



Transport Assessment

Land off Storridge Road,
Westbury, Wiltshire

Client: Gladman Developments Ltd



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1 INTRODUCTION

1.1 Purpose of Report

1.1.1 This Transport Assessment (TA) considers the highways and transportation implications associated with Gladman Developments Ltd's (Gladman) proposal for a residential development on land off Storridge Road, Westbury, Wiltshire.

1.1.2 The full proposed development description is as follows:

'An outline planning application for the demolition of number 5 and 6 Storridge Road and the erection of up to 165 dwellings with public open space, landscaping, sustainable drainage system and vehicular access point from Storridge Road. All matters reserved except for means of access.'

1.1.3 This report forms part of the documentation to support a fourth application for development of the site by Gladman, with the original application (ref. 17/12342/OUT), second application (ref. 19/06389/OUT) and third application (ref. PL/2022/09842) being refused for reasons other than highways. All previous applications were for up to 200 dwellings, thus, the number of dwellings has reduced by 35.

1.1.4 This report is an update of the preceding TA associated with the third application, which Wiltshire Council (WC) Highways described as *'thorough'* in its consultation response to said application.

1.1.5 It is acknowledged that WC is both the Local Highway Authority (LHA) and Local Planning Authority (LPA) for the area.

1.1.6 Prime Transport Planning (Prime) has produced this TA on behalf of the Applicant. It has been prepared alongside a Travel Plan (TP), which should be read in conjunction with this TA. The TP outlines the Applicant's commitment to promoting and encouraging travel by sustainable modes.

1.1.7 This document has been prepared in accordance with the Government's Planning Practice Guidance: *Transport evidence bases in plan making and decision taking* (2014) and *Travel Plans, Transport Assessments and Statements* (2015), as well as the Department for Transport's (DfT) *Guidance on Transport Assessment* (GTA) (2007).

1.1.8 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.

1.2 Scope of Report

1.2.1 As mentioned above, this report has been prepared in accordance with *Transport evidence bases in plan making and decision taking*, which replaced the DfT's GTA in 2014. However, the new document

is not a like-for-like replacement for GTA, providing no guidance on the production of Transport Assessments to accompany developments. The latest guidance instead helps local planning authorities assess strategic transport needs to reflect and, where appropriate, mitigate these in their Local Plan.

- 1.2.2 More relevant information is provided within the PPG under *Travel Plans, Transport Assessments and Statements*, however, this also does not provide the level of detailed guidance that was contained within DfT's GTA.
- 1.2.3 Given that GTA was in place for 7 years, Prime believes that assessment in line with the document still represents industry best-practice, albeit supplemented by the vision-led approach of the *National Planning Policy Framework (NPPF)*.
- 1.2.4 Prime sought pre-application advice from the LHA, submitting an email to WC Highways on 29th October 2025, with WC Highways responding on 30th October 2025.
- 1.2.5 The email correspondence is provided in Appendix A.
- 1.2.6 To conclude, the remainder of this report is structured as follows:
- Section 2 describes the relevant local and national transport policy and guidance;
 - Section 3 describes the existing situation in terms of the site, local highway network and traffic conditions, whilst also reviewing the collision records for the local highway network;
 - Section 4 details the development proposal;
 - Section 5 details access to the site by sustainable modes of travel, which includes walking, cycling and public transport, and provides a summary of the TP;
 - Section 6 discusses the traffic forecasting methodology, trip generation of the site and the ability of the proposed site access and off-site junctions to accommodate the generated traffic; and
 - Section 7 concludes the findings of the TA.

2 TRANSPORT POLICY & GUIDANCE

2.1 Introduction

- 2.1.1 It is important that any new developments conform to and complement national and local planning policy. This section details the policies that are relevant to the development.

2.2 National Planning Policy Framework

- 2.2.1 The current NPPF was published in December 2024, with slight amendments on 7th February 2025, and sets out the Government's current planning policies. At the heart of the NPPF is '*a presumption in favour of sustainable development*' as detailed in paragraphs 10 and 11.

- 2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 110 that:

'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.'

- 2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

- 2.2.4 Paragraph 115 of the NPPF provides direction for the assessment of sites for development, stating:

'...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.'

2.2.5 In determining planning applications, paragraph 116 states that:

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

2.2.6 Paragraph 117 continues:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel Plans, Transport Assessments and Statements.

2.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping LPAs to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.4 Wiltshire Local Transport Plan 4 (LTP4) (2025-2038)

2.4.1 The WC LTP4 document was adopted in March 2025 and sets out WC's overall transport strategy and policies that seek to manage and improve the transport network within the county.

2.4.2 LTP4 sets out six objectives, which are as follows:

- Rurality;
- Health, wellbeing and safety;
- Economic growth;
- Futureproofing transport;
- Transport decarbonisation; and
- Unique environment.

2.4.3 In order to achieve the above objectives, LTP4 sets out four key policy areas, each of which comprise their own specific policies. The key policy areas and policies related to this report are as follows:

Avoid unnecessary travel:

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

Shift to more sustainable modes of transport:

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

Improve vehicle, fuel and network efficiency:

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

Support and enable delivery of the Avoid, Shift and Improve policy areas:

- Policy SU1 - Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport; and
- Policy SU2 - Work in partnership with Government bodies, stakeholders to improve transport for all.

2.5 Wiltshire Core Strategy (CS) (2015-2026)

2.5.1 The WC CS document was adopted in January 2015 and provides a positive and flexible overarching planning policy framework for Wiltshire up until 2026, with the aim of creating stronger, more resilient communities within Wiltshire.

2.5.2 The transport specific policies considered to be pertinent to the development proposals are as follows:

Core Policy 60: Sustainable Transport

2.5.3 WC will use its planning and transport powers to reduce the need to travel by private car, encourage the sustainable movement of people and goods within and through Wiltshire. This will be achieved by:

- Planning developments in accessible locations;
- Promoting sustainable transport alternatives to the use of private car;
- Maintaining and improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community;
- Promoting appropriate demand management measures;
- Influencing the routing of freight within and through the county; and
- Accessing and mitigating the impact of developments on transport users, local communities and the environment.

Core Policy 61: Transport and Development

2.5.4 New development can potentially have both a positive and negative impact on transport, therefore, the transport impacts of new developments need to be in accordance with national guidance.

2.5.5 Planning developments in locations that are accessible means that communities can access their needs easily and without always needing a car. Providing good accessibility can also change people's travel behaviour towards more sustainable methods of transport.

2.5.6 In the past, some developments have not always catered for the needs of sustainable transport users or operators, and this is no longer acceptable. Therefore, as part of a required TA, it must be demonstrated that the needs of all transport users, where relevant, have been considered in accordance with the identified hierarchy.

2.5.7 A key consideration is to ensure that development proposals achieve a suitable connection to the highway that is safe for road users.

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

2.5.9 As part of a required TA, it must be demonstrated that consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:

- Visually impaired and other disabled people;
- Pedestrians;
- Cyclists;
- Public transport;
- Goods vehicles;
- Powered two-wheelers; and
- Private cars.

2.5.10 It must also be demonstrated that the proposal is capable of being served by safe access to the highway network.

Core Policy 62: Development Impacts on the Transport Network

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

2.5.12 Proposals of new development should not be accessed directly from the national primary route network outside built-up areas, unless an overriding need can be demonstrated.

Core Policy 64: Demand Management

2.5.13 Demand management measures will be promoted where appropriate to reduce reliance on the car and to encourage the use of sustainable transport alternatives. Car park management is one of these measures and involves efficiently managing the car parking stock through the implementation of appropriate supply, maintenance, charging and enforcement measures. The measures include:

- Residential Parking Standards - the provision of car parking associated with new residential development will be based on minimum parking standards. In determining the appropriate mix of parking types, the presumption will be that unallocated communal parking will be included in most new residential development.
- Traffic management measures - traffic management measures will be developed to promote sustainable transport alternatives, reduce reliance on the car, lower the risk of accidents and improve the environment.
- Smarter choices measures - appropriate smarter choices measures will be developed to influence people's travel behaviour towards more sustainable travel options.

2.6 Manual for Streets

2.6.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales.

2.6.2 The focus of MfS is to demonstrate the:

'benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways' (MfS page 7).

2.6.3 The guidance addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria. Some of the key principles of MfS include:

- The need to shift from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users which in turn enhances safety;
- Good design can help to create and strengthen a sense of place and community;
- Creating streets that are permeable and offer good quality connections to main destinations for all road users;
- Inclusive design that recognises the needs of people of all ages and abilities; and
- Cost-effective construction often by avoiding over-designing.

2.6.4 In September 2010 a companion document *Manual for Streets 2 - wider application of the principles* (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.7 Wiltshire Parking Standards

2.7.1 The minimum parking standards for residential developments are set out in the WC *Car Parking Strategy* document, which forms part of LTP3 and are still current at the time of writing this report.

Table 2.1: WC Residential Parking Standards

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

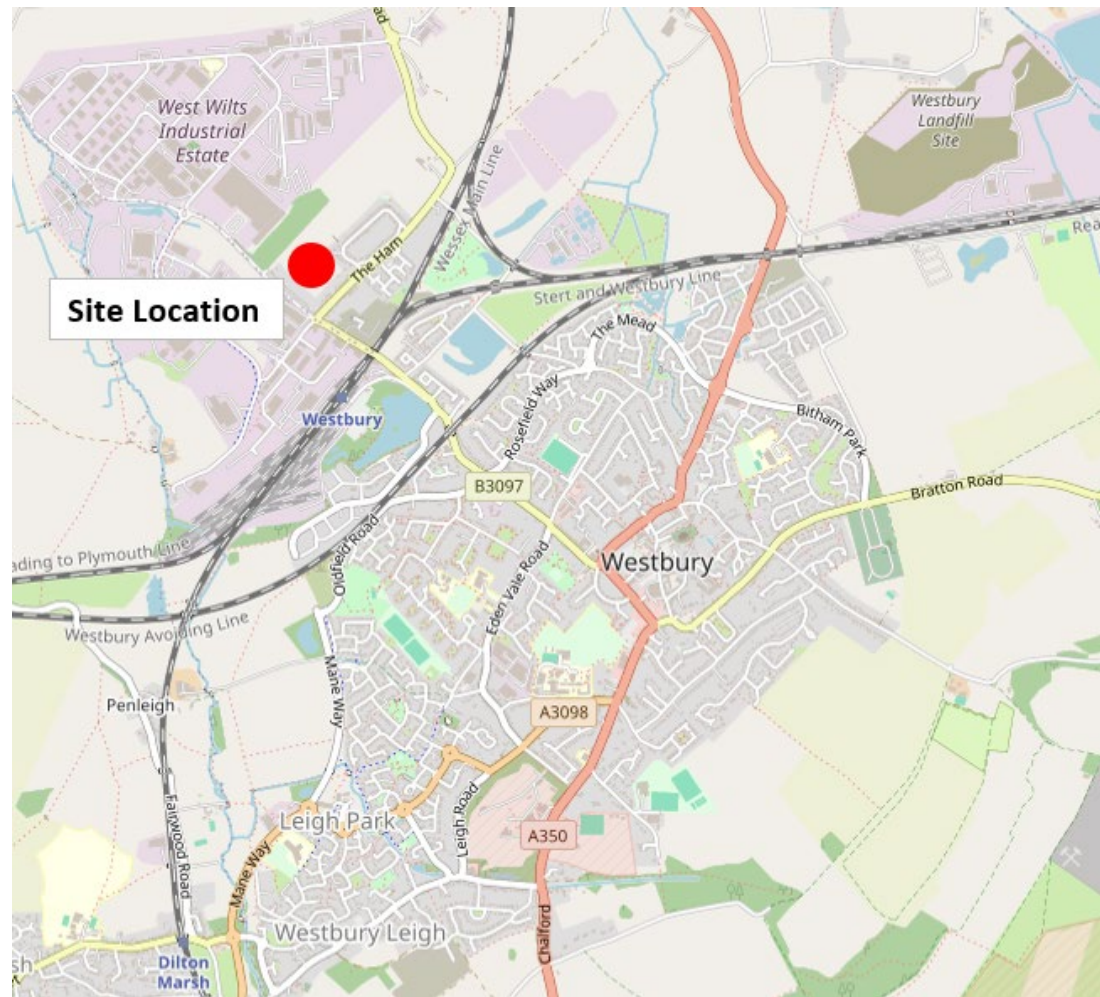
2.8 Summary

2.8.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. How the site conforms to and complements these policies and guidance will be discussed in the following sections of this report, where relevant.

3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 The site is currently undeveloped and agricultural in use. It is located to the north-west of Westbury town centre.
- 3.1.2 Agricultural land forms the northern boundary of the site, the rear gardens of residential properties form the eastern and southern boundaries, while woodland and the West Wilts Trading Estate form the western boundary.
- 3.1.3 An existing gated agricultural access into the site is provided on Storridge Road, which is located in the south-western corner of the site.
- 3.1.4 Prime is aware of the 'Land at Glenmore farm' development (ref. PL/2021/03749) for up to 145 dwellings to the north-east of the site, which was granted planning permission at Appeal (ref. APP/Y3940/W/24/3345598) on 21st January 2025.
- 3.1.5 Westbury itself is a town located circa 6km to the south of Trowbridge, 18km to the south-east of Bath and circa 35km to the south-east of Bristol.
- 3.1.6 The location of the site, in the context of Westbury and the local highway network, is illustrated on Image 3.1.

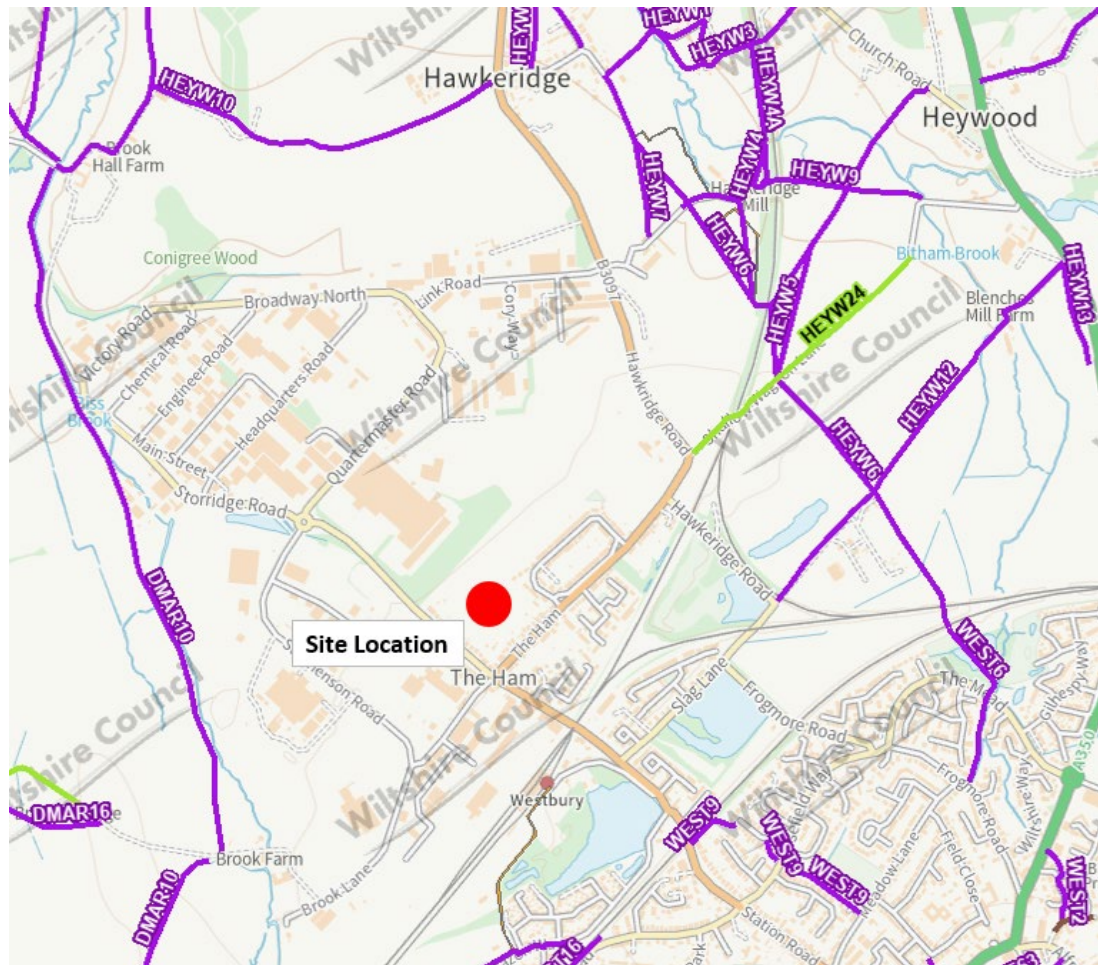
Image 3.1: Site Location and Local Highway Network

Source: <https://www.openstreetmap.org>

3.2 Public Rights of Way

- 3.2.1 Image 3.2 shows the Public Rights of Way (PRoW) network in proximity to the site, this being an annotated extract from WC's online mapping system with footpaths being highlighted in purple and bridleways highlighted in green.

Image 3.2: Extract from WC's Online Mapping System Depicting the Public Rights of Way



Source: <https://wiltscouncil.maps.arcgis.com/apps/webappviewer/index.html>

- 3.2.2 Image 3.2 shows that no PRoW traverse the site, but there is a nearby network of footpaths which pass through a variety of rural and more urban areas. The 'HEYW24' bridleway, which also allows cycling, is located off The Ham via Shallow Wagon Lane to the north-east of the site.

3.3 Cycle Routes

- 3.3.1 Image 3.3 shows the cycle network in Westbury, this being an annotated extract from the ‘Westbury Cycling Map’, which can be accessed on the WC ‘Connecting Wiltshire - Travel Made Simple’ website, with solid orange lines representing surfaced cycleways/paths, red lines representing unsurfaced cycleways/paths and dashed orange lines representing recommended on-road cycle routes.

Image 3.3: Extract from WC's Online 'Westbury Cycling Map'

Source: <https://www.connectingwiltshire.co.uk/getting-around/cycling/cycle-maps-routes>

- 3.3.2 Image 3.3 shows that many of the local roads are recommended cycle routes, while some surfaced cycleways/paths are provided.

3.4 Local Highway Network

Storridge Road

- 3.4.1 Storridge Road lies to the south of the site and runs in a north-west to south-east direction. It provides a connection from West Wilts Trading Estate in the north-west to its mini-roundabout junction with The Ham, Station Road and Brook Lane in the south-east. Storridge Road is a single-carriageway unclassified road.
- 3.4.2 Storridge Road is circa 6m in width, is subject to a 30mph speed limit, has a continuous footway on the northern side and discontinuous footway on the southern side. Street lighting is provided and on-street parking is permitted except for where there are double yellow lines at its mini-roundabout junction with The Ham, Station Road and Brook Lane.

B3097 Station Road

- 3.4.3 The B3097 Station Road (Station Road) runs from the abovementioned mini-roundabout to Westbury town centre. It is generally circa 6m in width, subject to a 30mph speed limit, has a continuous footway on the southern side and discontinuous footway on the northern side. Street lighting is provided along the road. A zebra crossing with Belisha beacons is provided close to the mini-roundabout. As its name suggests, the road provides connection to Westbury train station.

B3097 The Ham

- 3.4.4 The B3097 The Ham (The Ham) is a local distributor road with residential frontage in the vicinity of the site that runs in a north-east to south-west direction. It provides a connection from the A350 in the north-east to its mini-roundabout junction with Station Road, Brook Lane and Storridge Road in the south-west. The Ham is a single carriageway residential road, circa 7.5m in width with ghost-island right turns to Hawkeridge Park and Paxman's Road. It is subject to a 30mph speed limit and has discontinuous footways along its length; where there are no footways provided, there are wide grass verges circa 2m in width. Street lighting is also provided.
- 3.4.5 Before connecting with the A350, The Ham becomes Hawkeridge Road, which is more rural in nature and subject to a 50mph speed limit. Traffic calming gateway features are present on approach to the 30mph speed limit, including rumble strips on high friction surface coating, roundel on high friction surface and yellow highlighted speed limit signage. A priority chicane is provided just inside the 30mph speed limit section. A zebra crossing with Belisha beacons is provided close to the mini-roundabout.

A350

- 3.4.6 Hawkeridge Road merges with the A350 at a 4-arm compact roundabout in Yarnbrook. The A350 runs from Warminster in the south to junction 17 of the M4 in the north via Melksham and Chippenham, while it also runs through Westbury. It measures circa 8m in width, is subject to national speed limit and near to Westbury the road has a single carriageway with ghost island right turn facilities.

3.5 Existing Traffic Conditions

Traffic Surveys

- 3.5.1 As part of the previous applications, manual classified count (MCC) surveys were undertaken at the following junctions:
- A363/Phillips Way/Westbury Road;
 - A350/A363/Hawkeridge Road;
 - Hawkeridge Road/Link Road/Hawkeridge Business Park Access;
 - The Ham/Station Road/Brook Lane/Storridge Road;

- Station Road/West End/Haynes Road; and
- Warminster Road/Haynes Road.

3.5.2 During scoping discussions associated with this application, WC Highways confirmed that the above listed junctions remained acceptable (Appendix A).

3.5.3 The latest MCC surveys were undertaken as part of the second application on 22nd May 2019. Within the DfT's GTA document it states that '*assessment should include recent counts (normally surveyed within the last three years)*'. At the time of writing this report, the 2019 traffic surveys are evidently out of date. As such, Prime instructed new MCC surveys at the above listed junctions.

3.5.4 The raw traffic survey data is included in Appendix B.

3.5.5 The MCC surveys were undertaken on Thursday 1st May 2025, between 07:00 and 10:00 and 15:30 and 18:30 to ensure that the commuter peaks were surveyed, allowing the morning (AM) and evening (PM) peak hours to be determined. A survey of queue lengths on the various approaches to the above junctions was also undertaken as part of these surveys. The surveys followed the completion of major roadworks on the A36 which included formal and informal diversions through Westbury. The surveys were therefore undertaken during typical traffic conditions and can be described as 'neutral' in line with the DfT's TAG Unit M1.2 *Data Sources and Surveys* (2024).

3.5.6 The utilisation of the results of these surveys, in ascertaining the capacity of the abovementioned junctions, is described in Section 6.

3.5.7 The traffic survey data has been interrogated to derive the AM and PM peak hours of the local highway network, which were as follows:

- AM Peak: 0730-0830; and
- PM Peak: 1630-1730.

3.5.8 Traffic Flow Diagrams 1 and 2, included in Appendix C, summarise the observed peak hour traffic flows and queue lengths. In order to aid the capacity assessment modelling detailed in Section 6, the three user classes surveyed have been condensed into two, with buses added to the 'HGVs' user class. The queue length surveys recorded the maximum queue lengths every five minutes at the various junctions surveyed. Queues were measured as stationary and/or slow-moving traffic less than 5mph.

Storridge Road - Traffic Flows

3.5.9 A summary of the peak hour traffic flows on Storridge Road passing the site frontage, based on the turning movements at its junction with The Ham/Station Road/Brook Lane, is provided in Table 3.1.

Table 3.1: Link Flows along Storridge Road in Proximity to the Site

Peak	Direction	Lights	Heavies	Total	Heavy %	Direction
AM	North-Westbound	299	2	301	0.7%	82%
	South-Eastbound	61	7	68	10.3%	18%
	2-Way	360	9	369	2.4%	100%
PM	North-Westbound	84	5	89	7.4%	21%
	South-Eastbound	333	3	336	4.4%	79%
	2-Way	417	8	425	11.8%	100%

3.5.10 The information contained in Table 3.1 shows that the traffic flows on Storridge Road are relatively low in both peaks, with a total two-way flow of just 369 in the AM peak and 425 in the PM peak.

3.5.11 The flows are tidal in nature, with the north-westbound direction being more heavily trafficked in the AM peak and the south-eastbound direction more so in the PM peak, perhaps indicative of the trip attraction nature of the West Wilts Trading Estate.

Storridge Road - Traffic Speeds

3.5.12 The observed speeds on Storridge Road adjacent to the site were measured via an automatic traffic counter (ATC), which was installed for 7 days from Wednesday 30th April 2025 to Tuesday 6th May 2025.

3.5.13 The speed results are shown in Table 3.2.

Table 3.2: Recorded Speeds along Storridge Road in Proximity to the Site

Direction	Speed (mph)	
	Average	85th%ile
North-Westbound	29.4	35.8
South-Eastbound	25.8	32.2

3.5.14 The above table shows that the average speeds in both directions are below the prevailing 30mph speed limit, while the 85th percentile speeds in both directions are slightly over the prevailing 30mph speed limit, this being not uncommon for roads with a semi-rural frontage.

3.5.15 The raw traffic survey data is included in Appendix B.

3.6 Road Safety

3.6.1 Personal injury collision data has been purchased from WC for the period between 1st December 2020 and 21st November 2025.

3.6.2 The study area was agreed with WC Highways during scoping discussions associated with the original application.

- 3.6.3 A plan illustrating the location of the recorded collisions along with the collision reports are provided in Appendix D.
- 3.6.4 In total there were 32 collisions within the study area, 25 of which were classed as 'slight' injury collisions and six of which were classed as 'serious'. There was one fatal collision. The annual breakdown is shown in Table 3.3.

Table 3.3: Summary of Reported Personal Injury Collisions

Year	Severity			Total
	Slight	Serious	Fatal	
2020 (From 01/12/20)	-	-	-	0
2021	4	-	-	4
2022	5	1	-	6
2023	7	-	-	7
2024	4	3	1	8
2025 (Up to 21/11/25)	5	2	-	7
Total	25	6	1	32
Severity %	78%	19%	3%	100%

- 3.6.5 The results show some variation in the number of collisions per year, with the number of collisions peaking at 8 in 2024. The total number of collisions is relatively low given the scale of the study area.
- 3.6.6 The collisions have occurred at various locations across the study area, however, the following paragraphs group the collisions into geographic locations to aid in the identification of any common causation factors on the highway network. Collisions resulting in fatal and serious injury have been considered in greater detail than slight injuries.

Storridge Road

- 3.6.7 During the study period, one serious collision occurred along Storridge Road.
- 3.6.8 The collision occurred on 23rd July 2024 and was reported to have been a single vehicle collision involving a car. Within the collision report, it states that the north-westbound car turned off the road and collided into a building. The 'very likely' causation factors are listed as 'Exceeding speed limit', 'Impaired by alcohol' and 'Loss of control'.

Storridge Road/Quartermaster Road/Stephenson Road Junction

- 3.6.9 During the study period, one serious collision occurred at this junction.
- 3.6.10 The collision occurred on 23rd November 2022 and was reported to have been a collision involving a goods vehicle and motorcycle. Within the collision report, it states that the goods vehicle entered the junction before colliding with the nearside of the motorcycle, causing the rider of the motorcycle to fall off and sustain serious injuries. In relation to the driver of the goods vehicle, the 'very likely'

causation factors are listed as 'Failed to judge other persons path or speed' and 'Failed to look properly'. The collision occurred in the morning hours when it was dark and in adverse weather conditions when the road surface was wet/damp.

The Ham/Station Road/Brook Lane/Storridge Road Junction

- 3.6.11 During the study period, three slight collisions occurred at this junction, one of which was reported to have been a single vehicle collision involving a motorcycle, the second a side-on collision involving a car and pedal cycle and the final collision being between a car and pedestrian.

The Ham/Hawkeridge Park/Hawkeridge Road

- 3.6.12 During the study period, three slight collisions occurred to the north-east of The Ham/Station Road/Brook Lane/Storridge Road junction, namely on The Ham, Hawkeridge Park and Hawkeridge Road, the first of which was reported to have been a rear end shunt collision involving two cars, the second a collision between a car and pedestrian and the final collision being a single vehicle collision involving a motorcycle.

Stephenson Road/Brook Lane Junction

- 3.6.13 During the study period, one fatal collision occurred at this junction.
- 3.6.14 The collision occurred on 9th July 2024 and was reported to have been a collision involving a goods vehicle and pedal cycle. Within the collision report, it states that the pedal cycle, which had been navigating in a south-westbound direction along Brook Lane, had failed to stop at the junction and collided into the nearside of the goods vehicle, which had been travelling in a southbound direction along Stephenson Road. As a result of the collision, the rider sustained fatal injuries. In relation to the rider of the pedal cycle, the 'very likely' causation factors are listed as 'Disobeyed Give Way or Stop sign or markings' and 'Defective brakes'.

Station Road between its j/w The Ham/Brook Lane/Storridge Road and j/w Rosefield Way/Oldfield Road

- 3.6.15 During the study period, five slight collisions occurred along this stretch of Station Road, which measures circa 1km in length.
- 3.6.16 The first collision was reported to have been a head-on collision involving two cars, the second a rear end shunt collision involving a car and pedal cycle, the third a side-on collision involving a car and motorcycle and the fourth a rear end shunt collision involving a car and goods vehicle. The final collision was reported to have been a collision between a car and pedestrian.

Amazon Way

- 3.6.17 During the study period, one serious collision occurred along Amazon Way.

- 3.6.18 The collision occurred on 18th January 2024 and was reported to have been a collision involving a car and motorcycle. Within the collision report, it states that the rider of the motorcycle suffered a medical episode, lost control of the vehicle and collided into the rear of the car, which had been parked on the side of the road. As a result of the collision, the rider of the motorcycle sustained serious injuries. The 'very likely' causation factors are listed as 'Fatigue', 'Loss of control' and 'Illness or disability, mental or physical'. The collision occurred in the evening hours when it was dark and in adverse weather conditions when the road surface was covered in frost/ice.

Station Road/Rosefield Way/Oldfield Road Junction

- 3.6.19 During the study period, three slight collisions occurred at this junction, all of which were reported to have been side-on collisions, two involving a car and pedal cycle and one involving two cars.

Oldfield Road

- 3.6.20 During the study period, two slight collisions occurred along Oldfield Road, one of which was reported to have been a single vehicle collision involving a car and the other a head on collision involving a car and pedal cycle.

Station Road between its j/w Rosefield Way/Oldfield Road and j/w West End/Haynes Road

- 3.6.21 During the study period, three collisions occurred along this stretch of Station Road, which measures circa 500m in length, one of which was classed as serious in terms of severity and two classed as slight.
- 3.6.22 The serious collision occurred on 6th June 2024 and was reported to have been a collision involving a car and pedal cycle. Within the collision report, it states the rider of the pedal cycle had been distracted before colliding into the rear of the car, causing the rider of the pedal cycle to fall off and sustain serious injuries. In relation to the rider of the pedal cycle, the 'possible' causation factor is listed as 'Driver using mobile phone'.
- 3.6.23 Of the two slight collisions, the first was reported to have been a rear end shunt collision involving two cars and the second a side-on collision involving a car and pedal cycle.

Meadow Lane

- 3.6.24 During the study period, one serious collision occurred along Meadow Lane.
- 3.6.25 The collision occurred on 13th March 2025 and was reported to have been a collision between a goods vehicle and pedestrian. Within the collision report, it states that the goods vehicle was travelling at speed along Meadow Lane before colliding with the pedestrian who had been crossing the road. As a result of the collision, the pedestrian sustained serious injuries. In relation to the driver of the goods vehicle, the 'very likely' causation factor is listed as 'Impaired by alcohol', while the 'possible' causation factors are listed as 'Failed to look properly' and 'Exceeding speed limit'.

Edward Street/Maristow Street Junction

- 3.6.26 During the study period, one serious collision occurred at the Edward Street/Maristow Street junction.
- 3.6.27 The collision occurred on 7th March 2025 and was reported to have been a collision involving a car and motorcycle. Within the collision report, it states that both vehicles had been travelling in the opposite direction, when the car turned right into the path of the motorcycle and caused the collision. As a result of the collision, the rider of the motorcycle sustained serious injuries. In relation to the driver of the car, the 'very likely' causation factors are listed as 'Poor turn or manoeuvre' and 'Failed to look properly'.

Remaining Collisions

- 3.6.28 A total of 7 slight collisions occurred within the study area, three of which were reported to have been a collision between a car and pedestrian, two a rear end shunt collision involving two cars and one a side-on collision involving a car and motorcycle.

Collision Summary

- 3.6.29 The above shows that within the study area there have been 32 collisions during the period between 1st December 2020 and 21st November 2025, the majority of which resulted in slight injuries.
- 3.6.30 The total number of collisions is relatively low given the scale of the study area. Furthermore, it is important to note that no collisions occurred due to highway design, while no collisions have occurred in the vicinity of the site frontage.
- 3.6.31 It can be concluded from the above that there is no evidence to suggest that there are existing safety issues that will be exacerbated by the proposed development.

4 DEVELOPMENT PROPOSAL

4.1 Development Description

4.1.1 Gladman is seeking Outline planning permission for a residential development on land off Storridge Road, Westbury, Wiltshire.

4.1.2 The full proposed development description is as follows:

‘An outline planning application for the demolition of number 5 and 6 Storridge Road and the erection of up to 165 dwellings with public open space, landscaping, sustainable drainage system and vehicular access point from Storridge Road. All matters reserved except for means of access.’

4.1.3 A Development Framework Plan (DFP) has been produced by CSA Environmental and forms part of the supporting documentation for the planning application. The planning documents should be available via WC’s online planning portal.

4.1.4 The DFP is indicative only but shows that the site is to be accessed via a new junction located on Storridge Road, with the access road continuing into the main developable area of the site and secondary roads branching off it.

4.1.5 The existing gated agricultural access in the south-western corner of the site will form an emergency access, which will also function as a pedestrian and cycle access.

4.1.6 The DFP identifies the opportunity to create a new pedestrian link from the northern boundary of the site to the ‘Land at Glenmore farm’ development, which is subject to further investigation. Similarly, a potential pedestrian connection is identified to the existing play area off Hawkeridge Park which is also subject to further investigation.

4.1.7 The developed areas will be provided across most of the site and will be fringed by green infrastructure, while the north-western section of the site will serve as a large area of public open space, which will comprise scenic walking routes, a community orchard and SuDS basin. A local equipped area for play (LEAP) will be provided towards the south-western corner of the site.

4.2 Access Strategy

Vehicular Access

4.2.1 Previously, access was proposed to be taken through properties 13 and 14 on Storridge Road, however, access is now proposed to be taken through properties 5 and 6 on Storridge Road meaning that both houses will be demolished.

- 4.2.2 The most appropriate form of junction to serve the development is a priority-controlled junction, which will comprise a 5.5m wide carriageway, 7.5m corner radii and 2 x 2m wide footways. WC Highways confirmed the provision of 2 x 2m wide footways to be acceptable in its consultation response to the third application.
- 4.2.3 As part of the access proposals, the footway on the northern side of Storridge Road will be widened to 1.8m, which WC Highways confirmed to be acceptable in its consultation response to the third application. Investigations by the LHA suggested that a wider footway e.g. 2m, that meets a suitable crossfall gradient would unlikely be deliverable.
- 4.2.4 Based on the stopping sight distance (SSD) calculation in MfS2, with reference to the observed 85th percentile speeds presented in Table 3.2, a visibility splay of 2.4m x 56m (35.8mph) would be required to the left on exit and a visibility splay of 2.4m x 48m (32.2mph) would be required to the right on exit.
- 4.2.5 For robustness, the maximum achievable visibility splays of 2.4m x 78m to the left on exit and 2.4m x 82m to the right on exit have been established.
- 4.2.6 Any vegetation, which falls between a height of 0.6m and 2m, will be cut back to ensure the visibility splays from the proposed vehicular access can be maintained.
- 4.2.7 The proposed access strategy is shown on Drawing P25028-001 in Appendix E.

Emergency/Pedestrian/Cycle Access

- 4.2.8 During scoping and post-submission discussions as part of the original application, WC Highways suggested that it would favour an emergency access to be provided if the site is to be served by a single vehicular access as planned. It is therefore proposed to provide an emergency access at the site's existing gated agricultural access in the south-western corner of the site on Storridge Road. This access will also function as a pedestrian and cycle access, which will enhance the site's permeability. The exact dimensions will be confirmed at the detailed design stage, but it is expected to consist of a minimum 3.7m width in line with *Approved Document B* of the Building Regulations.
- 4.2.9 During scoping discussions associated with the third application, WC Highways queried whether there was scope to provide an additional access in the northern section of the site. Prime subsequently discussed this with the Applicant, who confirmed that they would be willing to facilitate a pedestrian connection to the 'Land at Glenmore farm' development. The link would be provided up to the site boundary with full connection dependent on the respective developer.

4.3 Pedestrian Crossing Upgrade

- 4.3.1 It is noted through post-submission discussions as part of the previous applications that WC Highways would have sought contributions towards the upgrade of the zebra crossings on The Ham and Station

Road to that of puffin crossings. These proposals are shown on Drawing P25028-002 in Appendix E and have been designed in line with comments provided by WC Highways in its consultation response to the third application.

4.4 Station Road Railway Bridge Repair

4.4.1 In its consultation response to the third application, WC Highways stated that *‘the development should secure a 10 year time limited contribution to a scheme to strengthen the Station Road underbridge enabling bus accessibility to the development to be improved’*. Furthermore, during scoping discussions associated with this application (Appendix A), WC Highways stated that *‘we are keen to secure funding for the Bridge repair and the focus will be on that rather than other local improvements’*.

4.4.2 The repairs would be particularly beneficial, as due to a structural defect, buses have been diverted away from the bridge and away from their traditional route on The Ham. Buses are now diverted along Slag Lane, thus, the bus stops located on The Ham are not currently served by buses. If the railway bridge was repaired, buses could be re-routed back onto their former route, enabling future residents of the site and surrounding area to have easier access to bus travel.

4.4.3 The Applicant is willing to consider a proportionate contribution as part of this application.

4.5 Access for Commercial Vehicles

4.5.1 The dimensions suggested for the proposed site access point will ensure an allowance is made for the largest vehicles expected to regularly access the site, such as refuse collection vehicles.

4.5.2 To demonstrate that the proposed site access will be safe and suitable for larger vehicles, a swept path analysis using the industry approved *AutoTrack* software has been undertaken for a 4-axle large refuse vehicle.

4.5.3 The swept path analysis is shown on Drawing P25028-001 in Appendix E, which demonstrates that the vehicle can safely access and egress the site in a forward gear.

4.6 Internal Layout

4.6.1 In accordance with MfS, the design speed of the access road will be 20mph. While the internal layout will be subject to a separate Reserved Matters application(s), it is expected that it will be based on MfS design guidance, meaning that the layout will focus on the needs of pedestrians, cyclists, and public transport users, create a sense of place and community, create permeable streets offering good quality connections and recognise the needs of people of all ages and abilities. All of these should be achieved without over-designing.

4.7 Car Parking Provision

- 4.7.1 As the final housing mix is not known and subject to future submissions, calculations relating to detailed parking provision have not been undertaken. An eventual Reserved Matters application(s) will specify sufficient parking, both in terms of numbers and dimensions, to comply with the relevant standards at the time of submission. At the time of writing, the current standards are provided in Table 2.1 in Section 2.

4.8 Electric Vehicle Charging

- 4.8.1 The eventual housebuilder(s) will provide an appropriate level of electric vehicle charging facilities within the site, compliant with the Building Regulations Approved Document *S Infrastructure for the charging of electric vehicles*.

4.9 Cycle Parking Provision

- 4.9.1 For all dwellings, it is expected that adequate secure storage will be provided within the curtilage of each property. Further details will be provided at the Reserved Matters stage.

4.10 Summary

- 4.10.1 The site is proposed to be served by a new simple priority-controlled junction on Storridge Road by demolishing properties 5 and 6. The proposed form and geometry of the junction is compliant with local and national guidance and has previously been approved in principle by WC Highways as part of the previous applications on the site by Gladman. The proposed access strategy is shown on Drawing P25028-001 in Appendix E.
- 4.10.2 As part of the access proposals, the footway on the northern side of Storridge Road will be widened to 1.8m, which WC Highways confirmed to be acceptable in its consultation response to the third application.
- 4.10.3 Visibility splays of 2.4m x 78m to the left and 2.4m x 82m to the right can be achieved at the site exit, exceeding the MfS2-calculated visibility requirements based on the observed 85th percentile vehicle speeds along Storridge Road. The visibility splays are shown on Drawing P25028-001 in Appendix E.
- 4.10.4 The existing gated agricultural access in the south-western corner of the site will form an emergency access, which will also function as a pedestrian and cycle access.
- 4.10.5 The Applicant is willing to provide funding/contributions towards:
- the upgrade of two zebra crossings to puffin crossings on The Ham and Station Road; and
 - the upgrade of the Station Road railway bridge.

-
- 4.10.6 The pedestrian crossing upgrade will enhance pedestrian and cycle safety, while the upgrade of Station Road railway bridge will enable existing residents of the local area and future residents of the site to have easy access to bus travel.
- 4.10.7 It has been demonstrated that the proposed site access can safely accommodate large vehicles, enabling them to enter and leave the site in forward gear. The swept path analysis is shown on Drawing P25028-001 in Appendix E.
- 4.10.8 The level of parking will be provided in line with the WC *Car Parking Strategy* document, with this confirmed at the Reserved Matters stage.
- 4.10.9 As described in this section, the development proposals, particularly the site access, will conform to national and local policy guidance including WC CS Core Policies 60, 61 and 64 as well as the LTP4 objectives of transport decarbonisation and health, wellbeing and safety.
- 4.10.10 The design principles help the site to conform to NPPF guidance including paragraph 115 in terms of creating '*safe and suitable access*', paragraph 117 in giving priority to pedestrian and cycle movements and creating safe and attractive places which minimise conflicts between traffic and cyclists or pedestrians.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. The NPPF defines sustainable transport modes as:

‘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.’

- 5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes.

5.2 Access on Foot

- 5.2.1 The site is located to the north-west of Westbury town centre, forming an extension of the adjoining existing residential area. Good quality footways exist on the residential streets in the wider area, i.e. on Storridge Road and The Ham, with street lighting.
- 5.2.2 As detailed in Section 4, the proposals include 2m wide footways on both sides of the vehicular access, connecting to the existing footway provision in the northern verge of Storridge Road, which will be widened to 1.8m.
- 5.2.3 The existing gated agricultural access in the south-western corner of the site will serve as a pedestrian/cycle access and will connect to the existing footway provision in the northern verge of Storridge Road.
- 5.2.4 A potential connection to the ‘Land at Glenmore farm’ development may also further facilitate a connection to The Ham. A similar potential connection to the existing play area off Hawkeridge Park has also been identified. Both connections are subject to further investigation and discussions with the respective landowners.
- 5.2.5 Pedestrians are currently able to make use of the existing zebra crossings on The Ham and Station Road when travelling to/from Westbury town centre. However, the Applicant is willing to provide funding to upgrade these zebra crossings to puffin crossings in line with WC Highways requests as part of the previous applications.
- 5.2.6 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled

Providing for Journeys on Foot (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

Table 5.1: Suggested Acceptable Walking Distances

Criteria	Town Centres (m)	Commuting/School/Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: CIHT Document *'Providing for Journeys on Foot'* (2000)

- 5.2.7 In order to highlight the site's accessibility on foot, an indicative walking isochrone has been produced using the Geographic Information System (GIS) software Visography TRACC. Figure 5.1 in Appendix F represents the site's walking catchment with the CIHT's *'Preferred Maximum'* distances of 1200m and 2000m for local service and commuting/school trips illustrated.
- 5.2.8 To provide an accurate representation of the future highway network, the site's proposed vehicular access point and pedestrian/cycle access point have been manually added to the network used for the isochrone. The accessibility distance is based on an origin/destination point in the approximate centre of the developed portion of the site. The potential pedestrian connections have not been included in this assessment.
- 5.2.9 Table 5.2 summarises the distance and the typical time it would take to walk from the centre of the site to some of the local amenities and centres of employment and education identified in Figure 5.1 in Appendix F via the road/footway network. It provides a comparison against those distances recommended in the CIHT's *Providing for Journeys on Foot*. The time it takes is based on a walking speed of 4.8kph which corresponds with the TRACC default, which itself is based on advice in the DfT document *Transport Connectivity Travel Time Indicators: Guidance Notes*.

Table 5.2: Walking Distance and Time Taken from Site to Local Amenities

Amenity	Distance from Site (m)	Preferred Max Walk Distance (m)	Walk Time (mm:ss)
Proposed Community Orchard	109	1200	01:22
Proposed Local Equipped Area for Play	152	1200	01:56
Convenience Store/Post Office	468	1200	05:53
West Wilts Trading Estate	673	2000	08:26
Westbury Industrial Estate	689	2000	08:37
Northacre Industrial Park	836	2000	10:28
West Wiltshire Youth Sailing Association	961	1200	12:04
The Railway Inn Public House	1045	1200	13:04
Westbury Train Station	1046	1200	13:12
Vivash Park	1252	1200	15:40
Westbury Fire Station	1732	1200	21:40
Westbury Scout Hut	1763	1200	22:02
Westbury Church of England Junior School	1811	2000	22:38
Westbury Methodist Church	1820	1200	22:46
Westbury United Football Club	1870	1200	23:23
Saint Bernadette's Catholic Church	1898	1200	23:46
Westbury Infant School	1960	2000	24:32
Bright Stars Nursery	1964	1200	24:34
Westbury High Street	2058	1200/2000	25:44

- 5.2.10 As described in Section 4, the proposed development will include a community orchard and LEAP, both of which are listed in Table 5.2.
- 5.2.11 The results in Table 5.2 show that a convenience store/Post Office can be reached within the acceptable walking distance of 800m for local service trips, while West Wiltshire Youth Sailing Association and the Railway Inn Public House can be reached within the preferred maximum walking distance of 1200m, along with Westbury Train Station, whose services and facilities are outlined later in this section. Although located outside of the 1200m catchment, Westbury High Street, which comprises a multitude of amenities and services and potential employment opportunities for future residents of the site, as well as places of worship, Vivash Park, Westbury Scout Hut, Westbury United Football Club and Bright Stars Nursery, can be reached within a circa 26-minute walk from the site.
- 5.2.12 West Wilts Trading Estate, Westbury Industrial Estate and Northacre Industrial Park, which offer potential employment opportunities for future residents of the site, can be reached within the acceptable walking distance of 800m for commuting trips.
- 5.2.13 Westbury Church of England Junior School and Westbury Infant School can be reached within the preferred maximum walking distance of 2000m for school trips.
- 5.2.14 Matravers Secondary School is outside of the 2000m catchment but accessible in less than a 31-minute walk, which is likely to be reasonable for many secondary school children.

- 5.2.15 Given the evidence presented in Figure 5.1 in Appendix F and Table 5.2, walking can be considered to be a realistic and viable method of travel indicating that the site's location is accessible via this sustainable mode.

5.3 Access by Cycle

- 5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 8km, but also as part of longer journeys by public transport.

- 5.3.2 The CIHT document *Cycle Friendly Infrastructure* (2004) states in paragraph 2.3 that:

'Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.'

- 5.3.3 Local Transport Note 1/20 *Cycle Infrastructure Design* states similar, that:

'Two out of every three personal trips are less than five miles [8km] in length - an achievable distance to cycle for most people.'

- 5.3.4 As detailed in Section 3, many of the local roads are recommended cycle routes, while some surfaced cycleways/paths are provided.

- 5.3.5 Furthermore, the site is located less than 2km to the north-east of Section 1 of the Wiltshire Cycleway (<https://www.wiltshire.gov.uk/article/1231/Wiltshire-Cycleway>). This section of the total 255km route runs for 17km between Dilton Marsh and Bradford on Avon. Aside from connecting to other sections of the Wiltshire Cycleway, it also connects to National Cycle Routes 4, 24 and 25. Most of the local roads are lightly trafficked and subject to a 30mph speed limit, which is conducive to safe cycling environments.

- 5.3.6 As detailed in Section 4, the existing gated agricultural access in the south-western corner of the site will serve as a pedestrian/cycle access.

- 5.3.7 A cycling isochrone showing the site's catchment has also been produced using TRACC and is shown as Figure 5.2 in Appendix F. The figure illustrates 2000m, 5000m and 8000m catchment ranges, which equate 10, 25 and 40-minute journey times respectively and are based on the somewhat conservative or leisurely cycle speed of 12kph. Anecdotally, commuting cyclists are generally thought to travel at speeds between 15-20kph so a greater catchment may be more realistic.

- 5.3.8 The cycling distances and times to a selection of key local centres of education, employment and amenities, as well as neighbouring settlements, are shown in Table 5.3, although the cycle times detailed in the table are based on a cycling speed of 16kph which corresponds with the TRACC default, which the software developer has based on DfT advice. It should be noted that some of the cycle

distances may differ from the walking distances as cycling along PRow is legally not allowed unless designated as cycleways, bridleways or byways.

Table 5.3: Cycling Distance and Time Taken from Site to Local Centres of Employment, Education, Amenities and Neighbouring Settlements

Employment/ Education/Amenity/Settlement	Distance from Site (m)	Cycle Time (mm:ss)
Proposed Community Orchard	109	00:33
Proposed Local Equipped Area for Play	152	00:43
Convenience Store/Post Office	468	01:52
West Wilts Trading Estate	673	02:39
Westbury Industrial Estate	689	02:37
Northacre Industrial Park	836	03:10
West Wilts Youth Sailing Association	961	04:16
The Railway Inn Public House	1045	04:03
Westbury Train Station	1046	04:53
Vivash Park	1252	04:56
Westbury Scout Hut	1763	06:56
Westbury Fire Station	1782	06:47
Westbury Church of England Junior School	1811	06:49
Westbury Methodist Church	1820	06:55
Saint Bernadette's Catholic Church	1898	07:17
Westbury United Football Club	1920	07:14
Bright Stars Nursery	2009	07:36
Westbury Infant School	2053	07:50
Westbury High Street	2058	07:44
Morrisons Supermarket	2130	08:01
Westbury Library	2168	08:13
Market Place	2248	08:28
ALDI Supermarket	2313	08:43
Matravers School and Sixth Form	2580	09:47
Leighton Recreation Centre	3049	11:28
White Horse Health Centre	3076	11:34
Recreation Ground	3104	12:22
Westbury Leigh	3485	13:13
Fairfield College	4095	15:24
Dilton Marsh	4363	16:23
White Horse Business Park	4500	16:55
North Bradley	4716	17:48
Southwick	4729	17:53
Rudge	4891	18:22
West Ashton	5471	20:35
Upton Scudamore	5780	21:43
Bratton	6646	25:02
Trowbridge	7559	28:25

5.3.9 Table 5.3 demonstrates that a considerable range of local amenities, places of employment, educational establishments and nearby settlements fall within the site's cycling catchment. The local

amenities identified within the 'Access on Foot' section are less than an 8-minute cycle ride from the site.

- 5.3.10 An examination of Table 5.3 shows that White Horse Business Park, Morrisons Supermarket, Westbury Library, ALDI supermarket, Market Place, Matravers Secondary School and Sixth Form, Fairfield College, Leighton Recreation Centre and White Horse Health Centre, as well as the settlements of Dilton Marsh, North Bradley and Southwick, are located within a 5000m catchment from the site and 20-minute cycle ride.
- 5.3.11 The settlements of West Ashton, Upton Scudamore, Bratton and Trowbridge are located within an 8000m catchment from the site and 29-minute cycle ride.
- 5.3.12 Given the evidence presented in Figure 5.2 in Appendix F and Table 5.3, cycling can be considered to be a realistic and viable method of travel indicating that the site's location is accessible via this sustainable mode.
- 5.3.13 Clearly the site location and the surrounding infrastructure will mean that travel on foot and by cycle will be realistic and convenient modes of travel for future residents of the site. The potential numbers of walking and cycling trips that the site will generate will be discussed in Section 6 of this report, but clearly the scale of the site is not such that it will disadvantage existing pedestrians and cyclists.

5.4 Access by Local Bus Services

- 5.4.1 There are multiple bus stops located near to the site, namely on Slag Lane, Station Road and Station Approach.
- 5.4.2 Additional bus stops are located on The Ham, however, as detailed in Section 4, these bus stops are not currently served by buses due to the structural defect of Station Road railway bridge.
- 5.4.3 The walking distance to the operational bus stops and the corresponding walking time (based on a walking speed of 4.8kph) are summarised in Table 5.4.

Table 5.4: Walking Distance and Time to Bus Stops

Bus Stops	Distance from Site (m)	Walk Time (mm:ss)
The Ham (NE bound)	578	07:14
Slag Lane (SW bound)	944	11:49
Station Approach o/s Railway Station	996	12:28
Railway Inn (NW bound), Station Road	1005	12:35
Railway Inn (SE bound), Station Road	1050	13:09
Slag Lane (NE bound)	1097	13:43

5.4.4 As Table 5.4 shows, the bus stops can be reached within a circa 14-minute walk from the site.

5.4.5 Table 5.5 summarises the bus services that can be accessed from the aforementioned bus stops.

Table 5.5: Summary of Bus Services

Service	Route	Weekdays			Weekends	
		AM	Inter	PM	Saturday	Sunday
87	Devizes - Trowbridge	2 services	2 services	-	6 services	-
	Trowbridge - Devizes	1 service	2 services	1 service	4 services	-
87A	Devizes - Trowbridge	-	-	1	-	-
	Trowbridge - Devizes	1	-	-	-	-
D1	Warminster - Bath City Centre	3	5	6	1/hour	-
	Bath City Centre - Warminster	4	5	5	1/hour	-
X47	Trowbridge - Frome	-	-	1	-	-
	Frome - Trowbridge	1	-	-	-	-

5.4.6 The above bus services enable passengers to commute to and from an extensive range of destinations including Dilton Marsh, Frome, North Bradley, Trowbridge, Bradford-on-Avon, Bath, Warminster and Devizes.

5.4.7 To demonstrate the accessibility of bus services, an isochrone has been produced using TRACC and is shown as Figure 5.3 in Appendix F which highlights the destinations served by the regular daily bus services in Westbury. The calculation involved in producing the catchment plan includes only direct services to destinations within one hour's journey time. A greater range of destinations will be available if passengers make connections to other bus services. The isochrone was produced for the

typical commuter hours of 0700-0900 using the National Public Transport Data Repository (NPTDR) dataset for the fourth quarter of 2025 for a typical Monday.

- 5.4.8 Figure 5.3 in Appendix F demonstrates that the bus services near to the site provide convenient connections to a number of destinations. As illustrated, North Bradley and Trowbridge can be reached within a 15 to 30-minute journey time, Warminster within a 30 to 45-minute journey time and Frome within a 45 to 60-minute journey time.
- 5.4.9 The existing bus service provision in Westbury is considered appropriate and reasonable for the size of the proposed development, with NPPF paragraph 110 acknowledging that *'opportunities to maximise sustainable transport solutions will vary between urban and rural areas'*.
- 5.4.10 That said, Prime acknowledge that the LHA stated that *'we are keen to secure funding for the Bridge repair and the focus will be on that rather than other local improvements'* during scoping discussions associated with this application (Appendix A), in order to enable local bus services to be diverted back onto their original route via The Ham. This would be to the benefit of future residents of the site, as well as local residents off The Ham and Hawkeridge Park. The Applicant is willing to continue to discuss this matter with the highways and public transport officers at WC.

5.5 Access by Rail

- 5.5.1 The nearest train station to the site is Westbury, which as established earlier in this section can be reached from the site within 14 minutes via foot.
- 5.5.2 The station is managed by Great Western Railway and provides multiple direct services throughout the day to Trowbridge (circa 7 minutes), Frome (circa 11 minutes), Bradford-on-Avon (circa 13 minutes), Bath Spa (circa 25 minutes), Bristol Temple Meads (circa 45 minutes) and London Paddington (circa 1 hour 25 minutes), as well as other destinations.
- 5.5.3 The station provides a car park comprising 321 spaces, including 19 accessible spaces, as well as customer help points and a ticket office.
- 5.5.4 A total of 68 sheltered cycle parking spaces, covered by CCTV, are also available at the station, which may encourage some future residents of the site to travel to and from the station by cycle. As shown in Table 5.3, the station can be reached from the site within circa 5 minutes via cycle.
- 5.5.5 Given the above, travel via rail will therefore be a realistic mode of travel for some residents of the site as part of a multimodal long-distance trip.

5.6 Travel Plan

- 5.6.1 In line with best practice at a national and local scale, a TP has been produced and submitted as part of this planning application. The document forms the start of an ongoing process to encourage and

monitor the use of sustainable modes of travel and should be read in conjunction with this TA. As many aspects of the TP will be applicable to this TA, a summary of the key points is as follows:

- Outlines the key local and national objectives of the TP process;
- Sets targets for the reduction of car/van driver trips;
- Indicates potential measures that can be implemented to achieve these targets; and
- Provides details of how the TP will be managed, monitored and reviewed.

5.6.2 The Applicant commits to providing a safeguard sum to ensure that appropriate funding is available to promote sustainable travel measures through the TP.

5.7 Summary

5.7.1 This section of the report has demonstrated that the site is in a sustainable location where a range of local amenities, employment opportunities and educational establishments are within acceptable walking and cycling distances.

5.7.2 The Applicant is willing to provide funding to upgrade The Ham and Station Road zebra crossings to puffin crossings in line with WC Highways requests as part of the previous applications.

5.7.3 In respect of bus travel, the local services enable passengers to travel to an extensive range of destinations including Dilton Marsh, Frome, North Bradley, Trowbridge, Bradford-on-Avon, Bath, Warminster and Devizes. The Applicant is willing to provide a commensurate contribution to the repair of the Station Road railway bridge to enable bus services to be routed back onto their original route on The Ham, which will bring services closer to the site, the adjacent proposed development and existing local residents.

5.7.4 Westbury is the nearest train station and can be accessed via foot or cycle from the site. The train station enables passengers to travel to and from various destinations including Trowbridge, Frome, Bradford-on-Avon, Bath Spa, Bristol Temple Meads and London Paddington, as well as other destinations.

5.7.5 Mentioned above is the fact that a TP will also be produced in support of the development, which will provide encouragement for future residents of the site to use sustainable modes of transport. It is hoped that a combination of the site's sustainable location and design and adoption of the TP will help to maximise the use of sustainable modes of transport.

5.7.6 A key theme of national and local transport planning policy is that development should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. As detailed in Section 2, the NPPF states that '*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*', as well as providing '*safe and suitable*' access for all.

6 IMPACT ASSESSMENT

6.1 Introduction

- 6.1.1 This section of the report details the methodology used to predict the demand associated with the development. It then provides an assessment of the impact that it is likely to have on the highway network and discusses whether any mitigation measures are required to accommodate the additional trips generated by the development.

6.2 Forecast Traffic Growth

- 6.2.1 The forecast year of assessment is 2031, which represents the year of application (2026) plus five years. It is expected that the site will be fully built-out and occupied by this forecast year.
- 6.2.2 The 2025 Observed traffic flows, shown in Traffic Flow Diagrams 1 and 2 in Appendix C, were factored to the assessment year using the DfT software TEMPro (Trip End Model Presentation Program) version 8.1. This package allows access to data used in the National Trip End Model (NTEM) and is the industry standard method of applying background and planning based traffic growth.
- 6.2.3 As TEMPro is not strictly applicable to heavy vehicles, the DfT's National Road Traffic Projections (N RTP) 2022 have been used to derive factors to consider HGV growth. The linear calculations used to derive the growth are provided in Appendix G.
- 6.2.4 Before calculating the traffic growth factors, the trips from local committed development have been considered.

6.3 Committed Development

- 6.3.1 During scoping discussions (Appendix A), WC Highways notified Prime of the following committed developments:
- PL/2021/03749: Land at Glenmore Farm, Westbury - 145 dwellings; and
 - PL/2025/05073: Land West of Mane Way, Westbury - 365 dwellings.
- 6.3.2 As TEMPro includes government derived planning forecasts, and in line with the DfT's transport analysis guidance, it is appropriate to manually adjust the planning assumptions within the database software to remove the numbers of dwellings associated with the committed development, which would otherwise result in double-counting.
- 6.3.3 The 510 dwellings associated with the committed development sites are geographically located in the Wiltshire 040 Mid Layer Super Output Area (MSOA), which contains 271 additional households between 2025 and 2031, so only the respective 271 have been removed rather than apply negative growth.

- 6.3.4 A comparative summary of the reduction in the household planning assumptions is shown in Table 6.1.

Table 6.1: TEMPro Growth Factors 2025-2031

Area	Default Assumptions			Alternative Assumptions		
	Base HH	Future HH	Difference	Base HH	Future HH	Difference
Wiltshire 040	6397	6668	271	6397	6397	0

- 6.3.5 The subsequent growth factors derived from the above are shown in Table 6.2.

Table 6.2: TEMPro Growth Factors 2025-2031

Source	TEMPro		NRTP
Peak	AM	PM	Both
Factor	1.0424	1.0399	1.0068

- 6.3.6 The growth factors shown in Table 6.2 have been applied to the 2025 Observed traffic flows resulting in the 2031 Base traffic flows and are shown in Traffic Flow Diagrams 3 and 4.
- 6.3.7 The trips associated with the committed development sites are shown in Traffic Flow Diagrams 5-10, which have been added to the 2031 Base traffic flows to form the 2031 Without Development traffic flows, which are shown in Traffic Flow Diagrams 11 and 12.
- 6.3.8 All traffic flow diagrams are provided in Appendix C.

6.4 Vehicular Trip Generation

- 6.4.1 During scoping discussions (Appendix A), WC Highways confirmed that the TRICS derived 85th percentile trip rates calculated as part of the TA associated with the previous application could be re-utilised as part of the following assessment.
- 6.4.2 Normally, average trip rates are calculated and used for such an assessment, a methodology commonly accepted across the country, however, for the purposes of a robust assessment, 85th percentile trip rates have been applied to the proposed 165 dwellings. The two properties to be demolished have not been subtracted from these figures. These trip rates and the resultant trip generation are shown in Table 6.3 below.

Table 6.3: Peak Hour TRICS Derived 85th Percentile Trip Rates and Trip Generation for 165 Dwellings

Time	85 th Percentile Trip Rates			85 th Percentile Trip Generation		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.113	0.500	0.613	19	83	102
17:00-18:00	0.507	0.110	0.617	84	18	102

- 6.4.3 As the above table shows, for assessment purposes, the site is likely to generate in the region of 102 two-way trips in both AM and PM peaks, which equates to less than two trips per minute at the site access before dissipating across the local highway network.
- 6.4.4 It should also be noted that the TRICS sample predominantly contains surveys of residential developments undertaken prior to the Covid-19 pandemic, thus, it does not take into account the rapid increase in working from home and other flexible working practices that occur post-pandemic. Furthermore, it should be noted that no allowance has been made for any future reduction in car travel based on any potential increased use of sustainable modes of travel.
- 6.4.5 Finally, it is important to note that in its consultation response to the third application, WC Highways stated that *'takes a robust approach to traffic generation of the development'*.
- 6.4.6 The full reports of the TRICS data and selection process are included in Appendix H.

6.5 Multimodal Trip Generation

- 6.5.1 The number of non-car trips likely to be generated by the site has been forecast using 2011 Census Method of Travel to Work (MTW) data. The 'Wiltshire 040B (E01032116)' Lower Layer Super Output Area (LSOA) has been selected, as it comprises the site and the surrounding area. The trip ends for each method of travel have been downloaded from Nomis (<http://www.nomisweb.co.uk>).
- 6.5.2 Several of the transport mode categories have been manually removed from the data for reasons including it being unrealistic that they will be used by residents of the site (i.e. underground) or that they will not generate a trip (i.e. not in employment).
- 6.5.3 As the vehicular trips were calculated using TRICS, factors have been derived between them and the census car driver trips (920). The factors equate to 11.09% in both AM and PM peaks. They have then been applied to the other census modes to forecast the likely number of multimodal trips generated by the site.
- 6.5.4 Table 6.4 provides the forecast multimodal trips.

Table 6.4: Forecast Multimodal Person Trips Based on Census MTW

Method of Travel to Work	Census Trips	Mode %	AM Trips	PM Trips
Work mainly at or from home	111	8.5%	12	12
Train	66	5.1%	7	7
Bus, minibus or coach	21	1.6%	2	2
Motorcycle, scooter or moped	13	1.0%	1	1
Driving a car or van	920	70.8%	102	102
Passenger in a car or van	71	5.5%	8	8
Bicycle	22	1.7%	2	2
On foot	75	5.8%	8	8
Trips Excluding WFH	1,188	-	130	130
All Modes	1,299	100.0%	142	142
<i>Factors</i>			<i>11.09%</i>	<i>11.09%</i>

6.5.5 Based on the figures in Table 6.4, the site is forecast to generate 130 total people physical trips in the in both AM and PM peaks, with around 12 people working from home, although this figure is likely to be higher given the increase in working from home and flexible working patterns following the pandemic.

6.5.6 Following driving a car being the most common method of travel likely to be used by residents of the site, walking trips and car passenger trips are each expected to account for 8 trips in each peak, trips via train travel are expected to account for 7 trips in each peak, trips via bus and trips via bicycle are each expected to account for 2 trips in each peak, while trips via motorcycle are expected to account for 1 trip in each peak.

6.6 Trip Distribution

6.6.1 As agreed during the scoping discussions associated with the previous applications and affirmed during scoping discussions associated with this application (Appendix A), the distribution used in a previous 'Land at Glenmore Farm' TA has formed the basis for the development traffic distribution for the assessment of the site's impact, with this distribution appearing to be logical.

6.6.2 The distribution for the proposed development is shown diagrammatically in Traffic Flow Diagram 13, while the distributed development traffic is shown in Traffic Flow Diagrams 14 and 15. These development trips have then been added to the 2031 Without Development traffic flows and are shown in Traffic Flow Diagrams 16 and 17. These flows represent the '2031 With Development' scenario.

6.7 Impact Assessment

6.7.1 Having derived estimated traffic flows for the forecast year in the Without and With Development scenarios it is possible to compare expected traffic flows within the study area.

- 6.7.2 Table 6.5 provides a comparison of flows in the forecast year for the 2031 Without and 2031 With Development scenarios summarising the difference. This exercise has been carried out for all off-site study junctions.

Table 6.5: Comparison of Two-way Traffic Flows through Study Area Junctions - 2031 Without and 2031 With Development

Junction	2031 AM Peak				2031 PM Peak			
	Without Dev	With Dev	Abs Diff	% Diff	Without Dev	With Dev	Abs Diff	% Diff
1. A363/Phillips Way/ Westbury Road	2022	2062	40	2.0%	1969	2012	43	2.2%
2. A350/A363/Hawkeridge Road	2407	2423	16	0.7%	2488	2502	14	0.6%
3. Hawkeridge Road/Link Road/Hawkeridge Business Park Access	1445	1502	57	3.9%	1313	1371	58	4.4%
4. The Ham/Station Road/Brook Lane/Storridge Road	1369	1464	95	6.9%	1336	1430	94	7.0%
5. Station Road/West End/Haynes Road	1331	1358	27	2.0%	1582	1611	29	1.8%
6. Warminster Road/Haynes Road	1672	1699	27	1.6%	1905	1934	29	1.5%

- 6.7.3 Based on the flow differences in Table 6.5, the greatest impact of the development will be on The Ham/Station Road/Brook Lane/Storridge Road junction, which is expected to experience an increase of 95 two-way trips (6.9%) in the AM peak and 94 two-way trips (7.0%) in the PM peak. The Hawkeridge Road/Link Road/Hawkeridge Business Park Access junction is expected to experience an increase of 57 two-way trips (3.9%) and 58 two-way trips (4.4%) in the AM peak and PM peak respectively, the A363/Phillips Way/Westbury Road junction is expected to experience an increase of 40 two-way trips (2.0%) and 43 two-way trips (2.2%) in the AM peak and PM peak respectively, while both the Station Road/West End/Haynes Road junction and Warminster Road/Haynes Road junction are expected to experience an increase of 27 two-way trips (1.6-2.0%) and 29 two-way trips (1.5-1.8%) in the AM peak and PM peak respectively. Finally, the A350/A363/Hawkeridge Road junction is expected to experience an increase of 16 two-way trips (0.7%) and 14 two-way trips (0.6%) in the AM peak and PM peak respectively.
- 6.7.4 GTA suggests that an increase of 30 two-way trips is a useful point of reference regarding traffic impact at junctions, implying that any increase in trips less than this figure is unlikely to cause a detrimental impact. The A350/A363/Hawkeridge Road junction will not be assessed given that the increase in traffic will be negligible and well-below the threshold. A capacity assessment of the proposed site access has also been undertaken.

6.8 Junction Capacity Assessment

- 6.8.1 As all junctions are/will be priority-controlled and roundabouts, the capacity assessment has been undertaken using the industry standard software Junctions 11, developed by TRL software. This software includes the PICADY module which is used to model priority-controlled junctions and the ARCADY module which is used to model roundabouts.
- 6.8.2 When interpreting the results, the capacity of each arm or movement is calculated as the Ratio of Flow to Capacity (RFC) with 0.85 representing the practical capacity threshold of the arm and 1.00 representing the theoretical capacity threshold. It is above the practical capacity threshold where capacity problems may begin to occur, while exceeding the theoretical capacity means that arms are over capacity.
- 6.8.3 Modelled queues are shown in passenger car units (PCUs), this being equivalent to a distance of 5.75m which is the length of road space (car length plus gap length) that a typical car will occupy when queueing. In order to convert the traffic flows into PCUs, which is the requisite input flow unit required in the modelling software, a factor of 2.0 has been applied to the heavy vehicle user class, while cars effectively have a factor of 1.0. These factors are widely accepted in transport modelling.
- 6.8.4 Models used in the TAs for the previous applications on the site have been reused in this assessment. These being based on a reproduction of those presented in previous assessments.
- 6.8.5 It should be noted that correct input of traffic flow data and junction geometry does not always result in models that reflect on-site observations, particularly when modelling mini-roundabouts. Therefore, adjustments to model capacity have been made where appropriate so that the modelled queue lengths for the 2025 Observed scenario closely match those observed during the traffic surveys.
- 6.8.6 It should also be noted that when the theoretical capacity threshold (RFC=1.00) is exceeded, the algorithms in the software can cause an almost exponential deterioration in performance which is known to be unrealistic, so any RFCs greater than 1.00 and the associated queue lengths should be treated with caution. However, even when the threshold is exceeded, the modelling software remains a suitable tool for impact comparison purposes.
- 6.8.7 All model report outputs are included in Appendix I.

Traffic Flow Profiles

- 6.8.8 The modelling software allows a variety of flow input methods. The hourly flow profiles of each junction to be assessed have been derived based on 15-minute subtotals. These profiles are presented in Table 6.6.

Table 6.6: Junction Peak Hour Flow Profiles

Time	Junction 1		Junction 3		Junction 4		Junction 5		Junction 6	
	Flow	%	Flow	%	Flow	%	Flow	%	Flow	%
0730 - 0745	415	21.8%	312	23.4%	282	22.4%	318	24.9%	392	24.8%
0745 - 0800	480	25.2%	333	25.0%	345	27.4%	305	23.9%	385	24.3%
0800 - 0815	485	25.4%	344	25.8%	304	24.2%	319	25.0%	371	23.5%
0815 - 0830	528	27.7%	344	25.8%	327	26.0%	333	26.1%	434	27.4%
AM Total	1908	100.0%	1333	100.0%	1258	100.0%	1275	100.0%	1582	100.0%
1630 - 1645	464	24.9%	303	24.9%	290	23.5%	368	24.0%	434	24.1%
1645 - 1700	402	21.6%	289	23.8%	294	23.9%	363	23.7%	433	24.0%
1700 - 1715	550	29.6%	353	29.1%	379	30.8%	398	26.0%	470	26.1%
1715 - 1730	444	23.9%	270	22.2%	269	21.8%	404	26.4%	465	25.8%
PM Total	1860	100.0%	1215	100.0%	1232	100.0%	1533	100.0%	1802	100.0%

6.8.9 The hourly profiles at each junction are fairly flat or uniform i.e. no sharp peaks/spikes or contrasts in flow, with the greatest variation in both peaks being 30.8% between 1700 and 1715, which is just 5.8% higher than a perfectly flat profile of 25%.

6.8.10 The flow profiles are illustrated on Charts 6.1 and 6.2.

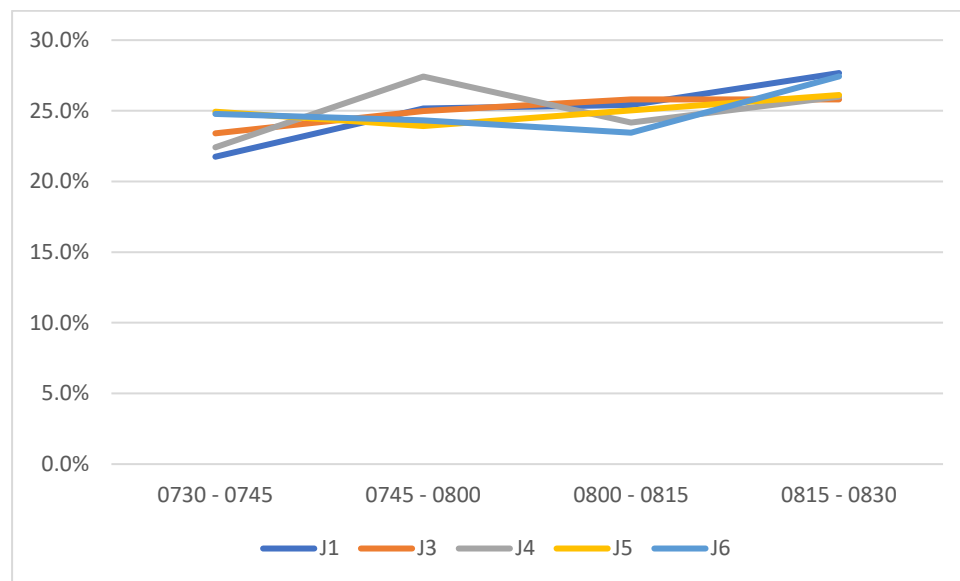
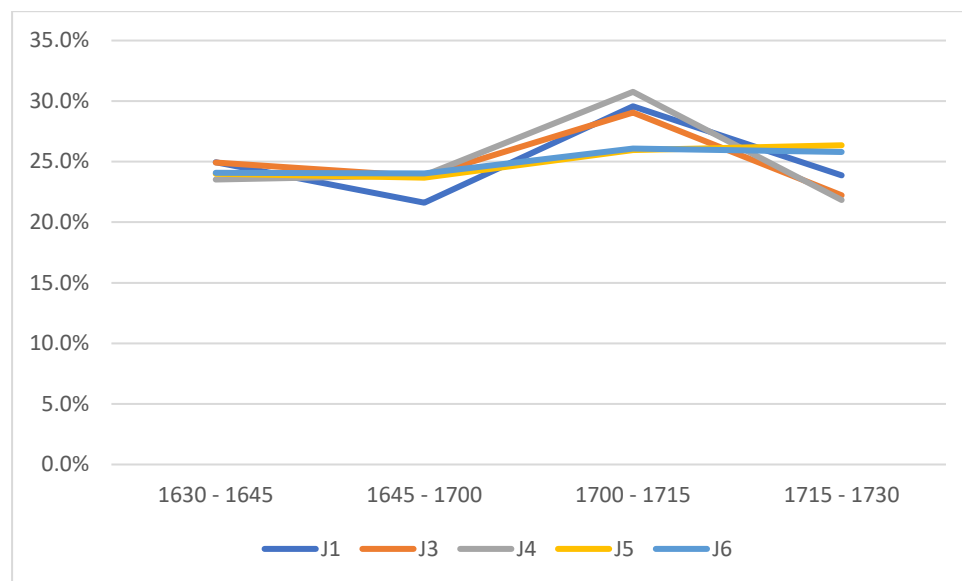
Chart 6.1: Junction Peak Hour Profile - AM Peak

Chart 6.2: Junction Peak Hour Profile - PM Peak

- 6.8.11 As shown in both charts, the profiles at all five assessment junctions in the peak hours are largely flat with very little deviation above or below 25%, particularly in the AM peak. The profiles are considerably lower than what would be artificially produced by the software if the 'ONE HOUR' (ODTAB) flow profile was used, which produces a distinct bell-shaped profile to model a peak within the peak and can lead to unrealistic results. The 'FLAT' profile input method has therefore been used in the capacity assessments.

A363/Phillips Way/Westbury Road

- 6.8.12 All arms of this junction comprise two lanes on approach. As such, the lane simulation option within the Junctions 11 software has been used to consider an imbalance in the frequency of the use of these lanes.
- 6.8.13 The results of the capacity assessment are shown in Table 6.7.

Table 6.7: Junction Capacity Assessment Results - A363/Phillips Way/Westbury Road

Arm	AM		PM	
	RFC	Q (PCU)	RFC	Q (PCU)
2025 Observed				
1 - A363	0.40	1.1	0.55	2.1
2 - Westbury Road (Eastern Arm)	0.82	5.3	0.64	2.4
3 - Phillips Way	0.39	0.9	0.33	1.0
4 - Westbury Road (Western Arm)	0.62	2.2	0.37	1.0
2031 Without Development				
1 - A363	0.43	1.3	0.60	2.0
2 - Westbury Road (Eastern Arm)	0.88	8.4	0.68	2.4
3 - Phillips Way	0.46	1.3	0.34	1.1
4 - Westbury Road (Western Arm)	0.65	2.6	0.38	1.0
2031 With Development				
1 - A363	0.44	1.3	0.65	2.4
2 - Westbury Road (Eastern Arm)	0.89	7.6	0.70	3.2
3 - Phillips Way	0.50	1.4	0.36	1.0
4 - Westbury Road (Western Arm)	0.63	2.6	0.39	1.2

- 6.8.14 The results show that the Westbury Road eastern arm will operate above the practical capacity threshold (0.85) but below the theoretical capacity threshold (1.00) in the AM peak with an RFC of 0.89, however, it is important to note that the proposed development increases the RFC by just 0.01, with the traffic growth and committed development having a greater impact. The Westbury Road eastern arm in the PM peak and all remaining arms in both peaks are expected to operate with spare capacity.

Hawkeridge Road/Link Road/Hawkeridge Business Park Access

- 6.8.15 The results of the capacity assessment are shown in Table 6.8.

Table 6.8: Junction Capacity Assessment Results - Hawkeridge Road/Link Road/Hawkeridge Business Park Access

Arm	AM		PM	
	RFC	Q (PCU)	RFC	Q (PCU)
2025 Observed				
1 - Hawkeridge Business Park Access	0.01	0.0	0.01	0.0
2 - Hawkeridge Road (Southern Arm)	0.44	0.8	0.23	0.3
3 - Link Road	0.26	0.4	0.50	1.0
4 - Hawkeridge Road (Northern Arm)	0.48	1.0	0.36	0.6
2031 Without Development				
1 - Hawkeridge Business Park Access	0.01	0.0	0.01	0.0
2 - Hawkeridge Road (Southern Arm)	0.49	1.0	0.25	0.3
3 - Link Road	0.27	0.5	0.52	1.1
4 - Hawkeridge Road (Northern Arm)	0.51	1.1	0.40	0.7
2031 With Development				
1 - Hawkeridge Business Park Access	0.01	0.0	0.01	0.0
2 - Hawkeridge Road (Southern Arm)	0.53	1.1	0.26	0.4
3 - Link Road	0.28	0.5	0.53	1.2
4 - Hawkeridge Road (Northern Arm)	0.52	1.1	0.43	0.8

- 6.8.16 The results show that the junction will continue to operate with a considerable level of spare capacity with the development in place, with the highest RFC being 0.53 on the Hawkeridge Road southern arm in the AM peak and Link Road arm in the PM peak.

The Ham/Station Road/Brook Lane/Storridge Road

- 6.8.17 The results of the capacity assessment are shown in Table 6.9.

Table 6.9: Junction Capacity Assessment Results - The Ham/Station Road/Brook Lane/Storridge Road

Arm	AM		PM	
	RFC	Q (PCU)	RFC	Q (PCU)
2025 Observed				
1 - The Ham	0.40	0.7	0.62	1.6
2 - Station Road	0.82	4.5	0.40	0.7
3 - Brook Lane	0.05	0.1	0.15	0.2
4 - Storridge Road	0.11	0.1	0.47	0.9
2031 Without Development				
1 - The Ham	0.45	0.8	0.70	2.3
2 - Station Road	0.89	7.3	0.43	0.8
3 - Brook Lane	0.05	0.1	0.17	0.2
4 - Storridge Road	0.13	0.2	0.52	1.1
2031 With Development				
1 - The Ham	0.48	0.9	0.79	3.6
2 - Station Road	0.90	8.2	0.47	0.9
3 - Brook Lane	0.06	0.1	0.18	0.2
4 - Storridge Road	0.25	0.3	0.54	1.2

- 6.8.18 The results show that the Station Road arm will operate above the practical capacity threshold (0.85) but below the theoretical capacity threshold (1.00) in the AM peak with an RFC of 0.90, however, it is important to note that the proposed development increases the RFC by just 0.01, with the traffic growth and committed development having a greater impact. The Station Road arm in the PM peak and all remaining arms in both peaks are expected to operate with spare capacity.
- 6.8.19 However, the Applicant is willing to fund the upgrade of the two zebra crossings to puffin crossings as previously stated. Aside from providing significant safety benefits for pedestrians, the improvement may also provide a level of capacity improvement, as traffic will have to stop at the crossings and the frequency will then likely reduce.

Station Road/West End/Haynes Road

- 6.8.20 The results of the capacity assessment are shown in Table 6.10.

Table 6.10: Junction Capacity Assessment Results - Station Road/West End/Haynes Road - Unadjusted

Arm	AM		PM	
	RFC	Q (PCU)	RFC	Q (PCU)
2025 Observed				
1 - West End	0.55	1.3	0.60	1.5
2 - Haynes Road	0.66	2.1	0.73	2.7
3 - Station Road	0.20	0.3	0.32	0.5
2031 Without Development				
1 - West End	0.58	1.5	0.63	1.8
2 - Haynes Road	0.69	2.4	0.78	3.6
3 - Station Road	0.23	0.3	0.34	0.5
2031 With Development				
1 - West End	0.59	1.5	0.63	1.8
2 - Haynes Road	0.70	2.5	0.80	4.1
3 - Station Road	0.25	0.3	0.35	0.5

- 6.8.21 The model shows different queue lengths than observed during the traffic surveys, thus, we have therefore made manual capacity adjustments with the results presented in Table 6.11.

Table 6.11: Junction Capacity Assessment Results - Station Road/West End/Haynes Road - Calibrated

Arm	AM		PM	
	RFC	Q (PCU)	RFC	Q (PCU)
2025 Observed				
1 - West End	0.85	5.8	0.60	1.5
2 - Haynes Road	0.66	2.1	0.73	2.7
3 - Station Road	0.20	0.3	0.32	0.5
2031 Without Development				
1 - West End	0.89	7.9	0.63	1.8
2 - Haynes Road	0.69	2.4	0.78	3.6
3 - Station Road	0.23	0.3	0.34	0.5
2031 With Development				
1 - West End	0.90	8.7	0.63	1.8
2 - Haynes Road	0.70	2.5	0.80	4.1
3 - Station Road	0.25	0.3	0.35	0.5

- 6.8.22 The results show that the West End arm will operate above the practical capacity threshold (0.85) but below the theoretical capacity threshold (1.00) in the AM peak with an RFC of 0.90, however, it is important to note that the proposed development increases the RFC by just 0.01, with the traffic growth and committed development having a greater impact. The West End arm in the PM peak and all remaining arms in both peaks are expected to operate with spare capacity.

Warminster Road/Haynes Road

- 6.8.23 The results of the capacity assessment are shown in Table 6.12.

Table 6.12: Junction Capacity Assessment Results - Warminster Road/Haynes Road - Unadjusted

Arm	AM		PM	
	RFC	Q (PCU)	RFC	Q (PCU)
2025 Observed				
1 - B3098 Warminster Road	0.48	0.9	0.54	1.2
2 - A350 Warminster Road	0.92	10.2	1.06	66.4
3 - Haynes Road	0.78	3.9	0.86	5.8
2031 Without Development				
1 - B3098 Warminster Road	0.52	1.1	0.58	1.4
2 - A350 Warminster Road	0.96	17.2	1.12	119.1
3 - Haynes Road	0.85	5.6	0.90	8.2
2031 With Development				
1 - B3098 Warminster Road	0.53	1.2	0.58	1.4
2 - A350 Warminster Road	0.97	18.8	1.15	141.9
3 - Haynes Road	0.88	6.9	0.90	8.4

- 6.8.24 The model shows different queue lengths than observed during the traffic surveys, thus, we have therefore made manual capacity adjustments with the results presented in Table 6.13.

Table 6.13: Junction Capacity Assessment Results - Warminster Road/Haynes Road - Calibrated

Arm	AM		PM	
	RFC	Q (PCU)	RFC	Q (PCU)
2025 Observed				
1 - B3098 Warminster Road	0.87	5.8	0.87	5.7
2 - A350 Warminster Road	0.57	1.4	0.64	1.8
3 - Haynes Road	0.89	7.7	0.72	2.7
2031 Without Development				
1 - B3098 Warminster Road	0.94	9.8	0.94	9.8
2 - A350 Warminster Road	0.60	1.6	0.68	2.2
3 - Haynes Road	0.96	15.3	0.77	3.4
2031 With Development				
1 - B3098 Warminster Road	0.96	11.1	0.94	10.3
2 - A350 Warminster Road	0.60	1.6	0.70	2.4
3 - Haynes Road	0.99	22.8	0.78	3.5

- 6.8.25 The results show that the B3098 Warminster Road arm will operate above the practical capacity threshold (0.85) but below the theoretical capacity threshold (1.00) in both peaks, with the proposed development increasing the RFC by just 0.02 in the AM peak and having no impact in the PM peak.
- 6.8.26 Similarly, the Haynes Road arm will also operate above the practical capacity threshold (0.85) but below the theoretical capacity threshold (1.00) in the AM peak, with the proposed development increasing the RFC by just 0.03. In the PM peak, the Haynes Road arm is expected to operate with spare capacity.
- 6.8.27 The A350 Warminster Road arm is expected to operate with spare capacity.

Storridge Road/Proposed Site Access

- 6.8.28 The results of the capacity assessment are shown in Table 6.14.

Table 6.14: Junction Capacity Assessment Results - Storridge Road/Proposed Site Access

Arm	AM		PM	
	RFC	Q (PCU)	RFC	Q (PCU)
2031 With Development				
Proposed Site Access	0.15	0.2	0.04	0.0
Storridge Road (South-Eastern Arm)	0.04	0.1	0.17	0.2

- 6.8.29 The results show that the proposed site access junction will provide sufficient capacity to serve the development and operate with a considerable level of spare capacity.

7 SUMMARY AND CONCLUSION

7.1 Summary

7.1.1 This TA considers the highways and transportation implications associated with Gladman's proposal for a residential development on land off Storridge Road, Westbury, Wiltshire.

7.1.2 The full proposed development description is as follows:

'An outline planning application for the demolition of number 5 and 6 Storridge Road and the erection of up to 165 dwellings with public open space, landscaping, sustainable drainage system and vehicular access point from Storridge Road. All matters reserved except for means of access.'

7.1.3 A review of collision data within the study area has been undertaken for the period between 1st December 2020 and 21st November 2025. There were 32 injury collisions reported during the study period, the majority of which resulted in slight injuries. It is important to note that no collisions occurred due to highway design, and no collisions occurred along the site frontage. As such, it is evident that there are no highway safety issues in the vicinity of the site that would be exacerbated by the development proposals.

7.1.4 The site is proposed to be served by a new simple priority-controlled junction on Storridge Road by demolishing properties 5 and 6. The proposed form and geometry of the junction is compliant with local and national guidance and has previously been approved in principle by WC Highways as part of the previous applications on the site by Gladman.

7.1.5 As part of the access proposals, the footway on the northern side of Storridge Road will be widened to 1.8m, which WC Highways confirmed to be acceptable in its consultation response to the third application.

7.1.6 The existing gated agricultural access in the south-western corner of the site will form an emergency access, which will also function as a pedestrian and cycle access.

7.1.7 The Applicant is willing to provide funding/contributions towards:

- the upgrade of two zebra crossings to puffin crossings on The Ham and Station Road; and
- the upgrade of the Station Road railway bridge.

7.1.8 The pedestrian crossing upgrade will enhance pedestrian and cycle safety, while the upgrade of Station Road railway bridge will enable existing residents of the local area and future residents of the site to have easy access to bus travel.

7.1.9 It has been demonstrated that the proposed site access can safely accommodate large vehicles, enabling them to enter and leave the site in forward gear.

- 7.1.10 The level of parking will be provided in line with the WC *Car Parking Strategy* document, with this confirmed at the Reserved Matters stage.
- 7.1.11 An assessment has been undertaken of the site's level of accessibility by sustainable modes, from which it can be concluded that realistic options exist for access to local amenities, education and employment opportunities on foot, by cycle and by public transport.
- 7.1.12 Junction capacity assessments have been undertaken and demonstrate that the traffic associated with the development would have negligible to minor impact on the operation on the highway network.

7.2 Conclusion

- 7.2.1 It is concluded that the proposed development would not result in an '*unacceptable impact on highway safety*' nor have a '*severe*' impact on the operation of the highway network in terms of safety and capacity. The impact is best described as negligible.
- 7.2.2 The proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network. The Applicant is willing to consult further with the LHA.

APPENDIX A

SCOPING CORRESPONDENCE

From: [Wiltshire, Mark](#)
To: [Ben Gaze](#)
Cc: [David Stoddart](#); [Galpin, Paul](#); [Corps, Kimberly](#)
Subject: RE: Land off Storridge Road, Westbury - Initial Pre-Application Advice
Date: 30 October 2025 06:50:34
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)

Ben,

Good to hear from you. Thank you for your helpful e mail (in the sense that you have saved me looking several things up).

My colleague Paul Galpin is likely to take on a new application when it arrives.

I am pleased that you have updated manual traffic counts and carried out a new ATC on Storridge Road. Are the dates of the surveys appropriate ie not school holidays, and a check that no significant roadworks near the locations surveyed?

I agree with the junctions listed for traffic impact assessments - which should be for year of registration and a growth year of plus 5 years.

Distribution and trip rates can be as previously agreed.

I do not expect a Vision and Validate approach. Please carry out Predict and Provide in the usual way.

Re committed, Glenmore Farm of course. We have a current application for 400 at Mane Way 25/05073. Although not determined yet, it is likely to receive a positive result and it would be helpful if you included its traffic in a growth year scenario.

We are keen to secure funding for the Bridge repair and the focus will be on that rather than other local improvements.

Don't hesitate to return to Paul or me if further queries. I have copied in my HoS as she likes to be aware of the potential for achieving the bridge works.

Kind regards,
Mark

Mark Wiltshire MIHE
Principal Transport and Development Manager
Highways Development Management



Trowbridge, BA14 8JN

01225 713448

mark.wiltshire@wiltshire.gov.uk

www.wiltshire.gov.uk

From: Ben Gaze <B.Gaze@primetp.co.uk>
Sent: 29 October 2025 17:28
To: Wiltshire, Mark <mark.wiltshire@wiltshire.gov.uk>
Cc: David Stoddart <D.Stoddart@primetp.co.uk>
Subject: Land off Storridge Road, Westbury - Initial Pre-Application Advice

You don't often get email from b.gaze@primetp.co.uk. [Learn why this is important](#)
Hi Mark,

I trust you are well.

We are representing Gladman Developments who are aiming to submit its fourth application for its 'Land off Storridge Road, Westbury' development and I was hoping to receive some initial pre-app advice from you.

The full development description is as follows:

"An outline planning application for the demolition of number 5 and 6 Storridge Road and the erection of up to 161 dwellings with public open space, landscaping, sustainable drainage system and vehicular access point from Storridge Road. All matters reserved except for means of access."

Previous Applications

The previous applications are as follows:

- 1st application - 17/12342/OUT;
- 2nd application - 19/06389/OUT; and
- 3rd application - PL/2022/09842.

All three previous applications were refused for reasons other than highways (primarily noise impact and planning policy).

Also, it should be noted that all three previous applications were for the construction of 200 dwellings, thus, the development quantum has reduced by 39 dwellings to aid with noise mitigation from the adjacent industrial estate.

Transport Assessment and Travel Plan

-

In relation to the Transport Assessment and Travel Plan, the methodology of both reports will remain the same as the previous applications, which was accepted by Wiltshire Highways, unless you have any comment on it.

Traffic Surveys

Given that some time has passed since the submission of the third application, new manual classified count surveys and queue length surveys have been completed at the following junctions:

Storridge Road/The Ham/Station Road/Brook Lane mini-roundabout;
Station Road/A350 West End/A350 Haynes Road mini-roundabout;
Hawkeridge Road/Link Road/Hawkeridge Business Park Access roundabout;
A363/B3097 Phillips Way/Westbury Road roundabout;
Yarnbrook Roundabout (A350/A363) compact roundabout; and
Haynes Road/A350/B3098 mini-roundabout.

A 7-day ATC survey has also been completed on Storridge Road on nos. 5 & 6 Storridge Road which will be demolished for access to the site.

The above surveys and study junctions were agreed with Wiltshire Highways as part of the previous applications.

Committed Development

Please could Wiltshire Highways confirm if there are any committed developments that we should consider in our assessment?

Station Road Railway Bridge Repair

-

Please could Wiltshire Highways confirm if it is still seeking contribution towards the repair of the Station Road railway bridge? Such contributions were sought as part of the previous application. Or, are there alternative improvements in the local area that you would be seeking contributions to?

We would be grateful if you could provide your thoughts on the above at your earliest convenience, thank you.

Kind regards,

Ben.

Ben Gaze
Senior Transport Planner
Prime Transport Planning

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APPENDIX B

RAW TRAFFIC SURVEY DATA

Westbury, Thursday 1st May 2025

Junction: 1
Approach: A363



TIME	Left to A363 Westbury Road					Ahead to B3097 Phillips Way					Right to Westbury Road					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	32	2	1	35	38.6	30	0	0	30	30.0	2	0	0	2	2.0	0	0	0	0	0.0
07:15 - 07:30	43	1	0	44	45.3	44	2	0	46	48.6	3	0	0	3	3.0	0	0	0	0	0.0
07:30 - 07:45	37	0	1	38	39.0	59	2	0	61	63.6	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	54	1	1	56	58.3	61	2	0	63	65.6	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	166	4	3	173	181.2	194	6	0	200	207.8	5	0	0	5	5.0	0	0	0	0	0.0
08:00 - 08:15	44	2	0	46	48.6	38	1	0	39	40.3	7	0	0	7	7.0	0	0	0	0	0.0
08:15 - 08:30	57	2	1	60	63.6	47	0	0	47	47.0	3	0	0	3	3.0	1	0	0	1	1.0
08:30 - 08:45	44	3	1	48	52.9	40	2	0	42	44.6	6	1	0	7	8.3	0	0	0	0	0.0
08:45 - 09:00	45	0	0	45	45.0	45	1	1	47	49.3	3	3	0	6	9.9	0	0	0	0	0.0
Hourly Total	190	7	2	199	210.1	170	4	1	175	181.2	19	4	0	23	28.2	1	0	0	1	1.0
09:00 - 09:15	63	3	1	67	71.9	32	2	0	34	36.6	4	0	0	4	4.0	2	0	0	2	2.0
09:15 - 09:30	46	1	0	47	48.3	18	1	0	19	20.3	1	0	0	1	1.0	0	0	0	0	0.0
09:30 - 09:45	50	1	0	51	52.3	24	1	0	25	26.3	7	0	0	7	7.0	1	0	0	1	1.0
09:45 - 10:00	60	4	0	64	69.2	29	1	0	30	31.3	5	2	0	7	9.6	0	0	0	0	0.0
Hourly Total	219	9	1	229	241.7	103	5	0	108	114.5	17	2	0	19	21.6	3	0	0	3	3.0

TOTAL	575	20	6	601	633.0	467	15	1	483	503.5	41	6	0	47	54.8	4	0	0	4	4.0
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15:30 - 15:45	71	0	1	72	73.0	35	0	0	35	35.0	3	0	0	3	3.0	1	0	0	1	1.0
15:45 - 16:00	67	1	0	68	69.3	35	1	0	36	37.3	8	0	0	8	8.0	0	0	0	0	0.0
Hourly Total	138	1	1	140	142.3	70	1	0	71	72.3	11	0	0	11	11.0	1	0	0	1	1.0
16:00 - 16:15	91	0	0	91	91.0	59	0	0	59	59.0	13	0	0	13	13.0	1	0	0	1	1.0
16:15 - 16:30	51	0	0	51	51.0	36	0	0	36	36.0	5	0	0	5	5.0	0	0	0	0	0.0
16:30 - 16:45	74	1	0	75	76.3	47	0	0	47	47.0	13	0	0	13	13.0	0	0	0	0	0.0
16:45 - 17:00	55	1	0	56	57.3	42	0	0	42	42.0	7	0	0	7	7.0	0	0	0	0	0.0
Hourly Total	271	2	0	273	275.6	184	0	0	184	184.0	38	0	0	38	38.0	1	0	0	1	1.0
17:00 - 17:15	100	0	1	101	102.0	68	1	0	69	70.3	38	0	0	38	38.0	0	0	0	0	0.0
17:15 - 17:30	79	3	0	82	85.9	65	0	0	65	65.0	18	0	0	18	18.0	0	0	0	0	0.0
17:30 - 17:45	70	0	0	70	70.0	59	0	1	60	61.0	23	0	0	23	23.0	0	0	0	0	0.0
17:45 - 18:00	71	0	0	71	71.0	42	1	0	43	44.3	11	0	0	11	11.0	0	0	0	0	0.0
Hourly Total	320	3	1	324	328.9	234	2	1	237	240.6	90	0	0	90	90.0	0	0	0	0	0.0
18:00 - 18:15	80	1	0	81	82.3	38	0	0	38	38.0	4	0	0	4	4.0	0	0	0	0	0.0
18:15 - 18:30	66	0	0	66	66.0	35	0	0	35	35.0	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	146	1	0	147	148.3	73	0	0	73	73.0	5	0	0	5	5.0	0	0	0	0	0.0

TOTAL	875	7	2	884	895.1	561	3	1	565	569.9	144	0	0	144	144.0	2	0	0	2	2.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Westbury, Thursday 1st May 2025



Junction: 1

Approach: A363 Westbury Road

	Left to B3097 Phillips Way					Ahead to Westbury Road					Right to A363					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	4	2	0	6	8.6	35	5	1	41	48.5	34	3	0	37	40.9	0	0	0	0	0.0
07:15 - 07:30	3	0	0	3	3.0	56	1	0	57	58.3	35	1	0	36	37.3	0	0	0	0	0.0
07:30 - 07:45	13	2	0	15	17.6	71	7	0	78	87.1	44	1	0	45	46.3	1	0	0	1	1.0
07:45 - 08:00	12	0	0	12	12.0	54	7	0	61	70.1	73	3	0	76	79.9	1	0	0	1	1.0
Hourly Total	32	4	0	36	41.2	216	20	1	237	264.0	186	8	0	194	204.4	2	0	0	2	2.0
08:00 - 08:15	7	0	0	7	7.0	42	3	0	45	48.9	72	2	0	74	76.6	0	0	0	0	0.0
08:15 - 08:30	13	1	0	14	15.3	43	10	0	53	66.0	78	3	0	81	84.9	0	0	0	0	0.0
08:30 - 08:45	3	0	0	3	3.0	52	8	1	61	72.4	57	1	0	58	59.3	2	0	0	2	2.0
08:45 - 09:00	11	1	0	12	13.3	51	6	0	57	64.8	71	1	0	72	73.3	0	0	0	0	0.0
Hourly Total	34	2	0	36	38.6	188	27	1	216	252.1	278	7	0	285	294.1	2	0	0	2	2.0
09:00 - 09:15	6	1	0	7	8.3	56	10	1	67	81.0	63	3	1	67	71.9	0	0	0	0	0.0
09:15 - 09:30	1	1	0	2	3.3	42	7	0	49	58.1	59	0	0	59	59.0	0	0	0	0	0.0
09:30 - 09:45	6	0	1	7	8.0	47	8	0	55	65.4	52	1	0	53	54.3	1	0	0	1	1.0
09:45 - 10:00	5	1	0	6	7.3	44	8	0	52	62.4	49	4	0	53	58.2	0	0	0	0	0.0
Hourly Total	18	3	1	22	26.9	189	33	1	223	266.9	223	8	1	232	243.4	1	0	0	1	1.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	84	9	1	94	106.7	593	80	3	676	783.0	687	23	1	711	741.9	5	0	0	5	5.0
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15:30 - 15:45	8	2	0	10	12.6	47	5	0	52	58.5	46	3	0	49	52.9	1	0	0	1	1.0
15:45 - 16:00	13	4	0	17	22.2	48	2	0	50	52.6	33	1	0	34	35.3	0	0	0	0	0.0
Hourly Total	21	6	0	27	34.8	95	7	0	102	111.1	79	4	0	83	88.2	1	0	0	1	1.0
16:00 - 16:15	10	3	0	13	16.9	55	9	0	64	75.7	27	0	0	27	27.0	0	0	0	0	0.0
16:15 - 16:30	14	2	0	16	18.6	69	5	0	74	80.5	33	1	0	34	35.3	0	0	0	0	0.0
16:30 - 16:45	5	3	1	9	13.9	67	3	0	70	73.9	40	0	1	41	42.0	1	0	0	1	1.0
16:45 - 17:00	6	1	0	7	8.3	70	3	1	74	78.9	35	2	0	37	39.6	0	0	0	0	0.0
Hourly Total	35	9	1	45	57.7	261	20	1	282	309.0	135	3	1	139	143.9	1	0	0	1	1.0
17:00 - 17:15	11	1	0	12	13.3	44	6	0	50	57.8	31	2	0	33	35.6	0	0	0	0	0.0
17:15 - 17:30	19	1	0	20	21.3	60	1	0	61	62.3	33	0	0	33	33.0	0	0	0	0	0.0
17:30 - 17:45	7	0	0	7	7.0	50	1	0	51	52.3	55	1	1	57	59.3	1	0	0	1	1.0
17:45 - 18:00	10	1	0	11	12.3	56	3	0	59	62.9	45	0	0	45	45.0	1	0	0	1	1.0
Hourly Total	47	3	0	50	53.9	210	11	0	221	235.3	164	3	1	168	172.9	2	0	0	2	2.0
18:00 - 18:15	11	1	0	12	13.3	60	1	0	61	62.3	46	0	0	46	46.0	2	0	0	2	2.0
18:15 - 18:30	10	0	0	10	10.0	59	1	0	60	61.3	57	0	0	57	57.0	0	0	0	0	0.0
Hourly Total	21	1	0	22	23.3	119	2	0	121	123.6	103	0	0	103	103.0	2	0	0	2	2.0

TOTAL	124	19	1	144	169.7	685	40	1	726	779.0	481	10	2	493	508.0	6	0	0	6	6.0
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Westbury, Thursday 1st May 2025

Junction: 1
Approach: B3097 Phillips Way



TIME	Left to Westbury Road					Ahead to A363					Right to A363 Westbury Road				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	7	2	0	9	11.6	12	0	0	12	12.0	2	1	0	3	4.3
07:15 - 07:30	10	3	0	13	16.9	23	0	0	23	23.0	13	4	0	17	22.2
07:30 - 07:45	24	3	1	28	32.9	47	0	0	47	47.0	6	1	0	7	8.3
07:45 - 08:00	20	1	1	22	24.3	58	1	1	60	62.3	4	3	0	7	10.9
Hourly Total	61	9	2	72	85.7	140	1	1	142	144.3	25	9	0	34	45.7
08:00 - 08:15	34	4	1	39	45.2	77	0	1	78	79.0	10	1	0	11	12.3
08:15 - 08:30	32	5	0	37	43.5	72	1	0	73	74.3	10	5	0	15	21.5
08:30 - 08:45	38	2	0	40	42.6	50	1	0	51	52.3	11	0	0	11	11.0
08:45 - 09:00	30	2	0	32	34.6	60	0	0	60	60.0	5	4	0	9	14.2
Hourly Total	134	13	1	148	165.9	259	2	1	262	265.6	36	10	0	46	59.0
09:00 - 09:15	20	2	0	22	24.6	33	1	0	34	35.3	2	0	0	2	2.0
09:15 - 09:30	21	4	0	25	30.2	35	1	0	36	37.3	5	3	0	8	11.9
09:30 - 09:45	14	2	0	16	18.6	29	1	1	31	33.3	4	1	0	5	6.3
09:45 - 10:00	9	1	1	11	13.3	25	2	0	27	29.6	3	1	0	4	5.3
Hourly Total	64	9	1	74	86.7	122	5	1	128	135.5	14	5	0	19	25.5

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	259	31	4	294	338.3	521	8	3	532	545.4	75	24	0	99	130.2
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15:30 - 15:45	26	3	0	29	32.9	37	1	0	38	39.3	5	1	0	6	7.3
15:45 - 16:00	27	2	0	29	31.6	33	1	0	34	35.3	6	0	0	6	6.0
Hourly Total	53	5	0	58	64.5	70	2	0	72	74.6	11	1	0	12	13.3
16:00 - 16:15	52	2	0	54	56.6	32	1	0	33	34.3	2	1	0	3	4.3
16:15 - 16:30	46	4	0	50	55.2	49	1	0	50	51.3	6	1	0	7	8.3
16:30 - 16:45	63	2	0	65	67.6	51	0	0	51	51.0	9	1	0	10	11.3
16:45 - 17:00	44	1	0	45	46.3	42	1	0	43	44.3	6	2	0	8	10.6
Hourly Total	205	9	0	214	225.7	174	3	0	177	180.9	23	5	0	28	34.5
17:00 - 17:15	77	3	0	80	83.9	46	0	0	46	46.0	9	1	0	10	11.3
17:15 - 17:30	44	1	0	45	46.3	33	1	0	34	35.3	3	0	0	3	3.0
17:30 - 17:45	41	1	0	42	43.3	44	0	0	44	44.0	2	0	0	2	2.0
17:45 - 18:00	17	0	0	17	17.0	31	1	0	32	33.3	3	1	0	4	5.3
Hourly Total	179	5	0	184	190.5	154	2	0	156	158.6	17	2	0	19	21.6
18:00 - 18:15	25	2	0	27	29.6	27	0	0	27	27.0	4	0	0	4	4.0
18:15 - 18:30	14	3	0	17	20.9	37	0	0	37	37.0	5	0	0	5	5.0
Hourly Total	39	5	0	44	50.5	64	0	0	64	64.0	9	0	0	9	9.0

TOTAL	476	24	0	500	531.2	462	7	0	469	478.1	60	8	0	68	78.4
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Westbury, Thursday 1st May 2025

Junction: 1
Approach: Westbury Road



TIME	Left to A363					Ahead to A363 Westbury Road					Right to B3097 Phillips Way				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	2	0	0	2	2.0	54	11	1	66	81.3	18	0	0	18	18.0
07:15 - 07:30	4	0	0	4	4.0	50	6	1	57	65.8	16	1	0	17	18.3
07:30 - 07:45	9	1	0	10	11.3	54	5	0	59	65.5	22	4	0	26	31.2
07:45 - 08:00	25	1	0	26	27.3	58	5	0	63	69.5	33	0	0	33	33.0
Hourly Total	40	2	0	42	44.6	216	27	2	245	282.1	89	5	0	94	100.5
08:00 - 08:15	21	1	0	22	23.3	72	2	0	74	76.6	41	2	0	43	45.6
08:15 - 08:30	39	0	0	39	39.0	56	10	0	66	79.0	37	2	0	39	41.6
08:30 - 08:45	23	1	0	24	25.3	61	6	0	67	74.8	33	1	0	34	35.3
08:45 - 09:00	25	0	0	25	25.0	89	7	0	96	105.1	38	2	0	40	42.6
Hourly Total	108	2	0	110	112.6	278	25	0	303	335.5	149	7	0	156	165.1
09:00 - 09:15	6	0	0	6	6.0	77	8	1	86	97.4	17	4	0	21	26.2
09:15 - 09:30	11	1	0	12	13.3	68	6	0	74	81.8	14	2	0	16	18.6
09:30 - 09:45	5	2	0	7	9.6	53	10	0	63	76.0	15	1	0	16	17.3
09:45 - 10:00	6	0	0	6	6.0	46	4	0	50	55.2	10	3	0	13	16.9
Hourly Total	28	3	0	31	34.9	244	28	1	273	310.4	56	10	0	66	79.0

TOTAL	176	7	0	183	192.1	738	80	3	821	928.0	294	22	0	316	344.6
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15:30 - 15:45	3	0	0	3	3.0	44	5	0	49	55.5	27	6	0	33	40.8
15:45 - 16:00	5	0	0	5	5.0	44	3	1	48	52.9	19	7	0	26	35.1
Hourly Total	8	0	0	8	8.0	88	8	1	97	108.4	46	13	0	59	75.9
16:00 - 16:15	7	0	0	7	7.0	48	1	0	49	50.3	27	2	0	29	31.6
16:15 - 16:30	4	0	0	4	4.0	60	0	1	61	62.0	23	0	0	23	23.0
16:30 - 16:45	8	0	0	8	8.0	48	3	0	51	54.9	20	3	0	23	26.9
16:45 - 17:00	4	0	0	4	4.0	53	0	1	54	55.0	24	1	0	25	26.3
Hourly Total	23	0	0	23	23.0	209	4	2	215	222.2	94	6	0	100	107.8
17:00 - 17:15	7	0	0	7	7.0	60	3	0	63	66.9	35	5	1	41	48.5
17:15 - 17:30	4	1	0	5	6.3	44	4	0	48	53.2	28	1	1	30	32.3
17:30 - 17:45	4	0	0	4	4.0	50	0	1	51	52.0	35	0	0	35	35.0
17:45 - 18:00	2	0	0	2	2.0	44	8	0	52	62.4	17	0	0	17	17.0
Hourly Total	17	1	0	18	19.3	198	15	1	214	234.5	115	6	2	123	132.8
18:00 - 18:15	3	0	0	3	3.0	52	4	0	56	61.2	12	0	0	12	12.0
18:15 - 18:30	1	0	0	1	1.0	53	3	1	57	61.9	5	0	0	5	5.0
Hourly Total	4	0	0	4	4.0	105	7	1	113	123.1	17	0	0	17	17.0

TOTAL	52	1	0	53	54.3	600	34	5	639	688.2	272	25	2	299	333.5
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Westbury, Thursday 1st May 2025

Junction: 2

Approach: A350 West Ashton Road



TIME	Left to A350 Westbury Road					Ahead to B3097 Hawkeridge Road					Right to A363 Westbury Road					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	80	11	0	91	105.3	35	7	0	42	51.1	49	8	0	57	67.4	0	0	0	0	0.0
07:15 - 07:30	88	11	0	99	113.3	49	6	0	55	62.8	75	0	0	75	75.0	0	0	0	0	0.0
07:30 - 07:45	123	8	1	132	143.4	64	3	0	67	70.9	90	9	0	99	110.7	0	0	0	0	0.0
07:45 - 08:00	104	9	0	113	124.7	64	1	0	65	66.3	93	8	0	101	111.4	0	0	0	0	0.0
Hourly Total	395	39	1	435	486.7	212	17	0	229	251.1	307	25	0	332	364.5	0	0	0	0	0.0
08:00 - 08:15	99	14	0	113	131.2	41	4	0	45	50.2	86	6	0	92	99.8	0	0	0	0	0.0
08:15 - 08:30	93	7	0	100	109.1	48	2	0	50	52.6	101	12	0	113	128.6	0	0	0	0	0.0
08:30 - 08:45	85	16	0	101	121.8	57	2	0	59	61.6	91	7	0	98	107.1	1	0	0	1	1.0
08:45 - 09:00	97	10	0	107	120.0	36	7	0	43	52.1	101	7	0	108	117.1	0	0	0	0	0.0
Hourly Total	374	47	0	421	482.1	182	15	0	197	216.5	379	32	0	411	452.6	1	0	0	1	1.0
09:00 - 09:15	94	7	1	102	112.1	33	2	0	35	37.6	90	12	0	102	117.6	0	0	0	0	0.0
09:15 - 09:30	99	13	6	118	140.9	27	6	1	34	42.8	77	8	1	86	97.4	0	0	0	0	0.0
09:30 - 09:45	94	8	0	102	112.4	23	4	0	27	32.2	69	7	0	76	85.1	0	0	0	0	0.0
09:45 - 10:00	73	8	0	81	91.4	24	4	0	28	33.2	67	11	0	78	92.3	0	0	0	0	0.0
Hourly Total	360	36	7	403	456.8	107	16	1	124	145.8	303	38	1	342	392.4	0	0	0	0	0.0

TOTAL	1129	122	8	1259	1425.6	501	48	1	550	613.4	989	95	1	1085	1209.5	1	0	0	1	1.0
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15:30 - 15:45	103	2	1	106	109.6	31	0	0	31	31.0	60	7	0	67	76.1	0	0	0	0	0.0
15:45 - 16:00	97	1	1	99	101.3	37	6	0	43	50.8	59	7	0	66	75.1	1	0	0	1	1.0
Hourly Total	200	3	2	205	210.9	68	6	0	74	81.8	119	14	0	133	151.2	1	0	0	1	1.0
16:00 - 16:15	131	7	1	139	149.1	37	5	2	44	52.5	60	6	0	66	73.8	0	0	0	0	0.0
16:15 - 16:30	121	5	0	126	132.5	36	4	1	41	47.2	78	7	1	86	96.1	0	0	0	0	0.0
16:30 - 16:45	122	7	0	129	138.1	36	6	0	42	49.8	90	4	0	94	99.2	0	0	0	0	0.0
16:45 - 17:00	134	6	0	140	147.8	36	5	0	41	47.5	81	6	1	88	96.8	0	0	0	0	0.0
Hourly Total	508	25	1	534	567.5	145	20	3	168	197.0	309	23	2	334	365.9	0	0	0	0	0.0
17:00 - 17:15	118	2	0	120	122.6	35	2	0	37	39.6	77	6	0	83	90.8	0	0	0	0	0.0
17:15 - 17:30	134	5	0	139	145.5	42	1	1	44	46.3	77	1	0	78	79.3	0	0	0	0	0.0
17:30 - 17:45	130	4	1	135	141.2	31	3	0	34	37.9	73	2	0	75	77.6	0	0	0	0	0.0
17:45 - 18:00	116	3	0	119	122.9	39	0	0	39	39.0	96	3	0	99	102.9	0	0	0	0	0.0
Hourly Total	498	14	1	513	532.2	147	6	1	154	162.8	323	12	0	335	350.6	0	0	0	0	0.0
18:00 - 18:15	109	4	0	113	118.2	26	1	0	27	28.3	63	2	0	65	67.6	0	0	0	0	0.0
18:15 - 18:30	98	1	0	99	100.3	22	2	0	24	26.6	75	1	0	76	77.3	0	0	0	0	0.0
Hourly Total	207	5	0	212	218.5	48	3	0	51	54.9	138	3	0	141	144.9	0	0	0	0	0.0

TOTAL	1413	47	4	1464	1529.1	408	35	4	447	496.5	889	52	2	943	1012.6	1	0	0	1	1.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Westbury, Thursday 1st May 2025



Junction: 2

Approach: A350 Westbury Road

	Left to B3097 Hawkeridge Road					Ahead to A363 Westbury Road					Right to A350 West Ashton 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	17	1	0	18	19.3	93	5	1	99	106.5	0	0	0	0	0.0
07:15 - 07:30	2	1	0	3	4.3	23	2	0	25	27.6	111	3	2	116	121.9	0	0	0	0	0.0
07:30 - 07:45	2	2	0	4	6.6	31	2	0	33	35.6	77	7	0	84	93.1	0	0	0	0	0.0
07:45 - 08:00	3	0	0	3	3.0	34	1	0	35	36.3	85	7	0	92	101.1	0	0	0	0	0.0
Hourly Total	7	4	0	11	16.2	105	6	0	111	118.8	366	22	3	391	422.6	0	0	0	0	0.0
08:00 - 08:15	3	3	0	6	9.9	24	0	0	24	24.0	78	7	1	86	96.1	0	0	0	0	0.0
08:15 - 08:30	2	2	0	4	6.6	20	2	0	22	24.6	62	9	0	71	82.7	0	0	0	0	0.0
08:30 - 08:45	3	1	0	4	5.3	12	1	0	13	14.3	92	5	0	97	103.5	0	0	0	0	0.0
08:45 - 09:00	1	1	0	2	3.3	27	1	0	28	29.3	73	11	0	84	98.3	0	0	0	0	0.0
Hourly Total	9	7	0	16	25.1	83	4	0	87	92.2	305	32	1	338	380.6	0	0	0	0	0.0
09:00 - 09:15	5	3	0	8	11.9	30	1	1	32	34.3	66	6	0	72	79.8	0	0	0	0	0.0
09:15 - 09:30	0	2	0	2	4.6	17	1	0	18	19.3	73	9	1	83	95.7	0	0	0	0	0.0
09:30 - 09:45	4	5	0	9	15.5	28	2	0	30	32.6	70	4	0	74	79.2	2	0	0	2	2.0
09:45 - 10:00	2	1	0	3	4.3	25	1	0	26	27.3	72	7	0	79	88.1	1	0	0	1	1.0
Hourly Total	11	11	0	22	36.3	100	5	1	106	113.5	281	26	1	308	342.8	3	0	0	3	3.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	27	22	0	49	77.6	288	15	1	304	324.5	952	80	5	1037	1146.0	3	0	0	3	3.0
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15:30 - 15:45	2	2	0	4	6.6	28	4	0	32	37.2	91	6	0	97	104.8	0	0	0	0	0.0
15:45 - 16:00	1	4	0	5	10.2	27	4	0	31	36.2	80	4	0	84	89.2	0	0	0	0	0.0
Hourly Total	3	6	0	9	16.8	55	8	0	63	73.4	171	10	0	181	194.0	0	0	0	0	0.0
16:00 - 16:15	1	3	0	4	7.9	21	3	0	24	27.9	81	9	1	91	103.7	0	0	0	0	0.0
16:15 - 16:30	1	2	0	3	5.6	30	2	0	32	34.6	76	5	0	81	87.5	0	0	0	0	0.0
16:30 - 16:45	1	2	0	3	5.6	23	1	0	24	25.3	95	7	0	102	111.1	0	0	0	0	0.0
16:45 - 17:00	2	1	0	3	4.3	25	1	0	26	27.3	93	2	0	95	97.6	0	0	0	0	0.0
Hourly Total	5	8	0	13	23.4	99	7	0	106	115.1	345	23	1	369	399.9	0	0	0	0	0.0
17:00 - 17:15	1	2	0	3	5.6	11	2	0	13	15.6	110	1	0	111	112.3	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0.0	31	1	0	32	33.3	110	6	0	116	123.8	1	0	0	1	1.0
17:30 - 17:45	0	0	0	0	0.0	30	1	0	31	32.3	88	5	0	93	99.5	0	0	0	0	0.0
17:45 - 18:00	4	1	0	5	6.3	29	0	0	29	29.0	78	6	0	84	91.8	0	0	0	0	0.0
Hourly Total	5	3	0	8	11.9	101	4	0	105	110.2	386	18	0	404	427.4	1	0	0	1	1.0
18:00 - 18:15	3	0	0	3	3.0	33	0	0	33	33.0	87	2	0	89	91.6	0	0	0	0	0.0
18:15 - 18:30	3	2	0	5	7.6	47	0	0	47	47.0	87	4	0	91	96.2	0	0	0	0	0.0
Hourly Total	6	2	0	8	10.6	80	0	0	80	80.0	174	6	0	180	187.8	0	0	0	0	0.0

TOTAL	19	19	0	38	62.7	335	19	0	354	378.7	1076	57	1	1134	1209.1	1	0	0	1	1.0
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Westbury, Thursday 1st May 2025



Junction: 2

Approach: B3097 Hawkeridge Road

TIME	Left to A363 Westbury Road					Ahead to A350 West Ashton Road					Right to A350 Westbury Road					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	1	1	2.0	30	2	0	32	34.6	3	1	0	4	5.3	0	0	0	0	0.0
07:15 - 07:30	1	0	0	1	1.0	29	4	2	35	42.2	3	7	0	10	19.1	0	0	0	0	0.0
07:30 - 07:45	2	0	0	2	2.0	50	5	1	56	63.5	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	2	0	0	2	2.0	65	4	0	69	74.2	2	2	0	4	6.6	0	0	0	0	0.0
Hourly Total	5	0	1	6	7.0	174	15	3	192	214.5	8	10	0	18	31.0	0	0	0	0	0.0
08:00 - 08:15	2	0	0	2	2.0	55	4	0	59	64.2	2	2	0	4	6.6	1	0	0	1	1.0
08:15 - 08:30	0	0	1	1	2.0	53	1	0	54	55.3	4	1	0	5	6.3	0	0	0	0	0.0
08:30 - 08:45	2	0	0	2	2.0	38	2	0	40	42.6	2	5	0	7	13.5	0	0	0	0	0.0
08:45 - 09:00	1	0	0	1	1.0	40	3	0	43	46.9	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	5	0	1	6	7.0	186	10	0	196	209.0	9	8	0	17	27.4	1	0	0	1	1.0
09:00 - 09:15	0	0	1	1	2.0	39	5	0	44	50.5	3	3	0	6	9.9	0	0	0	0	0.0
09:15 - 09:30	1	0	0	1	1.0	41	4	0	45	50.2	4	4	0	8	13.2	0	0	0	0	0.0
09:30 - 09:45	1	0	0	1	1.0	34	4	0	38	43.2	6	3	0	9	12.9	0	0	0	0	0.0
09:45 - 10:00	2	0	0	2	2.0	32	4	0	36	41.2	4	2	0	6	8.6	1	0	0	1	1.0
Hourly Total	4	0	1	5	6.0	146	17	0	163	185.1	17	12	0	29	44.6	1	0	0	1	1.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	14	0	3	17	20.0	506	42	3	551	608.6	34	30	0	64	103.0	2	0	0	2	2.0
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15:30 - 15:45	4	0	0	4	4.0	56	4	0	60	65.2	3	2	0	5	7.6	0	0	0	0	0.0
15:45 - 16:00	3	0	0	3	3.0	48	6	0	54	61.8	4	1	0	5	6.3	0	0	0	0	0.0
Hourly Total	7	0	0	7	7.0	104	10	0	114	127.0	7	3	0	10	13.9	0	0	0	0	0.0
16:00 - 16:15	0	0	0	0	0.0	59	2	0	61	63.6	5	0	0	5	5.0	0	0	0	0	0.0
16:15 - 16:30	0	0	0	0	0.0	70	1	0	71	72.3	4	1	0	5	6.3	0	0	0	0	0.0
16:30 - 16:45	2	0	1	3	4.0	65	4	0	69	74.2	2	1	0	3	4.3	0	0	0	0	0.0
16:45 - 17:00	3	0	0	3	3.0	45	1	0	46	47.3	1	2	0	3	5.6	0	0	0	0	0.0
Hourly Total	5	0	1	6	7.0	239	8	0	247	257.4	12	4	0	16	21.2	0	0	0	0	0.0
17:00 - 17:15	1	0	0	1	1.0	87	1	0	88	89.3	5	0	0	5	5.0	0	0	0	0	0.0
17:15 - 17:30	5	0	0	5	5.0	58	1	0	59	60.3	7	0	0	7	7.0	0	0	0	0	0.0
17:30 - 17:45	1	0	1	2	3.0	54	0	0	54	54.0	5	0	0	5	5.0	0	0	0	0	0.0
17:45 - 18:00	2	0	0	2	2.0	38	2	0	40	42.6	3	1	0	4	5.3	0	0	0	0	0.0
Hourly Total	9	0	1	10	11.0	237	4	0	241	246.2	20	1	0	21	22.3	0	0	0	0	0.0
18:00 - 18:15	1	0	0	1	1.0	48	3	0	51	54.9	1	0	0	1	1.0	0	0	0	0	0.0
18:15 - 18:30	3	0	0	3	3.0	22	2	0	24	26.6	2	3	0	5	8.9	0	0	0	0	0.0
Hourly Total	4	0	0	4	4.0	70	5	0	75	81.5	3	3	0	6	9.9	0	0	0	0	0.0

TOTAL	25	0	2	27	29.0	650	27	0	677	712.1	42	11	0	53	67.3	0	0	0	0	0.0
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Westbury, Thursday 1st May 2025

Junction: 2
Approach: A363 Westbury Road



TIME	Left to A350 West Ashton Road					Ahead to A350 Westbury Road					Right to B3097 Hawkeridge Road				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	64	11	0	75	89.3	14	2	0	16	18.6	1	0	1	2	3.0
07:15 - 07:30	68	8	1	77	88.4	23	1	1	25	27.3	3	0	0	3	3.0
07:30 - 07:45	78	6	0	84	91.8	20	3	1	24	28.9	3	0	0	3	3.0
07:45 - 08:00	85	8	0	93	103.4	24	0	0	24	24.0	2	0	1	3	4.0
Hourly Total	295	33	1	329	372.9	81	6	2	89	98.8	9	0	2	11	13.0
08:00 - 08:15	86	5	0	91	97.5	29	0	0	29	29.0	2	0	0	2	2.0
08:15 - 08:30	93	13	0	106	122.9	24	3	0	27	30.9	0	0	0	0	0.0
08:30 - 08:45	88	9	2	99	112.7	20	2	0	22	24.6	0	0	0	0	0.0
08:45 - 09:00	96	8	0	104	114.4	38	2	0	40	42.6	0	0	0	0	0.0
Hourly Total	363	35	2	400	447.5	111	7	0	118	127.1	2	0	0	2	2.0
09:00 - 09:15	107	9	1	117	129.7	31	0	0	31	31.0	0	0	1	1	2.0
09:15 - 09:30	84	8	0	92	102.4	32	1	0	33	34.3	0	0	0	0	0.0
09:30 - 09:45	87	14	0	101	119.2	26	0	0	26	26.0	1	0	0	1	1.0
09:45 - 10:00	70	10	0	80	93.0	38	1	0	39	40.3	0	0	0	0	0.0
Hourly Total	348	41	1	390	444.3	127	2	0	129	131.6	1	0	1	2	3.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	1006	109	4	1119	1264.7	319	15	2	336	357.5	12	0	3	15	18.0
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15:30 - 15:45	77	5	1	83	90.5	38	0	0	38	38.0	0	0	0	0	0.0
15:45 - 16:00	67	4	0	71	76.2	43	0	1	44	45.0	0	0	0	0	0.0
Hourly Total	144	9	1	154	166.7	81	0	1	82	83.0	0	0	0	0	0.0
16:00 - 16:15	91	2	0	93	95.6	42	0	0	42	42.0	0	0	0	0	0.0
16:15 - 16:30	78	2	0	80	82.6	35	0	0	35	35.0	0	0	1	1	2.0
16:30 - 16:45	93	3	0	96	99.9	34	0	0	34	34.0	0	0	0	0	0.0
16:45 - 17:00	69	5	0	74	80.5	40	1	1	42	44.3	0	0	0	0	0.0
Hourly Total	331	12	0	343	358.6	151	1	1	153	155.3	0	0	1	1	2.0
17:00 - 17:15	108	3	0	111	114.9	47	0	1	48	49.0	0	0	0	0	0.0
17:15 - 17:30	83	2	0	85	87.6	34	2	0	36	38.6	0	0	0	0	0.0
17:30 - 17:45	91	4	0	95	100.2	34	0	1	35	36.0	1	0	0	1	1.0
17:45 - 18:00	84	7	0	91	100.1	41	0	0	41	41.0	1	0	0	1	1.0
Hourly Total	366	16	0	382	402.8	156	2	2	160	164.6	2	0	0	2	2.0
18:00 - 18:15	93	3	0	96	99.9	38	1	0	39	40.3	0	0	0	0	0.0
18:15 - 18:30	77	5	1	83	90.5	40	0	0	40	40.0	0	0	0	0	0.0
Hourly Total	170	8	1	179	190.4	78	1	0	79	80.3	0	0	0	0	0.0

TOTAL	1011	45	2	1058	1118.5	466	4	4	474	483.2	2	0	1	3	4.0
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Westbury, Thursday 1st May 2025



Junction: 3

Approach: B3097 Hawkeridge Road North

TIME	Left to Mill Lane					Ahead to B3097 Hawkeridge Road (South)					Right to Link Road				
	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	32	1	1	34	36.3	58	7	0	65	74.1
07:15 - 07:30	0	0	0	0	0.0	41	1	0	42	43.3	62	10	0	72	85.0
07:30 - 07:45	3	0	0	3	3.0	63	0	0	63	63.0	85	12	0	97	112.6
07:45 - 08:00	4	0	0	4	4.0	73	0	1	74	75.0	100	6	0	106	113.8
Hourly Total	7	0	0	7	7.0	209	2	2	213	217.6	305	35	0	340	385.5
08:00 - 08:15	0	0	0	0	0.0	57	0	0	57	57.0	63	10	0	73	86.0
08:15 - 08:30	2	0	0	2	2.0	81	1	0	82	83.3	74	7	0	81	90.1
08:30 - 08:45	1	0	0	1	1.0	54	0	0	54	54.0	62	6	0	68	75.8
08:45 - 09:00	1	0	0	1	1.0	67	0	0	67	67.0	56	11	0	67	81.3
Hourly Total	4	0	0	4	4.0	259	1	0	260	261.3	255	34	0	289	333.2
09:00 - 09:15	3	0	0	3	3.0	52	1	1	54	56.3	38	13	0	51	67.9
09:15 - 09:30	3	0	0	3	3.0	39	1	0	40	41.3	26	11	1	38	53.3
09:30 - 09:45	1	0	0	1	1.0	43	2	0	45	47.6	31	9	1	41	53.7
09:45 - 10:00	0	0	0	0	0.0	32	0	0	32	32.0	25	11	0	36	50.3
Hourly Total	7	0	0	7	7.0	166	4	1	171	177.2	120	44	2	166	225.2

TOTAL	18	0	0	18	18.0	634	7	3	644	656.1	680	113	2	795	943.9
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15:30 - 15:45	1	0	0	1	1.0	70	0	0	70	70.0	17	13	0	30	46.9
15:45 - 16:00	1	0	0	1	1.0	65	0	0	65	65.0	25	22	0	47	75.6
Hourly Total	2	0	0	2	2.0	135	0	0	135	135.0	42	35	0	77	122.5
16:00 - 16:15	0	0	0	0	0.0	90	0	0	90	90.0	18	13	2	33	51.9
16:15 - 16:30	0	0	0	0	0.0	88	0	1	89	90.0	15	13	1	29	46.9
16:30 - 16:45	1	0	0	1	1.0	68	1	0	69	70.3	22	8	1	31	42.4
16:45 - 17:00	0	0	0	0	0.0	93	2	0	95	97.6	17	10	0	27	40.0
Hourly Total	1	0	0	1	1.0	339	3	1	343	347.9	72	44	4	120	181.2
17:00 - 17:15	2	0	0	2	2.0	90	0	0	90	90.0	18	8	1	27	38.4
17:15 - 17:30	2	0	0	2	2.0	98	1	1	100	102.3	23	5	1	29	36.5
17:30 - 17:45	1	0	0	1	1.0	89	0	1	90	91.0	19	4	0	23	28.2
17:45 - 18:00	0	0	0	0	0.0	81	0	0	81	81.0	21	3	0	24	27.9
Hourly Total	5	0	0	5	5.0	358	1	2	361	364.3	81	20	2	103	131.0
18:00 - 18:15	0	0	0	0	0.0	78	0	0	78	78.0	7	3	0	10	13.9
18:15 - 18:30	1	0	0	1	1.0	77	0	0	77	77.0	6	4	0	10	15.2
Hourly Total	1	0	0	1	1.0	155	0	0	155	155.0	13	7	0	20	29.1

TOTAL	9	0	0	9	9.0	987	4	3	994	1002.2	208	106	6	320	463.8
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Westbury, Thursday 1st May 2025

Junction: 3
Approach: Mill Lane



TIME	Left to B3097 Hawkeridge Road (South)					Ahead to Link Road					Right to B3097 Hawkeridge Road (North)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	2	0	0	2	2.0	0	0	0	0	0.0	1	0	0	1	1.0
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	2	0	0	2	2.0
Hourly Total	2	0	0	2	2.0	0	0	0	0	0.0	3	0	0	3	3.0
08:00 - 08:15	2	0	0	2	2.0	0	0	0	0	0.0	1	0	0	1	1.0
08:15 - 08:30	0	0	0	0	0.0	1	0	0	1	1.0	0	0	0	0	0.0
08:30 - 08:45	3	0	0	3	3.0	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	1	0	0	1	1.0
Hourly Total	5	0	0	5	5.0	1	0	0	1	1.0	2	0	0	2	2.0
09:00 - 09:15	0	0	0	0	0.0	2	0	0	2	2.0	3	0	0	3	3.0
09:15 - 09:30	2	0	0	2	2.0	1	0	0	1	1.0	2	0	0	2	2.0
09:30 - 09:45	2	0	0	2	2.0	1	0	0	1	1.0	2	0	0	2	2.0
09:45 - 10:00	1	0	0	1	1.0	1	1	0	2	3.3	0	1	0	1	2.3
Hourly Total	5	0	0	5	5.0	5	1	0	6	7.3	7	1	0	8	9.3

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	12	0	0	12	12.0	6	1	0	7	8.3	12	1	0	13	14.3
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15:30 - 15:45	0	0	0	0	0.0	2	0	0	2	2.0	2	0	0	2	2.0
15:45 - 16:00	0	0	0	0	0.0	0	0	0	0	0.0	2	0	0	2	2.0
Hourly Total	0	0	0	0	0.0	2	0	0	2	2.0	4	0	0	4	4.0
16:00 - 16:15	3	1	0	4	5.3	0	0	0	0	0.0	1	0	0	1	1.0
16:15 - 16:30	0	0	0	0	0.0	0	0	0	0	0.0	2	0	0	2	2.0
16:30 - 16:45	1	0	0	1	1.0	1	0	0	1	1.0	0	0	0	0	0.0
16:45 - 17:00	1	0	0	1	1.0	3	0	0	3	3.0	0	0	0	0	0.0
Hourly Total	5	1	0	6	7.3	4	0	0	4	4.0	3	0	0	3	3.0
17:00 - 17:15	3	0	0	3	3.0	0	0	0	0	0.0	0	0	0	0	0.0
17:15 - 17:30	2	0	0	2	2.0	2	0	0	2	2.0	1	0	0	1	1.0
17:30 - 17:45	1	0	0	1	1.0	0	0	0	0	0.0	4	0	0	4	4.0
17:45 - 18:00	1	0	0	1	1.0	0	0	0	0	0.0	1	0	0	1	1.0
Hourly Total	7	0	0	7	7.0	2	0	0	2	2.0	6	0	0	6	6.0
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	1	0	0	1	1.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	1	0	0	1	1.0

TOTAL	12	1	0	13	14.3	8	0	0	8	8.0	14	0	0	14	14.0
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Westbury, Thursday 1st May 2025



Junction: 3

Approach: B3097 Hawkeridge Road South

TIME	Left to Link Road					Ahead to B3097 Hawkeridge Road (North)					Right to Mill Lane				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	6	0	0	6	6.0	33	0	1	34	35.0	0	0	0	0	0.0
07:15 - 07:30	7	0	0	7	7.0	74	1	0	75	76.3	0	0	0	0	0.0
07:30 - 07:45	9	0	0	9	9.0	103	1	0	104	105.3	0	0	0	0	0.0
07:45 - 08:00	8	0	0	8	8.0	103	0	1	104	105.0	0	0	0	0	0.0
Hourly Total	30	0	0	30	30.0	313	2	2	317	321.6	0	0	0	0	0.0
08:00 - 08:15	12	0	0	12	12.0	148	2	1	151	154.6	0	0	0	0	0.0
08:15 - 08:30	10	0	0	10	10.0	123	0	2	125	127.0	0	0	0	0	0.0
08:30 - 08:45	8	0	0	8	8.0	101	0	0	101	101.0	0	0	0	0	0.0
08:45 - 09:00	9	0	0	9	9.0	99	0	1	100	101.0	0	0	0	0	0.0
Hourly Total	39	0	0	39	39.0	471	2	4	477	483.6	0	0	0	0	0.0
09:00 - 09:15	4	0	0	4	4.0	70	0	0	70	70.0	1	0	0	1	1.0
09:15 - 09:30	4	0	0	4	4.0	62	1	0	63	64.3	2	0	0	2	2.0
09:30 - 09:45	3	0	0	3	3.0	52	1	0	53	54.3	1	0	0	1	1.0
09:45 - 10:00	3	0	0	3	3.0	37	1	0	38	39.3	1	0	0	1	1.0
Hourly Total	14	0	0	14	14.0	221	3	0	224	227.9	5	0	0	5	5.0

TOTAL	83	0	0	83	83.0	1005	7	6	1018	1033.1	5	0	0	5	5.0
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15:30 - 15:45	1	0	0	1	1.0	54	3	0	57	60.9	2	0	0	2	2.0
15:45 - 16:00	2	0	0	2	2.0	58	0	0	58	58.0	0	0	0	0	0.0
Hourly Total	3	0	0	3	3.0	112	3	0	115	118.9	2	0	0	2	2.0
16:00 - 16:15	7	1	0	8	9.3	101	0	0	101	101.0	0	0	0	0	0.0
16:15 - 16:30	6	0	0	6	6.0	80	1	1	82	84.3	1	0	0	1	1.0
16:30 - 16:45	5	1	0	6	7.3	71	0	0	71	71.0	1	0	0	1	1.0
16:45 - 17:00	3	0	0	3	3.0	84	0	0	84	84.0	1	0	0	1	1.0
Hourly Total	21	2	0	23	25.6	336	1	1	338	340.3	3	0	0	3	3.0
17:00 - 17:15	0	0	0	0	0.0	77	1	0	78	79.3	0	0	0	0	0.0
17:15 - 17:30	2	1	0	3	4.3	48	3	1	52	56.9	1	0	0	1	1.0
17:30 - 17:45	2	0	0	2	2.0	74	0	0	74	74.0	2	0	0	2	2.0
17:45 - 18:00	4	0	0	4	4.0	58	0	0	58	58.0	0	0	0	0	0.0
Hourly Total	8	1	0	9	10.3	257	4	1	262	268.2	3	0	0	3	3.0
18:00 - 18:15	2	0	0	2	2.0	66	1	0	67	68.3	0	0	0	0	0.0
18:15 - 18:30	2	0	0	2	2.0	45	0	0	45	45.0	0	0	0	0	0.0
Hourly Total	4	0	0	4	4.0	111	1	0	112	113.3	0	0	0	0	0.0

TOTAL	36	3	0	39	42.9	816	9	2	827	840.7	8	0	0	8	8.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Westbury, Thursday 1st May 2025

Junction: 3
Approach: Link Road



TIME	Left to B3097 Hawkeridge Road (North)					Ahead to Mill Lane					Right to B3097 Hawkeridge Road (South)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	9	4	0	13	18.2	0	0	0	0	0.0	0	0	0	0	0.0
07:15 - 07:30	16	18	3	37	63.4	0	0	0	0	0.0	3	0	0	3	3.0
07:30 - 07:45	21	12	0	33	48.6	0	0	0	0	0.0	3	0	0	3	3.0
07:45 - 08:00	24	7	1	32	42.1	0	0	0	0	0.0	3	0	0	3	3.0
Hourly Total	70	41	4	115	172.3	0	0	0	0	0.0	9	0	0	9	9.0
08:00 - 08:15	30	13	1	44	61.9	0	0	0	0	0.0	4	0	0	4	4.0
08:15 - 08:30	22	10	0	32	45.0	0	0	0	0	0.0	11	0	0	11	11.0
08:30 - 08:45	26	11	0	37	51.3	1	0	0	1	1.0	1	0	0	1	1.0
08:45 - 09:00	23	8	0	31	41.4	2	0	0	2	2.0	1	0	0	1	1.0
Hourly Total	101	42	1	144	199.6	3	0	0	3	3.0	17	0	0	17	17.0
09:00 - 09:15	21	9	0	30	41.7	1	0	0	1	1.0	4	0	0	4	4.0
09:15 - 09:30	33	16	0	49	69.8	0	0	0	0	0.0	1	0	0	1	1.0
09:30 - 09:45	28	7	0	35	44.1	1	1	0	2	3.3	6	0	0	6	6.0
09:45 - 10:00	28	11	0	39	53.3	4	1	0	5	6.3	2	0	0	2	2.0
Hourly Total	110	43	0	153	208.9	6	2	0	8	10.6	13	0	0	13	13.0

TOTAL	281	126	5	412	580.8	9	2	0	11	13.6	39	0	0	39	39.0
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15:30 - 15:45	51	8	0	59	69.4	0	0	0	0	0.0	9	1	0	10	11.3
15:45 - 16:00	41	12	0	53	68.6	1	0	0	1	1.0	4	0	0	4	4.0
Hourly Total	92	20	0	112	138.0	1	0	0	1	1.0	13	1	0	14	15.3
16:00 - 16:15	96	2	0	98	100.6	1	0	0	1	1.0	8	0	0	8	8.0
16:15 - 16:30	44	6	0	50	57.8	0	0	0	0	0.0	10	0	0	10	10.0
16:30 - 16:45	104	11	0	115	129.3	1	0	0	1	1.0	6	0	0	6	6.0
16:45 - 17:00	65	5	0	70	76.5	0	0	0	0	0.0	5	0	0	5	5.0
Hourly Total	309	24	0	333	364.2	2	0	0	2	2.0	29	0	0	29	29.0
17:00 - 17:15	140	2	0	142	144.6	0	0	0	0	0.0	11	0	0	11	11.0
17:15 - 17:30	72	1	0	73	74.3	0	0	0	0	0.0	5	0	0	5	5.0
17:30 - 17:45	52	2	0	54	56.6	0	0	0	0	0.0	3	0	0	3	3.0
17:45 - 18:00	18	4	0	22	27.2	0	0	0	0	0.0	3	0	0	3	3.0
Hourly Total	282	9	0	291	302.7	0	0	0	0	0.0	22	0	0	22	22.0
18:00 - 18:15	30	5	0	35	41.5	0	0	0	0	0.0	4	0	0	4	4.0
18:15 - 18:30	24	6	0	30	37.8	0	0	0	0	0.0	3	0	0	3	3.0
Hourly Total	54	11	0	65	79.3	0	0	0	0	0.0	7	0	0	7	7.0

TOTAL	737	64	0	801	884.2	3	0	0	3	3.0	71	1	0	72	73.3
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Westbury, Thursday 1st May 2025

Junction: 4
Approach: B3097 The Ham



TIME	Left to B3097 Station Road					Ahead to Brook Lane					Right to Storridge Road				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	35	0	0	35	35.0	3	0	0	3	3.0	2	0	0	2	2.0
07:15 - 07:30	43	1	0	44	45.3	1	1	0	2	3.3	0	0	0	0	0.0
07:30 - 07:45	55	0	0	55	55.0	5	0	0	5	5.0	2	0	1	3	4.0
07:45 - 08:00	80	0	0	80	80.0	11	0	0	11	11.0	3	0	1	4	5.0
Hourly Total	213	1	0	214	215.3	20	1	0	21	22.3	7	0	2	9	11.0
08:00 - 08:15	59	0	0	59	59.0	6	0	0	6	6.0	5	0	0	5	5.0
08:15 - 08:30	97	1	0	98	99.3	3	0	0	3	3.0	1	0	0	1	1.0
08:30 - 08:45	67	0	0	67	67.0	5	0	0	5	5.0	5	0	0	5	5.0
08:45 - 09:00	70	0	0	70	70.0	2	0	0	2	2.0	7	0	0	7	7.0
Hourly Total	293	1	0	294	295.3	16	0	0	16	16.0	18	0	0	18	18.0
09:00 - 09:15	60	1	0	61	62.3	3	0	0	3	3.0	1	0	0	1	1.0
09:15 - 09:30	40	0	0	40	40.0	40	0	0	40	40.0	1	0	0	1	1.0
09:30 - 09:45	49	0	0	49	49.0	1	1	0	2	3.3	1	1	0	2	3.3
09:45 - 10:00	35	1	0	36	37.3	2	0	0	2	2.0	2	0	0	2	2.0
Hourly Total	184	2	0	186	188.6	46	1	0	47	48.3	5	1	0	6	7.3

TOTAL	690	4	0	694	699.2	82	2	0	84	86.6	30	1	2	33	36.3
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15:30 - 15:45	85	1	0	86	87.3	2	0	0	2	2.0	5	0	0	5	5.0
15:45 - 16:00	69	0	0	69	69.0	0	0	0	0	0.0	1	0	0	1	1.0
Hourly Total	154	1	0	155	156.3	2	0	0	2	2.0	6	0	0	6	6.0
16:00 - 16:15	79	1	0	80	81.3	1	0	0	1	1.0	1	0	0	1	1.0
16:15 - 16:30	97	0	0	97	97.0	2	0	0	2	2.0	0	1	0	1	2.3
16:30 - 16:45	74	0	0	74	74.0	3	0	0	3	3.0	0	1	0	1	2.3
16:45 - 17:00	91	0	0	91	91.0	1	1	0	2	3.3	1	1	0	2	3.3
Hourly Total	341	1	0	342	343.3	7	1	0	8	9.3	2	3	0	5	8.9
17:00 - 17:15	102	0	0	102	102.0	1	0	0	1	1.0	0	0	0	0	0.0
17:15 - 17:30	106	1	0	107	108.3	2	0	0	2	2.0	0	0	0	0	0.0
17:30 - 17:45	89	0	0	89	89.0	1	0	0	1	1.0	1	0	0	1	1.0
17:45 - 18:00	86	0	0	86	86.0	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	383	1	0	384	385.3	5	0	0	5	5.0	1	0	0	1	1.0
18:00 - 18:15	79	0	0	79	79.0	2	0	0	2	2.0	2	0	0	2	2.0
18:15 - 18:30	72	0	0	72	72.0	0	0	0	0	0.0	2	0	0	2	2.0
Hourly Total	151	0	0	151	151.0	2	0	0	2	2.0	4	0	0	4	4.0

TOTAL	1029	3	0	1032	1035.9	16	1	0	17	18.3	13	3	0	16	19.9
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Westbury, Thursday 1st May 2025



Junction: 4

Approach: B3097 Station Road

TIME	Left to Brook Lane					Ahead to Storridge Road					Right to B3097 The Ham					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	4	0	0	4	4.0	42	0	0	42	42.0	31	0	0	31	31.0	0	0	0	0	0.0
07:15 - 07:30	8	0	0	8	8.0	62	0	0	62	62.0	79	1	0	80	81.3	1	0	0	1	1.0
07:30 - 07:45	10	0	0	10	10.0	76	0	0	76	76.0	117	0	0	117	117.0	0	0	0	0	0.0
07:45 - 08:00	24	0	0	24	24.0	97	0	0	97	97.0	108	0	1	109	110.0	2	0	0	2	2.0
Hourly Total	46	0	0	46	46.0	277	0	0	277	277.0	335	1	1	337	339.3	3	0	0	3	3.0
08:00 - 08:15	8	0	0	8	8.0	48	0	0	48	48.0	147	0	0	147	147.0	0	0	0	0	0.0
08:15 - 08:30	12	0	0	12	12.0	67	0	0	67	67.0	123	0	0	123	123.0	3	0	0	3	3.0
08:30 - 08:45	12	0	0	12	12.0	48	0	0	48	48.0	109	0	0	109	109.0	1	0	0	1	1.0
08:45 - 09:00	16	0	0	16	16.0	61	0	0	61	61.0	107	0	0	107	107.0	1	0	0	1	1.0
Hourly Total	48	0	0	48	48.0	224	0	0	224	224.0	486	0	0	486	486.0	5	0	0	5	5.0
09:00 - 09:15	12	1	0	13	14.3	36	2	0	38	40.6	69	0	0	69	69.0	0	0	0	0	0.0
09:15 - 09:30	9	0	0	9	9.0	43	0	0	43	43.0	70	0	0	70	70.0	0	0	0	0	0.0
09:30 - 09:45	10	0	0	10	10.0	29	0	0	29	29.0	52	0	0	52	52.0	1	0	0	1	1.0
09:45 - 10:00	6	0	0	6	6.0	23	0	0	23	23.0	40	0	0	40	40.0	0	0	0	0	0.0
Hourly Total	37	1	0	38	39.3	131	2	0	133	135.6	231	0	0	231	231.0	1	0	0	1	1.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	131	1	0	132	133.3	632	2	0	634	636.6	1052	1	1	1054	1056.3	9	0	0	9	9.0
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15:30 - 15:45	3	1	0	4	5.3	27	1	0	28	29.3	62	0	0	62	62.0	0	0	0	0	0.0
15:45 - 16:00	3	0	0	3	3.0	28	0	0	28	28.0	65	0	0	65	65.0	2	0	0	2	2.0
Hourly Total	6	1	0	7	8.3	55	1	0	56	57.3	127	0	0	127	127.0	2	0	0	2	2.0
16:00 - 16:15	3	0	0	3	3.0	19	0	0	19	19.0	87	1	0	88	89.3	0	0	0	0	0.0
16:15 - 16:30	3	0	0	3	3.0	22	0	0	22	22.0	82	0	0	82	82.0	0	0	0	0	0.0
16:30 - 16:45	3	0	0	3	3.0	19	0	0	19	19.0	77	0	0	77	77.0	0	0	0	0	0.0
16:45 - 17:00	4	0	0	4	4.0	26	2	0	28	30.6	83	0	0	83	83.0	0	0	0	0	0.0
Hourly Total	13	0	0	13	13.0	86	2	0	88	90.6	329	1	0	330	331.3	0	0	0	0	0.0
17:00 - 17:15	10	0	0	10	10.0	20	0	0	20	20.0	76	0	0	76	76.0	0	0	0	0	0.0
17:15 - 17:30	3	0	0	3	3.0	17	1	0	18	19.3	62	3	0	65	68.9	1	0	0	1	1.0
17:30 - 17:45	6	0	0	6	6.0	11	0	0	11	11.0	71	0	0	71	71.0	0	0	0	0	0.0
17:45 - 18:00	4	0	0	4	4.0	7	1	0	8	9.3	56	0	0	56	56.0	1	0	0	1	1.0
Hourly Total	23	0	0	23	23.0	55	2	0	57	59.6	265	3	0	268	271.9	2	0	0	2	2.0
18:00 - 18:15	3	0	0	3	3.0	9	0	0	9	9.0	64	0	0	64	64.0	2	0	0	2	2.0
18:15 - 18:30	2	0	0	2	2.0	9	0	0	9	9.0	50	0	0	50	50.0	0	0	0	0	0.0
Hourly Total	5	0	0	5	5.0	18	0	0	18	18.0	114	0	0	114	114.0	2	0	0	2	2.0

TOTAL	47	1	0	48	49.3	214	5	0	219	225.5	835	4	0	839	844.2	6	0	0	6	6.0
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Westbury, Thursday 1st May 2025



Junction: 4
Approach: Brook Lane

TIME	Left to Storridge Road					Ahead to B3097 The Ham					Right to B3097 Station Road					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	3	0	0	3	3.0	2	0	0	2	2.0	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0.0	1	0	0	1	1.0	3	0	0	3	3.0	0	0	0	0	0.0
07:30 - 07:45	0	0	0	0	0.0	0	1	0	1	2.3	2	0	0	2	2.0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0.0	1	0	0	1	1.0	2	0	0	2	2.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	5	1	0	6	7.3	9	0	0	9	9.0	0	0	0	0	0.0
08:00 - 08:15	0	0	0	0	0.0	1	1	0	2	3.3	3	0	0	3	3.0	0	0	0	0	0.0
08:15 - 08:30	0	0	0	0	0.0	0	0	0	0	0.0	5	1	0	6	7.3	0	0	0	0	0.0
08:30 - 08:45	1	0	0	1	1.0	1	0	0	1	1.0	5	0	0	5	5.0	1	0	0	1	1.0
08:45 - 09:00	2	1	0	3	4.3	7	0	0	7	7.0	3	0	0	3	3.0	0	0	0	0	0.0
Hourly Total	3	1	0	4	5.3	9	1	0	10	11.3	16	1	0	17	18.3	1	0	0	1	1.0
09:00 - 09:15	2	0	0	2	2.0	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
09:15 - 09:30	1	0	0	1	1.0	1	1	0	2	3.3	4	0	0	4	4.0	0	0	0	0	0.0
09:30 - 09:45	1	0	0	1	1.0	1	0	0	1	1.0	7	0	0	7	7.0	0	0	0	0	0.0
09:45 - 10:00	2	0	0	2	2.0	4	1	0	5	6.3	8	0	0	8	8.0	0	0	0	0	0.0
Hourly Total	6	0	0	6	6.0	8	2	0	10	12.6	19	0	0	19	19.0	0	0	0	0	0.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	9	1	0	10	11.3	22	4	0	26	31.2	44	1	0	45	46.3	1	0	0	1	1.0
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15:30 - 15:45	0	0	0	0	0.0	4	0	0	4	4.0	13	0	0	13	13.0	1	0	0	1	1.0
15:45 - 16:00	0	0	0	0	0.0	5	0	0	5	5.0	20	0	0	20	20.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	9	0	0	9	9.0	33	0	0	33	33.0	1	0	0	1	1.0
16:00 - 16:15	3	0	0	3	3.0	28	0	0	28	28.0	26	0	0	26	26.0	0	0	0	0	0.0
16:15 - 16:30	1	0	0	1	1.0	3	0	0	3	3.0	12	0	0	12	12.0	0	0	0	0	0.0
16:30 - 16:45	0	0	0	0	0.0	5	0	0	5	5.0	7	0	0	7	7.0	0	0	0	0	0.0
16:45 - 17:00	1	0	0	1	1.0	8	0	0	8	8.0	8	0	0	8	8.0	0	0	0	0	0.0
Hourly Total	5	0	0	5	5.0	44	0	0	44	44.0	53	0	0	53	53.0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0.0	4	0	0	4	4.0	54	0	0	54	54.0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0.0	4	0	0	4	4.0	13	0	0	13	13.0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0.0	8	0	0	8	8.0	11	0	0	11	11.0	0	0	0	0	0.0
17:45 - 18:00	1	0	0	1	1.0	4	0	0	4	4.0	13	0	0	13	13.0	1	0	0	1	1.0
Hourly Total	1	0	0	1	1.0	20	0	0	20	20.0	91	0	0	91	91.0	1	0	0	1	1.0
18:00 - 18:15	0	0	0	0	0.0	3	1	0	4	5.3	9	0	0	9	9.0	0	0	0	0	0.0
18:15 - 18:30	1	0	0	1	1.0	3	0	0	3	3.0	11	0	0	11	11.0	0	0	0	0	0.0
Hourly Total	1	0	0	1	1.0	6	1	0	7	8.3	20	0	0	20	20.0	0	0	0	0	0.0

TOTAL	7	0	0	7	7.0	79	1	0	80	81.3	197	0	0	197	197.0	2	0	0	2	2.0
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Westbury, Thursday 1st May 2025

Junction: 4
Approach: Storridge Road



TIME	Left to B3097 The Ham					Ahead to B3097 Station Road					Right to Brook Lane				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	1	0	0	1	1.0	8	0	0	8	8.0	0	0	0	0	0.0
07:15 - 07:30	0	0	1	1	2.0	10	0	0	10	10.0	0	0	0	0	0.0
07:30 - 07:45	2	0	0	2	2.0	7	2	0	9	11.6	2	0	0	2	2.0
07:45 - 08:00	1	0	0	1	1.0	12	1	0	13	14.3	1	0	0	1	1.0
Hourly Total	4	0	1	5	6.0	37	3	0	40	43.9	3	0	0	3	3.0
08:00 - 08:15	3	1	0	4	5.3	21	1	0	22	23.3	0	0	0	0	0.0
08:15 - 08:30	1	0	0	1	1.0	10	2	0	12	14.6	1	0	0	1	1.0
08:30 - 08:45	3	0	0	3	3.0	14	1	0	15	16.3	1	0	0	1	1.0
08:45 - 09:00	2	0	0	2	2.0	17	1	0	18	19.3	1	0	0	1	1.0
Hourly Total	9	1	0	10	11.3	62	5	0	67	73.5	3	0	0	3	3.0
09:00 - 09:15	1	0	0	1	1.0	18	0	0	18	18.0	0	0	0	0	0.0
09:15 - 09:30	4	0	0	4	4.0	21	1	0	22	23.3	0	0	0	0	0.0
09:30 - 09:45	1	1	0	2	3.3	29	1	0	30	31.3	2	0	0	2	2.0
09:45 - 10:00	1	0	0	1	1.0	23	0	0	23	23.0	2	0	0	2	2.0
Hourly Total	7	1	0	8	9.3	91	2	0	93	95.6	4	0	0	4	4.0

TOTAL	20	2	1	23	26.6	190	10	0	200	213.0	10	0	0	10	10.0
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15:30 - 15:45	5	1	0	6	7.3	41	0	0	41	41.0	2	0	0	2	2.0
15:45 - 16:00	4	0	0	4	4.0	31	0	0	31	31.0	1	0	0	1	1.0
Hourly Total	9	1	0	10	11.3	72	0	0	72	72.0	3	0	0	3	3.0
16:00 - 16:15	2	0	0	2	2.0	68	0	0	68	68.0	1	0	0	1	1.0
16:15 - 16:30	3	2	0	5	7.6	34	1	0	35	36.3	0	0	0	0	0.0
16:30 - 16:45	3	0	0	3	3.0	98	0	0	98	98.0	0	0	0	0	0.0
16:45 - 17:00	4	0	0	4	4.0	63	0	0	63	63.0	0	0	0	0	0.0
Hourly Total	12	2	0	14	16.6	263	1	0	264	265.3	1	0	0	1	1.0
17:00 - 17:15	4	1	1	6	8.3	106	0	0	106	106.0	0	0	0	0	0.0
17:15 - 17:30	2	1	0	3	4.3	50	0	0	50	50.0	3	0	0	3	3.0
17:30 - 17:45	1	0	0	1	1.0	55	0	0	55	55.0	0	0	0	0	0.0
17:45 - 18:00	0	0	0	0	0.0	23	0	0	23	23.0	1	0	0	1	1.0
Hourly Total	7	2	1	10	13.6	234	0	0	234	234.0	4	0	0	4	4.0
18:00 - 18:15	1	0	0	1	1.0	34	1	0	35	36.3	0	0	0	0	0.0
18:15 - 18:30	1	0	0	1	1.0	31	0	0	31	31.0	0	0	0	0	0.0
Hourly Total	2	0	0	2	2.0	65	1	0	66	67.3	0	0	0	0	0.0

TOTAL	30	5	1	36	43.5	634	2	0	636	638.6	8	0	0	8	8.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Westbury, Thursday 1st May 2025

Junction: 5
Approach: A350 West End



TIME	Left to A350 Haynes Road					Ahead to The Crescent					Right to B3097 Station Road				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	90	11	0	101	115.3	0	0	0	0	0.0	9	0	0	9	9.0
07:15 - 07:30	103	12	0	115	130.6	1	0	0	1	1.0	13	0	0	13	13.0
07:30 - 07:45	87	9	0	96	107.7	0	0	0	0	0.0	15	0	0	15	15.0
07:45 - 08:00	88	12	0	100	115.6	0	0	0	0	0.0	19	0	0	19	19.0
Hourly Total	368	44	0	412	469.2	1	0	0	1	1.0	56	0	0	56	56.0
08:00 - 08:15	69	12	0	81	96.6	1	0	0	1	1.0	20	1	0	21	22.3
08:15 - 08:30	93	10	0	103	116.0	2	0	0	2	2.0	17	1	0	18	19.3
08:30 - 08:45	78	15	0	93	112.5	2	0	0	2	2.0	16	0	0	16	16.0
08:45 - 09:00	93	12	0	105	120.6	2	0	0	2	2.0	21	0	0	21	21.0
Hourly Total	333	49	0	382	445.7	7	0	0	7	7.0	74	2	0	76	78.6
09:00 - 09:15	98	14	0	112	130.2	1	0	0	1	1.0	17	0	0	17	17.0
09:15 - 09:30	116	12	3	131	149.6	0	0	0	0	0.0	16	1	0	17	18.3
09:30 - 09:45	94	11	3	108	125.3	1	0	0	1	1.0	14	1	0	15	16.3
09:45 - 10:00	77	7	0	84	93.1	0	0	0	0	0.0	11	0	0	11	11.0
Hourly Total	385	44	6	435	498.2	2	0	0	2	2.0	58	2	0	60	62.6

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	1086	137	6	1229	1413.1	10	0	0	10	10.0	188	4	0	192	197.2
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15:30 - 15:45	93	3	0	96	99.9	4	0	0	4	4.0	9	1	0	10	11.3
15:45 - 16:00	81	2	1	84	87.6	2	0	0	2	2.0	14	0	0	14	14.0
Hourly Total	174	5	1	180	187.5	6	0	0	6	6.0	23	1	0	24	25.3
16:00 - 16:15	86	6	1	93	101.8	4	0	0	4	4.0	19	0	0	19	19.0
16:15 - 16:30	110	5	0	115	121.5	3	0	0	3	3.0	22	0	0	22	22.0
16:30 - 16:45	103	6	0	109	116.8	0	0	0	0	0.0	19	0	0	19	19.0
16:45 - 17:00	83	10	0	93	106.0	1	0	0	1	1.0	18	0	0	18	18.0
Hourly Total	382	27	1	410	446.1	8	0	0	8	8.0	78	0	0	78	78.0
17:00 - 17:15	100	4	1	105	111.2	2	0	0	2	2.0	12	0	0	12	12.0
17:15 - 17:30	109	2	0	111	113.6	3	0	0	3	3.0	22	0	0	22	22.0
17:30 - 17:45	101	7	0	108	117.1	1	0	0	1	1.0	28	0	0	28	28.0
17:45 - 18:00	82	2	0	84	86.6	3	0	0	3	3.0	16	0	0	16	16.0
Hourly Total	392	15	1	408	428.5	9	0	0	9	9.0	78	0	0	78	78.0
18:00 - 18:15	102	6	0	108	115.8	0	0	0	0	0.0	15	0	0	15	15.0
18:15 - 18:30	93	4	0	97	102.2	1	0	0	1	1.0	15	0	0	15	15.0
Hourly Total	195	10	0	205	218.0	1	0	0	1	1.0	30	0	0	30	30.0

TOTAL	1143	57	3	1203	1280.1	24	0	0	24	24.0	209	1	0	210	211.3
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Westbury, Thursday 1st May 2025



Junction: 5

Approach: A350 Haynes Road

TIME	Left to The Crescent					Ahead to B3097 Station Road					Right to A350 West End				
	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	28	2	0	30	32.6	58	5	3	66	75.5
07:15 - 07:30	0	0	0	0	0.0	23	0	0	23	23.0	36	6	0	42	49.8
07:30 - 07:45	1	0	0	1	1.0	44	3	2	49	54.9	94	12	0	106	121.6
07:45 - 08:00	0	0	0	0	0.0	54	0	1	55	56.0	67	8	0	75	85.4
Hourly Total	1	0	0	1	1.0	149	5	3	157	166.5	255	31	3	289	332.3
08:00 - 08:15	0	0	0	0	0.0	50	1	2	53	56.3	91	9	0	100	111.7
08:15 - 08:30	0	0	0	0	0.0	69	0	0	69	69.0	75	6	0	81	88.8
08:30 - 08:45	0	0	0	0	0.0	53	2	0	55	57.6	57	7	0	64	73.1
08:45 - 09:00	0	0	0	0	0.0	50	2	1	53	56.6	75	12	1	88	104.6
Hourly Total	0	0	0	0	0.0	222	5	3	230	239.5	298	34	1	333	378.2
09:00 - 09:15	0	0	0	0	0.0	51	3	0	54	57.9	63	8	0	71	81.4
09:15 - 09:30	0	0	0	0	0.0	43	1	0	44	45.3	64	10	0	74	87.0
09:30 - 09:45	0	0	0	0	0.0	18	0	2	20	22.0	69	9	0	78	89.7
09:45 - 10:00	0	0	0	0	0.0	28	0	0	28	28.0	42	9	0	51	62.7
Hourly Total	0	0	0	0	0.0	140	4	2	146	153.2	238	36	0	274	320.8

TOTAL	1	0	0	1	1.0	511	14	8	533	559.2	791	101	4	896	1031.3
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15:30 - 15:45	1	0	0	1	1.0	53	1	0	54	55.3	98	14	0	112	130.2
15:45 - 16:00	0	0	0	0	0.0	38	0	1	39	40.0	93	14	0	107	125.2
Hourly Total	1	0	0	1	1.0	91	1	1	93	95.3	191	28	0	219	255.4
16:00 - 16:15	0	0	0	0	0.0	47	0	0	47	47.0	95	10	0	105	118.0
16:15 - 16:30	1	0	0	1	1.0	48	1	2	51	54.3	88	10	0	98	111.0
16:30 - 16:45	0	0	0	0	0.0	53	0	0	53	53.0	98	4	0	102	107.2
16:45 - 17:00	0	0	0	0	0.0	53	1	0	54	55.3	109	6	0	115	122.8
Hourly Total	1	0	0	1	1.0	201	2	2	205	209.6	390	30	0	420	459.0
17:00 - 17:15	0	0	0	0	0.0	50	1	0	51	52.3	112	5	0	117	123.5
17:15 - 17:30	1	0	0	1	1.0	45	1	1	47	49.3	118	10	0	128	141.0
17:30 - 17:45	0	0	0	0	0.0	50	1	0	51	52.3	122	3	0	125	128.9
17:45 - 18:00	1	0	0	1	1.0	60	1	0	61	62.3	94	5	0	99	105.5
Hourly Total	2	0	0	2	2.0	205	4	1	210	216.2	446	23	0	469	498.9
18:00 - 18:15	1	0	0	1	1.0	60	0	0	60	60.0	105	2	0	107	109.6
18:15 - 18:30	1	0	0	1	1.0	34	1	1	36	38.3	71	6	0	77	84.8
Hourly Total	2	0	0	2	2.0	94	1	1	96	98.3	176	8	0	184	194.4

TOTAL	6	0	0	6	6.0	591	8	5	604	619.4	1203	89	0	1292	1407.7
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Westbury, Thursday 1st May 2025

Junction: 5
Approach: The Crescent



TIME	Left to B3097 Station Road					Ahead to A350 West End					Right to A350 Haynes Road				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	1	0	0	1	1.0	0	0	0	0	0.0	2	0	0	2	2.0
07:15 - 07:30	6	0	0	6	6.0	1	0	0	1	1.0	2	0	0	2	2.0
07:30 - 07:45	2	0	0	2	2.0	1	0	0	1	1.0	0	0	0	0	0.0
07:45 - 08:00	2	0	0	2	2.0	0	0	0	0	0.0	1	0	0	1	1.0
Hourly Total	11	0	0	11	11.0	2	0	0	2	2.0	5	0	0	5	5.0
08:00 - 08:15	2	0	0	2	2.0	0	0	0	0	0.0	1	0	0	1	1.0
08:15 - 08:30	5	0	0	5	5.0	0	0	0	0	0.0	0	0	0	0	0.0
08:30 - 08:45	4	0	0	4	4.0	3	0	0	3	3.0	3	0	0	3	3.0
08:45 - 09:00	1	0	0	1	1.0	0	0	0	0	0.0	1	0	0	1	1.0
Hourly Total	12	0	0	12	12.0	3	0	0	3	3.0	5	0	0	5	5.0
09:00 - 09:15	2	0	0	2	2.0	0	0	0	0	0.0	0	0	0	0	0.0
09:15 - 09:30	3	0	0	3	3.0	1	0	0	1	1.0	1	0	0	1	1.0
09:30 - 09:45	2	0	0	2	2.0	0	0	0	0	0.0	1	0	0	1	1.0
09:45 - 10:00	4	0	0	4	4.0	0	0	0	0	0.0	1	0	0	1	1.0
Hourly Total	11	0	0	11	11.0	1	0	0	1	1.0	3	0	0	3	3.0

TOTAL	34	0	0	34	34.0	6	0	0	6	6.0	13	0	0	13	13.0
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15:30 - 15:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
15:45 - 16:00	0	0	0	0	0.0	1	0	0	1	1.0	2	0	0	2	2.0
Hourly Total	0	0	0	0	0.0	1	0	0	1	1.0	2	0	0	2	2.0
16:00 - 16:15	2	0	0	2	2.0	0	0	0	0	0.0	2	0	0	2	2.0
16:15 - 16:30	1	0	0	1	1.0	2	0	0	2	2.0	0	0	0	0	0.0
16:30 - 16:45	2	0	0	2	2.0	2	0	0	2	2.0	1	0	0	1	1.0
16:45 - 17:00	5	0	0	5	5.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	10	0	0	10	10.0	4	0	0	4	4.0	3	0	0	3	3.0
17:00 - 17:15	3	1	0	4	5.3	2	0	0	2	2.0	2	0	0	2	2.0
17:15 - 17:30	7	0	0	7	7.0	1	0	0	1	1.0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0.0	2	0	0	2	2.0	0	0	0	0	0.0
17:45 - 18:00	3	0	0	3	3.0	3	0	0	3	3.0	1	0	0	1	1.0
Hourly Total	13	1	0	14	15.3	8	0	0	8	8.0	3	0	0	3	3.0
18:00 - 18:15	2	0	0	2	2.0	2	0	0	2	2.0	1	0	0	1	1.0
18:15 - 18:30	5	0	0	5	5.0	1	0	0	1	1.0	2	0	0	2	2.0
Hourly Total	7	0	0	7	7.0	3	0	0	3	3.0	3	0	0	3	3.0

TOTAL	30	1	0	31	32.3	16	0	0	16	16.0	11	0	0	11	11.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Westbury, Thursday 1st May 2025

Junction: 5
Approach: B3097 Station Road



TIME	Left to A350 West End					Ahead to A350 Haynes Road					Right to The Crescent				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	5	0	0	5	5.0	30	0	0	30	30.0	0	0	0	0	0.0
07:15 - 07:30	7	0	0	7	7.0	25	0	2	27	29.0	0	0	0	0	0.0
07:30 - 07:45	11	1	0	12	13.3	33	3	0	36	39.9	0	0	0	0	0.0
07:45 - 08:00	9	0	0	9	9.0	41	2	0	43	45.6	1	0	0	1	1.0
Hourly Total	32	1	0	33	34.3	129	5	2	136	144.5	1	0	0	1	1.0
08:00 - 08:15	9	0	0	9	9.0	45	1	2	48	51.3	2	1	0	3	4.3
08:15 - 08:30	9	0	0	9	9.0	44	1	0	45	46.3	1	0	0	1	1.0
08:30 - 08:45	13	0	0	13	13.0	49	0	0	49	49.0	1	0	0	1	1.0
08:45 - 09:00	16	0	0	16	16.0	52	3	0	55	58.9	4	0	0	4	4.0
Hourly Total	47	0	0	47	47.0	190	5	2	197	205.5	8	1	0	9	10.3
09:00 - 09:15	13	1	0	14	15.3	44	2	3	49	54.6	2	0	0	2	2.0
09:15 - 09:30	6	0	0	6	6.0	34	3	1	38	42.9	3	0	0	3	3.0
09:30 - 09:45	10	0	0	10	10.0	51	3	0	54	57.9	0	0	0	0	0.0
09:45 - 10:00	6	1	0	7	8.3	49	1	1	51	53.3	2	0	0	2	2.0
Hourly Total	35	2	0	37	39.6	178	9	5	192	208.7	7	0	0	7	7.0

TOTAL	114	3	0	117	120.9	497	19	9	525	558.7	16	1	0	17	18.3
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15:30 - 15:45	17	0	0	17	17.0	53	1	1	55	57.3	1	0	0	1	1.0
15:45 - 16:00	15	0	0	15	15.0	47	1	1	49	51.3	1	0	0	1	1.0
Hourly Total	32	0	0	32	32.0	100	2	2	104	108.6	2	0	0	2	2.0
16:00 - 16:15	10	0	0	10	10.0	74	1	0	75	76.3	2	0	0	2	2.0
16:15 - 16:30	18	0	0	18	18.0	63	0	0	63	63.0	1	0	0	1	1.0
16:30 - 16:45	14	0	0	14	14.0	63	0	1	64	65.0	2	0	0	2	2.0
16:45 - 17:00	15	0	0	15	15.0	59	0	0	59	59.0	3	0	0	3	3.0
Hourly Total	57	0	0	57	57.0	259	1	1	261	263.3	8	0	0	8	8.0
17:00 - 17:15	18	1	0	19	20.3	77	0	1	78	79.0	6	0	0	6	6.0
17:15 - 17:30	19	0	0	19	19.0	62	0	1	63	64.0	2	0	0	2	2.0
17:30 - 17:45	26	0	0	26	26.0	78	1	2	81	84.3	2	0	0	2	2.0
17:45 - 18:00	19	1	0	20	21.3	49	0	2	51	53.0	2	0	0	2	2.0
Hourly Total	82	2	0	84	86.6	266	1	6	273	280.3	12	0	0	12	12.0
18:00 - 18:15	20	0	0	20	20.0	79	0	0	79	79.0	4	0	0	4	4.0
18:15 - 18:30	12	0	0	12	12.0	45	0	0	45	45.0	2	0	0	2	2.0
Hourly Total	32	0	0	32	32.0	124	0	0	124	124.0	6	0	0	6	6.0

TOTAL	203	2	0	205	207.6	749	4	9	762	776.2	28	0	0	28	28.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Westbury, Thursday 1st May 2025

Junction: 6
Approach: B3098 Warminster Road



TIME	Ahead to A350 Warminster Road					Right to A350 Haynes Road				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	40	0	0	40	40.0	1	0	0	1	1.0
07:15 - 07:30	28	1	0	29	30.3	4	0	0	4	4.0
07:30 - 07:45	56	3	0	59	62.9	7	0	0	7	7.0
07:45 - 08:00	55	0	0	55	55.0	5	0	0	5	5.0
Hourly Total	179	4	0	183	188.2	17	0	0	17	17.0
08:00 - 08:15	66	0	3	69	72.0	5	0	1	6	7.0
08:15 - 08:30	63	0	0	63	63.0	4	0	0	4	4.0
08:30 - 08:45	61	1	0	62	63.3	11	1	0	12	13.3
08:45 - 09:00	70	0	2	72	74.0	7	0	0	7	7.0
Hourly Total	260	1	5	266	272.3	27	1	1	29	31.3
09:00 - 09:15	52	1	1	54	56.3	14	0	0	14	14.0
09:15 - 09:30	46	1	1	48	50.3	8	0	0	8	8.0
09:30 - 09:45	42	0	0	42	42.0	4	0	2	6	8.0
09:45 - 10:00	51	1	2	54	57.3	4	0	0	4	4.0
Hourly Total	191	3	4	198	205.9	30	0	2	32	34.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	630	8	9	647	666.4	74	1	3	78	82.3
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15:30 - 15:45	50	0	0	50	50.0	20	0	0	20	20.0
15:45 - 16:00	60	1	1	62	64.3	7	0	1	8	9.0
Hourly Total	110	1	1	112	114.3	27	0	1	28	29.0
16:00 - 16:15	63	0	0	63	63.0	14	0	0	14	14.0
16:15 - 16:30	68	0	1	69	70.0	14	0	0	14	14.0
16:30 - 16:45	50	0	0	50	50.0	15	0	0	15	15.0
16:45 - 17:00	62	1	1	64	66.3	15	0	0	15	15.0
Hourly Total	243	1	2	246	249.3	58	0	0	58	58.0
17:00 - 17:15	65	0	0	65	65.0	11	0	0	11	11.0
17:15 - 17:30	61	0	1	62	63.0	12	0	0	12	12.0
17:30 - 17:45	44	0	0	44	44.0	15	0	0	15	15.0
17:45 - 18:00	65	0	1	66	67.0	26	0	0	26	26.0
Hourly Total	235	0	2	237	239.0	64	0	0	64	64.0
18:00 - 18:15	62	0	0	62	62.0	11	0	0	11	11.0
18:15 - 18:30	58	0	1	59	60.0	8	0	0	8	8.0
Hourly Total	120	0	1	121	122.0	19	0	0	19	19.0

TOTAL	708	2	6	716	724.6	168	0	1	169	170.0
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Westbury, Thursday 1st May 2025

Junction: 6
Approach: A350 Warminster Road



TIME	Left to A350 Haynes Road					Ahead to B3098 Warminster Road				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	80	7	3	90	102.1	45	0	0	45	45.0
07:15 - 07:30	62	10	0	72	85.0	34	0	0	34	34.0
07:30 - 07:45	132	12	2	146	163.6	68	2	1	71	74.6
07:45 - 08:00	117	8	1	126	137.4	64	1	0	65	66.3
Hourly Total	391	37	6	434	488.1	211	3	1	215	219.9
08:00 - 08:15	103	11	1	115	130.3	51	0	1	52	53.0
08:15 - 08:30	154	5	0	159	165.5	60	0	0	60	60.0
08:30 - 08:45	106	9	0	115	126.7	48	1	0	49	50.3
08:45 - 09:00	138	13	2	153	171.9	43	0	1	44	45.0
Hourly Total	501	38	3	542	594.4	202	1	2	205	208.3
09:00 - 09:15	115	11	0	126	140.3	40	1	0	41	42.3
09:15 - 09:30	108	10	0	118	131.0	33	0	0	33	33.0
09:30 - 09:45	84	9	0	93	104.7	33	1	0	34	35.3
09:45 - 10:00	80	9	1	90	102.7	43	0	0	43	43.0
Hourly Total	387	39	1	427	478.7	149	2	0	151	153.6

TOTAL	1279	114	10	1403	1561.2	562	6	3	571	581.8
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15:30 - 15:45	140	14	0	154	172.2	77	0	0	77	77.0
15:45 - 16:00	130	14	0	144	162.2	57	2	0	59	61.6
Hourly Total	270	28	0	298	334.4	134	2	0	136	138.6
16:00 - 16:15	133	10	1	144	158.0	66	0	0	66	66.0
16:15 - 16:30	131	11	2	144	160.3	74	0	0	74	74.0
16:30 - 16:45	141	4	1	146	152.2	79	1	0	80	81.3
16:45 - 17:00	142	8	0	150	160.4	79	0	0	79	79.0
Hourly Total	547	33	4	584	630.9	298	1	0	299	300.3
17:00 - 17:15	168	5	0	173	179.5	52	0	0	52	52.0
17:15 - 17:30	156	11	1	168	183.3	68	0	1	69	70.0
17:30 - 17:45	149	4	0	153	158.2	67	0	0	67	67.0
17:45 - 18:00	135	6	0	141	148.8	77	1	0	78	79.3
Hourly Total	608	26	1	635	669.8	264	1	1	266	268.3
18:00 - 18:15	143	2	0	145	147.6	57	0	0	57	57.0
18:15 - 18:30	113	7	1	121	131.1	33	0	0	33	33.0
Hourly Total	256	9	1	266	278.7	90	0	0	90	90.0

TOTAL	1681	96	6	1783	1913.8	786	4	1	791	797.2
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Westbury, Thursday 1st May 2025

Junction: 6
Approach: A350 Haynes Road



TIME	Left to B3098 Warminster Road					Right to A350 Warminster Road				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	4	0	0	4	4.0	113	10	0	123	136.0
07:15 - 07:30	1	0	0	1	1.0	100	11	1	112	127.3
07:30 - 07:45	2	1	0	3	4.3	94	12	0	106	121.6
07:45 - 08:00	0	1	0	1	2.3	122	11	0	133	147.3
Hourly Total	7	2	0	9	11.6	429	44	1	474	532.2
08:00 - 08:15	3	0	0	3	3.0	114	10	2	126	141.0
08:15 - 08:30	2	0	0	2	2.0	132	14	0	146	164.2
08:30 - 08:45	7	0	0	7	7.0	111	13	0	124	140.9
08:45 - 09:00	8	0	0	8	8.0	112	14	0	126	144.2
Hourly Total	20	0	0	20	20.0	469	51	2	522	590.3
09:00 - 09:15	8	0	0	8	8.0	126	18	0	144	167.4
09:15 - 09:30	12	0	0	12	12.0	121	14	3	138	159.2
09:30 - 09:45	6	0	0	6	6.0	122	14	4	140	162.2
09:45 - 10:00	16	0	0	16	16.0	89	8	0	97	107.4
Hourly Total	42	0	0	42	42.0	458	54	7	519	596.2

TOTAL	69	2	0	71	73.6	1356	149	10	1515	1718.7
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15:30 - 15:45	7	0	0	7	7.0	129	4	1	134	140.2
15:45 - 16:00	13	0	0	13	13.0	115	4	1	120	126.2
Hourly Total	20	0	0	20	20.0	244	8	2	254	266.4
16:00 - 16:15	6	0	0	6	6.0	124	6	1	131	139.8
16:15 - 16:30	8	0	0	8	8.0	142	5	0	147	153.5
16:30 - 16:45	2	0	0	2	2.0	135	5	1	141	148.5
16:45 - 17:00	6	0	0	6	6.0	108	11	0	119	133.3
Hourly Total	22	0	0	22	22.0	509	27	2	538	575.1
17:00 - 17:15	8	0	0	8	8.0	156	4	1	161	167.2
17:15 - 17:30	6	0	0	6	6.0	145	3	0	148	151.9
17:30 - 17:45	12	0	0	12	12.0	135	7	1	143	153.1
17:45 - 18:00	8	0	0	8	8.0	112	3	2	117	122.9
Hourly Total	34	0	0	34	34.0	548	17	4	569	595.1
18:00 - 18:15	15	0	0	15	15.0	137	6	0	143	150.8
18:15 - 18:30	11	0	0	11	11.0	112	3	0	115	118.9
Hourly Total	26	0	0	26	26.0	249	9	0	258	269.7

TOTAL	102	0	0	102	102.0	1550	61	8	1619	1706.3
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Westbury, Thursday 1st May 2025

Site 1

Queues are stationary vehicles each 5 minutes
LANE 1 is nearside lane



TIME	A363		A363 Westbury Road		B3097 Phillips Way		Westbury Road	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	1
07:20	3	1	0	0	0	0	0	0
07:25	0	0	0	0	1	0	0	0
07:30	0	0	0	0	1	0	0	0
07:35	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	1
08:00	4	0	0	1	2	0	0	0
08:05	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0
08:15	0	0	0	5	0	0	0	0
08:20	1	9	0	0	5	2	1	0
08:25	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	1	0
08:35	0	0	0	0	0	0	0	0
08:40	1	0	1	0	0	0	2	0
08:45	0	0	0	0	0	0	1	0
08:50	0	1	0	0	0	0	0	0
08:55	0	0	0	0	0	0	3	0
09:00	0	0	0	0	0	0	0	0
09:05	0	0	0	0	0	0	0	0
09:10	1	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	5	0
09:20	0	0	0	0	0	0	0	0
09:25	0	1	0	0	1	0	1	1
09:30	0	0	0	1	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	0	0	0	0	1	0	0	0
09:50	0	0	2	0	0	0	0	0
09:55	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0
15:35	1	1	3	0	0	0	1	0
15:40	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	1	0
15:50	0	0	0	0	0	0	0	0
15:55	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
16:05	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:20	0	0	0	0	0	0	0	0
16:25	0	0	4	0	0	0	0	0
16:30	0	0	0	0	1	1	0	0
16:35	1	0	0	1	1	0	0	0
16:40	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	2	1
16:50	0	0	0	0	0	1	0	0
16:55	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:05	4	11	0	0	0	1	1	0
17:10	0	0	0	0	0	4	0	0
17:15	0	0	0	0	2	1	0	0
17:20	1	0	0	0	1	0	1	0
17:25	0	1	0	0	0	2	0	0
17:30	0	0	0	0	1	1	0	0
17:35	0	0	0	0	0	0	0	0
17:40	0	0	0	1	2	0	0	0
17:45	0	0	0	0	0	0	0	0
17:50	0	0	0	0	0	0	0	0
17:55	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:05	6	0	0	0	0	0	0	0
18:10	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:20	1	0	0	0	0	0	0	0
18:25	1	1	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0

Westbury, Thursday 1st May 2025

Site 2

Queues are stationary vehicles each 5 minutes
LANE 1 is nearside lane



TIME	A350 West Ashton Road		A350 Westbury Road	B3097 Hawkeridge Road	A363 Westbury Road
	LANE 1	LANE 2			
07:00	0	0	0	0	0
07:05	1	0	0	0	0
07:10	0	0	0	0	0
07:15	4	2	0	0	2
07:20	0	0	0	0	0
07:25	0	0	4	0	0
07:30	0	0	0	2	0
07:35	0	0	0	0	2
07:40	0	0	0	4	0
07:45	0	0	2	3	9
07:50	0	3	0	1	0
07:55	0	0	0	0	2
08:00	0	0	11	0	0
08:05	0	0	0	2	8
08:10	0	0	0	0	8
08:15	0	0	0	12	6
08:20	0	0	0	1	6
08:25	0	0	12	0	0
08:30	0	0	0	5	13
08:35	0	0	0	3	8
08:40	0	0	6	0	0
08:45	0	0	0	6	0
08:50	0	0	0	5	1
08:55	0	0	4	1	2
09:00	0	0	4	0	3
09:05	1	1	0	1	1
09:10	0	2	0	1	0
09:15	0	0	0	0	0
09:20	0	0	0	5	0
09:25	1	1	0	3	0
09:30	0	0	0	1	9
09:35	0	0	0	2	13
09:40	0	0	0	0	0
09:45	0	0	0	1	0
09:50	0	0	0	0	0
09:55	0	3	0	0	5
10:00	2	1	0	0	0
15:30	0	0	0	0	0
15:35	0	0	0	7	25
15:40	0	0	0	15	28
15:45	0	0	6	8	32
15:50	4	0	0	0	0
15:55	0	0	0	8	15
16:00	1	1	0	1	0
16:05	0	0	14	1	25
16:10	0	0	0	12	28
16:15	2	1	0	10	29
16:20	0	0	0	14	33
16:25	6	0	0	16	21
16:30	0	0	32	12	0
16:35	0	0	0	6	4
16:40	0	1	0	0	12
16:45	13	0	0	26	0
16:50	1	1	0	0	1
16:55	0	0	7	0	0
17:00	0	0	0	1	2
17:05	0	0	0	3	0
17:10	0	0	0	0	58
17:15	0	0	0	18	48
17:20	0	0	0	1	65
17:25	0	2	7	3	0
17:30	0	0	0	4	45
17:35	0	2	6	5	25
17:40	0	0	0	2	18
17:45	3	0	11	3	25
17:50	0	0	0	3	15
17:55	0	0	0	0	0
18:00	0	0	8	0	9
18:05	0	1	0	0	0
18:10	0	0	0	1	4
18:15	0	0	4	0	0
18:20	0	0	0	0	0
18:25	1	1	0	0	2
18:30	0	0	0	0	4

Westbury, Thursday 1st May 2025

Site 3

Queues are stationary vehicles each 5 minutes



TIME	B3097 Hawkeridge Road (North)	Mill Lane	B3097 Hawkeridge Road (South)	Link Road
07:00	0	0	0	0
07:05	0	0	0	0
07:10	0	0	0	0
07:15	0	0	0	0
07:20	0	0	0	0
07:25	0	0	0	0
07:30	0	0	1	0
07:35	0	0	0	0
07:40	0	0	0	0
07:45	0	0	0	0
07:50	0	0	0	0
07:55	0	0	5	0
08:00	0	0	0	0
08:05	0	0	0	1
08:10	0	0	0	1
08:15	0	0	0	0
08:20	0	0	0	0
08:25	0	0	0	0
08:30	0	0	0	0
08:35	0	0	0	0
08:40	0	0	0	0
08:45	0	0	0	1
08:50	0	0	0	0
08:55	0	0	0	0
09:00	0	0	0	0
09:05	0	0	0	0
09:10	0	0	0	0
09:15	0	0	0	0
09:20	0	0	0	1
09:25	0	0	0	0
09:30	0	0	0	0
09:35	0	0	0	0
09:40	0	0	0	0
09:45	0	0	0	1
09:50	0	0	0	0
09:55	0	0	0	1
10:00	0	0	0	0
15:30	2	0	0	6
15:35	1	0	0	1
15:40	0	0	0	0
15:45	0	0	0	0
15:50	1	0	0	0
15:55	0	0	0	0
16:00	0	0	0	0
16:05	0	0	0	0
16:10	0	0	0	1
16:15	0	0	0	0
16:20	0	0	0	0
16:25	0	0	0	0
16:30	0	0	0	0
16:35	0	0	0	1
16:40	0	0	0	0
16:45	0	0	0	0
16:50	0	0	0	0
16:55	0	1	0	0
17:00	0	0	0	0
17:05	0	0	0	0
17:10	0	0	0	0
17:15	0	0	0	0
17:20	0	0	0	0
17:25	0	0	0	0
17:30	0	0	0	0
17:35	0	0	0	0
17:40	0	0	0	2
17:45	0	1	0	0
17:50	0	0	0	0
17:55	0	0	0	0
18:00	0	0	0	0
18:05	0	0	0	0
18:10	0	0	0	0
18:15	0	0	0	0
18:20	0	0	0	0
18:25	0	0	0	0
18:30	0	0	0	0

Westbury, Thursday 1st May 2025

Site 4

Queues are stationary vehicles each 5 minutes



TIME	B3097 The Ham	B3097 Station Road	Brook Lane	Storrige Road
07:00	0	0	0	0
07:05	0	0	0	0
07:10	0	0	0	0
07:15	0	0	0	0
07:20	0	0	0	0
07:25	0	0	0	0
07:30	1	0	0	0
07:35	0	0	0	0
07:40	0	0	0	0
07:45	0	0	0	0
07:50	4	0	0	0
07:55	0	0	0	0
08:00	0	0	0	0
08:05	0	0	0	0
08:10	0	0	0	0
08:15	0	0	0	0
08:20	0	0	0	1
08:25	0	0	0	0
08:30	0	0	0	0
08:35	0	0	0	0
08:40	0	0	0	0
08:45	2	0	0	0
08:50	0	0	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	0
09:15	0	0	0	0
09:20	0	0	0	0
09:25	0	0	0	0
09:30	0	0	0	0
09:35	0	0	0	0
09:40	0	0	0	0
09:45	0	0	0	0
09:50	0	0	0	0
09:55	0	0	0	0
10:00	0	0	0	0
15:30	0	0	0	0
15:35	0	0	0	0
15:40	0	0	0	0
15:45	0	0	0	0
15:50	1	0	0	0
15:55	0	0	0	0
16:00	0	0	0	1
16:05	3	0	0	0
16:10	0	0	0	0
16:15	0	0	0	0
16:20	0	0	0	0
16:25	0	0	0	0
16:30	0	0	0	0
16:35	1	0	0	0
16:40	2	0	0	0
16:45	0	0	0	0
16:50	0	0	0	0
16:55	0	0	0	0
17:00	0	0	0	0
17:05	2	0	6	0
17:10	6	0	1	0
17:15	0	0	0	0
17:20	2	0	0	0
17:25	0	0	0	0
17:30	0	0	0	0
17:35	1	0	0	0
17:40	2	0	0	3
17:45	5	0	0	1
17:50	0	0	0	0
17:55	0	0	0	0
18:00	0	0	0	0
18:05	0	0	0	0
18:10	0	0	0	0
18:15	0	0	1	0
18:20	1	0	0	0
18:25	0	0	1	0
18:30	2	0	0	0

Westbury, Thursday 1st May 2025

Site 5

Queues are stationary vehicles each 5 minutes
LANE 1 is nearside lane



TIME	A350 West End	A350 Haynes Road	The Crescent	B3097 Station Road	
				LANE 1	LANE 2
07:00	0	0	0	0	0
07:05	0	0	0	0	0
07:10	0	0	0	0	0
07:15	0	0	0	0	0
07:20	0	0	2	0	0
07:25	4	0	0	0	0
07:30	0	0	0	0	0
07:35	12	0	0	0	0
07:40	15	0	0	0	2
07:45	0	0	0	0	0
07:50	2	0	0	0	0
07:55	2	0	0	0	0
08:00	15	0	0	0	1
08:05	7	3	0	0	2
08:10	7	0	0	0	0
08:15	8	0	0	0	0
08:20	0	0	0	0	0
08:25	0	0	0	0	0
08:30	0	0	0	0	0
08:35	0	0	0	0	0
08:40	2	0	0	0	0
08:45	0	0	0	0	0
08:50	0	0	0	0	0
08:55	0	0	0	0	0
09:00	0	0	1	0	0
09:05	0	0	0	0	2
09:10	0	0	0	0	0
09:15	0	0	0	0	0
09:20	0	0	0	0	0
09:25	0	0	0	0	0
09:30	0	0	1	1	0
09:35	0	0	0	0	0
09:40	0	0	0	0	0
09:45	1	0	0	0	0
09:50	0	0	0	0	0
09:55	0	0	0	0	0
10:00	0	0	0	0	0
15:30	0	0	0	0	0
15:35	0	0	0	0	3
15:40	0	0	0	0	1
15:45	0	0	0	2	0
15:50	0	0	0	0	0
15:55	0	0	0	0	0
16:00	0	0	0	0	0
16:05	0	0	0	0	0
16:10	0	0	0	0	2
16:15	0	0	0	1	1
16:20	0	0	0	0	0
16:25	2	0	0	0	0
16:30	0	0	0	0	0
16:35	0	0	0	0	0
16:40	3	0	0	0	0
16:45	0	5	0	0	5
16:50	0	7	0	0	0
16:55	0	0	0	0	0
17:00	4	0	0	0	5
17:05	14	0	0	0	2
17:10	0	0	0	0	2
17:15	0	0	2	2	1
17:20	0	0	0	0	0
17:25	1	0	0	0	0
17:30	0	0	0	0	2
17:35	3	0	0	0	0
17:40	0	0	0	0	1
17:45	0	2	0	0	1
17:50	0	0	0	0	0
17:55	0	2	0	0	0
18:00	0	0	0	0	0
18:05	0	0	0	0	0
18:10	3	0	0	0	0
18:15	0	0	0	0	3
18:20	0	0	0	0	1
18:25	0	0	0	0	1
18:30	0	0	0	0	0

Westbury, Thursday 1st May 2025

Site 6

Queues are stationary vehicles each 5 minutes



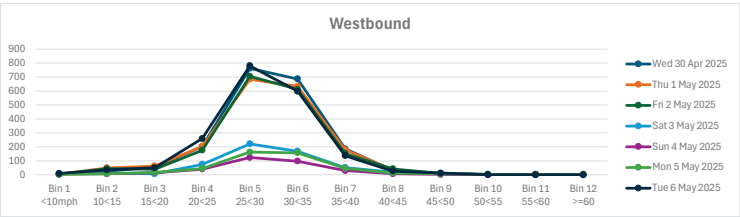
TIME	B3098 Warminster Road	A350 Warminster Road	A350 Haynes Road
07:00	0	0	0
07:05	0	0	0
07:10	0	0	2
07:15	0	0	0
07:20	0	0	0
07:25	1	6	18
07:30	9	0	2
07:35	0	0	0
07:40	1	0	0
07:45	0	0	15
07:50	2	0	18
07:55	4	0	20
08:00	18	0	0
08:05	0	0	12
08:10	19	0	25
08:15	16	0	0
08:20	6	0	16
08:25	0	0	1
08:30	12	0	0
08:35	7	0	0
08:40	3	0	0
08:45	0	5	0
08:50	10	0	7
08:55	8	0	0
09:00	0	0	3
09:05	2	0	0
09:10	3	0	4
09:15	0	0	1
09:20	3	0	0
09:25	7	0	0
09:30	8	0	1
09:35	0	0	1
09:40	1	0	0
09:45	3	0	0
09:50	0	0	0
09:55	0	0	1
10:00	0	0	0
15:30	3	0	0
15:35	6	0	0
15:40	8	0	0
15:45	0	0	2
15:50	10	0	0
15:55	0	0	0
16:00	0	0	0
16:05	5	0	2
16:10	0	0	0
16:15	0	0	0
16:20	0	0	1
16:25	10	0	0
16:30	0	2	7
16:35	6	0	2
16:40	0	0	4
16:45	10	0	0
16:50	2	5	0
16:55	3	2	0
17:00	0	0	6
17:05	0	0	0
17:10	6	0	17
17:15	15	0	0
17:20	16	0	0
17:25	0	0	1
17:30	1	0	0
17:35	0	0	0
17:40	0	0	0
17:45	9	0	1
17:50	0	0	0
17:55	3	0	0
18:00	1	0	0
18:05	0	0	1
18:10	8	0	0
18:15	2	0	0
18:20	0	0	0
18:25	0	0	0
18:30	2	0	0

Westbury ATC, Storridge Road

Direction: Westbound

	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 30 Apr 2025	1970	35.3	29.5	5.6	8	27	53	202	762	687	186	30	12	2	1	0
Thu 1 May 2025	1861	35.4	29.2	6.0	5	49	63	203	684	634	179	33	7	1	2	1
Fri 2 May 2025	1786	35.6	29.5	5.9	2	44	39	175	705	612	152	43	9	1	1	3
Sat 3 May 2025	572	36.0	29.3	6.4	7	13	7	75	221	169	52	20	7	1	0	0
Sun 4 May 2025	332	36.9	29.1	7.5	5	7	15	40	124	97	30	7	2	0	3	2
Mon 5 May 2025	463	37.0	30.0	6.7	2	8	17	45	163	157	46	13	7	3	1	1
Tue 6 May 2025	1908	34.6	28.8	5.6	9	34	51	259	780	598	137	27	12	1	0	0
5 Day Ave.	1598	35.6	29.4	5.9	5	32	45	177	619	538	140	29	9	2	1	1
7 Day Ave.	1270	35.8	29.4	6.2	5	26	35	143	491	422	112	25	8	1	1	1

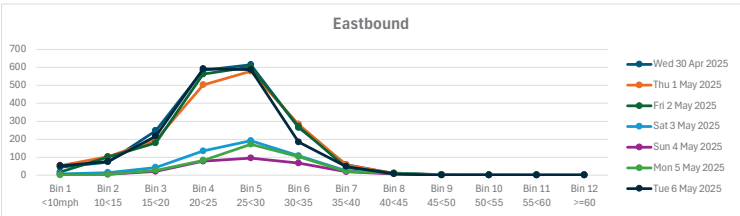
Paul Castle Associates



Direction: Eastbound

	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 30 Apr 2025	1898	31.2	24.7	6.2	45	73	248	584	615	265	58	8	1	1	0	0
Thu 1 May 2025	1789	31.7	24.8	6.7	54	103	195	503	579	284	57	10	3	1	0	0
Fri 2 May 2025	1792	31.2	25.0	6.0	17	102	179	563	603	271	43	12	2	0	0	0
Sat 3 May 2025	535	33.2	26.6	6.3	7	14	43	135	192	108	24	9	3	0	0	0
Sun 4 May 2025	297	33.8	27.2	6.4	4	5	21	78	95	67	19	7	1	0	0	0
Mon 5 May 2025	424	34.0	27.9	5.9	1	5	27	82	172	103	22	10	1	0	1	0
Tue 6 May 2025	1766	30.5	24.2	6.1	52	76	218	592	588	185	48	7	0	0	0	0
5 Day Ave.	1534	31.7	25.3	6.2	34	72	173	465	511	222	46	9	1	0	0	0
7 Day Ave.	1214	32.2	25.8	6.2	26	54	133	362	406	183	39	9	2	0	0	0

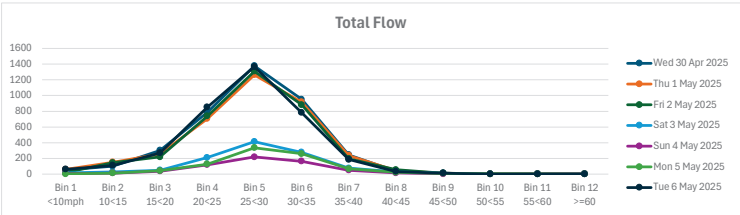
Paul Castle Associates



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 30 Apr 2025	3868	33.8	27.2	6.4	53	100	301	786	1377	952	244	38	13	3	1	0
Thu 1 May 2025	3650	34.0	27.1	6.7	59	152	258	706	1263	918	236	43	10	2	2	1
Fri 2 May 2025	3578	33.8	27.3	6.3	19	146	218	738	1308	883	195	55	11	1	1	3
Sat 3 May 2025	1107	34.8	28.0	6.5	14	27	50	210	413	277	76	29	10	1	0	0
Sun 4 May 2025	629	35.5	28.2	7.1	9	12	36	118	219	164	49	14	3	0	3	2
Mon 5 May 2025	887	35.6	29.0	6.4	3	13	44	127	335	260	68	23	8	3	2	1
Tue 6 May 2025	3674	33.1	26.6	6.3	61	110	269	851	1368	783	185	34	12	1	0	0
5 Day Ave.	3131	34.1	27.4	6.4	39	104	218	642	1130	759	186	39	11	2	1	1
7 Day Ave.	2485	34.4	27.6	6.5	31	80	168	505	898	605	150	34	10	2	1	1

Paul Castle Associates

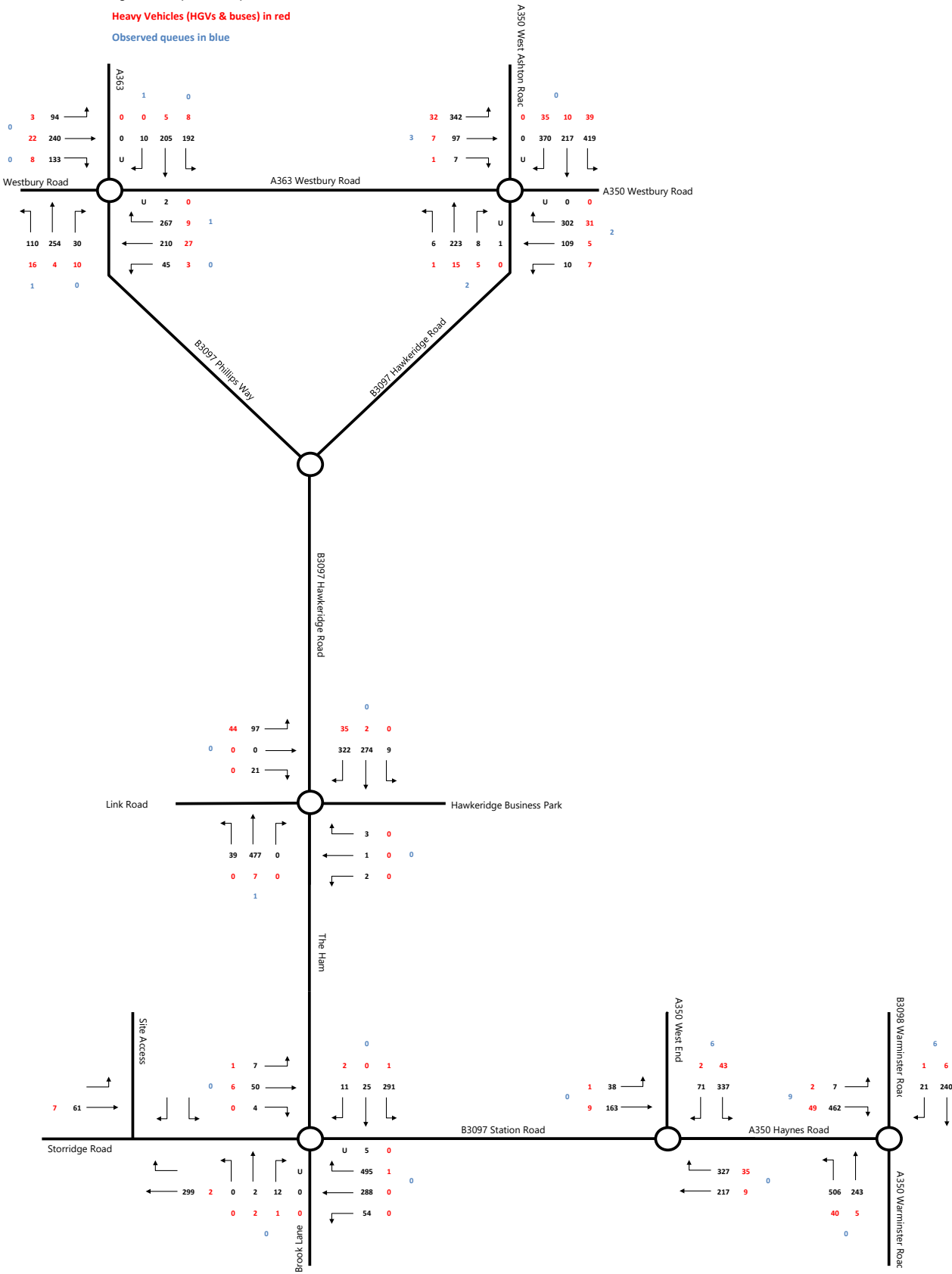


APPENDIX C

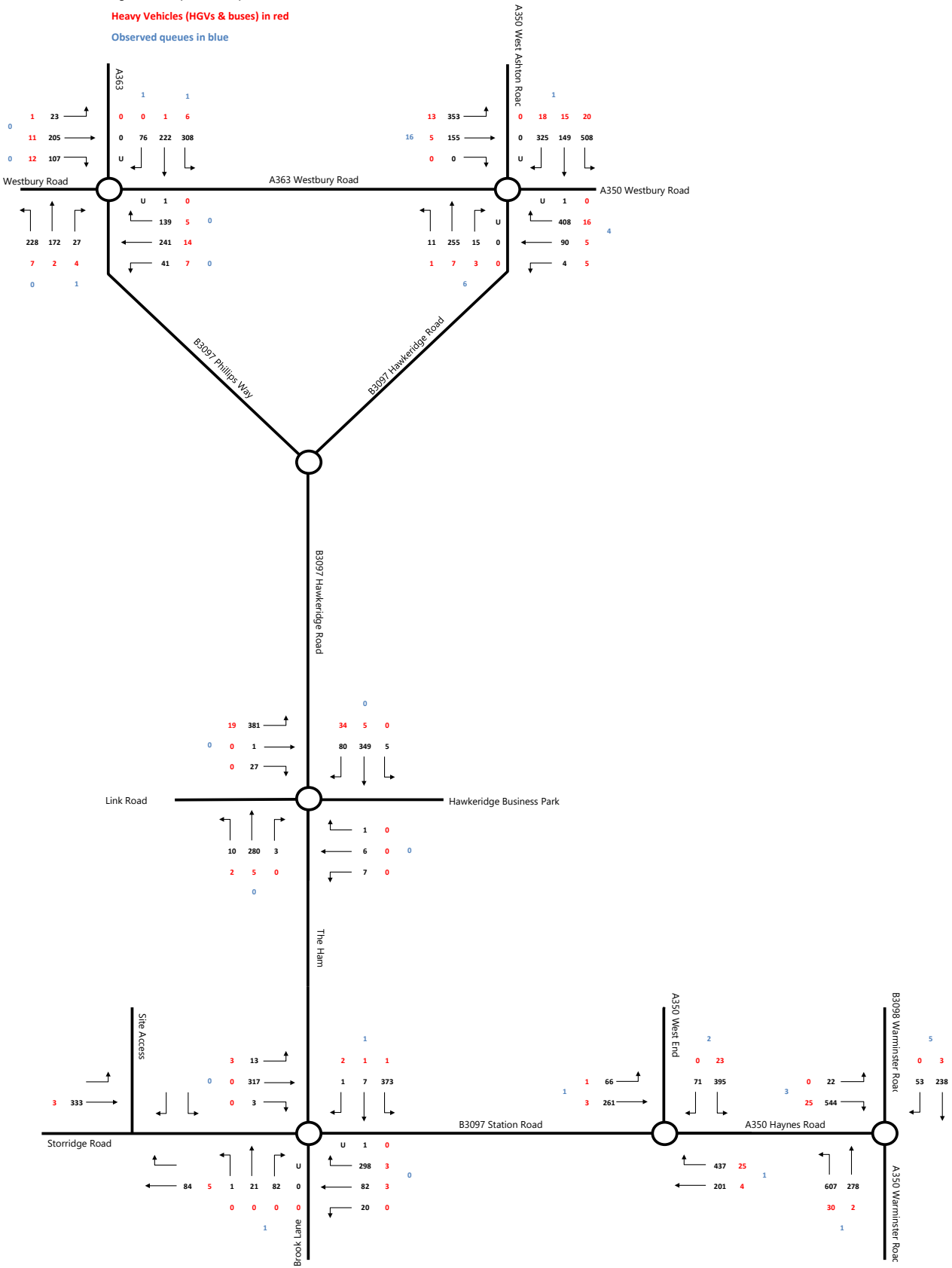
TRAFFIC FLOW DIAGRAMS

Traffic Flow Diagrams			
Reference	Scenario	Peak	Derivation
1	Traffic Flow Diagram 1 - 2025 Observed Flows	AM (0730-0830)	Raw Data
2	Traffic Flow Diagram 2 - 2025 Observed Flows	PM (1630-1730)	Raw Data
3	Traffic Flow Diagram 3 - 2031 Base Flows	AM (0730-0830)	1 * TEMPro
4	Traffic Flow Diagram 4 - 2031 Base Flows	PM (1630-1730)	2 * TEMPro
5	Traffic Flow Diagram 5 - Committed Development Flows: 145 Dwellings off The Ham (Glenmore Farm) (PL/2021/03749)	AM (0730-0830)	PL/2021/03749
6	Traffic Flow Diagram 6 - Committed Development Flows: 145 Dwellings off The Ham (Glenmore Farm) (PL/2021/03749)	PM (1630-1730)	PL/2021/03749
7	Traffic Flow Diagram 7 - Committed Development Flows: 365 Dwellings at Land West of Mane Way (PL/2025/05073)	AM (0730-0830)	PL/2025/05073
8	Traffic Flow Diagram 8 - Committed Development Flows: 365 Dwellings at Land West of Mane Way (PL/2025/05073)	PM (1630-1730)	PL/2025/05073
9	Traffic Flow Diagram 9 - Total Committed Development Flows	AM (0730-0830)	5+7
10	Traffic Flow Diagram 10 - Total Committed Development Flows	PM (1630-1730)	6+8
11	Traffic Flow Diagram 11 - 2031 Without Development Flows	AM (0730-0830)	3+9
12	Traffic Flow Diagram 12 - 2031 Without Development Flows	PM (1630-1730)	4+10
13	Traffic Flow Diagram 13 - Development Traffic Distribution	Both	PL/2021/03749
14	Traffic Flow Diagram 14 - Development Traffic Flows	AM (0730-0830)	13*TRICS
15	Traffic Flow Diagram 15 - Development Traffic Flows	PM (1630-1730)	13*TRICS
16	Traffic Flow Diagram 16 - 2031 With Development Flows	AM (0730-0830)	11+14
17	Traffic Flow Diagram 17 - 2031 With Development Flows	PM (1630-1730)	12+15

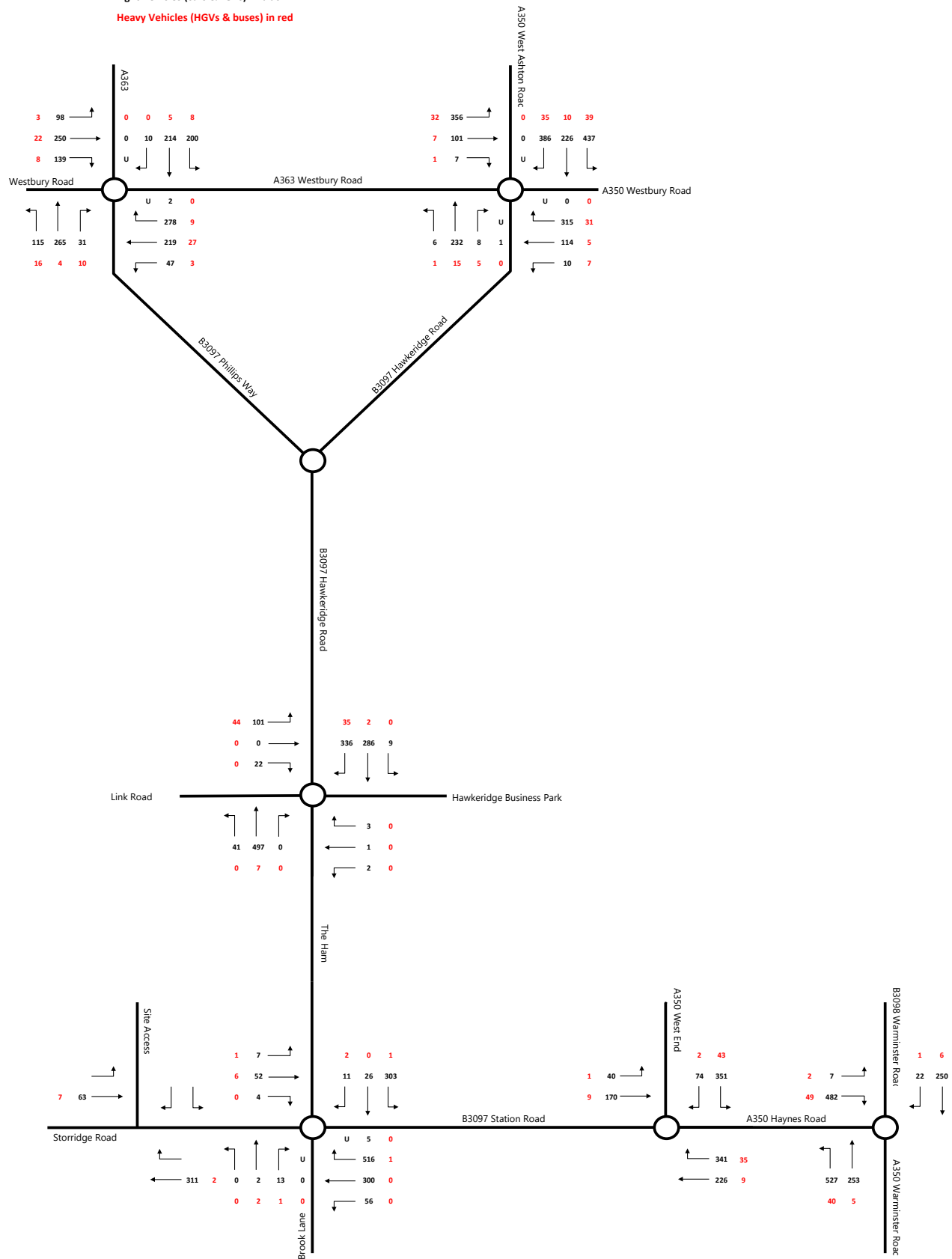
Project: Storridge Road, Westbury
Scenario: Traffic Flow Diagram 1 - 2025 Observed Flows
Peak AM (0730-0830)
Notes: All flows are in vehicles
Light Vehicles (cars & LGVs) in black
Heavy Vehicles (HGVs & buses) in red
Observed queues in blue



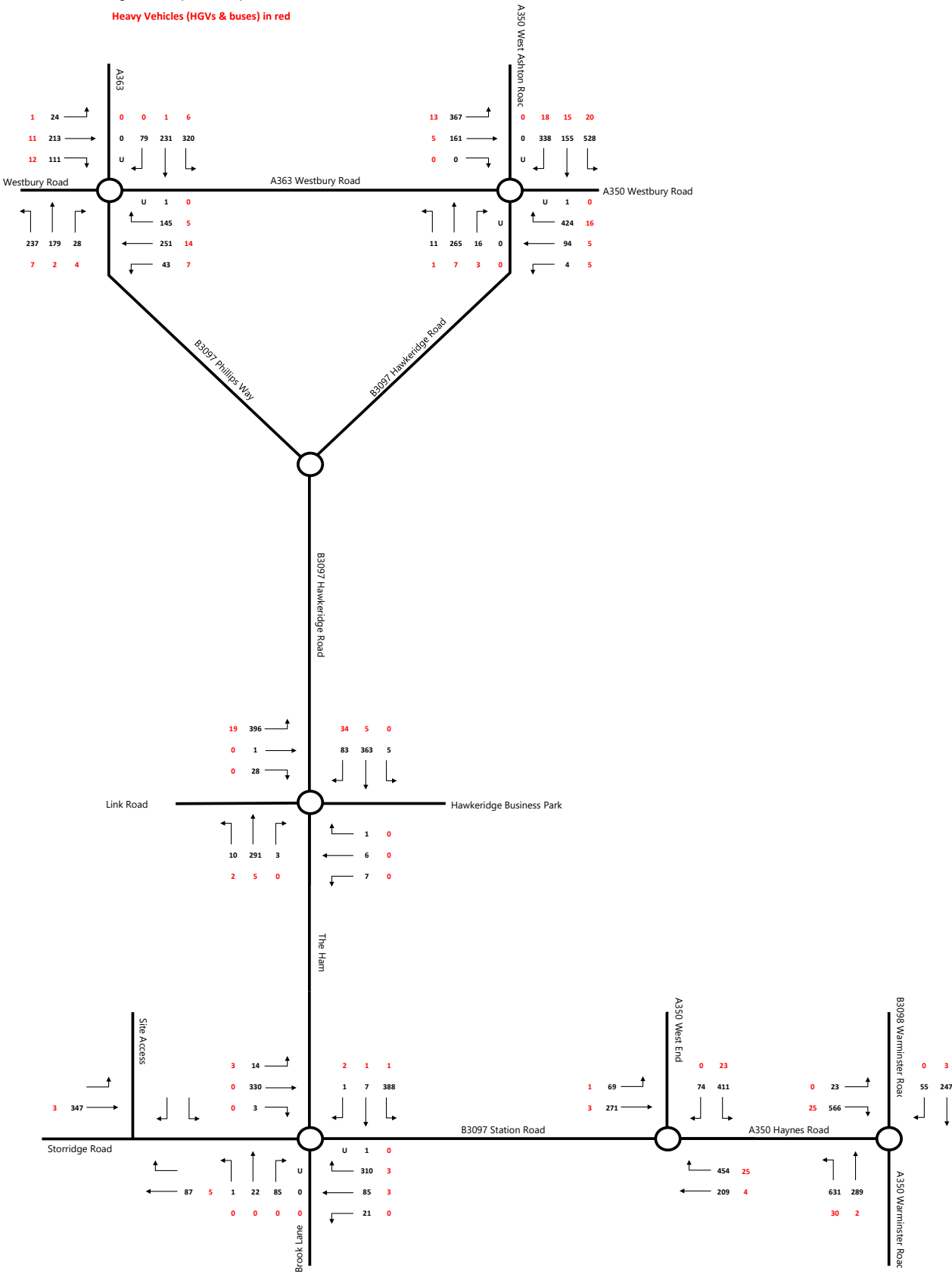
Project: Storridge Road, Westbury
Scenario: Traffic Flow Diagram 2 - 2025 Observed Flows
Peak PM (1630-1730)
Notes: All flows are in vehicles
Light Vehicles (cars & LGVs) in black
Heavy Vehicles (HGVs & buses) in red
Observed queues in blue



Project: Storridge Road, Westbury
Scenario: Traffic Flow Diagram 3 - 2031 Base Flows
Peak: AM (0730-0830)
Notes: All flows are in vehicles
 Light Vehicles (cars & LGVs) in black
 Heavy Vehicles (HGVs & buses) in red



Project: Storridge Road, Westbury
Scenario: Traffic Flow Diagram 4 - 2031 Base Flows
Peak PM (1630-1730)
Notes: All flows are in vehicles
Light Vehicles (cars & LGVs) in black
Heavy Vehicles (HGVs & buses) in red



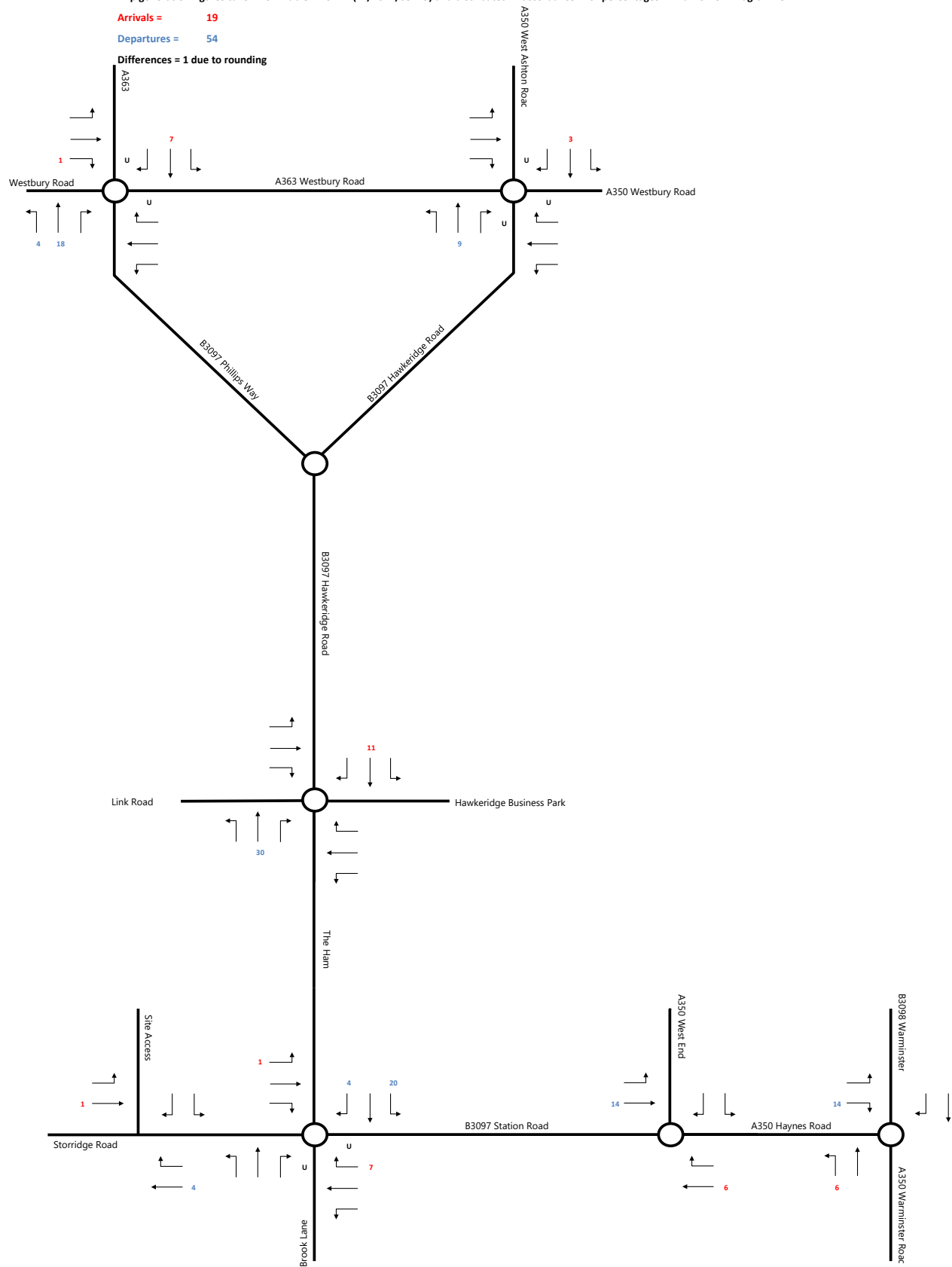
Project: Storridge Road, Westbury
 Scenario: Traffic Flow Diagram 5 - Committed Development Flows: 145 Dwellings off The Ham (Glenmore Farm) (PL/2021/03749)
 Peak AM (0730-0830)
 Notes: All flows are in vehicles

Trip generation figures taken from Table 11 of TA (PL/2021/03749) and distributed in accordance with percentages in Traffic Flow Diagram 13

Arrivals = 19

Departures = 54

Differences = 1 due to rounding



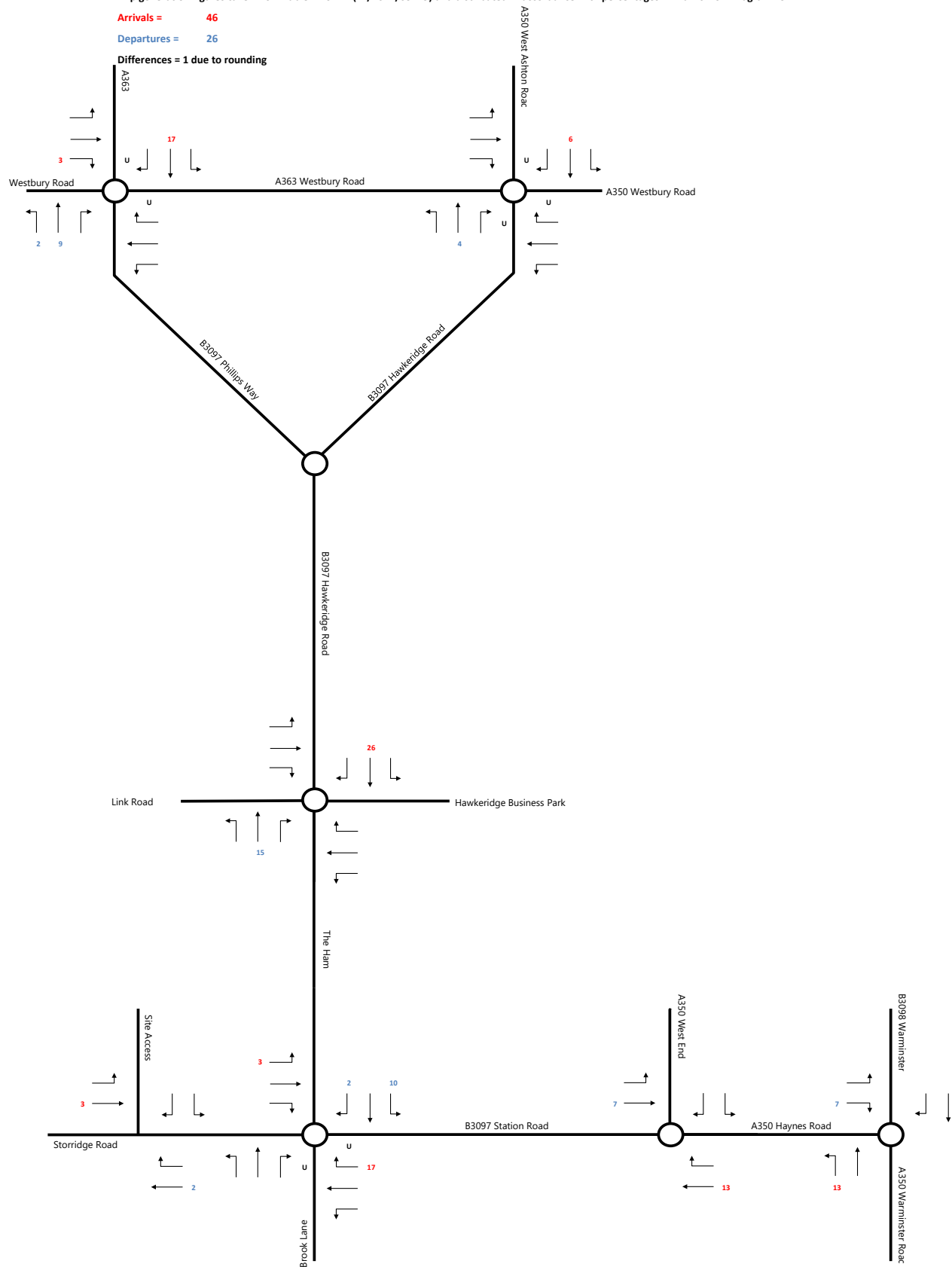
Project: Storridge Road, Westbury
Scenario: Traffic Flow Diagram 6 - Committed Development Flows: 145 Dwellings off The Ham (Glenmore Farm) (PL/2021/03749)
Peak: PM (1630-1730)
Notes: All flows are in vehicles

Trip generation figures taken from Table 11 of TA (PL/2021/03749) and distributed in accordance with percentages in Traffic Flow Diagram 13

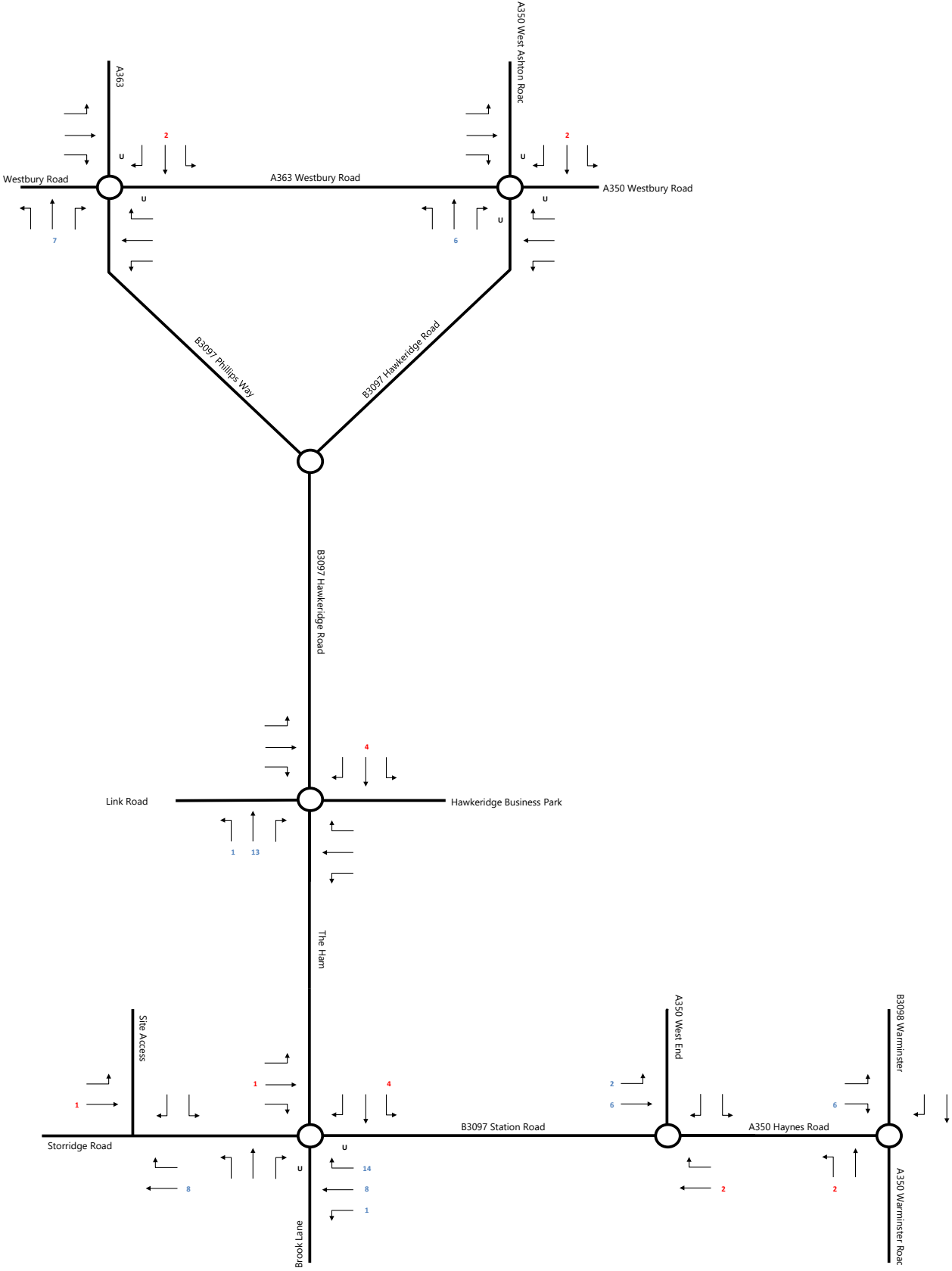
Arrivals = 46

Departures = 26

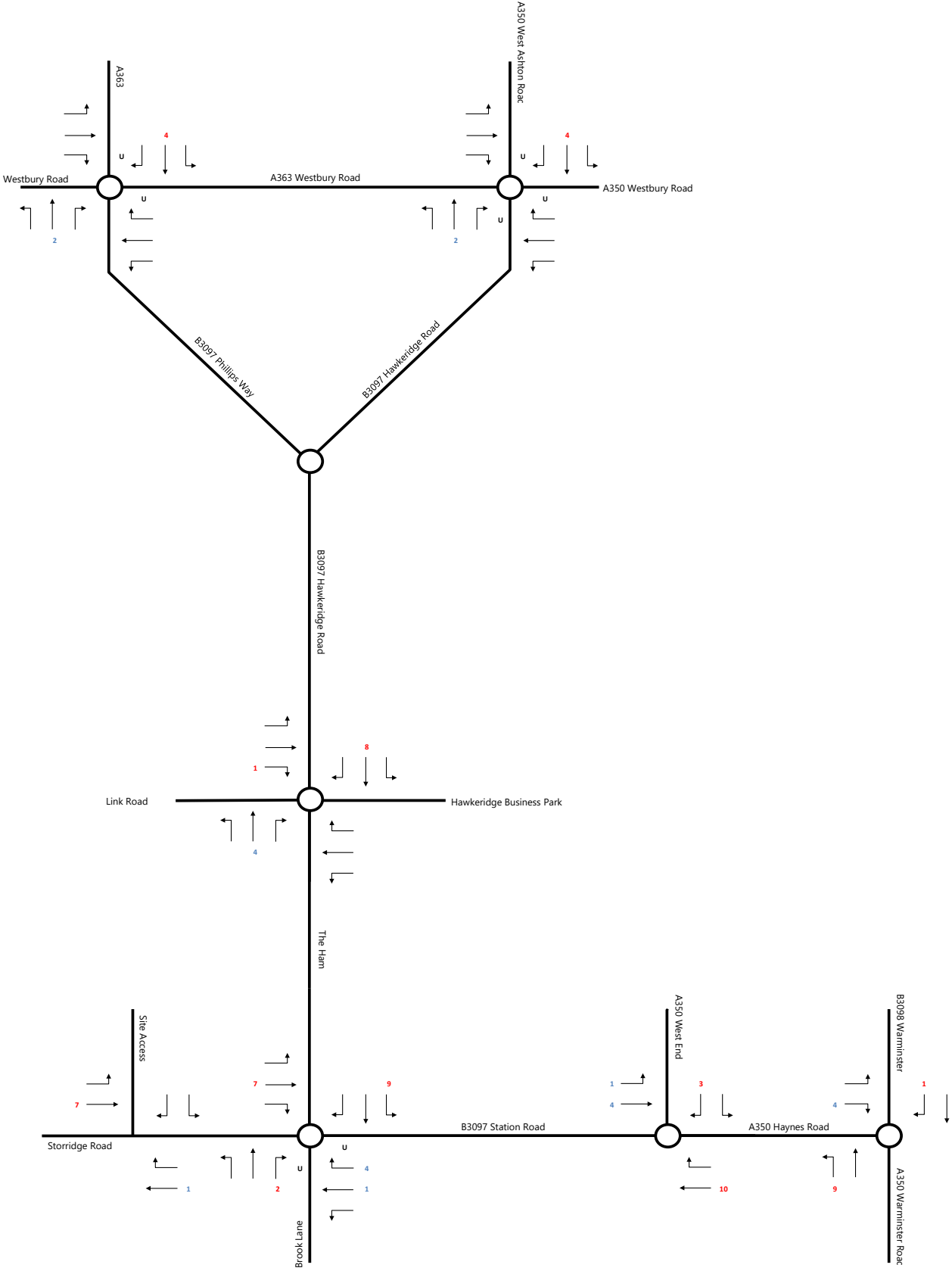
Differences = 1 due to rounding



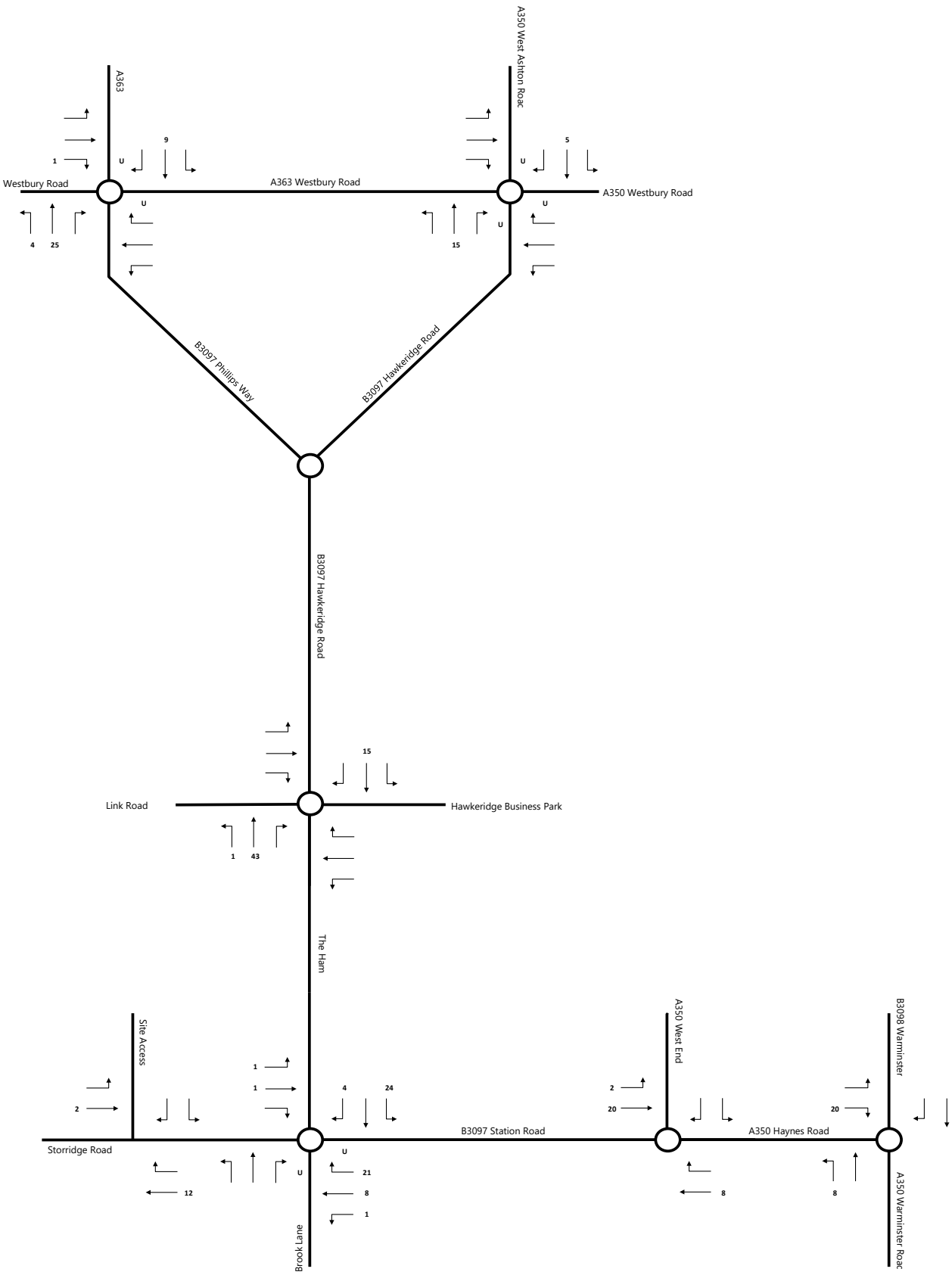
Project: Storridge Road, Westbury
Scenario: Traffic Flow Diagram 7 - Committed Development Flows: 365 Dwellings at Land West of Mane Way (PL/2025/05073)
Peak AM (0730-0830)
Notes: All flows are in vehicles
Traffic Flow Diagrams provided in Appendix J of TA (PL/2025/05073)



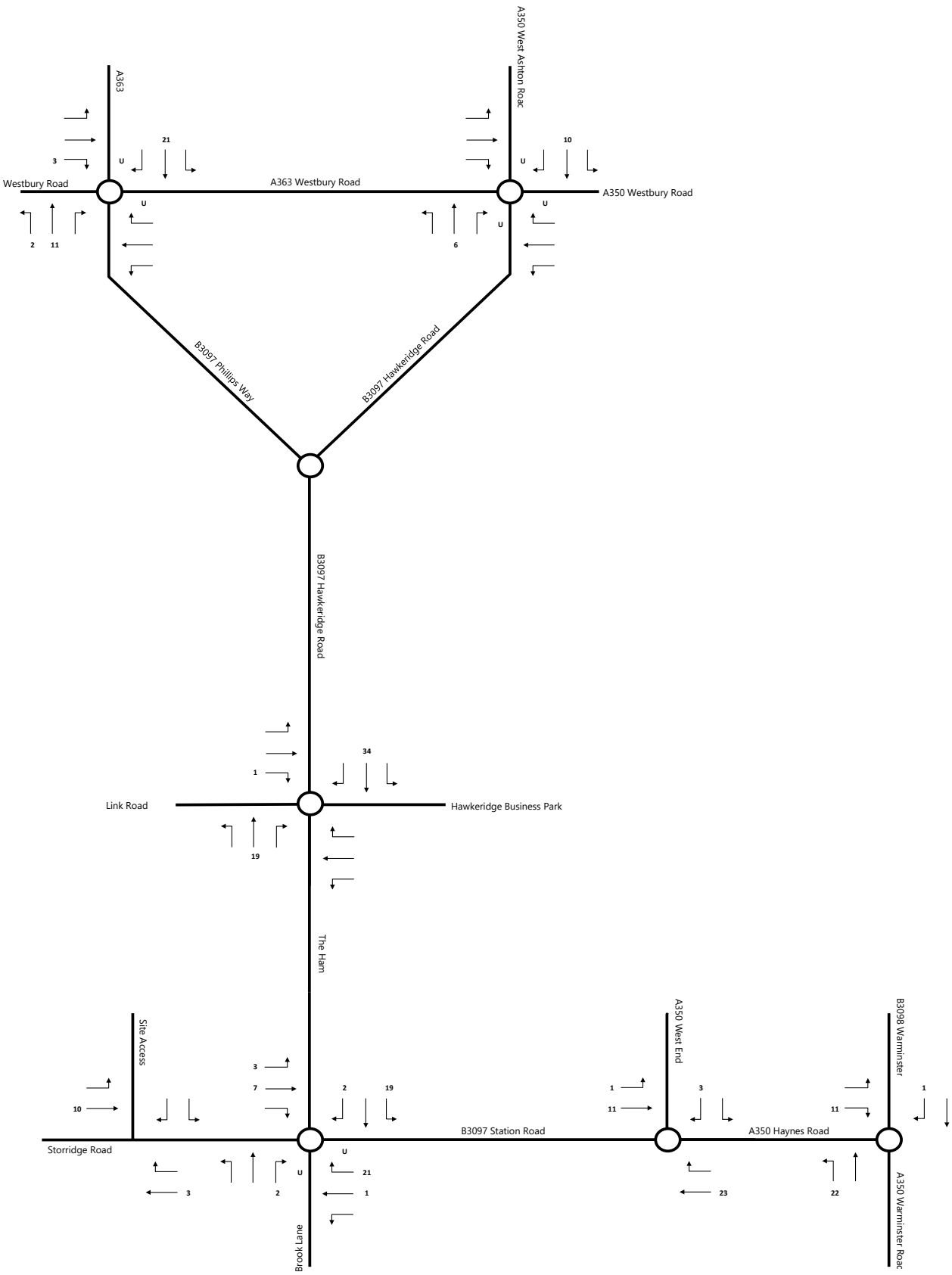
Project: Storridge Road, Westbury
Scenario: Traffic Flow Diagram 8 - Committed Development Flows: 365 Dwellings at Land West of Mane Way (PL/2025/05073)
Peak PM (1630-1730)
Notes: All flows are in vehicles
Traffic Flow Diagrams provided in Appendix J of TA (PL/2025/05073)



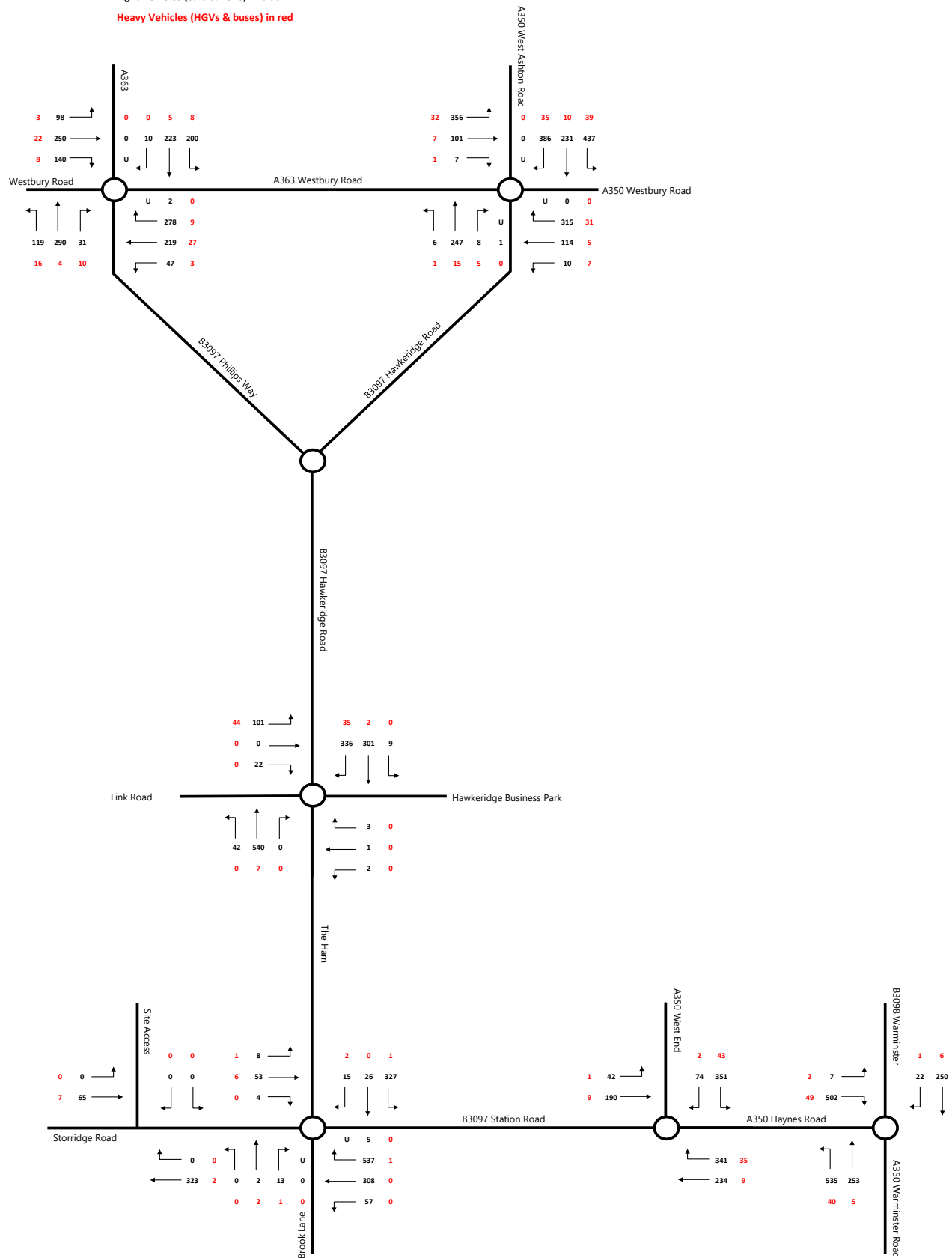
Project: Storridge Road, Westbury
Scenario: Traffic Flow Diagram 9 - Total Committed Development Flows
Peak AM (0730-0830)
Notes:



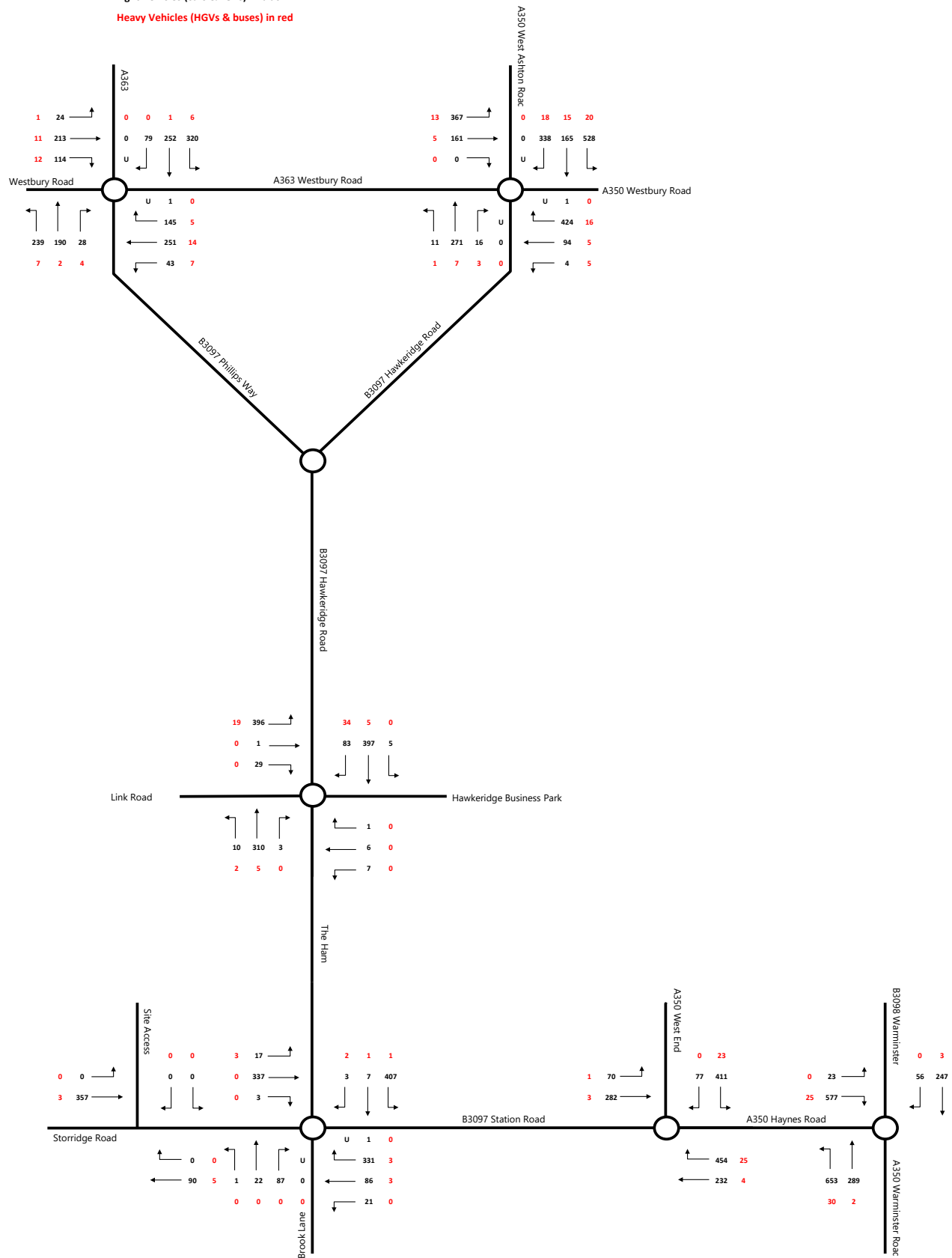
Project: Storridge Road, Westbury
Scenario: Traffic Flow Diagram 10 - Total Committed Development Flows
Peak PM (1630-1730)
Notes:



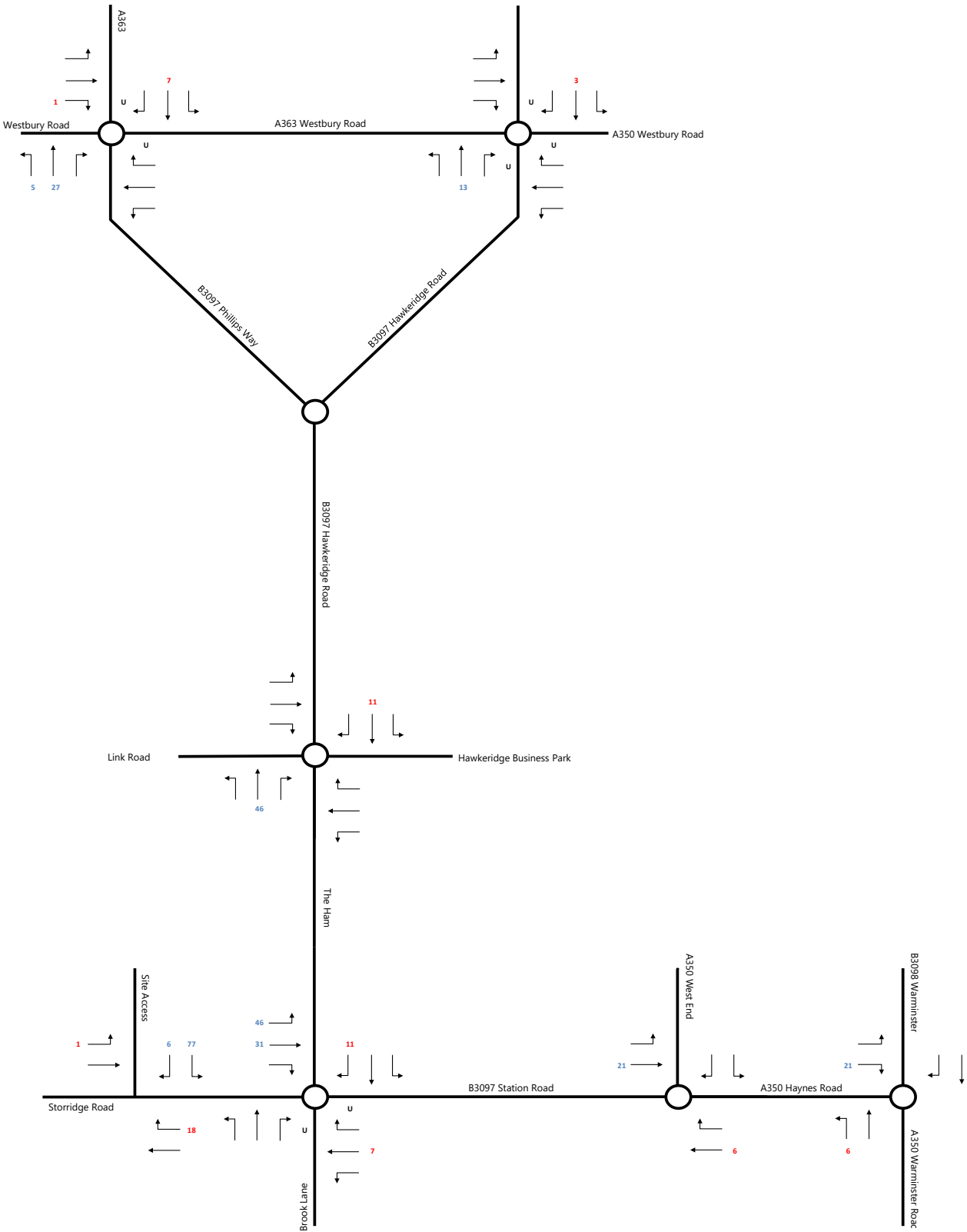
Project: Storridge Road, Westbury
Scenario: Traffic Flow Diagram 11 - 2031 Without Development Flows
Peak: AM (0730-0830)
Notes: All flows are in vehicles
 Light Vehicles (cars & LGVs) in black
 Heavy Vehicles (HGVs & buses) in red



Project: Storridge Road, Westbury
Scenario: Traffic Flow Diagram 12 - 2031 Without Development Flows
Peak: PM (1630-1730)
Notes: All flows are in vehicles
 Light Vehicles (cars & LGVs) in black
 Heavy Vehicles (HGVs & buses) in red



Project: Storridge Road, Westbury
Scenario: Traffic Flow Diagram 14 - Development Traffic Flows
Peak AM (0730-0830)
Notes: All flows are in vehicles
Arrivals 19
Departures 83
Trips lost between Storridge Road/The Ham/Station Road junction and Station Road/W End/Haynes Road junction



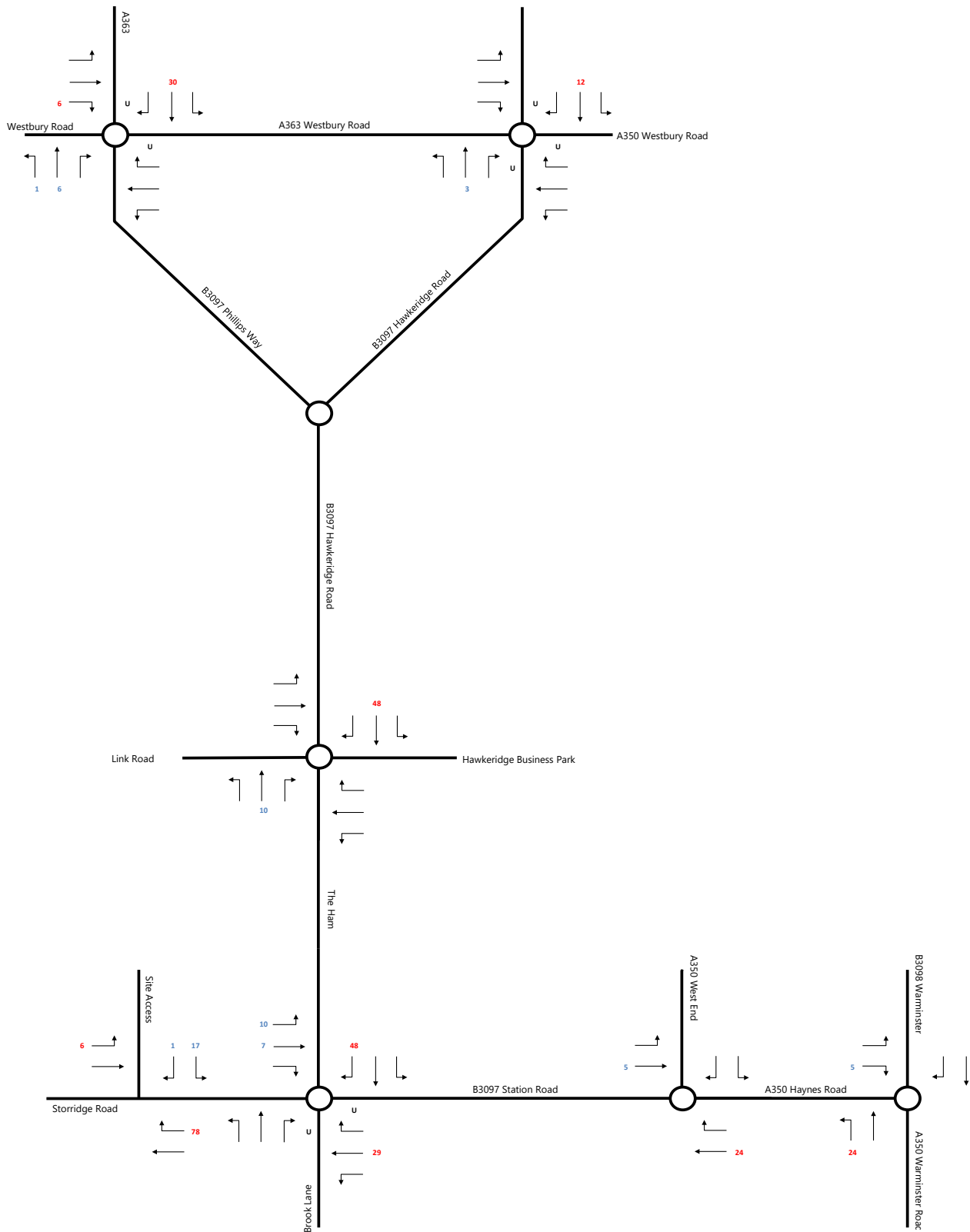
Project: Storridge Road, Westbury
 Scenario: Traffic Flow Diagram 15 - Development Traffic Flows
 Peak PM (1630-1730)

Notes: All flows are in vehicles

Arrivals 84

Departures 18

Trips lost between Storridge Road/The Ham/Station Road junction and Station Road/W End/Haynes Road junction



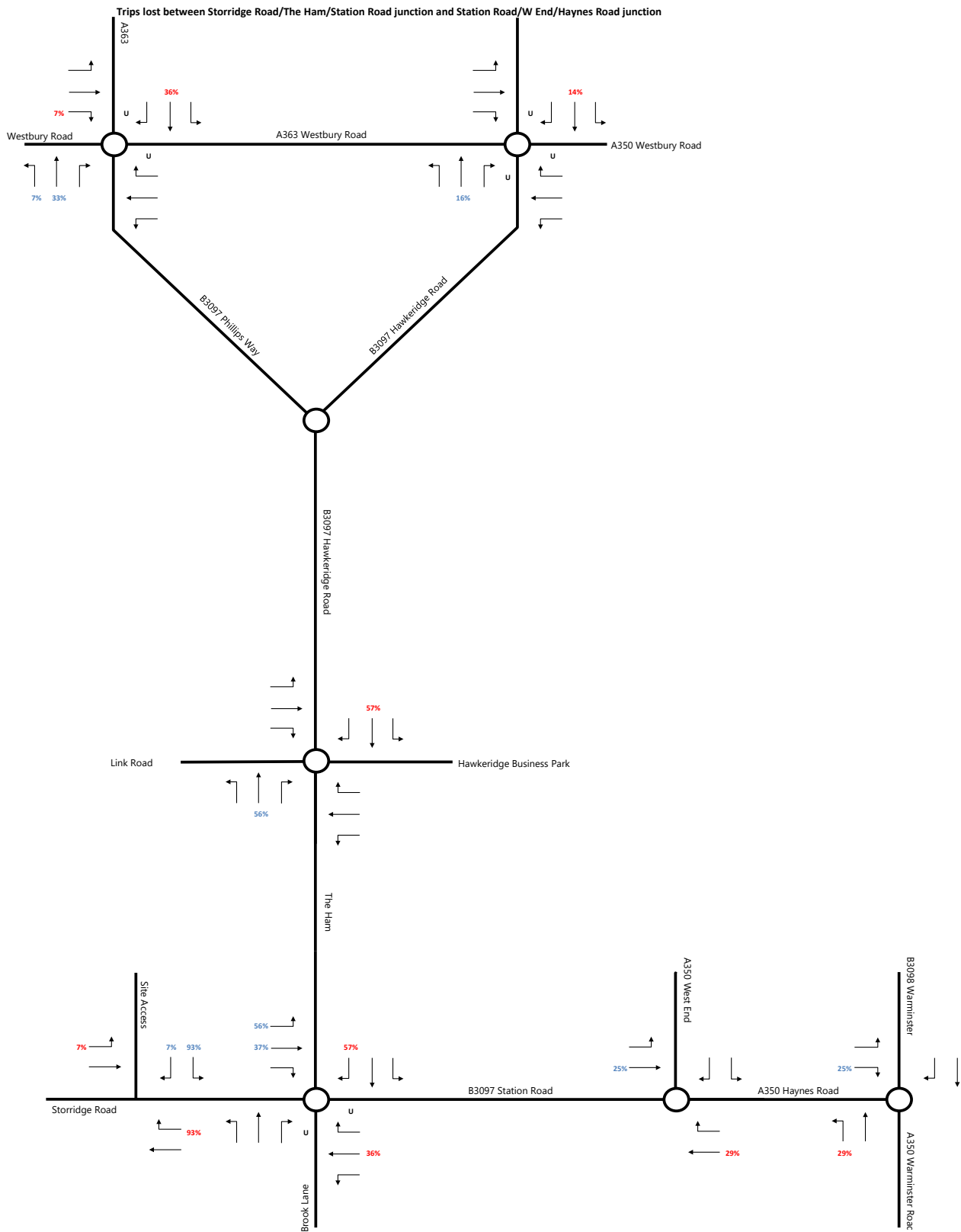
Project: Storridge Road, Westbury
Scenario: Traffic Flow Diagram 13 - Development Traffic Distribution
Peak Both
Notes: All flows are in vehicles

Arrivals in red

Departures in blue

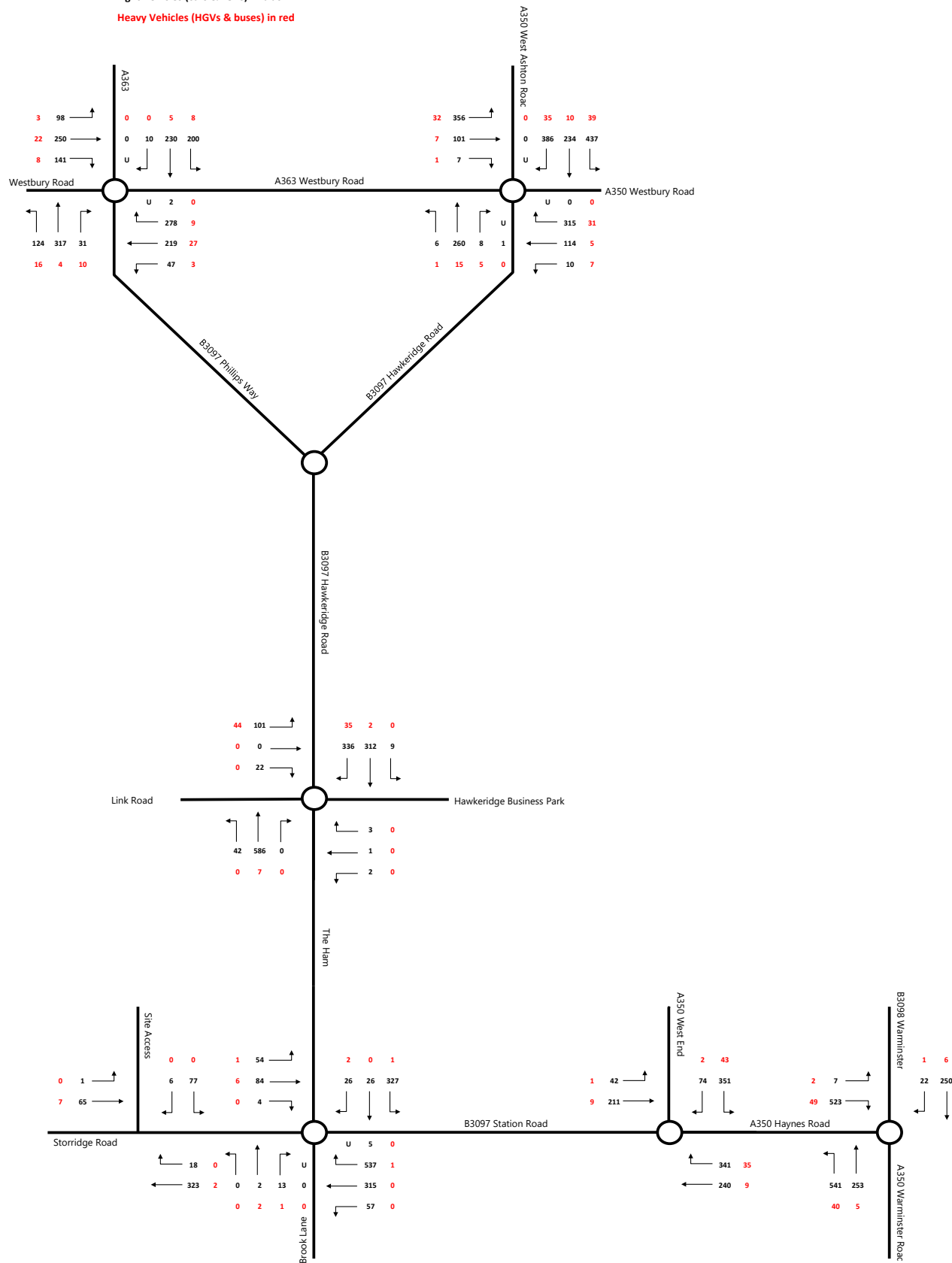
Based on Glenmore Farm TA

Trips lost between Storridge Road/The Ham/Station Road junction and Station Road/W End/Haynes Road junction



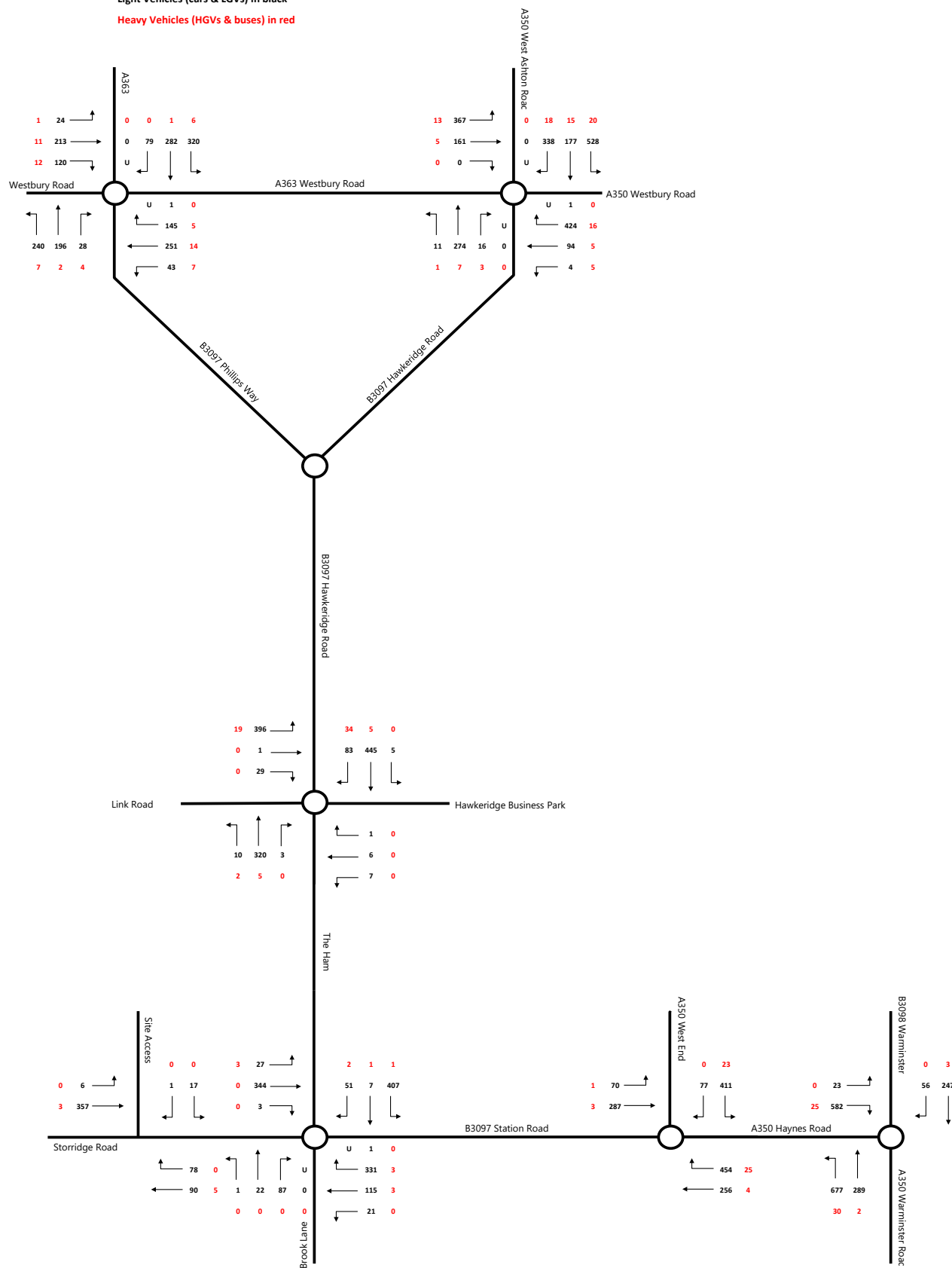
Project: Storridge Road, Westbury
Scenario: Traffic Flow Diagram 16 - 2031 With Development Flows
Peak: AM (0730-0830)

Notes: All flows are in vehicles
 Light Vehicles (cars & LGVs) in black
 Heavy Vehicles (HGVs & buses) in red



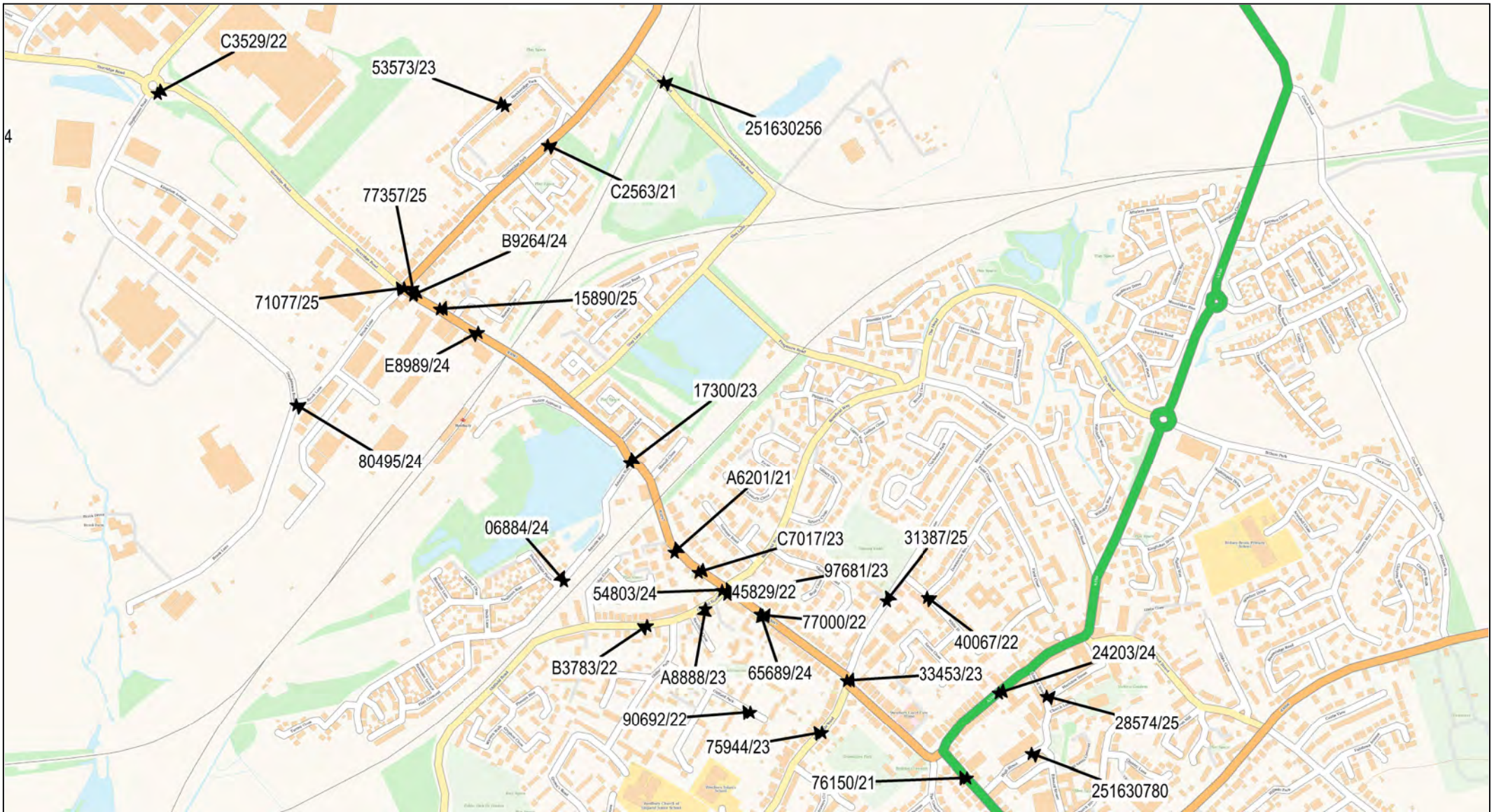
Project: Storridge Road, Westbury
 Scenario: Traffic Flow Diagram 17 - 2031 With Development Flows
 Peak PM (1630-1730)

Notes: All flows are in vehicles
 Light Vehicles (cars & LGVs) in black
 Heavy Vehicles (HGVs & buses) in red



APPENDIX D

WC COLLISION DATA



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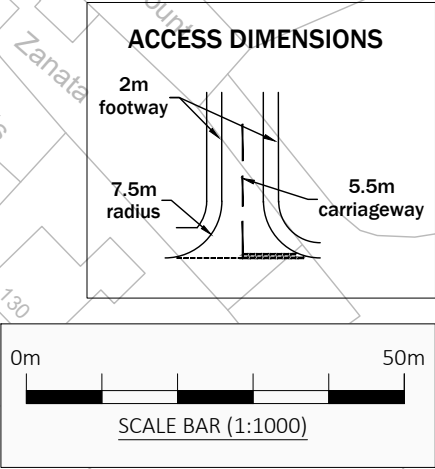
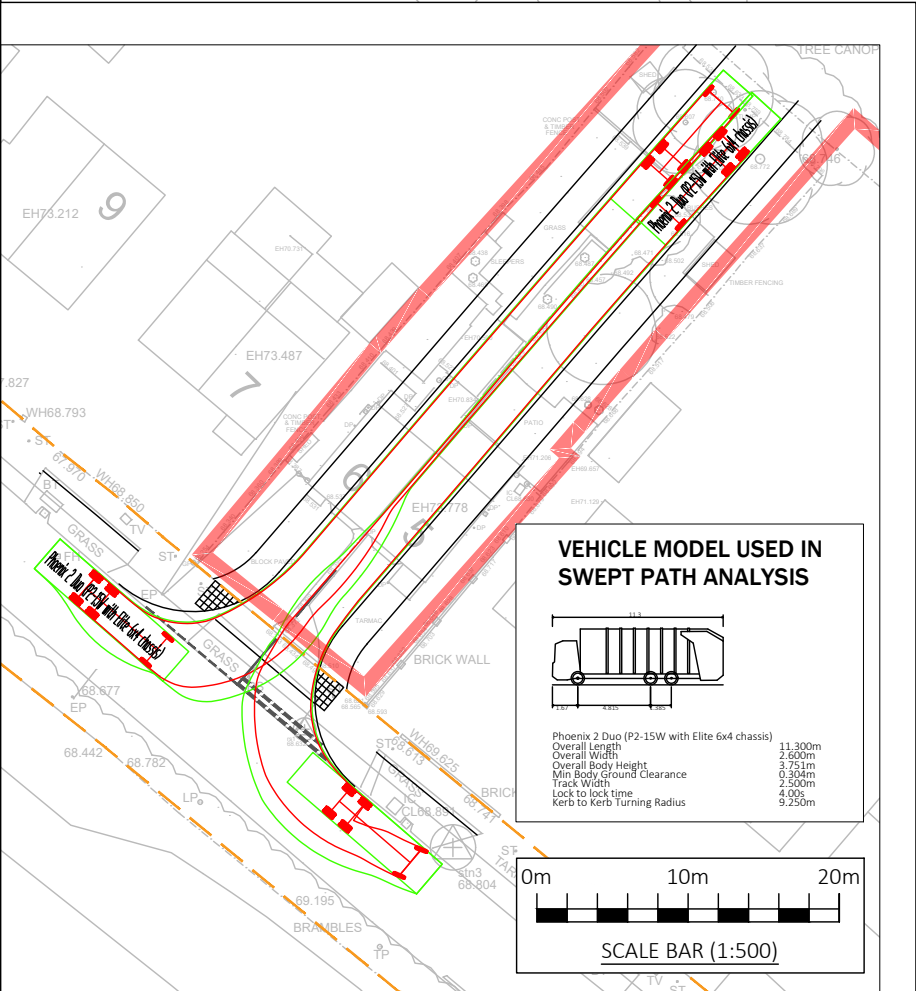
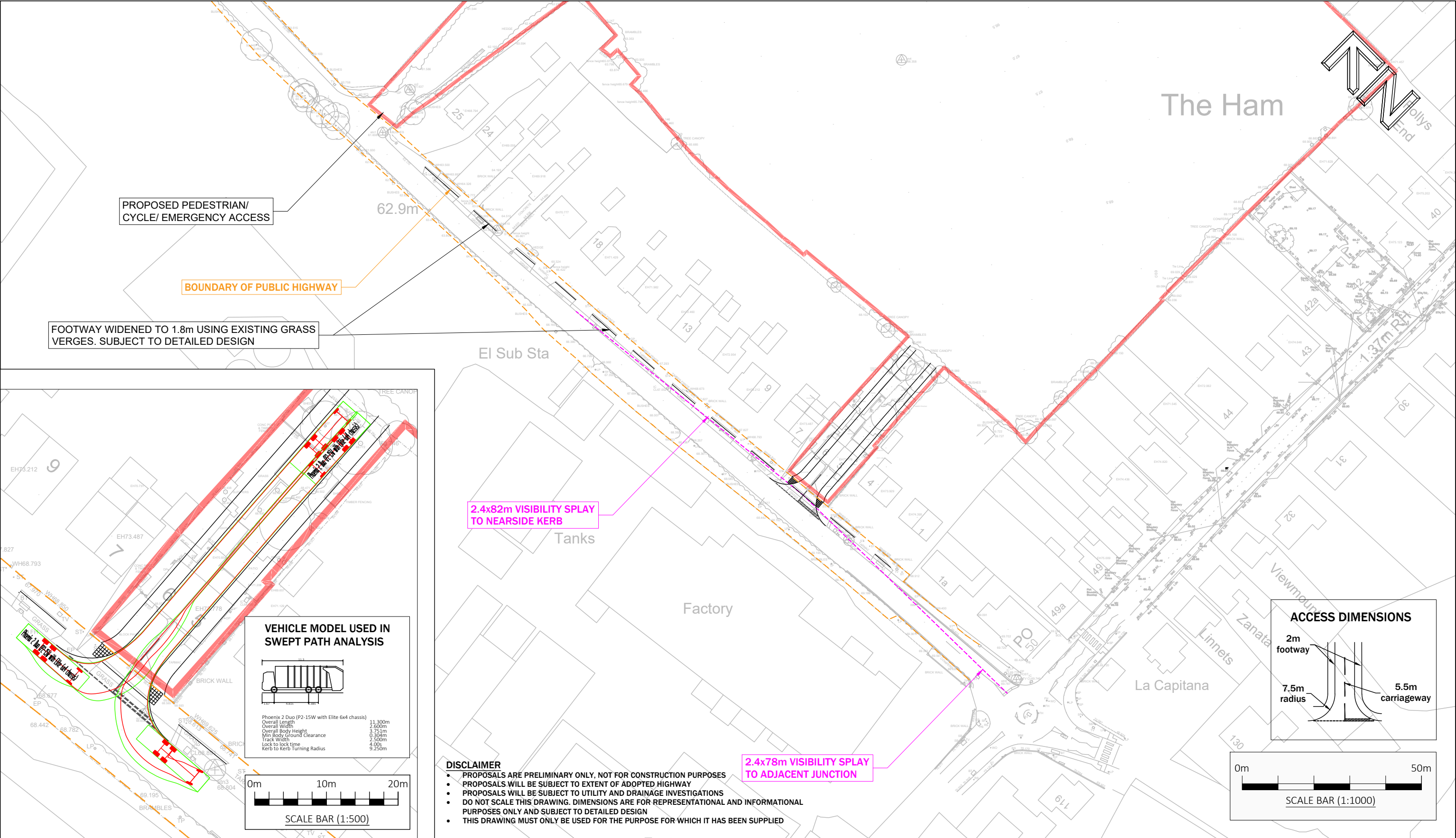
Wiltshire
COUNCIL

Westbury

SCALE	1 : 9900
DATE	27/11/2025
DRAWING No.	
DRAWN BY	

APPENDIX E

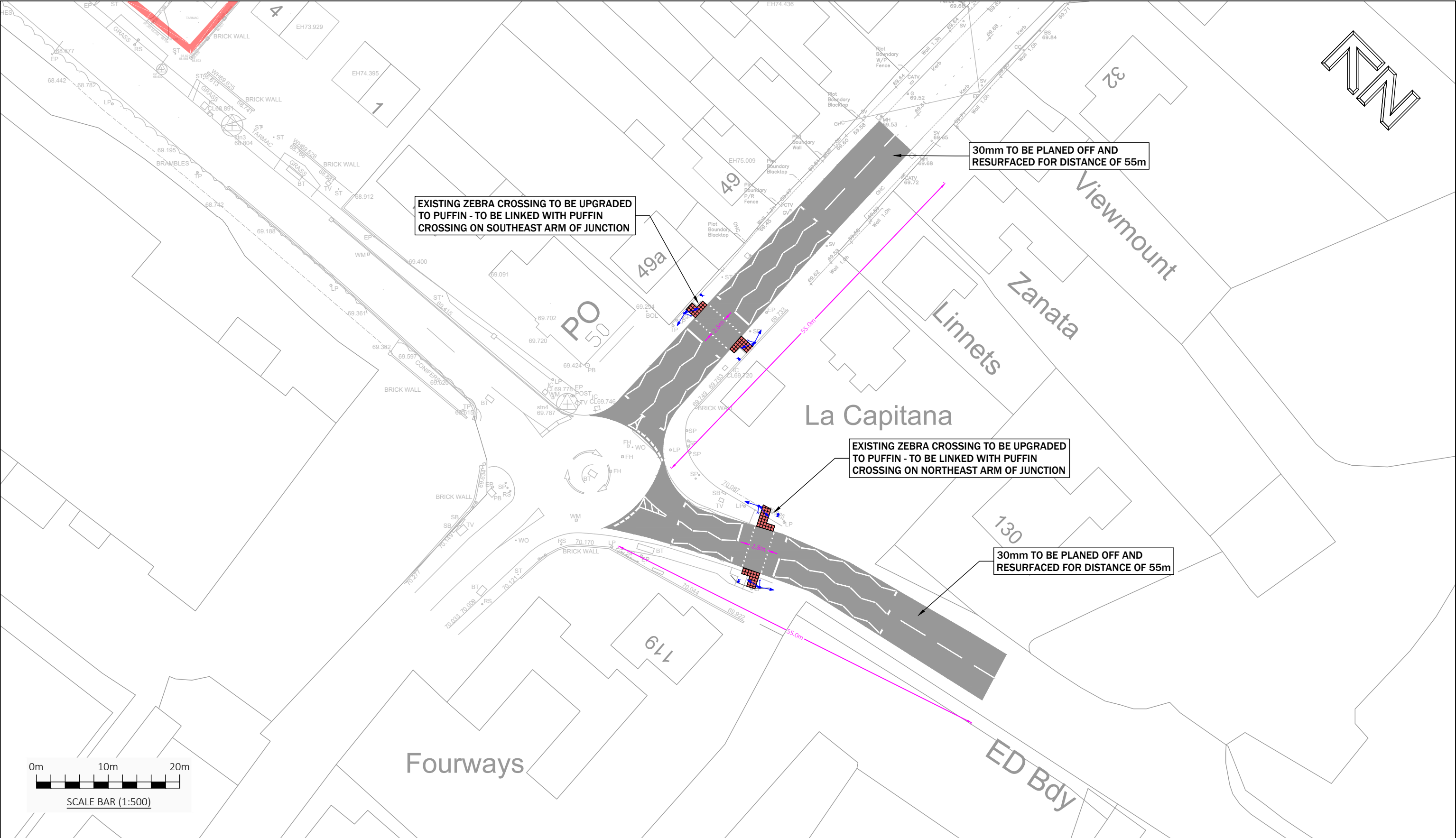
TECHNICAL DRAWINGS



DISCLAIMER

- PROPOSALS ARE PRELIMINARY ONLY, NOT FOR CONSTRUCTION PURPOSES
- PROPOSALS WILL BE SUBJECT TO EXTENT OF ADOPTED HIGHWAY
- PROPOSALS WILL BE SUBJECT TO UTILITY AND DRAINAGE INVESTIGATIONS
- DO NOT SCALE THIS DRAWING. DIMENSIONS ARE FOR REPRESENTATIONAL AND INFORMATIONAL PURPOSES ONLY AND SUBJECT TO DETAILED DESIGN
- THIS DRAWING MUST ONLY BE USED FOR THE PURPOSE FOR WHICH IT HAS BEEN SUPPLIED

 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860					Project LAND OFF STORRIDGE ROAD, WESTBURY, WILTSHIRE	Drawn by RO	Issue date 30 APR 2026
	Rev	Date	By	Revision notes		Scale(s) 1:1000 / 1:500 @ A3	
	Status INFORMATION				Title PROPOSED ACCESS STRATEGY		Drawing No P25028-001



 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860					Project	Drawn by RO	Issue date 06 MAY 2024
	*	*	*	*	LAND OFF STORRIDGE ROAD, WESTBURY, WILTSHIRE	Scale(s) 1:500 @ A3	
	Rev	Date	By	Revision notes			
	Status INFORMATION				Title PROPOSED UPGRADE OF ZEBRA CROSSINGS TO PUFFIN CROSSINGS	Drawing No P25028-002	

APPENDIX F

FIGURES

FIGURE 5.1: WALKING ISOCHRONE

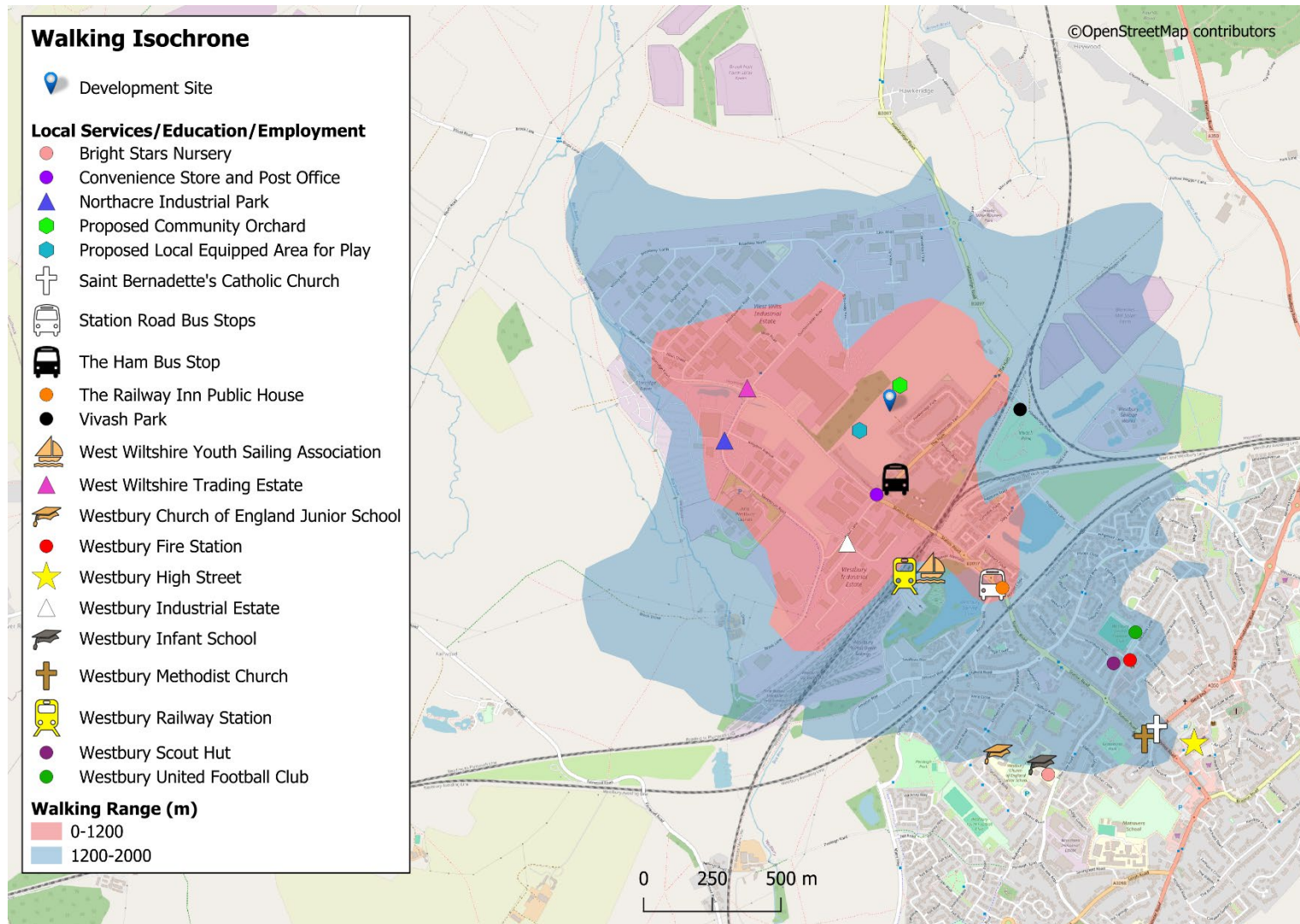


FIGURE 5.2: CYCLING ISOCHRONE

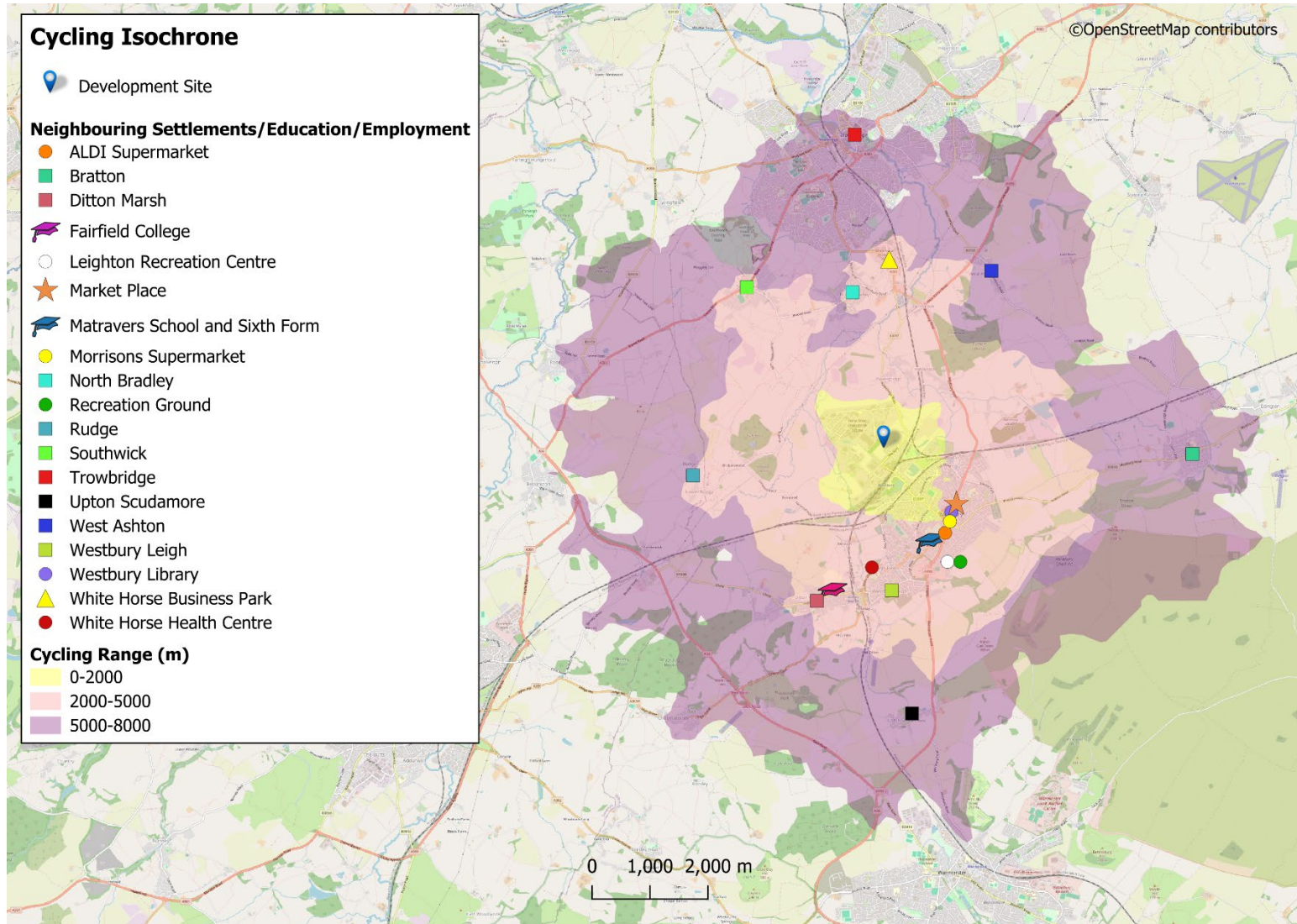
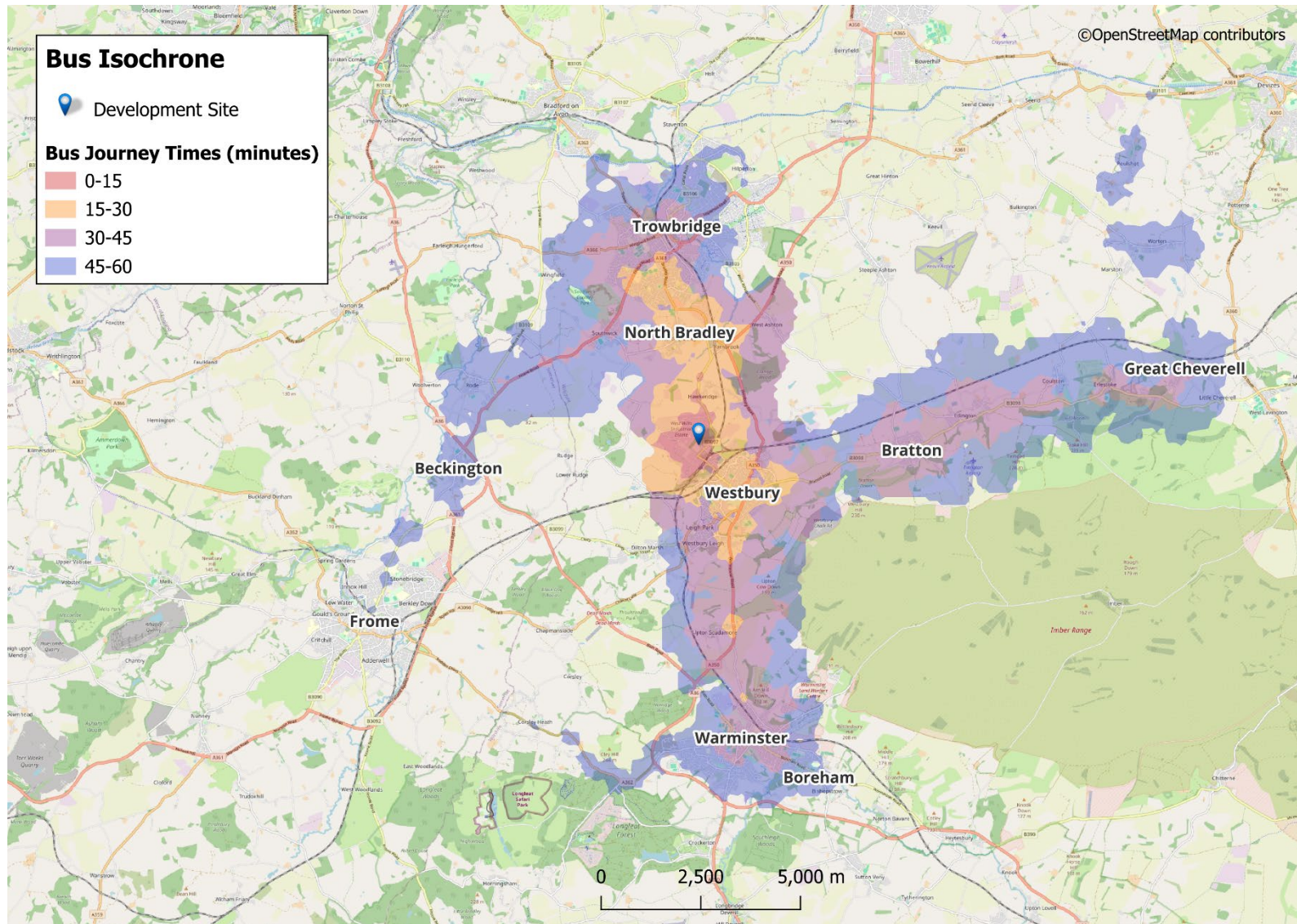


FIGURE 5.3: BUS ISOCHRONES



APPENDIX G

NATIONAL ROAD TRAFFIC PROJECTIONS CALCULATION

Table 2a: Road traffic projections (billion vehicle miles, bvm) from 2015 to 2060

Vehicle Type	Road Type	Country	Region	Traffic - Billion Vehicle miles (bvm)									
				2015	2020	2025	2030	2035	2040	2045	2050	2055	2060
hgv	a road		south west	0.3766		0.3843	0.3863	0.3892	0.3912	0.3953	0.3962	0.3982	0.3998
HGV													
Year	5 Year Value	5 Year Diff	Linear Diff	Increment	1 Year Value	Check	Factor						
2015	0.3766	0.0077	0.0008		0.3766								
2016				1	0.3773								
2017				2	0.3781								
2018				3	0.3789								
2019				4	0.3796								
2020	0.0000			5	0.3804								
2021				6	0.3812								
2022				7	0.3819								
2023				8	0.3827								
2024				9	0.3835								
2025	0.3843	0.0020	0.0004	10	0.3843	0.0000							
2026				1	0.3847								
2027				2	0.3851								
2028				3	0.3855								
2029				4	0.3859								
2030	0.3863	0.0029	0.0006	5	0.3863								
2031				1	0.3869	0.0000							
2032				2	0.3874								
2033				3	0.3880								
2034				4	0.3886								
2035	0.3892	0.0021	0.0004	5	0.3892	0.0000							
2036				1	0.3896								
2037				2	0.3900								
2038				3	0.3904								
2039				4	0.3908								
2040	0.3912	0.0041	0.0008	5	0.3912	0.0000							
2041				1	0.3921								
2042				2	0.3929								
2043				3	0.3937								
2044				4	0.3945								
2045	0.3953	0.0009	0.0002	5	0.3953	0.0000							
2046				1	0.3955								
2047				2	0.3957								
2048				3	0.3959								
2049				4	0.3960								
2050	0.3962	0.0020	0.0004	5	0.3962	0.0000							
2051				1	0.3966								
2052				2	0.3970								
2053				3	0.3974								
2054				4	0.3978								
2055	0.3982	0.0016	0.0003	5	0.3982	0.0000							
2056				1	0.3985								
2057				2	0.3988								
2058				3	0.3992								
2059				4	0.3995								
2060	0.3998			5	0.3998	0.0000							

APPENDIX H

TRICS OUTPUT

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	5 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
10	WALES	
	PS POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 10 to 288 (units:)
 Range Selected by User: 5 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 24/11/11 to 23/11/21

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

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	5 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count 19 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	13

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.

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.

Secondary Filtering selection:

Use Class:

C3 19 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	11 days
10,001 to 15,000	5 days

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

Population within 5 miles:

5,001 to 25,000	8 days
25,001 to 50,000	4 days
50,001 to 75,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	15 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	9 days
No	10 days

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

PTAL Rating:

No PTAL Present	19 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: TUESDAY 04/06/19	SEMI-DETACHED & TERRACED	CHESHIRE	Survey Type: MANUAL
2	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CHESHIRE	Survey Type: MANUAL
3	DV-03-A-02 MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15	HOUSES & BUNGALOWS	DEVON	Survey Type: MANUAL
4	DV-03-A-03 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15	TERRACED & SEMI DETACHED	DEVON	Survey Type: MANUAL
5	ES-03-A-04 NEW LYDD ROAD CAMBER Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
6	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
7	HC-03-A-23 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19	HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73		
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL	
9	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	160		
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL	
10	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:	288		
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL	
11	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	27		
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL	
12	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	10		
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL	
13	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	70		
	Survey date: WEDNESDAY	18/09/19	Survey Type: MANUAL	
14	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	40		
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

15	NF-03-A-30 BRANDON ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 266 Survey date: THURSDAY 23/09/21		Survey Type: MANUAL
16	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING	NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 18/09/13		Survey Type: MANUAL
17	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED / SEMI-DETACHED	POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 11/05/15		Survey Type: MANUAL
18	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES	SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings: 18 Survey date: WEDNESDAY 09/09/15		Survey Type: MANUAL
19	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED / TERRACED	SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 54 Survey date: THURSDAY 24/10/13		Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
KC-03-A-09	Covid

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 16 NF-03-A-30 Tot: 0.233

85th Percentile = No. 4 HC-03-A-23 Tot: 0.613

Median Values

Arrivals: 0.175

Departures: 0.325

Totals: 0.500

Mean Values

Arrivals: 0.128

Departures: 0.334

Totals: 0.462

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.292	0.542	0.834	1.96
2	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.240	0.385	0.625	3.09
3	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.086	0.529	0.615	1.66
4	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.113	0.500	0.613	2.19
5	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.300	0.300	0.600	2.50
6	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.000	0.565	0.565	6.26
7	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.123	0.425	0.548	2.33
8	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.121	0.407	0.528	2.70
9	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.179	0.321	0.500	2.32
10	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.175	0.325	0.500	1.85
11	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.130	0.370	0.500	1.17
12	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.148	0.296	0.444	2.37
13	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.119	0.319	0.438	3.95
14	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.103	0.241	0.344	2.25
15	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.071	0.214	0.285	2.36
16	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.075	0.158	0.233	2.99
17	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.000	0.222	0.222	4.17
18	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.100	0.100	0.200	3.70
19	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.052	0.134	0.186	1.91

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
03	SOUTH WEST	
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	5 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	2 days
10	WALES	
	PS POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 10 to 288 (units:)
 Range Selected by User: 5 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 24/11/11 to 23/11/21

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

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	5 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count 19 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	13

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.

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.

Secondary Filtering selection:

Use Class:

C3 19 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	11 days
10,001 to 15,000	5 days

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

Population within 5 miles:

5,001 to 25,000	8 days
25,001 to 50,000	4 days
50,001 to 75,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	15 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	9 days
No	10 days

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

PTAL Rating:

No PTAL Present	19 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-03-A-10 MEADOW DRIVE NORTHWICH BARNTON Edge of Town Residential Zone Total No of Dwellings: 40 Survey date: TUESDAY 04/06/19	SEMI-DETACHED & TERRACED	CESHIRE	Survey Type: MANUAL
2	CH-03-A-11 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19	TOWN HOUSES	CESHIRE	Survey Type: MANUAL
3	DV-03-A-02 MILLHEAD ROAD HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 116 Survey date: FRIDAY 25/09/15	HOUSES & BUNGALOWS	DEVON	Survey Type: MANUAL
4	DV-03-A-03 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15	TERRACED & SEMI DETACHED	DEVON	Survey Type: MANUAL
5	ES-03-A-04 NEW LYDD ROAD CAMBER Edge of Town Residential Zone Total No of Dwellings: 134 Survey date: FRIDAY 15/07/16	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
6	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Total No of Dwellings: 91 Survey date: THURSDAY 07/11/19	MIXED HOUSES & FLATS	EAST SUSSEX	Survey Type: MANUAL
7	HC-03-A-23 CANADA WAY LIPHOOK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 Survey date: TUESDAY 19/11/19	HOUSES & FLATS	HAMPSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73		
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL	
9	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	160		
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL	
10	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES		KENT
	Edge of Town Residential Zone Total No of Dwellings:	288		
	Survey date: WEDNESDAY	27/09/17	Survey Type: MANUAL	
11	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA	SEMI DET. & BUNGALOWS		NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	27		
	Survey date: TUESDAY	16/10/12	Survey Type: MANUAL	
12	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	10		
	Survey date: WEDNESDAY	16/09/15	Survey Type: MANUAL	
13	NF-03-A-04 NORTH WALSHAM ROAD NORTH WALSHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	70		
	Survey date: WEDNESDAY	18/09/19	Survey Type: MANUAL	
14	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	40		
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

15	NF-03-A-30 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		266	
	Survey date: THURSDAY		23/09/21	Survey Type: MANUAL
16	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE	PRIVATE HOUSING		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		23	
	Survey date: WEDNESDAY		18/09/13	Survey Type: MANUAL
17	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED / SEMI-DETACHED		POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	Survey date: MONDAY		11/05/15	Survey Type: MANUAL
18	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	Survey date: WEDNESDAY		09/09/15	Survey Type: MANUAL
19	SH-03-A-05 SANDCROFT TELFORD SUTTON HILL	SEMI-DETACHED / TERRACED		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		54	
	Survey date: THURSDAY		24/10/13	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
KC-03-A-09	Covid

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Ranking Type: TOTALS Time Range: 17:00-18:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 16 CH-03-A-10 Tot: 0.325

85th Percentile = No. 4 HC-03-A-27 Tot: 0.617

Median Values

Arrivals: 0.287

Departures: 0.169

Totals: 0.456

Mean Values

Arrivals: 0.330

Departures: 0.118

Totals: 0.448

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	NY-03-A-11	PRIVATE HOUSIN	BOROUGHBRIDGE	NORTH YORKSHIRE	23	Wed	18/09/13	0.609	0.130	0.739	6.26
2	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.532	0.097	0.629	2.19
3	DV-03-A-02	HOUSES & BUNGA	HONITON	DEVON	116	Fri	25/09/15	0.388	0.233	0.621	2.25
4	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.507	0.110	0.617	2.33
5	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.444	0.149	0.593	3.09
6	SF-03-A-05	DETACHED HOUSE	BURY ST EDMUNDS	SUFFOLK	18	Wed	09/09/15	0.389	0.167	0.556	4.17
7	NF-03-A-01	SEMI DET. & BU	CAISTER-ON-SEA	NORFOLK	27	Tue	16/10/12	0.407	0.148	0.555	2.37
8	NF-03-A-05	MIXED HOUSES	HOLT	NORFOLK	40	Thu	19/09/19	0.300	0.175	0.475	2.50
9	DV-03-A-03	TERRACED & SEM	HONITON	DEVON	70	Mon	28/09/15	0.371	0.100	0.471	1.66
10	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.287	0.169	0.456	3.95
11	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.341	0.110	0.451	2.70
12	NF-03-A-04	MIXED HOUSES	NORTH WALSHAM	NORFOLK	70	Wed	18/09/19	0.271	0.143	0.414	2.36
13	NF-03-A-03	DETACHED HOUSE	THETFORD	NORFOLK	10	Wed	16/09/15	0.400	0.000	0.400	3.70
14	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.271	0.120	0.391	2.99
15	SH-03-A-05	SEMI-DETACHED/	TELFORD	SHROPSHIRE	54	Thu	24/10/13	0.241	0.130	0.371	1.17
16	CH-03-A-10	SEMI-DETACHED	NORTHWICH	CHESHIRE	40	Tue	04/06/19	0.250	0.075	0.325	1.85
17	ES-03-A-04	MIXED HOUSES &	CAMBER	EAST SUSSEX	134	Fri	15/07/16	0.157	0.112	0.269	1.91
18	PS-03-A-02	DETACHED/SEMI-	WELSHPOOL	POWYS	28	Mon	11/05/15	0.107	0.071	0.178	2.32
19	CH-03-A-11	TOWN HOUSES	NORTHWICH	CHESHIRE	24	Thu	06/06/19	0.000	0.000	0.000	1.96

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

APPENDIX I

CAPACITY ASSESSMENT REPORT OUTPUTS

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.1.1.2424 © Copyright TRL Software Limited, 2026
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: J1-A363-West-Phillips.j11

Path: C:\Users\b.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2025\P25028 - Storridge Road, Westbury, Wiltshire (2025 Application)\6.Technical\Models

Report generation date: 27/04/2026 13:55:24

»D1 - 2025 | Observed | AM
»D2 - 2025 | Observed | PM
»D3 - 2031 | Without Development | AM
»D4 - 2031 | Without Development | PM
»D5 - 2031 | With Development | AM
»D6 - 2031 | With Development | PM

File summary

File Description

Title	A363/Westbury Road/Phillips Way
Location	Westbury
Site number	1
Date	24/04/2026
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P25028
Enumerator	GHC\b.gaze
Description	Checked by D. Stoddart

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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

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

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Relaxation factor for capacity/RFC runs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials
Delay	1.00	100000	100000	Calculate for all arms	3.00	-1	3	1	60	✓			1567395170	109

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	Observed	AM	FLAT	07:30	08:30	60	15	✓
D2	2025	Observed	PM	FLAT	16:30	17:30	60	15	✓
D3	2031	Without Development	AM	FLAT	07:30	08:30	60	15	✓
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓
D5	2031	With Development	AM	FLAT	07:30	08:30	60	15	✓
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

Analysis Set Details

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

D1 - 2025 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A363/Westbury Road/Phillips Way	Standard Roundabout		1, 2, 3, 4	16.73	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	16.73	C

Arms

Arms

Arm	Name	Description	No give-way line
1	A363		
2	Westbury Road (Eastern Arm)		
3	Phillips Way		
4	Westbury Road (Western Arm)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A363	3.10	6.10	23.4	22.5	40.1	31.0		
2 - Westbury Road (Eastern Arm)	3.30	8.80	10.2	22.3	40.1	37.0		
3 - Phillips Way	4.00	7.70	28.0	18.7	40.1	35.0		
4 - Westbury Road (Western Arm)	3.20	6.10	24.8	22.1	40.1	16.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A363	0.620	1587
2 - Westbury Road (Eastern Arm)	0.612	1580
3 - Phillips Way	0.687	1958
4 - Westbury Road (Western Arm)	0.657	1695

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

Lane Simulation: Arm options

Arm	Lane capacity source	Traffic considering secondary lanes (%)
1 - A363	Evenly split	10.00
2 - Westbury Road (Eastern Arm)	Evenly split	10.00
3 - Phillips Way	Evenly split	10.00
4 - Westbury Road (Western Arm)	Evenly split	10.00

Lanes

Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/hr)	Maximum capacity (PCU/hr)	Signalised
1 - A363	Entry	1	1	2	✓	6.00			0	99999	
			2	1, 3, 4	✓	6.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
2 - Westbury Road (Eastern Arm)	Entry	1	1	3	✓	4.00			0	99999	
			2	1, 2, 4	✓	22.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
3 - Phillips Way	Entry	1	1	4	✓	9.00			0	99999	
			2	1, 2, 3	✓	9.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					
4 - Westbury Road (Western Arm)	Entry	1	1	1, 2	✓	6.00			0	99999	
			2	3, 4	✓	6.00			0	99999	
		2	1	(1, 2, 3, 4)		Infinity					
	Exit	1	1			Infinity					

Entry Lane slope and intercept

Arm	Side	Lane level	Lane	Final slope	Final intercept (PCU/hr)
1 - A363	Entry	1	1	0.310	793
			2	0.310	793
2 - Westbury Road (Eastern Arm)	Entry	1	1	0.306	790
			2	0.306	790
3 - Phillips Way	Entry	1	1	0.343	979
			2	0.343	979
4 - Westbury Road (Western Arm)	Entry	1	1	0.328	847
			2	0.328	847

Summary of Entry Lane allowed movements

Arm	Lane Level	Lane	Destination arm			
			A363	Westbury Road (Eastern Arm)	Phillips Way	Westbury Road (Western Arm)
1 - A363	1	1		✓		
		2	✓		✓	✓
		2	1	✓	✓	✓
2 - Westbury Road (Eastern Arm)	1	1			✓	
		2	✓	✓		✓
		2	1	✓	✓	✓
3 - Phillips Way	1	1		✓		✓
		2	✓	✓	✓	
4 - Westbury Road (Western Arm)	1	1	✓	✓		
		2			✓	✓
		2	1	✓	✓	✓

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	Observed	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A363		FLAT	✓	433	100.000
2 - Westbury Road (Eastern Arm)		FLAT	✓	602	100.000
3 - Phillips Way		FLAT	✓	454	100.000
4 - Westbury Road (Western Arm)		FLAT	✓	533	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1 - A363	2 - Westbury Road (Eastern Arm)	3 - Phillips Way	4 - Westbury Road (Western Arm)
From 1 - A363	0	208	215	10
2 - Westbury Road (Eastern Arm)	285	2	51	264
3 - Phillips Way	262	50	0	142
4 - Westbury Road (Western Arm)	100	284	149	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To			
	1 - A363	2 - Westbury Road (Eastern Arm)	3 - Phillips Way	4 - Westbury Road (Western Arm)
From 1 - A363	0	4	2	0
2 - Westbury Road (Eastern Arm)	3	0	6	11
3 - Phillips Way	2	25	0	13
4 - Westbury Road (Western Arm)	3	8	6	0

Cyclist %

	To		
	1 - A363	2 - Westbury Road (Eastern Arm)	Ph
From 1 - A363	0	0	
2 - Westbury Road (Eastern Arm)	0	0	
3 - Phillips Way	0	0	
4 - Westbury Road (Western Arm)	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A363	0.40	9.12	1.1	A	432	432
2 - Westbury Road (Eastern Arm)	0.82	31.13	5.3	D	596	596
3 - Phillips Way	0.39	7.63	0.9	A	449	449
4 - Westbury Road (Western Arm)	0.62	14.46	2.2	B	535	535

D2 - 2025 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A363/Westbury Road/Phillips Way	Standard Roundabout		1, 2, 3, 4	10.50	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.50	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025	Observed	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A363		FLAT	✓	620	100.000
2 - Westbury Road (Eastern Arm)		FLAT	✓	474	100.000
3 - Phillips Way		FLAT	✓	453	100.000
4 - Westbury Road (Western Arm)		FLAT	✓	383	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1 - A363	2 - Westbury Road (Eastern Arm)	3 - Phillips Way	4 - Westbury Road (Western Arm)
From 1 - A363	0	320	224	76
2 - Westbury Road (Eastern Arm)	149	1	55	269
3 - Phillips Way	176	35	0	242
4 - Westbury Road (Western Arm)	25	227	131	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

		To			
		1 - A363	2 - Westbury Road (Eastern Arm)	3 - Phillips Way	4 - Westbury Road (Western Arm)
From	1 - A363	0	2	0.45	0
	2 - Westbury Road (Eastern Arm)	3	0	15	5
	3 - Phillips Way	1	13	0	3
	4 - Westbury Road (Western Arm)	4	5	10	0

Cyclist %

		To			
		1 - A363	2 - Westbury Road (Eastern Arm)	Ph	
From	1 - A363	0	0		
	2 - Westbury Road (Eastern Arm)	0	0		
	3 - Phillips Way	0	0		
	4 - Westbury Road (Western Arm)	0	0		

D3 - 2031 | Without Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A363/Westbury Road/Phillips Way	Standard Roundabout		1, 2, 3, 4	20.17	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	20.17	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031	Without Development	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A363		FLAT	✓	459	100.000
2 - Westbury Road (Eastern Arm)		FLAT	✓	624	100.000
3 - Phillips Way		FLAT	✓	500	100.000
4 - Westbury Road (Western Arm)		FLAT	✓	554	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A363	2 - Westbury Road (Eastern Arm)	3 - Phillips Way	4 - Westbury Road (Western Arm)
From	1 - A363	0	216	233	10
	2 - Westbury Road (Eastern Arm)	296	2	53	273
	3 - Phillips Way	298	51	0	151
	4 - Westbury Road (Western Arm)	104	294	156	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A363	0.55	10.66	2.1	B	624	624
2 - Westbury Road (Eastern Arm)	0.64	16.45	2.4	C	473	473
3 - Phillips Way	0.33	6.46	1.0	A	456	456
4 - Westbury Road (Western Arm)	0.37	7.69	1.0	A	383	383

Heavy Vehicle %

		To			
		1 - A363	2 - Westbury Road (Eastern Arm)	3 - Phillips Way	4 - Westbury Road (Western Arm)
From	1 - A363	0	4	2	0
	2 - Westbury Road (Eastern Arm)	3	0	6	11
	3 - Phillips Way	1	24	0	12
	4 - Westbury Road (Western Arm)	3	8	5	0

Cyclist %

		To			
		1 - A363	2 - Westbury Road (Eastern Arm)	Ph	
From	1 - A363	0	0		
	2 - Westbury Road (Eastern Arm)	0	0		
	3 - Phillips Way	0	0		
	4 - Westbury Road (Western Arm)	0	0		

D4 - 2031 | Without Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A363/Westbury Road/Phillips Way	Standard Roundabout		1, 2, 3, 4	11.35	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.35	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A363		FLAT	✓	665	100.000
2 - Westbury Road (Eastern Arm)		FLAT	✓	492	100.000
3 - Phillips Way		FLAT	✓	483	100.000
4 - Westbury Road (Western Arm)		FLAT	✓	399	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A363	2 - Westbury Road (Eastern Arm)	3 - Phillips Way	4 - Westbury Road (Western Arm)
From	1 - A363	0	332	254	79
	2 - Westbury Road (Eastern Arm)	155	1	57	279
	3 - Phillips Way	194	36	0	253
	4 - Westbury Road (Western Arm)	26	235	138	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A363	0.43	9.24	1.3	A	458	458
2 - Westbury Road (Eastern Arm)	0.88	41.90	8.4	E	624	624
3 - Phillips Way	0.46	8.59	1.3	A	501	501
4 - Westbury Road (Western Arm)	0.65	15.20	2.6	C	551	551

Heavy Vehicle %

		To			
		1 - A363	2 - Westbury Road (Eastern Arm)	3 - Phillips Way	4 - Westbury Road (Western Arm)
From	1 - A363	0	2	0.40	0
	2 - Westbury Road (Eastern Arm)	3	0	14	5
	3 - Phillips Way	1	13	0	3
	4 - Westbury Road (Western Arm)	4	5	10	0

Cyclist %

		To			
		1 - A363	2 - Westbury Road (Eastern Arm)	Ph	
From	1 - A363	0	0		
	2 - Westbury Road (Eastern Arm)	0	0		
	3 - Phillips Way	0	0		
	4 - Westbury Road (Western Arm)	0	0		

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A363	0.60	11.57	2.0	B	669	669
2 - Westbury Road (Eastern Arm)	0.68	17.95	2.4	C	495	495
3 - Phillips Way	0.34	6.98	1.1	A	480	480
4 - Westbury Road (Western Arm)	0.38	8.03	1.0	A	396	396

D5 - 2031 | With Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A363/Westbury Road/Phillips Way	Standard Roundabout		1, 2, 3, 4	21.00	C

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	21.00	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031	With Development	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A363		FLAT	✓	466	100.000
2 - Westbury Road (Eastern Arm)		FLAT	✓	624	100.000
3 - Phillips Way		FLAT	✓	532	100.000
4 - Westbury Road (Western Arm)		FLAT	✓	555	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A363	2 - Westbury Road (Eastern Arm)	3 - Phillips Way	4 - Westbury Road (Western Arm)
From	1 - A363	0	216	240	10
	2 - Westbury Road (Eastern Arm)	296	2	53	273
	3 - Phillips Way	325	51	0	156
	4 - Westbury Road (Western Arm)	104	294	157	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To				
		1 - A363	2 - Westbury Road (Eastern Arm)	3 - Phillips Way	4 - Westbury Road (Western Arm)
From	1 - A363	0	4	2	0
	2 - Westbury Road (Eastern Arm)	3	0	6	11
	3 - Phillips Way	1	24	0	11
	4 - Westbury Road (Western Arm)	3	8	5	0

Cyclist %

	To			
		1 - A363	2 - Westbury Road (Eastern Arm)	Ph
From	1 - A363	0	0	
	2 - Westbury Road (Eastern Arm)	0	0	
	3 - Phillips Way	0	0	
	4 - Westbury Road (Western Arm)	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A363	0.44	9.68	1.3	A	466	466
2 - Westbury Road (Eastern Arm)	0.89	43.95	7.6	E	620	620
3 - Phillips Way	0.50	8.90	1.4	A	528	528
4 - Westbury Road (Western Arm)	0.63	16.37	2.6	C	552	552

D6 - 2031 | With Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A363/Westbury Road/Phillips Way	Standard Roundabout		1, 2, 3, 4	12.25	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.25	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A363		FLAT	✓	695	100.000
2 - Westbury Road (Eastern Arm)		FLAT	✓	492	100.000
3 - Phillips Way		FLAT	✓	490	100.000
4 - Westbury Road (Western Arm)		FLAT	✓	405	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		1 - A363	2 - Westbury Road (Eastern Arm)	3 - Phillips Way	4 - Westbury Road (Western Arm)
	1 - A363	0	332	284	79
	2 - Westbury Road (Eastern Arm)	155	1	57	279
	3 - Phillips Way	200	36	0	254
	4 - Westbury Road (Western Arm)	26	235	144	0

Vehicle Mix

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

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80

Heavy Vehicle %

	To				
		1 - A363	2 - Westbury Road (Eastern Arm)	3 - Phillips Way	4 - Westbury Road (Western Arm)
From	1 - A363	0	2	0.35	0
	2 - Westbury Road (Eastern Arm)	3	0	14	5
	3 - Phillips Way	1	13	0	3
	4 - Westbury Road (Western Arm)	4	5	9	0

Cyclist %

	To			
From		1 - A363	2 - Westbury Road (Eastern Arm)	Ph
	1 - A363	0	0	
	2 - Westbury Road (Eastern Arm)	0	0	
	3 - Phillips Way	0	0	
	4 - Westbury Road (Western Arm)	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A363	0.65	13.54	2.4	B	705	705
2 - Westbury Road (Eastern Arm)	0.70	18.80	3.2	C	496	496
3 - Phillips Way	0.36	7.18	1.0	A	495	495
4 - Westbury Road (Western Arm)	0.39	8.26	1.2	A	411	411

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.1.1.2424

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Filename: J3-Hawk-HBP-Link.j11

Path: C:\Users\b.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2025\P25028 - Storridge Road, Westbury, Wiltshire (2025 Application)\6.Technical\Models

Report generation date: 27/04/2026 13:56:30

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

»D1 - 2025 | Observed | AM
»D2 - 2025 | Observed | PM
»D3 - 2031 | Without Development | AM
»D4 - 2031 | Without Development | PM
»D5 - 2031 | With Development | AM
»D6 - 2031 | With Development | PM

File summary

File Description

Title	Hawkeridge Road/Hawkeridge Business Park Access/Link Road
Location	Westbury
Site number	3
Date	24/04/2026
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P25028
Enumerator	GHC\b.gaze
Description	Checked by D. Stoddart

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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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 period length (min)	Time segment length (min)
D1	2025	Observed	AM	FLAT	07:15	08:15	60	15
D2	2025	Observed	PM	FLAT	16:15	17:15	60	15
D3	2031	Without Development	AM	FLAT	07:15	08:15	60	15
D4	2031	Without Development	PM	FLAT	16:15	17:15	60	15
D5	2031	With Development	AM	FLAT	07:15	08:15	60	15
D6	2031	With Development	PM	FLAT	16:15	17:15	60	15

D1 - 2025 | Observed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	B3097 Hawkeridge Road/Hawkeridge Business Park Access/Link Road	Standard Roundabout	1, 2, 3, 4	5.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.57	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Hawkeridge Business Park Access		
2	B3097 Hawkeridge Road (Southern Arm)		
3	Link Road		
4	B3097 Hawkeridge Road (Northern Arm)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I* - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Hawkeridge Business Park Access	3.50	5.75	6.5	13.0	46.0	30.5		
2 - B3097 Hawkeridge Road (Southern Arm)	3.00	6.50	13.0	12.0	51.0	30.5		
3 - Link Road	2.85	4.50	3.5	14.0	52.0	30.5		
4 - B3097 Hawkeridge Road (Northern Arm)	3.25	6.25	9.5	19.0	43.0	30.5		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Hawkeridge Business Park Access	0.547	1345
2 - B3097 Hawkeridge Road (Southern Arm)	0.543	1428
3 - Link Road	0.470	1039
4 - B3097 Hawkeridge Road (Northern Arm)	0.580	1431

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 period length (min)	Time segment length (min)
D1	2025	Observed	AM	FLAT	07:15	08:15	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hawkeridge Business Park Access		✓	6	100.000
2 - B3097 Hawkeridge Road (Southern Arm)		✓	530	100.000
3 - Link Road		✓	206	100.000
4 - B3097 Hawkeridge Road (Northern Arm)		✓	679	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - Hawkeridge Business Park Access	2 - B3097 Hawkeridge Road (Southern Arm)	3 - Link Road	4 - B3097 Hawkeridge Road (Northern Arm)
From	1 - Hawkeridge Business Park Access	0	2	1	3
	2 - B3097 Hawkeridge Road (Southern Arm)	0	0	39	491
	3 - Link Road	0	21	0	185
	4 - B3097 Hawkeridge Road (Northern Arm)	9	278	392	0

Vehicle Mix

Heavy Vehicle %

	To				
		1 - Hawkeridge Business Park Access	2 - B3097 Hawkeridge Road (Southern Arm)	3 - Link Road	4 - B3097 Hawkeridge Road (Northern Arm)
From	1 - Hawkeridge Business Park Access	0	0	0	0
	2 - B3097 Hawkeridge Road (Southern Arm)	0	0	0	1
	3 - Link Road	0	0	0	31
	4 - B3097 Hawkeridge Road (Northern Arm)	0	0.72	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Hawkeridge Business Park Access	0.01	3.74	0.0	A
2 - B3097 Hawkeridge Road (Southern Arm)	0.44	5.34	0.8	A
3 - Link Road	0.26	7.62	0.4	A
4 - B3097 Hawkeridge Road (Northern Arm)	0.48	5.15	1.0	A

D2 - 2025 | Observed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	B3097 Hawkeridge Road/Hawkeridge Business Park Access/Link Road	Standard Roundabout	1, 2, 3, 4	5.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.51	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025	Observed	PM	FLAT	16:15	17:15	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hawkeridge Business Park Access		✓	14	100.000
2 - B3097 Hawkeridge Road (Southern Arm)		✓	307	100.000
3 - Link Road		✓	447	100.000
4 - B3097 Hawkeridge Road (Northern Arm)		✓	512	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - Hawkeridge Business Park Access	2 - B3097 Hawkeridge Road (Southern Arm)	3 - Link Road	4 - B3097 Hawkeridge Road (Northern Arm)
From	1 - Hawkeridge Business Park Access	0	7	6	1
	2 - B3097 Hawkeridge Road (Southern Arm)	3	0	14	290
	3 - Link Road	1	27	0	419
	4 - B3097 Hawkeridge Road (Northern Arm)	5	359	148	0

Vehicle Mix

Heavy Vehicle %

		To			
		1 - Hawkeridge Business Park Access	2 - B3097 Hawkeridge Road (Southern Arm)	3 - Link Road	4 - B3097 Hawkeridge Road (Northern Arm)
From	1 - Hawkeridge Business Park Access	0	0	0	0
	2 - B3097 Hawkeridge Road (Southern Arm)	0	0	17	2
	3 - Link Road	0	0	0	5
	4 - B3097 Hawkeridge Road (Northern Arm)	0	1	30	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Hawkeridge Business Park Access	0.01	3.46	0.0	A
2 - B3097 Hawkeridge Road (Southern Arm)	0.23	3.55	0.3	A
3 - Link Road	0.50	8.29	1.0	A
4 - B3097 Hawkeridge Road (Northern Arm)	0.36	4.33	0.6	A

D3 - 2031 | Without Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	B3097 Hawkeridge Road/Hawkeridge Business Park Access/Link Road	Standard Roundabout	1, 2, 3, 4	6.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2031	Without Development	AM	FLAT	07:15	08:15	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hawkeridge Business Park Access		✓	6	100.000
2 - B3097 Hawkeridge Road (Southern Arm)		✓	596	100.000
3 - Link Road		✓	211	100.000
4 - B3097 Hawkeridge Road (Northern Arm)		✓	720	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	1 - Hawkeridge Business Park Access	2 - B3097 Hawkeridge Road (Southern Arm)	3 - Link Road	4 - B3097 Hawkeridge Road (Northern Arm)
1 - Hawkeridge Business Park Access	0	2	1	3
2 - B3097 Hawkeridge Road (Southern Arm)	0	0	42	554
3 - Link Road	0	22	0	189
4 - B3097 Hawkeridge Road (Northern Arm)	9	305	406	0

Vehicle Mix

Heavy Vehicle %

From	To			
	1 - Hawkeridge Business Park Access	2 - B3097 Hawkeridge Road (Southern Arm)	3 - Link Road	4 - B3097 Hawkeridge Road (Northern Arm)
1 - Hawkeridge Business Park Access	0	0	0	0
2 - B3097 Hawkeridge Road (Southern Arm)	0	0	0	1
3 - Link Road	0	0	0	30
4 - B3097 Hawkeridge Road (Northern Arm)	0	0.66	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Hawkeridge Business Park Access	0.01	3.84	0.0	A
2 - B3097 Hawkeridge Road (Southern Arm)	0.49	5.98	1.0	A
3 - Link Road	0.27	8.03	0.5	A
4 - B3097 Hawkeridge Road (Northern Arm)	0.51	5.44	1.1	A

D4 - 2031 | Without Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	B3097 Hawkeridge Road/Hawkeridge Business Park Access/Link Road	Standard Roundabout	1, 2, 3, 4	5.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.78	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2031	Without Development	PM	FLAT	16:15	17:15	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hawkeridge Business Park Access		✓	14	100.000
2 - B3097 Hawkeridge Road (Southern Arm)		✓	337	100.000
3 - Link Road		✓	464	100.000
4 - B3097 Hawkeridge Road (Northern Arm)		✓	563	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	1 - Hawkeridge Business Park Access	2 - B3097 Hawkeridge Road (Southern Arm)	3 - Link Road	4 - B3097 Hawkeridge Road (Northern Arm)
1 - Hawkeridge Business Park Access	0	7	6	1
2 - B3097 Hawkeridge Road (Southern Arm)	3	0	14	320
3 - Link Road	1	29	0	434
4 - B3097 Hawkeridge Road (Northern Arm)	5	407	151	0

Vehicle Mix

Heavy Vehicle %

From	To			
	1 - Hawkeridge Business Park Access	2 - B3097 Hawkeridge Road (Southern Arm)	3 - Link Road	4 - B3097 Hawkeridge Road (Northern Arm)
1 - Hawkeridge Business Park Access	0	0	0	0
2 - B3097 Hawkeridge Road (Southern Arm)	0	0	17	2
3 - Link Road	0	0	0	5
4 - B3097 Hawkeridge Road (Northern Arm)	0	1	29	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Hawkeridge Business Park Access	0.01	3.56	0.0	A
2 - B3097 Hawkeridge Road (Southern Arm)	0.25	3.66	0.3	A
3 - Link Road	0.52	8.88	1.1	A
4 - B3097 Hawkeridge Road (Northern Arm)	0.40	4.56	0.7	A

D5 - 2031 | With Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	B3097 Hawkeridge Road/Hawkeridge Business Park Access/Link Road	Standard Roundabout	1, 2, 3, 4	6.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2031	With Development	AM	FLAT	07:15	08:15	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hawkeridge Business Park Access		✓	6	100.000
2 - B3097 Hawkeridge Road (Southern Arm)		✓	642	100.000
3 - Link Road		✓	211	100.000
4 - B3097 Hawkeridge Road (Northern Arm)		✓	731	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	1 - Hawkeridge Business Park Access	2 - B3097 Hawkeridge Road (Southern Arm)	3 - Link Road	4 - B3097 Hawkeridge Road (Northern Arm)
1 - Hawkeridge Business Park Access	0	2	1	3
2 - B3097 Hawkeridge Road (Southern Arm)	0	0	42	600
3 - Link Road	0	22	0	189
4 - B3097 Hawkeridge Road (Northern Arm)	9	316	406	0

Vehicle Mix

Heavy Vehicle %

From	To			
	1 - Hawkeridge Business Park Access	2 - B3097 Hawkeridge Road (Southern Arm)	3 - Link Road	4 - B3097 Hawkeridge Road (Northern Arm)
1 - Hawkeridge Business Park Access	0	0	0	0
2 - B3097 Hawkeridge Road (Southern Arm)	0	0	0	1
3 - Link Road	0	0	0	30
4 - B3097 Hawkeridge Road (Northern Arm)	0	0.64	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Hawkeridge Business Park Access	0.01	3.86	0.0	A
2 - B3097 Hawkeridge Road (Southern Arm)	0.53	6.46	1.1	A
3 - Link Road	0.28	8.35	0.5	A
4 - B3097 Hawkeridge Road (Northern Arm)	0.52	5.52	1.1	A

D6 - 2031 | With Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	B3097 Hawkeridge Road/Hawkeridge Business Park Access/Link Road	Standard Roundabout	1, 2, 3, 4	5.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2031	With Development	PM	FLAT	16:15	17:15	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Hawkeridge Business Park Access		✓	14	100.000
2 - B3097 Hawkeridge Road (Southern Arm)		✓	347	100.000
3 - Link Road		✓	464	100.000
4 - B3097 Hawkeridge Road (Northern Arm)		✓	611	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	1 - Hawkeridge Business Park Access	2 - B3097 Hawkeridge Road (Southern Arm)	3 - Link Road	4 - B3097 Hawkeridge Road (Northern Arm)
1 - Hawkeridge Business Park Access	0	7	6	1
2 - B3097 Hawkeridge Road (Southern Arm)	3	0	14	330
3 - Link Road	1	29	0	434
4 - B3097 Hawkeridge Road (Northern Arm)	5	455	151	0

Vehicle Mix

Heavy Vehicle %

From	To			
	1 - Hawkeridge Business Park Access	2 - B3097 Hawkeridge Road (Southern Arm)	3 - Link Road	4 - B3097 Hawkeridge Road (Northern Arm)
1 - Hawkeridge Business Park Access	0	0	0	0
2 - B3097 Hawkeridge Road (Southern Arm)	0	0	17	2
3 - Link Road	0	0	0	5
4 - B3097 Hawkeridge Road (Northern Arm)	0	1	29	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Hawkeridge Business Park Access	0.01	3.66	0.0	A
2 - B3097 Hawkeridge Road (Southern Arm)	0.26	3.69	0.4	A
3 - Link Road	0.53	8.98	1.2	A
4 - B3097 Hawkeridge Road (Northern Arm)	0.43	4.80	0.8	A

Junctions 11
ARCADY 11 - Roundabout Module
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Filename: J4-The Ham-Station-Brook-Storridge.j11

Path: C:\Users\lb.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2025\P25028 - Storridge Road, Westbury, Wiltshire (2025 Application)\6.Technical\Models

Report generation date: 27/04/2026 13:57:19

»D1 - 2025 | Observed | AM
»D2 - 2025 | Observed | PM
»D3 - 2031 | Without Development | AM
»D4 - 2031 | Without Development | PM
»D5 - 2031 | With Development | AM
»D6 - 2031 | With Development | PM

File summary

File Description

Title	The Ham/Station Road/Brook Lane/Storridge Road
Location	Westbury
Site number	4
Date	24/04/2026
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P25028
Enumerator	GHClb.gaze
Description	Checked by D. Stoddart

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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	Observed	AM	FLAT	07:30	08:30	60	15	✓
D2	2025	Observed	PM	FLAT	16:30	17:30	60	15	✓
D3	2031	Without Development	AM	FLAT	07:30	08:30	60	15	✓
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓
D5	2031	With Development	AM	FLAT	07:30	08:30	60	15	✓
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

Analysis Set Details

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

D1 - 2025 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - The Ham/Station Road/Brook Lane/Storrige Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 92% of the total flow for the roundabout for one or more time segments][Arms 2 and 4 have 72% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	The Ham/Station Road/Brook Lane/Storrige Road	Mini-roundabout	1, 2, 3, 4	15.41	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		15.41	C

Arms

Arms

Arm	Name	Description
1	The Ham	
2	Station Road	
3	Brook Lane	
4	Storrige Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - The Ham	3.30	3.30	4.20	0.8	9.50	6.60	0.0	
2 - Station Road	3.20	3.20	4.80	4.9	13.10	11.00	0.0	
3 - Brook Lane	3.40	3.40	3.80	0.2	9.90	6.30	0.0	
4 - Storrige Road	3.30	3.30	3.60	20.0	10.90	7.60	0.0	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
1 - The Ham	2.70	3.50		Distance	6.40	4.57
2 - Station Road	2.50	2.80		Distance	6.10	4.36

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final Intercept (PCU/hr)
1 - The Ham	0.609	878
2 - Station Road	0.631	1056
3 - Brook Lane	0.608	914
4 - Storrige Road	0.613	978

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 period length (min)	Time segment length (min)	Run automatically
D1	2025	Observed	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - The Ham		FLAT	✓	333	100.000
2 - Station Road		FLAT	✓	844	100.000
3 - Brook Lane		FLAT	✓	20	100.000
4 - Storrige Road		FLAT	✓	75	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - The Ham	[FLAT]	16.00
2 - Station Road	[FLAT]	27.00
3 - Brook Lane		
4 - Storrige Road		

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - The Ham	2 - Station Road	3 - Brook Lane	4 - Storrige Road
From	1 - The Ham	0	293	25	15
	2 - Station Road	497	5	54	288
	3 - Brook Lane	6	14	0	0
	4 - Storrige Road	9	62	4	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - The Ham	2 - Station Road	3 - Brook Lane	4 - Storrige Road
From	1 - The Ham	0	0.34	0	15
	2 - Station Road	0.20	0	0	0
	3 - Brook Lane	50	8	0	0
	4 - Storrige Road	13	11	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - The Ham	0.40	7.36	0.7	A	333	333
2 - Station Road	0.82	19.46	4.5	C	844	844
3 - Brook Lane	0.05	10.45	0.1	B	20	20
4 - Storrige Road	0.11	6.81	0.1	A	75	75

D2 - 2025 | Observed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	The Ham/Station Road/Brook Lane/Storrige Road	Mini-roundabout	1, 2, 3, 4	9.81	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025	Observed	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - The Ham		FLAT	✓	389	100.000
2 - Station Road		FLAT	✓	413	100.000
3 - Brook Lane		FLAT	✓	104	100.000
4 - Storrige Road		FLAT	✓	339	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - The Ham	[FLAT]	5.00
2 - Station Road	[FLAT]	5.00
3 - Brook Lane		
4 - Storrige Road		

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - The Ham	2 - Station Road	3 - Brook Lane	4 - Storrige Road
From	1 - The Ham	0	375	9	5
	2 - Station Road	304	1	20	88
	3 - Brook Lane	21	82	0	1
	4 - Storrige Road	19	317	3	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - The Ham	2 - Station Road	3 - Brook Lane	4 - Storridge Road
From	1 - The Ham	0	0.27	13	67
	2 - Station Road	1	0	0	4
	3 - Brook Lane	0	0	0	0
	4 - Storridge Road	19	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - The Ham	0.62	15.43	1.6	C	389	389
2 - Station Road	0.40	5.78	0.7	A	413	413
3 - Brook Lane	0.15	6.33	0.2	A	104	104
4 - Storridge Road	0.47	9.34	0.9	A	339	339

D3 - 2031 | Without Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - The Ham/Station Road/Brook Lane/Storridge Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 92% of the total flow for the roundabout for one or more time segments][Arms 2 and 4 have 71% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	The Ham/Station Road/Brook Lane/Storridge Road	Mini-roundabout	1, 2, 3, 4	22.63	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		22.63	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031	Without Development	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - The Ham		FLAT	✓	374	100.000
2 - Station Road		FLAT	✓	909	100.000
3 - Brook Lane		FLAT	✓	21	100.000
4 - Storridge Road		FLAT	✓	79	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - The Ham	[FLAT]	16.00
2 - Station Road	[FLAT]	27.00
3 - Brook Lane		
4 - Storridge Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - The Ham	2 - Station Road	3 - Brook Lane	4 - Storridge Road
From	1 - The Ham	0	329	26	19
	2 - Station Road	539	5	57	308
	3 - Brook Lane	6	15	0	0
	4 - Storridge Road	10	65	4	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - The Ham	2 - Station Road	3 - Brook Lane	4 - Storridge Road
From	1 - The Ham	0	0.30	0	12
	2 - Station Road	0.19	0	0	0
	3 - Brook Lane	50	7	0	0
	4 - Storridge Road	11	10	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - The Ham	0.45	8.07	0.8	A	374	374
2 - Station Road	0.89	30.21	7.3	D	909	909
3 - Brook Lane	0.05	11.53	0.1	B	21	21
4 - Storridge Road	0.13	7.15	0.2	A	79	79

D4 - 2031 | Without Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	The Ham/Station Road/Brook Lane/Storridge Road	Mini-roundabout	1, 2, 3, 4	11.77	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.77	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - The Ham		FLAT	✓	425	100.000
2 - Station Road		FLAT	✓	451	100.000
3 - Brook Lane		FLAT	✓	110	100.000
4 - Storridge Road		FLAT	✓	363	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - The Ham	[FLAT]	27.00
2 - Station Road	[FLAT]	5.00
3 - Brook Lane		
4 - Storridge Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - The Ham	2 - Station Road	3 - Brook Lane	4 - Storridge Road
From	1 - The Ham	0	409	9	7
	2 - Station Road	337	1	21	92
	3 - Brook Lane	22	87	0	1
	4 - Storridge Road	23	337	3	0

Vehicle Mix

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

Heavy Vehicle %

	To				
		1 - The Ham	2 - Station Road	3 - Brook Lane	4 - Storridge Road
From	1 - The Ham	0	0.25	13	40
	2 - Station Road	0.90	0	0	3
	3 - Brook Lane	0	0	0	0
	4 - Storridge Road	15	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - The Ham	0.70	20.02	2.3	C	425	425
2 - Station Road	0.43	6.15	0.8	A	451	451
3 - Brook Lane	0.17	6.68	0.2	A	110	110
4 - Storridge Road	0.52	10.64	1.1	B	363	363

D5 - 2031 | With Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - The Ham/Station Road/Brook Lane/Storridge Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 88% of the total flow for the roundabout for one or more time segments][Arms 2 and 4 have 72% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	The Ham/Station Road/Brook Lane/Storridge Road	Mini-roundabout	1, 2, 3, 4	24.27	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		24.27	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031	With Development	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - The Ham		FLAT	✓	385	100.000
2 - Station Road		FLAT	✓	916	100.000
3 - Brook Lane		FLAT	✓	21	100.000
4 - Storridge Road		FLAT	✓	156	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - The Ham	[FLAT]	16.00
2 - Station Road	[FLAT]	27.00
3 - Brook Lane		
4 - Storridge Road		

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - The Ham	2 - Station Road	3 - Brook Lane	4 - Storridge Road
From	1 - The Ham	0	329	26	30
	2 - Station Road	539	5	57	315
	3 - Brook Lane	6	15	0	0
	4 - Storridge Road	56	96	4	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - The Ham	2 - Station Road	3 - Brook Lane	4 - Storridge Road
From	1 - The Ham	0	0.30	0	7
	2 - Station Road	0.19	0	0	0
	3 - Brook Lane	50	7	0	0
	4 - Storridge Road	2	7	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - The Ham	0.48	8.65	0.9	A	385	385
2 - Station Road	0.90	33.90	8.2	D	916	916
3 - Brook Lane	0.06	11.88	0.1	B	21	21
4 - Storridge Road	0.25	7.93	0.3	A	156	156

D6 - 2031 | With Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	The Ham/Station Road/Brook Lane/Storridge Road	Mini-roundabout	1, 2, 3, 4	15.02	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		15.02	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - The Ham		FLAT	✓	473	100.000
2 - Station Road		FLAT	✓	480	100.000
3 - Brook Lane		FLAT	✓	110	100.000
4 - Storridge Road		FLAT	✓	380	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - The Ham	[FLAT]	30.00
2 - Station Road	[FLAT]	30.00
3 - Brook Lane		
4 - Storridge Road		

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - The Ham	2 - Station Road	3 - Brook Lane	4 - Storridge Road
From	1 - The Ham	0	409	9	55
	2 - Station Road	337	1	21	121
	3 - Brook Lane	22	87	0	1
	4 - Storridge Road	33	344	3	0

Vehicle Mix

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

Heavy Vehicle %

		To			
		1 - The Ham	2 - Station Road	3 - Brook Lane	4 - Storridge Road
From	1 - The Ham	0	0.25	13	4
	2 - Station Road	0.90	0	0	3
	3 - Brook Lane	0	0	0	0
	4 - Storridge Road	10	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - The Ham	0.79	28.20	3.6	D	473	473
2 - Station Road	0.47	6.83	0.9	A	480	480
3 - Brook Lane	0.18	7.32	0.2	A	110	110
4 - Storridge Road	0.54	11.20	1.2	B	380	380

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.1.1.2424 © Copyright TRL Software Limited, 2026
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Filename: J5-W End-Haynes-Station.j11

Path: C:\Users\lb.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2025\P25028 - Storridge Road, Westbury, Wiltshire (2025 Application)\6.Technical\Models

Report generation date: 27/04/2026 13:59:07

»D1 - 2025 | Observed | AM
»D2 - 2025 | Observed | PM
»D3 - 2031 | Without Development | AM
»D4 - 2031 | Without Development | PM
»D5 - 2031 | With Development | AM
»D6 - 2031 | With Development | PM

File summary

File Description

Title	West End/Haynes Road/Station Road
Location	Westbury
Site number	5
Date	24/04/2026
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P25028
Enumerator	GHClb.gaze
Description	Checked by D. Stoddart

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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	Observed	AM	FLAT	07:30	08:30	60	15	✓
D2	2025	Observed	PM	FLAT	16:30	17:30	60	15	✓
D3	2031	Without Development	AM	FLAT	07:30	08:30	60	15	✓
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓
D5	2031	With Development	AM	FLAT	07:30	08:30	60	15	✓
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

Analysis Set Details

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

D1 - 2025 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - West End/Haynes Road/Station Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	West End/Haynes Road/Station Road	Mini-roundabout	1, 2, 3	9.88	A

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		9.88	A

Arms

Arms

Arm	Name	Description
1	West End	
2	Haynes Road	
3	Station Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - West End	3.20	3.20	5.00	4.0	9.80	7.50	0.0	✓
2 - Haynes Road	2.90	2.90	5.10	5.0	12.00	9.00	0.0	✓
3 - Station Road	2.75	2.75	7.50	18.0	11.80	8.50	0.0	✓

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
3 - Station Road	4.00	6.00	✓	Distance	3.50	2.50	3.50	2.50

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - West End	0.515	995
2 - Haynes Road	0.511	995
3 - Station Road	0.568	1339

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 period length (min)	Time segment length (min)	Run automatically
D1	2025	Observed	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - West End		FLAT	✓	498	100.000
2 - Haynes Road		FLAT	✓	632	100.000
3 - Station Road		FLAT	✓	221	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - West End		
2 - Haynes Road		
3 - Station Road	[FLAT]	25.00

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	423	75
	2 - Haynes Road	397	0	235
	3 - Station Road	40	181	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	11	3
	2 - Haynes Road	10	0	4
	3 - Station Road	3	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - West End	0.55	9.81	1.3	A	498	498
2 - Haynes Road	0.66	11.91	2.1	B	632	632
3 - Station Road	0.20	4.22	0.3	A	221	221

D2 - 2025 | Observed | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	West End/Haynes Road/Station Road	Mini-roundabout	1, 2, 3	11.15	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.15	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025	Observed	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - West End		FLAT	✓	512	100.000
2 - Haynes Road		FLAT	✓	696	100.000
3 - Station Road		FLAT	✓	335	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - West End		
2 - Haynes Road		
3 - Station Road	[FLAT]	11.00

Origin-Destination Data

Demand (PCU/hr)

	To		
	1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	441
	2 - Haynes Road	487	0
	3 - Station Road	68	267

Vehicle Mix

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

Heavy Vehicle %

	To		
	1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	6
	2 - Haynes Road	5	0
	3 - Station Road	1	1

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - West End	0.60	10.92	1.5	B	512	512
2 - Haynes Road	0.73	14.29	2.7	B	696	696
3 - Station Road	0.32	5.01	0.5	A	335	335

D3 - 2031 | Without Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - West End/Haynes Road/Station Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	West End/Haynes Road/Station Road	Mini-roundabout	1, 2, 3	10.70	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10.70	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031	Without Development	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - West End		FLAT	✓	515	100.000
2 - Haynes Road		FLAT	✓	663	100.000
3 - Station Road		FLAT	✓	252	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - West End		
2 - Haynes Road		
3 - Station Road	[FLAT]	25.00

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	437	78
	2 - Haynes Road	411	0	252
	3 - Station Road	44	208	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	11	3
	2 - Haynes Road	9	0	4
	3 - Station Road	2	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - West End	0.58	10.58	1.5	B	515	515
2 - Haynes Road	0.69	13.19	2.4	B	663	663
3 - Station Road	0.23	4.39	0.3	A	252	252

D4 - 2031 | Without Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	West End/Haynes Road/Station Road	Mini-roundabout	1, 2, 3	13.10	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		13.10	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - West End		FLAT	✓	534	100.000
2 - Haynes Road		FLAT	✓	744	100.000
3 - Station Road		FLAT	✓	360	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - West End		
2 - Haynes Road		
3 - Station Road	[FLAT]	11.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	457	77
	2 - Haynes Road	504	0	240
	3 - Station Road	72	288	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	5	0
	2 - Haynes Road	5	0	2
	3 - Station Road	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - West End	0.63	12.04	1.8	B	534	534
2 - Haynes Road	0.78	17.65	3.6	C	744	744
3 - Station Road	0.34	5.25	0.5	A	360	360

D5 - 2031 | With Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	West End/Haynes Road/Station Road	Mini-roundabout	1, 2, 3	10.87	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		10.87	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031	With Development	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - West End		FLAT	✓	515	100.000
2 - Haynes Road		FLAT	✓	669	100.000
3 - Station Road		FLAT	✓	273	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - West End		
2 - Haynes Road		
3 - Station Road	[FLAT]	25.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	437	78
	2 - Haynes Road	411	0	258
	3 - Station Road	44	229	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	11	3
	2 - Haynes Road	9	0	4
	3 - Station Road	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - West End	0.59	10.90	1.5	B	515	515
2 - Haynes Road	0.70	13.46	2.5	B	669	669
3 - Station Road	0.25	4.49	0.3	A	273	273

D6 - 2031 | With Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	West End/Haynes Road/Station Road	Mini-roundabout	1, 2, 3	14.19	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		14.19	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - West End		FLAT	✓	534	100.000
2 - Haynes Road		FLAT	✓	768	100.000
3 - Station Road		FLAT	✓	365	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - West End		
2 - Haynes Road		
3 - Station Road	[FLAT]	30.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	457	77
	2 - Haynes Road	504	0	264
	3 - Station Road	72	293	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	5	0
	2 - Haynes Road	5	0	2
	3 - Station Road	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - West End	0.63	12.14	1.8	B	534	534
2 - Haynes Road	0.80	19.85	4.1	C	768	768
3 - Station Road	0.35	5.29	0.5	A	365	365

Junctions 11
ARCADY 11 - Roundabout Module
Version: 11.1.1.2424 © Copyright TRL Software Limited, 2026
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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Filename: J5-W End-Haynes-Station_cali.j11

Path: C:\Users\lb.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2025\P25028 - Storridge Road, Westbury, Wiltshire (2025 Application)\6.Technical\Models

Report generation date: 27/04/2026 13:59:53

»AM - D1 - 2025 | Observed | AM
»AM - D3 - 2031 | Without Development | AM
»AM - D5 - 2031 | With Development | AM
»PM - D2 - 2025 | Observed | PM
»PM - D4 - 2031 | Without Development | PM
»PM - D6 - 2031 | With Development | PM

File summary

File Description

Title	West End/Haynes Road/Station Road
Location	Westbury
Site number	5
Date	24/04/2026
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P25028
Enumerator	GHClb.gaze
Description	Checked by D. Stoddart

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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	Observed	AM	FLAT	07:30	08:30	60	15	✓
D2	2025	Observed	PM	FLAT	16:30	17:30	60	15	✓
D3	2031	Without Development	AM	FLAT	07:30	08:30	60	15	✓
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓
D5	2031	With Development	AM	FLAT	07:30	08:30	60	15	✓
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

AM - D1 - 2025 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - West End/Haynes Road/Station Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 83% of the total flow for the roundabout for one or more time segments]

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM	✓	✓	D1,D3,D5	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	West End/Haynes Road/Station Road	Mini-roundabout	1, 2, 3	22.33	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		22.33	C

Arms

Arms

Arm	Name	Description
1	West End	
2	Haynes Road	
3	Station Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - West End	3.20	3.20	5.00	4.0	9.80	7.50	0.0	✓
2 - Haynes Road	2.90	2.90	5.10	5.0	12.00	9.00	0.0	✓
3 - Station Road	2.75	2.75	7.50	18.0	11.80	8.50	0.0	✓

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
3 - Station Road	4.00	6.00	✓	Distance	3.50	2.50	3.50	2.50

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - West End	0.515	995
2 - Haynes Road	0.511	995
3 - Station Road	0.568	1339

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - West End	Percentage		65.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	Observed	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - West End		FLAT	✓	498	100.000
2 - Haynes Road		FLAT	✓	632	100.000
3 - Station Road		FLAT	✓	221	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - West End		
2 - Haynes Road		
3 - Station Road	[FLAT]	25.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	423	75
	2 - Haynes Road	397	0	235
	3 - Station Road	40	181	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	11	3
	2 - Haynes Road	10	0	4
	3 - Station Road	3	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - West End	0.85	43.59	5.8	E	498	498
2 - Haynes Road	0.66	11.91	2.1	B	632	632
3 - Station Road	0.20	4.22	0.3	A	221	221

AM - D3 - 2031 | Without Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - West End/Haynes Road/Station Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 82% of the total flow for the roundabout for one or more time segments]

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM	✓	✓	D1,D3,D5	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	West End/Haynes Road/Station Road	Mini-roundabout	1, 2, 3	28.04	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		28.04	D

Arms

Arms

Arm	Name	Description
1	West End	
2	Haynes Road	
3	Station Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - West End	3.20	3.20	5.00	4.0	9.80	7.50	0.0	✓
2 - Haynes Road	2.90	2.90	5.10	5.0	12.00	9.00	0.0	✓
3 - Station Road	2.75	2.75	7.50	18.0	11.80	8.50	0.0	✓

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
3 - Station Road	4.00	6.00	✓	Distance	3.50	2.50	3.50	2.50

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - West End	0.515	995
2 - Haynes Road	0.511	995
3 - Station Road	0.568	1339

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - West End	Percentage		65.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031	Without Development	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - West End		FLAT	✓	515	100.000
2 - Haynes Road		FLAT	✓	663	100.000
3 - Station Road		FLAT	✓	252	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - West End		
2 - Haynes Road		
3 - Station Road	[FLAT]	25.00

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	437	78
	2 - Haynes Road	411	0	252
	3 - Station Road	44	208	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	11	3
	2 - Haynes Road	9	0	4
	3 - Station Road	2	5	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - West End	0.89	58.72	7.9	F	515	515
2 - Haynes Road	0.69	13.19	2.4	B	663	663
3 - Station Road	0.23	4.39	0.3	A	252	252

AM - D5 - 2031 | With Development | AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM	✓	✓	D1,D3,D5	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	West End/Haynes Road/Station Road	Mini-roundabout	1, 2, 3	29.84	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		29.84	D

Arms

Arms

Arm	Name	Description
1	West End	
2	Haynes Road	
3	Station Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - West End	3.20	3.20	5.00	4.0	9.80	7.50	0.0	✓
2 - Haynes Road	2.90	2.90	5.10	5.0	12.00	9.00	0.0	✓
3 - Station Road	2.75	2.75	7.50	18.0	11.80	8.50	0.0	✓

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
3 - Station Road	4.00	6.00	✓	Distance	3.50	2.50	3.50	2.50

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final Intercept (PCU/hr)
1 - West End	0.515	995
2 - Haynes Road	0.511	995
3 - Station Road	0.568	1339

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - West End	Percentage		65.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031	With Development	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - West End		FLAT	✓	515	100.000
2 - Haynes Road		FLAT	✓	669	100.000
3 - Station Road		FLAT	✓	273	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - West End		
2 - Haynes Road		
3 - Station Road	[FLAT]	25.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	437	78
	2 - Haynes Road	411	0	258
	3 - Station Road	44	229	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	11	3
	2 - Haynes Road	9	0	4
	3 - Station Road	2	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - West End	0.90	64.57	8.7	F	515	515
2 - Haynes Road	0.70	13.45	2.5	B	669	669
3 - Station Road	0.25	4.49	0.3	A	273	273

PM - D2 - 2025 | Observed | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	PM	✓	✓	D2,D4,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	West End/Haynes Road/Station Road	Mini-roundabout	1, 2, 3	11.15	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		11.15	B

Arms

Arms

Arm	Name	Description
1	West End	
2	Haynes Road	
3	Station Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - West End	3.20	3.20	5.00	4.0	9.80	7.50	0.0	✓
2 - Haynes Road	2.90	2.90	5.10	5.0	12.00	9.00	0.0	✓
3 - Station Road	2.75	2.75	7.50	18.0	11.80	8.50	0.0	✓

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
3 - Station Road	4.00	6.00	✓	Distance	3.50	2.50	3.50	2.50

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final Intercept (PCU/hr)
1 - West End	0.515	995
2 - Haynes Road	0.511	995
3 - Station Road	0.568	1339

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 period length (min)	Time segment length (min)	Run automatically
D2	2025	Observed	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - West End		FLAT	✓	512	100.000
2 - Haynes Road		FLAT	✓	696	100.000
3 - Station Road		FLAT	✓	335	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - West End		
2 - Haynes Road		
3 - Station Road	[FLAT]	11.00

Origin-Destination Data

Demand (PCU/hr)

From	To			
	1 - West End	2 - Haynes Road	3 - Station Road	
1 - West End	0	441	71	
2 - Haynes Road	487	0	209	
3 - Station Road	68	267	0	

Vehicle Mix

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

Heavy Vehicle %

From	To			
	1 - West End	2 - Haynes Road	3 - Station Road	
1 - West End	0	6	0	
2 - Haynes Road	5	0	2	
3 - Station Road	1	1	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - West End	0.60	10.92	1.5	B	512	512
2 - Haynes Road	0.73	14.29	2.7	B	696	696
3 - Station Road	0.32	5.01	0.5	A	335	335

PM - D4 - 2031 | Without Development | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	PM	✓	✓	D2,D4,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	West End/Haynes Road/Station Road	Mini-roundabout	1, 2, 3	13.10	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		13.10	B

Arms

Arms

Arm	Name	Description
1	West End	
2	Haynes Road	
3	Station Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - West End	3.20	3.20	5.00	4.0	9.80	7.50	0.0	✓
2 - Haynes Road	2.90	2.90	5.10	5.0	12.00	9.00	0.0	✓
3 - Station Road	2.75	2.75	7.50	18.0	11.80	8.50	0.0	✓

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
3 - Station Road	4.00	6.00	✓	Distance	3.50	2.50	3.50	2.50

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final Intercept (PCU/hr)
1 - West End	0.515	995
2 - Haynes Road	0.511	995
3 - Station Road	0.568	1339

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 period length (min)	Time segment length (min)	Run automatically
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - West End		FLAT	✓	534	100.000
2 - Haynes Road		FLAT	✓	744	100.000
3 - Station Road		FLAT	✓	360	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - West End		
2 - Haynes Road		
3 - Station Road	[FLAT]	11.00

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - West End	2 - Haynes Road	3 - Station Road
	1 - West End	0	457	77
	2 - Haynes Road	504	0	240
	3 - Station Road	72	288	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - West End	2 - Haynes Road	3 - Station Road
	1 - West End	0	5	0
	2 - Haynes Road	5	0	2
	3 - Station Road	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - West End	0.63	12.04	1.8	B	534	534
2 - Haynes Road	0.78	17.65	3.6	C	744	744
3 - Station Road	0.34	5.25	0.5	A	360	360

PM - D6 - 2031 | With Development | PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	PM	✓	✓	D2,D4,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	West End/Haynes Road/Station Road	Mini-roundabout	1, 2, 3	14.19	B

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		14.19	B

Arms

Arms

Arm	Name	Description
1	West End	
2	Haynes Road	
3	Station Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - West End	3.20	3.20	5.00	4.0	9.80	7.50	0.0	✓
2 - Haynes Road	2.90	2.90	5.10	5.0	12.00	9.00	0.0	✓
3 - Station Road	2.75	2.75	7.50	18.0	11.80	8.50	0.0	✓

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (entry side) (m)	Crossing time (entry side) (s)	Crossing length (exit side) (m)	Crossing time (exit side) (s)
3 - Station Road	4.00	6.00	✓	Distance	3.50	2.50	3.50	2.50

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final Intercept (PCU/hr)
1 - West End	0.515	995
2 - Haynes Road	0.511	995
3 - Station Road	0.568	1339

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 period length (min)	Time segment length (min)	Run automatically
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - West End		FLAT	✓	534	100.000
2 - Haynes Road		FLAT	✓	768	100.000
3 - Station Road		FLAT	✓	365	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - West End		
2 - Haynes Road		
3 - Station Road	[FLAT]	30.00

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	457	77
	2 - Haynes Road	504	0	264
	3 - Station Road	72	293	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - West End	2 - Haynes Road	3 - Station Road
From	1 - West End	0	5	0
	2 - Haynes Road	5	0	2
	3 - Station Road	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - West End	0.63	12.14	1.8	B	534	534
2 - Haynes Road	0.80	19.85	4.1	C	768	768
3 - Station Road	0.35	5.29	0.5	A	365	365

Junctions 11
ARCADY 11 - Roundabout Module
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Filename: J6-War-Haynes.j11

Path: C:\Users\b.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2025\P25028 - Storridge Road, Westbury, Wiltshire (2025 Application)\6.Technical\Models

Report generation date: 27/04/2026 14:00:43

»D1 - 2025 | Observed | AM
»D2 - 2025 | Observed | PM
»D3 - 2031 | Without Development | AM
»D4 - 2031 | Without Development | PM
»D5 - 2031 | With Development | AM
»D6 - 2031 | With Development | PM

File summary

File Description

Title	Haynes Road/Warminster Road
Location	Westbury
Site number	6
Date	24/04/2026
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P25028
Enumerator	GHC\b.gaze
Description	Checked by D. Stoddart

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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			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 period length (min)	Time segment length (min)
D1	2025	Observed	AM	FLAT	07:30	08:30	60	15
D2	2025	Observed	PM	FLAT	16:30	17:30	60	15
D3	2031	Without Development	AM	FLAT	07:30	08:30	60	15
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15
D5	2031	With Development	AM	FLAT	07:30	08:30	60	15
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15

D1 - 2025 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Haynes Road/Warminster Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Haynes Road/Warminster Road	Mini-roundabout	1, 2, 3	33.59	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		33.59	D

Arms

Arms

Arm	Name	Description
1	B3098 Warminster Road	
2	A350 Warminster Road	
3	Haynes Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - B3098 Warminster Road	2.80	2.80	3.00	1.0	14.60	16.00	0.0	
2 - A350 Warminster Road	3.25	3.25	3.25	0.0	10.50	8.00	0.0	
3 - Haynes Road	3.20	3.20	5.00	2.0	9.00	7.00	0.0	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
2 - A350 Warminster Road	2.60	4.90		Distance	7.40	5.29

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B3098 Warminster Road	0.628	928
2 - A350 Warminster Road	0.600	928
3 - Haynes Road	0.616	883

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 period length (min)	Time segment length (min)
D1	2025	Observed	AM	FLAT	07:30	08:30	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B3098 Warminster Road		✓	275	100.000
2 - A350 Warminster Road		✓	839	100.000
3 - Haynes Road		✓	571	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - B3098 Warminster Road	
2 - A350 Warminster Road	10.00
3 - Haynes Road	

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
	1 - B3098 Warminster Road	0	252	23
	2 - A350 Warminster Road	253	0	586
	3 - Haynes Road	11	560	0

Vehicle Mix

Heavy Vehicle %

From	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
	1 - B3098 Warminster Road	0	2	5
	2 - A350 Warminster Road	2	0	7
	3 - Haynes Road	22	10	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - B3098 Warminster Road	0.48	12.33	0.9	B
2 - A350 Warminster Road	0.92	46.36	10.2	E
3 - Haynes Road	0.78	25.08	3.9	D

D2 - 2025 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Haynes Road/Warminster Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Haynes Road/Warminster Road	Mini-roundabout	1, 2, 3	140.79	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		140.79	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D2	2025	Observed	PM	FLAT	16:30	17:30	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B3098 Warminster Road		✓	297	100.000
2 - A350 Warminster Road		✓	949	100.000
3 - Haynes Road		✓	616	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - B3098 Warminster Road	
2 - A350 Warminster Road	10.00
3 - Haynes Road	

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
	1 - B3098 Warminster Road	0	244	53
	2 - A350 Warminster Road	282	0	667
	3 - Haynes Road	22	594	0

Vehicle Mix

Heavy Vehicle %

From	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
	1 - B3098 Warminster Road	0	1	0
	2 - A350 Warminster Road	0.71	0	5
	3 - Haynes Road	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - B3098 Warminster Road	0.54	14.18	1.2	B
2 - A350 Warminster Road	1.06	248.92	66.4	F
3 - Haynes Road	0.86	35.27	5.8	E

D3 - 2031 | Without Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Haynes Road/Warminster Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Haynes Road/Warminster Road	Mini-roundabout	1, 2, 3	50.91	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		50.91	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D3	2031	Without Development	AM	FLAT	07:30	08:30	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B3098 Warminster Road		✓	286	100.000
2 - A350 Warminster Road		✓	878	100.000
3 - Haynes Road		✓	611	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - B3098 Warminster Road	
2 - A350 Warminster Road	10.00
3 - Haynes Road	

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
From	1 - B3098 Warminster Road	0	262	24
	2 - A350 Warminster Road	263	0	615
	3 - Haynes Road	11	600	0

Vehicle Mix

Heavy Vehicle %

		To		
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
From	1 - B3098 Warminster Road	0	2	4
	2 - A350 Warminster Road	2	0	7
	3 - Haynes Road	22	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - B3098 Warminster Road	0.52	14.03	1.1	B
2 - A350 Warminster Road	0.96	74.31	17.2	F
3 - Haynes Road	0.85	34.55	5.6	D

D4 - 2031 | Without Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Haynes Road/Warminster Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Haynes Road/Warminster Road	Mini-roundabout	1, 2, 3	239.13	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		239.13	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B3098 Warminster Road		✓	309	100.000
2 - A350 Warminster Road		✓	1006	100.000
3 - Haynes Road		✓	650	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - B3098 Warminster Road	
2 - A350 Warminster Road	10.00
3 - Haynes Road	

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
From	1 - B3098 Warminster Road	0	253	56
	2 - A350 Warminster Road	293	0	713
	3 - Haynes Road	23	627	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
From	1 - B3098 Warminster Road	0	1	0
	2 - A350 Warminster Road	0.69	0	4
	3 - Haynes Road	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - B3098 Warminster Road	0.58	16.25	1.4	C
2 - A350 Warminster Road	1.12	431.10	119.1	F
3 - Haynes Road	0.90	47.97	8.2	E

D5 - 2031 | With Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Haynes Road/Warminster Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Haynes Road/Warminster Road	Mini-roundabout	1, 2, 3	56.45	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		56.45	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D5	2031	With Development	AM	FLAT	07:30	08:30	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B3098 Warminster Road		✓	286	100.000
2 - A350 Warminster Road		✓	884	100.000
3 - Haynes Road		✓	632	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - B3098 Warminster Road	
2 - A350 Warminster Road	10.00
3 - Haynes Road	

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
From	1 - B3098 Warminster Road	0	262	24
	2 - A350 Warminster Road	263	0	621
	3 - Haynes Road	11	621	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
From	1 - B3098 Warminster Road	0	2	4
	2 - A350 Warminster Road	2	0	7
	3 - Haynes Road	22	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - B3098 Warminster Road	0.53	14.77	1.2	B
2 - A350 Warminster Road	0.97	80.60	18.8	F
3 - Haynes Road	0.88	41.53	6.9	E

D6 - 2031 | With Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Haynes Road/Warminster Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Haynes Road/Warminster Road	Mini-roundabout	1, 2, 3	282.11	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		282.11	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B3098 Warminster Road		✓	309	100.000
2 - A350 Warminster Road		✓	1030	100.000
3 - Haynes Road		✓	655	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1 - B3098 Warminster Road	
2 - A350 Warminster Road	30.00
3 - Haynes Road	

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
From	1 - B3098 Warminster Road	0	253	56
	2 - A350 Warminster Road	293	0	737
	3 - Haynes Road	23	632	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
From	1 - B3098 Warminster Road	0	1	0
	2 - A350 Warminster Road	0.69	0	4
	3 - Haynes Road	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - B3098 Warminster Road	0.58	16.50	1.4	C
2 - A350 Warminster Road	1.15	510.23	141.9	F
3 - Haynes Road	0.90	48.68	8.4	E

Junctions 11	
ARCADY 11 - Roundabout Module	
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Filename: J6-War-Haynes_cal.j11

Path: C:\Users\b.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2025\P25028 - Storridge Road, Westbury, Wiltshire (2025 Application)\6.Technical\Models

Report generation date: 27/04/2026 14:01:43

»AM - D1 - 2025 | Observed | AM
 »AM - D3 - 2031 | Without Development | AM
 »AM - D5 - 2031 | With Development | AM
 »PM - D2 - 2025 | Observed | PM
 »PM - D4 - 2031 | Without Development | PM
 »PM - D6 - 2031 | With Development | PM

File summary

File Description

Title	Haynes Road/Warminster Road
Location	Westbury
Site number	6
Date	24/04/2026
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P25028
Enumerator	GHClb.gaze
Description	Checked by D. Stoddart

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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	Observed	AM	FLAT	07:30	08:30	60	15	✓
D2	2025	Observed	PM	FLAT	16:30	17:30	60	15	✓
D3	2031	Without Development	AM	FLAT	07:30	08:30	60	15	✓
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓
D5	2031	With Development	AM	FLAT	07:30	08:30	60	15	✓
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

AM - D1 - 2025 | Observed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Haynes Road/Warminster Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 83% of the total flow for the roundabout for one or more time segments]

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM	✓	✓	D1,D3,D5	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Haynes Road/Warminster Road	Mini-roundabout	1, 2, 3	33.54	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		33.54	D

Arms

Arms

Arm	Name	Description
1	B3098 Warminster Road	
2	A350 Warminster Road	
3	Haynes Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - B3098 Warminster Road	2.80	2.80	3.00	1.0	14.60	16.00	0.0	
2 - A350 Warminster Road	3.25	3.25	3.25	0.0	10.50	8.00	0.0	
3 - Haynes Road	3.20	3.20	5.00	2.0	9.00	7.00	0.0	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
2 - A350 Warminster Road	2.60	4.90		Distance	7.40	5.29

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B3098 Warminster Road	0.628	928
2 - A350 Warminster Road	0.600	928
3 - Haynes Road	0.616	883

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - B3098 Warminster Road	Percentage		55.00
2 - A350 Warminster Road	Percentage		160.00
3 - Haynes Road	Percentage		88.50

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025	Observed	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B3098 Warminster Road		FLAT	✓	275	100.000
2 - A350 Warminster Road		FLAT	✓	839	100.000
3 - Haynes Road		FLAT	✓	571	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B3098 Warminster Road		
2 - A350 Warminster Road	[FLAT]	10.00
3 - Haynes Road		

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
	From	1 - B3098 Warminster Road	0	252
		2 - A350 Warminster Road	253	0
		3 - Haynes Road	11	560

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
	From	1 - B3098 Warminster Road	0	2
		2 - A350 Warminster Road	2	0
		3 - Haynes Road	22	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B3098 Warminster Road	0.87	80.72	5.8	F	275	275
2 - A350 Warminster Road	0.57	6.10	1.4	A	839	839
3 - Haynes Road	0.89	51.15	7.7	F	571	571

AM - D3 - 2031 | Without Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Haynes Road/Warminster Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 83% of the total flow for the roundabout for one or more time segments]

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM	✓	✓	D1,D3,D5	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Haynes Road/Warminster Road	Mini-roundabout	1, 2, 3	57.31	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		57.31	F

Arms

Arms

Arm	Name	Description
1	B3098 Warminster Road	
2	A350 Warminster Road	
3	Haynes Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - B3098 Warminster Road	2.80	2.80	3.00	1.0	14.60	16.00	0.0	
2 - A350 Warminster Road	3.25	3.25	3.25	0.0	10.50	8.00	0.0	
3 - Haynes Road	3.20	3.20	5.00	2.0	9.00	7.00	0.0	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
2 - A350 Warminster Road	2.60	4.90		Distance	7.40	5.29

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B3098 Warminster Road	0.628	928
2 - A350 Warminster Road	0.600	928
3 - Haynes Road	0.616	883

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - B3098 Warminster Road	Percentage		55.00
2 - A350 Warminster Road	Percentage		160.00
3 - Haynes Road	Percentage		88.50

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2031	Without Development	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B3098 Warminster Road		FLAT	✓	286	100.000
2 - A350 Warminster Road		FLAT	✓	878	100.000
3 - Haynes Road		FLAT	✓	611	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B3098 Warminster Road		
2 - A350 Warminster Road	[FLAT]	10.00
3 - Haynes Road		

Origin-Destination Data

Demand (PCU/hr)

		To		
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
From	1 - B3098 Warminster Road	0	262	24
	2 - A350 Warminster Road	263	0	615
	3 - Haynes Road	11	600	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
From	1 - B3098 Warminster Road	0	2	4
	2 - A350 Warminster Road	2	0	7
	3 - Haynes Road	22	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B3098 Warminster Road	0.94	132.08	9.8	F	286	286
2 - A350 Warminster Road	0.60	6.49	1.6	A	878	878
3 - Haynes Road	0.96	95.34	15.3	F	611	611

AM - D5 - 2031 | With Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Haynes Road/Warminster Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 84% of the total flow for the roundabout for one or more time segments]

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	AM	✓	✓	D1,D3,D5	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Haynes Road/Warminster Road	Mini-roundabout	1, 2, 3	74.28	F

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		74.28	F

Arms

Arms

Arm	Name	Description
1	B3098 Warminster Road	
2	A350 Warminster Road	
3	Haynes Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - B3098 Warminster Road	2.80	2.80	3.00	1.0	14.60	16.00	0.0	
2 - A350 Warminster Road	3.25	3.25	3.25	0.0	10.50	8.00	0.0	
3 - Haynes Road	3.20	3.20	5.00	2.0	9.00	7.00	0.0	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
2 - A350 Warminster Road	2.60	4.90		Distance	7.40	5.29

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B3098 Warminster Road	0.628	928
2 - A350 Warminster Road	0.600	928
3 - Haynes Road	0.616	883

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - B3098 Warminster Road	Percentage		55.00
2 - A350 Warminster Road	Percentage		160.00
3 - Haynes Road	Percentage		88.50

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2031	With Development	AM	FLAT	07:30	08:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B3098 Warminster Road		FLAT	✓	286	100.000
2 - A350 Warminster Road		FLAT	✓	884	100.000
3 - Haynes Road		FLAT	✓	632	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B3098 Warminster Road		
2 - A350 Warminster Road	[FLAT]	10.00
3 - Haynes Road		

Origin-Destination Data

Demand (PCU/hr)

From	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
	1 - B3098 Warminster Road	0	262	24
	2 - A350 Warminster Road	263	0	621
	3 - Haynes Road	11	621	0

Vehicle Mix

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

Heavy Vehicle %

From	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
	1 - B3098 Warminster Road	0	2	4
	2 - A350 Warminster Road	2	0	7
	3 - Haynes Road	22	9	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B3098 Warminster Road	0.96	149.37	11.1	F	286	286
2 - A350 Warminster Road	0.60	6.56	1.6	A	884	884
3 - Haynes Road	0.99	135.04	22.8	F	632	632

PM - D2 - 2025 | Observed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Haynes Road/Warminster Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 84% of the total flow for the roundabout for one or more time segments]

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	PM	✓	✓	D2,D4,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Haynes Road/Warminster Road	Mini-roundabout	1, 2, 3	20.50	C

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		20.50	C

Arms

Arms

Arm	Name	Description
1	B3098 Warminster Road	
2	A350 Warminster Road	
3	Haynes Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - B3098 Warminster Road	2.80	2.80	3.00	1.0	14.60	16.00	0.0	
2 - A350 Warminster Road	3.25	3.25	3.25	0.0	10.50	8.00	0.0	
3 - Haynes Road	3.20	3.20	5.00	2.0	9.00	7.00	0.0	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
2 - A350 Warminster Road	2.60	4.90		Distance	7.40	5.29

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B3098 Warminster Road	0.628	928
2 - A350 Warminster Road	0.600	928
3 - Haynes Road	0.616	883

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - B3098 Warminster Road	Percentage		62.00
2 - A350 Warminster Road	Percentage		165.00
3 - Haynes Road	Percentage		120.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025	Observed	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B3098 Warminster Road		FLAT	✓	297	100.000
2 - A350 Warminster Road		FLAT	✓	949	100.000
3 - Haynes Road		FLAT	✓	616	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B3098 Warminster Road		
2 - A350 Warminster Road	[FLAT]	10.00
3 - Haynes Road		

Origin-Destination Data

Demand (PCU/hr)

From	To			
	1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road	
1 - B3098 Warminster Road	0	244	53	
2 - A350 Warminster Road	262	0	667	
3 - Haynes Road	22	594	0	

Vehicle Mix

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

Heavy Vehicle %

From	To			
	1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road	
1 - B3098 Warminster Road	0	1	0	
2 - A350 Warminster Road	0.71	0	5	
3 - Haynes Road	0	4	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B3098 Warminster Road	0.87	73.02	5.7	F	297	297
2 - A350 Warminster Road	0.64	7.03	1.8	A	949	949
3 - Haynes Road	0.72	15.93	2.7	C	616	616

PM - D4 - 2031 | Without Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Haynes Road/Warminster Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 84% of the total flow for the roundabout for one or more time segments]

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	PM	✓	✓	D2,D4,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Haynes Road/Warminster Road	Mini-roundabout	1, 2, 3	29.52	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		29.52	D

Arms

Arms

Arm	Name	Description
1	B3098 Warminster Road	
2	A350 Warminster Road	
3	Haynes Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - B3098 Warminster Road	2.80	2.80	3.00	1.0	14.60	16.00	0.0	
2 - A350 Warminster Road	3.25	3.25	3.25	0.0	10.50	8.00	0.0	
3 - Haynes Road	3.20	3.20	5.00	2.0	9.00	7.00	0.0	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
2 - A350 Warminster Road	2.60	4.90		Distance	7.40	5.29

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B3098 Warminster Road	0.628	928
2 - A350 Warminster Road	0.600	928
3 - Haynes Road	0.616	883

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - B3098 Warminster Road	Percentage		62.00
2 - A350 Warminster Road	Percentage		165.00
3 - Haynes Road	Percentage		120.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2031	Without Development	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B3098 Warminster Road		FLAT	✓	309	100.000
2 - A350 Warminster Road		FLAT	✓	1006	100.000
3 - Haynes Road		FLAT	✓	650	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B3098 Warminster Road		
2 - A350 Warminster Road	[FLAT]	10.00
3 - Haynes Road		

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
	From			
	1 - B3098 Warminster Road	0	253	56
	2 - A350 Warminster Road	293	0	713
	3 - Haynes Road	23	627	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
	From			
	1 - B3098 Warminster Road	0	1	0
	2 - A350 Warminster Road	0.69	0	4
	3 - Haynes Road	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B3098 Warminster Road	0.94	121.37	9.8	F	309	309
2 - A350 Warminster Road	0.68	7.90	2.2	A	1006	1006
3 - Haynes Road	0.77	19.32	3.4	C	650	650

PM - D6 - 2031 | With Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout	1 - Haynes Road/Warminster Road	Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 2 and 3 have 84% of the total flow for the roundabout for one or more time segments]

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	PM	✓	✓	D2,D4,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm order	Junction Delay (s)	Junction LOS
1	Haynes Road/Warminster Road	Mini-roundabout	1, 2, 3	30.57	D

Junction Network

Driving side	Lighting	Road surface	In London	Network delay (s)	Network LOS
Left	Normal/unknown	Normal/unknown		30.57	D

Arms

Arms

Arm	Name	Description
1	B3098 Warminster Road	
2	A350 Warminster Road	
3	Haynes Road	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - B3098 Warminster Road	2.80	2.80	3.00	1.0	14.60	16.00	0.0	
2 - A350 Warminster Road	3.25	3.25	3.25	0.0	10.50	8.00	0.0	
3 - Haynes Road	3.20	3.20	5.00	2.0	9.00	7.00	0.0	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
2 - A350 Warminster Road	2.60	4.90		Distance	7.40	5.29

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B3098 Warminster Road	0.628	928
2 - A350 Warminster Road	0.600	928
3 - Haynes Road	0.616	883

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

Arm Capacity Adjustments

Arm	Type	Reason	Percentage capacity adjustment (%)
1 - B3098 Warminster Road	Percentage		62.00
2 - A350 Warminster Road	Percentage		165.00
3 - Haynes Road	Percentage		120.00

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2031	With Development	PM	FLAT	16:30	17:30	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B3098 Warminster Road		FLAT	✓	309	100.000
2 - A350 Warminster Road		FLAT	✓	1030	100.000
3 - Haynes Road		FLAT	✓	655	100.000

Demand overview (Pedestrians)

Arm	Profile type	Average pedestrian flow (Ped/hr)
1 - B3098 Warminster Road		
2 - A350 Warminster Road	[FLAT]	30.00
3 - Haynes Road		

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
From	1 - B3098 Warminster Road	0	253	56
	2 - A350 Warminster Road	293	0	737
	3 - Haynes Road	23	632	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		1 - B3098 Warminster Road	2 - A350 Warminster Road	3 - Haynes Road
From	1 - B3098 Warminster Road	0	1	0
	2 - A350 Warminster Road	0.69	0	4
	3 - Haynes Road	0	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - B3098 Warminster Road	0.94	127.55	10.3	F	309	309
2 - A350 Warminster Road	0.70	8.32	2.4	A	1030	1030
3 - Haynes Road	0.78	19.82	3.5	C	655	655

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.1.1.2424

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Filename: J7-SA-Storridge.j11

Path: C:\Users\b.gaze\Prime Transport Planning\PrimeSharepoint - Documents\Projects 2025\P25028 - Storridge Road, Westbury, Wiltshire (2025 Application)\6.Technical\Models

Report generation date: 27/04/2026 13:57:59

»D1 - 2031 | With Development | AM

»D2 - 2031 | With Development | PM

File summary

File Description

Title	Storridge Road/Proposed Site Access
Location	Westbury
Site number	7
Date	24/04/2026
Version	
Status	Final
Identifier	
Client	Gladman
Jobnumber	P25028
Enumerator	GHC\b.gaze
Description	Checked by D. Stoddart

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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
PICADY 4.1			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)
D1	2031	With Development	AM	ONE HOUR	07:15	08:45	15
D2	2031	With Development	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2031 | With Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Storridge Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way	1.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.38	A

Arms

Arms

Arm	Name	Description	Arm type
A	Storridge Road (North-Western Arm)		Major
B	Proposed Site Access		Minor
C	Storridge Road (South-Eastern Arm)		Major

Major Arm Geometry

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

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Proposed Site Access	One lane	2.75	90	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	538	0.096	0.242	0.153	0.346
B-C	664	0.100	0.252	-	-
C-B	632	0.240	0.240	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	With Development	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storridge Road (North-Western Arm)		✓	80	100.000
B - Proposed Site Access		✓	83	100.000
C - Storridge Road (South-Eastern Arm)		✓	345	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Storridge Road (North-Western Arm)	B - Proposed Site Access	C - Storridge Road (South-Eastern Arm)
	A - Storridge Road (North-Western Arm)	0	1	79
	B - Proposed Site Access	6	0	77
	C - Storridge Road (South-Eastern Arm)	327	18	0

Vehicle Mix

Heavy Vehicle %

From	To			
		A - Storridge Road (North-Western Arm)	B - Proposed Site Access	C - Storridge Road (South-Eastern Arm)
	A - Storridge Road (North-Western Arm)	0	0	10
	B - Proposed Site Access	0	0	0
	C - Storridge Road (South-Eastern Arm)	0.62	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.15	6.77	0.2	A
C-AB	0.04	4.75	0.1	A
C-A				
AB				
AC				

D2 - 2031 | With Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Storridge Road/Proposed Site Access	T-Junction	Two-way	Two-way	Two-way	1.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.39	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)
D2	2031	With Development	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Storridge Road (North-Western Arm)		✓	369	100.000
B - Proposed Site Access		✓	18	100.000
C - Storridge Road (South-Eastern Arm)		✓	178	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Storridge Road (North-Western Arm)	B - Proposed Site Access	C - Storridge Road (South-Eastern Arm)
	A - Storridge Road (North-Western Arm)	0	6	363
	B - Proposed Site Access	1	0	17
	C - Storridge Road (South-Eastern Arm)	100	78	0

Vehicle Mix

Heavy Vehicle %

From	To			
		A - Storridge Road (North-Western Arm)	B - Proposed Site Access	C - Storridge Road (South-Eastern Arm)
	A - Storridge Road (North-Western Arm)	0	0	0.83
	B - Proposed Site Access	0	0	0
	C - Storridge Road (South-Eastern Arm)	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	6.80	0.0	A
C-AB	0.17	7.17	0.2	A
C-A				
AB				
A-C				