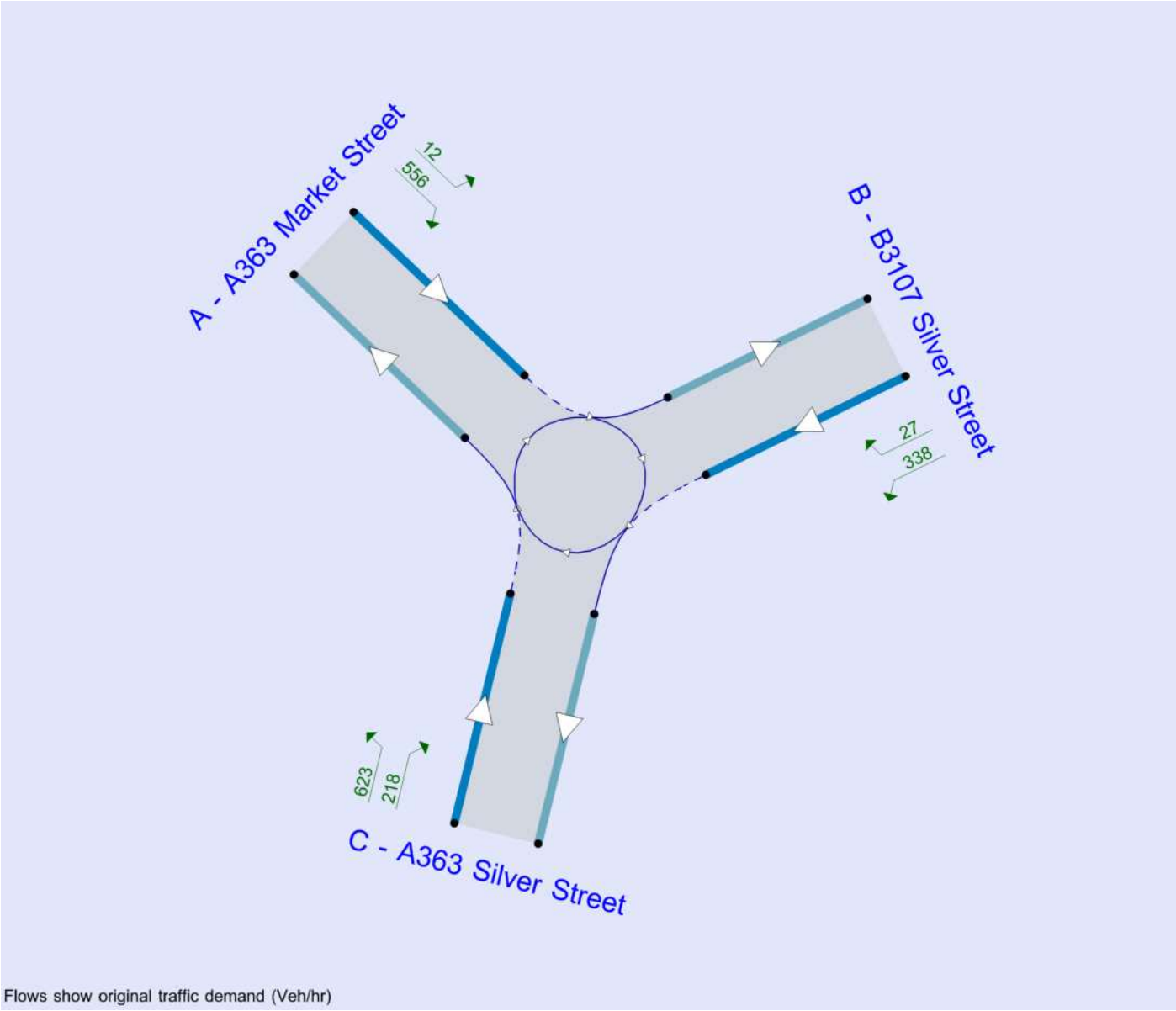
File summary

File Description

Title	
Location	
Site number	
Date	12/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JamesLiverton
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031	Opening Year	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Opening Year	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031	Opening Year + CD	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Opening Year + CD	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031	Opening Year + CD + PD	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031	Opening Year + CD + PD	PM	ONE HOUR	16:45	18:15	15	✓
D9	2036	Future Year + CD (Sensitivity Test)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2036	Future Year + CD (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15	✓
D11	2036	Future Year + CD + PD (Sensitivity Test)	AM	ONE HOUR	07:45	09:15	15	✓
D12	2036	Future Year + CD + PD (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2026 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	11.49	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.49	B

Arms

Arms

Arm	Name	Description
A	A363 Market Street	
B	B3107 Silver Street	
C	A363 Silver Street	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A - A363 Market Street	4.00	2.00	5.15	2.7	6.03	3.42	0.0	
B - B3107 Silver Street	3.15	2.23	3.75	2.3	11.80	12.69	0.0	
C - A363 Silver Street	2.75	2.47	3.33	1.6	8.89	7.27	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A363 Market Street	0.577	704
B - B3107 Silver Street	0.587	846
C - A363 Silver Street	0.582	937

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A - A363 Market Street	Percentage		150.00
B - B3107 Silver Street	Percentage		125.00
C - A363 Silver Street	Percentage		140.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Market Street		ONE HOUR	✓	512	100.000
B - B3107 Silver Street		ONE HOUR	✓	335	100.000
C - A363 Silver Street		ONE HOUR	✓	725	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	11	501
	B - B3107 Silver Street	26	0	309
	C - A363 Silver Street	540	185	0

Proportions

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0.00	0.02	0.98
	B - B3107 Silver Street	0.08	0.00	0.92
	C - A363 Silver Street	0.74	0.26	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	9	5
	B - B3107 Silver Street	15	0	5
	C - A363 Silver Street	3	4	0

Average PCU Per Veh

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	1.000	1.090	1.050
	B - B3107 Silver Street	1.150	1.000	1.050
	C - A363 Silver Street	1.030	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A363 Market Street	385	405
	B - B3107 Silver Street	252	267
	C - A363 Silver Street	546	564
08:00-08:15	A - A363 Market Street	460	484
	B - B3107 Silver Street	301	319
	C - A363 Silver Street	652	673
08:15-08:30	A - A363 Market Street	564	592
	B - B3107 Silver Street	369	390
	C - A363 Silver Street	798	824
08:30-08:45	A - A363 Market Street	564	592
	B - B3107 Silver Street	369	390
	C - A363 Silver Street	798	824
08:45-09:00	A - A363 Market Street	460	484
	B - B3107 Silver Street	301	319
	C - A363 Silver Street	652	673
09:00-09:15	A - A363 Market Street	385	405
	B - B3107 Silver Street	252	267
	C - A363 Silver Street	546	564

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Market Street	0.68	13.49	2.1	B	470	705
B - B3107 Silver Street	0.62	15.65	1.6	C	307	461
C - A363 Silver Street	0.64	8.07	1.8	A	665	998

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	385	96	138	886	0.435	382	424	0.0	0.8	7.112	A
B - B3107 Silver Street	252	63	374	727	0.347	250	147	0.0	0.5	7.511	A
C - A363 Silver Street	546	136	19	1252	0.436	543	605	0.0	0.8	5.052	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	460	115	166	862	0.534	459	508	0.8	1.1	8.894	A
B - B3107 Silver Street	301	75	449	673	0.448	300	176	0.5	0.8	9.628	A
C - A363 Silver Street	652	163	23	1249	0.522	651	726	0.8	1.1	6.004	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	564	141	203	830	0.679	560	621	1.1	2.0	13.142	B
B - B3107 Silver Street	369	92	548	601	0.614	366	215	0.8	1.5	15.147	C
C - A363 Silver Street	798	200	28	1244	0.642	796	886	1.1	1.7	7.974	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	564	141	204	830	0.679	564	623	2.0	2.1	13.493	B
B - B3107 Silver Street	369	92	551	598	0.617	369	216	1.5	1.6	15.655	C
C - A363 Silver Street	798	200	29	1244	0.642	798	891	1.7	1.8	8.069	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	460	115	167	861	0.534	464	511	2.1	1.2	9.138	A
B - B3107 Silver Street	301	75	454	669	0.450	304	177	1.6	0.8	9.937	A
C - A363 Silver Street	652	163	24	1249	0.522	654	734	1.8	1.1	6.086	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	385	96	140	885	0.436	387	427	1.2	0.8	7.255	A
B - B3107 Silver Street	252	63	379	724	0.348	253	148	0.8	0.5	7.669	A
C - A363 Silver Street	546	136	20	1252	0.436	547	612	1.1	0.8	5.114	A

D2 - 2026 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	10.82	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10.82	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Market Street		ONE HOUR	✓	505	100.000
B - B3107 Silver Street		ONE HOUR	✓	364	100.000
C - A363 Silver Street		ONE HOUR	✓	692	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A363 Market Street	**B - B3107 Silver Street**	**C - A363 Silver Street**
From	**A - A363 Market Street**	0	8	497
	B - B3107 Silver Street	18	0	346
	C - A363 Silver Street	496	196	0

Proportions

		To		
		A - A363 Market Street	**B - B3107 Silver Street**	**C - A363 Silver Street**
From	**A - A363 Market Street**	0.00	0.02	0.98
	B - B3107 Silver Street	0.05	0.00	0.95
	C - A363 Silver Street	0.72	0.28	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A363 Market Street	**B - B3107 Silver Street**	**C - A363 Silver Street**
From	**A - A363 Market Street**	0	13	3
	B - B3107 Silver Street	0	0	1
	C - A363 Silver Street	3	2	0

Average PCU Per Veh

		To		
		A - A363 Market Street	**B - B3107 Silver Street**	**C - A363 Silver Street**
From	**A - A363 Market Street**	1.000	1.130	1.030
	B - B3107 Silver Street	1.000	1.000	1.010
	C - A363 Silver Street	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A363 Market Street	380	392
	B - B3107 Silver Street	274	277
	C - A363 Silver Street	521	535
17:00-17:15	A - A363 Market Street	454	468
	B - B3107 Silver Street	327	330
	C - A363 Silver Street	622	639
17:15-17:30	A - A363 Market Street	556	574
	B - B3107 Silver Street	401	405
	C - A363 Silver Street	762	783
17:30-17:45	A - A363 Market Street	556	574
	B - B3107 Silver Street	401	405
	C - A363 Silver Street	762	783
17:45-18:00	A - A363 Market Street	454	468
	B - B3107 Silver Street	327	330
	C - A363 Silver Street	622	639
18:00-18:15	A - A363 Market Street	380	392
	B - B3107 Silver Street	274	277
	C - A363 Silver Street	521	535

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Market Street	0.66	12.72	1.9	B	463	695
B - B3107 Silver Street	0.63	15.13	1.6	C	334	501
C - A363 Silver Street	0.60	7.21	1.5	A	635	952

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	380	95	147	897	0.424	377	385	0.0	0.7	6.882	A
B - B3107 Silver Street	274	69	371	770	0.356	272	153	0.0	0.5	7.199	A
C - A363 Silver Street	521	130	13	1266	0.411	518	630	0.0	0.7	4.797	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	454	113	176	873	0.520	453	461	0.7	1.1	8.545	A
B - B3107 Silver Street	327	82	445	714	0.458	326	183	0.5	0.8	9.248	A
C - A363 Silver Street	622	156	16	1264	0.492	621	755	0.7	1.0	5.590	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	556	139	215	839	0.663	553	564	1.1	1.9	12.434	B
B - B3107 Silver Street	401	100	544	640	0.626	398	224	0.8	1.6	14.642	B
C - A363 Silver Street	762	190	20	1261	0.604	760	922	1.0	1.5	7.148	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	556	139	216	838	0.663	556	566	1.9	1.9	12.723	B
B - B3107 Silver Street	401	100	547	638	0.628	401	225	1.6	1.6	15.129	C
C - A363 Silver Street	762	190	20	1261	0.604	762	928	1.5	1.5	7.209	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	454	113	177	872	0.521	457	464	1.9	1.1	8.752	A
B - B3107 Silver Street	327	82	450	711	0.460	330	184	1.6	0.9	9.540	A
C - A363 Silver Street	622	156	16	1264	0.492	624	764	1.5	1.0	5.647	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	380	95	148	897	0.424	382	388	1.1	0.7	7.010	A
B - B3107 Silver Street	274	69	376	766	0.358	275	154	0.9	0.6	7.346	A
C - A363 Silver Street	521	130	14	1266	0.412	522	637	1.0	0.7	4.846	A

D3 - 2031 | Opening Year | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	13.05	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		13.05	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Opening Year	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Market Street		ONE HOUR	✓	536	100.000
B - B3107 Silver Street		ONE HOUR	✓	350	100.000
C - A363 Silver Street		ONE HOUR	✓	757	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A363 Market Street	**B - B3107 Silver Street**	**C - A363 Silver Street**
From	**A - A363 Market Street**	0	12	524
	B - B3107 Silver Street	27	0	323
	C - A363 Silver Street	564	193	0

Proportions

		To		
		A - A363 Market Street	**B - B3107 Silver Street**	**C - A363 Silver Street**
From	**A - A363 Market Street**	0.00	0.02	0.98
	B - B3107 Silver Street	0.08	0.00	0.92
	C - A363 Silver Street	0.75	0.25	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A363 Market Street	**B - B3107 Silver Street**	**C - A363 Silver Street**
From	**A - A363 Market Street**	0	9	5
	B - B3107 Silver Street	15	0	5
	C - A363 Silver Street	3	4	0

Average PCU Per Veh

		To		
		A - A363 Market Street	**B - B3107 Silver Street**	**C - A363 Silver Street**
From	**A - A363 Market Street**	1.000	1.090	1.050
	B - B3107 Silver Street	1.150	1.000	1.050
	C - A363 Silver Street	1.030	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A363 Market Street	404	424
	B - B3107 Silver Street	263	279
	C - A363 Silver Street	570	588
08:00-08:15	A - A363 Market Street	482	506
	B - B3107 Silver Street	315	333
	C - A363 Silver Street	681	703
08:15-08:30	A - A363 Market Street	590	620
	B - B3107 Silver Street	385	408
	C - A363 Silver Street	833	861
08:30-08:45	A - A363 Market Street	590	620
	B - B3107 Silver Street	385	408
	C - A363 Silver Street	833	861
08:45-09:00	A - A363 Market Street	482	506
	B - B3107 Silver Street	315	333
	C - A363 Silver Street	681	703
09:00-09:15	A - A363 Market Street	404	424
	B - B3107 Silver Street	263	279
	C - A363 Silver Street	570	588

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Market Street	0.72	15.44	2.5	C	492	738
B - B3107 Silver Street	0.66	18.42	1.9	C	321	482
C - A363 Silver Street	0.67	8.78	2.0	A	695	1042

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	404	101	144	881	0.458	400	442	0.0	0.8	7.446	A
B - B3107 Silver Street	263	66	391	715	0.369	261	153	0.0	0.6	7.894	A
C - A363 Silver Street	570	142	20	1252	0.455	567	632	0.0	0.8	5.229	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	482	120	173	856	0.563	480	530	0.8	1.3	9.534	A
B - B3107 Silver Street	315	79	469	658	0.478	313	184	0.6	0.9	10.406	B
C - A363 Silver Street	681	170	24	1248	0.545	679	759	0.8	1.2	6.312	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	590	148	212	823	0.717	586	648	1.3	2.4	14.881	B
B - B3107 Silver Street	385	96	572	583	0.661	382	225	0.9	1.8	17.551	C
C - A363 Silver Street	833	208	29	1243	0.670	830	925	1.2	2.0	8.647	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	590	148	212	822	0.718	590	651	2.4	2.5	15.442	C
B - B3107 Silver Street	385	96	577	580	0.665	385	226	1.8	1.9	18.421	C
C - A363 Silver Street	833	208	30	1243	0.670	833	932	2.0	2.0	8.779	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	482	120	174	855	0.564	486	534	2.5	1.3	9.885	A
B - B3107 Silver Street	315	79	476	654	0.481	319	185	1.9	0.9	10.865	B
C - A363 Silver Street	681	170	25	1248	0.545	684	769	2.0	1.2	6.416	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	404	101	146	879	0.459	405	446	1.3	0.9	7.624	A
B - B3107 Silver Street	263	66	396	711	0.370	265	155	0.9	0.6	8.092	A
C - A363 Silver Street	570	142	20	1252	0.455	571	641	1.2	0.8	5.304	A

D4 - 2031 | Opening Year | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	12.32	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		12.32	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Opening Year	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Market Street		ONE HOUR	✓	529	100.000
B - B3107 Silver Street		ONE HOUR	✓	381	100.000
C - A363 Silver Street		ONE HOUR	✓	725	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	8	521
	B - B3107 Silver Street	19	0	362
	C - A363 Silver Street	520	205	0

Proportions

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0.00	0.02	0.98
	B - B3107 Silver Street	0.05	0.00	0.95
	C - A363 Silver Street	0.72	0.28	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	13	3
	B - B3107 Silver Street	0	0	1
	C - A363 Silver Street	3	2	0

Average PCU Per Veh

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	1.000	1.130	1.030
	B - B3107 Silver Street	1.000	1.000	1.010
	C - A363 Silver Street	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A363 Market Street	398	411
	B - B3107 Silver Street	287	290
	C - A363 Silver Street	546	561
17:00-17:15	A - A363 Market Street	476	491
	B - B3107 Silver Street	343	346
	C - A363 Silver Street	652	669
17:15-17:30	A - A363 Market Street	582	601
	B - B3107 Silver Street	419	423
	C - A363 Silver Street	798	820
17:30-17:45	A - A363 Market Street	582	601
	B - B3107 Silver Street	419	423
	C - A363 Silver Street	798	820
17:45-18:00	A - A363 Market Street	476	491
	B - B3107 Silver Street	343	346
	C - A363 Silver Street	652	669
18:00-18:15	A - A363 Market Street	398	411
	B - B3107 Silver Street	287	290
	C - A363 Silver Street	546	561

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Market Street	0.70	14.49	2.3	B	485	728
B - B3107 Silver Street	0.68	18.01	2.0	C	350	524
C - A363 Silver Street	0.63	7.79	1.7	A	665	998

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	398	100	153	892	0.447	395	404	0.0	0.8	7.202	A
B - B3107 Silver Street	287	72	389	756	0.379	284	159	0.0	0.6	7.591	A
C - A363 Silver Street	546	136	14	1265	0.431	543	659	0.0	0.8	4.960	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	476	119	184	866	0.549	474	484	0.8	1.2	9.151	A
B - B3107 Silver Street	343	86	467	698	0.491	341	191	0.6	0.9	10.043	B
C - A363 Silver Street	652	163	17	1263	0.516	651	791	0.8	1.1	5.863	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	582	146	225	831	0.701	578	591	1.2	2.2	14.037	B
B - B3107 Silver Street	419	105	570	621	0.675	415	234	0.9	2.0	17.150	C
C - A363 Silver Street	798	200	21	1260	0.633	796	964	1.1	1.7	7.706	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	582	146	226	830	0.702	582	593	2.2	2.3	14.494	B
B - B3107 Silver Street	419	105	573	618	0.678	419	234	2.0	2.0	18.010	C
C - A363 Silver Street	798	200	21	1260	0.633	798	972	1.7	1.7	7.789	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	476	119	185	865	0.550	480	487	2.3	1.2	9.447	A
B - B3107 Silver Street	343	86	472	694	0.494	347	192	2.0	1.0	10.486	B
C - A363 Silver Street	652	163	17	1263	0.516	654	802	1.7	1.1	5.939	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	398	100	155	891	0.447	400	407	1.2	0.8	7.360	A
B - B3107 Silver Street	287	72	394	753	0.381	288	161	1.0	0.6	7.775	A
C - A363 Silver Street	546	136	14	1265	0.431	547	668	1.1	0.8	5.020	A

D5 - 2031 | Opening Year + CD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	14.89	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		14.89	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Opening Year + CD	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Market Street		ONE HOUR	✓	556	100.000
B - B3107 Silver Street		ONE HOUR	✓	359	100.000
C - A363 Silver Street		ONE HOUR	✓	796	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	12	544
	B - B3107 Silver Street	27	0	332
	C - A363 Silver Street	591	205	0

Proportions

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0.00	0.02	0.98
	B - B3107 Silver Street	0.08	0.00	0.92
	C - A363 Silver Street	0.74	0.26	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	9	5
	B - B3107 Silver Street	15	0	5
	C - A363 Silver Street	3	4	0

Average PCU Per Veh

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	1.000	1.090	1.050
	B - B3107 Silver Street	1.150	1.000	1.050
	C - A363 Silver Street	1.030	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A363 Market Street	419	440
	B - B3107 Silver Street	270	286
	C - A363 Silver Street	599	619
08:00-08:15	A - A363 Market Street	500	525
	B - B3107 Silver Street	323	341
	C - A363 Silver Street	716	739
08:15-08:30	A - A363 Market Street	612	643
	B - B3107 Silver Street	395	418
	C - A363 Silver Street	876	905
08:30-08:45	A - A363 Market Street	612	643
	B - B3107 Silver Street	395	418
	C - A363 Silver Street	876	905
08:45-09:00	A - A363 Market Street	500	525
	B - B3107 Silver Street	323	341
	C - A363 Silver Street	716	739
09:00-09:15	A - A363 Market Street	419	440
	B - B3107 Silver Street	270	286
	C - A363 Silver Street	599	619

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Market Street	0.75	17.97	3.0	C	510	765
B - B3107 Silver Street	0.70	21.16	2.2	C	329	494
C - A363 Silver Street	0.71	9.80	2.3	A	730	1096

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	419	105	153	873	0.480	415	462	0.0	0.9	7.801	A
B - B3107 Silver Street	270	68	406	704	0.384	268	162	0.0	0.6	8.203	A
C - A363 Silver Street	599	150	20	1252	0.479	596	654	0.0	0.9	5.458	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	500	125	184	847	0.590	498	554	0.9	1.4	10.255	B
B - B3107 Silver Street	323	81	487	645	0.500	321	195	0.6	1.0	11.062	B
C - A363 Silver Street	716	179	24	1248	0.573	714	784	0.9	1.3	6.717	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	612	153	225	812	0.754	606	677	1.4	2.9	17.046	C
B - B3107 Silver Street	395	99	593	568	0.696	391	238	1.0	2.1	19.806	C
C - A363 Silver Street	876	219	29	1243	0.705	872	955	1.3	2.3	9.603	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	612	153	226	811	0.755	612	680	2.9	3.0	17.967	C
B - B3107 Silver Street	395	99	599	564	0.701	395	239	2.1	2.2	21.156	C
C - A363 Silver Street	876	219	30	1243	0.705	876	964	2.3	2.3	9.802	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	500	125	185	846	0.591	506	559	3.0	1.5	10.770	B
B - B3107 Silver Street	323	81	495	640	0.505	328	196	2.2	1.0	11.707	B
C - A363 Silver Street	716	179	25	1248	0.574	720	798	2.3	1.4	6.864	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	419	105	155	872	0.480	421	467	1.5	0.9	8.023	A
B - B3107 Silver Street	270	68	412	700	0.386	272	164	1.0	0.6	8.437	A
C - A363 Silver Street	599	150	20	1251	0.479	601	663	1.4	0.9	5.551	A

D6 - 2031 | Opening Year + CD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	13.93	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		13.93	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Opening Year + CD	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Market Street		ONE HOUR	✓	552	100.000
B - B3107 Silver Street		ONE HOUR	✓	391	100.000
C - A363 Silver Street		ONE HOUR	✓	754	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	8	544
	B - B3107 Silver Street	19	0	372
	C - A363 Silver Street	540	214	0

Proportions

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0.00	0.01	0.99
	B - B3107 Silver Street	0.05	0.00	0.95
	C - A363 Silver Street	0.72	0.28	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	13	3
	B - B3107 Silver Street	0	0	1
	C - A363 Silver Street	3	1	0

Average PCU Per Veh

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	1.000	1.130	1.030
	B - B3107 Silver Street	1.000	1.000	1.010
	C - A363 Silver Street	1.030	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A363 Market Street	416	429
	B - B3107 Silver Street	294	297
	C - A363 Silver Street	568	581
17:00-17:15	A - A363 Market Street	496	512
	B - B3107 Silver Street	352	355
	C - A363 Silver Street	678	694
17:15-17:30	A - A363 Market Street	608	627
	B - B3107 Silver Street	430	435
	C - A363 Silver Street	830	850
17:30-17:45	A - A363 Market Street	608	627
	B - B3107 Silver Street	430	435
	C - A363 Silver Street	830	850
17:45-18:00	A - A363 Market Street	496	512
	B - B3107 Silver Street	352	355
	C - A363 Silver Street	678	694
18:00-18:15	A - A363 Market Street	416	429
	B - B3107 Silver Street	294	297
	C - A363 Silver Street	568	581

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Market Street	0.74	16.59	2.7	C	507	760
B - B3107 Silver Street	0.72	21.11	2.4	C	359	538
C - A363 Silver Street	0.66	8.30	1.9	A	692	1038

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	416	104	160	887	0.468	412	418	0.0	0.9	7.521	A
B - B3107 Silver Street	294	74	406	744	0.396	292	166	0.0	0.6	7.924	A
C - A363 Silver Street	568	142	14	1269	0.447	564	684	0.0	0.8	5.088	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	496	124	192	860	0.577	494	501	0.9	1.3	9.783	A
B - B3107 Silver Street	352	88	487	683	0.515	350	199	0.6	1.0	10.760	B
C - A363 Silver Street	678	169	17	1267	0.535	676	820	0.8	1.1	6.086	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	608	152	235	824	0.737	603	613	1.3	2.6	15.869	C
B - B3107 Silver Street	431	108	594	603	0.714	425	244	1.0	2.3	19.702	C
C - A363 Silver Street	830	208	21	1264	0.657	827	998	1.1	1.9	8.191	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	608	152	236	824	0.738	607	615	2.6	2.7	16.589	C
B - B3107 Silver Street	431	108	599	599	0.718	430	244	2.3	2.4	21.108	C
C - A363 Silver Street	830	208	21	1264	0.657	830	1008	1.9	1.9	8.298	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	496	124	193	859	0.577	502	505	2.7	1.4	10.202	B
B - B3107 Silver Street	352	88	494	678	0.519	357	200	2.4	1.1	11.401	B
C - A363 Silver Street	678	169	17	1266	0.535	681	834	1.9	1.2	6.177	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	416	104	162	886	0.469	418	422	1.4	0.9	7.713	A
B - B3107 Silver Street	294	74	412	740	0.398	296	168	1.1	0.7	8.150	A
C - A363 Silver Street	568	142	14	1269	0.447	569	693	1.2	0.8	5.156	A

D7 - 2031 | Opening Year + CD + PD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	16.66	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		16.66	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031	Opening Year + CD + PD	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Market Street		ONE HOUR	✓	568	100.000
B - B3107 Silver Street		ONE HOUR	✓	365	100.000
C - A363 Silver Street		ONE HOUR	✓	841	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	12	556
	B - B3107 Silver Street	27	0	338
	C - A363 Silver Street	623	218	0

Proportions

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0.00	0.02	0.98
	B - B3107 Silver Street	0.07	0.00	0.93
	C - A363 Silver Street	0.74	0.26	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	9	5
	B - B3107 Silver Street	15	0	5
	C - A363 Silver Street	3	3	0

Average PCU Per Veh

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	1.000	1.090	1.050
	B - B3107 Silver Street	1.150	1.000	1.050
	C - A363 Silver Street	1.030	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A363 Market Street	428	449
	B - B3107 Silver Street	275	291
	C - A363 Silver Street	633	652
08:00-08:15	A - A363 Market Street	511	537
	B - B3107 Silver Street	328	347
	C - A363 Silver Street	756	779
08:15-08:30	A - A363 Market Street	625	657
	B - B3107 Silver Street	402	425
	C - A363 Silver Street	926	954
08:30-08:45	A - A363 Market Street	625	657
	B - B3107 Silver Street	402	425
	C - A363 Silver Street	926	954
08:45-09:00	A - A363 Market Street	511	537
	B - B3107 Silver Street	328	347
	C - A363 Silver Street	756	779
09:00-09:15	A - A363 Market Street	428	449
	B - B3107 Silver Street	275	291
	C - A363 Silver Street	633	652

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Market Street	0.78	20.28	3.4	C	521	782
B - B3107 Silver Street	0.72	23.30	2.5	C	335	502
C - A363 Silver Street	0.74	11.21	2.8	B	772	1158

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	428	107	163	866	0.494	424	486	0.0	1.0	8.074	A
B - B3107 Silver Street	275	69	415	698	0.394	272	172	0.0	0.6	8.407	A
C - A363 Silver Street	633	158	20	1255	0.505	629	667	0.0	1.0	5.717	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	511	128	195	838	0.609	508	583	1.0	1.5	10.831	B
B - B3107 Silver Street	328	82	498	638	0.515	327	206	0.6	1.0	11.513	B
C - A363 Silver Street	756	189	24	1251	0.604	754	800	1.0	1.5	7.212	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	625	156	239	802	0.780	618	712	1.5	3.2	18.941	C
B - B3107 Silver Street	402	100	605	559	0.719	397	252	1.0	2.4	21.475	C
C - A363 Silver Street	926	231	29	1247	0.743	921	973	1.5	2.8	10.885	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	625	156	240	801	0.781	625	715	3.2	3.4	20.284	C
B - B3107 Silver Street	402	100	612	555	0.725	401	253	2.4	2.5	23.296	C
C - A363 Silver Street	926	231	30	1246	0.743	926	983	2.8	2.8	11.210	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	511	128	197	837	0.610	518	589	3.4	1.6	11.518	B
B - B3107 Silver Street	328	82	507	631	0.520	334	208	2.5	1.1	12.325	B
C - A363 Silver Street	756	189	25	1251	0.604	761	816	2.8	1.6	7.425	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	428	107	165	865	0.495	430	491	1.6	1.0	8.331	A
B - B3107 Silver Street	275	69	421	693	0.396	277	174	1.1	0.7	8.673	A
C - A363 Silver Street	633	158	20	1255	0.505	635	677	1.6	1.0	5.834	A

D8 - 2031 | Opening Year + CD + PD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	15.64	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		15.64	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031	Opening Year + CD + PD	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Market Street		ONE HOUR	✓	575	100.000
B - B3107 Silver Street		ONE HOUR	✓	402	100.000
C - A363 Silver Street		ONE HOUR	✓	774	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	8	567
	B - B3107 Silver Street	19	0	383
	C - A363 Silver Street	553	221	0

Proportions

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0.00	0.01	0.99
	B - B3107 Silver Street	0.05	0.00	0.95
	C - A363 Silver Street	0.71	0.29	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	13	2
	B - B3107 Silver Street	0	0	1
	C - A363 Silver Street	3	1	0

Average PCU Per Veh

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	1.000	1.130	1.020
	B - B3107 Silver Street	1.000	1.000	1.010
	C - A363 Silver Street	1.030	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A363 Market Street	433	442
	B - B3107 Silver Street	303	306
	C - A363 Silver Street	583	597
17:00-17:15	A - A363 Market Street	517	528
	B - B3107 Silver Street	361	365
	C - A363 Silver Street	696	713
17:15-17:30	A - A363 Market Street	633	647
	B - B3107 Silver Street	443	447
	C - A363 Silver Street	852	873
17:30-17:45	A - A363 Market Street	633	647
	B - B3107 Silver Street	443	447
	C - A363 Silver Street	852	873
17:45-18:00	A - A363 Market Street	517	528
	B - B3107 Silver Street	361	365
	C - A363 Silver Street	696	713
18:00-18:15	A - A363 Market Street	433	442
	B - B3107 Silver Street	303	306
	C - A363 Silver Street	583	597

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Market Street	0.77	18.60	3.2	C	528	791
B - B3107 Silver Street	0.76	24.84	2.9	C	369	553
C - A363 Silver Street	0.67	8.74	2.0	A	710	1065

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	433	108	165	892	0.486	429	428	0.0	0.9	7.725	A
B - B3107 Silver Street	303	76	423	734	0.412	300	171	0.0	0.7	8.244	A
C - A363 Silver Street	583	146	14	1269	0.459	579	709	0.0	0.8	5.195	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	517	129	198	863	0.599	515	513	0.9	1.5	10.261	B
B - B3107 Silver Street	361	90	508	671	0.538	360	205	0.7	1.1	11.484	B
C - A363 Silver Street	696	174	17	1267	0.549	694	850	0.8	1.2	6.272	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	633	158	242	826	0.767	627	627	1.5	3.0	17.546	C
B - B3107 Silver Street	443	111	618	589	0.751	436	251	1.1	2.7	22.592	C
C - A363 Silver Street	852	213	21	1264	0.674	849	1034	1.2	2.0	8.606	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	633	158	243	825	0.767	633	630	3.0	3.2	18.596	C
B - B3107 Silver Street	443	111	624	585	0.756	442	252	2.7	2.9	24.843	C
C - A363 Silver Street	852	213	21	1264	0.674	852	1045	2.0	2.0	8.739	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	517	129	200	862	0.599	523	517	3.2	1.5	10.815	B
B - B3107 Silver Street	361	90	516	665	0.543	368	207	2.9	1.2	12.393	B
C - A363 Silver Street	696	174	17	1266	0.549	699	867	2.0	1.2	6.379	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	433	108	167	890	0.486	435	432	1.5	1.0	7.948	A
B - B3107 Silver Street	303	76	429	729	0.415	305	173	1.2	0.7	8.513	A
C - A363 Silver Street	583	146	14	1269	0.459	584	719	1.2	0.9	5.271	A

D9 - 2036 | Future Year + CD (Sensitivity Test) | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	13.62	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		13.62	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2036	Future Year + CD (Sensitivity Test)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Market Street		ONE HOUR	✓	541	100.000
B - B3107 Silver Street		ONE HOUR	✓	346	100.000
C - A363 Silver Street		ONE HOUR	✓	782	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	11	530
	B - B3107 Silver Street	26	0	320
	C - A363 Silver Street	579	203	0

Proportions

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0.00	0.02	0.98
	B - B3107 Silver Street	0.08	0.00	0.92
	C - A363 Silver Street	0.74	0.26	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
From		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
	A - A363 Market Street	0	10	5
	B - B3107 Silver Street	16	0	5
	C - A363 Silver Street	3	4	0

Average PCU Per Veh

		To		
From		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
	A - A363 Market Street	1.000	1.100	1.050
	B - B3107 Silver Street	1.160	1.000	1.050
	C - A363 Silver Street	1.030	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A363 Market Street	407	428
	B - B3107 Silver Street	260	276
	C - A363 Silver Street	589	608
08:00-08:15	A - A363 Market Street	486	511
	B - B3107 Silver Street	311	329
	C - A363 Silver Street	703	726
08:15-08:30	A - A363 Market Street	596	626
	B - B3107 Silver Street	381	403
	C - A363 Silver Street	861	889
08:30-08:45	A - A363 Market Street	596	626
	B - B3107 Silver Street	381	403
	C - A363 Silver Street	861	889
08:45-09:00	A - A363 Market Street	486	511
	B - B3107 Silver Street	311	329
	C - A363 Silver Street	703	726
09:00-09:15	A - A363 Market Street	407	428
	B - B3107 Silver Street	260	276
	C - A363 Silver Street	589	608

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Market Street	0.73	16.49	2.7	C	496	745
B - B3107 Silver Street	0.66	18.48	1.9	C	317	476
C - A363 Silver Street	0.69	9.39	2.2	A	718	1076

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	407	102	152	874	0.466	404	453	0.0	0.9	7.602	A
B - B3107 Silver Street	260	65	396	711	0.366	258	160	0.0	0.6	7.906	A
C - A363 Silver Street	589	147	19	1252	0.470	585	634	0.0	0.9	5.370	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	486	122	182	848	0.573	485	543	0.9	1.3	9.849	A
B - B3107 Silver Street	311	78	475	654	0.476	310	192	0.6	0.9	10.424	B
C - A363 Silver Street	703	176	23	1249	0.563	701	761	0.9	1.3	6.560	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	596	149	223	814	0.732	591	663	1.3	2.6	15.795	C
B - B3107 Silver Street	381	95	579	578	0.659	377	235	0.9	1.8	17.589	C
C - A363 Silver Street	861	215	28	1244	0.692	857	927	1.3	2.2	9.221	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	596	149	223	813	0.733	595	666	2.6	2.7	16.491	C
B - B3107 Silver Street	381	95	583	575	0.663	381	236	1.8	1.9	18.481	C
C - A363 Silver Street	861	215	29	1244	0.692	861	935	2.2	2.2	9.390	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	486	122	183	847	0.574	491	547	2.7	1.4	10.262	B
B - B3107 Silver Street	311	78	481	649	0.479	315	193	1.9	0.9	10.899	B
C - A363 Silver Street	703	176	24	1248	0.563	707	773	2.2	1.3	6.690	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	407	102	153	873	0.467	409	457	1.4	0.9	7.799	A
B - B3107 Silver Street	260	65	401	707	0.368	262	162	0.9	0.6	8.103	A
C - A363 Silver Street	589	147	20	1252	0.470	590	643	1.3	0.9	5.456	A

D10 - 2036 | Future Year + CD (Sensitivity Test) | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	13.64	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		13.64	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2036	Future Year + CD (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Market Street		ONE HOUR	✓	552	100.000
B - B3107 Silver Street		ONE HOUR	✓	384	100.000
C - A363 Silver Street		ONE HOUR	✓	749	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	8	544
	B - B3107 Silver Street	18	0	366
	C - A363 Silver Street	536	213	0

Proportions

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0.00	0.01	0.99
	B - B3107 Silver Street	0.05	0.00	0.95
	C - A363 Silver Street	0.72	0.28	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	13	3
	B - B3107 Silver Street	0	0	1
	C - A363 Silver Street	3	1	0

Average PCU Per Veh

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	1.000	1.130	1.030
	B - B3107 Silver Street	1.000	1.000	1.010
	C - A363 Silver Street	1.030	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A363 Market Street	416	429
	B - B3107 Silver Street	289	292
	C - A363 Silver Street	564	578
17:00-17:15	A - A363 Market Street	496	512
	B - B3107 Silver Street	345	348
	C - A363 Silver Street	673	690
17:15-17:30	A - A363 Market Street	608	627
	B - B3107 Silver Street	423	427
	C - A363 Silver Street	825	845
17:30-17:45	A - A363 Market Street	608	627
	B - B3107 Silver Street	423	427
	C - A363 Silver Street	825	845
17:45-18:00	A - A363 Market Street	496	512
	B - B3107 Silver Street	345	348
	C - A363 Silver Street	673	690
18:00-18:15	A - A363 Market Street	416	429
	B - B3107 Silver Street	289	292
	C - A363 Silver Street	564	578

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Market Street	0.74	16.52	2.7	C	507	760
B - B3107 Silver Street	0.71	20.22	2.3	C	352	529
C - A363 Silver Street	0.65	8.18	1.9	A	687	1031

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	416	104	159	888	0.468	412	415	0.0	0.9	7.511	A
B - B3107 Silver Street	289	72	406	744	0.389	287	165	0.0	0.6	7.835	A
C - A363 Silver Street	564	141	13	1270	0.444	561	679	0.0	0.8	5.056	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	496	124	191	861	0.576	494	497	0.9	1.3	9.762	A
B - B3107 Silver Street	345	86	487	683	0.506	344	198	0.6	1.0	10.567	B
C - A363 Silver Street	673	168	16	1267	0.531	672	815	0.8	1.1	6.032	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	608	152	234	825	0.737	603	608	1.3	2.6	15.809	C
B - B3107 Silver Street	423	106	594	603	0.701	418	242	1.0	2.2	18.976	C
C - A363 Silver Street	825	206	20	1265	0.652	822	992	1.1	1.8	8.075	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	608	152	234	824	0.737	607	610	2.6	2.7	16.519	C
B - B3107 Silver Street	423	106	599	599	0.705	422	243	2.2	2.3	20.217	C
C - A363 Silver Street	825	206	20	1265	0.652	825	1001	1.8	1.9	8.177	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	496	124	192	860	0.577	501	500	2.7	1.4	10.176	B
B - B3107 Silver Street	345	86	494	678	0.509	350	200	2.3	1.1	11.152	B
C - A363 Silver Street	673	168	16	1267	0.531	676	828	1.9	1.1	6.118	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	416	104	161	887	0.469	418	418	1.4	0.9	7.702	A
B - B3107 Silver Street	289	72	412	740	0.391	291	167	1.1	0.7	8.050	A
C - A363 Silver Street	564	141	14	1269	0.444	565	689	1.1	0.8	5.121	A

D11 - 2036 | Future Year + CD + PD (Sensitivity Test) | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	15.12	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		15.12	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2036	Future Year + CD + PD (Sensitivity Test)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Market Street		ONE HOUR	✓	553	100.000
B - B3107 Silver Street		ONE HOUR	✓	352	100.000
C - A363 Silver Street		ONE HOUR	✓	827	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	11	542
	B - B3107 Silver Street	26	0	326
	C - A363 Silver Street	611	216	0

Proportions

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0.00	0.02	0.98
	B - B3107 Silver Street	0.07	0.00	0.93
	C - A363 Silver Street	0.74	0.26	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	10	5
	B - B3107 Silver Street	16	0	5
	C - A363 Silver Street	3	3	0

Average PCU Per Veh

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	1.000	1.100	1.050
	B - B3107 Silver Street	1.160	1.000	1.050
	C - A363 Silver Street	1.030	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A363 Market Street	416	438
	B - B3107 Silver Street	265	280
	C - A363 Silver Street	623	641
08:00-08:15	A - A363 Market Street	497	522
	B - B3107 Silver Street	316	335
	C - A363 Silver Street	743	766
08:15-08:30	A - A363 Market Street	609	640
	B - B3107 Silver Street	388	410
	C - A363 Silver Street	911	938
08:30-08:45	A - A363 Market Street	609	640
	B - B3107 Silver Street	388	410
	C - A363 Silver Street	911	938
08:45-09:00	A - A363 Market Street	497	522
	B - B3107 Silver Street	316	335
	C - A363 Silver Street	743	766
09:00-09:15	A - A363 Market Street	416	438
	B - B3107 Silver Street	265	280
	C - A363 Silver Street	623	641

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Market Street	0.76	18.44	3.0	C	507	761
B - B3107 Silver Street	0.69	20.11	2.1	C	323	484
C - A363 Silver Street	0.73	10.68	2.6	B	759	1138

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	416	104	162	867	0.480	413	477	0.0	0.9	7.863	A
B - B3107 Silver Street	265	66	404	705	0.376	263	170	0.0	0.6	8.096	A
C - A363 Silver Street	623	156	19	1255	0.496	619	648	0.0	1.0	5.621	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	497	124	194	840	0.592	495	571	0.9	1.4	10.380	B
B - B3107 Silver Street	316	79	485	646	0.490	315	204	0.6	0.9	10.825	B
C - A363 Silver Street	743	186	23	1252	0.594	742	777	1.0	1.4	7.030	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	609	152	237	803	0.758	603	698	1.4	2.9	17.438	C
B - B3107 Silver Street	388	97	591	569	0.681	383	249	0.9	2.0	18.933	C
C - A363 Silver Street	911	228	28	1247	0.730	906	946	1.4	2.6	10.404	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	609	152	238	802	0.759	608	701	2.9	3.0	18.436	C
B - B3107 Silver Street	388	97	596	565	0.686	387	250	2.0	2.1	20.112	C
C - A363 Silver Street	911	228	29	1247	0.730	910	955	2.6	2.6	10.675	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	497	124	195	838	0.593	503	576	3.0	1.5	10.927	B
B - B3107 Silver Street	316	79	493	640	0.494	321	205	2.1	1.0	11.414	B
C - A363 Silver Street	743	186	24	1251	0.594	748	790	2.6	1.5	7.215	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	416	104	163	866	0.481	419	481	1.5	0.9	8.088	A
B - B3107 Silver Street	265	66	410	701	0.378	267	171	1.0	0.6	8.317	A
C - A363 Silver Street	623	156	20	1255	0.496	625	657	1.5	1.0	5.728	A

D12 - 2036 | Future Year + CD + PD (Sensitivity Test) | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	15.61	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		15.61	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2036	Future Year + CD + PD (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Market Street		ONE HOUR	✓	579	100.000
B - B3107 Silver Street		ONE HOUR	✓	396	100.000
C - A363 Silver Street		ONE HOUR	✓	772	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0	8	571
	B - B3107 Silver Street	18	0	378
	C - A363 Silver Street	551	221	0

Proportions

		To		
		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
From	A - A363 Market Street	0.00	0.01	0.99
	B - B3107 Silver Street	0.05	0.00	0.95
	C - A363 Silver Street	0.71	0.29	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
	A - A363 Market Street	0	13	2
	B - B3107 Silver Street	0	0	1
	C - A363 Silver Street	3	1	0

Average PCU Per Veh

	To			
From		A - A363 Market Street	B - B3107 Silver Street	C - A363 Silver Street
	A - A363 Market Street	1.000	1.130	1.020
	B - B3107 Silver Street	1.000	1.000	1.010
	C - A363 Silver Street	1.030	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A363 Market Street	436	445
	B - B3107 Silver Street	298	301
	C - A363 Silver Street	581	595
17:00-17:15	A - A363 Market Street	521	532
	B - B3107 Silver Street	356	359
	C - A363 Silver Street	694	711
17:15-17:30	A - A363 Market Street	637	651
	B - B3107 Silver Street	436	440
	C - A363 Silver Street	850	871
17:30-17:45	A - A363 Market Street	637	651
	B - B3107 Silver Street	436	440
	C - A363 Silver Street	850	871
17:45-18:00	A - A363 Market Street	521	532
	B - B3107 Silver Street	356	359
	C - A363 Silver Street	694	711
18:00-18:15	A - A363 Market Street	436	445
	B - B3107 Silver Street	298	301
	C - A363 Silver Street	581	595

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Market Street	0.77	19.02	3.3	C	531	797
B - B3107 Silver Street	0.75	24.30	2.8	C	363	545
C - A363 Silver Street	0.67	8.67	2.0	A	708	1063

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	436	109	165	892	0.489	432	426	0.0	0.9	7.775	A
B - B3107 Silver Street	298	75	426	732	0.407	295	171	0.0	0.7	8.202	A
C - A363 Silver Street	581	145	13	1270	0.458	578	708	0.0	0.8	5.179	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	521	130	198	863	0.603	518	510	0.9	1.5	10.365	B
B - B3107 Silver Street	356	89	511	669	0.532	354	205	0.7	1.1	11.388	B
C - A363 Silver Street	694	174	16	1268	0.548	693	849	0.8	1.2	6.247	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	637	159	242	826	0.772	631	624	1.5	3.1	17.891	C
B - B3107 Silver Street	436	109	622	586	0.744	430	251	1.1	2.7	22.173	C
C - A363 Silver Street	850	212	20	1265	0.672	847	1032	1.2	2.0	8.546	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	637	159	243	825	0.773	637	626	3.1	3.3	19.016	C
B - B3107 Silver Street	436	109	628	582	0.749	435	252	2.7	2.8	24.304	C
C - A363 Silver Street	850	212	20	1265	0.672	850	1044	2.0	2.0	8.674	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	521	130	200	862	0.604	527	514	3.3	1.6	10.948	B
B - B3107 Silver Street	356	89	520	662	0.538	363	207	2.8	1.2	12.263	B
C - A363 Silver Street	694	174	16	1267	0.548	697	866	2.0	1.2	6.349	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Market Street	436	109	167	890	0.490	438	430	1.6	1.0	8.003	A
B - B3107 Silver Street	298	75	432	727	0.410	300	173	1.2	0.7	8.468	A
C - A363 Silver Street	581	145	14	1269	0.458	583	719	1.2	0.9	5.254	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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Filename: J2 - A363 Saint Margaret's Street_A363 Frome Road_Station Approcah Roundabout (calibrated).j11
Path: C:\Users\LloydHughes\Cotswold Transport Planning Ltd\Project 2025 - 250372 - Trowbridge Road, Bradford on Avon\06 Calculations\Junction Modelling\April 2026
Report generation date: 02/04/2026 14:34:45

»D1 - 2026 | Base | AM
»D2 - 2026 | Base | PM
»D3 - 2031 | Opening Year | AM
»D4 - 2031 | Opening Year | PM
»D5 - 2031 | Opening Year + CD | AM
»D6 - 2031 | Opening Year + CD | PM
»D7 - 2031 | Opening Year + CD + PD | AM
»D8 - 2031 | Opening Year + CD + PD | PM
»D9 - 2036 | Future Year + CD (Sensitivity Test) | AM
»D10 - 2036 | Future Year + CD (Sensitivity Test) | PM
»D11 - 2036 | Future Year + CD + PD (Sensitivity Test) | AM
»D12 - 2036 | Future Year + CD + PD (Sensitivity Test) | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2026 - Base					
A - Saint Margaret's Street N	0.8	3.33	0.44	0.9	3.47	0.46
B - Saint Margaret's Street S (One-Way)	0.0	0.00	0.00	0.0	0.00	0.00
C - A363 Frome Road	1.4	5.77	0.59	1.0	4.71	0.50
D - Station Approach	0.2	14.31	0.17	0.6	15.30	0.37
	2031 - Opening Year					
A - Saint Margaret's Street N	0.9	3.46	0.46	0.9	3.63	0.49
B - Saint Margaret's Street S (One-Way)	0.0	0.00	0.00	0.0	0.00	0.00
C - A363 Frome Road	1.6	6.19	0.61	1.1	4.96	0.52
D - Station Approach	0.2	15.97	0.20	0.7	17.34	0.41
	2031 - Opening Year + CD					
A - Saint Margaret's Street N	0.9	3.54	0.47	1.0	3.77	0.51
B - Saint Margaret's Street S (One-Way)	0.0	0.00	0.00	0.0	0.00	0.00
C - A363 Frome Road	1.8	6.65	0.64	1.2	5.19	0.54
D - Station Approach	0.3	17.97	0.22	0.8	19.12	0.44
	2031 - Opening Year + CD + PD					
A - Saint Margaret's Street N	0.9	3.61	0.49	1.1	3.93	0.53
B - Saint Margaret's Street S (One-Way)	0.0	0.00	0.00	0.0	0.00	0.00
C - A363 Frome Road	2.0	7.34	0.67	1.3	5.38	0.56
D - Station Approach	0.3	21.27	0.25	0.8	20.82	0.46
	2036 - Future Year + CD (Sensitivity Test)					
A - Saint Margaret's Street N	0.9	3.48	0.46	1.0	3.72	0.50
B - Saint Margaret's Street S (One-Way)	0.0	0.00	0.00	0.0	0.00	0.00
C - A363 Frome Road	1.7	6.39	0.63	1.2	5.12	0.54
D - Station Approach	0.2	16.90	0.20	0.7	18.19	0.41
	2036 - Future Year + CD + PD (Sensitivity Test)					
A - Saint Margaret's Street N	0.9	3.55	0.47	1.1	3.89	0.52
B - Saint Margaret's Street S (One-Way)	0.0	0.00	0.00	0.0	0.00	0.00
C - A363 Frome Road	1.9	7.01	0.66	1.2	5.31	0.55
D - Station Approach	0.3	19.72	0.22	0.7	19.72	0.43

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

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

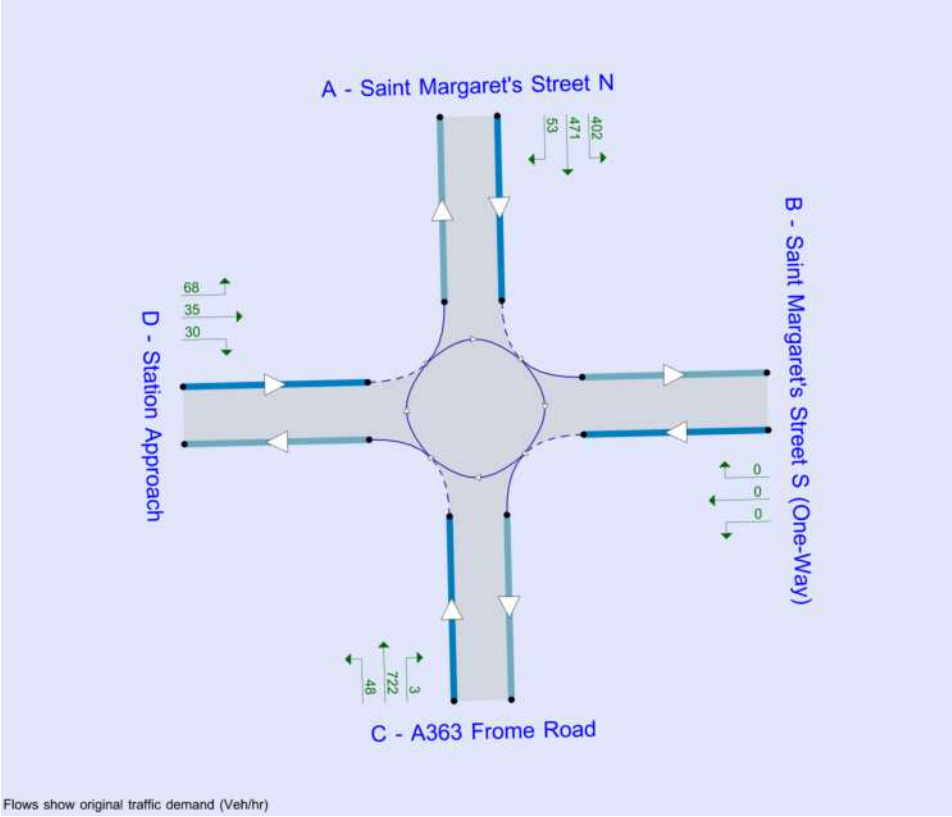
File summary

File Description

Title	
Location	
Site number	
Date	12/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JamesLiverton
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031	Opening Year	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Opening Year	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031	Opening Year + CD	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Opening Year + CD	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031	Opening Year + CD + PD	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031	Opening Year + CD + PD	PM	ONE HOUR	16:45	18:15	15	✓
D9	2036	Future Year + CD (Sensitivity Test)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2036	Future Year + CD (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15	✓
D11	2036	Future Year + CD + PD (Sensitivity Test)	AM	ONE HOUR	07:45	09:15	15	✓
D12	2036	Future Year + CD + PD (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2026 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 97% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	4.84	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4.84	A

Arms

Arms

Arm	Name	Description
A	Saint Margaret's Street N	
B	Saint Margaret's Street S (One-Way)	
C	A363 Frome Road	
D	Station Approach	

Capacity Options

Arm	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Assume flat start profile	Initial queue (PCU)
A - Saint Margaret's Street N	0	99999		0.00
B - Saint Margaret's Street S (One-Way)	0	0		0.00
C - A363 Frome Road	0	99999		0.00
D - Station Approach	0	99999		0.00

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A - Saint Margaret's Street N	2.54	2.54	3.85	37.6	17.90	15.71	0.0	
B - Saint Margaret's Street S (One-Way)	3.00	3.00	3.00	0.0	5.00	2.00	0.0	
C - A363 Frome Road	2.49	2.49	4.39	8.2	8.14	2.00	0.0	
D - Station Approach	2.50	2.50	5.96	4.7	7.53	4.46	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - Saint Margaret's Street N	0.653	1212
B - Saint Margaret's Street S (One-Way)	0.590	914
C - A363 Frome Road	0.612	1070
D - Station Approach	0.610	823

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
A - Saint Margaret's Street N	Percentage		170.00
C - A363 Frome Road	Percentage		150.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Saint Margaret's Street N		ONE HOUR	✓	771	100.000
B - Saint Margaret's Street S (One-Way)		ONE HOUR	✓	0	100.000
C - A363 Frome Road		ONE HOUR	✓	799	100.000
D - Station Approach		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	312	401	58
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	737	5	0	57
	D - Station Approach	26	10	11	0

Proportions

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0.00	0.40	0.52	0.08
	B - Saint Margaret's Street S (One-Way)	0.25	0.25	0.25	0.25
	C - A363 Frome Road	0.92	0.01	0.00	0.07
	D - Station Approach	0.55	0.21	0.23	0.00

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	6	5	0
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	3	0	0	2
	D - Station Approach	4	0	0	0

Average PCU Per Veh

	To				
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	1.000	1.060	1.050	1.000
	B - Saint Margaret's Street S (One-Way)	1.000	1.000	1.000	1.000
	C - A363 Frome Road	1.030	1.000	1.000	1.020
	D - Station Approach	1.040	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Saint Margaret's Street N	580	610
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	602	619
	D - Station Approach	35	36
08:00-08:15	A - Saint Margaret's Street N	693	728
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	718	739
	D - Station Approach	42	43
08:15-08:30	A - Saint Margaret's Street N	849	892
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	880	905
	D - Station Approach	52	53
08:30-08:45	A - Saint Margaret's Street N	849	892
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	880	905
	D - Station Approach	52	53
08:45-09:00	A - Saint Margaret's Street N	693	728
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	718	739
	D - Station Approach	42	43
09:00-09:15	A - Saint Margaret's Street N	580	610
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	602	619
	D - Station Approach	35	36

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Saint Margaret's Street N	0.44	3.33	0.8	A	707	1061
B - Saint Margaret's Street S (One-Way)	0.00	0.00	0.0	A	0	0
C - A363 Frome Road	0.59	5.77	1.4	A	733	1100
D - Station Approach	0.17	14.31	0.2	B	43	65

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	580	145	19	1941	0.299	579	572	0.0	0.4	2.639	A
B - Saint Margaret's Street S (One-Way)	0	0	353	0	0.000	0	245	0.0	0.0	0.000	A
C - A363 Frome Road	602	150	44	1521	0.395	599	309	0.0	0.6	3.892	A
D - Station Approach	35	9	556	463	0.076	35	86	0.0	0.1	8.397	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	693	173	23	1937	0.358	693	685	0.4	0.6	2.892	A
B - Saint Margaret's Street S (One-Way)	0	0	422	0	0.000	0	294	0.0	0.0	0.000	A
C - A363 Frome Road	718	180	52	1514	0.475	717	370	0.6	0.9	4.515	A
D - Station Approach	42	11	666	396	0.107	42	103	0.1	0.1	10.171	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	849	212	28	1931	0.440	848	838	0.6	0.8	3.320	A
B - Saint Margaret's Street S (One-Way)	0	0	517	0	0.000	0	360	0.0	0.0	0.000	A
C - A363 Frome Road	880	220	64	1503	0.585	878	453	0.9	1.4	5.736	A
D - Station Approach	52	13	815	304	0.170	51	126	0.1	0.2	14.215	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	849	212	29	1931	0.440	849	840	0.8	0.8	3.326	A
B - Saint Margaret's Street S (One-Way)	0	0	517	0	0.000	0	360	0.0	0.0	0.000	A
C - A363 Frome Road	880	220	64	1503	0.585	880	454	1.4	1.4	5.773	A
D - Station Approach	52	13	817	303	0.171	52	127	0.2	0.2	14.314	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	693	173	24	1936	0.358	694	688	0.8	0.6	2.899	A
B - Saint Margaret's Street S (One-Way)	0	0	423	0	0.000	0	294	0.0	0.0	0.000	A
C - A363 Frome Road	718	180	52	1514	0.475	720	371	1.4	0.9	4.548	A
D - Station Approach	42	11	669	394	0.107	43	104	0.2	0.1	10.248	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	580	145	20	1940	0.299	581	575	0.6	0.4	2.650	A
B - Saint Margaret's Street S (One-Way)	0	0	354	0	0.000	0	246	0.0	0.0	0.000	A
C - A363 Frome Road	602	150	44	1521	0.395	603	310	0.9	0.7	3.922	A
D - Station Approach	35	9	560	461	0.077	36	87	0.1	0.1	8.456	A

D2 - 2026 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	4.91	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		4.91	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Saint Margaret's Street N		ONE HOUR	✓	818	100.000
B - Saint Margaret's Street S (One-Way)		ONE HOUR	✓	0	100.000
C - A363 Frome Road		ONE HOUR	✓	688	100.000
D - Station Approach		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	327	440	51
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	640	3	0	45
	D - Station Approach	65	33	28	0

Proportions

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0.00	0.40	0.54	0.06
	B - Saint Margaret's Street S (One-Way)	0.25	0.25	0.25	0.25
	C - A363 Frome Road	0.93	0.00	0.00	0.07
	D - Station Approach	0.52	0.26	0.22	0.00

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	2	2	4
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	2	0	0	2
	D - Station Approach	3	3	0	0

Average PCU Per Veh

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	1.000	1.020	1.020	1.040
	B - Saint Margaret's Street S (One-Way)	1.000	1.000	1.000	1.000
	C - A363 Frome Road	1.020	1.000	1.000	1.020
	D - Station Approach	1.030	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Saint Margaret's Street N	616	629
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	518	528
	D - Station Approach	95	97
17:00-17:15	A - Saint Margaret's Street N	735	751
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	618	631
	D - Station Approach	113	116
17:15-17:30	A - Saint Margaret's Street N	901	920
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	758	773
	D - Station Approach	139	142
17:30-17:45	A - Saint Margaret's Street N	901	920
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	758	773
	D - Station Approach	139	142
17:45-18:00	A - Saint Margaret's Street N	735	751
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	618	631
	D - Station Approach	113	116
18:00-18:15	A - Saint Margaret's Street N	616	629
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	518	528
	D - Station Approach	95	97

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Saint Margaret's Street N	0.46	3.47	0.9	A	751	1126
B - Saint Margaret's Street S (One-Way)	0.00	0.00	0.0	A	0	0
C - A363 Frome Road	0.50	4.71	1.0	A	631	947
D - Station Approach	0.37	15.30	0.6	C	116	173

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	616	154	48	1964	0.314	614	528	0.0	0.5	2.663	A
B - Saint Margaret's Street S (One-Way)	0	0	389	0	0.000	0	272	0.0	0.0	0.000	A
C - A363 Frome Road	518	129	38	1538	0.337	516	351	0.0	0.5	3.513	A
D - Station Approach	95	24	482	511	0.186	94	72	0.0	0.2	8.611	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	735	184	57	1954	0.376	735	633	0.5	0.6	2.952	A
B - Saint Margaret's Street S (One-Way)	0	0	466	0	0.000	0	326	0.0	0.0	0.000	A
C - A363 Frome Road	618	155	46	1531	0.404	618	420	0.5	0.7	3.938	A
D - Station Approach	113	28	577	453	0.250	113	86	0.2	0.3	10.562	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	901	225	70	1940	0.464	900	775	0.6	0.9	3.458	A
B - Saint Margaret's Street S (One-Way)	0	0	571	0	0.000	0	399	0.0	0.0	0.000	A
C - A363 Frome Road	758	189	56	1522	0.498	756	514	0.7	1.0	4.695	A
D - Station Approach	139	35	707	375	0.370	138	106	0.3	0.6	15.134	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	901	225	70	1939	0.464	901	776	0.9	0.9	3.465	A
B - Saint Margaret's Street S (One-Way)	0	0	571	0	0.000	0	400	0.0	0.0	0.000	A
C - A363 Frome Road	758	189	56	1522	0.498	757	515	1.0	1.0	4.710	A
D - Station Approach	139	35	708	374	0.371	139	106	0.6	0.6	15.298	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	735	184	58	1953	0.377	736	635	0.9	0.6	2.961	A
B - Saint Margaret's Street S (One-Way)	0	0	467	0	0.000	0	327	0.0	0.0	0.000	A
C - A363 Frome Road	618	155	46	1531	0.404	620	421	1.0	0.7	3.954	A
D - Station Approach	113	28	579	452	0.250	114	86	0.6	0.3	10.680	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	616	154	48	1964	0.314	616	532	0.6	0.5	2.675	A
B - Saint Margaret's Street S (One-Way)	0	0	391	0	0.000	0	274	0.0	0.0	0.000	A
C - A363 Frome Road	518	129	38	1538	0.337	519	353	0.7	0.5	3.535	A
D - Station Approach	95	24	485	510	0.186	95	72	0.3	0.2	8.698	A

D3 - 2031 | Opening Year | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 97% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	5.16	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.16	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Opening Year	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Saint Margaret's Street N		ONE HOUR	✓	807	100.000
B - Saint Margaret's Street S (One-Way)		ONE HOUR	✓	0	100.000
C - A363 Frome Road		ONE HOUR	✓	835	100.000
D - Station Approach		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	327	420	60
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	771	5	0	59
	D - Station Approach	27	11	12	0

Proportions

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0.00	0.41	0.52	0.07
	B - Saint Margaret's Street S (One-Way)	0.25	0.25	0.25	0.25
	C - A363 Frome Road	0.92	0.01	0.00	0.07
	D - Station Approach	0.54	0.22	0.24	0.00

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	6	5	0
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	3	0	0	2
	D - Station Approach	4	0	0	0

Average PCU Per Veh

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	1.000	1.060	1.050	1.000
	B - Saint Margaret's Street S (One-Way)	1.000	1.000	1.000	1.000
	C - A363 Frome Road	1.030	1.000	1.000	1.020
	D - Station Approach	1.040	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Saint Margaret's Street N	608	638
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	629	647
	D - Station Approach	38	38
08:00-08:15	A - Saint Margaret's Street N	725	762
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	751	773
	D - Station Approach	45	46
08:15-08:30	A - Saint Margaret's Street N	889	933
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	919	946
	D - Station Approach	55	56
08:30-08:45	A - Saint Margaret's Street N	889	933
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	919	946
	D - Station Approach	55	56
08:45-09:00	A - Saint Margaret's Street N	725	762
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	751	773
	D - Station Approach	45	46
09:00-09:15	A - Saint Margaret's Street N	608	638
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	629	647
	D - Station Approach	38	38

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Saint Margaret's Street N	0.46	3.46	0.9	A	741	1111
B - Saint Margaret's Street S (One-Way)	0.00	0.00	0.0	A	0	0
C - A363 Frome Road	0.61	6.19	1.6	A	766	1149
D - Station Approach	0.20	15.97	0.2	C	46	69

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	608	152	21	1939	0.313	606	598	0.0	0.5	2.696	A
B - Saint Margaret's Street S (One-Way)	0	0	369	0	0.000	0	257	0.0	0.0	0.000	A
C - A363 Frome Road	629	157	45	1520	0.414	626	324	0.0	0.7	4.014	A
D - Station Approach	38	9	582	448	0.084	37	89	0.0	0.1	8.757	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	725	181	25	1935	0.375	725	716	0.5	0.6	2.974	A
B - Saint Margaret's Street S (One-Way)	0	0	442	0	0.000	0	308	0.0	0.0	0.000	A
C - A363 Frome Road	751	188	54	1512	0.496	750	388	0.7	1.0	4.714	A
D - Station Approach	45	11	697	377	0.119	45	107	0.1	0.1	10.818	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	889	222	31	1929	0.461	888	876	0.6	0.8	3.454	A
B - Saint Margaret's Street S (One-Way)	0	0	541	0	0.000	0	377	0.0	0.0	0.000	A
C - A363 Frome Road	919	230	66	1501	0.612	917	475	1.0	1.6	6.137	A
D - Station Approach	55	14	852	282	0.195	55	131	0.1	0.2	15.829	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	889	222	31	1929	0.461	889	879	0.8	0.9	3.460	A
B - Saint Margaret's Street S (One-Way)	0	0	542	0	0.000	0	378	0.0	0.0	0.000	A
C - A363 Frome Road	919	230	66	1501	0.612	919	476	1.6	1.6	6.186	A
D - Station Approach	55	14	854	280	0.196	55	131	0.2	0.2	15.974	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	725	181	25	1934	0.375	726	720	0.9	0.6	2.984	A
B - Saint Margaret's Street S (One-Way)	0	0	443	0	0.000	0	309	0.0	0.0	0.000	A
C - A363 Frome Road	751	188	54	1512	0.496	753	389	1.6	1.0	4.756	A
D - Station Approach	45	11	700	375	0.120	45	107	0.2	0.1	10.921	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	608	152	21	1939	0.313	608	602	0.6	0.5	2.706	A
B - Saint Margaret's Street S (One-Way)	0	0	371	0	0.000	0	259	0.0	0.0	0.000	A
C - A363 Frome Road	629	157	45	1520	0.414	630	326	1.0	0.7	4.049	A
D - Station Approach	38	9	585	446	0.084	38	90	0.1	0.1	8.827	A

D4 - 2031 | Opening Year | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	5.26	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.26	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Opening Year	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Saint Margaret's Street N		ONE HOUR	✓	856	100.000
B - Saint Margaret's Street S (One-Way)		ONE HOUR	✓	0	100.000
C - A363 Frome Road		ONE HOUR	✓	721	100.000
D - Station Approach		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	343	460	53
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	670	3	0	48
	D - Station Approach	68	35	30	0

Proportions

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0.00	0.40	0.54	0.06
	B - Saint Margaret's Street S (One-Way)	0.25	0.25	0.25	0.25
	C - A363 Frome Road	0.93	0.00	0.00	0.07
	D - Station Approach	0.51	0.26	0.23	0.00

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	2	2	4
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	2	0	0	2
	D - Station Approach	3	3	0	0

Average PCU Per Veh

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	1.000	1.020	1.020	1.040
	B - Saint Margaret's Street S (One-Way)	1.000	1.000	1.000	1.000
	C - A363 Frome Road	1.020	1.000	1.000	1.020
	D - Station Approach	1.030	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Saint Margaret's Street N	644	658
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	543	554
	D - Station Approach	100	102
17:00-17:15	A - Saint Margaret's Street N	770	786
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	648	661
	D - Station Approach	120	122
17:15-17:30	A - Saint Margaret's Street N	942	962
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	794	810
	D - Station Approach	146	150
17:30-17:45	A - Saint Margaret's Street N	942	962
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	794	810
	D - Station Approach	146	150
17:45-18:00	A - Saint Margaret's Street N	770	786
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	648	661
	D - Station Approach	120	122
18:00-18:15	A - Saint Margaret's Street N	644	658
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	543	554
	D - Station Approach	100	102

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Saint Margaret's Street N	0.49	3.63	0.9	A	785	1178
B - Saint Margaret's Street S (One-Way)	0.00	0.00	0.0	A	0	0
C - A363 Frome Road	0.52	4.96	1.1	A	662	992
D - Station Approach	0.41	17.34	0.7	C	122	183

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	644	161	51	1961	0.329	642	553	0.0	0.5	2.727	A
B - Saint Margaret's Street S (One-Way)	0	0	407	0	0.000	0	286	0.0	0.0	0.000	A
C - A363 Frome Road	543	136	40	1537	0.353	541	368	0.0	0.5	3.606	A
D - Station Approach	100	25	505	498	0.201	99	76	0.0	0.2	9.012	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	770	192	61	1950	0.395	769	663	0.5	0.6	3.047	A
B - Saint Margaret's Street S (One-Way)	0	0	488	0	0.000	0	342	0.0	0.0	0.000	A
C - A363 Frome Road	648	162	48	1530	0.424	647	440	0.5	0.7	4.077	A
D - Station Approach	120	30	604	437	0.274	119	91	0.2	0.4	11.307	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	942	236	74	1935	0.487	941	811	0.6	0.9	3.617	A
B - Saint Margaret's Street S (One-Way)	0	0	597	0	0.000	0	419	0.0	0.0	0.000	A
C - A363 Frome Road	794	198	58	1520	0.522	792	539	0.7	1.1	4.939	A
D - Station Approach	146	37	740	355	0.413	145	111	0.4	0.7	17.082	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	942	236	75	1934	0.487	942	813	0.9	0.9	3.628	A
B - Saint Margaret's Street S (One-Way)	0	0	598	0	0.000	0	419	0.0	0.0	0.000	A
C - A363 Frome Road	794	198	58	1520	0.522	794	539	1.1	1.1	4.960	A
D - Station Approach	146	37	741	354	0.414	146	111	0.7	0.7	17.338	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	770	192	62	1949	0.395	771	665	0.9	0.7	3.058	A
B - Saint Margaret's Street S (One-Way)	0	0	489	0	0.000	0	343	0.0	0.0	0.000	A
C - A363 Frome Road	648	162	48	1530	0.424	650	441	1.1	0.7	4.097	A
D - Station Approach	120	30	606	436	0.274	121	91	0.7	0.4	11.472	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	644	161	51	1960	0.329	645	557	0.7	0.5	2.738	A
B - Saint Margaret's Street S (One-Way)	0	0	409	0	0.000	0	287	0.0	0.0	0.000	A
C - A363 Frome Road	543	136	40	1537	0.353	544	369	0.7	0.5	3.626	A
D - Station Approach	100	25	507	496	0.202	101	76	0.4	0.3	9.120	A

D5 - 2031 | Opening Year + CD | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 97% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	5.48	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.48	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Opening Year + CD	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Saint Margaret's Street N		ONE HOUR	✓	835	100.000
B - Saint Margaret's Street S (One-Way)		ONE HOUR	✓	0	100.000
C - A363 Frome Road		ONE HOUR	✓	872	100.000
D - Station Approach		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Saint Margaret's Street N	**B - Saint Margaret's Street S (One-Way)**	**C - A363 Frome Road**	**D - Station Approach**
From	**A - Saint Margaret's Street N**	0	355	420	60
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	808	5	0	59
	D - Station Approach	27	11	12	0

Proportions

		To			
		A - Saint Margaret's Street N	**B - Saint Margaret's Street S (One-Way)**	**C - A363 Frome Road**	**D - Station Approach**
From	**A - Saint Margaret's Street N**	0.00	0.43	0.50	0.07
	B - Saint Margaret's Street S (One-Way)	0.25	0.25	0.25	0.25
	C - A363 Frome Road	0.93	0.01	0.00	0.07
	D - Station Approach	0.54	0.22	0.24	0.00

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Saint Margaret's Street N	**B - Saint Margaret's Street S (One-Way)**	**C - A363 Frome Road**	**D - Station Approach**
From	**A - Saint Margaret's Street N**	0	5	5	0
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	3	0	0	2
	D - Station Approach	4	0	0	0

Average PCU Per Veh

		To			
		A - Saint Margaret's Street N	**B - Saint Margaret's Street S (One-Way)**	**C - A363 Frome Road**	**D - Station Approach**
From	**A - Saint Margaret's Street N**	1.000	1.050	1.050	1.000
	B - Saint Margaret's Street S (One-Way)	1.000	1.000	1.000	1.000
	C - A363 Frome Road	1.030	1.000	1.000	1.020
	D - Station Approach	1.040	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Saint Margaret's Street N	629	658
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	656	676
	D - Station Approach	38	38
08:00-08:15	A - Saint Margaret's Street N	751	785
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	784	807
	D - Station Approach	45	46
08:15-08:30	A - Saint Margaret's Street N	919	962
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	960	988
	D - Station Approach	55	56
08:30-08:45	A - Saint Margaret's Street N	919	962
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	960	988
	D - Station Approach	55	56
08:45-09:00	A - Saint Margaret's Street N	751	785
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	784	807
	D - Station Approach	45	46
09:00-09:15	A - Saint Margaret's Street N	629	658
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	656	676
	D - Station Approach	38	38

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Saint Margaret's Street N	0.47	3.54	0.9	A	766	1149
B - Saint Margaret's Street S (One-Way)	0.00	0.00	0.0	A	0	0
C - A363 Frome Road	0.64	6.65	1.8	A	800	1200
D - Station Approach	0.22	17.97	0.3	C	46	69

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	629	157	21	1946	0.323	627	626	0.0	0.5	2.725	A
B - Saint Margaret's Street S (One-Way)	0	0	369	0	0.000	0	278	0.0	0.0	0.000	A
C - A363 Frome Road	656	164	45	1520	0.432	653	324	0.0	0.8	4.141	A
D - Station Approach	38	9	609	431	0.087	37	89	0.0	0.1	9.133	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	751	188	25	1942	0.387	750	749	0.5	0.6	3.019	A
B - Saint Margaret's Street S (One-Way)	0	0	442	0	0.000	0	333	0.0	0.0	0.000	A
C - A363 Frome Road	784	196	54	1512	0.518	783	388	0.8	1.1	4.928	A
D - Station Approach	45	11	730	357	0.126	45	107	0.1	0.1	11.522	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	919	230	31	1936	0.475	918	917	0.6	0.9	3.534	A
B - Saint Margaret's Street S (One-Way)	0	0	541	0	0.000	0	408	0.0	0.0	0.000	A
C - A363 Frome Road	960	240	66	1501	0.640	957	475	1.1	1.7	6.587	A
D - Station Approach	55	14	893	257	0.214	55	131	0.1	0.3	17.754	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	919	230	31	1936	0.475	919	919	0.9	0.9	3.541	A
B - Saint Margaret's Street S (One-Way)	0	0	542	0	0.000	0	408	0.0	0.0	0.000	A
C - A363 Frome Road	960	240	66	1501	0.640	960	476	1.7	1.8	6.650	A
D - Station Approach	55	14	895	255	0.216	55	131	0.3	0.3	17.970	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	751	188	25	1941	0.387	752	753	0.9	0.6	3.030	A
B - Saint Margaret's Street S (One-Way)	0	0	443	0	0.000	0	334	0.0	0.0	0.000	A
C - A363 Frome Road	784	196	54	1512	0.519	787	389	1.8	1.1	4.983	A
D - Station Approach	45	11	733	355	0.127	45	107	0.3	0.1	11.656	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	629	157	21	1946	0.323	629	630	0.6	0.5	2.734	A
B - Saint Margaret's Street S (One-Way)	0	0	371	0	0.000	0	280	0.0	0.0	0.000	A
C - A363 Frome Road	656	164	45	1520	0.432	658	326	1.1	0.8	4.182	A
D - Station Approach	38	9	613	429	0.088	38	90	0.1	0.1	9.218	A

D6 - 2031 | Opening Year + CD | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	5.52	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.52	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Opening Year + CD	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Saint Margaret's Street N		ONE HOUR	✓	889	100.000
B - Saint Margaret's Street S (One-Way)		ONE HOUR	✓	0	100.000
C - A363 Frome Road		ONE HOUR	✓	750	100.000
D - Station Approach		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	376	460	53
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	699	3	0	48
	D - Station Approach	68	35	30	0

Proportions

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0.00	0.42	0.52	0.06
	B - Saint Margaret's Street S (One-Way)	0.25	0.25	0.25	0.25
	C - A363 Frome Road	0.93	0.00	0.00	0.06
	D - Station Approach	0.51	0.26	0.23	0.00

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	2	2	4
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	2	0	0	2
	D - Station Approach	3	3	0	0

Average PCU Per Veh

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	1.000	1.020	1.020	1.040
	B - Saint Margaret's Street S (One-Way)	1.000	1.000	1.000	1.000
	C - A363 Frome Road	1.020	1.000	1.000	1.020
	D - Station Approach	1.030	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Saint Margaret's Street N	669	683
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	565	576
	D - Station Approach	100	102
17:00-17:15	A - Saint Margaret's Street N	799	816
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	674	688
	D - Station Approach	120	122
17:15-17:30	A - Saint Margaret's Street N	979	1000
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	826	842
	D - Station Approach	146	150
17:30-17:45	A - Saint Margaret's Street N	979	1000
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	826	842
	D - Station Approach	146	150
17:45-18:00	A - Saint Margaret's Street N	799	816
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	674	688
	D - Station Approach	120	122
18:00-18:15	A - Saint Margaret's Street N	669	683
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	565	576
	D - Station Approach	100	102

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Saint Margaret's Street N	0.51	3.77	1.0	A	816	1224
B - Saint Margaret's Street S (One-Way)	0.00	0.00	0.0	A	0	0
C - A363 Frome Road	0.54	5.19	1.2	A	688	1032
D - Station Approach	0.44	19.12	0.8	C	122	183

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	669	167	51	1961	0.341	667	575	0.0	0.5	2.777	A
B - Saint Margaret's Street S (One-Way)	0	0	407	0	0.000	0	311	0.0	0.0	0.000	A
C - A363 Frome Road	565	141	40	1537	0.367	562	368	0.0	0.6	3.682	A
D - Station Approach	100	25	526	484	0.207	99	76	0.0	0.3	9.320	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	799	200	61	1950	0.410	798	688	0.5	0.7	3.125	A
B - Saint Margaret's Street S (One-Way)	0	0	488	0	0.000	0	372	0.0	0.0	0.000	A
C - A363 Frome Road	674	169	48	1530	0.441	673	440	0.6	0.8	4.201	A
D - Station Approach	120	30	630	421	0.284	119	91	0.3	0.4	11.893	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	979	245	74	1935	0.506	978	842	0.7	1.0	3.754	A
B - Saint Margaret's Street S (One-Way)	0	0	597	0	0.000	0	455	0.0	0.0	0.000	A
C - A363 Frome Road	826	206	58	1520	0.543	824	539	0.8	1.2	5.165	A
D - Station Approach	146	37	771	335	0.437	145	111	0.4	0.7	18.769	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	979	245	75	1934	0.506	979	844	1.0	1.0	3.766	A
B - Saint Margaret's Street S (One-Way)	0	0	598	0	0.000	0	456	0.0	0.0	0.000	A
C - A363 Frome Road	826	206	58	1520	0.543	826	539	1.2	1.2	5.188	A
D - Station Approach	146	37	773	334	0.438	146	111	0.7	0.8	19.121	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	799	200	62	1949	0.410	800	692	1.0	0.7	3.137	A
B - Saint Margaret's Street S (One-Way)	0	0	489	0	0.000	0	373	0.0	0.0	0.000	A
C - A363 Frome Road	674	169	48	1530	0.441	676	441	1.2	0.8	4.224	A
D - Station Approach	120	30	633	420	0.285	121	91	0.8	0.4	12.102	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	669	167	51	1960	0.341	670	579	0.7	0.5	2.791	A
B - Saint Margaret's Street S (One-Way)	0	0	409	0	0.000	0	312	0.0	0.0	0.000	A
C - A363 Frome Road	565	141	40	1537	0.367	565	369	0.8	0.6	3.708	A
D - Station Approach	100	25	529	483	0.207	101	76	0.4	0.3	9.439	A

D7 - 2031 | Opening Year + CD + PD | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 97% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	5.95	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031	Opening Year + CD + PD	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Saint Margaret's Street N		ONE HOUR	✓	853	100.000
B - Saint Margaret's Street S (One-Way)		ONE HOUR	✓	0	100.000
C - A363 Frome Road		ONE HOUR	✓	918	100.000
D - Station Approach		ONE HOUR	✓	50	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	367	426	60
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	854	5	0	59
	D - Station Approach	27	11	12	0

Proportions

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0.00	0.43	0.50	0.07
	B - Saint Margaret's Street S (One-Way)	0.25	0.25	0.25	0.25
	C - A363 Frome Road	0.93	0.01	0.00	0.06
	D - Station Approach	0.54	0.22	0.24	0.00

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	5	5	0
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	3	0	0	2
	D - Station Approach	4	0	0	0

Average PCU Per Veh

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	1.000	1.050	1.050	1.000
	B - Saint Margaret's Street S (One-Way)	1.000	1.000	1.000	1.000
	C - A363 Frome Road	1.030	1.000	1.000	1.020
	D - Station Approach	1.040	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Saint Margaret's Street N	642	672
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	691	711
	D - Station Approach	38	38
08:00-08:15	A - Saint Margaret's Street N	767	802
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	825	849
	D - Station Approach	45	46
08:15-08:30	A - Saint Margaret's Street N	939	983
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	1011	1040
	D - Station Approach	55	56
08:30-08:45	A - Saint Margaret's Street N	939	983
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	1011	1040
	D - Station Approach	55	56
08:45-09:00	A - Saint Margaret's Street N	767	802
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	825	849
	D - Station Approach	45	46
09:00-09:15	A - Saint Margaret's Street N	642	672
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	691	711
	D - Station Approach	38	38

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Saint Margaret's Street N	0.49	3.61	0.9	A	783	1174
B - Saint Margaret's Street S (One-Way)	0.00	0.00	0.0	A	0	0
C - A363 Frome Road	0.67	7.34	2.0	A	842	1264
D - Station Approach	0.25	21.27	0.3	C	46	69

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	642	161	21	1946	0.330	640	660	0.0	0.5	2.753	A
B - Saint Margaret's Street S (One-Way)	0	0	374	0	0.000	0	287	0.0	0.0	0.000	A
C - A363 Frome Road	691	173	45	1520	0.455	688	329	0.0	0.8	4.309	A
D - Station Approach	38	9	644	410	0.092	37	89	0.0	0.1	9.650	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	767	192	25	1942	0.395	766	791	0.5	0.6	3.061	A
B - Saint Margaret's Street S (One-Way)	0	0	447	0	0.000	0	344	0.0	0.0	0.000	A
C - A363 Frome Road	825	206	54	1512	0.546	824	393	0.8	1.2	5.221	A
D - Station Approach	45	11	771	332	0.136	45	107	0.1	0.2	12.537	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	939	235	31	1936	0.485	938	967	0.6	0.9	3.605	A
B - Saint Margaret's Street S (One-Way)	0	0	548	0	0.000	0	421	0.0	0.0	0.000	A
C - A363 Frome Road	1011	253	66	1501	0.673	1007	482	1.2	2.0	7.242	A
D - Station Approach	55	14	943	226	0.244	54	131	0.2	0.3	20.900	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	939	235	31	1936	0.485	939	970	0.9	0.9	3.611	A
B - Saint Margaret's Street S (One-Way)	0	0	548	0	0.000	0	422	0.0	0.0	0.000	A
C - A363 Frome Road	1011	253	66	1501	0.673	1011	482	2.0	2.0	7.337	A
D - Station Approach	55	14	946	224	0.246	55	131	0.3	0.3	21.275	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	767	192	25	1941	0.395	768	795	0.9	0.7	3.070	A
B - Saint Margaret's Street S (One-Way)	0	0	448	0	0.000	0	345	0.0	0.0	0.000	A
C - A363 Frome Road	825	206	54	1512	0.546	829	394	2.0	1.2	5.293	A
D - Station Approach	45	11	775	329	0.137	46	107	0.3	0.2	12.733	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	642	161	21	1946	0.330	643	665	0.7	0.5	2.765	A
B - Saint Margaret's Street S (One-Way)	0	0	375	0	0.000	0	289	0.0	0.0	0.000	A
C - A363 Frome Road	691	173	45	1520	0.455	693	330	1.2	0.8	4.362	A
D - Station Approach	38	9	648	407	0.092	38	90	0.2	0.1	9.755	A

D8 - 2031 | Opening Year + CD + PD | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	5.77	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031	Opening Year + CD + PD	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Saint Margaret's Street N		ONE HOUR	✓	926	100.000
B - Saint Margaret's Street S (One-Way)		ONE HOUR	✓	0	100.000
C - A363 Frome Road		ONE HOUR	✓	773	100.000
D - Station Approach		ONE HOUR	✓	133	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	402	471	53
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	722	3	0	48
	D - Station Approach	68	35	30	0

Proportions

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0.00	0.43	0.51	0.06
	B - Saint Margaret's Street S (One-Way)	0.25	0.25	0.25	0.25
	C - A363 Frome Road	0.93	0.00	0.00	0.06
	D - Station Approach	0.51	0.26	0.23	0.00

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	2	2	4
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	2	0	0	2
	D - Station Approach	3	3	0	0

Average PCU Per Veh

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	1.000	1.020	1.020	1.040
	B - Saint Margaret's Street S (One-Way)	1.000	1.000	1.000	1.000
	C - A363 Frome Road	1.020	1.000	1.000	1.020
	D - Station Approach	1.030	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Saint Margaret's Street N	697	712
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	582	594
	D - Station Approach	100	102
17:00-17:15	A - Saint Margaret's Street N	832	850
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	695	709
	D - Station Approach	120	122
17:15-17:30	A - Saint Margaret's Street N	1020	1041
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	851	868
	D - Station Approach	146	150
17:30-17:45	A - Saint Margaret's Street N	1020	1041
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	851	868
	D - Station Approach	146	150
17:45-18:00	A - Saint Margaret's Street N	832	850
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	695	709
	D - Station Approach	120	122
18:00-18:15	A - Saint Margaret's Street N	697	712
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	582	594
	D - Station Approach	100	102

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Saint Margaret's Street N	0.53	3.93	1.1	A	850	1275
B - Saint Margaret's Street S (One-Way)	0.00	0.00	0.0	A	0	0
C - A363 Frome Road	0.56	5.38	1.3	A	709	1064
D - Station Approach	0.46	20.82	0.8	C	122	183

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	697	174	51	1961	0.355	695	592	0.0	0.5	2.838	A
B - Saint Margaret's Street S (One-Way)	0	0	416	0	0.000	0	330	0.0	0.0	0.000	A
C - A363 Frome Road	582	145	40	1537	0.379	580	376	0.0	0.6	3.750	A
D - Station Approach	100	25	544	474	0.211	99	76	0.0	0.3	9.577	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	832	208	61	1950	0.427	832	709	0.5	0.7	3.218	A
B - Saint Margaret's Street S (One-Way)	0	0	497	0	0.000	0	395	0.0	0.0	0.000	A
C - A363 Frome Road	695	174	48	1530	0.454	694	450	0.6	0.8	4.304	A
D - Station Approach	120	30	651	409	0.293	119	91	0.3	0.4	12.404	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	1020	255	74	1935	0.527	1018	867	0.7	1.1	3.918	A
B - Saint Margaret's Street S (One-Way)	0	0	609	0	0.000	0	483	0.0	0.0	0.000	A
C - A363 Frome Road	851	213	58	1520	0.560	849	551	0.8	1.3	5.356	A
D - Station Approach	146	37	797	320	0.458	145	111	0.4	0.8	20.356	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	1020	255	75	1935	0.527	1020	870	1.1	1.1	3.934	A
B - Saint Margaret's Street S (One-Way)	0	0	610	0	0.000	0	484	0.0	0.0	0.000	A
C - A363 Frome Road	851	213	58	1520	0.560	851	552	1.3	1.3	5.384	A
D - Station Approach	146	37	798	319	0.459	146	111	0.8	0.8	20.818	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	832	208	62	1949	0.427	834	713	1.1	0.8	3.232	A
B - Saint Margaret's Street S (One-Way)	0	0	499	0	0.000	0	397	0.0	0.0	0.000	A
C - A363 Frome Road	695	174	48	1530	0.454	697	451	1.3	0.8	4.330	A
D - Station Approach	120	30	653	407	0.294	121	91	0.8	0.4	12.656	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	697	174	51	1960	0.356	698	596	0.8	0.6	2.852	A
B - Saint Margaret's Street S (One-Way)	0	0	418	0	0.000	0	332	0.0	0.0	0.000	A
C - A363 Frome Road	582	145	40	1537	0.379	583	378	0.8	0.6	3.776	A
D - Station Approach	100	25	547	472	0.212	101	76	0.4	0.3	9.710	A

D9 - 2036 | Future Year + CD (Sensitivity Test) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 97% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	5.28	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2036	Future Year + CD (Sensitivity Test)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Saint Margaret's Street N		ONE HOUR	✓	812	100.000
B - Saint Margaret's Street S (One-Way)		ONE HOUR	✓	0	100.000
C - A363 Frome Road		ONE HOUR	✓	855	100.000
D - Station Approach		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	360	395	57
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	794	5	0	56
	D - Station Approach	26	10	11	0

Proportions

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0.00	0.44	0.49	0.07
	B - Saint Margaret's Street S (One-Way)	0.25	0.25	0.25	0.25
	C - A363 Frome Road	0.93	0.01	0.00	0.07
	D - Station Approach	0.55	0.21	0.23	0.00

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	5	6	0
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	3	0	0	2
	D - Station Approach	4	0	0	0

Average PCU Per Veh

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	1.000	1.050	1.060	1.000
	B - Saint Margaret's Street S (One-Way)	1.000	1.000	1.000	1.000
	C - A363 Frome Road	1.030	1.000	1.000	1.020
	D - Station Approach	1.040	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Saint Margaret's Street N	611	643
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	644	662
	D - Station Approach	35	36
08:00-08:15	A - Saint Margaret's Street N	730	767
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	769	791
	D - Station Approach	42	43
08:15-08:30	A - Saint Margaret's Street N	894	940
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	941	969
	D - Station Approach	52	53
08:30-08:45	A - Saint Margaret's Street N	894	940
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	941	969
	D - Station Approach	52	53
08:45-09:00	A - Saint Margaret's Street N	730	767
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	769	791
	D - Station Approach	42	43
09:00-09:15	A - Saint Margaret's Street N	611	643
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	644	662
	D - Station Approach	35	36

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Saint Margaret's Street N	0.46	3.48	0.9	A	745	1118
B - Saint Margaret's Street S (One-Way)	0.00	0.00	0.0	A	0	0
C - A363 Frome Road	0.63	6.39	1.7	A	785	1177
D - Station Approach	0.20	16.90	0.2	C	43	65

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	611	153	19	1939	0.315	609	614	0.0	0.5	2.705	A
B - Saint Margaret's Street S (One-Way)	0	0	347	0	0.000	0	281	0.0	0.0	0.000	A
C - A363 Frome Road	644	161	43	1522	0.423	641	305	0.0	0.7	4.073	A
D - Station Approach	35	9	599	437	0.081	35	85	0.0	0.1	8.943	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	730	182	23	1935	0.377	729	736	0.5	0.6	2.985	A
B - Saint Margaret's Street S (One-Way)	0	0	416	0	0.000	0	337	0.0	0.0	0.000	A
C - A363 Frome Road	769	192	51	1514	0.508	767	365	0.7	1.0	4.811	A
D - Station Approach	42	11	717	365	0.116	42	101	0.1	0.1	11.159	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	894	224	28	1929	0.463	893	900	0.6	0.9	3.471	A
B - Saint Margaret's Street S (One-Way)	0	0	509	0	0.000	0	412	0.0	0.0	0.000	A
C - A363 Frome Road	941	235	63	1504	0.626	939	446	1.0	1.6	6.341	A
D - Station Approach	52	13	877	266	0.195	51	124	0.1	0.2	16.732	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	894	224	29	1929	0.463	894	903	0.9	0.9	3.477	A
B - Saint Margaret's Street S (One-Way)	0	0	510	0	0.000	0	413	0.0	0.0	0.000	A
C - A363 Frome Road	941	235	63	1504	0.626	941	447	1.6	1.7	6.394	A
D - Station Approach	52	13	880	265	0.196	52	124	0.2	0.2	16.904	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	730	182	24	1934	0.377	731	740	0.9	0.6	2.993	A
B - Saint Margaret's Street S (One-Way)	0	0	417	0	0.000	0	338	0.0	0.0	0.000	A
C - A363 Frome Road	769	192	51	1514	0.508	771	366	1.7	1.0	4.859	A
D - Station Approach	42	11	721	362	0.117	43	102	0.2	0.1	11.272	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	611	153	20	1938	0.315	612	619	0.6	0.5	2.716	A
B - Saint Margaret's Street S (One-Way)	0	0	349	0	0.000	0	283	0.0	0.0	0.000	A
C - A363 Frome Road	644	161	43	1522	0.423	645	306	1.0	0.7	4.112	A
D - Station Approach	35	9	603	435	0.081	36	85	0.1	0.1	9.020	A

D10 - 2036 | Future Year + CD (Sensitivity Test) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 92% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	5.36	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.36	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2036	Future Year + CD (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Saint Margaret's Street N		ONE HOUR	✓	884	100.000
B - Saint Margaret's Street S (One-Way)		ONE HOUR	✓	0	100.000
C - A363 Frome Road		ONE HOUR	✓	744	100.000
D - Station Approach		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	395	439	50
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	696	3	0	45
	D - Station Approach	65	33	28	0

Proportions

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0.00	0.45	0.50	0.06
	B - Saint Margaret's Street S (One-Way)	0.25	0.25	0.25	0.25
	C - A363 Frome Road	0.94	0.00	0.00	0.06
	D - Station Approach	0.52	0.26	0.22	0.00

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	2	2	4
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	2	0	0	2
	D - Station Approach	3	3	0	0

Average PCU Per Veh

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	1.000	1.020	1.020	1.040
	B - Saint Margaret's Street S (One-Way)	1.000	1.000	1.000	1.000
	C - A363 Frome Road	1.020	1.000	1.000	1.020
	D - Station Approach	1.030	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Saint Margaret's Street N	666	680
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	560	571
	D - Station Approach	95	97
17:00-17:15	A - Saint Margaret's Street N	795	811
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	669	682
	D - Station Approach	113	116
17:15-17:30	A - Saint Margaret's Street N	973	994
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	819	835
	D - Station Approach	139	142
17:30-17:45	A - Saint Margaret's Street N	973	994
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	819	835
	D - Station Approach	139	142
17:45-18:00	A - Saint Margaret's Street N	795	811
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	669	682
	D - Station Approach	113	116
18:00-18:15	A - Saint Margaret's Street N	666	680
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	560	571
	D - Station Approach	95	97

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Saint Margaret's Street N	0.50	3.72	1.0	A	811	1217
B - Saint Margaret's Street S (One-Way)	0.00	0.00	0.0	A	0	0
C - A363 Frome Road	0.54	5.12	1.2	A	683	1024
D - Station Approach	0.41	18.19	0.7	C	116	173

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	666	166	48	1964	0.339	663	570	0.0	0.5	2.767	A
B - Saint Margaret's Street S (One-Way)	0	0	388	0	0.000	0	323	0.0	0.0	0.000	A
C - A363 Frome Road	560	140	38	1539	0.364	558	350	0.0	0.6	3.662	A
D - Station Approach	95	24	524	486	0.195	94	71	0.0	0.2	9.167	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	795	199	57	1954	0.407	794	683	0.5	0.7	3.102	A
B - Saint Margaret's Street S (One-Way)	0	0	464	0	0.000	0	387	0.0	0.0	0.000	A
C - A363 Frome Road	669	167	45	1532	0.437	668	419	0.6	0.8	4.163	A
D - Station Approach	113	28	628	423	0.268	113	85	0.2	0.4	11.595	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	973	243	70	1940	0.502	972	836	0.7	1.0	3.714	A
B - Saint Margaret's Street S (One-Way)	0	0	568	0	0.000	0	474	0.0	0.0	0.000	A
C - A363 Frome Road	819	205	55	1523	0.538	818	513	0.8	1.2	5.094	A
D - Station Approach	139	35	768	337	0.411	137	104	0.4	0.7	17.899	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	973	243	70	1939	0.502	973	838	1.0	1.0	3.725	A
B - Saint Margaret's Street S (One-Way)	0	0	569	0	0.000	0	475	0.0	0.0	0.000	A
C - A363 Frome Road	819	205	55	1523	0.538	819	514	1.2	1.2	5.116	A
D - Station Approach	139	35	770	336	0.412	139	105	0.7	0.7	18.190	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	795	199	58	1953	0.407	796	686	1.0	0.7	3.114	A
B - Saint Margaret's Street S (One-Way)	0	0	466	0	0.000	0	388	0.0	0.0	0.000	A
C - A363 Frome Road	669	167	45	1532	0.437	670	421	1.2	0.8	4.184	A
D - Station Approach	113	28	630	421	0.269	115	86	0.7	0.4	11.778	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	666	166	48	1964	0.339	666	574	0.7	0.5	2.777	A
B - Saint Margaret's Street S (One-Way)	0	0	390	0	0.000	0	325	0.0	0.0	0.000	A
C - A363 Frome Road	560	140	38	1539	0.364	561	352	0.8	0.6	3.686	A
D - Station Approach	95	24	527	484	0.196	95	72	0.4	0.2	9.276	A

D11 - 2036 | Future Year + CD + PD (Sensitivity Test) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 97% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	5.70	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.70	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2036	Future Year + CD + PD (Sensitivity Test)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Saint Margaret's Street N		ONE HOUR	✓	830	100.000
B - Saint Margaret's Street S (One-Way)		ONE HOUR	✓	0	100.000
C - A363 Frome Road		ONE HOUR	✓	900	100.000
D - Station Approach		ONE HOUR	✓	47	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	372	401	57
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	839	5	0	56
	D - Station Approach	26	10	11	0

Proportions

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0.00	0.45	0.48	0.07
	B - Saint Margaret's Street S (One-Way)	0.25	0.25	0.25	0.25
	C - A363 Frome Road	0.93	0.01	0.00	0.06
	D - Station Approach	0.55	0.21	0.23	0.00

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	5	6	0
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	3	0	0	2
	D - Station Approach	4	0	0	0

Average PCU Per Veh

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	1.000	1.050	1.060	1.000
	B - Saint Margaret's Street S (One-Way)	1.000	1.000	1.000	1.000
	C - A363 Frome Road	1.030	1.000	1.000	1.020
	D - Station Approach	1.040	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Saint Margaret's Street N	625	657
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	678	697
	D - Station Approach	35	36
08:00-08:15	A - Saint Margaret's Street N	746	785
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	809	833
	D - Station Approach	42	43
08:15-08:30	A - Saint Margaret's Street N	914	961
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	991	1020
	D - Station Approach	52	53
08:30-08:45	A - Saint Margaret's Street N	914	961
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	991	1020
	D - Station Approach	52	53
08:45-09:00	A - Saint Margaret's Street N	746	785
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	809	833
	D - Station Approach	42	43
09:00-09:15	A - Saint Margaret's Street N	625	657
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	678	697
	D - Station Approach	35	36

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Saint Margaret's Street N	0.47	3.55	0.9	A	762	1142
B - Saint Margaret's Street S (One-Way)	0.00	0.00	0.0	A	0	0
C - A363 Frome Road	0.66	7.01	1.9	A	826	1239
D - Station Approach	0.22	19.72	0.3	C	43	65

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	625	156	19	1939	0.322	623	648	0.0	0.5	2.733	A
B - Saint Margaret's Street S (One-Way)	0	0	352	0	0.000	0	290	0.0	0.0	0.000	A
C - A363 Frome Road	678	169	43	1522	0.445	674	309	0.0	0.8	4.232	A
D - Station Approach	35	9	632	417	0.085	35	85	0.0	0.1	9.426	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	746	187	23	1935	0.386	746	776	0.5	0.6	3.026	A
B - Saint Margaret's Street S (One-Way)	0	0	421	0	0.000	0	348	0.0	0.0	0.000	A
C - A363 Frome Road	809	202	51	1514	0.534	808	370	0.8	1.1	5.086	A
D - Station Approach	42	11	757	340	0.124	42	101	0.1	0.1	12.086	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	914	228	28	1929	0.474	913	949	0.6	0.9	3.539	A
B - Saint Margaret's Street S (One-Way)	0	0	516	0	0.000	0	425	0.0	0.0	0.000	A
C - A363 Frome Road	991	248	63	1504	0.659	988	453	1.1	1.9	6.932	A
D - Station Approach	52	13	926	236	0.219	51	124	0.1	0.3	19.435	C

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	914	228	29	1929	0.474	914	952	0.9	0.9	3.545	A
B - Saint Margaret's Street S (One-Way)	0	0	516	0	0.000	0	426	0.0	0.0	0.000	A
C - A363 Frome Road	991	248	63	1504	0.659	991	454	1.9	1.9	7.012	A
D - Station Approach	52	13	929	234	0.221	52	124	0.3	0.3	19.721	C

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	746	187	24	1934	0.386	747	781	0.9	0.6	3.037	A
B - Saint Margaret's Street S (One-Way)	0	0	422	0	0.000	0	349	0.0	0.0	0.000	A
C - A363 Frome Road	809	202	51	1514	0.534	812	371	1.9	1.2	5.148	A
D - Station Approach	42	11	762	337	0.125	43	102	0.3	0.1	12.246	B

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	625	156	20	1938	0.322	625	653	0.6	0.5	2.742	A
B - Saint Margaret's Street S (One-Way)	0	0	353	0	0.000	0	292	0.0	0.0	0.000	A
C - A363 Frome Road	678	169	43	1522	0.445	679	311	1.2	0.8	4.278	A
D - Station Approach	35	9	637	414	0.085	36	85	0.1	0.1	9.519	A

D12 - 2036 | Future Year + CD + PD (Sensitivity Test) | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 93% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C, D	5.59	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		5.59	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2036	Future Year + CD + PD (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Saint Margaret's Street N		ONE HOUR	✓	921	100.000
B - Saint Margaret's Street S (One-Way)		ONE HOUR	✓	0	100.000
C - A363 Frome Road		ONE HOUR	✓	767	100.000
D - Station Approach		ONE HOUR	✓	126	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	421	450	50
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	719	3	0	45
	D - Station Approach	65	33	28	0

Proportions

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0.00	0.46	0.49	0.05
	B - Saint Margaret's Street S (One-Way)	0.25	0.25	0.25	0.25
	C - A363 Frome Road	0.94	0.00	0.00	0.06
	D - Station Approach	0.52	0.26	0.22	0.00

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	0	2	2	4
	B - Saint Margaret's Street S (One-Way)	0	0	0	0
	C - A363 Frome Road	2	0	0	2
	D - Station Approach	3	3	0	0

Average PCU Per Veh

		To			
		A - Saint Margaret's Street N	B - Saint Margaret's Street S (One-Way)	C - A363 Frome Road	D - Station Approach
From	A - Saint Margaret's Street N	1.000	1.020	1.020	1.040
	B - Saint Margaret's Street S (One-Way)	1.000	1.000	1.000	1.000
	C - A363 Frome Road	1.020	1.000	1.000	1.020
	D - Station Approach	1.030	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Saint Margaret's Street N	693	708
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	577	589
	D - Station Approach	95	97
17:00-17:15	A - Saint Margaret's Street N	828	845
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	690	703
	D - Station Approach	113	116
17:15-17:30	A - Saint Margaret's Street N	1014	1035
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	844	861
	D - Station Approach	139	142
17:30-17:45	A - Saint Margaret's Street N	1014	1035
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	844	861
	D - Station Approach	139	142
17:45-18:00	A - Saint Margaret's Street N	828	845
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	690	703
	D - Station Approach	113	116
18:00-18:15	A - Saint Margaret's Street N	693	708
	B - Saint Margaret's Street S (One-Way)	0	0
	C - A363 Frome Road	577	589
	D - Station Approach	95	97

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - Saint Margaret's Street N	0.52	3.89	1.1	A	845	1268
B - Saint Margaret's Street S (One-Way)	0.00	0.00	0.0	A	0	0
C - A363 Frome Road	0.55	5.31	1.2	A	704	1056
D - Station Approach	0.43	19.72	0.7	C	116	173

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	693	173	48	1965	0.353	691	587	0.0	0.5	2.822	A
B - Saint Margaret's Street S (One-Way)	0	0	396	0	0.000	0	343	0.0	0.0	0.000	A
C - A363 Frome Road	577	144	38	1539	0.375	575	359	0.0	0.6	3.725	A
D - Station Approach	95	24	541	475	0.200	94	71	0.0	0.2	9.414	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	828	207	57	1954	0.424	827	704	0.5	0.7	3.193	A
B - Saint Margaret's Street S (One-Way)	0	0	474	0	0.000	0	410	0.0	0.0	0.000	A
C - A363 Frome Road	690	172	45	1532	0.450	689	429	0.6	0.8	4.263	A
D - Station Approach	113	28	648	410	0.276	113	85	0.2	0.4	12.083	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	1014	254	70	1940	0.523	1013	861	0.7	1.1	3.875	A
B - Saint Margaret's Street S (One-Way)	0	0	580	0	0.000	0	502	0.0	0.0	0.000	A
C - A363 Frome Road	844	211	55	1523	0.555	843	525	0.8	1.2	5.282	A
D - Station Approach	139	35	793	322	0.431	137	104	0.4	0.7	19.343	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	1014	254	70	1939	0.523	1014	863	1.1	1.1	3.889	A
B - Saint Margaret's Street S (One-Way)	0	0	581	0	0.000	0	503	0.0	0.0	0.000	A
C - A363 Frome Road	844	211	55	1523	0.555	844	526	1.2	1.2	5.307	A
D - Station Approach	139	35	795	321	0.432	139	105	0.7	0.7	19.720	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	828	207	58	1953	0.424	829	707	1.1	0.7	3.209	A
B - Saint Margaret's Street S (One-Way)	0	0	476	0	0.000	0	412	0.0	0.0	0.000	A
C - A363 Frome Road	690	172	45	1532	0.450	691	431	1.2	0.8	4.289	A
D - Station Approach	113	28	651	409	0.277	115	86	0.7	0.4	12.297	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - Saint Margaret's Street N	693	173	48	1964	0.353	694	591	0.7	0.5	2.836	A
B - Saint Margaret's Street S (One-Way)	0	0	398	0	0.000	0	345	0.0	0.0	0.000	A
C - A363 Frome Road	577	144	38	1539	0.375	578	360	0.8	0.6	3.753	A
D - Station Approach	95	24	544	473	0.200	95	72	0.4	0.3	9.537	A

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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Filename: J3a - A363_A363 Junction Road _B3109 Frome Road Roundabout (calibrated).j11
Path: C:\Users\LloydHughes\Cotswold Transport Planning Ltd\Project 2025 - 250372 - Trowbridge Road, Bradford on Avon\06 Calculations\Junction Modelling\April 2026
Report generation date: 02/04/2026 14:43:37

»D1 - 2026 | Base | AM
»D2 - 2026 | Base | PM
»D3 - 2031 | Opening Year | AM
»D4 - 2031 | Opening Year | PM
»D5 - 2031 | Opening Year + CD | AM
»D6 - 2031 | Opening Year + CD | PM
»D7 - 2031 | Opening Year + CD + PD | AM
»D8 - 2031 | Opening Year + CD + PD | PM
»D9 - 2036 | Future Year + CD (Sensitivity Test) | AM
»D10 - 2036 | Future Year + CD (Sensitivity Test) | PM
»D11 - 2036 | Future Year + CD + PD (Sensitivity Test) | AM
»D12 - 2036 | Future Year + CD + PD (Sensitivity Test) | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2026 - Base					
A - A363 Frome Road (N)	1.2	9.80	0.55	1.6	11.28	0.62
B - Junction Road	1.7	14.04	0.64	1.3	12.73	0.58
C - B3109 Frome Road (S)	3.6	29.80	0.80	2.0	18.06	0.67
	2031 - Opening Year					
A - A363 Frome Road (N)	1.3	10.38	0.58	1.8	12.27	0.65
B - Junction Road	2.0	16.22	0.68	1.6	14.55	0.62
C - B3109 Frome Road (S)	4.8	38.27	0.84	2.3	20.71	0.71
	2031 - Opening Year + CD					
A - A363 Frome Road (N)	1.3	10.38	0.58	1.8	12.27	0.65
B - Junction Road	2.7	19.91	0.74	2.0	16.69	0.67
C - B3109 Frome Road (S)	5.7	46.13	0.87	2.5	22.48	0.73
	2031 - Opening Year + CD + PD					
A - A363 Frome Road (N)	1.4	10.58	0.58	2.0	12.89	0.67
B - Junction Road	3.6	24.97	0.79	2.3	19.14	0.71
C - B3109 Frome Road (S)	8.5	66.16	0.93	2.9	24.98	0.75
	2036 - Future Year + CD (Sensitivity Test)					
A - A363 Frome Road (N)	1.2	9.62	0.54	1.6	11.24	0.62
B - Junction Road	2.6	18.67	0.73	2.0	16.19	0.67
C - B3109 Frome Road (S)	4.3	36.57	0.83	2.2	20.71	0.70
	2036 - Future Year + CD + PD (Sensitivity Test)					
A - A363 Frome Road (N)	1.2	9.80	0.55	1.7	11.76	0.64
B - Junction Road	3.4	23.09	0.78	2.3	18.51	0.71
C - B3109 Frome Road (S)	6.1	50.16	0.88	2.5	22.84	0.72

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

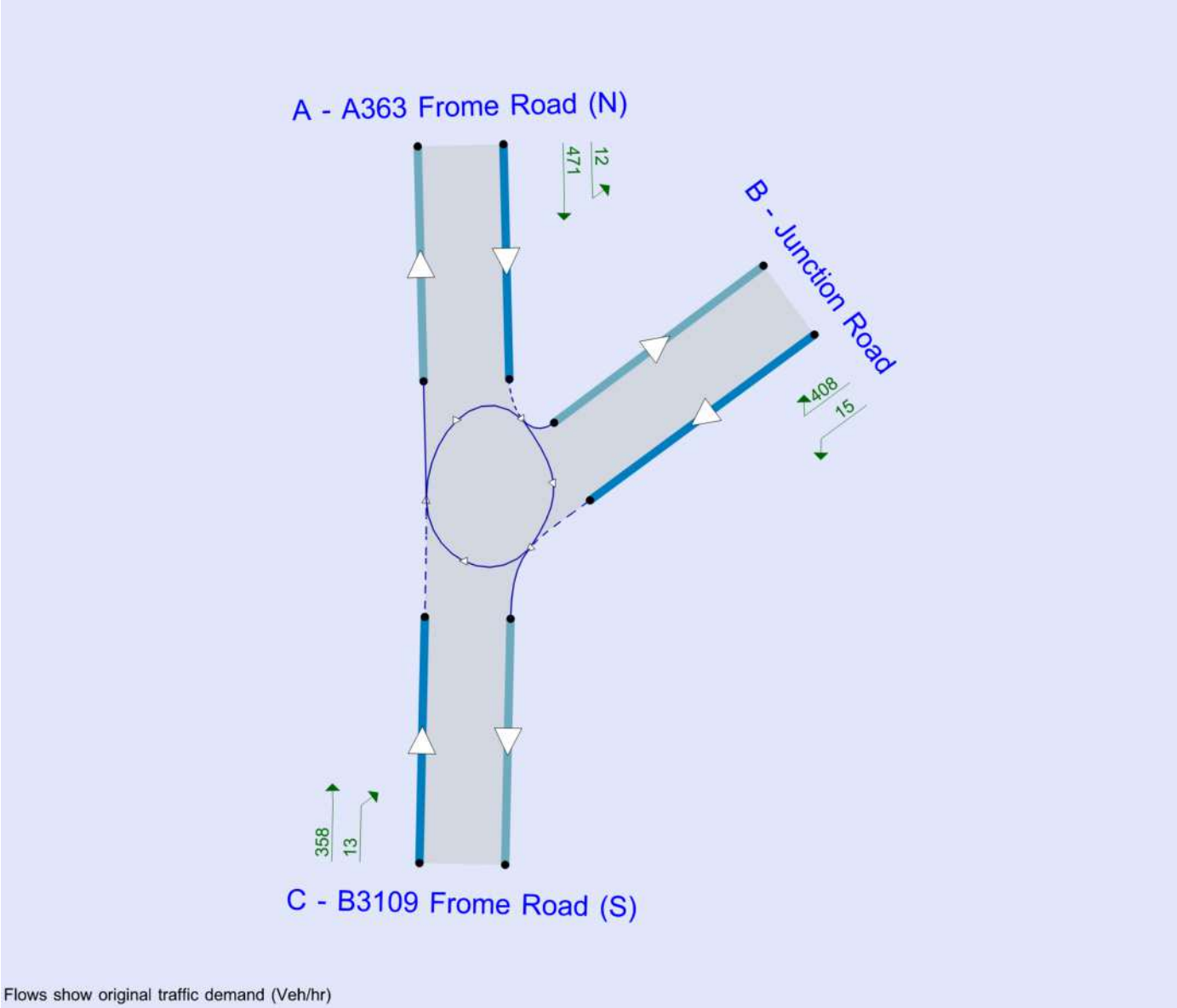
File summary

File Description

Title	
Location	
Site number	
Date	12/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JamesLiverton
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031	Opening Year	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Opening Year	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031	Opening Year + CD	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Opening Year + CD	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031	Opening Year + CD + PD	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031	Opening Year + CD + PD	PM	ONE HOUR	16:45	18:15	15	✓
D9	2036	Future Year + CD (Sensitivity Test)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2036	Future Year + CD (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15	✓
D11	2036	Future Year + CD + PD (Sensitivity Test)	AM	ONE HOUR	07:45	09:15	15	✓
D12	2036	Future Year + CD + PD (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2026 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	17.96	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		17.96	C

Arms

Arms

Arm	Name	Description
A	A363 Frome Road (N)	
B	Junction Road	
C	B3109 Frome Road (S)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A - A363 Frome Road (N)	3.73	2.63	4.29	0.8	7.66	3.21	0.0	
B - Junction Road	2.68	2.68	6.89	3.3	7.13	4.67	0.0	
C - B3109 Frome Road (S)	2.81	2.60	4.01	25.7	14.88	14.98	0.0	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
A - A363 Frome Road (N)	None		
B - Junction Road	Percentage		100.00
C - B3109 Frome Road (S)	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A363 Frome Road (N)	0.584	863
B - Junction Road	0.609	877
C - B3109 Frome Road (S)	0.645	1132

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
B - Junction Road	Percentage		120.00
C - B3109 Frome Road (S)	Percentage		70.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Frome Road (N)		ONE HOUR	✓	410	100.000
B - Junction Road		ONE HOUR	✓	405	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	417	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A363 Frome Road (N)	B - Junction Road	C - B3109 Frome Road (S)
	A - A363 Frome Road (N)	1	13	396
	B - Junction Road	378	1	26
	C - B3109 Frome Road (S)	411	5	1

Proportions

	To			
From		A - A363 Frome Road (N)	B - Junction Road	C - B3109 Frome Road (S)
	A - A363 Frome Road (N)	0.00	0.03	0.97
	B - Junction Road	0.93	0.00	0.06
	C - B3109 Frome Road (S)	0.99	0.01	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - A363 Frome Road (N)	B - Junction Road	C - B3109 Frome Road (S)
	A - A363 Frome Road (N)	0	0	5
	B - Junction Road	2	0	4
	C - B3109 Frome Road (S)	4	0	0

Average PCU Per Veh

	To			
From		A - A363 Frome Road (N)	B - Junction Road	C - B3109 Frome Road (S)
	A - A363 Frome Road (N)	1.000	1.000	1.050
	B - Junction Road	1.020	1.000	1.040
	C - B3109 Frome Road (S)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A363 Frome Road (N)	309	324
	B - Junction Road	305	311
	C - B3109 Frome Road (S)	314	326
08:00-08:15	A - A363 Frome Road (N)	369	386
	B - Junction Road	364	372
	C - B3109 Frome Road (S)	375	390
08:15-08:30	A - A363 Frome Road (N)	451	473
	B - Junction Road	446	455
	C - B3109 Frome Road (S)	459	477
08:30-08:45	A - A363 Frome Road (N)	451	473
	B - Junction Road	446	455
	C - B3109 Frome Road (S)	459	477
08:45-09:00	A - A363 Frome Road (N)	369	386
	B - Junction Road	364	372
	C - B3109 Frome Road (S)	375	390
09:00-09:15	A - A363 Frome Road (N)	309	324
	B - Junction Road	305	311
	C - B3109 Frome Road (S)	314	326

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Frome Road (N)	0.55	9.80	1.2	A	376	564
B - Junction Road	0.64	14.04	1.7	B	372	557
C - B3109 Frome Road (S)	0.80	29.80	3.6	D	383	574

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	309	77	5	820	0.376	306	589	0.0	0.6	6.974	A
B - Junction Road	305	76	297	808	0.378	303	14	0.0	0.6	7.096	A
C - B3109 Frome Road (S)	314	78	284	636	0.493	310	316	0.0	1.0	10.912	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	369	92	6	820	0.450	368	707	0.6	0.8	7.952	A
B - Junction Road	364	91	357	763	0.477	363	17	0.6	0.9	8.977	A
C - B3109 Frome Road (S)	375	94	340	611	0.613	373	379	1.0	1.5	14.931	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	451	113	8	819	0.551	450	860	0.8	1.2	9.714	A
B - Junction Road	446	111	437	703	0.634	443	21	0.9	1.7	13.682	B
C - B3109 Frome Road (S)	459	115	415	578	0.794	452	464	1.5	3.4	26.985	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	451	113	8	819	0.551	451	869	1.2	1.2	9.796	A
B - Junction Road	446	111	438	702	0.635	446	21	1.7	1.7	14.041	B
C - B3109 Frome Road (S)	459	115	418	577	0.796	458	466	3.4	3.6	29.797	D

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	369	92	6	819	0.450	370	721	1.2	0.8	8.040	A
B - Junction Road	364	91	359	761	0.478	367	17	1.7	0.9	9.210	A
C - B3109 Frome Road (S)	375	94	345	610	0.615	383	382	3.6	1.7	16.370	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	309	77	5	820	0.376	310	599	0.8	0.6	7.062	A
B - Junction Road	305	76	300	805	0.379	306	14	0.9	0.6	7.231	A
C - B3109 Frome Road (S)	314	78	287	635	0.494	317	319	1.7	1.0	11.404	B

D2 - 2026 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	13.82	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		13.82	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Frome Road (N)		ONE HOUR	✓	471	100.000
B - Junction Road		ONE HOUR	✓	351	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	365	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	0	12	459
	B - Junction Road	336	0	15
	C - B3109 Frome Road (S)	351	13	1

Proportions

	To			
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	0.00	0.03	0.97
	B - Junction Road	0.96	0.00	0.04
	C - B3109 Frome Road (S)	0.96	0.04	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	0	0	2
	B - Junction Road	1	0	0
	C - B3109 Frome Road (S)	4	0	0

Average PCU Per Veh

	To			
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	1.000	1.000	1.020
	B - Junction Road	1.010	1.000	1.000
	C - B3109 Frome Road (S)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A363 Frome Road (N)	355	362
	B - Junction Road	264	267
	C - B3109 Frome Road (S)	275	285
17:00-17:15	A - A363 Frome Road (N)	423	432
	B - Junction Road	316	319
	C - B3109 Frome Road (S)	328	341
17:15-17:30	A - A363 Frome Road (N)	519	529
	B - Junction Road	386	390
	C - B3109 Frome Road (S)	402	417
17:30-17:45	A - A363 Frome Road (N)	519	529
	B - Junction Road	386	390
	C - B3109 Frome Road (S)	402	417
17:45-18:00	A - A363 Frome Road (N)	423	432
	B - Junction Road	316	319
	C - B3109 Frome Road (S)	328	341
18:00-18:15	A - A363 Frome Road (N)	355	362
	B - Junction Road	264	267
	C - B3109 Frome Road (S)	275	285

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Frome Road (N)	0.62	11.28	1.6	B	432	648
B - Junction Road	0.58	12.73	1.3	B	322	483
C - B3109 Frome Road (S)	0.67	18.06	2.0	C	335	502

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	355	89	10	840	0.422	352	513	0.0	0.7	7.326	A
B - Junction Road	264	66	343	789	0.335	262	19	0.0	0.5	6.805	A
C - B3109 Frome Road (S)	275	69	251	653	0.421	272	355	0.0	0.7	9.390	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	423	106	13	839	0.505	422	615	0.7	1.0	8.612	A
B - Junction Road	316	79	412	738	0.427	315	22	0.5	0.7	8.477	A
C - B3109 Frome Road (S)	328	82	301	631	0.520	327	426	0.7	1.1	11.791	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	519	130	15	838	0.619	516	751	1.0	1.6	11.123	B
B - Junction Road	386	97	504	670	0.576	384	27	0.7	1.3	12.468	B
C - B3109 Frome Road (S)	402	100	368	601	0.668	398	521	1.1	1.9	17.445	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	519	130	15	837	0.619	518	756	1.6	1.6	11.277	B
B - Junction Road	386	97	506	669	0.578	386	28	1.3	1.3	12.731	B
C - B3109 Frome Road (S)	402	100	370	600	0.669	402	523	1.9	2.0	18.055	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	423	106	13	839	0.505	426	623	1.6	1.0	8.758	A
B - Junction Road	316	79	416	736	0.429	318	23	1.3	0.8	8.659	A
C - B3109 Frome Road (S)	328	82	304	629	0.521	332	429	2.0	1.1	12.224	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	355	89	11	840	0.422	356	520	1.0	0.7	7.451	A
B - Junction Road	264	66	347	786	0.336	265	19	0.8	0.5	6.924	A
C - B3109 Frome Road (S)	275	69	254	651	0.422	276	359	1.1	0.7	9.636	A

D3 - 2031 | Opening Year | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	21.74	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		21.74	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Opening Year	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Frome Road (N)		ONE HOUR	✓	429	100.000
B - Junction Road		ONE HOUR	✓	423	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	436	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A363 Frome Road (N)	**B - Junction Road**	**C - B3109 Frome Road (S)**
From	**A - A363 Frome Road (N)**	1	14	414
	B - Junction Road	395	1	27
	C - B3109 Frome Road (S)	430	5	1

Proportions

		To		
		A - A363 Frome Road (N)	**B - Junction Road**	**C - B3109 Frome Road (S)**
From	**A - A363 Frome Road (N)**	0.00	0.03	0.97
	B - Junction Road	0.93	0.00	0.06
	C - B3109 Frome Road (S)	0.99	0.01	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A363 Frome Road (N)	**B - Junction Road**	**C - B3109 Frome Road (S)**
From	**A - A363 Frome Road (N)**	0	0	5
	B - Junction Road	2	0	4
	C - B3109 Frome Road (S)	4	0	0

Average PCU Per Veh

		To		
		A - A363 Frome Road (N)	**B - Junction Road**	**C - B3109 Frome Road (S)**
From	**A - A363 Frome Road (N)**	1.000	1.000	1.050
	B - Junction Road	1.020	1.000	1.040
	C - B3109 Frome Road (S)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A363 Frome Road (N)	323	339
	B - Junction Road	318	325
	C - B3109 Frome Road (S)	328	341
08:00-08:15	A - A363 Frome Road (N)	386	404
	B - Junction Road	380	388
	C - B3109 Frome Road (S)	392	407
08:15-08:30	A - A363 Frome Road (N)	472	495
	B - Junction Road	466	476
	C - B3109 Frome Road (S)	480	499
08:30-08:45	A - A363 Frome Road (N)	472	495
	B - Junction Road	466	476
	C - B3109 Frome Road (S)	480	499
08:45-09:00	A - A363 Frome Road (N)	386	404
	B - Junction Road	380	388
	C - B3109 Frome Road (S)	392	407
09:00-09:15	A - A363 Frome Road (N)	323	339
	B - Junction Road	318	325
	C - B3109 Frome Road (S)	328	341

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Frome Road (N)	0.58	10.38	1.3	B	394	590
B - Junction Road	0.68	16.22	2.0	C	388	582
C - B3109 Frome Road (S)	0.84	38.27	4.8	E	400	600

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	323	81	5	820	0.394	320	615	0.0	0.6	7.168	A
B - Junction Road	318	80	311	798	0.399	316	15	0.0	0.7	7.434	A
C - B3109 Frome Road (S)	328	82	296	631	0.520	324	330	0.0	1.1	11.583	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	386	96	6	820	0.471	385	738	0.6	0.9	8.260	A
B - Junction Road	380	95	373	751	0.507	379	18	0.7	1.0	9.645	A
C - B3109 Frome Road (S)	392	98	356	605	0.648	389	396	1.1	1.8	16.488	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	472	118	8	819	0.577	471	896	0.9	1.3	10.278	B
B - Junction Road	466	116	456	688	0.677	462	22	1.0	2.0	15.635	C
C - B3109 Frome Road (S)	480	120	433	570	0.842	470	485	1.8	4.4	32.840	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	472	118	8	819	0.577	472	908	1.3	1.3	10.384	B
B - Junction Road	466	116	458	687	0.678	466	22	2.0	2.0	16.221	C
C - B3109 Frome Road (S)	480	120	437	569	0.844	478	487	4.4	4.8	38.274	E

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	386	96	6	819	0.471	387	757	1.3	0.9	8.367	A
B - Junction Road	380	95	376	749	0.508	384	18	2.0	1.1	9.982	A
C - B3109 Frome Road (S)	392	98	361	602	0.651	403	399	4.8	2.0	18.996	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	323	81	5	820	0.394	324	627	0.9	0.7	7.269	A
B - Junction Road	318	80	314	795	0.401	320	15	1.1	0.7	7.605	A
C - B3109 Frome Road (S)	328	82	300	629	0.522	332	334	2.0	1.1	12.235	B

D4 - 2031 | Opening Year | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	15.57	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		15.57	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Opening Year	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Frome Road (N)		ONE HOUR	✓	494	100.000
B - Junction Road		ONE HOUR	✓	367	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	382	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A363 Frome Road (N)	**B - Junction Road**	**C - B3109 Frome Road (S)**
From	**A - A363 Frome Road (N)**	0	13	481
	B - Junction Road	351	0	16
	C - B3109 Frome Road (S)	367	14	1

Proportions

		To		
		A - A363 Frome Road (N)	**B - Junction Road**	**C - B3109 Frome Road (S)**
From	**A - A363 Frome Road (N)**	0.00	0.03	0.97
	B - Junction Road	0.96	0.00	0.04
	C - B3109 Frome Road (S)	0.96	0.04	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A363 Frome Road (N)	**B - Junction Road**	**C - B3109 Frome Road (S)**
From	**A - A363 Frome Road (N)**	0	0	2
	B - Junction Road	1	0	0
	C - B3109 Frome Road (S)	4	0	0

Average PCU Per Veh

		To		
		A - A363 Frome Road (N)	**B - Junction Road**	**C - B3109 Frome Road (S)**
From	**A - A363 Frome Road (N)**	1.000	1.000	1.020
	B - Junction Road	1.010	1.000	1.000
	C - B3109 Frome Road (S)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A363 Frome Road (N)	372	379
	B - Junction Road	276	279
	C - B3109 Frome Road (S)	288	299
17:00-17:15	A - A363 Frome Road (N)	444	453
	B - Junction Road	330	333
	C - B3109 Frome Road (S)	343	357
17:15-17:30	A - A363 Frome Road (N)	544	554
	B - Junction Road	404	408
	C - B3109 Frome Road (S)	421	437
17:30-17:45	A - A363 Frome Road (N)	544	554
	B - Junction Road	404	408
	C - B3109 Frome Road (S)	421	437
17:45-18:00	A - A363 Frome Road (N)	444	453
	B - Junction Road	330	333
	C - B3109 Frome Road (S)	343	357
18:00-18:15	A - A363 Frome Road (N)	372	379
	B - Junction Road	276	279
	C - B3109 Frome Road (S)	288	299

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Frome Road (N)	0.65	12.27	1.8	B	453	680
B - Junction Road	0.62	14.55	1.6	B	337	505
C - B3109 Frome Road (S)	0.71	20.71	2.3	C	351	526

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	372	93	11	840	0.443	369	535	0.0	0.8	7.592	A
B - Junction Road	276	69	360	777	0.356	274	20	0.0	0.5	7.127	A
C - B3109 Frome Road (S)	288	72	262	648	0.444	284	372	0.0	0.8	9.829	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	444	111	13	839	0.530	443	643	0.8	1.1	9.065	A
B - Junction Road	330	82	432	724	0.456	329	24	0.5	0.8	9.087	A
C - B3109 Frome Road (S)	343	86	314	625	0.550	342	446	0.8	1.2	12.646	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	544	136	16	837	0.650	541	784	1.1	1.8	12.056	B
B - Junction Road	404	101	528	653	0.619	401	29	0.8	1.6	14.133	B
C - B3109 Frome Road (S)	421	105	384	594	0.708	416	545	1.2	2.3	19.736	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	544	136	17	837	0.650	544	790	1.8	1.8	12.269	B
B - Junction Road	404	101	531	651	0.621	404	30	1.6	1.6	14.546	B
C - B3109 Frome Road (S)	421	105	386	593	0.709	420	548	2.3	2.3	20.706	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	444	111	14	838	0.530	447	652	1.8	1.1	9.254	A
B - Junction Road	330	82	436	721	0.458	333	25	1.6	0.9	9.346	A
C - B3109 Frome Road (S)	343	86	318	623	0.551	348	450	2.3	1.3	13.272	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	372	93	11	840	0.443	373	543	1.1	0.8	7.739	A
B - Junction Road	276	69	364	774	0.357	277	20	0.9	0.6	7.271	A
C - B3109 Frome Road (S)	288	72	265	646	0.445	289	376	1.3	0.8	10.135	B

D5 - 2031 | Opening Year + CD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	25.44	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		25.44	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Opening Year + CD	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Frome Road (N)		ONE HOUR	✓	429	100.000
B - Junction Road		ONE HOUR	✓	461	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	436	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A363 Frome Road (N)	**B - Junction Road**	**C - B3109 Frome Road (S)**
From	**A - A363 Frome Road (N)**	1	14	414
	B - Junction Road	433	1	27
	C - B3109 Frome Road (S)	430	5	1

Proportions

		To		
		A - A363 Frome Road (N)	**B - Junction Road**	**C - B3109 Frome Road (S)**
From	**A - A363 Frome Road (N)**	0.00	0.03	0.97
	B - Junction Road	0.94	0.00	0.06
	C - B3109 Frome Road (S)	0.99	0.01	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A363 Frome Road (N)	**B - Junction Road**	**C - B3109 Frome Road (S)**
From	**A - A363 Frome Road (N)**	0	0	5
	B - Junction Road	2	0	4
	C - B3109 Frome Road (S)	4	0	0

Average PCU Per Veh

		To		
		A - A363 Frome Road (N)	**B - Junction Road**	**C - B3109 Frome Road (S)**
From	**A - A363 Frome Road (N)**	1.000	1.000	1.050
	B - Junction Road	1.020	1.000	1.040
	C - B3109 Frome Road (S)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A363 Frome Road (N)	323	339
	B - Junction Road	347	354
	C - B3109 Frome Road (S)	328	341
08:00-08:15	A - A363 Frome Road (N)	386	404
	B - Junction Road	414	423
	C - B3109 Frome Road (S)	392	407
08:15-08:30	A - A363 Frome Road (N)	472	495
	B - Junction Road	508	518
	C - B3109 Frome Road (S)	480	499
08:30-08:45	A - A363 Frome Road (N)	472	495
	B - Junction Road	508	518
	C - B3109 Frome Road (S)	480	499
08:45-09:00	A - A363 Frome Road (N)	386	404
	B - Junction Road	414	423
	C - B3109 Frome Road (S)	392	407
09:00-09:15	A - A363 Frome Road (N)	323	339
	B - Junction Road	347	354
	C - B3109 Frome Road (S)	328	341

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Frome Road (N)	0.58	10.38	1.3	B	394	590
B - Junction Road	0.74	19.91	2.7	C	423	635
C - B3109 Frome Road (S)	0.87	46.13	5.7	E	400	600

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	323	81	5	820	0.394	320	643	0.0	0.6	7.168	A
B - Junction Road	347	87	311	798	0.435	344	15	0.0	0.8	7.885	A
C - B3109 Frome Road (S)	328	82	325	618	0.531	324	330	0.0	1.1	12.056	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	386	96	6	820	0.471	385	772	0.6	0.9	8.260	A
B - Junction Road	414	104	373	751	0.552	413	18	0.8	1.2	10.591	B
C - B3109 Frome Road (S)	392	98	389	590	0.665	389	396	1.1	1.9	17.648	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	472	118	8	819	0.577	471	933	0.9	1.3	10.278	B
B - Junction Road	508	127	456	688	0.738	502	22	1.2	2.6	18.777	C
C - B3109 Frome Road (S)	480	120	474	552	0.869	467	485	1.9	5.1	37.702	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	472	118	8	819	0.577	472	948	1.3	1.3	10.384	B
B - Junction Road	508	127	458	687	0.739	507	22	2.6	2.7	19.906	C
C - B3109 Frome Road (S)	480	120	479	550	0.873	477	487	5.1	5.7	46.129	E

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	386	96	7	819	0.471	387	796	1.3	0.9	8.366	A
B - Junction Road	414	104	376	749	0.554	420	18	2.7	1.3	11.142	B
C - B3109 Frome Road (S)	392	98	396	586	0.668	406	399	5.7	2.1	21.367	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	323	81	5	820	0.394	324	656	0.9	0.7	7.272	A
B - Junction Road	347	87	314	795	0.437	349	15	1.3	0.8	8.106	A
C - B3109 Frome Road (S)	328	82	329	616	0.533	332	334	2.1	1.2	12.836	B

D6 - 2031 | Opening Year + CD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	16.74	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		16.74	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Opening Year + CD	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Frome Road (N)		ONE HOUR	✓	494	100.000
B - Junction Road		ONE HOUR	✓	396	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	382	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - A363 Frome Road (N)	**B - Junction Road**	**C - B3109 Frome Road (S)**
From	**A - A363 Frome Road (N)**	0	13	481
	B - Junction Road	380	0	16
	C - B3109 Frome Road (S)	367	14	1

Proportions

		To		
		A - A363 Frome Road (N)	**B - Junction Road**	**C - B3109 Frome Road (S)**
From	**A - A363 Frome Road (N)**	0.00	0.03	0.97
	B - Junction Road	0.96	0.00	0.04
	C - B3109 Frome Road (S)	0.96	0.04	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - A363 Frome Road (N)	**B - Junction Road**	**C - B3109 Frome Road (S)**
From	**A - A363 Frome Road (N)**	0	0	2
	B - Junction Road	1	0	0
	C - B3109 Frome Road (S)	4	0	0

Average PCU Per Veh

		To		
		A - A363 Frome Road (N)	**B - Junction Road**	**C - B3109 Frome Road (S)**
From	**A - A363 Frome Road (N)**	1.000	1.000	1.020
	B - Junction Road	1.010	1.000	1.000
	C - B3109 Frome Road (S)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A363 Frome Road (N)	372	379
	B - Junction Road	298	301
	C - B3109 Frome Road (S)	288	299
17:00-17:15	A - A363 Frome Road (N)	444	453
	B - Junction Road	356	359
	C - B3109 Frome Road (S)	343	357
17:15-17:30	A - A363 Frome Road (N)	544	554
	B - Junction Road	436	440
	C - B3109 Frome Road (S)	421	437
17:30-17:45	A - A363 Frome Road (N)	544	554
	B - Junction Road	436	440
	C - B3109 Frome Road (S)	421	437
17:45-18:00	A - A363 Frome Road (N)	444	453
	B - Junction Road	356	359
	C - B3109 Frome Road (S)	343	357
18:00-18:15	A - A363 Frome Road (N)	372	379
	B - Junction Road	298	301
	C - B3109 Frome Road (S)	288	299

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Frome Road (N)	0.65	12.27	1.8	B	453	680
B - Junction Road	0.67	16.69	2.0	C	363	545
C - B3109 Frome Road (S)	0.73	22.48	2.5	C	351	526

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	372	93	11	840	0.443	369	557	0.0	0.8	7.592	A
B - Junction Road	298	75	360	777	0.384	296	20	0.0	0.6	7.441	A
C - B3109 Frome Road (S)	288	72	284	638	0.451	284	372	0.0	0.8	10.084	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	444	111	13	839	0.530	443	669	0.8	1.1	9.065	A
B - Junction Road	356	89	432	724	0.492	355	24	0.6	0.9	9.717	A
C - B3109 Frome Road (S)	343	86	340	613	0.560	342	446	0.8	1.2	13.162	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	544	136	16	837	0.650	541	814	1.1	1.8	12.056	B
B - Junction Road	436	109	528	653	0.668	432	29	0.9	1.9	16.032	C
C - B3109 Frome Road (S)	421	105	415	581	0.724	416	545	1.2	2.4	21.215	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	544	136	16	837	0.650	544	822	1.8	1.8	12.269	B
B - Junction Road	436	109	531	651	0.670	436	30	1.9	2.0	16.686	C
C - B3109 Frome Road (S)	421	105	418	579	0.726	420	548	2.4	2.5	22.478	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	444	111	14	838	0.530	447	680	1.8	1.1	9.253	A
B - Junction Road	356	89	436	721	0.494	360	25	2.0	1.0	10.077	B
C - B3109 Frome Road (S)	343	86	345	611	0.562	348	450	2.5	1.3	13.931	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	372	93	11	840	0.443	373	566	1.1	0.8	7.741	A
B - Junction Road	298	75	364	774	0.385	300	20	1.0	0.6	7.611	A
C - B3109 Frome Road (S)	288	72	287	637	0.452	290	376	1.3	0.8	10.430	B

D7 - 2031 | Opening Year + CD + PD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	33.91	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		33.91	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031	Opening Year + CD + PD	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Frome Road (N)		ONE HOUR	✓	435	100.000
B - Junction Road		ONE HOUR	✓	491	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	451	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	1	14	420
	B - Junction Road	463	1	27
	C - B3109 Frome Road (S)	445	5	1

Proportions

	To			
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	0.00	0.03	0.97
	B - Junction Road	0.94	0.00	0.05
	C - B3109 Frome Road (S)	0.99	0.01	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	0	0	5
	B - Junction Road	2	0	4
	C - B3109 Frome Road (S)	4	0	0

Average PCU Per Veh

	To			
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	1.000	1.000	1.050
	B - Junction Road	1.020	1.000	1.040
	C - B3109 Frome Road (S)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A363 Frome Road (N)	327	343
	B - Junction Road	370	377
	C - B3109 Frome Road (S)	340	353
08:00-08:15	A - A363 Frome Road (N)	391	410
	B - Junction Road	441	451
	C - B3109 Frome Road (S)	405	421
08:15-08:30	A - A363 Frome Road (N)	479	502
	B - Junction Road	541	552
	C - B3109 Frome Road (S)	497	516
08:30-08:45	A - A363 Frome Road (N)	479	502
	B - Junction Road	541	552
	C - B3109 Frome Road (S)	497	516
08:45-09:00	A - A363 Frome Road (N)	391	410
	B - Junction Road	441	451
	C - B3109 Frome Road (S)	405	421
09:00-09:15	A - A363 Frome Road (N)	327	343
	B - Junction Road	370	377
	C - B3109 Frome Road (S)	340	353

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Frome Road (N)	0.58	10.58	1.4	B	399	599
B - Junction Road	0.79	24.97	3.6	C	451	676
C - B3109 Frome Road (S)	0.93	66.16	8.5	F	414	621

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	327	82	5	820	0.399	325	676	0.0	0.7	7.232	A
B - Junction Road	370	92	315	794	0.465	366	15	0.0	0.9	8.346	A
C - B3109 Frome Road (S)	340	85	347	608	0.558	335	335	0.0	1.2	12.931	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	391	98	6	820	0.477	390	811	0.7	0.9	8.362	A
B - Junction Road	441	110	378	747	0.591	439	18	0.9	1.4	11.621	B
C - B3109 Frome Road (S)	405	101	416	578	0.702	402	402	1.2	2.2	19.972	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	479	120	7	819	0.585	477	975	0.9	1.4	10.470	B
B - Junction Road	541	135	463	683	0.791	533	22	1.4	3.4	22.771	C
C - B3109 Frome Road (S)	497	124	504	539	0.922	478	491	2.2	6.9	48.390	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	479	120	8	819	0.585	479	994	1.4	1.4	10.583	B
B - Junction Road	541	135	465	682	0.793	540	22	3.4	3.6	24.975	C
C - B3109 Frome Road (S)	497	124	511	536	0.927	490	493	6.9	8.5	66.164	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	391	98	7	819	0.477	393	848	1.4	0.9	8.479	A
B - Junction Road	441	110	381	745	0.593	450	18	3.6	1.5	12.529	B
C - B3109 Frome Road (S)	405	101	426	573	0.707	429	405	8.5	2.6	28.166	D

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	327	82	5	820	0.399	329	692	0.9	0.7	7.338	A
B - Junction Road	370	92	319	792	0.467	372	15	1.5	0.9	8.629	A
C - B3109 Frome Road (S)	340	85	352	606	0.560	345	338	2.6	1.3	14.035	B

D8 - 2031 | Opening Year + CD + PD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	18.49	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		18.49	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031	Opening Year + CD + PD	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Frome Road (N)		ONE HOUR	✓	507	100.000
B - Junction Road		ONE HOUR	✓	412	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	390	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	0	13	494
	B - Junction Road	396	0	16
	C - B3109 Frome Road (S)	375	14	1

Proportions

	To			
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	0.00	0.03	0.97
	B - Junction Road	0.96	0.00	0.04
	C - B3109 Frome Road (S)	0.96	0.04	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	0	0	2
	B - Junction Road	1	0	0
	C - B3109 Frome Road (S)	4	0	0

Average PCU Per Veh

	To			
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	1.000	1.000	1.020
	B - Junction Road	1.010	1.000	1.000
	C - B3109 Frome Road (S)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A363 Frome Road (N)	382	389
	B - Junction Road	310	313
	C - B3109 Frome Road (S)	294	305
17:00-17:15	A - A363 Frome Road (N)	456	465
	B - Junction Road	370	374
	C - B3109 Frome Road (S)	351	364
17:15-17:30	A - A363 Frome Road (N)	558	569
	B - Junction Road	454	458
	C - B3109 Frome Road (S)	429	446
17:30-17:45	A - A363 Frome Road (N)	558	569
	B - Junction Road	454	458
	C - B3109 Frome Road (S)	429	446
17:45-18:00	A - A363 Frome Road (N)	456	465
	B - Junction Road	370	374
	C - B3109 Frome Road (S)	351	364
18:00-18:15	A - A363 Frome Road (N)	382	389
	B - Junction Road	310	313
	C - B3109 Frome Road (S)	294	305

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Frome Road (N)	0.67	12.89	2.0	B	465	698
B - Junction Road	0.71	19.14	2.3	C	378	567
C - B3109 Frome Road (S)	0.75	24.98	2.9	C	358	537

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	382	95	11	840	0.454	378	575	0.0	0.8	7.747	A
B - Junction Road	310	78	369	770	0.403	308	20	0.0	0.7	7.741	A
C - B3109 Frome Road (S)	294	73	296	633	0.464	290	381	0.0	0.8	10.402	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	456	114	13	839	0.544	454	690	0.8	1.2	9.335	A
B - Junction Road	370	93	444	715	0.518	369	24	0.7	1.0	10.349	B
C - B3109 Frome Road (S)	351	88	355	607	0.577	349	458	0.8	1.3	13.822	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	558	140	16	837	0.667	555	839	1.2	1.9	12.634	B
B - Junction Road	454	113	542	643	0.706	449	29	1.0	2.3	18.145	C
C - B3109 Frome Road (S)	429	107	431	573	0.749	424	559	1.3	2.7	23.230	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	558	140	16	837	0.667	558	848	1.9	2.0	12.894	B
B - Junction Road	454	113	545	640	0.708	453	30	2.3	2.3	19.144	C
C - B3109 Frome Road (S)	429	107	436	572	0.751	429	562	2.7	2.9	24.976	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	456	114	14	838	0.544	459	703	2.0	1.2	9.554	A
B - Junction Road	370	93	448	712	0.520	375	25	2.3	1.1	10.841	B
C - B3109 Frome Road (S)	351	88	361	604	0.580	356	462	2.9	1.4	14.821	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	382	95	11	840	0.455	383	584	1.2	0.8	7.911	A
B - Junction Road	310	78	374	767	0.405	312	20	1.1	0.7	7.947	A
C - B3109 Frome Road (S)	294	73	300	631	0.465	296	386	1.4	0.9	10.802	B

D9 - 2036 | Future Year + CD (Sensitivity Test) | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	21.54	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		21.54	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2036	Future Year + CD (Sensitivity Test)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Frome Road (N)		ONE HOUR	✓	404	100.000
B - Junction Road		ONE HOUR	✓	468	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	411	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	1	13	390
	B - Junction Road	441	1	26
	C - B3109 Frome Road (S)	405	5	1

Proportions

	To			
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	0.00	0.03	0.97
	B - Junction Road	0.94	0.00	0.06
	C - B3109 Frome Road (S)	0.99	0.01	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - A363 Frome Road (N)	B - Junction Road	C - B3109 Frome Road (S)
	A - A363 Frome Road (N)	0	0	5
	B - Junction Road	2	0	4
	C - B3109 Frome Road (S)	4	0	0

Average PCU Per Veh

	To			
From		A - A363 Frome Road (N)	B - Junction Road	C - B3109 Frome Road (S)
	A - A363 Frome Road (N)	1.000	1.000	1.050
	B - Junction Road	1.020	1.000	1.040
	C - B3109 Frome Road (S)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A363 Frome Road (N)	304	319
	B - Junction Road	352	360
	C - B3109 Frome Road (S)	309	322
08:00-08:15	A - A363 Frome Road (N)	363	381
	B - Junction Road	421	430
	C - B3109 Frome Road (S)	369	384
08:15-08:30	A - A363 Frome Road (N)	445	466
	B - Junction Road	515	526
	C - B3109 Frome Road (S)	453	470
08:30-08:45	A - A363 Frome Road (N)	445	466
	B - Junction Road	515	526
	C - B3109 Frome Road (S)	453	470
08:45-09:00	A - A363 Frome Road (N)	363	381
	B - Junction Road	421	430
	C - B3109 Frome Road (S)	369	384
09:00-09:15	A - A363 Frome Road (N)	304	319
	B - Junction Road	352	360
	C - B3109 Frome Road (S)	309	322

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Frome Road (N)	0.54	9.62	1.2	A	371	556
B - Junction Road	0.73	18.67	2.6	C	429	644
C - B3109 Frome Road (S)	0.83	36.57	4.3	E	377	566

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	304	76	5	820	0.371	302	631	0.0	0.6	6.915	A
B - Junction Road	352	88	293	811	0.434	349	14	0.0	0.8	7.747	A
C - B3109 Frome Road (S)	309	77	331	616	0.503	305	312	0.0	1.0	11.467	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	363	91	6	820	0.443	362	757	0.6	0.8	7.860	A
B - Junction Road	421	105	352	767	0.549	419	17	0.8	1.2	10.295	B
C - B3109 Frome Road (S)	369	92	397	586	0.630	367	374	1.0	1.6	16.202	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	445	111	8	819	0.543	443	918	0.8	1.2	9.545	A
B - Junction Road	515	129	430	708	0.728	510	21	1.2	2.5	17.734	C
C - B3109 Frome Road (S)	453	113	483	548	0.825	443	457	1.6	4.0	31.748	D

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	445	111	8	819	0.543	445	931	1.2	1.2	9.622	A
B - Junction Road	515	129	432	707	0.729	515	21	2.5	2.6	18.667	C
C - B3109 Frome Road (S)	453	113	487	546	0.828	451	459	4.0	4.3	36.568	E

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	363	91	6	819	0.443	365	776	1.2	0.8	7.942	A
B - Junction Road	421	105	354	765	0.550	426	17	2.6	1.3	10.777	B
C - B3109 Frome Road (S)	369	92	403	583	0.633	380	377	4.3	1.8	18.436	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	304	76	5	820	0.371	305	642	0.8	0.6	6.999	A
B - Junction Road	352	88	296	809	0.436	354	14	1.3	0.8	7.953	A
C - B3109 Frome Road (S)	309	77	335	614	0.504	312	315	1.8	1.0	12.073	B

D10 - 2036 | Future Year + CD (Sensitivity Test) | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	15.67	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		15.67	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2036	Future Year + CD (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Frome Road (N)		ONE HOUR	✓	470	100.000
B - Junction Road		ONE HOUR	✓	407	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	364	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A363 Frome Road (N)	B - Junction Road	C - B3109 Frome Road (S)
	A - A363 Frome Road (N)	0	12	458
	B - Junction Road	392	0	15
	C - B3109 Frome Road (S)	350	13	1

Proportions

	To			
From		A - A363 Frome Road (N)	B - Junction Road	C - B3109 Frome Road (S)
	A - A363 Frome Road (N)	0.00	0.03	0.97
	B - Junction Road	0.96	0.00	0.04
	C - B3109 Frome Road (S)	0.96	0.04	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - A363 Frome Road (N)	B - Junction Road	C - B3109 Frome Road (S)
	A - A363 Frome Road (N)	0	0	2
	B - Junction Road	1	0	0
	C - B3109 Frome Road (S)	4	0	0

Average PCU Per Veh

	To			
From		A - A363 Frome Road (N)	B - Junction Road	C - B3109 Frome Road (S)
	A - A363 Frome Road (N)	1.000	1.000	1.020
	B - Junction Road	1.010	1.000	1.000
	C - B3109 Frome Road (S)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A363 Frome Road (N)	354	361
	B - Junction Road	306	309
	C - B3109 Frome Road (S)	274	285
17:00-17:15	A - A363 Frome Road (N)	423	431
	B - Junction Road	366	369
	C - B3109 Frome Road (S)	327	340
17:15-17:30	A - A363 Frome Road (N)	517	528
	B - Junction Road	448	452
	C - B3109 Frome Road (S)	401	416
17:30-17:45	A - A363 Frome Road (N)	517	528
	B - Junction Road	448	452
	C - B3109 Frome Road (S)	401	416
17:45-18:00	A - A363 Frome Road (N)	423	431
	B - Junction Road	366	369
	C - B3109 Frome Road (S)	327	340
18:00-18:15	A - A363 Frome Road (N)	354	361
	B - Junction Road	306	309
	C - B3109 Frome Road (S)	274	285

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Frome Road (N)	0.62	11.24	1.6	B	431	647
B - Junction Road	0.67	16.19	2.0	C	373	560
C - B3109 Frome Road (S)	0.70	20.71	2.2	C	334	501

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	354	88	10	840	0.421	351	553	0.0	0.7	7.315	A
B - Junction Road	306	77	343	790	0.388	304	19	0.0	0.6	7.375	A
C - B3109 Frome Road (S)	274	69	293	634	0.432	271	354	0.0	0.7	9.834	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	423	106	13	839	0.504	421	664	0.7	1.0	8.598	A
B - Junction Road	366	91	412	739	0.495	365	22	0.6	1.0	9.580	A
C - B3109 Frome Road (S)	327	82	351	609	0.538	326	425	0.7	1.1	12.650	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	517	129	15	838	0.618	515	809	1.0	1.6	11.086	B
B - Junction Road	448	112	503	671	0.668	444	27	1.0	1.9	15.604	C
C - B3109 Frome Road (S)	401	100	428	575	0.697	397	519	1.1	2.2	19.744	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	517	129	15	837	0.618	517	816	1.6	1.6	11.238	B
B - Junction Road	448	112	505	670	0.669	448	28	1.9	2.0	16.192	C
C - B3109 Frome Road (S)	401	100	431	573	0.699	400	522	2.2	2.2	20.711	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	423	106	13	839	0.504	425	675	1.6	1.0	8.738	A
B - Junction Road	366	91	415	736	0.497	370	23	2.0	1.0	9.916	A
C - B3109 Frome Road (S)	327	82	356	606	0.540	331	428	2.2	1.2	13.273	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	354	88	11	840	0.421	355	562	1.0	0.7	7.437	A
B - Junction Road	306	77	347	787	0.389	308	19	1.0	0.6	7.538	A
C - B3109 Frome Road (S)	274	69	297	633	0.433	276	358	1.2	0.8	10.134	B

D11 - 2036 | Future Year + CD + PD (Sensitivity Test) | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	27.63	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		27.63	D

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2036	Future Year + CD + PD (Sensitivity Test)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Frome Road (N)		ONE HOUR	✓	410	100.000
B - Junction Road		ONE HOUR	✓	498	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	426	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	1	13	396
	B - Junction Road	471	1	26
	C - B3109 Frome Road (S)	420	5	1

Proportions

	To			
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	0.00	0.03	0.97
	B - Junction Road	0.95	0.00	0.05
	C - B3109 Frome Road (S)	0.99	0.01	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - A363 Frome Road (N)	B - Junction Road	C - B3109 Frome Road (S)
	A - A363 Frome Road (N)	0	0	5
	B - Junction Road	2	0	4
	C - B3109 Frome Road (S)	4	0	0

Average PCU Per Veh

	To			
From		A - A363 Frome Road (N)	B - Junction Road	C - B3109 Frome Road (S)
	A - A363 Frome Road (N)	1.000	1.000	1.050
	B - Junction Road	1.020	1.000	1.040
	C - B3109 Frome Road (S)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - A363 Frome Road (N)	309	324
	B - Junction Road	375	383
	C - B3109 Frome Road (S)	321	333
08:00-08:15	A - A363 Frome Road (N)	369	386
	B - Junction Road	448	457
	C - B3109 Frome Road (S)	383	398
08:15-08:30	A - A363 Frome Road (N)	451	473
	B - Junction Road	548	560
	C - B3109 Frome Road (S)	469	488
08:30-08:45	A - A363 Frome Road (N)	451	473
	B - Junction Road	548	560
	C - B3109 Frome Road (S)	469	488
08:45-09:00	A - A363 Frome Road (N)	369	386
	B - Junction Road	448	457
	C - B3109 Frome Road (S)	383	398
09:00-09:15	A - A363 Frome Road (N)	309	324
	B - Junction Road	375	383
	C - B3109 Frome Road (S)	321	333

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Frome Road (N)	0.55	9.80	1.2	A	376	564
B - Junction Road	0.78	23.09	3.4	C	457	685
C - B3109 Frome Road (S)	0.88	50.16	6.1	F	391	586

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	309	77	5	820	0.376	306	664	0.0	0.6	6.974	A
B - Junction Road	375	94	297	808	0.464	372	14	0.0	0.9	8.190	A
C - B3109 Frome Road (S)	321	80	353	606	0.529	316	316	0.0	1.1	12.261	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	369	92	6	820	0.450	368	797	0.6	0.8	7.952	A
B - Junction Road	448	112	357	763	0.587	446	17	0.9	1.4	11.268	B
C - B3109 Frome Road (S)	383	96	423	575	0.666	380	379	1.1	1.9	18.171	C

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	451	113	8	819	0.551	450	962	0.8	1.2	9.712	A
B - Junction Road	548	137	437	703	0.780	541	21	1.4	3.2	21.307	C
C - B3109 Frome Road (S)	469	117	514	534	0.878	456	464	1.9	5.3	40.047	E

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	451	113	8	819	0.551	451	978	1.2	1.2	9.795	A
B - Junction Road	548	137	438	702	0.781	548	21	3.2	3.4	23.087	C
C - B3109 Frome Road (S)	469	117	520	532	0.882	466	466	5.3	6.1	50.159	F

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	369	92	7	819	0.450	370	825	1.2	0.8	8.040	A
B - Junction Road	448	112	359	761	0.588	455	17	3.4	1.5	12.046	B
C - B3109 Frome Road (S)	383	96	432	571	0.671	399	382	6.1	2.2	22.561	C

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	309	77	5	820	0.376	310	678	0.8	0.6	7.063	A
B - Junction Road	375	94	300	805	0.466	377	14	1.5	0.9	8.455	A
C - B3109 Frome Road (S)	321	80	358	603	0.532	325	319	2.2	1.2	13.098	B

D12 - 2036 | Future Year + CD + PD (Sensitivity Test) | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	17.24	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		17.24	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2036	Future Year + CD + PD (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A363 Frome Road (N)		ONE HOUR	✓	483	100.000
B - Junction Road		ONE HOUR	✓	423	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	372	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	0	12	471
	B - Junction Road	408	0	15
	C - B3109 Frome Road (S)	358	13	1

Proportions

		To		
From		**A - A363 Frome Road (N)**	**B - Junction Road**	**C - B3109 Frome Road (S)**
	A - A363 Frome Road (N)	0.00	0.02	0.98
	B - Junction Road	0.96	0.00	0.04
	C - B3109 Frome Road (S)	0.96	0.03	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - A363 Frome Road (N)	B - Junction Road	C - B3109 Frome Road (S)
	A - A363 Frome Road (N)	0	0	2
	B - Junction Road	1	0	0
	C - B3109 Frome Road (S)	4	0	0

Average PCU Per Veh

	To			
From		A - A363 Frome Road (N)	B - Junction Road	C - B3109 Frome Road (S)
	A - A363 Frome Road (N)	1.000	1.000	1.020
	B - Junction Road	1.010	1.000	1.000
	C - B3109 Frome Road (S)	1.040	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - A363 Frome Road (N)	364	371
	B - Junction Road	318	322
	C - B3109 Frome Road (S)	280	291
17:00-17:15	A - A363 Frome Road (N)	434	443
	B - Junction Road	380	384
	C - B3109 Frome Road (S)	334	347
17:15-17:30	A - A363 Frome Road (N)	532	542
	B - Junction Road	466	470
	C - B3109 Frome Road (S)	410	425
17:30-17:45	A - A363 Frome Road (N)	532	542
	B - Junction Road	466	470
	C - B3109 Frome Road (S)	410	425
17:45-18:00	A - A363 Frome Road (N)	434	443
	B - Junction Road	380	384
	C - B3109 Frome Road (S)	334	347
18:00-18:15	A - A363 Frome Road (N)	364	371
	B - Junction Road	318	322
	C - B3109 Frome Road (S)	280	291

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - A363 Frome Road (N)	0.64	11.76	1.7	B	443	665
B - Junction Road	0.71	18.51	2.3	C	388	582
C - B3109 Frome Road (S)	0.72	22.84	2.5	C	341	512

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	364	91	10	840	0.433	361	571	0.0	0.8	7.459	A
B - Junction Road	318	80	352	783	0.407	316	19	0.0	0.7	7.668	A
C - B3109 Frome Road (S)	280	70	305	629	0.445	277	364	0.0	0.8	10.136	B

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	434	109	13	839	0.517	433	686	0.8	1.1	8.838	A
B - Junction Road	380	95	423	730	0.521	379	22	0.7	1.1	10.193	B
C - B3109 Frome Road (S)	334	84	365	602	0.555	333	437	0.8	1.2	13.261	B

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	532	133	15	838	0.635	529	834	1.1	1.7	11.580	B
B - Junction Road	466	116	517	661	0.705	461	27	1.1	2.2	17.608	C
C - B3109 Frome Road (S)	410	102	445	568	0.722	405	534	1.2	2.4	21.502	C

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	532	133	15	837	0.635	532	843	1.7	1.7	11.760	B
B - Junction Road	466	116	520	659	0.707	465	28	2.2	2.3	18.507	C
C - B3109 Frome Road (S)	410	102	449	566	0.724	409	536	2.4	2.5	22.835	C

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	434	109	13	839	0.518	437	698	1.7	1.1	9.004	A
B - Junction Road	380	95	427	728	0.523	385	23	2.3	1.1	10.651	B
C - B3109 Frome Road (S)	334	84	371	600	0.558	339	440	2.5	1.3	14.064	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - A363 Frome Road (N)	364	91	11	840	0.433	365	580	1.1	0.8	7.596	A
B - Junction Road	318	80	357	779	0.409	320	19	1.1	0.7	7.866	A
C - B3109 Frome Road (S)	280	70	309	627	0.447	282	368	1.3	0.8	10.483	B

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.0.2307
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Filename: J4 - B3109 Frome Road_Moulton Drive Roundabout.j11
Path: C:\Users\LloydHughes\Cotswold Transport Planning Ltd\Project 2025 - 250372 - Trowbridge Road, Bradford on Avon\06 Calculations\Junction Modelling\April 2026
Report generation date: 02/04/2026 14:42:17

»D1 - 2026 | Base | AM
»D2 - 2026 | Base | PM
»D3 - 2031 | Opening Year | AM
»D4 - 2031 | Opening Year | PM
»D5 - 2031 | Opening Year + CD | AM
»D6 - 2031 | Opening Year + CD | PM
»D7 - 2031 | Opening Year + CD + PD | AM
»D8 - 2031 | Opening Year + CD + PD | PM
»D9 - 2036 | Future Year + CD (Sensitivity Test) | AM
»D10 - 2036 | Future Year + CD (Sensitivity Test) | PM
»D11 - 2036 | Future Year + CD + PD (Sensitivity Test) | AM
»D12 - 2036 | Future Year + CD + PD (Sensitivity Test) | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	2026 - Base					
A - B3109 Frome Road (N)	1.2	10.72	0.56	1.7	12.53	0.64
B - Moulton Drive	0.3	6.56	0.23	0.5	7.52	0.32
C - B3109 Frome Road (S)	1.0	7.84	0.49	0.7	6.58	0.40
	2031 - Opening Year					
A - B3109 Frome Road (N)	1.4	11.47	0.58	2.4	15.50	0.71
B - Moulton Drive	0.3	6.76	0.24	0.5	8.20	0.35
C - B3109 Frome Road (S)	1.1	8.25	0.52	0.7	6.83	0.42
	2031 - Opening Year + CD					
A - B3109 Frome Road (N)	1.4	11.47	0.58	2.4	15.50	0.71
B - Moulton Drive	0.3	6.76	0.24	0.5	8.20	0.35
C - B3109 Frome Road (S)	1.1	8.25	0.52	0.7	6.83	0.42
	2031 - Opening Year + CD + PD					
A - B3109 Frome Road (N)	1.5	11.90	0.60	2.7	17.44	0.74
B - Moulton Drive	0.4	7.31	0.30	0.6	8.62	0.38
C - B3109 Frome Road (S)	1.1	8.61	0.53	0.8	7.18	0.44
	2036 - Future Year + CD (Sensitivity Test)					
A - B3109 Frome Road (N)	1.2	10.66	0.55	2.0	13.80	0.67
B - Moulton Drive	0.3	6.60	0.23	0.5	7.79	0.33
C - B3109 Frome Road (S)	0.9	7.71	0.48	0.7	6.64	0.40
	2036 - Future Year + CD + PD (Sensitivity Test)					
A - B3109 Frome Road (N)	1.2	10.82	0.56	2.3	15.32	0.70
B - Moulton Drive	0.4	7.00	0.28	0.6	8.16	0.36
C - B3109 Frome Road (S)	1.0	8.03	0.50	0.7	6.89	0.42

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

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

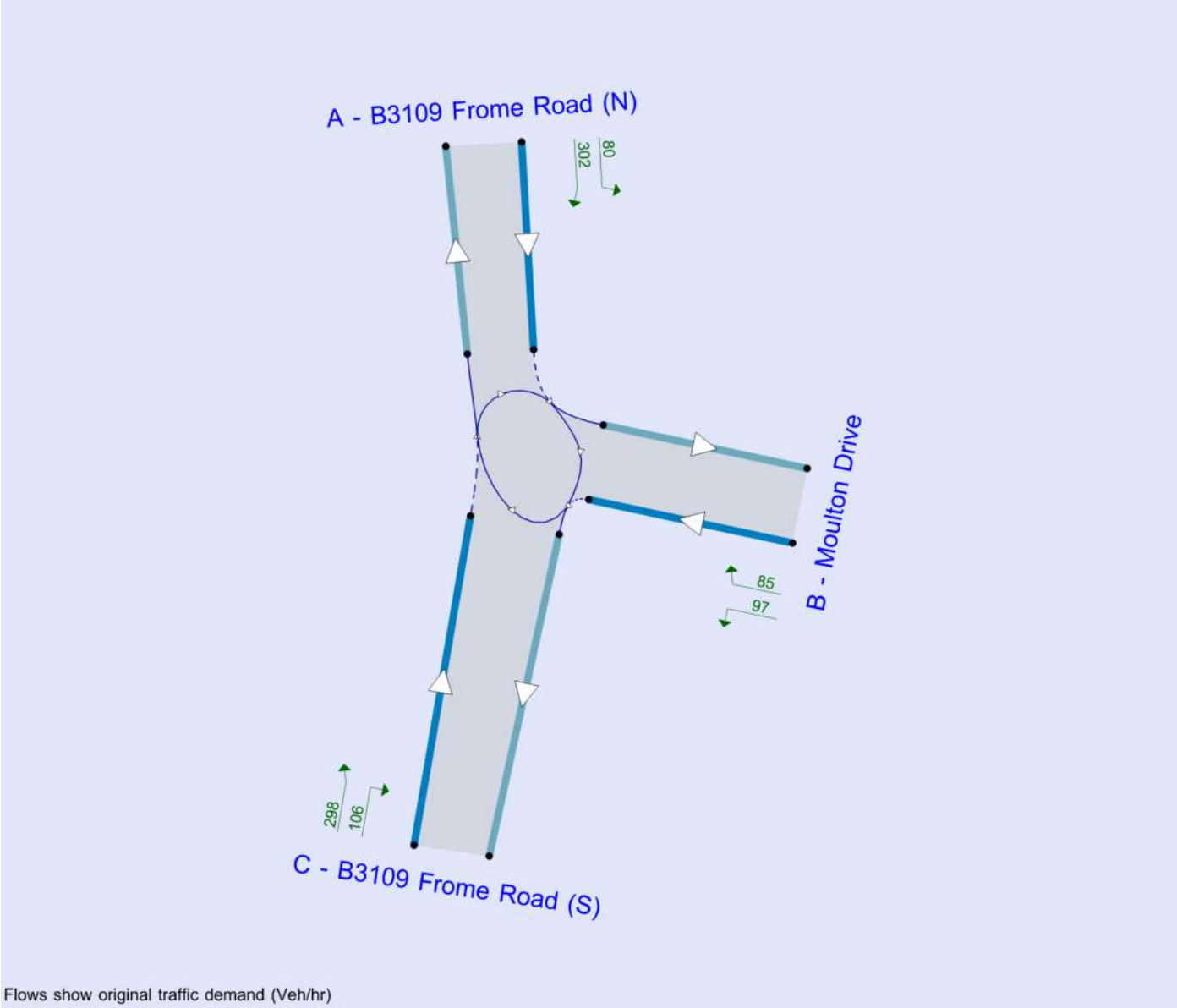
File summary

File Description

Title	
Location	
Site number	
Date	12/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JamesLiverton
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031	Opening Year	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Opening Year	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031	Opening Year + CD	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Opening Year + CD	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031	Opening Year + CD + PD	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031	Opening Year + CD + PD	PM	ONE HOUR	16:45	18:15	15	✓
D9	2036	Future Year + CD (Sensitivity Test)	AM	ONE HOUR	07:45	09:15	15	✓
D10	2036	Future Year + CD (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15	✓
D11	2036	Future Year + CD + PD (Sensitivity Test)	AM	ONE HOUR	07:45	09:15	15	✓
D12	2036	Future Year + CD + PD (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2026 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	8.84	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		8.84	A

Arms

Arms

Arm	Name	Description
A	B3109 Frome Road (N)	
B	Moulton Drive	
C	B3109 Frome Road (S)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A - B3109 Frome Road (N)	2.20	2.20	4.70	1.5	9.40	6.98	0.0	
B - Moulton Drive	3.38	3.38	4.43	2.9	8.94	6.35	0.0	
C - B3109 Frome Road (S)	2.85	2.85	3.54	45.0	12.65	11.57	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - B3109 Frome Road (N)	0.575	865
B - Moulton Drive	0.623	955
C - B3109 Frome Road (S)	0.614	999

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3109 Frome Road (N)		ONE HOUR	✓	383	100.000
B - Moulton Drive		ONE HOUR	✓	146	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	403	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	0	76	307
	B - Moulton Drive	71	1	74
	C - B3109 Frome Road (S)	303	99	1

Proportions

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	0.00	0.20	0.80
	B - Moulton Drive	0.49	0.01	0.51
	C - B3109 Frome Road (S)	0.75	0.25	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	0	4	6
	B - Moulton Drive	1	0	5
	C - B3109 Frome Road (S)	6	3	0

Average PCU Per Veh

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	1.000	1.040	1.060
	B - Moulton Drive	1.010	1.000	1.050
	C - B3109 Frome Road (S)	1.060	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - B3109 Frome Road (N)	288	304
	B - Moulton Drive	110	113
	C - B3109 Frome Road (S)	303	319
08:00-08:15	A - B3109 Frome Road (N)	344	364
	B - Moulton Drive	131	135
	C - B3109 Frome Road (S)	362	381
08:15-08:30	A - B3109 Frome Road (N)	422	445
	B - Moulton Drive	161	166
	C - B3109 Frome Road (S)	444	467
08:30-08:45	A - B3109 Frome Road (N)	422	445
	B - Moulton Drive	161	166
	C - B3109 Frome Road (S)	444	467
08:45-09:00	A - B3109 Frome Road (N)	344	364
	B - Moulton Drive	131	135
	C - B3109 Frome Road (S)	362	381
09:00-09:15	A - B3109 Frome Road (N)	288	304
	B - Moulton Drive	110	113
	C - B3109 Frome Road (S)	303	319

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B3109 Frome Road (N)	0.56	10.72	1.2	B	351	527
B - Moulton Drive	0.23	6.56	0.3	A	134	201
C - B3109 Frome Road (S)	0.49	7.84	1.0	A	370	555

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	288	72	76	777	0.371	286	280	0.0	0.6	7.298	A
B - Moulton Drive	110	27	230	779	0.141	109	132	0.0	0.2	5.369	A
C - B3109 Frome Road (S)	303	76	54	918	0.331	301	285	0.0	0.5	5.823	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	344	86	91	769	0.448	343	336	0.6	0.8	8.448	A
B - Moulton Drive	131	33	276	750	0.175	131	158	0.2	0.2	5.818	A
C - B3109 Frome Road (S)	362	91	65	911	0.398	362	343	0.5	0.7	6.540	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	422	105	111	757	0.557	420	411	0.8	1.2	10.617	B
B - Moulton Drive	161	40	338	710	0.226	160	193	0.2	0.3	6.545	A
C - B3109 Frome Road (S)	444	111	79	903	0.491	443	419	0.7	1.0	7.801	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	422	105	111	757	0.557	422	412	1.2	1.2	10.725	B
B - Moulton Drive	161	40	339	709	0.227	161	194	0.3	0.3	6.561	A
C - B3109 Frome Road (S)	444	111	79	903	0.492	444	421	1.0	1.0	7.841	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	344	86	91	768	0.448	346	337	1.2	0.8	8.555	A
B - Moulton Drive	131	33	278	748	0.175	132	159	0.3	0.2	5.838	A
C - B3109 Frome Road (S)	362	91	65	911	0.398	363	345	1.0	0.7	6.585	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	288	72	76	777	0.371	289	282	0.8	0.6	7.397	A
B - Moulton Drive	110	27	233	778	0.141	110	133	0.2	0.2	5.394	A
C - B3109 Frome Road (S)	303	76	54	917	0.331	304	288	0.7	0.5	5.877	A

D2 - 2026 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	9.53	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9.53	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3109 Frome Road (N)		ONE HOUR	✓	463	100.000
B - Moulton Drive		ONE HOUR	✓	206	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	325	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B3109 Frome Road (N)	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
From	**A - B3109 Frome Road (N)**	0	117	346
	B - Moulton Drive	101	2	103
	C - B3109 Frome Road (S)	239	86	0

Proportions

		To		
		A - B3109 Frome Road (N)	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
From	**A - B3109 Frome Road (N)**	0.00	0.25	0.75
	B - Moulton Drive	0.49	0.01	0.50
	C - B3109 Frome Road (S)	0.74	0.26	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - B3109 Frome Road (N)	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
From	**A - B3109 Frome Road (N)**	0	0	2
	B - Moulton Drive	0	0	2
	C - B3109 Frome Road (S)	3	2	0

Average PCU Per Veh

		To		
		A - B3109 Frome Road (N)	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
From	**A - B3109 Frome Road (N)**	1.000	1.000	1.020
	B - Moulton Drive	1.000	1.000	1.020
	C - B3109 Frome Road (S)	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - B3109 Frome Road (N)	349	354
	B - Moulton Drive	155	157
	C - B3109 Frome Road (S)	245	251
17:00-17:15	A - B3109 Frome Road (N)	416	422
	B - Moulton Drive	185	187
	C - B3109 Frome Road (S)	292	300
17:15-17:30	A - B3109 Frome Road (N)	510	517
	B - Moulton Drive	227	229
	C - B3109 Frome Road (S)	358	368
17:30-17:45	A - B3109 Frome Road (N)	510	517
	B - Moulton Drive	227	229
	C - B3109 Frome Road (S)	358	368
17:45-18:00	A - B3109 Frome Road (N)	416	422
	B - Moulton Drive	185	187
	C - B3109 Frome Road (S)	292	300
18:00-18:15	A - B3109 Frome Road (N)	349	354
	B - Moulton Drive	155	157
	C - B3109 Frome Road (S)	245	251

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B3109 Frome Road (N)	0.64	12.53	1.7	B	425	637
B - Moulton Drive	0.32	7.52	0.5	A	189	284
C - B3109 Frome Road (S)	0.40	6.58	0.7	A	298	447

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	349	87	66	815	0.428	346	254	0.0	0.7	7.630	A
B - Moulton Drive	155	39	258	783	0.198	154	153	0.0	0.2	5.719	A
C - B3109 Frome Road (S)	245	61	77	927	0.264	243	335	0.0	0.4	5.258	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	416	104	79	807	0.516	415	305	0.7	1.0	9.154	A
B - Moulton Drive	185	46	310	750	0.247	185	184	0.2	0.3	6.366	A
C - B3109 Frome Road (S)	292	73	92	917	0.318	292	403	0.4	0.5	5.750	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	510	127	97	797	0.640	507	374	1.0	1.7	12.310	B
B - Moulton Drive	227	57	379	707	0.321	226	225	0.3	0.5	7.481	A
C - B3109 Frome Road (S)	358	89	113	905	0.395	357	492	0.5	0.6	6.562	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	510	127	97	797	0.640	510	374	1.7	1.7	12.528	B
B - Moulton Drive	227	57	381	706	0.321	227	226	0.5	0.5	7.518	A
C - B3109 Frome Road (S)	358	89	113	905	0.395	358	494	0.6	0.7	6.580	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	416	104	79	807	0.516	419	306	1.7	1.1	9.342	A
B - Moulton Drive	185	46	313	748	0.247	186	185	0.5	0.3	6.407	A
C - B3109 Frome Road (S)	292	73	93	917	0.319	293	406	0.7	0.5	5.772	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	349	87	66	814	0.428	350	256	1.1	0.8	7.773	A
B - Moulton Drive	155	39	261	781	0.199	155	155	0.3	0.2	5.761	A
C - B3109 Frome Road (S)	245	61	78	926	0.264	245	339	0.5	0.4	5.290	A

D3 - 2031 | Opening Year | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	9.35	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Opening Year	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3109 Frome Road (N)		ONE HOUR	✓	400	100.000
B - Moulton Drive		ONE HOUR	✓	152	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	422	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
From		**A - B3109 Frome Road (N)**	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
	A - B3109 Frome Road (N)	0	79	321
	B - Moulton Drive	74	1	77
	C - B3109 Frome Road (S)	317	104	1

Proportions

		To		
From		**A - B3109 Frome Road (N)**	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
	A - B3109 Frome Road (N)	0.00	0.20	0.80
	B - Moulton Drive	0.49	0.01	0.51
	C - B3109 Frome Road (S)	0.75	0.25	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	0	4	6
	B - Moulton Drive	1	0	5
	C - B3109 Frome Road (S)	6	3	0

Average PCU Per Veh

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	1.000	1.040	1.060
	B - Moulton Drive	1.010	1.000	1.050
	C - B3109 Frome Road (S)	1.060	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - B3109 Frome Road (N)	301	318
	B - Moulton Drive	114	118
	C - B3109 Frome Road (S)	318	334
08:00-08:15	A - B3109 Frome Road (N)	360	380
	B - Moulton Drive	137	141
	C - B3109 Frome Road (S)	379	399
08:15-08:30	A - B3109 Frome Road (N)	440	465
	B - Moulton Drive	167	172
	C - B3109 Frome Road (S)	465	489
08:30-08:45	A - B3109 Frome Road (N)	440	465
	B - Moulton Drive	167	172
	C - B3109 Frome Road (S)	465	489
08:45-09:00	A - B3109 Frome Road (N)	360	380
	B - Moulton Drive	137	141
	C - B3109 Frome Road (S)	379	399
09:00-09:15	A - B3109 Frome Road (N)	301	318
	B - Moulton Drive	114	118
	C - B3109 Frome Road (S)	318	334

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B3109 Frome Road (N)	0.58	11.47	1.4	B	367	551
B - Moulton Drive	0.24	6.76	0.3	A	139	209
C - B3109 Frome Road (S)	0.52	8.25	1.1	A	387	581

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	301	75	79	775	0.389	299	292	0.0	0.6	7.519	A
B - Moulton Drive	114	29	240	773	0.148	114	138	0.0	0.2	5.458	A
C - B3109 Frome Road (S)	318	79	56	916	0.347	316	298	0.0	0.5	5.972	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	360	90	95	766	0.469	359	351	0.6	0.9	8.813	A
B - Moulton Drive	137	34	289	742	0.184	136	165	0.2	0.2	5.947	A
C - B3109 Frome Road (S)	379	95	67	910	0.417	379	358	0.5	0.7	6.768	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	440	110	116	754	0.584	438	429	0.9	1.4	11.327	B
B - Moulton Drive	167	42	353	700	0.239	167	202	0.2	0.3	6.743	A
C - B3109 Frome Road (S)	465	116	82	901	0.516	463	438	0.7	1.0	8.200	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	440	110	117	754	0.584	440	430	1.4	1.4	11.469	B
B - Moulton Drive	167	42	354	699	0.239	167	203	0.3	0.3	6.764	A
C - B3109 Frome Road (S)	465	116	83	901	0.516	465	439	1.0	1.1	8.252	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	360	90	96	766	0.470	362	353	1.4	0.9	8.947	A
B - Moulton Drive	137	34	291	740	0.185	137	166	0.3	0.2	5.973	A
C - B3109 Frome Road (S)	379	95	68	910	0.417	381	360	1.1	0.7	6.825	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	301	75	80	775	0.389	302	295	0.9	0.6	7.638	A
B - Moulton Drive	114	29	243	771	0.148	115	139	0.2	0.2	5.489	A
C - B3109 Frome Road (S)	318	79	57	916	0.347	318	301	0.7	0.5	6.033	A

D4 - 2031 | Opening Year | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	11.25	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.25	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Opening Year	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3109 Frome Road (N)		ONE HOUR	✓	511	100.000
B - Moulton Drive		ONE HOUR	✓	216	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	340	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B3109 Frome Road (N)	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
From	**A - B3109 Frome Road (N)**	0	123	388
	B - Moulton Drive	106	2	108
	C - B3109 Frome Road (S)	250	90	0

Proportions

		To		
		A - B3109 Frome Road (N)	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
From	**A - B3109 Frome Road (N)**	0.00	0.24	0.76
	B - Moulton Drive	0.49	0.01	0.50
	C - B3109 Frome Road (S)	0.74	0.26	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - B3109 Frome Road (N)	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
From	**A - B3109 Frome Road (N)**	0	0	2
	B - Moulton Drive	0	0	2
	C - B3109 Frome Road (S)	3	2	0

Average PCU Per Veh

		To		
		A - B3109 Frome Road (N)	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
From	**A - B3109 Frome Road (N)**	1.000	1.000	1.020
	B - Moulton Drive	1.000	1.000	1.020
	C - B3109 Frome Road (S)	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - B3109 Frome Road (N)	385	391
	B - Moulton Drive	163	164
	C - B3109 Frome Road (S)	256	263
17:00-17:15	A - B3109 Frome Road (N)	459	466
	B - Moulton Drive	194	196
	C - B3109 Frome Road (S)	306	314
17:15-17:30	A - B3109 Frome Road (N)	563	571
	B - Moulton Drive	238	240
	C - B3109 Frome Road (S)	374	385
17:30-17:45	A - B3109 Frome Road (N)	563	571
	B - Moulton Drive	238	240
	C - B3109 Frome Road (S)	374	385
17:45-18:00	A - B3109 Frome Road (N)	459	466
	B - Moulton Drive	194	196
	C - B3109 Frome Road (S)	306	314
18:00-18:15	A - B3109 Frome Road (N)	385	391
	B - Moulton Drive	163	164
	C - B3109 Frome Road (S)	256	263

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B3109 Frome Road (N)	0.71	15.50	2.4	C	469	703
B - Moulton Drive	0.35	8.20	0.5	A	198	297
C - B3109 Frome Road (S)	0.42	6.83	0.7	A	312	468

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	385	96	69	813	0.473	381	266	0.0	0.9	8.278	A
B - Moulton Drive	163	41	289	763	0.213	162	161	0.0	0.3	5.973	A
C - B3109 Frome Road (S)	256	64	81	924	0.277	254	370	0.0	0.4	5.362	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	459	115	83	805	0.571	458	320	0.9	1.3	10.323	B
B - Moulton Drive	194	49	348	727	0.267	194	193	0.3	0.4	6.753	A
C - B3109 Frome Road (S)	306	76	97	915	0.334	305	444	0.4	0.5	5.897	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	563	141	101	794	0.709	559	391	1.3	2.3	15.027	C
B - Moulton Drive	238	59	424	678	0.351	237	236	0.4	0.5	8.146	A
C - B3109 Frome Road (S)	374	94	119	902	0.415	374	543	0.5	0.7	6.794	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	563	141	101	794	0.709	562	392	2.3	2.4	15.502	C
B - Moulton Drive	238	59	427	677	0.352	238	237	0.5	0.5	8.205	A
C - B3109 Frome Road (S)	374	94	119	902	0.415	374	546	0.7	0.7	6.827	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	459	115	83	805	0.571	463	321	2.4	1.4	10.674	B
B - Moulton Drive	194	49	352	724	0.268	195	194	0.5	0.4	6.813	A
C - B3109 Frome Road (S)	306	76	97	914	0.334	306	449	0.7	0.5	5.928	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	385	96	69	812	0.474	387	269	1.4	0.9	8.489	A
B - Moulton Drive	163	41	293	761	0.214	163	162	0.4	0.3	6.029	A
C - B3109 Frome Road (S)	256	64	82	924	0.277	256	375	0.5	0.4	5.399	A

D5 - 2031 | Opening Year + CD | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	9.35	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9.35	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Opening Year + CD	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3109 Frome Road (N)		ONE HOUR	✓	400	100.000
B - Moulton Drive		ONE HOUR	✓	152	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	422	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		**A - B3109 Frome Road (N)**	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
	A - B3109 Frome Road (N)	0	79	321
	B - Moulton Drive	74	1	77
	C - B3109 Frome Road (S)	317	104	1

Proportions

	To			
From		**A - B3109 Frome Road (N)**	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
	A - B3109 Frome Road (N)	0.00	0.20	0.80
	B - Moulton Drive	0.49	0.01	0.51
	C - B3109 Frome Road (S)	0.75	0.25	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	0	4	6
	B - Moulton Drive	1	0	5
	C - B3109 Frome Road (S)	6	3	0

Average PCU Per Veh

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	1.000	1.040	1.060
	B - Moulton Drive	1.010	1.000	1.050
	C - B3109 Frome Road (S)	1.060	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - B3109 Frome Road (N)	301	318
	B - Moulton Drive	114	118
	C - B3109 Frome Road (S)	318	334
08:00-08:15	A - B3109 Frome Road (N)	360	380
	B - Moulton Drive	137	141
	C - B3109 Frome Road (S)	379	399
08:15-08:30	A - B3109 Frome Road (N)	440	465
	B - Moulton Drive	167	172
	C - B3109 Frome Road (S)	465	489
08:30-08:45	A - B3109 Frome Road (N)	440	465
	B - Moulton Drive	167	172
	C - B3109 Frome Road (S)	465	489
08:45-09:00	A - B3109 Frome Road (N)	360	380
	B - Moulton Drive	137	141
	C - B3109 Frome Road (S)	379	399
09:00-09:15	A - B3109 Frome Road (N)	301	318
	B - Moulton Drive	114	118
	C - B3109 Frome Road (S)	318	334

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B3109 Frome Road (N)	0.58	11.47	1.4	B	367	551
B - Moulton Drive	0.24	6.76	0.3	A	139	209
C - B3109 Frome Road (S)	0.52	8.25	1.1	A	387	581

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	301	75	79	775	0.389	299	292	0.0	0.6	7.519	A
B - Moulton Drive	114	29	240	773	0.148	114	138	0.0	0.2	5.458	A
C - B3109 Frome Road (S)	318	79	56	916	0.347	316	298	0.0	0.5	5.972	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	360	90	95	766	0.469	359	351	0.6	0.9	8.813	A
B - Moulton Drive	137	34	289	742	0.184	136	165	0.2	0.2	5.947	A
C - B3109 Frome Road (S)	379	95	67	910	0.417	379	358	0.5	0.7	6.768	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	440	110	116	754	0.584	438	429	0.9	1.4	11.327	B
B - Moulton Drive	167	42	353	700	0.239	167	202	0.2	0.3	6.743	A
C - B3109 Frome Road (S)	465	116	82	901	0.516	463	438	0.7	1.0	8.200	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	440	110	117	754	0.584	440	430	1.4	1.4	11.469	B
B - Moulton Drive	167	42	354	699	0.239	167	203	0.3	0.3	6.764	A
C - B3109 Frome Road (S)	465	116	83	901	0.516	465	439	1.0	1.1	8.252	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	360	90	96	766	0.470	362	353	1.4	0.9	8.947	A
B - Moulton Drive	137	34	291	740	0.185	137	166	0.3	0.2	5.973	A
C - B3109 Frome Road (S)	379	95	68	910	0.417	381	360	1.1	0.7	6.825	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	301	75	80	775	0.389	302	295	0.9	0.6	7.638	A
B - Moulton Drive	114	29	243	771	0.148	115	139	0.2	0.2	5.489	A
C - B3109 Frome Road (S)	318	79	57	916	0.347	318	301	0.7	0.5	6.033	A

D6 - 2031 | Opening Year + CD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	11.25	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.25	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Opening Year + CD	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3109 Frome Road (N)		ONE HOUR	✓	511	100.000
B - Moulton Drive		ONE HOUR	✓	216	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	340	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	0	123	388
	B - Moulton Drive	106	2	108
	C - B3109 Frome Road (S)	250	90	0

Proportions

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	0.00	0.24	0.76
	B - Moulton Drive	0.49	0.01	0.50
	C - B3109 Frome Road (S)	0.74	0.26	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	0	0	2
	B - Moulton Drive	0	0	2
	C - B3109 Frome Road (S)	3	2	0

Average PCU Per Veh

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	1.000	1.000	1.020
	B - Moulton Drive	1.000	1.000	1.020
	C - B3109 Frome Road (S)	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - B3109 Frome Road (N)	385	391
	B - Moulton Drive	163	164
	C - B3109 Frome Road (S)	256	263
17:00-17:15	A - B3109 Frome Road (N)	459	466
	B - Moulton Drive	194	196
	C - B3109 Frome Road (S)	306	314
17:15-17:30	A - B3109 Frome Road (N)	563	571
	B - Moulton Drive	238	240
	C - B3109 Frome Road (S)	374	385
17:30-17:45	A - B3109 Frome Road (N)	563	571
	B - Moulton Drive	238	240
	C - B3109 Frome Road (S)	374	385
17:45-18:00	A - B3109 Frome Road (N)	459	466
	B - Moulton Drive	194	196
	C - B3109 Frome Road (S)	306	314
18:00-18:15	A - B3109 Frome Road (N)	385	391
	B - Moulton Drive	163	164
	C - B3109 Frome Road (S)	256	263

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B3109 Frome Road (N)	0.71	15.50	2.4	C	469	703
B - Moulton Drive	0.35	8.20	0.5	A	198	297
C - B3109 Frome Road (S)	0.42	6.83	0.7	A	312	468

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	385	96	69	813	0.473	381	266	0.0	0.9	8.278	A
B - Moulton Drive	163	41	289	763	0.213	162	161	0.0	0.3	5.973	A
C - B3109 Frome Road (S)	256	64	81	924	0.277	254	370	0.0	0.4	5.362	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	459	115	83	805	0.571	458	320	0.9	1.3	10.323	B
B - Moulton Drive	194	49	348	727	0.267	194	193	0.3	0.4	6.753	A
C - B3109 Frome Road (S)	306	76	97	915	0.334	305	444	0.4	0.5	5.897	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	563	141	101	794	0.709	559	391	1.3	2.3	15.027	C
B - Moulton Drive	238	59	424	678	0.351	237	236	0.4	0.5	8.146	A
C - B3109 Frome Road (S)	374	94	119	902	0.415	374	543	0.5	0.7	6.794	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	563	141	101	794	0.709	562	392	2.3	2.4	15.502	C
B - Moulton Drive	238	59	427	677	0.352	238	237	0.5	0.5	8.205	A
C - B3109 Frome Road (S)	374	94	119	902	0.415	374	546	0.7	0.7	6.827	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	459	115	83	805	0.571	463	321	2.4	1.4	10.674	B
B - Moulton Drive	194	49	352	724	0.268	195	194	0.5	0.4	6.813	A
C - B3109 Frome Road (S)	306	76	97	914	0.334	306	449	0.7	0.5	5.928	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	385	96	69	812	0.474	387	269	1.4	0.9	8.489	A
B - Moulton Drive	163	41	293	761	0.214	163	162	0.4	0.3	6.029	A
C - B3109 Frome Road (S)	256	64	82	924	0.277	256	375	0.5	0.4	5.399	A

D7 - 2031 | Opening Year + CD + PD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	9.68	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9.68	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031	Opening Year + CD + PD	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3109 Frome Road (N)		ONE HOUR	✓	406	100.000
B - Moulton Drive		ONE HOUR	✓	191	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	430	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		**A - B3109 Frome Road (N)**	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
	A - B3109 Frome Road (N)	0	85	321
	B - Moulton Drive	89	1	101
	C - B3109 Frome Road (S)	317	112	1

Proportions

	To			
From		**A - B3109 Frome Road (N)**	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
	A - B3109 Frome Road (N)	0.00	0.21	0.79
	B - Moulton Drive	0.47	0.01	0.53
	C - B3109 Frome Road (S)	0.74	0.26	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		**A - B3109 Frome Road (N)**	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
	A - B3109 Frome Road (N)	0	4	6
	B - Moulton Drive	1	0	4
	C - B3109 Frome Road (S)	6	3	0

Average PCU Per Veh

	To			
From		**A - B3109 Frome Road (N)**	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
	A - B3109 Frome Road (N)	1.000	1.040	1.060
	B - Moulton Drive	1.010	1.000	1.040
	C - B3109 Frome Road (S)	1.060	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - B3109 Frome Road (N)	306	323
	B - Moulton Drive	144	148
	C - B3109 Frome Road (S)	324	341
08:00-08:15	A - B3109 Frome Road (N)	365	385
	B - Moulton Drive	172	176
	C - B3109 Frome Road (S)	387	407
08:15-08:30	A - B3109 Frome Road (N)	447	472
	B - Moulton Drive	210	216
	C - B3109 Frome Road (S)	473	498
08:30-08:45	A - B3109 Frome Road (N)	447	472
	B - Moulton Drive	210	216
	C - B3109 Frome Road (S)	473	498
08:45-09:00	A - B3109 Frome Road (N)	365	385
	B - Moulton Drive	172	176
	C - B3109 Frome Road (S)	387	407
09:00-09:15	A - B3109 Frome Road (N)	306	323
	B - Moulton Drive	144	148
	C - B3109 Frome Road (S)	324	341

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B3109 Frome Road (N)	0.60	11.90	1.5	B	373	559
B - Moulton Drive	0.30	7.31	0.4	A	175	263
C - B3109 Frome Road (S)	0.53	8.61	1.1	A	395	592

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	306	76	85	772	0.396	303	304	0.0	0.6	7.639	A
B - Moulton Drive	144	36	240	776	0.185	143	148	0.0	0.2	5.678	A
C - B3109 Frome Road (S)	324	81	67	910	0.356	322	316	0.0	0.5	6.095	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	365	91	102	762	0.479	364	364	0.6	0.9	9.014	A
B - Moulton Drive	172	43	289	745	0.231	171	178	0.2	0.3	6.275	A
C - B3109 Frome Road (S)	387	97	81	902	0.428	386	379	0.5	0.7	6.961	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	447	112	125	749	0.596	445	446	0.9	1.4	11.734	B
B - Moulton Drive	210	53	353	704	0.299	210	217	0.3	0.4	7.283	A
C - B3109 Frome Road (S)	473	118	99	892	0.531	472	464	0.7	1.1	8.549	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	447	112	126	749	0.597	447	447	1.4	1.5	11.898	B
B - Moulton Drive	210	53	354	702	0.299	210	218	0.4	0.4	7.313	A
C - B3109 Frome Road (S)	473	118	99	891	0.531	473	466	1.1	1.1	8.609	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	365	91	103	762	0.479	367	366	1.5	0.9	9.165	A
B - Moulton Drive	172	43	291	743	0.231	172	179	0.4	0.3	6.310	A
C - B3109 Frome Road (S)	387	97	81	902	0.429	388	382	1.1	0.8	7.025	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	306	76	86	771	0.396	307	306	0.9	0.7	7.767	A
B - Moulton Drive	144	36	243	774	0.186	144	150	0.3	0.2	5.718	A
C - B3109 Frome Road (S)	324	81	68	910	0.356	325	319	0.8	0.6	6.161	A

D8 - 2031 | Opening Year + CD + PD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	12.27	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		12.27	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031	Opening Year + CD + PD	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3109 Frome Road (N)		ONE HOUR	✓	524	100.000
B - Moulton Drive		ONE HOUR	✓	235	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	359	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		**A - B3109 Frome Road (N)**	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
	A - B3109 Frome Road (N)	0	136	388
	B - Moulton Drive	114	2	119
	C - B3109 Frome Road (S)	250	109	0

Proportions

	To			
From		**A - B3109 Frome Road (N)**	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
	A - B3109 Frome Road (N)	0.00	0.26	0.74
	B - Moulton Drive	0.49	0.01	0.51
	C - B3109 Frome Road (S)	0.70	0.30	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		**A - B3109 Frome Road (N)**	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
	A - B3109 Frome Road (N)	0	0	2
	B - Moulton Drive	0	0	2
	C - B3109 Frome Road (S)	3	2	0

Average PCU Per Veh

	To			
From		**A - B3109 Frome Road (N)**	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
	A - B3109 Frome Road (N)	1.000	1.000	1.020
	B - Moulton Drive	1.000	1.000	1.020
	C - B3109 Frome Road (S)	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - B3109 Frome Road (N)	394	400
	B - Moulton Drive	177	179
	C - B3109 Frome Road (S)	270	278
17:00-17:15	A - B3109 Frome Road (N)	471	478
	B - Moulton Drive	211	213
	C - B3109 Frome Road (S)	323	331
17:15-17:30	A - B3109 Frome Road (N)	577	585
	B - Moulton Drive	259	261
	C - B3109 Frome Road (S)	395	406
17:30-17:45	A - B3109 Frome Road (N)	577	585
	B - Moulton Drive	259	261
	C - B3109 Frome Road (S)	395	406
17:45-18:00	A - B3109 Frome Road (N)	471	478
	B - Moulton Drive	211	213
	C - B3109 Frome Road (S)	323	331
18:00-18:15	A - B3109 Frome Road (N)	394	400
	B - Moulton Drive	177	179
	C - B3109 Frome Road (S)	270	278

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B3109 Frome Road (N)	0.74	17.44	2.7	C	481	721
B - Moulton Drive	0.38	8.62	0.6	A	216	323
C - B3109 Frome Road (S)	0.44	7.18	0.8	A	329	494

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	394	99	83	805	0.490	391	272	0.0	0.9	8.620	A
B - Moulton Drive	177	44	289	763	0.232	176	184	0.0	0.3	6.116	A
C - B3109 Frome Road (S)	270	68	87	921	0.293	269	378	0.0	0.4	5.504	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	471	118	100	795	0.592	469	327	0.9	1.4	10.976	B
B - Moulton Drive	211	53	347	727	0.291	211	221	0.3	0.4	6.974	A
C - B3109 Frome Road (S)	323	81	104	911	0.354	322	454	0.4	0.5	6.111	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	577	144	122	782	0.737	572	400	1.4	2.6	16.732	C
B - Moulton Drive	259	65	424	679	0.381	258	270	0.4	0.6	8.541	A
C - B3109 Frome Road (S)	395	99	127	897	0.441	394	554	0.5	0.8	7.150	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	577	144	122	782	0.738	577	401	2.6	2.7	17.436	C
B - Moulton Drive	259	65	427	676	0.382	259	272	0.6	0.6	8.615	A
C - B3109 Frome Road (S)	395	99	128	897	0.441	395	558	0.8	0.8	7.179	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	471	118	100	795	0.593	476	328	2.7	1.5	11.453	B
B - Moulton Drive	211	53	352	723	0.292	212	224	0.6	0.4	7.052	A
C - B3109 Frome Road (S)	323	81	105	910	0.354	324	460	0.8	0.6	6.146	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	394	99	84	804	0.490	397	275	1.5	1.0	8.873	A
B - Moulton Drive	177	44	294	760	0.233	177	187	0.4	0.3	6.178	A
C - B3109 Frome Road (S)	270	68	88	921	0.294	271	383	0.6	0.4	5.546	A

D9 - 2036 | Future Year + CD (Sensitivity Test) | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and C have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	8.76	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		8.76	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2036	Future Year + CD (Sensitivity Test)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3109 Frome Road (N)		ONE HOUR	✓	377	100.000
B - Moulton Drive		ONE HOUR	✓	144	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	396	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B3109 Frome Road (N)	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
From	**A - B3109 Frome Road (N)**	0	75	302
	B - Moulton Drive	70	1	73
	C - B3109 Frome Road (S)	298	97	1

Proportions

		To		
		A - B3109 Frome Road (N)	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
From	**A - B3109 Frome Road (N)**	0.00	0.20	0.80
	B - Moulton Drive	0.49	0.01	0.51
	C - B3109 Frome Road (S)	0.75	0.24	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	0	4	7
	B - Moulton Drive	2	0	6
	C - B3109 Frome Road (S)	6	3	0

Average PCU Per Veh

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	1.000	1.040	1.070
	B - Moulton Drive	1.020	1.000	1.060
	C - B3109 Frome Road (S)	1.060	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - B3109 Frome Road (N)	284	302
	B - Moulton Drive	108	113
	C - B3109 Frome Road (S)	298	314
08:00-08:15	A - B3109 Frome Road (N)	339	361
	B - Moulton Drive	129	135
	C - B3109 Frome Road (S)	356	375
08:15-08:30	A - B3109 Frome Road (N)	415	442
	B - Moulton Drive	159	165
	C - B3109 Frome Road (S)	436	459
08:30-08:45	A - B3109 Frome Road (N)	415	442
	B - Moulton Drive	159	165
	C - B3109 Frome Road (S)	436	459
08:45-09:00	A - B3109 Frome Road (N)	339	361
	B - Moulton Drive	129	135
	C - B3109 Frome Road (S)	356	375
09:00-09:15	A - B3109 Frome Road (N)	284	302
	B - Moulton Drive	108	113
	C - B3109 Frome Road (S)	298	314

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B3109 Frome Road (N)	0.55	10.66	1.2	B	346	519
B - Moulton Drive	0.23	6.60	0.3	A	132	198
C - B3109 Frome Road (S)	0.48	7.71	0.9	A	363	545

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	284	71	74	772	0.368	282	275	0.0	0.6	7.305	A
B - Moulton Drive	108	27	226	773	0.140	108	129	0.0	0.2	5.408	A
C - B3109 Frome Road (S)	298	75	53	918	0.325	296	281	0.0	0.5	5.775	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	339	85	89	764	0.444	338	330	0.6	0.8	8.438	A
B - Moulton Drive	129	32	272	744	0.174	129	155	0.2	0.2	5.857	A
C - B3109 Frome Road (S)	356	89	64	911	0.391	355	337	0.5	0.6	6.467	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	415	104	109	753	0.551	413	404	0.8	1.2	10.554	B
B - Moulton Drive	159	40	332	705	0.225	158	190	0.2	0.3	6.582	A
C - B3109 Frome Road (S)	436	109	78	903	0.483	435	412	0.6	0.9	7.671	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	415	104	109	753	0.551	415	405	1.2	1.2	10.657	B
B - Moulton Drive	159	40	334	704	0.225	159	190	0.3	0.3	6.598	A
C - B3109 Frome Road (S)	436	109	78	903	0.483	436	414	0.9	0.9	7.708	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	339	85	89	764	0.444	341	332	1.2	0.8	8.540	A
B - Moulton Drive	129	32	274	742	0.174	130	156	0.3	0.2	5.880	A
C - B3109 Frome Road (S)	356	89	64	911	0.391	357	339	0.9	0.6	6.510	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	284	71	75	772	0.368	285	278	0.8	0.6	7.404	A
B - Moulton Drive	108	27	229	771	0.141	109	131	0.2	0.2	5.433	A
C - B3109 Frome Road (S)	298	75	54	918	0.325	299	284	0.6	0.5	5.825	A

D10 - 2036 | Future Year + CD (Sensitivity Test) | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	10.28	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10.28	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2036	Future Year + CD (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3109 Frome Road (N)		ONE HOUR	✓	487	100.000
B - Moulton Drive		ONE HOUR	✓	206	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	324	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - B3109 Frome Road (N)	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
From	**A - B3109 Frome Road (N)**	0	117	370
	B - Moulton Drive	101	2	103
	C - B3109 Frome Road (S)	238	86	0

Proportions

		To		
		A - B3109 Frome Road (N)	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
From	**A - B3109 Frome Road (N)**	0.00	0.24	0.76
	B - Moulton Drive	0.49	0.01	0.50
	C - B3109 Frome Road (S)	0.73	0.27	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	0	0	2
	B - Moulton Drive	0	0	2
	C - B3109 Frome Road (S)	4	2	0

Average PCU Per Veh

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	1.000	1.000	1.020
	B - Moulton Drive	1.000	1.000	1.020
	C - B3109 Frome Road (S)	1.040	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - B3109 Frome Road (N)	367	372
	B - Moulton Drive	155	157
	C - B3109 Frome Road (S)	244	252
17:00-17:15	A - B3109 Frome Road (N)	438	444
	B - Moulton Drive	185	187
	C - B3109 Frome Road (S)	291	301
17:15-17:30	A - B3109 Frome Road (N)	536	544
	B - Moulton Drive	227	229
	C - B3109 Frome Road (S)	357	369
17:30-17:45	A - B3109 Frome Road (N)	536	544
	B - Moulton Drive	227	229
	C - B3109 Frome Road (S)	357	369
17:45-18:00	A - B3109 Frome Road (N)	438	444
	B - Moulton Drive	185	187
	C - B3109 Frome Road (S)	291	301
18:00-18:15	A - B3109 Frome Road (N)	367	372
	B - Moulton Drive	155	157
	C - B3109 Frome Road (S)	244	252

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B3109 Frome Road (N)	0.67	13.80	2.0	B	447	670
B - Moulton Drive	0.33	7.79	0.5	A	189	284
C - B3109 Frome Road (S)	0.40	6.64	0.7	A	297	446

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	367	92	66	814	0.450	363	254	0.0	0.8	7.928	A
B - Moulton Drive	155	39	276	772	0.201	154	153	0.0	0.2	5.821	A
C - B3109 Frome Road (S)	244	61	77	920	0.265	242	353	0.0	0.4	5.303	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	438	109	79	807	0.543	436	304	0.8	1.2	9.673	A
B - Moulton Drive	185	46	332	737	0.251	185	184	0.2	0.3	6.520	A
C - B3109 Frome Road (S)	291	73	92	911	0.320	291	424	0.4	0.5	5.802	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	536	134	97	797	0.673	533	372	1.2	2.0	13.484	B
B - Moulton Drive	227	57	405	690	0.329	226	225	0.3	0.5	7.744	A
C - B3109 Frome Road (S)	357	89	113	899	0.397	356	518	0.5	0.7	6.624	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	536	134	97	796	0.673	536	373	2.0	2.0	13.798	B
B - Moulton Drive	227	57	407	689	0.329	227	226	0.5	0.5	7.789	A
C - B3109 Frome Road (S)	357	89	113	898	0.397	357	521	0.7	0.7	6.644	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	438	109	79	807	0.543	441	306	2.0	1.2	9.930	A
B - Moulton Drive	185	46	335	734	0.252	186	185	0.5	0.3	6.568	A
C - B3109 Frome Road (S)	291	73	93	911	0.320	292	428	0.7	0.5	5.825	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	367	92	66	814	0.450	368	256	1.2	0.8	8.100	A
B - Moulton Drive	155	39	280	769	0.202	155	155	0.3	0.3	5.869	A
C - B3109 Frome Road (S)	244	61	78	920	0.265	244	357	0.5	0.4	5.336	A

D11 - 2036 | Future Year + CD + PD (Sensitivity Test) | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	8.95	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		8.95	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2036	Future Year + CD + PD (Sensitivity Test)	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3109 Frome Road (N)		ONE HOUR	✓	382	100.000
B - Moulton Drive		ONE HOUR	✓	183	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	405	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		**A - B3109 Frome Road (N)**	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
	A - B3109 Frome Road (N)	0	80	302
	B - Moulton Drive	85	1	97
	C - B3109 Frome Road (S)	298	106	1

Proportions

	To			
From		**A - B3109 Frome Road (N)**	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
	A - B3109 Frome Road (N)	0.00	0.21	0.79
	B - Moulton Drive	0.46	0.01	0.53
	C - B3109 Frome Road (S)	0.74	0.26	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	0	4	6
	B - Moulton Drive	1	0	4
	C - B3109 Frome Road (S)	6	3	0

Average PCU Per Veh

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	1.000	1.040	1.060
	B - Moulton Drive	1.010	1.000	1.040
	C - B3109 Frome Road (S)	1.060	1.030	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - B3109 Frome Road (N)	288	304
	B - Moulton Drive	138	141
	C - B3109 Frome Road (S)	305	321
08:00-08:15	A - B3109 Frome Road (N)	343	363
	B - Moulton Drive	165	169
	C - B3109 Frome Road (S)	364	383
08:15-08:30	A - B3109 Frome Road (N)	421	444
	B - Moulton Drive	201	207
	C - B3109 Frome Road (S)	446	469
08:30-08:45	A - B3109 Frome Road (N)	421	444
	B - Moulton Drive	201	207
	C - B3109 Frome Road (S)	446	469
08:45-09:00	A - B3109 Frome Road (N)	343	363
	B - Moulton Drive	165	169
	C - B3109 Frome Road (S)	364	383
09:00-09:15	A - B3109 Frome Road (N)	288	304
	B - Moulton Drive	138	141
	C - B3109 Frome Road (S)	305	321

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B3109 Frome Road (N)	0.56	10.82	1.2	B	351	526
B - Moulton Drive	0.28	7.00	0.4	A	168	252
C - B3109 Frome Road (S)	0.50	8.03	1.0	A	372	557

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	288	72	81	774	0.371	285	286	0.0	0.6	7.315	A
B - Moulton Drive	138	34	226	785	0.176	137	140	0.0	0.2	5.548	A
C - B3109 Frome Road (S)	305	76	64	912	0.334	303	299	0.0	0.5	5.892	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	343	86	97	765	0.449	343	344	0.6	0.8	8.497	A
B - Moulton Drive	165	41	272	756	0.218	164	168	0.2	0.3	6.083	A
C - B3109 Frome Road (S)	364	91	77	904	0.403	363	359	0.5	0.7	6.647	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	421	105	119	753	0.558	419	421	0.8	1.2	10.712	B
B - Moulton Drive	201	50	332	717	0.281	201	205	0.3	0.4	6.974	A
C - B3109 Frome Road (S)	446	111	94	894	0.499	445	439	0.7	1.0	7.987	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	421	105	119	753	0.559	421	422	1.2	1.2	10.824	B
B - Moulton Drive	201	50	334	716	0.281	201	206	0.4	0.4	6.996	A
C - B3109 Frome Road (S)	446	111	95	894	0.499	446	440	1.0	1.0	8.031	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	343	86	97	765	0.449	345	345	1.2	0.8	8.608	A
B - Moulton Drive	165	41	274	754	0.218	165	169	0.4	0.3	6.112	A
C - B3109 Frome Road (S)	364	91	78	904	0.403	365	361	1.0	0.7	6.695	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	288	72	81	774	0.372	289	289	0.8	0.6	7.432	A
B - Moulton Drive	138	34	229	783	0.176	138	141	0.3	0.2	5.582	A
C - B3109 Frome Road (S)	305	76	65	912	0.334	306	302	0.7	0.5	5.946	A

D12 - 2036 | Future Year + CD + PD (Sensitivity Test) | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		A, B, C	11.09	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.09	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2036	Future Year + CD + PD (Sensitivity Test)	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - B3109 Frome Road (N)		ONE HOUR	✓	500	100.000
B - Moulton Drive		ONE HOUR	✓	225	100.000
C - B3109 Frome Road (S)		ONE HOUR	✓	343	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		**A - B3109 Frome Road (N)**	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
	A - B3109 Frome Road (N)	0	130	370
	B - Moulton Drive	109	2	114
	C - B3109 Frome Road (S)	238	105	0

Proportions

	To			
From		**A - B3109 Frome Road (N)**	**B - Moulton Drive**	**C - B3109 Frome Road (S)**
	A - B3109 Frome Road (N)	0.00	0.26	0.74
	B - Moulton Drive	0.48	0.01	0.51
	C - B3109 Frome Road (S)	0.69	0.31	0.00

Vehicle Mix

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

Heavy Vehicle %

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	0	0	2
	B - Moulton Drive	0	0	2
	C - B3109 Frome Road (S)	3	2	0

Average PCU Per Veh

	To			
From		A - B3109 Frome Road (N)	B - Moulton Drive	C - B3109 Frome Road (S)
	A - B3109 Frome Road (N)	1.000	1.000	1.020
	B - Moulton Drive	1.000	1.000	1.020
	C - B3109 Frome Road (S)	1.030	1.020	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - B3109 Frome Road (N)	376	382
	B - Moulton Drive	169	171
	C - B3109 Frome Road (S)	258	265
17:00-17:15	A - B3109 Frome Road (N)	449	456
	B - Moulton Drive	202	204
	C - B3109 Frome Road (S)	308	317
17:15-17:30	A - B3109 Frome Road (N)	551	559
	B - Moulton Drive	248	250
	C - B3109 Frome Road (S)	378	388
17:30-17:45	A - B3109 Frome Road (N)	551	559
	B - Moulton Drive	248	250
	C - B3109 Frome Road (S)	378	388
17:45-18:00	A - B3109 Frome Road (N)	449	456
	B - Moulton Drive	202	204
	C - B3109 Frome Road (S)	308	317
18:00-18:15	A - B3109 Frome Road (N)	376	382
	B - Moulton Drive	169	171
	C - B3109 Frome Road (S)	258	265

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A - B3109 Frome Road (N)	0.70	15.32	2.3	C	459	688
B - Moulton Drive	0.36	8.16	0.6	A	206	310
C - B3109 Frome Road (S)	0.42	6.89	0.7	A	315	472

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	376	94	80	806	0.467	373	260	0.0	0.9	8.241	A
B - Moulton Drive	169	42	276	771	0.220	168	177	0.0	0.3	5.957	A
C - B3109 Frome Road (S)	258	65	83	923	0.280	257	361	0.0	0.4	5.388	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	449	112	96	797	0.564	448	311	0.9	1.3	10.256	B
B - Moulton Drive	202	51	331	737	0.275	202	212	0.3	0.4	6.728	A
C - B3109 Frome Road (S)	308	77	100	913	0.338	308	434	0.4	0.5	5.939	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	551	138	118	785	0.701	547	381	1.3	2.2	14.866	B
B - Moulton Drive	248	62	405	691	0.359	247	260	0.4	0.6	8.102	A
C - B3109 Frome Road (S)	378	94	122	900	0.420	377	530	0.5	0.7	6.867	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	551	138	118	785	0.702	550	382	2.2	2.3	15.316	C
B - Moulton Drive	248	62	407	689	0.360	248	261	0.6	0.6	8.159	A
C - B3109 Frome Road (S)	378	94	122	900	0.420	378	533	0.7	0.7	6.891	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	449	112	96	797	0.564	453	313	2.3	1.3	10.590	B
B - Moulton Drive	202	51	335	734	0.276	203	214	0.6	0.4	6.786	A
C - B3109 Frome Road (S)	308	77	100	913	0.338	309	438	0.7	0.5	5.970	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A - B3109 Frome Road (N)	376	94	81	806	0.467	378	262	1.3	0.9	8.446	A
B - Moulton Drive	169	42	280	769	0.220	170	179	0.4	0.3	6.010	A
C - B3109 Frome Road (S)	258	65	84	923	0.280	259	366	0.5	0.4	5.423	A

Junctions 11

PICADY 11 - Priority Intersection Module

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Report generation date: 23/02/2026 15:54:33

»Existing - D1 - 2026 | Base | AM
»Existing - D2 - 2026 | Base | PM
»Existing - D3 - 2031 | Opening Year | AM
»Existing - D4 - 2031 | Opening Year | PM
»Existing - D5 - 2031 | Opening Year + CD | AM
»Existing - D6 - 2031 | Opening Year + CD | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	Existing - 2026 - Base					
Stream B-AC	0.4	9.45	0.27	0.6	11.07	0.39
Stream C-AB	0.2	7.84	0.14	0.2	7.25	0.14
	Existing - 2031 - Opening Year					
Stream B-AC	0.4	9.80	0.28	0.7	11.70	0.41
Stream C-AB	0.2	7.99	0.15	0.2	7.37	0.14
	Existing - 2031 - Opening Year + CD					
Stream B-AC	0.4	10.23	0.29	0.7	12.22	0.42
Stream C-AB	0.2	8.17	0.15	0.2	7.48	0.15

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

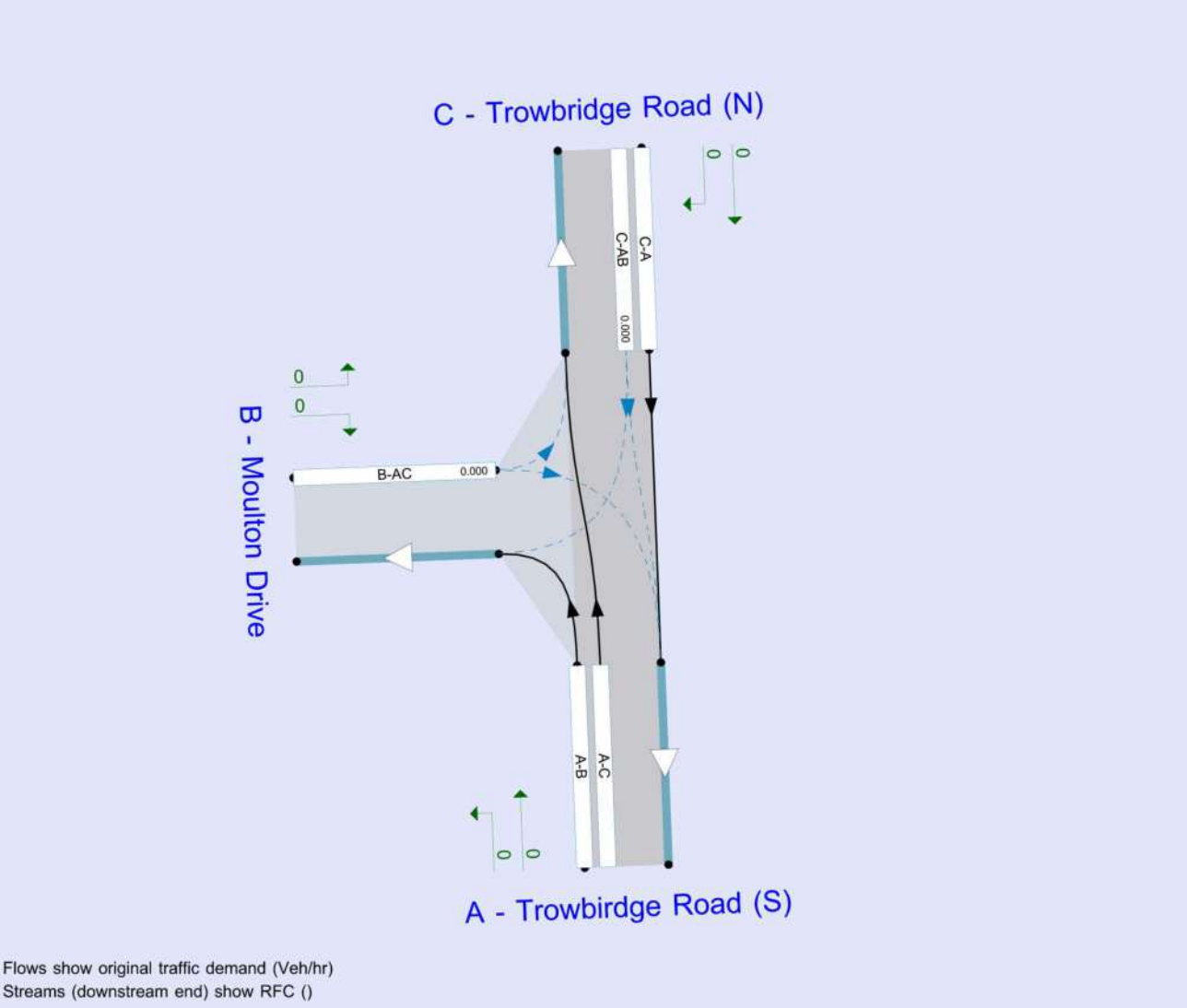
File summary

File Description

Title	
Location	
Site number	
Date	12/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JamesLiverton
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031	Opening Year	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Opening Year	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031	Opening Year + CD	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Opening Year + CD	PM	ONE HOUR	16:45	18:15	15	✓
D7	2031	Opening Year + CD + PD	AM	ONE HOUR	07:45	09:15	15	
D8	2031	Opening Year + CD + PD	PM	ONE HOUR	16:45	18:15	15	

Analysis Set Details

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

Existing - D1 - 2026 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing Junction	T-Junction	Two-way	Two-way	Two-way		1.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.87	A

Arms

Arms

Arm	Name	Description	Arm type
A	Trowbirdge Road (S)		Major
B	Moulton Drive		Minor
C	Trowbridge Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Trowbridge Road (N)	7.15		✓	2.85	116.9	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Moulton Drive	One lane	4.11	120	117

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	641	0.111	0.280	0.176	0.399
B-C	775	0.113	0.286	-	-
C-B	687	0.253	0.253	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Trowbirdge Road (S)		ONE HOUR	✓	414	100.000
B - Moulton Drive		ONE HOUR	✓	128	100.000
C - Trowbridge Road (N)		ONE HOUR	✓	402	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Trowbirdge Road (S)	B - Moulton Drive	C - Trowbridge Road (N)
From	A - Trowbirdge Road (S)	0	90	324
	B - Moulton Drive	53	0	75
	C - Trowbridge Road (N)	332	70	0

Proportions

		To		
		A - Trowbirdge Road (S)	B - Moulton Drive	C - Trowbridge Road (N)
From	A - Trowbirdge Road (S)	0.00	0.22	0.78
	B - Moulton Drive	0.41	0.00	0.59
	C - Trowbridge Road (N)	0.83	0.17	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Trowbirdge Road (S)	B - Moulton Drive	C - Trowbridge Road (N)
From	A - Trowbirdge Road (S)	0	2	3
	B - Moulton Drive	2	0	4
	C - Trowbridge Road (N)	5	6	0

Average PCU Per Veh

		To		
		A - Trowbirdge Road (S)	B - Moulton Drive	C - Trowbridge Road (N)
From	A - Trowbirdge Road (S)	1.000	1.020	1.030
	B - Moulton Drive	1.020	1.000	1.040
	C - Trowbridge Road (N)	1.050	1.060	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Trowbirdge Road (S)	312	320
	B - Moulton Drive	96	99
	C - Trowbridge Road (N)	303	318
08:00-08:15	A - Trowbirdge Road (S)	372	383
	B - Moulton Drive	115	119
	C - Trowbridge Road (N)	361	380
08:15-08:30	A - Trowbirdge Road (S)	456	469
	B - Moulton Drive	141	145
	C - Trowbridge Road (N)	443	466
08:30-08:45	A - Trowbirdge Road (S)	456	469
	B - Moulton Drive	141	145
	C - Trowbridge Road (N)	443	466
08:45-09:00	A - Trowbirdge Road (S)	372	383
	B - Moulton Drive	115	119
	C - Trowbridge Road (N)	361	380
09:00-09:15	A - Trowbirdge Road (S)	312	320
	B - Moulton Drive	96	99
	C - Trowbridge Road (N)	303	318

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.27	9.45	0.4	A	117	176
C-AB	0.14	7.84	0.2	A	64	96
C-A					305	457
A-B					83	124
A-C					297	446

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	578	0.167	96	0.0	0.2	7.452	A
C-AB	53	13	0.00	572	0.092	52	0.0	0.1	6.928	A
C-A	250	62	0.00			250				
A-B	68	17	0.00			68				
A-C	244	61	0.00			244				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	29	0.00	555	0.207	115	0.2	0.3	8.181	A
C-AB	63	16	0.00	557	0.113	63	0.1	0.1	7.285	A
C-A	298	75	0.00			298				
A-B	81	20	0.00			81				
A-C	291	73	0.00			291				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	141	35	0.00	522	0.270	141	0.3	0.4	9.425	A
C-AB	77	19	0.00	536	0.144	77	0.1	0.2	7.834	A
C-A	366	91	0.00			366				
A-B	99	25	0.00			99				
A-C	357	89	0.00			357				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	141	35	0.00	522	0.270	141	0.4	0.4	9.447	A
C-AB	77	19	0.00	536	0.144	77	0.2	0.2	7.839	A
C-A	366	91	0.00			366				
A-B	99	25	0.00			99				
A-C	357	89	0.00			357				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	115	29	0.00	555	0.207	115	0.4	0.3	8.205	A
C-AB	63	16	0.00	557	0.113	63	0.2	0.1	7.293	A
C-A	298	75	0.00			298				
A-B	81	20	0.00			81				
A-C	291	73	0.00			291				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	96	24	0.00	578	0.167	97	0.3	0.2	7.488	A
C-AB	53	13	0.00	572	0.092	53	0.1	0.1	6.942	A
C-A	250	62	0.00			250				
A-B	68	17	0.00			68				
A-C	244	61	0.00			244				

Existing - D2 - 2026 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing Junction	T-Junction	Two-way	Two-way	Two-way		2.65	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.65	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Trowbirdge Road (S)		ONE HOUR	✓	366	100.000
B - Moulton Drive		ONE HOUR	✓	186	100.000
C - Trowbridge Road (N)		ONE HOUR	✓	404	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	0	63	303
	B - Moulton Drive	93	0	93
	C - Trowbridge Road (N)	332	72	0

Proportions

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	0.00	0.17	0.83
	B - Moulton Drive	0.50	0.00	0.50
	C - Trowbridge Road (N)	0.82	0.18	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	0	5	3
	B - Moulton Drive	0	0	0
	C - Trowbridge Road (N)	2	1	0

Average PCU Per Veh

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	1.000	1.050	1.030
	B - Moulton Drive	1.000	1.000	1.000
	C - Trowbridge Road (N)	1.020	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Trowbirdge Road (S)	276	285
	B - Moulton Drive	140	140
	C - Trowbridge Road (N)	304	310
17:00-17:15	A - Trowbirdge Road (S)	329	340
	B - Moulton Drive	167	167
	C - Trowbridge Road (N)	363	370
17:15-17:30	A - Trowbirdge Road (S)	403	416
	B - Moulton Drive	205	205
	C - Trowbridge Road (N)	445	453
17:30-17:45	A - Trowbirdge Road (S)	403	416
	B - Moulton Drive	205	205
	C - Trowbridge Road (N)	445	453
17:45-18:00	A - Trowbirdge Road (S)	329	340
	B - Moulton Drive	167	167
	C - Trowbridge Road (N)	363	370
18:00-18:15	A - Trowbirdge Road (S)	276	285
	B - Moulton Drive	140	140
	C - Trowbridge Road (N)	304	310

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	11.07	0.6	B	171	256
C-AB	0.14	7.25	0.2	A	66	99
C-A					305	457
A-B					58	87
A-C					278	417

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	140	35	0.00	586	0.239	139	0.0	0.3	8.025	A
C-AB	54	14	0.00	609	0.089	54	0.0	0.1	6.482	A
C-A	250	62	0.00			250				
A-B	47	12	0.00			47				
A-C	228	57	0.00			228				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	167	42	0.00	563	0.297	167	0.3	0.4	9.083	A
C-AB	65	16	0.00	595	0.109	65	0.1	0.1	6.788	A
C-A	298	75	0.00			298				
A-B	57	14	0.00			57				
A-C	272	68	0.00			272				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	205	51	0.00	530	0.386	204	0.4	0.6	11.019	B
C-AB	79	20	0.00	576	0.138	79	0.1	0.2	7.245	A
C-A	366	91	0.00			366				
A-B	69	17	0.00			69				
A-C	334	83	0.00			334				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	205	51	0.00	530	0.387	205	0.6	0.6	11.073	B
C-AB	79	20	0.00	576	0.138	79	0.2	0.2	7.248	A
C-A	366	91	0.00			366				
A-B	69	17	0.00			69				
A-C	334	83	0.00			334				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	167	42	0.00	563	0.297	168	0.6	0.4	9.143	A
C-AB	65	16	0.00	595	0.109	65	0.2	0.1	6.791	A
C-A	298	75	0.00			298				
A-B	57	14	0.00			57				
A-C	272	68	0.00			272				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	140	35	0.00	586	0.239	140	0.4	0.3	8.090	A
C-AB	54	14	0.00	609	0.089	54	0.1	0.1	6.492	A
C-A	250	62	0.00			250				
A-B	47	12	0.00			47				
A-C	228	57	0.00			228				

Existing - D3 - 2031 | Opening Year | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing Junction	T-Junction	Two-way	Two-way	Two-way		1.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Opening Year	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Trowbirdge Road (S)		ONE HOUR	✓	433	100.000
B - Moulton Drive		ONE HOUR	✓	133	100.000
C - Trowbridge Road (N)		ONE HOUR	✓	420	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	0	94	339
	B - Moulton Drive	55	0	78
	C - Trowbridge Road (N)	347	73	0

Proportions

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	0.00	0.22	0.78
	B - Moulton Drive	0.41	0.00	0.59
	C - Trowbridge Road (N)	0.83	0.17	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	0	2	3
	B - Moulton Drive	2	0	4
	C - Trowbridge Road (N)	5	6	0

Average PCU Per Veh

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	1.000	1.020	1.030
	B - Moulton Drive	1.020	1.000	1.040
	C - Trowbridge Road (N)	1.050	1.060	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Trowbirdge Road (S)	326	335
	B - Moulton Drive	100	103
	C - Trowbridge Road (N)	316	333
08:00-08:15	A - Trowbirdge Road (S)	389	400
	B - Moulton Drive	120	123
	C - Trowbridge Road (N)	378	397
08:15-08:30	A - Trowbirdge Road (S)	477	490
	B - Moulton Drive	146	151
	C - Trowbridge Road (N)	462	486
08:30-08:45	A - Trowbirdge Road (S)	477	490
	B - Moulton Drive	146	151
	C - Trowbridge Road (N)	462	486
08:45-09:00	A - Trowbirdge Road (S)	389	400
	B - Moulton Drive	120	123
	C - Trowbridge Road (N)	378	397
09:00-09:15	A - Trowbirdge Road (S)	326	335
	B - Moulton Drive	100	103
	C - Trowbridge Road (N)	316	333

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.28	9.80	0.4	A	122	183
C-AB	0.15	7.99	0.2	A	67	100
C-A					318	478
A-B					86	129
A-C					311	467

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	0.00	573	0.175	99	0.0	0.2	7.595	A
C-AB	55	14	0.00	568	0.097	55	0.0	0.1	7.003	A
C-A	261	65	0.00			261				
A-B	71	18	0.00			71				
A-C	255	64	0.00			255				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	120	30	0.00	548	0.218	119	0.2	0.3	8.388	A
C-AB	66	16	0.00	553	0.119	66	0.1	0.1	7.388	A
C-A	312	78	0.00			312				
A-B	85	21	0.00			85				
A-C	305	76	0.00			305				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	146	37	0.00	514	0.285	146	0.3	0.4	9.771	A
C-AB	80	20	0.00	531	0.151	80	0.1	0.2	7.983	A
C-A	382	96	0.00			382				
A-B	103	26	0.00			103				
A-C	373	93	0.00			373				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	146	37	0.00	514	0.285	146	0.4	0.4	9.797	A
C-AB	80	20	0.00	531	0.151	80	0.2	0.2	7.985	A
C-A	382	96	0.00			382				
A-B	103	26	0.00			103				
A-C	373	93	0.00			373				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	120	30	0.00	548	0.218	120	0.4	0.3	8.419	A
C-AB	66	16	0.00	553	0.119	66	0.2	0.1	7.396	A
C-A	312	78	0.00			312				
A-B	85	21	0.00			85				
A-C	305	76	0.00			305				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	0.00	572	0.175	100	0.3	0.2	7.633	A
C-AB	55	14	0.00	568	0.097	55	0.1	0.1	7.020	A
C-A	261	65	0.00			261				
A-B	71	18	0.00			71				
A-C	255	64	0.00			255				

Existing - D4 - 2031 | Opening Year | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing Junction	T-Junction	Two-way	Two-way	Two-way		2.77	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.77	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Opening Year	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Trowbirdge Road (S)		ONE HOUR	✓	384	100.000
B - Moulton Drive		ONE HOUR	✓	194	100.000
C - Trowbridge Road (N)		ONE HOUR	✓	422	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	0	66	318
	B - Moulton Drive	97	0	97
	C - Trowbridge Road (N)	347	75	0

Proportions

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	0.00	0.17	0.83
	B - Moulton Drive	0.50	0.00	0.50
	C - Trowbridge Road (N)	0.82	0.18	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	0	5	3
	B - Moulton Drive	0	0	0
	C - Trowbridge Road (N)	2	1	0

Average PCU Per Veh

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	1.000	1.050	1.030
	B - Moulton Drive	1.000	1.000	1.000
	C - Trowbridge Road (N)	1.020	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Trowbirdge Road (S)	289	299
	B - Moulton Drive	146	146
	C - Trowbridge Road (N)	318	323
17:00-17:15	A - Trowbirdge Road (S)	345	357
	B - Moulton Drive	174	174
	C - Trowbridge Road (N)	379	386
17:15-17:30	A - Trowbirdge Road (S)	423	437
	B - Moulton Drive	214	214
	C - Trowbridge Road (N)	465	473
17:30-17:45	A - Trowbirdge Road (S)	423	437
	B - Moulton Drive	214	214
	C - Trowbridge Road (N)	465	473
17:45-18:00	A - Trowbirdge Road (S)	345	357
	B - Moulton Drive	174	174
	C - Trowbridge Road (N)	379	386
18:00-18:15	A - Trowbirdge Road (S)	289	299
	B - Moulton Drive	146	146
	C - Trowbridge Road (N)	318	323

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.41	11.70	0.7	B	178	267
C-AB	0.14	7.37	0.2	A	69	103
C-A					318	478
A-B					61	91
A-C					292	438

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	146	37	0.00	580	0.252	145	0.0	0.3	8.239	A
C-AB	56	14	0.00	605	0.093	56	0.0	0.1	6.550	A
C-A	261	65	0.00			261				
A-B	50	12	0.00			50				
A-C	239	60	0.00			239				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	44	0.00	556	0.314	174	0.3	0.5	9.414	A
C-AB	67	17	0.00	591	0.114	67	0.1	0.1	6.874	A
C-A	312	78	0.00			312				
A-B	59	15	0.00			59				
A-C	286	71	0.00			286				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	53	0.00	521	0.410	213	0.5	0.7	11.630	B
C-AB	83	21	0.00	571	0.145	82	0.1	0.2	7.370	A
C-A	382	96	0.00			382				
A-B	73	18	0.00			73				
A-C	350	88	0.00			350				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	53	0.00	521	0.410	214	0.7	0.7	11.698	B
C-AB	83	21	0.00	571	0.145	83	0.2	0.2	7.373	A
C-A	382	96	0.00			382				
A-B	73	18	0.00			73				
A-C	350	88	0.00			350				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	44	0.00	556	0.314	175	0.7	0.5	9.486	A
C-AB	67	17	0.00	591	0.114	68	0.2	0.1	6.884	A
C-A	312	78	0.00			312				
A-B	59	15	0.00			59				
A-C	286	71	0.00			286				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	146	37	0.00	580	0.252	147	0.5	0.3	8.311	A
C-AB	56	14	0.00	605	0.093	57	0.1	0.1	6.560	A
C-A	261	65	0.00			261				
A-B	50	12	0.00			50				
A-C	239	60	0.00			239				

Existing - D5 - 2031 | Opening Year + CD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing Junction	T-Junction	Two-way	Two-way	Two-way		1.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Opening Year + CD	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Trowbirdge Road (S)		ONE HOUR	✓	471	100.000
B - Moulton Drive		ONE HOUR	✓	133	100.000
C - Trowbridge Road (N)		ONE HOUR	✓	448	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	0	94	377
	B - Moulton Drive	55	0	78
	C - Trowbridge Road (N)	375	73	0

Proportions

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	0.00	0.20	0.80
	B - Moulton Drive	0.41	0.00	0.59
	C - Trowbridge Road (N)	0.84	0.16	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	0	2	3
	B - Moulton Drive	2	0	4
	C - Trowbridge Road (N)	4	6	0

Average PCU Per Veh

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	1.000	1.020	1.030
	B - Moulton Drive	1.020	1.000	1.040
	C - Trowbridge Road (N)	1.040	1.060	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Trowbirdge Road (S)	355	365
	B - Moulton Drive	100	103
	C - Trowbridge Road (N)	337	352
08:00-08:15	A - Trowbirdge Road (S)	423	435
	B - Moulton Drive	120	123
	C - Trowbridge Road (N)	403	420
08:15-08:30	A - Trowbirdge Road (S)	519	533
	B - Moulton Drive	146	151
	C - Trowbridge Road (N)	493	515
08:30-08:45	A - Trowbirdge Road (S)	519	533
	B - Moulton Drive	146	151
	C - Trowbridge Road (N)	493	515
08:45-09:00	A - Trowbirdge Road (S)	423	435
	B - Moulton Drive	120	123
	C - Trowbridge Road (N)	403	420
09:00-09:15	A - Trowbirdge Road (S)	355	365
	B - Moulton Drive	100	103
	C - Trowbridge Road (N)	337	352

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.29	10.23	0.4	B	122	183
C-AB	0.15	8.17	0.2	A	67	100
C-A					344	516
A-B					86	129
A-C					346	519

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	0.00	562	0.178	99	0.0	0.2	7.762	A
C-AB	55	14	0.00	561	0.098	55	0.0	0.1	7.100	A
C-A	282	71	0.00			282				
A-B	71	18	0.00			71				
A-C	284	71	0.00			284				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	120	30	0.00	536	0.223	119	0.2	0.3	8.639	A
C-AB	66	16	0.00	544	0.121	66	0.1	0.1	7.518	A
C-A	337	84	0.00			337				
A-B	85	21	0.00			85				
A-C	339	85	0.00			339				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	146	37	0.00	498	0.294	146	0.3	0.4	10.203	B
C-AB	80	20	0.00	521	0.154	80	0.1	0.2	8.165	A
C-A	413	103	0.00			413				
A-B	103	26	0.00			103				
A-C	415	104	0.00			415				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	146	37	0.00	498	0.294	146	0.4	0.4	10.232	B
C-AB	80	20	0.00	521	0.154	80	0.2	0.2	8.172	A
C-A	413	103	0.00			413				
A-B	103	26	0.00			103				
A-C	415	104	0.00			415				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	120	30	0.00	536	0.223	120	0.4	0.3	8.671	A
C-AB	66	16	0.00	544	0.121	66	0.2	0.1	7.529	A
C-A	337	84	0.00			337				
A-B	85	21	0.00			85				
A-C	339	85	0.00			339				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	100	25	0.00	562	0.178	100	0.3	0.2	7.801	A
C-AB	55	14	0.00	561	0.098	55	0.1	0.1	7.118	A
C-A	282	71	0.00			282				
A-B	71	18	0.00			71				
A-C	284	71	0.00			284				

Existing - D6 - 2031 | Opening Year + CD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Existing Junction	T-Junction	Two-way	Two-way	Two-way		2.72	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.72	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Opening Year + CD	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Trowbirdge Road (S)		ONE HOUR	✓	412	100.000
B - Moulton Drive		ONE HOUR	✓	194	100.000
C - Trowbridge Road (N)		ONE HOUR	✓	455	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	0	66	346
	B - Moulton Drive	97	0	97
	C - Trowbridge Road (N)	380	75	0

Proportions

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	0.00	0.16	0.84
	B - Moulton Drive	0.50	0.00	0.50
	C - Trowbridge Road (N)	0.84	0.16	0.00

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	0	5	2
	B - Moulton Drive	0	0	0
	C - Trowbridge Road (N)	2	1	0

Average PCU Per Veh

		To		
		A - Trowbirdge Road (S)	**B - Moulton Drive**	**C - Trowbridge Road (N)**
From	**A - Trowbirdge Road (S)**	1.000	1.050	1.020
	B - Moulton Drive	1.000	1.000	1.000
	C - Trowbridge Road (N)	1.020	1.010	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Trowbirdge Road (S)	310	318
	B - Moulton Drive	146	146
	C - Trowbridge Road (N)	343	349
17:00-17:15	A - Trowbirdge Road (S)	370	380
	B - Moulton Drive	174	174
	C - Trowbridge Road (N)	409	417
17:15-17:30	A - Trowbirdge Road (S)	454	465
	B - Moulton Drive	214	214
	C - Trowbridge Road (N)	501	510
17:30-17:45	A - Trowbirdge Road (S)	454	465
	B - Moulton Drive	214	214
	C - Trowbridge Road (N)	501	510
17:45-18:00	A - Trowbirdge Road (S)	370	380
	B - Moulton Drive	174	174
	C - Trowbridge Road (N)	409	417
18:00-18:15	A - Trowbirdge Road (S)	310	318
	B - Moulton Drive	146	146
	C - Trowbridge Road (N)	343	349

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.42	12.22	0.7	B	178	267
C-AB	0.15	7.48	0.2	A	69	103
C-A					349	523
A-B					61	91
A-C					317	476

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	146	37	0.00	572	0.255	145	0.0	0.3	8.430	A
C-AB	56	14	0.00	601	0.094	56	0.0	0.1	6.608	A
C-A	286	72	0.00			286				
A-B	50	12	0.00			50				
A-C	260	65	0.00			260				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	44	0.00	545	0.320	174	0.3	0.5	9.676	A
C-AB	67	17	0.00	585	0.115	67	0.1	0.1	6.950	A
C-A	342	85	0.00			342				
A-B	59	15	0.00			59				
A-C	311	78	0.00			311				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	53	0.00	508	0.420	213	0.5	0.7	12.137	B
C-AB	83	21	0.00	564	0.146	82	0.1	0.2	7.477	A
C-A	418	105	0.00			418				
A-B	73	18	0.00			73				
A-C	381	95	0.00			381				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	214	53	0.00	508	0.420	214	0.7	0.7	12.215	B
C-AB	83	21	0.00	564	0.146	83	0.2	0.2	7.480	A
C-A	418	105	0.00			418				
A-B	73	18	0.00			73				
A-C	381	95	0.00			381				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	174	44	0.00	545	0.320	175	0.7	0.5	9.756	A
C-AB	67	17	0.00	585	0.115	68	0.2	0.1	6.960	A
C-A	342	85	0.00			342				
A-B	59	15	0.00			59				
A-C	311	78	0.00			311				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	146	37	0.00	572	0.256	147	0.5	0.3	8.481	A
C-AB	56	14	0.00	601	0.094	57	0.1	0.1	6.618	A
C-A	286	72	0.00			286				
A-B	50	12	0.00			50				
A-C	260	65	0.00			260				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.0.2307
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Filename: J6 - Site Access.j11
Path: C:\Users\LloydHughes\Cotswold Transport Planning Ltd\Project 2025 - 250372 - Trowbridge Road, Bradford on Avon\06 Calculations\Junction Modelling\April 2026
Report generation date: 02/04/2026 14:48:11

»Proposed - D1 - 2031 | Opening Year + CD | AM
»Proposed - D2 - 2031 | Opening Year + CD | PM
»Proposed - D3 - 2031 | Opening Year + CD + PD | AM
»Proposed - D4 - 2031 | Opening Year + CD + PD | PM
»Proposed - D5 - 2036 | Future Year + CD | AM
»Proposed - D6 - 2036 | Future Year + CD | PM
»Proposed - D7 - 2036 | Future Year + CD + PD | AM
»Proposed - D8 - 2036 | Future Year + CD + PD | PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
	Proposed - 2031 - Opening Year + CD					
Stream B-ACD	0.4	10.27	0.29	0.7	12.27	0.42
Stream A-BCD	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-ABD	0.2	8.59	0.16	0.2	7.86	0.15
	Proposed - 2031 - Opening Year + CD + PD					
Stream B-ACD	0.5	11.73	0.35	1.1	15.61	0.52
Stream A-BCD	0.0	6.41	0.03	0.1	6.91	0.07
Stream D-ABC	0.4	13.93	0.31	0.2	11.64	0.16
Stream C-ABD	0.2	8.98	0.17	0.2	8.02	0.16
	Proposed - 2036 - Future Year + CD					
Stream B-ACD	0.4	10.10	0.28	0.7	12.16	0.41
Stream A-BCD	0.0	0.00	0.00	0.0	0.00	0.00
Stream D-ABC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-ABD	0.2	8.53	0.15	0.2	7.85	0.15
	Proposed - 2036 - Future Year + CD + PD					
Stream B-ACD	0.5	11.54	0.33	1.0	15.48	0.51
Stream A-BCD	0.0	6.41	0.03	0.1	6.97	0.07
Stream D-ABC	0.4	13.98	0.31	0.2	11.86	0.17
Stream C-ABD	0.2	8.91	0.16	0.2	8.02	0.15

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

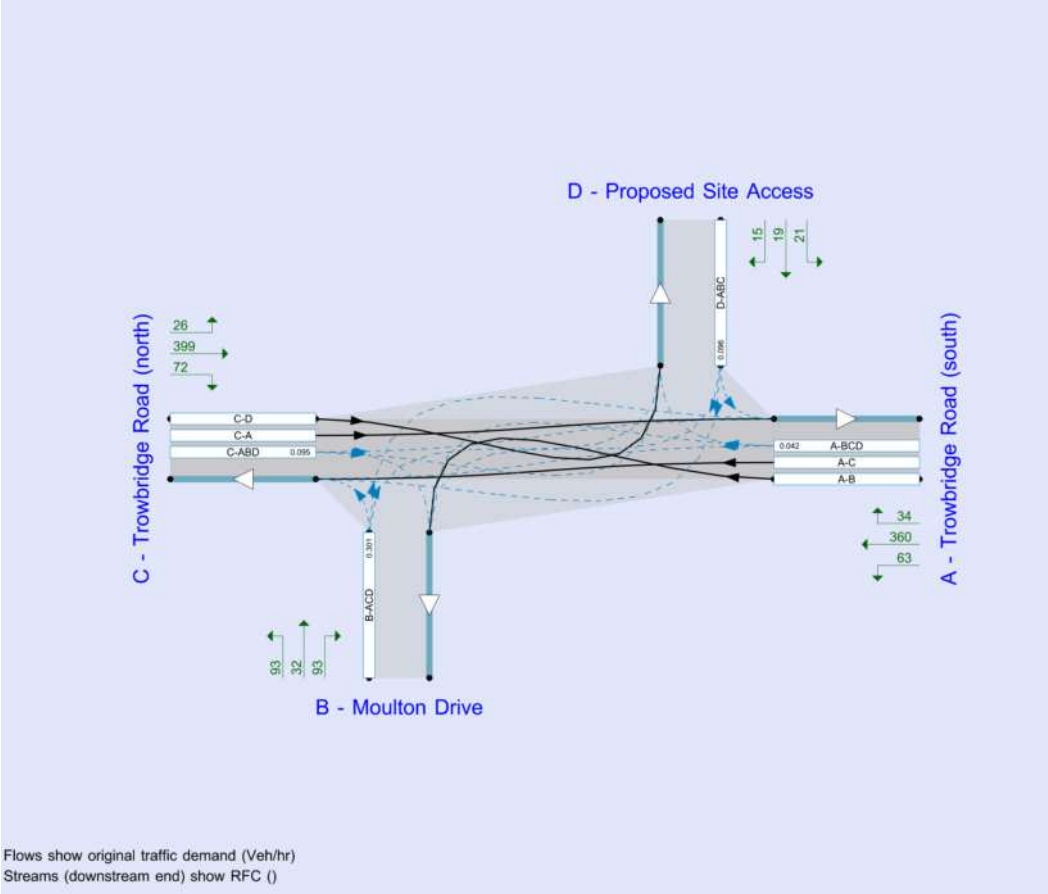
File summary

File Description

Title	
Location	
Site number	
Date	12/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\JamesLiverton
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	Opening Year + CD	AM	ONE HOUR	07:45	09:15	15	✓
D2	2031	Opening Year + CD	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031	Opening Year + CD + PD	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Opening Year + CD + PD	PM	ONE HOUR	16:45	18:15	15	✓
D5	2036	Future Year + CD	AM	ONE HOUR	07:45	09:15	15	✓
D6	2036	Future Year + CD	PM	ONE HOUR	16:45	18:15	15	✓
D7	2036	Future Year + CD + PD	AM	ONE HOUR	07:45	09:15	15	✓
D8	2036	Future Year + CD + PD	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

Proposed - D1 - 2031 | Opening Year + CD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.90	A

Arms

Arms

Arm	Name	Description	Arm type
A	Trowbridge Road (south)		Major
B	Moulton Drive		Minor
C	Trowbridge Road (north)		Major
D	Proposed Site Access		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Trowbridge Road (south)	6.97		✓	3.00	150.0	✓	6.00
C - Trowbridge Road (north)	6.83		✓	2.85	74.7	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Moulton Drive	One lane	4.12	116	122
D - Proposed Site Access	One lane	3.47	26	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-B	Slope for D-C
A-D	718	-	-	-	0.267	0.267	0.267	-	0.267	-	-
B-AD	643	0.113	0.285	-	-	-	0.179	0.407	0.179	0.113	0.285
B-C	779	0.115	0.291	-	-	-	-	-	-	0.115	0.291
C-B	661	0.247	0.247	-	-	-	-	-	-	0.247	0.247
D-A	667	-	-	-	0.248	0.098	0.248	-	0.098	-	-
D-BC	520	0.144	0.144	0.327	0.229	0.091	0.229	-	0.091	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	Opening Year + CD	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Trowbridge Road (south)		ONE HOUR	✓	471	100.000
B - Moulton Drive		ONE HOUR	✓	133	100.000
C - Trowbridge Road (north)		ONE HOUR	✓	448	100.000
D - Proposed Site Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0	94	377	0
	B - Moulton Drive	55	0	78	0
	C - Trowbridge Road (north)	375	73	0	0
	D - Proposed Site Access	0	0	0	0

Proportions

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0.00	0.20	0.80	0.00
	B - Moulton Drive	0.41	0.00	0.59	0.00
	C - Trowbridge Road (north)	0.84	0.16	0.00	0.00
	D - Proposed Site Access	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

	To				
		A - Trowbridge Road (south)	B - Moulton Drive	C - Trowbridge Road (north)	D - Proposed Site Access
From	A - Trowbridge Road (south)	0	2	3	0
	B - Moulton Drive	2	0	4	0
	C - Trowbridge Road (north)	4	6	0	0
	D - Proposed Site Access	0	0	0	0

Average PCU Per Veh

	To				
		A - Trowbridge Road (south)	B - Moulton Drive	C - Trowbridge Road (north)	D - Proposed Site Access
From	A - Trowbridge Road (south)	1.000	1.020	1.030	1.000
	B - Moulton Drive	1.020	1.000	1.040	1.000
	C - Trowbridge Road (north)	1.040	1.060	1.000	1.000
	D - Proposed Site Access	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Trowbridge Road (south)	355	365
	B - Moulton Drive	100	103
	C - Trowbridge Road (north)	337	352
	D - Proposed Site Access	0	0
08:00-08:15	A - Trowbridge Road (south)	423	435
	B - Moulton Drive	120	123
	C - Trowbridge Road (north)	403	420
	D - Proposed Site Access	0	0
08:15-08:30	A - Trowbridge Road (south)	519	533
	B - Moulton Drive	146	151
	C - Trowbridge Road (north)	493	515
	D - Proposed Site Access	0	0
08:30-08:45	A - Trowbridge Road (south)	519	533
	B - Moulton Drive	146	151
	C - Trowbridge Road (north)	493	515
	D - Proposed Site Access	0	0
08:45-09:00	A - Trowbridge Road (south)	423	435
	B - Moulton Drive	120	123
	C - Trowbridge Road (north)	403	420
	D - Proposed Site Access	0	0
09:00-09:15	A - Trowbridge Road (south)	355	365
	B - Moulton Drive	100	103
	C - Trowbridge Road (north)	337	352
	D - Proposed Site Access	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.29	10.27	0.4	B	122	183
A-BCD	0.00	0.00	0.0	A	0	0
A-B					86	129
A-C					346	519
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.16	8.59	0.2	A	67	100
C-D					0	0
C-A					344	516

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	100	25	0.00	563	0.178	99	0.0	0.2	7.757	A
A-BCD	0	0	0.00	1258	0.000	0	0.0	0.0	0.000	A
A-B	71	18	0.00			71				
A-C	284	71	0.00			284				
D-ABC	0	0	0.00	468	0.000	0	0.0	0.0	0.000	A
C-ABD	55	14	0.00	538	0.102	55	0.0	0.1	7.432	A
C-D	0	0	0.00			0				
C-A	282	71	0.00			282				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120	30	0.00	535	0.223	119	0.2	0.3	8.644	A
A-BCD	0	0	0.00	1223	0.000	0	0.0	0.0	0.000	A
A-B	85	21	0.00			85				
A-C	339	85	0.00			339				
D-ABC	0	0	0.00	444	0.000	0	0.0	0.0	0.000	A
C-ABD	66	16	0.00	522	0.126	66	0.1	0.1	7.884	A
C-D	0	0	0.00			0				
C-A	337	84	0.00			337				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	146	37	0.00	497	0.295	146	0.3	0.4	10.236	B
A-BCD	0	0	0.00	1175	0.000	0	0.0	0.0	0.000	A
A-B	103	26	0.00			103				
A-C	415	104	0.00			415				
D-ABC	0	0	0.00	411	0.000	0	0.0	0.0	0.000	A
C-ABD	80	20	0.00	499	0.161	80	0.1	0.2	8.587	A
C-D	0	0	0.00			0				
C-A	413	103	0.00			413				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	146	37	0.00	497	0.295	146	0.4	0.4	10.267	B
A-BCD	0	0	0.00	1174	0.000	0	0.0	0.0	0.000	A
A-B	103	26	0.00			103				
A-C	415	104	0.00			415				
D-ABC	0	0	0.00	411	0.000	0	0.0	0.0	0.000	A
C-ABD	80	20	0.00	499	0.161	80	0.2	0.2	8.593	A
C-D	0	0	0.00			0				
C-A	413	103	0.00			413				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120	30	0.00	535	0.223	120	0.4	0.3	8.680	A
A-BCD	0	0	0.00	1223	0.000	0	0.0	0.0	0.000	A
A-B	85	21	0.00			85				
A-C	339	85	0.00			339				
D-ABC	0	0	0.00	444	0.000	0	0.0	0.0	0.000	A
C-ABD	66	16	0.00	522	0.126	66	0.2	0.1	7.895	A
C-D	0	0	0.00			0				
C-A	337	84	0.00			337				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	100	25	0.00	562	0.178	100	0.3	0.2	7.798	A
A-BCD	0	0	0.00	1257	0.000	0	0.0	0.0	0.000	A
A-B	71	18	0.00			71				
A-C	284	71	0.00			284				
D-ABC	0	0	0.00	468	0.000	0	0.0	0.0	0.000	A
C-ABD	55	14	0.00	538	0.102	55	0.1	0.1	7.450	A
C-D	0	0	0.00			0				
C-A	282	71	0.00			282				

Proposed - D2 - 2031 | Opening Year + CD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		2.76	A

Junction Network

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031	Opening Year + CD	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Trowbridge Road (south)		ONE HOUR	✓	412	100.000
B - Moulton Drive		ONE HOUR	✓	194	100.000
C - Trowbridge Road (north)		ONE HOUR	✓	455	100.000
D - Proposed Site Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0	66	346	0
	B - Moulton Drive	97	0	97	0
	C - Trowbridge Road (north)	380	75	0	0
	D - Proposed Site Access	0	0	0	0

Proportions

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0.00	0.16	0.84	0.00
	B - Moulton Drive	0.50	0.00	0.50	0.00
	C - Trowbridge Road (north)	0.84	0.16	0.00	0.00
	D - Proposed Site Access	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0	5	2	0
	B - Moulton Drive	0	0	0	0
	C - Trowbridge Road (north)	2	1	0	0
	D - Proposed Site Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	1.000	1.050	1.020	1.000
	B - Moulton Drive	1.000	1.000	1.000	1.000
	C - Trowbridge Road (north)	1.020	1.010	1.000	1.000
	D - Proposed Site Access	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Trowbridge Road (south)	310	318
	B - Moulton Drive	146	146
	C - Trowbridge Road (north)	343	349
	D - Proposed Site Access	0	0
17:00-17:15	A - Trowbridge Road (south)	370	380
	B - Moulton Drive	174	174
	C - Trowbridge Road (north)	409	417
	D - Proposed Site Access	0	0
17:15-17:30	A - Trowbridge Road (south)	454	465
	B - Moulton Drive	214	214
	C - Trowbridge Road (north)	501	510
	D - Proposed Site Access	0	0
17:30-17:45	A - Trowbridge Road (south)	454	465
	B - Moulton Drive	214	214
	C - Trowbridge Road (north)	501	510
	D - Proposed Site Access	0	0
17:45-18:00	A - Trowbridge Road (south)	370	380
	B - Moulton Drive	174	174
	C - Trowbridge Road (north)	409	417
	D - Proposed Site Access	0	0
18:00-18:15	A - Trowbridge Road (south)	310	318
	B - Moulton Drive	146	146
	C - Trowbridge Road (north)	343	349
	D - Proposed Site Access	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.42	12.27	0.7	B	178	267
A-BCD	0.00	0.00	0.0	A	0	0
A-B					61	91
A-C					317	476
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.15	7.86	0.2	A	69	103
C-D					0	0
C-A					349	523

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	146	37	0.00	572	0.255	145	0.0	0.3	8.426	A
A-BCD	0	0	0.00	1242	0.000	0	0.0	0.0	0.000	A
A-B	50	12	0.00			50				
A-C	260	65	0.00			260				
D-ABC	0	0	0.00	466	0.000	0	0.0	0.0	0.000	A
C-ABD	56	14	0.00	577	0.098	56	0.0	0.1	6.910	A
C-D	0	0	0.00			0				
C-A	286	72	0.00			286				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	174	44	0.00	545	0.320	174	0.3	0.5	9.687	A
A-BCD	0	0	0.00	1204	0.000	0	0.0	0.0	0.000	A
A-B	59	15	0.00			59				
A-C	311	78	0.00			311				
D-ABC	0	0	0.00	442	0.000	0	0.0	0.0	0.000	A
C-ABD	67	17	0.00	561	0.120	67	0.1	0.1	7.282	A
C-D	0	0	0.00			0				
C-A	342	85	0.00			342				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	214	53	0.00	507	0.421	213	0.5	0.7	12.187	B
A-BCD	0	0	0.00	1152	0.000	0	0.0	0.0	0.000	A
A-B	73	18	0.00			73				
A-C	381	95	0.00			381				
D-ABC	0	0	0.00	408	0.000	0	0.0	0.0	0.000	A
C-ABD	83	21	0.00	541	0.153	82	0.1	0.2	7.856	A
C-D	0	0	0.00			0				
C-A	418	105	0.00			418				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	214	53	0.00	507	0.421	214	0.7	0.7	12.268	B
A-BCD	0	0	0.00	1151	0.000	0	0.0	0.0	0.000	A
A-B	73	18	0.00			73				
A-C	381	95	0.00			381				
D-ABC	0	0	0.00	408	0.000	0	0.0	0.0	0.000	A
C-ABD	83	21	0.00	541	0.153	83	0.2	0.2	7.858	A
C-D	0	0	0.00			0				
C-A	418	105	0.00			418				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	174	44	0.00	545	0.320	175	0.7	0.5	9.769	A
A-BCD	0	0	0.00	1204	0.000	0	0.0	0.0	0.000	A
A-B	59	15	0.00			59				
A-C	311	78	0.00			311				
D-ABC	0	0	0.00	442	0.000	0	0.0	0.0	0.000	A
C-ABD	67	17	0.00	561	0.120	68	0.2	0.1	7.293	A
C-D	0	0	0.00			0				
C-A	342	85	0.00			342				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	146	37	0.00	572	0.255	147	0.5	0.3	8.477	A
A-BCD	0	0	0.00	1242	0.000	0	0.0	0.0	0.000	A
A-B	50	12	0.00			50				
A-C	260	65	0.00			260				
D-ABC	0	0	0.00	465	0.000	0	0.0	0.0	0.000	A
C-ABD	56	14	0.00	577	0.098	57	0.1	0.1	6.924	A
C-D	0	0	0.00			0				
C-A	286	72	0.00			286				

Proposed - D3 - 2031 | Opening Year + CD + PD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		3.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Opening Year + CD + PD	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Trowbridge Road (south)		ONE HOUR	✓	487	100.000
B - Moulton Drive		ONE HOUR	✓	147	100.000
C - Trowbridge Road (north)		ONE HOUR	✓	460	100.000
D - Proposed Site Access		ONE HOUR	✓	106	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0	94	377	16
	B - Moulton Drive	55	0	78	14
	C - Trowbridge Road (north)	375	73	0	12
	D - Proposed Site Access	37	39	30	0

Proportions

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0.00	0.19	0.77	0.03
	B - Moulton Drive	0.37	0.00	0.53	0.10
	C - Trowbridge Road (north)	0.82	0.16	0.00	0.03
	D - Proposed Site Access	0.35	0.37	0.28	0.00

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0	2	3	0
	B - Moulton Drive	2	0	4	0
	C - Trowbridge Road (north)	4	6	0	0
	D - Proposed Site Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	1.000	1.020	1.030	1.000
	B - Moulton Drive	1.020	1.000	1.040	1.000
	C - Trowbridge Road (north)	1.040	1.060	1.000	1.000
	D - Proposed Site Access	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Trowbridge Road (south)	367	377
	B - Moulton Drive	111	114
	C - Trowbridge Road (north)	346	361
	D - Proposed Site Access	80	80
08:00-08:15	A - Trowbridge Road (south)	438	450
	B - Moulton Drive	132	136
	C - Trowbridge Road (north)	414	431
	D - Proposed Site Access	95	95
08:15-08:30	A - Trowbridge Road (south)	536	551
	B - Moulton Drive	162	166
	C - Trowbridge Road (north)	506	528
	D - Proposed Site Access	117	117
08:30-08:45	A - Trowbridge Road (south)	536	551
	B - Moulton Drive	162	166
	C - Trowbridge Road (north)	506	528
	D - Proposed Site Access	117	117
08:45-09:00	A - Trowbridge Road (south)	438	450
	B - Moulton Drive	132	136
	C - Trowbridge Road (north)	414	431
	D - Proposed Site Access	95	95
09:00-09:15	A - Trowbridge Road (south)	367	377
	B - Moulton Drive	111	114
	C - Trowbridge Road (north)	346	361
	D - Proposed Site Access	80	80

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.35	11.73	0.5	B	135	202
A-BCD	0.03	6.41	0.0	A	15	22
A-B					86	129
A-C					346	519
D-ABC	0.31	13.93	0.4	B	97	146
C-ABD	0.17	8.98	0.2	A	67	100
C-D					11	17
C-A					344	516

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	111	28	0.00	542	0.204	110	0.0	0.3	8.310	A
A-BCD	12	3	0.00	624	0.019	12	0.0	0.0	5.885	A
A-B	71	18	0.00			71				
A-C	284	71	0.00			284				
D-ABC	80	20	0.00	436	0.183	79	0.0	0.2	10.050	B
C-ABD	55	14	0.00	526	0.104	54	0.0	0.1	7.623	A
C-D	9	2	0.00			9				
C-A	282	71	0.00			282				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	132	33	0.00	512	0.258	132	0.3	0.3	9.472	A
A-BCD	14	4	0.00	605	0.024	14	0.0	0.0	6.093	A
A-B	85	21	0.00			85				
A-C	339	85	0.00			339				
D-ABC	95	24	0.00	411	0.232	95	0.2	0.3	11.387	B
C-ABD	66	16	0.00	507	0.129	65	0.1	0.1	8.142	A
C-D	11	3	0.00			11				
C-A	337	84	0.00			337				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	162	40	0.00	469	0.345	161	0.3	0.5	11.676	B
A-BCD	18	4	0.00	580	0.030	18	0.0	0.0	6.404	A
A-B	103	26	0.00			103				
A-C	415	104	0.00			415				
D-ABC	117	29	0.00	375	0.311	116	0.3	0.4	13.866	B
C-ABD	80	20	0.00	481	0.167	80	0.1	0.2	8.967	A
C-D	13	3	0.00			13				
C-A	413	103	0.00			413				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	162	40	0.00	469	0.345	162	0.5	0.5	11.732	B
A-BCD	18	4	0.00	580	0.030	18	0.0	0.0	6.405	A
A-B	103	26	0.00			103				
A-C	415	104	0.00			415				
D-ABC	117	29	0.00	375	0.311	117	0.4	0.4	13.930	B
C-ABD	80	20	0.00	481	0.167	80	0.2	0.2	8.978	A
C-D	13	3	0.00			13				
C-A	413	103	0.00			413				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	132	33	0.00	511	0.258	133	0.5	0.4	9.527	A
A-BCD	14	4	0.00	605	0.024	14	0.0	0.0	6.095	A
A-B	85	21	0.00			85				
A-C	339	85	0.00			339				
D-ABC	95	24	0.00	411	0.232	96	0.4	0.3	11.455	B
C-ABD	66	16	0.00	507	0.129	66	0.2	0.2	8.159	A
C-D	11	3	0.00			11				
C-A	337	84	0.00			337				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	111	28	0.00	542	0.204	111	0.4	0.3	8.368	A
A-BCD	12	3	0.00	623	0.019	12	0.0	0.0	5.887	A
A-B	71	18	0.00			71				
A-C	284	71	0.00			284				
D-ABC	80	20	0.00	436	0.183	80	0.3	0.2	10.123	B
C-ABD	55	14	0.00	526	0.104	55	0.2	0.1	7.642	A
C-D	9	2	0.00			9				
C-A	282	71	0.00			282				

Proposed - D4 - 2031 | Opening Year + CD + PD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		4.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.08	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031	Opening Year + CD + PD	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Trowbridge Road (south)		ONE HOUR	✓	446	100.000
B - Moulton Drive		ONE HOUR	✓	226	100.000
C - Trowbridge Road (north)		ONE HOUR	✓	481	100.000
D - Proposed Site Access		ONE HOUR	✓	55	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0	66	346	34
	B - Moulton Drive	97	0	97	32
	C - Trowbridge Road (north)	380	75	0	26
	D - Proposed Site Access	21	19	15	0

Proportions

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0.00	0.15	0.78	0.08
	B - Moulton Drive	0.43	0.00	0.43	0.14
	C - Trowbridge Road (north)	0.79	0.16	0.00	0.05
	D - Proposed Site Access	0.38	0.35	0.27	0.00

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0	5	2	0
	B - Moulton Drive	0	0	0	0
	C - Trowbridge Road (north)	2	1	0	0
	D - Proposed Site Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	1.000	1.050	1.020	1.000
	B - Moulton Drive	1.000	1.000	1.000	1.000
	C - Trowbridge Road (north)	1.020	1.010	1.000	1.000
	D - Proposed Site Access	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Trowbridge Road (south)	336	343
	B - Moulton Drive	170	170
	C - Trowbridge Road (north)	362	368
	D - Proposed Site Access	41	41
17:00-17:15	A - Trowbridge Road (south)	401	410
	B - Moulton Drive	203	203
	C - Trowbridge Road (north)	432	440
	D - Proposed Site Access	49	49
17:15-17:30	A - Trowbridge Road (south)	491	502
	B - Moulton Drive	249	249
	C - Trowbridge Road (north)	530	539
	D - Proposed Site Access	61	61
17:30-17:45	A - Trowbridge Road (south)	491	502
	B - Moulton Drive	249	249
	C - Trowbridge Road (north)	530	539
	D - Proposed Site Access	61	61
17:45-18:00	A - Trowbridge Road (south)	401	410
	B - Moulton Drive	203	203
	C - Trowbridge Road (north)	432	440
	D - Proposed Site Access	49	49
18:00-18:15	A - Trowbridge Road (south)	336	343
	B - Moulton Drive	170	170
	C - Trowbridge Road (north)	362	368
	D - Proposed Site Access	41	41

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.52	15.61	1.1	C	207	311
A-BCD	0.07	6.91	0.1	A	31	47
A-B					61	91
A-C					317	476
D-ABC	0.16	11.64	0.2	B	50	76
C-ABD	0.16	8.02	0.2	A	69	103
C-D					24	36
C-A					349	523

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	170	43	0.00	550	0.309	168	0.0	0.4	9.385	A
A-BCD	26	6	0.00	609	0.042	25	0.0	0.0	6.162	A
A-B	50	12	0.00			50				
A-C	260	65	0.00			260				
D-ABC	41	10	0.00	434	0.095	41	0.0	0.1	9.141	A
C-ABD	56	14	0.00	570	0.099	56	0.0	0.1	6.994	A
C-D	20	5	0.00			20				
C-A	286	72	0.00			286				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	203	51	0.00	521	0.390	202	0.4	0.6	11.282	B
A-BCD	31	8	0.00	588	0.052	31	0.0	0.1	6.456	A
A-B	59	15	0.00			59				
A-C	311	78	0.00			311				
D-ABC	49	12	0.00	408	0.121	49	0.1	0.1	10.047	B
C-ABD	67	17	0.00	554	0.122	67	0.1	0.1	7.395	A
C-D	23	6	0.00			23				
C-A	342	85	0.00			342				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	249	62	0.00	479	0.519	247	0.6	1.0	15.393	C
A-BCD	37	9	0.00	559	0.067	37	0.1	0.1	6.905	A
A-B	73	18	0.00			73				
A-C	381	95	0.00			381				
D-ABC	61	15	0.00	370	0.164	60	0.1	0.2	11.618	B
C-ABD	83	21	0.00	531	0.155	82	0.1	0.2	8.014	A
C-D	29	7	0.00			29				
C-A	418	105	0.00			418				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	249	62	0.00	479	0.519	249	1.0	1.1	15.609	C
A-BCD	37	9	0.00	558	0.067	37	0.1	0.1	6.908	A
A-B	73	18	0.00			73				
A-C	381	95	0.00			381				
D-ABC	61	15	0.00	370	0.164	61	0.2	0.2	11.642	B
C-ABD	83	21	0.00	531	0.155	83	0.2	0.2	8.021	A
C-D	29	7	0.00			29				
C-A	418	105	0.00			418				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	203	51	0.00	521	0.390	205	1.1	0.7	11.456	B
A-BCD	31	8	0.00	588	0.052	31	0.1	0.1	6.465	A
A-B	59	15	0.00			59				
A-C	311	78	0.00			311				
D-ABC	49	12	0.00	407	0.121	50	0.2	0.1	10.076	B
C-ABD	67	17	0.00	554	0.122	68	0.2	0.1	7.404	A
C-D	23	6	0.00			23				
C-A	342	85	0.00			342				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	170	43	0.00	550	0.309	171	0.7	0.5	9.516	A
A-BCD	26	6	0.00	609	0.042	26	0.1	0.0	6.172	A
A-B	50	12	0.00			50				
A-C	260	65	0.00			260				
D-ABC	41	10	0.00	434	0.095	42	0.1	0.1	9.174	A
C-ABD	56	14	0.00	570	0.099	57	0.1	0.1	7.009	A
C-D	20	5	0.00			20				
C-A	286	72	0.00			286				

Proposed - D5 - 2036 | Future Year + CD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		1.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2036	Future Year + CD	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Trowbridge Road (south)		ONE HOUR	✓	476	100.000
B - Moulton Drive		ONE HOUR	✓	126	100.000
C - Trowbridge Road (north)		ONE HOUR	✓	448	100.000
D - Proposed Site Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0	88	388	0
	B - Moulton Drive	52	0	74	0
	C - Trowbridge Road (north)	379	69	0	0
	D - Proposed Site Access	0	0	0	0

Proportions

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0.00	0.18	0.82	0.00
	B - Moulton Drive	0.41	0.00	0.59	0.00
	C - Trowbridge Road (north)	0.85	0.15	0.00	0.00
	D - Proposed Site Access	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0	2	3	0
	B - Moulton Drive	2	0	4	0
	C - Trowbridge Road (north)	4	6	0	0
	D - Proposed Site Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	1.000	1.020	1.030	1.000
	B - Moulton Drive	1.020	1.000	1.040	1.000
	C - Trowbridge Road (north)	1.040	1.060	1.000	1.000
	D - Proposed Site Access	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Trowbridge Road (south)	358	368
	B - Moulton Drive	95	98
	C - Trowbridge Road (north)	337	352
	D - Proposed Site Access	0	0
08:00-08:15	A - Trowbridge Road (south)	428	440
	B - Moulton Drive	113	117
	C - Trowbridge Road (north)	403	420
	D - Proposed Site Access	0	0
08:15-08:30	A - Trowbridge Road (south)	524	539
	B - Moulton Drive	139	143
	C - Trowbridge Road (north)	493	515
	D - Proposed Site Access	0	0
08:30-08:45	A - Trowbridge Road (south)	524	539
	B - Moulton Drive	139	143
	C - Trowbridge Road (north)	493	515
	D - Proposed Site Access	0	0
08:45-09:00	A - Trowbridge Road (south)	428	440
	B - Moulton Drive	113	117
	C - Trowbridge Road (north)	403	420
	D - Proposed Site Access	0	0
09:00-09:15	A - Trowbridge Road (south)	358	368
	B - Moulton Drive	95	98
	C - Trowbridge Road (north)	337	352
	D - Proposed Site Access	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.28	10.10	0.4	B	116	173
A-BCD	0.00	0.00	0.0	A	0	0
A-B					81	121
A-C					356	534
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.15	8.53	0.2	A	63	95
C-D					0	0
C-A					348	522

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	95	24	0.00	561	0.169	94	0.0	0.2	7.693	A
A-BCD	0	0	0.00	1257	0.000	0	0.0	0.0	0.000	A
A-B	66	17	0.00			66				
A-C	292	73	0.00			292				
D-ABC	0	0	0.00	467	0.000	0	0.0	0.0	0.000	A
C-ABD	52	13	0.00	538	0.097	52	0.0	0.1	7.400	A
C-D	0	0	0.00			0				
C-A	285	71	0.00			285				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	113	28	0.00	534	0.212	113	0.2	0.3	8.549	A
A-BCD	0	0	0.00	1222	0.000	0	0.0	0.0	0.000	A
A-B	79	20	0.00			79				
A-C	349	87	0.00			349				
D-ABC	0	0	0.00	444	0.000	0	0.0	0.0	0.000	A
C-ABD	62	16	0.00	521	0.119	62	0.1	0.1	7.841	A
C-D	0	0	0.00			0				
C-A	341	85	0.00			341				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	139	35	0.00	495	0.280	138	0.3	0.4	10.075	B
A-BCD	0	0	0.00	1174	0.000	0	0.0	0.0	0.000	A
A-B	97	24	0.00			97				
A-C	427	107	0.00			427				
D-ABC	0	0	0.00	411	0.000	0	0.0	0.0	0.000	A
C-ABD	76	19	0.00	498	0.153	76	0.1	0.2	8.524	A
C-D	0	0	0.00			0				
C-A	417	104	0.00			417				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	139	35	0.00	495	0.280	139	0.4	0.4	10.102	B
A-BCD	0	0	0.00	1174	0.000	0	0.0	0.0	0.000	A
A-B	97	24	0.00			97				
A-C	427	107	0.00			427				
D-ABC	0	0	0.00	410	0.000	0	0.0	0.0	0.000	A
C-ABD	76	19	0.00	498	0.153	76	0.2	0.2	8.531	A
C-D	0	0	0.00			0				
C-A	417	104	0.00			417				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	113	28	0.00	534	0.212	114	0.4	0.3	8.579	A
A-BCD	0	0	0.00	1222	0.000	0	0.0	0.0	0.000	A
A-B	79	20	0.00			79				
A-C	349	87	0.00			349				
D-ABC	0	0	0.00	444	0.000	0	0.0	0.0	0.000	A
C-ABD	62	16	0.00	521	0.119	62	0.2	0.1	7.850	A
C-D	0	0	0.00			0				
C-A	341	85	0.00			341				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	95	24	0.00	561	0.169	95	0.3	0.2	7.730	A
A-BCD	0	0	0.00	1257	0.000	0	0.0	0.0	0.000	A
A-B	66	17	0.00			66				
A-C	292	73	0.00			292				
D-ABC	0	0	0.00	467	0.000	0	0.0	0.0	0.000	A
C-ABD	52	13	0.00	538	0.097	52	0.1	0.1	7.418	A
C-D	0	0	0.00			0				
C-A	285	71	0.00			285				

Proposed - D6 - 2036 | Future Year + CD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		2.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.58	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2036	Future Year + CD	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Trowbridge Road (south)		ONE HOUR	✓	423	100.000
B - Moulton Drive		ONE HOUR	✓	186	100.000
C - Trowbridge Road (north)		ONE HOUR	✓	471	100.000
D - Proposed Site Access		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Trowbridge Road (south)	B - Moulton Drive	C - Trowbridge Road (north)	D - Proposed Site Access
From	A - Trowbridge Road (south)	0	63	360	0
	B - Moulton Drive	93	0	93	0
	C - Trowbridge Road (north)	399	72	0	0
	D - Proposed Site Access	0	0	0	0

Proportions

		To			
		A - Trowbridge Road (south)	B - Moulton Drive	C - Trowbridge Road (north)	D - Proposed Site Access
From	A - Trowbridge Road (south)	0.00	0.15	0.85	0.00
	B - Moulton Drive	0.50	0.00	0.50	0.00
	C - Trowbridge Road (north)	0.85	0.15	0.00	0.00
	D - Proposed Site Access	0.25	0.25	0.25	0.25

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Trowbridge Road (south)	B - Moulton Drive	C - Trowbridge Road (north)	D - Proposed Site Access
From	A - Trowbridge Road (south)	0	5	2	0
	B - Moulton Drive	0	0	0	0
	C - Trowbridge Road (north)	2	1	0	0
	D - Proposed Site Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Trowbridge Road (south)	B - Moulton Drive	C - Trowbridge Road (north)	D - Proposed Site Access
From	A - Trowbridge Road (south)	1.000	1.050	1.020	1.000
	B - Moulton Drive	1.000	1.000	1.000	1.000
	C - Trowbridge Road (north)	1.020	1.010	1.000	1.000
	D - Proposed Site Access	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Trowbridge Road (south)	318	326
	B - Moulton Drive	140	140
	C - Trowbridge Road (north)	355	361
	D - Proposed Site Access	0	0
17:00-17:15	A - Trowbridge Road (south)	380	390
	B - Moulton Drive	167	167
	C - Trowbridge Road (north)	423	431
	D - Proposed Site Access	0	0
17:15-17:30	A - Trowbridge Road (south)	466	477
	B - Moulton Drive	205	205
	C - Trowbridge Road (north)	519	528
	D - Proposed Site Access	0	0
17:30-17:45	A - Trowbridge Road (south)	466	477
	B - Moulton Drive	205	205
	C - Trowbridge Road (north)	519	528
	D - Proposed Site Access	0	0
17:45-18:00	A - Trowbridge Road (south)	380	390
	B - Moulton Drive	167	167
	C - Trowbridge Road (north)	423	431
	D - Proposed Site Access	0	0
18:00-18:15	A - Trowbridge Road (south)	318	326
	B - Moulton Drive	140	140
	C - Trowbridge Road (north)	355	361
	D - Proposed Site Access	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.41	12.16	0.7	B	171	256
A-BCD	0.00	0.00	0.0	A	0	0
A-B					58	87
A-C					330	496
D-ABC	0.00	0.00	0.0	A	0	0
C-ABD	0.15	7.85	0.2	A	66	99
C-D					0	0
C-A					366	549

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	140	35	0.00	568	0.247	139	0.0	0.3	8.364	A
A-BCD	0	0	0.00	1236	0.000	0	0.0	0.0	0.000	A
A-B	47	12	0.00			47				
A-C	271	68	0.00			271				
D-ABC	0	0	0.00	462	0.000	0	0.0	0.0	0.000	A
C-ABD	54	14	0.00	575	0.094	54	0.0	0.1	6.903	A
C-D	0	0	0.00			0				
C-A	300	75	0.00			300				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	167	42	0.00	540	0.310	167	0.3	0.4	9.631	A
A-BCD	0	0	0.00	1197	0.000	0	0.0	0.0	0.000	A
A-B	57	14	0.00			57				
A-C	324	81	0.00			324				
D-ABC	0	0	0.00	437	0.000	0	0.0	0.0	0.000	A
C-ABD	65	16	0.00	559	0.116	65	0.1	0.1	7.279	A
C-D	0	0	0.00			0				
C-A	359	90	0.00			359				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	205	51	0.00	501	0.409	204	0.4	0.7	12.086	B
A-BCD	0	0	0.00	1143	0.000	0	0.0	0.0	0.000	A
A-B	69	17	0.00			69				
A-C	396	99	0.00			396				
D-ABC	0	0	0.00	403	0.000	0	0.0	0.0	0.000	A
C-ABD	79	20	0.00	538	0.147	79	0.1	0.2	7.849	A
C-D	0	0	0.00			0				
C-A	439	110	0.00			439				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	205	51	0.00	501	0.409	205	0.7	0.7	12.163	B
A-BCD	0	0	0.00	1143	0.000	0	0.0	0.0	0.000	A
A-B	69	17	0.00			69				
A-C	396	99	0.00			396				
D-ABC	0	0	0.00	403	0.000	0	0.0	0.0	0.000	A
C-ABD	79	20	0.00	538	0.147	79	0.2	0.2	7.853	A
C-D	0	0	0.00			0				
C-A	439	110	0.00			439				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	167	42	0.00	540	0.310	168	0.7	0.5	9.707	A
A-BCD	0	0	0.00	1196	0.000	0	0.0	0.0	0.000	A
A-B	57	14	0.00			57				
A-C	324	81	0.00			324				
D-ABC	0	0	0.00	437	0.000	0	0.0	0.0	0.000	A
C-ABD	65	16	0.00	559	0.116	65	0.2	0.1	7.286	A
C-D	0	0	0.00			0				
C-A	359	90	0.00			359				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	140	35	0.00	568	0.247	141	0.5	0.3	8.437	A
A-BCD	0	0	0.00	1236	0.000	0	0.0	0.0	0.000	A
A-B	47	12	0.00			47				
A-C	271	68	0.00			271				
D-ABC	0	0	0.00	462	0.000	0	0.0	0.0	0.000	A
C-ABD	54	14	0.00	575	0.094	54	0.1	0.1	6.923	A
C-D	0	0	0.00			0				
C-A	300	75	0.00			300				

Proposed - D7 - 2036 | Future Year + CD + PD | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		3.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.16	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2036	Future Year + CD + PD	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Trowbridge Road (south)		ONE HOUR	✓	492	100.000
B - Moulton Drive		ONE HOUR	✓	140	100.000
C - Trowbridge Road (north)		ONE HOUR	✓	460	100.000
D - Proposed Site Access		ONE HOUR	✓	106	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0	88	388	16
	B - Moulton Drive	52	0	74	14
	C - Trowbridge Road (north)	379	69	0	12
	D - Proposed Site Access	37	39	30	0

Proportions

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0.00	0.18	0.79	0.03
	B - Moulton Drive	0.37	0.00	0.53	0.10
	C - Trowbridge Road (north)	0.82	0.15	0.00	0.03
	D - Proposed Site Access	0.35	0.37	0.28	0.00

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0	2	3	0
	B - Moulton Drive	2	0	4	0
	C - Trowbridge Road (north)	4	6	0	0
	D - Proposed Site Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	1.000	1.020	1.030	1.000
	B - Moulton Drive	1.020	1.000	1.040	1.000
	C - Trowbridge Road (north)	1.040	1.060	1.000	1.000
	D - Proposed Site Access	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Trowbridge Road (south)	370	380
	B - Moulton Drive	105	108
	C - Trowbridge Road (north)	346	361
	D - Proposed Site Access	80	80
08:00-08:15	A - Trowbridge Road (south)	442	454
	B - Moulton Drive	126	129
	C - Trowbridge Road (north)	414	431
	D - Proposed Site Access	95	95
08:15-08:30	A - Trowbridge Road (south)	542	556
	B - Moulton Drive	154	159
	C - Trowbridge Road (north)	506	528
	D - Proposed Site Access	117	117
08:30-08:45	A - Trowbridge Road (south)	542	556
	B - Moulton Drive	154	159
	C - Trowbridge Road (north)	506	528
	D - Proposed Site Access	117	117
08:45-09:00	A - Trowbridge Road (south)	442	454
	B - Moulton Drive	126	129
	C - Trowbridge Road (north)	414	431
	D - Proposed Site Access	95	95
09:00-09:15	A - Trowbridge Road (south)	370	380
	B - Moulton Drive	105	108
	C - Trowbridge Road (north)	346	361
	D - Proposed Site Access	80	80

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.33	11.54	0.5	B	128	193
A-BCD	0.03	6.41	0.0	A	15	22
A-B					81	121
A-C					356	534
D-ABC	0.31	13.98	0.4	B	97	146
C-ABD	0.16	8.91	0.2	A	63	95
C-D					11	17
C-A					348	522

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	105	26	0.00	540	0.195	104	0.0	0.2	8.245	A
A-BCD	12	3	0.00	623	0.019	12	0.0	0.0	5.887	A
A-B	66	17	0.00			66				
A-C	292	73	0.00			292				
D-ABC	80	20	0.00	436	0.183	79	0.0	0.2	10.068	B
C-ABD	52	13	0.00	525	0.099	52	0.0	0.1	7.589	A
C-D	9	2	0.00			9				
C-A	285	71	0.00			285				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	126	31	0.00	509	0.247	126	0.2	0.3	9.367	A
A-BCD	14	4	0.00	605	0.024	14	0.0	0.0	6.096	A
A-B	79	20	0.00			79				
A-C	349	87	0.00			349				
D-ABC	95	24	0.00	410	0.232	95	0.2	0.3	11.417	B
C-ABD	62	16	0.00	506	0.123	62	0.1	0.1	8.098	A
C-D	11	3	0.00			11				
C-A	341	85	0.00			341				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	154	39	0.00	466	0.331	153	0.3	0.5	11.486	B
A-BCD	18	4	0.00	579	0.030	18	0.0	0.0	6.408	A
A-B	97	24	0.00			97				
A-C	427	107	0.00			427				
D-ABC	117	29	0.00	374	0.312	116	0.3	0.4	13.920	B
C-ABD	76	19	0.00	480	0.158	76	0.1	0.2	8.901	A
C-D	13	3	0.00			13				
C-A	417	104	0.00			417				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	154	39	0.00	466	0.331	154	0.5	0.5	11.536	B
A-BCD	18	4	0.00	579	0.030	18	0.0	0.0	6.409	A
A-B	97	24	0.00			97				
A-C	427	107	0.00			427				
D-ABC	117	29	0.00	374	0.312	117	0.4	0.4	13.985	B
C-ABD	76	19	0.00	480	0.158	76	0.2	0.2	8.910	A
C-D	13	3	0.00			13				
C-A	417	104	0.00			417				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	126	31	0.00	509	0.247	126	0.5	0.3	9.420	A
A-BCD	14	4	0.00	605	0.024	14	0.0	0.0	6.098	A
A-B	79	20	0.00			79				
A-C	349	87	0.00			349				
D-ABC	95	24	0.00	410	0.233	96	0.4	0.3	11.484	B
C-ABD	62	16	0.00	506	0.123	62	0.2	0.1	8.112	A
C-D	11	3	0.00			11				
C-A	341	85	0.00			341				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	105	26	0.00	540	0.195	106	0.3	0.2	8.302	A
A-BCD	12	3	0.00	623	0.019	12	0.0	0.0	5.892	A
A-B	66	17	0.00			66				
A-C	292	73	0.00			292				
D-ABC	80	20	0.00	435	0.183	80	0.3	0.2	10.140	B
C-ABD	52	13	0.00	525	0.099	52	0.1	0.1	7.611	A
C-D	9	2	0.00			9				
C-A	285	71	0.00			285				

Proposed - D8 - 2036 | Future Year + CD + PD | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Proposed Junction	Right-Left Stagger	Two-way	Two-way	Two-way	Two-way		3.89	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.89	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2036	Future Year + CD + PD	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Trowbridge Road (south)		ONE HOUR	✓	457	100.000
B - Moulton Drive		ONE HOUR	✓	218	100.000
C - Trowbridge Road (north)		ONE HOUR	✓	497	100.000
D - Proposed Site Access		ONE HOUR	✓	55	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0	63	360	34
	B - Moulton Drive	93	0	93	32
	C - Trowbridge Road (north)	399	72	0	26
	D - Proposed Site Access	21	19	15	0

Proportions

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0.00	0.14	0.79	0.07
	B - Moulton Drive	0.43	0.00	0.43	0.15
	C - Trowbridge Road (north)	0.80	0.14	0.00	0.05
	D - Proposed Site Access	0.38	0.35	0.27	0.00

Vehicle Mix

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

Heavy Vehicle %

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	0	5	2	0
	B - Moulton Drive	0	0	0	0
	C - Trowbridge Road (north)	2	1	0	0
	D - Proposed Site Access	0	0	0	0

Average PCU Per Veh

		To			
		A - Trowbridge Road (south)	**B - Moulton Drive**	**C - Trowbridge Road (north)**	**D - Proposed Site Access**
From	**A - Trowbridge Road (south)**	1.000	1.050	1.020	1.000
	B - Moulton Drive	1.000	1.000	1.000	1.000
	C - Trowbridge Road (north)	1.020	1.010	1.000	1.000
	D - Proposed Site Access	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Trowbridge Road (south)	344	352
	B - Moulton Drive	164	164
	C - Trowbridge Road (north)	374	381
	D - Proposed Site Access	41	41
17:00-17:15	A - Trowbridge Road (south)	411	420
	B - Moulton Drive	196	196
	C - Trowbridge Road (north)	447	455
	D - Proposed Site Access	49	49
17:15-17:30	A - Trowbridge Road (south)	503	515
	B - Moulton Drive	240	240
	C - Trowbridge Road (north)	547	557
	D - Proposed Site Access	61	61
17:30-17:45	A - Trowbridge Road (south)	503	515
	B - Moulton Drive	240	240
	C - Trowbridge Road (north)	547	557
	D - Proposed Site Access	61	61
17:45-18:00	A - Trowbridge Road (south)	411	420
	B - Moulton Drive	196	196
	C - Trowbridge Road (north)	447	455
	D - Proposed Site Access	49	49
18:00-18:15	A - Trowbridge Road (south)	344	352
	B - Moulton Drive	164	164
	C - Trowbridge Road (north)	374	381
	D - Proposed Site Access	41	41

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-ACD	0.51	15.48	1.0	C	200	300
A-BCD	0.07	6.97	0.1	A	31	47
A-B					58	87
A-C					330	496
D-ABC	0.17	11.86	0.2	B	50	76
C-ABD	0.15	8.02	0.2	A	66	99
C-D					24	36
C-A					366	549

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	164	41	0.00	546	0.301	162	0.0	0.4	9.356	A
A-BCD	26	6	0.00	606	0.042	25	0.0	0.0	6.195	A
A-B	47	12	0.00			47				
A-C	271	68	0.00			271				
D-ABC	41	10	0.00	431	0.096	41	0.0	0.1	9.230	A
C-ABD	54	14	0.00	568	0.095	54	0.0	0.1	6.991	A
C-D	20	5	0.00			20				
C-A	300	75	0.00			300				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	196	49	0.00	515	0.380	195	0.4	0.6	11.228	B
A-BCD	31	8	0.00	584	0.052	31	0.0	0.1	6.499	A
A-B	57	14	0.00			57				
A-C	324	81	0.00			324				
D-ABC	49	12	0.00	403	0.123	49	0.1	0.1	10.180	B
C-ABD	65	16	0.00	551	0.117	65	0.1	0.1	7.391	A
C-D	23	6	0.00			23				
C-A	359	90	0.00			359				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	240	60	0.00	472	0.508	238	0.6	1.0	15.277	C
A-BCD	37	9	0.00	554	0.068	37	0.1	0.1	6.965	A
A-B	69	17	0.00			69				
A-C	396	99	0.00			396				
D-ABC	61	15	0.00	364	0.166	60	0.1	0.2	11.843	B
C-ABD	79	20	0.00	528	0.150	79	0.1	0.2	8.012	A
C-D	29	7	0.00			29				
C-A	439	110	0.00			439				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	240	60	0.00	472	0.508	240	1.0	1.0	15.480	C
A-BCD	37	9	0.00	554	0.068	37	0.1	0.1	6.968	A
A-B	69	17	0.00			69				
A-C	396	99	0.00			396				
D-ABC	61	15	0.00	364	0.166	61	0.2	0.2	11.860	B
C-ABD	79	20	0.00	528	0.150	79	0.2	0.2	8.015	A
C-D	29	7	0.00			29				
C-A	439	110	0.00			439				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	196	49	0.00	515	0.381	198	1.0	0.6	11.396	B
A-BCD	31	8	0.00	584	0.052	31	0.1	0.1	6.505	A
A-B	57	14	0.00			57				
A-C	324	81	0.00			324				
D-ABC	49	12	0.00	403	0.123	50	0.2	0.1	10.207	B
C-ABD	65	16	0.00	551	0.117	65	0.2	0.1	7.403	A
C-D	23	6	0.00			23				
C-A	359	90	0.00			359				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	164	41	0.00	545	0.301	165	0.6	0.4	9.483	A
A-BCD	26	6	0.00	606	0.042	26	0.1	0.0	6.202	A
A-B	47	12	0.00			47				
A-C	271	68	0.00			271				
D-ABC	41	10	0.00	430	0.096	42	0.1	0.1	9.265	A
C-ABD	54	14	0.00	568	0.095	54	0.1	0.1	7.009	A
C-D	20	5	0.00			20				
C-A	300	75	0.00			300				

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