



Lake 62, Cotswold Water Park

Quinque Stella Holdings Limited

Transport Statement
April 2026





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1 Introduction

General

- 1.1 Rappor have been instructed by Quinque Stella Holdings Ltd to prepare a Transport Statement (TS) in support of a planning application concerning a development on land at Lake 62, Cotswold Water Park, Derryfields, Ashton Keynes, Wiltshire, SN6 6QT.
- 1.2 Outline planning permission is sought for the development of land at Lake 62 to provide 38 holiday lodges, a bicycle-hire facility, a gym/fitness studio and additional Class E uses, together with associated parking and landscaping.
- 1.3 A Travel Plan (TP) is submitted in support of the planning application under separate cover.

Planning Background

- 1.4 The application site lies within the Cotswold Water Park, an area extending over 40 miles and accommodating a wide range of recreational, leisure and tourism uses. As such, the principle of development for uses of this nature in this locality is already well established.
- 1.5 In the vicinity of the site, there have been several similar planning applications of which the most pertinent are set out below.
- 1.6 A planning application (ref: 18/03300/FUL) for the extension of an existing holiday park to provide 92 holiday lodges was submitted in April 2018. It was subsequently approved in March 2020, subject to conditions.
- 1.7 An outline planning application (ref: PL/2022/04776) for a change of use to form a nature park including the erection of up to 70 holiday lodges and associated amenity building with associated parking, drainage, landscaping and internal access routes on land to the south of Spine Road East was submitted in September 2022. At the time of writing, the application has not been determined and an appeal has been lodged against the non-determination.
- 1.8 Additionally, a planning application (ref: PL/2021/06229) for a change of use to provide two converted shipping container units for tourist accommodation on the application site was submitted in August 2021. It was refused in August 2022, although the decision notice did not include a transport related reason for refusal and Wiltshire Council (WC), acting as the Local Highway Authority (LHA) did not raise any objections to the proposals.

Report Structure

- 1.9 The key matters addressed/reviewed within this TS, with reference to the size and location of the development proposal, are the following:
 - a) Review of national and local planning policy and guidance;
 - b) Review of the site location and local highway network, including highway safety;
 - c) Review of local facilities and sustainable travel opportunities;
 - d) Description of the development proposals; and
 - e) Assessment of forecast trip generation of the development proposal and predicted impact on the local road network.



Summary

- 1.10 The TS concludes that the proposed development is acceptable in highway and transportation terms, and there are no reasons on these grounds that should prevent WC, acting as the LHA, from raising no objection to the planning application.

2 Planning Policy

- 2.1 This section provides a review of the existing national and local policy and guidance and how this relates to the development proposal. The following are covered within this review:

National Policy / Guidance

- a) National Planning Policy Framework (December 2024, updated February 2025);
- b) Planning Practice Guidance: Travel Plans, Transport Assessments and Statements (March 2024);
- c) Manual for Streets (March 2007); and
- d) Manual for Streets 2 (September 2010).

Local Policy / Guidance

- a) Wiltshire Core Strategy (January 2015);
- b) Wiltshire Local Transport Plan 4 (March 2025); and
- c) Wiltshire Design Guide (March 2024).

National Policy

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

- 2.2 National planning policies are set out in the revised National Planning Policy Framework (NPPF) published in December 2024, updated version February 2025, by the Ministry of Housing, Communities and Local Government, Ministry of Housing, Communities & Local Government (2018 to 2021) and Department for Levelling Up, Housing and Communities. It sets out the Government's planning policies for England and how these should be applied. At the heart of the NPPF is a presumption in favour of sustainable development.
- 2.3 Chapter 9 of the NPPF deals with '*Promoting sustainable transport*' and Paragraph 109 of the NPPF states that:

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

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*



- f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*

2.4 Paragraph 110 states that *“The planning system should actively manage patterns of growth in support of these objectives”* [the objectives outlined in Paragraph 109]. *“Significant development should be focused on location which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be take into account in both plan-making and decision-making.”*

2.5 Paragraph 115 states that:

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

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

2.6 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”.*

2.7 Paragraph 117 states that:

“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 areas for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by services and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*



2.8 Paragraph 118 of the NPPF states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan.”

2.9 Within Annex 2: Glossary, sustainable transports modes are defined 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.”*

National Planning Practice Guidance: Travel Plans, Transport Assessment and Statements (2014)

2.10 The Government’s planning practice guidance to the NPPF was launched as a web-based resource by the Department for Communities and Local Government (DCLG) on 6th March 2014. Guidance on transport assessments falls within the category ‘Travel Plans, Transport Assessments and Statements’ (Reference ID: 42 Revision date: 06 03 2014).

2.11 Paragraph 002 (Reference ID: 42-002-20140306) states that Transport Assessments, Statements, and Travel Plans are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments that generate significant amounts of movements.

2.12 Paragraph 006 (Reference: ID: 42-006-20140306) of the guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- a) encouraging sustainable travel;*
- b) lessening traffic generation and its detrimental impacts;*
- c) reducing carbon emissions and climate impacts;*
- d) creating accessible, connected, inclusive communities;*
- e) improving health outcomes and quality of life;*
- f) improving road safety; and*
- g) reducing the need for new development to increase existing road capacity or provide new roads“.*

Manual for Streets (March 2007)

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

Manual for Streets 2 (September 2010)

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



Local Policy

Wiltshire Core Strategy (January 2015)

2.15 The Wiltshire Core Strategy (WCS) was adopted in January 2015 and provides an overarching planning policy framework for Wiltshire up to 2026. The vision of the WCS is to create stronger, more resilient communities.

2.16 Core Policy 3: Infrastructure Requirements states that:

“all new development will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal”.

2.17 Core Policy 54: Cotswold Water Park states the following:

“Proposals for outdoor or water-based sports, leisure and recreation based development will be supported where they help transform the area to an informal recreation and leisure resource for Wiltshire residents and visitors in line with the key objectives of the Cotswold Water Park Vision and Implementation Plan.”

2.18 Core Policy 60: Sustainable Transport states that:

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

2.19 Core Policy 61: Transport and New Development states the following:

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

Wiltshire Local Transport Plan 4 (March 2025)

2.20 Wiltshire’s fourth Local Transport Plan (LTP4) was fully endorsed by WC in March 2025. The document sets out the overall transport strategy and policies for which the county’s transport network will be managed and improved.

2.21 The LTP4 is structured around four core policy areas designed to deliver its transport vision, which are as follows:

- a) Policy Area A: Avoid unnecessary travel – which encourages reducing the need for car trips by locating services, jobs and other destinations within closer reach, providing digital options and combining journeys;
- b) Policy Area S - Shift to more sustainable modes, which focuses on enabling walking, cycling, public transport, and shared mobility by investing in active travel infrastructure, enhancing public transport services and improving accessibility between modes;
- c) Policy Area I: Improve vehicle, fuel and network efficiency, which aims to reduce emissions and congestion through expanding electric vehicle (EV) charging infrastructure, supporting alternative fuels and optimising traffic flow and road network performance; and



- d) Policy SU - Support and enable delivery, which provides the tools and governance to implement the above, including funding mechanisms and developer contributions, travel planning, monitoring, evaluation, and stakeholder engagement.

Wiltshire Design Guide (March 2024)

- 2.22 The Wiltshire Design Guide (WDG) was published in March 2024 and provides developers and designers with guidance for planning and delivering highway infrastructure throughout the County.
- 2.23 Section 5 of the WDG states that “*new developments should provide walking and cycling connections within the site and between the site and any existing or emerging networks.*”

3 Existing Conditions

Site Context

- 3.1 The application site is located to the north of Spine Road West and to the north of the village of Ashton Keynes within Wiltshire. It lies within the Cotswold Water Park, approximately 1.5km north of Ashton Keynes, approximately 2.5km southwest of South Cerney and approximately 7km west of Cricklade. The site is designated as a Site of Special Scientific Interest (SSSI) and is a legally protected area for wildlife, recognised for its important habitats and biodiversity.
- 3.2 It currently comprises a private recreational lake where various leisure and recreational activities have been taking place for over 20 years, including water-skiing, fishing, triathlon events / training and open water swimming. It is bound by agricultural land to the north and west, Spine Road West to the south and Ashton Road to the east.
- 3.3 Vehicular access is currently achieved via the existing gates in the east of the site onto Ashton Road.
- 3.4 The site and its relationship with immediately adjoining areas are illustrated on the site location plan provided at **Appendix A**.

Local Highway Network

Spine Road West

- 3.5 Spine Road West is a rural, two-way single carriageway road that connects the town of Oaksey to the B4696 and Ashton Road. The route has no footways or street lighting and serves predominantly rural land uses, providing access to a range of outdoor activities and local amenities.

Ashton Road

- 3.6 Ashton Road is a single carriageway two-way road with a 30mph speed limit, running broadly north to south and connecting the village of Siddington in the north to the site further south. An existing access road serves the site, although a new access will be constructed. Ashton Road has no footways, street lighting, or dedicated cycle path. Past the intersection with Spine Road West and the B4696 Spine Road East, Ashton Road becomes B4696.

B4696 Spine Road East

- 3.7 The B4696 Spine Road East is a single, two-way carriageway with a 30mph speed limit, connecting to the A419 and providing access to various outdoor activities, lodges, and cafés. Whilst the road currently lacks street lighting, a shared pedestrian and cycle route runs along its northern boundary, extending from approximately 40m east of the B4696 junction to the junction with Fridays Ham Lane.

Public Rights of Way

- 3.8 Inspection of WC's online mapping tool confirms that there are Public Rights of Way (PRoW) within the vicinity of the site, as shown in **Figure 3.1**. The purple lines represent the footpaths, and the green lines represent bridleways.

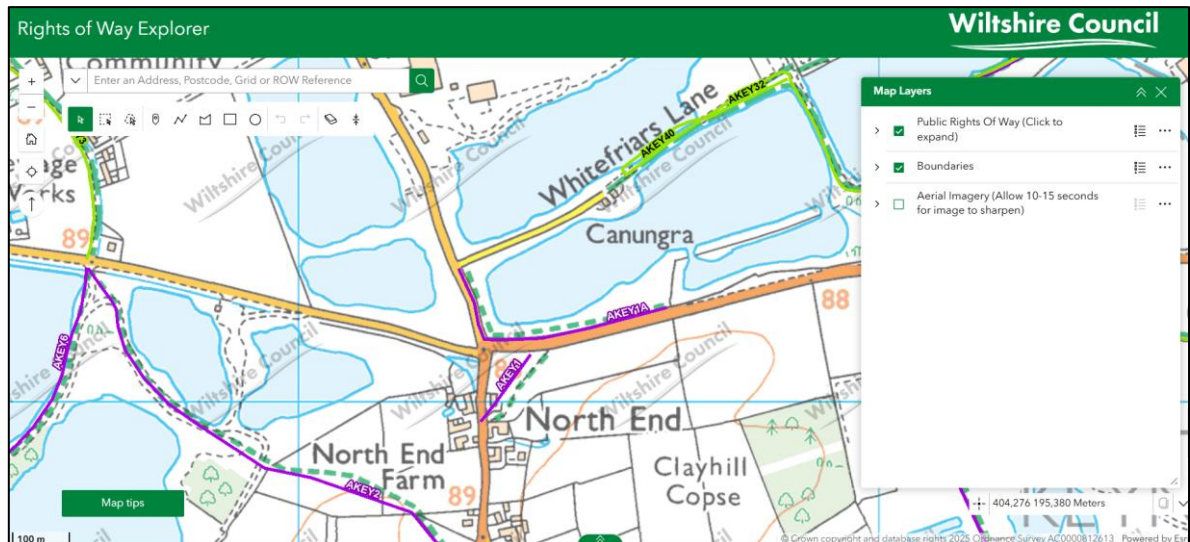


Figure 3.1: WC PRoW Online Map Extract

- 3.9 Whilst the site is not traversed nor immediately bound by PRoW, the network surrounding the site provides a permeable traffic-free walking network that future patrons will be able to utilise.

Local Highway Safety

- 3.10 For the purpose of this assessment, Personal Injury Collision (PIC) data has been obtained from CrashMap Database (crashmap.co.uk) for the most recent five-year period available up until December 2024, within the vicinity of the site. The assessment outputs are available at **Appendix B**, whilst an extract is shown in **Figure 3.2** together with a summary of the recorded collisions.

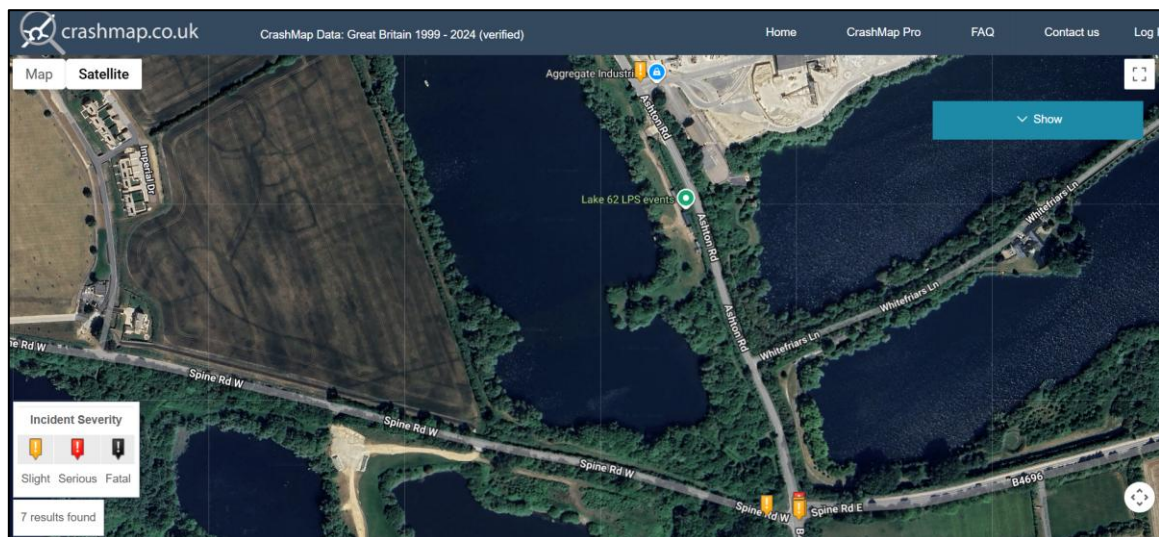


Figure 3.2: CrashMap Extract

- 3.11 The first recorded collision took place on the 4th August 2019 near the intersection of Spine Road West / Ashton Road / B4696 / B4696 Spine Road East during daytime with fine weather conditions. It comprised of a front to offside collision between two vehicles resulting in three slight casualties.



- 3.12 A collision took place on the 14th January 2020 near the intersection of Spine Road West / Ashton Road / B4696 / B4696 Spine Road East during a period of darkness with fine weather conditions. It comprised of a single vehicle resulting in one serious casualty.
- 3.13 Another collision took place on the 31st May 2022 at Spine Road West near the approach to the intersection with Ashton Road / B4696 / B4696 Spine Road East during a period of darkness with fine weather conditions. It comprised of a single vehicle resulting in one slight casualty.
- 3.14 On the 26th June 2022 a collision took place at the intersection of Spine Road West / Ashton Road / B4696 / B4696 Spine Road East during a period of daylight with fine weather conditions. It comprised of a front to offside collision between two vehicles, resulting in one slight casualty.
- 3.15 One casualty (OS Grid Reference 404313 195080) has no recorded date for the collision, but it took place at the intersection of Spine Road West / Ashton Road / B4696 / B4696 Spine Road East during a period of daylight with fine weather conditions. It comprised of a front-to-front impact between two vehicles resulting in one slight casualty.
- 3.16 On the 29th November 2022 a collision took place at the intersection of Spine Road West / Ashton Road / B4696 / B4696 Spine Road East during a period of daylight with fine weather conditions. It comprised of a front-to-front impact between two vehicles resulting in two slight casualties.
- 3.17 The last recorded collision occurred on the 7th September 2023 at the intersection of Spine Road West / Ashton Road / B4696 / B4696 Spine Road East during a period of daylight with fine weather conditions. It comprised of a front-to-front impact between two vehicles resulting in one slight casualty.

Existing Traffic Data

- 3.18 To establish existing traffic speeds along Spine Road West in the vicinity of the site, an Automatic Traffic Count (ATC) was undertaken by Paul Castle Associates, an independent traffic surveyor. The ATC was undertaken in proximity to the proposed site access between Tuesday 10th June and Monday 16th June 2025. This survey was undertaken during neutral traffic conditions and school term time.
- 3.19 The full survey results are attached in **Appendix C**, whilst the average and 85th percentile speeds are summarised in **Table 3.1**. The five-day average speeds have been utilised as these are higher than the seven-day average speeds.

Direction	Average Speeds	85 th Percentile Speeds
Eastbound	38.9mph	45.8mph
Westbound	37.6mph	44.7mph

Table 3.1: Summary of Vehicle Speeds (June 2025)

- 3.20 As **Table 3.1** indicates, for eastbound traffic, the average speed was 38.9mph and the 85th percentile speed was recorded at 45.8mph. For westbound traffic, the average speed was 37.6mph and the 85th percentile speed was recorded at 44.7mph.



Summary

- 3.21 Spine Road West is a two-way single carriageway with no footways or street lighting, serving mainly rural land uses. Ashton Road and B4696 Spine Road East are single two-way carriageways with 30mph speed limits; Ashton Road currently has no footways, street lighting, or dedicated cycle facilities, whilst the B4696 Spine Road East benefits from a shared pedestrian and cycle route along its northern boundary. Although the site is not directly traversed by public rights of way, the surrounding network of footpaths and bridleways provides a permeable, traffic-free walking environment for future patrons.
- 3.22 A review of PIC data for the five-year period up to December 2024 indicates seven recorded collisions in the vicinity of the Spine Road West / Ashton Road / B4696 Spine Road East junction. An ATC survey undertaken in June 2025 recorded average vehicle speeds of 37.6 - 38.9 mph and 85th percentile speeds of 44.7 - 45.8 mph.

4 Sustainable Travel Opportunities

Introduction

- 4.1 When considering the overall sustainability of a site, with regards to highways, it is important to consider the available travel options for employees and visitors to travel to and from the application site. Indeed, reducing single occupancy car journeys is considered to be of particular importance for the type of development that is proposed. The NPPF recognises that not all new development can be situated in locations that are readily accessible on foot, bicycle, or by public transport. Paragraph 110 of the NPPF states that “*opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*”
- 4.2 To ensure that the proposed development can operate sustainably in terms of minimising the overall level of daily vehicular trips to and from the site, particularly single-occupancy vehicle trips, it is necessary to identify what local services and amenities are located nearby.
- 4.3 It is anticipated that the majority of trips to and from the site will be undertaken by private car, reflecting the proposed use of the development as a holiday destination. This is consistent with patterns observed at similar leisure and tourism developments, where visitors often travel from locations that are not directly served by frequent public transport services. While alternative travel modes, such as walking, cycling, or public transport, may be viable for some local trips, the nature of the site’s use means that private vehicle travel is likely to remain the predominant mode for the majority of visitors and staff.
- 4.4 Nevertheless, the development can encourage sustainable travel behaviours by providing appropriate infrastructure and information for walking, cycling, and public transport options, particularly for shorter, local trips, staff journeys, and repeat visitors familiar with alternative modes.
- 4.5 **Table 4.1** provides details of the local services and amenities that may be accessed from the site via walking or cycling and identifies the approximate distances and journey times by these travel modes.
- 4.6 The distances and their corresponding journey times have been measured from 50-metres back from the proposed new pedestrian / cycle access and along actual walking and cycling routes (and not as ‘the crow flies’). For robustness, they have been measured using two methods; firstly, in accordance with the Chartered Institution of Highways and Transportation (CIHT) and Local Transport Note (LTN) 1/20 guidelines for walking speed (1.4m/s) and cycling speed (4.5m/s) respectively, and secondly, via Google Maps, which additionally accounts for the gradient of the route when undertaking such journeys.

Service / Amenity	Approx. Distance	Approx. Walking Time (mins)		Approx. Cycling Time (mins)	
		CIHT	Google	LTN 1/20	Google
Whitefriars Sailing Club	850m	10 mins	11 mins	3 mins	2 mins
White Hart Inn	1400m	17 mins	20 mins	5 mins	5 mins
Combat Splat Paintball Wiltshire & Gloucestershire	1500m	18 mins	20 mins	5 mins	5 mins
Cirencester Water Ski Club	1900m	23 mins	25 mins	7 mins	6 mins
Waterside Kitchen and Bar	2300m	27 mins	30 mins	8 mins	7 mins
Cotswold Country Park and Beach	2700m	33 mins	36 mins	10 mins	9 mins

Table 4.1: Distances and Journey Times to Services and Amenities

- 4.7 **Table 4.1** demonstrates that a range of services and leisure amenities are located within approximately a 30-minute walking distance or a 10-minute cycling distance of the site. This level of accessibility provides realistic opportunities for visitors and staff to undertake short local trips by sustainable modes, particularly walking and cycling, rather than relying on the private car. The proximity of these facilities supports the overall sustainability of the development by reducing the need for car travel for ancillary and recreational journeys during visitors' stays.

Walking

- 4.8 Paragraph 4.4.1 of Manual for Streets (MfS) states that walkable neighbourhood are typically characterised as having a range of facilities within a 10-minute walking distance (around 800-metres). However, it states that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2-kilometres.
- 4.9 This guidance is supported by the DfT NTS which found that over the past six years 80% (2019), 82% (2020), 82% (2021), 83% (2022), 81% (2023) and 81% (2024) of trips under a mile (1.6km) are undertaken on foot (NTS0308a).
- 4.10 It should be noted that the NTS for 2020 which was undertaken during the COVID-19 pandemic had less than half the response rate and experienced substantial missing data, the highway conditions could not be classed as 'normal' which is likely to have impacted on how people travel. However, the 2020 NTS journeys on foot under a mile is validated by the 2021 – 2024 NTS and the recorded number of trips in recent years demonstrates that the percentage of trips under a mile undertaken by foot is stable.
- 4.11 The information presented in **Table 4.1** confirms that several facilities are located within two kilometres of the site. This distance falls within accepted thresholds for walkable journeys set out in CIHT and MfS guidance, particularly for leisure-based trips where journey time rather than distance is often the determining factor. As such, the site offers a reasonable opportunity for visitors and staff to access nearby amenities on foot, thereby encouraging sustainable travel choices for shorter trips associated with the proposed development.

Cycling

- 4.12 The LTN 1/20: Cycle Infrastructure Design, produced by the Department for Transport (DfT), states the following at paragraph 2.2.2:

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

- 4.13 In this context, cycling represents a realistic and practical alternative to the private car for many local trips associated with the proposed development. Journeys of up to approximately five kilometres (around 20 minutes) are widely considered suitable for everyday cycling, with longer journeys of up to 30–40 minutes generally accepted, particularly where attractive and low-stress routes are available.
- 4.14 Although there is no dedicated on-carriageway or segregated cycling infrastructure immediately adjacent to the site, the surrounding local highway network operates with speed limits that are generally compatible with safe cycling. This allows cyclists to share the carriageway with motor vehicles without compromising highway safety, in accordance with the principles set out in LTN 1/20 for low-speed environments.
- 4.15 In addition, established cycle routes are available to the east and north of the site, as identified on the National Cycle Network (NCN). These routes provide safer and more attractive cycling options for visitors and staff, particularly for leisure-based trips and connections to nearby destinations. Furthermore, as discussed in **Section 5**, the development proposals include an extension of the existing shared footway / cycleway along the B4696 Spine Road East, which will provide a direct and convenient connection between the site and the NCN.
- 4.16 NCN Route 45 is located to the east and north of the site and forms a strategic cycle corridor, providing connections to Swindon and a range of surrounding settlements and attractions. The proximity of this route enhances the site’s accessibility by bicycle and supports the use of cycling as a sustainable mode of travel for trips associated with the proposed development. The location of NCN Route 45 relative to the site, marked with an ‘X’, is illustrated in **Figure 4.1**.

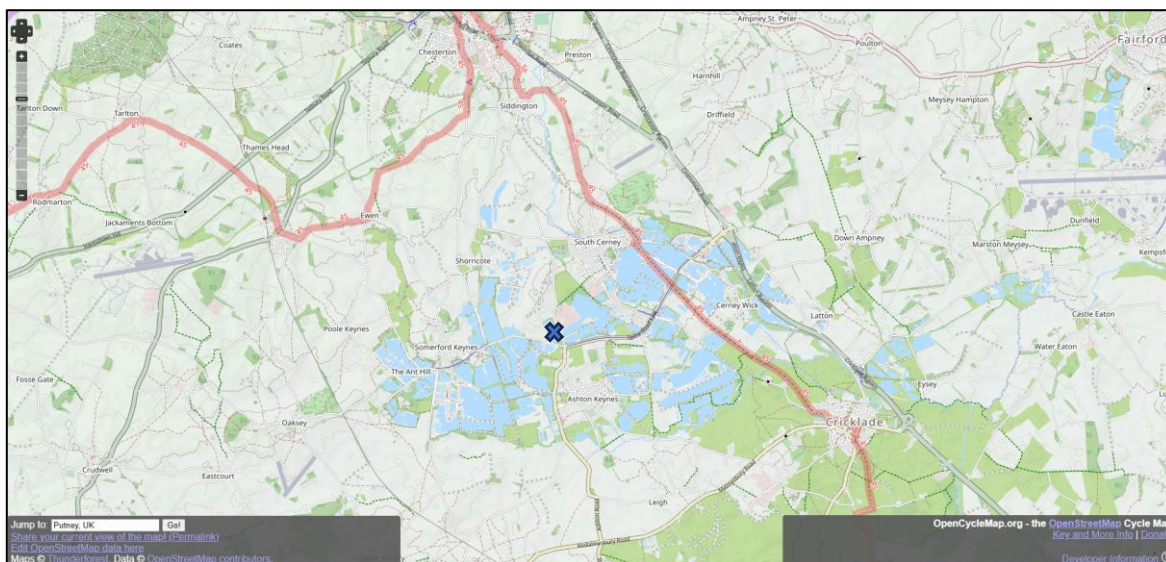


Figure 4.1: NCN Route 45

Bus Services

- 4.17 The nearest bus stops to the site are located along High Village in Ashton Keynes. They are approximately 1.5km from the site and are named ‘Village Hall Garage’.



- 4.18 The northbound stop operates as 'hail and ride', whilst the southbound stop is provided with a flag and pole as well as bus time information, located next to the village shop. It provides access to the 93A bus Monday to Friday, which operates between Malmesbury and Cirencester. A school service is also in operation from this stop (PA2) but is unlikely to be used by future users of the proposed development. Full bus timetable information is provided at **Appendix D**.

Summary

- 4.19 The site is located within a rural setting where the availability and frequency of walking, cycling and public transport options are naturally more limited than would typically be expected in urban areas. Notwithstanding, this context is still consistent with national planning policy, which recognises that opportunities to maximise sustainable transport solutions will vary between rural and urban locations. Given the nature of the proposed leisure and event-based development, it is reasonable to expect that the majority of trips to and from the site will be undertaken by private car.
- 4.20 However, the travel characteristics of the proposed development are such that a high proportion of vehicle trips are anticipated to be made with multiple occupants. Visitors are expected to arrive predominantly in shared private vehicles or taxis, which will inherently reduce the level of single-occupancy car trips associated with the site.
- 4.21 Overall, it has been demonstrated that, whilst the site is located within a rural context with limited opportunities for day-to-day access by public transport on foot, it benefits from a range of leisure facilities within reasonable walking and cycling distances that can be accessed for short local trips. When considered alongside the leisure-based nature of the development, the expected high levels of trip sharing, and the promotion of sustainable travel choices where practicable, the proposed development represents an appropriate and proportionate transport solution.

5 Proposed Development

Development Proposals

- 5.1 Outline planning permission is sought for the development of land at Lake 62 to provide 38 holiday lodges, a bicycle-hire facility, a gym/fitness studio and additional Class E uses, together with associated parking and landscaping.
- 5.2 An illustrative site layout plan is provided at **Appendix E**.

Access Strategy

- 5.3 Vehicular access to the site will be achieved via the existing access off Ashton Road, as well as a new simple priority junction via Spine Road West. As shown on the drawing at **Appendix F**, the proposed access onto Spine Road West will comprise a 6-metre carriageway and 6-metre junction radii.

Visibility at Ashton Road Access

- 5.4 Any new or intensification in use of vehicle accesses should be reviewed and justified as being able to provide visibility splays in accordance with the relevant national and local guidance (i.e. MfS & Manual for Streets 2 (MfS2) and the Design Manual for Roads and Bridges (DMRB), as well as local guidance, as appropriate.
- 5.5 Visibility splays at the existing Ashton Road access has been assessed using appropriate stopping sight distances in accordance with the DMRB CD 123 guidance. Based on the 40mph speed limit (64km/h), the required visibility splays are 120-metres in both directions to facilitate safe vehicle entry to and exit from the site. With regards to the 'X' distance, the standard 2.4-metres has been used.
- 5.6 **Appendix F** confirms that visibility splays of 120-metres to both the north and south, are achievable from a 2.4-metre set-back from the existing access road.
- 5.7 Although the site is located within a designated SSSI area, the minor hedgerow trimming and/or limited removal required to achieve the necessary visibility splays at the Ashton Road access is not anticipated to result in any adverse ecological effects. The works are limited in extent, relate solely to the maintenance of established highway safety standards. All works can be undertaken in accordance with best practice guidance and, where necessary, appropriate ecological mitigation measures. Accordingly, the SSSI designation does not constrain the provision of the required visibility splays and does not present a barrier to the proposed access arrangements.

Visibility at Spine Road West Access

- 5.8 Visibility splays at the proposed access onto Spine Road West has been assessed using appropriate stopping sight distances based on recorded vehicle speeds through an independent ATC survey (**Appendix A**). As set out in **Section 2**, the 85th percentile speeds are 45.8mph and 44.7mph, eastbound and westbound, respectively.



- 5.9 Given that both the average speeds are above 40mph, and the design speeds are above 37mph, a deceleration rate visibility parameter of 3.68m/s and a 2 second reaction time have been applied, in accordance with DMRB Standards. The standard 2.4-metre X distance has been used.
- 5.10 Therefore, in accordance with DMRB guidance, the resultant necessary junction visibility splays to enable a vehicle to safely see and be seen by other road users is 2.4-metres x 126.5-metres to the west (for eastbound speeds of 45.8mph) and 2.4-metres x 121.5-metres to the east (for westbound speeds of 44.7mph).
- 5.11 It is noted that to the east, visibility has been measured to the give-way markings of the Spine Road West / B4696 junction, which equates to a distance of 120.5-metres. This is marginally below (by less than 1-metre) the required visibility splay derived from recorded speed data. This minor shortfall is not considered material, as vehicle speeds in the vicinity of the junction are naturally reduced due to turning movements and junction geometry. On this basis, the available visibility is considered appropriate and sufficient to support safe vehicle operation at the access.
- 5.12 The drawing at **Appendix F** demonstrates that visibility is achievable in both directions from the site access location within land owned by the applicant and the extent of public highway. The adopted highway records are provided at **Appendix G**.

Pedestrian Access

- 5.13 Pedestrian and cycle access to the site will be facilitated through a package of highway improvements designed to provide a safe, convenient, and legible connection between the development and the surrounding pedestrian and cycle network. Central to this approach is the extension of the existing shared footway / cycleway on the B4696 Spine Road East, which currently terminates short of the intersection with the B4696 Ashton Road / Spine Road West. The proposed works remove a critical severance point on the local network by providing a continuous, accessible route linking the site directly to the wider network, including onward connections to the NCN. The improvement scheme incorporates a new uncontrolled pedestrian crossing on the B4696 Ashton Road, which connects to a new internal footway within the site.
- 5.14 The proposed works are shown on the drawings provided at **Appendix H**, which illustrates the achievable pedestrian visibility splays at the proposed uncontrolled crossing. Pedestrian visibility of 120-metres (in accordance with a 40mph speed limit), measured to a point 1.5m away from the kerb edge, is achievable to the north from both crossing points, as well as to the south from the eastern crossing point.
- 5.15 It is noted that pedestrian visibility of 1.5-metres x 59.1-metres is achievable to the south from the western crossing point. Although this distance is below the 120m visibility typically associated with a 40mph design speed, and otherwise achievable on the other illustrated splays, it reflects the specific local highway context. The crossing is located immediately adjacent to the Spine Road West / B4696 Spine Road East / B4696 Ashton Road junction, where vehicle speeds are inherently reduced as a result of junction geometry, turning movements, and driver anticipation of conflicting traffic. Consequently, vehicle operating speeds at this location are expected to be materially lower than the posted speed limit, and the available visibility is considered appropriate for the prevailing conditions.



- 5.16 Allied to the above, although the full extent of the required pedestrian visibility splays cannot be achieved within publicly maintainable highway due to the presence of third-party land, the splays are achievable on the ground in practical terms. There are no physical features, vegetation, or structures obstructing visibility to south and so pedestrians and drivers can adequately see each other within the required distances.
- 5.17 In addition, the crossing is supported by further mitigation in the form of a new pedestrian warning sign. It is proposed to be located approximately 54.8-metres to the south of the crossing, providing advanced notice to approaching drivers and reinforcing the likelihood of pedestrians crossing at this location. The presence of the crossing itself, combined with the continuous footway / cycleway and associated pedestrian activity, will increase driver awareness and encourage appropriate speed reduction.
- 5.18 The proposed improvements are particularly important because the existing shared footway / cycleway on Spine Road East currently terminates before the Spine Road West / B4696 Spine Road East / B4696 Ashton Road junction, forcing pedestrians and cyclists to navigate their onward trip at the junction without formal facilities. By providing a formal crossing and extending the footway / cycleway through the junction, the proposed works address this existing safety issue, offering a controlled and legible route that significantly reduces the risk of conflict between vehicles, cyclists, and pedestrians.

Layout

- 5.19 The internal layout and parking provision for the development are reserved matters and will be determined at the detailed design stage. It will however be designed to meet the operational requirements of the site, providing sufficient road widths, turning areas, and circulation space to accommodate two-way movement of the largest anticipated vehicles, including delivery, refuse, maintenance, and emergency vehicles.
- 5.20 Parking provision for the proposed development will be designed and constructed in full accordance with these prevailing standards to ensure compliance and operational efficiency.

Summary

- 5.21 Vehicular access to the site will be provided via an upgraded existing access from Ashton Road and a new priority junction from Spine Road West. Visibility assessments at both access points have demonstrated that the required sightlines can be achieved in accordance with prevailing guidance.
- 5.22 Pedestrian and cycle access will be improved through the extension of the existing shared footway/cycleway on Spine Road East and the provision of a new uncontrolled crossing on Ashton Road, linking directly into the site. The internal layout is a reserved matter but will be designed to accommodate the operational requirements of the site. Parking will be provided in accordance with local standards.

6 Trip Attraction

Introduction

- 6.1 This section considers the trip attraction associated with all proposed uses of the site. Based on information provided by the applicant the following uses are proposed and therefore have been assessed in terms of their trip attraction:
- a) Holiday lodges (38 units);
 - b) Gym / fitness (200sq.m);
 - c) Café/Shop/Restaurant (Class E(a)/E(b)) (100sq.m); and
 - d) Bike Hire (100sq.m).
- 6.2 The trip attraction for these uses have utilised trip rates derived from the TRICS database, in combination with a first-principles approach, which is considered to be appropriate method to assess the development's anticipated trip attraction.
- 6.3 For the avoidance of doubt, a summary of the selection criteria from the TRICS database used to filter suitable, comparable sites is provided below:
- a) Sites located in the UK, excluding Greater London;
 - b) Sites at free standing locations, out of town or in village locations;
 - c) Sites with a population within 1 mile of less than 10,000; and
 - d) Sites with a population within 5 miles of less than 100,000.
- 6.4 Based on the proposed uses at the application site, trip attraction assessment for the following scenarios is appropriate:
- a) Weekday network AM peak (08:00-09:00);
 - b) Weekday network PM peak (17:00-18:00); and
 - c) Saturday operational peak (13:00-14:00).

Proposed Holiday Lodges (38 Units)

- 6.5 In order to assess the trip attraction associated with the proposed holiday lodges on the site, sites with similar site characteristics have been identified in the TRICS database (version 8) and average vehicle trip rates have been obtained. In regard to the proposed land use, an assessment has been undertaken using the '*Residential – Holiday Accommodation*' category.
- 6.6 A summary of the resulting trip rates and predicted traffic attraction in relation to the proposed holiday lodges is provided at **Table 6.1**, whilst the full TRICS report is attached at **Appendix I**.

Time Period	Trip Rate (per unit)			Trips (38 units)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Weekday AM Peak (08:00 - 09:00)	0.021	0.021	0.042	1	1	2
Weekday PM Peak (17:00 – 18:00)	0.093	0.021	0.114	2	1	3
Saturday Peak (13:00 – 14:00)	0.125	0.132	0.257	0	5	5

Table 6.1: Proposed Trip Rates and Trip Attraction (Holiday Lodges)

- 6.7 **Table 6.1** indicates that the proposed holiday lodges are forecast to attract approximately two and three vehicle trips in the weekday AM and PM peak periods, respectively, whilst also attracting approximately five vehicle trips during the Saturday operational peak period.

Proposed Gym / Fitness Studio (200sq.m)

- 6.8 In order to assess the trip attraction associated with the proposed fitness / gym studio, sites with similar site characteristics have been identified in the TRICS database (version 8) and average vehicle trip rates have been obtained. In regard to the proposed land use, an assessment has been undertaken using the 'Leisure – Fitness Club (Private)' category.
- 6.9 A summary of the resulting trip rates and predicted traffic attraction in relation to the proposed fitness studio is provided at **Table 6.2**, whilst the full TRICS report is attached at **Appendix J**.

Time Period	Trip Rate (per 100sq.m)			Trips (200sq.m)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Weekday AM Peak (08:00 - 09:00)	0.399	0.599	0.998	1	1	2
Weekday PM Peak (17:00 – 18:00)	1.796	0.798	2.594	4	2	6*
Saturday Peak (13:00 – 14:00)	2.179	2.821	5.000	4	6	10

Table 6.2: Proposed Trip Rates and Trip Generation (Gym)

(*Note: summation subject to cumulative rounding)

- 6.10 **Table 6.2** indicates that the proposed gym / fitness studio is forecast to attract approximately two and five vehicle trips in the weekday AM and PM peak periods, respectively, whilst also attracting approximately 10 vehicle trips during the Saturday operational peak period.

Proposed Café/Shop/Restaurant (100sq.m)

- 6.11 The proposals include up to 100sq.m of Class E use; however, the exact end use has not yet been confirmed. At this stage, it is understood that the future occupier would likely fall within a restaurant, shop, or café use. The TRICS database (version 8) has been reviewed for all these relevant Class E categories, however, there is limited availability of comparable survey data for cafés and shops in similar locations. As such, the 'Food & Drink - Restaurant' category has been selected as the most appropriate for assessment purposes.
- 6.12 A summary of the resulting trip rates and predicted traffic attraction in relation to the proposed restaurant is provided at **Table 6.3**, whilst the full TRICS report is attached at **Appendix K**.

Time Period	Trip Rate (per 100sq.m)			Trips (100sq.m)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Weekday AM Peak (08:00 - 09:00)	0	0	0	0	0	0
Weekday PM Peak (17:00 – 18:00)	9.176	2.996	12.172	9	3	12
Saturday Peak (13:00 – 14:00)	0.125	0.132	0.257	5	5	10

Table 6.3: Proposed Trip Rates and Trip Generation (Restaurant)

- 6.13 **Table 6.3** indicates that the proposed restaurant would not attract any vehicle trips in the weekday AM peak, whilst it is anticipated to attract approximately 12 vehicle trips in the weekday PM peak period and approximately 10 vehicle trips during the Saturday operational peak period.

Proposed Bike Hire (100sq.m)

- 6.14 The development proposals includes the provision of a bike hire facility which is anticipated to accommodate up to 100 bicycles. The bike hire facility will primarily serve holidaymakers staying in the lodges on-site, with an estimated demand of up to 76 bicycles based on an assumption of two bikes per lodge. The remaining 24 bicycles will be available for hire by members of the public who may travel to the site to hire bikes
- 6.15 Bicycles may be hired for a single day, several days, or for the duration of a week, and so trip patterns are therefore expected to vary throughout the week. The facility is anticipated to operate between 09:00 and 17:00, meaning that trips associated with the bike hire operation are not expected to coincide with the weekday peak periods. As a result, the proposed use is not likely to attraction additional traffic during the AM or PM peak hours.
- 6.16 Saturdays are anticipated to be the busiest day for activity; however, it is expected that customers would typically collect bikes either first thing in the morning or later in the afternoon to maximise the available hire period. Consequently, very few, if any, vehicle trips are expected to take place during the wider Saturday operational peak period.
- 6.17 Overall, the bike hire facility is therefore anticipated to generate only minimal vehicular demand and is unlikely to result in any material impact on the surrounding highway network.

Total Trip Attraction

- 6.18 **Table 6.4** sets out the total anticipated trip attraction based on the proposed trip attraction for each of the uses set out above.



Unit	Time Period	Trip Attraction		
		Arr.	Dep.	Total
Holiday Lodges	Weekday AM Peak (08:00-09:00)	1	1	2
	Weekday PM Peak (17:00-18:00)	2	1	3
	Saturday Operational Peak (13:00 - 14:00)	0	5	5
Gym / Fitness Studio	Weekday AM Peak (08:00-09:00)	1	1	2
	Weekday PM Peak (17:00-18:00)	4	2	6*
	Saturday Operational Peak (13:00 - 14:00)	4	6	10
Restaurant	Weekday AM Peak (08:00-09:00)	0	0	0
	Weekday PM Peak (17:00-18:00)	9	3	12
	Saturday Operational Peak (13:00 - 14:00)	5	5	10
Bike Hire	Weekday AM Peak (08:00-09:00)	0	0	0
	Weekday PM Peak (17:00-18:00)	0	0	0
	Saturday Operational Peak (13:00 - 14:00)	0	0	0
Total Development	Weekday AM Peak (08:00-09:00)	2	2	4
	Weekday PM Peak (17:00-18:00)	15*	6	21*
	Saturday Operational Peak (13:00 - 14:00)	9	16*	25

Table 6.4: Total Proposed Development Trip Attraction

(*Note: summation subject to cumulative rounding)

- 6.19 **Table 6.4** demonstrates that the proposed development is expected to attract approximately four two-way vehicle trips during the weekday AM peak and 21 two-way trips during the weekday PM peak, with approximately 25 two-way vehicle trips generated during the Saturday operational peak.

Summary

- 6.20 The traffic impact identified in this section demonstrates an immaterial increase in vehicle movements during the weekday AM and PM peak periods, as well as during the Saturday operational peak. Therefore, the traffic associated with the development proposal will not have a severe impact on the safety or operation on the local highway network.

7 Summary and Conclusions

- 7.1 Rappor have been instructed by Quinque Stella Holdings Ltd to prepare a TS in support of a planning application concerning a development on land at Lake 62, Cotswold Water Park, Derryfields, Ashton Keynes, Wiltshire, SN6 6QT.
- 7.2 Outline planning permission is sought for the development of land at Lake 62 to provide 38 holiday lodges, a bicycle-hire facility, a gym/fitness studio and additional Class E uses, together with associated parking and landscaping.
- 7.3 This report has demonstrated the following:
- a) The proposed development is compliant with local and national planning policy and guidance;
 - b) The site location offers opportunities to future employees and visitors to travel to/from the site by sustainable modes;
 - c) The visibility assessment demonstrates the site access arrangements are safe and suitable and comply with prevailing national guidance;
 - d) Forecast trip attraction indicates that the development proposals will not result in a significant increase in vehicle trips during the AM and PM network peak periods.
- 7.4 Paragraph 116 of the NPPF is clear 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”*.
- 7.5 It is concluded that the proposed development will not result in an unacceptable impact on highway safety and the residual cumulative impacts on the road network cannot be considered severe. Therefore, it is acceptable in highways and transport terms, and as a result, there are no highways and transport reasons that should preclude WC from approving this planning application.



Appendix A – Site Location Plan

I3, BLACK BARN
MANOR FARM
MANOR ROAD
WANTAGE
OXON
OX12 8NE

T: 01235 766 825
E: info@bluestoneplanning.co.uk
W: www.bluestoneplanning.co.uk

CLIENT
Quinque Stella Holdings Ltd

PROJECT
Lake 62 Cotswold
Water Park

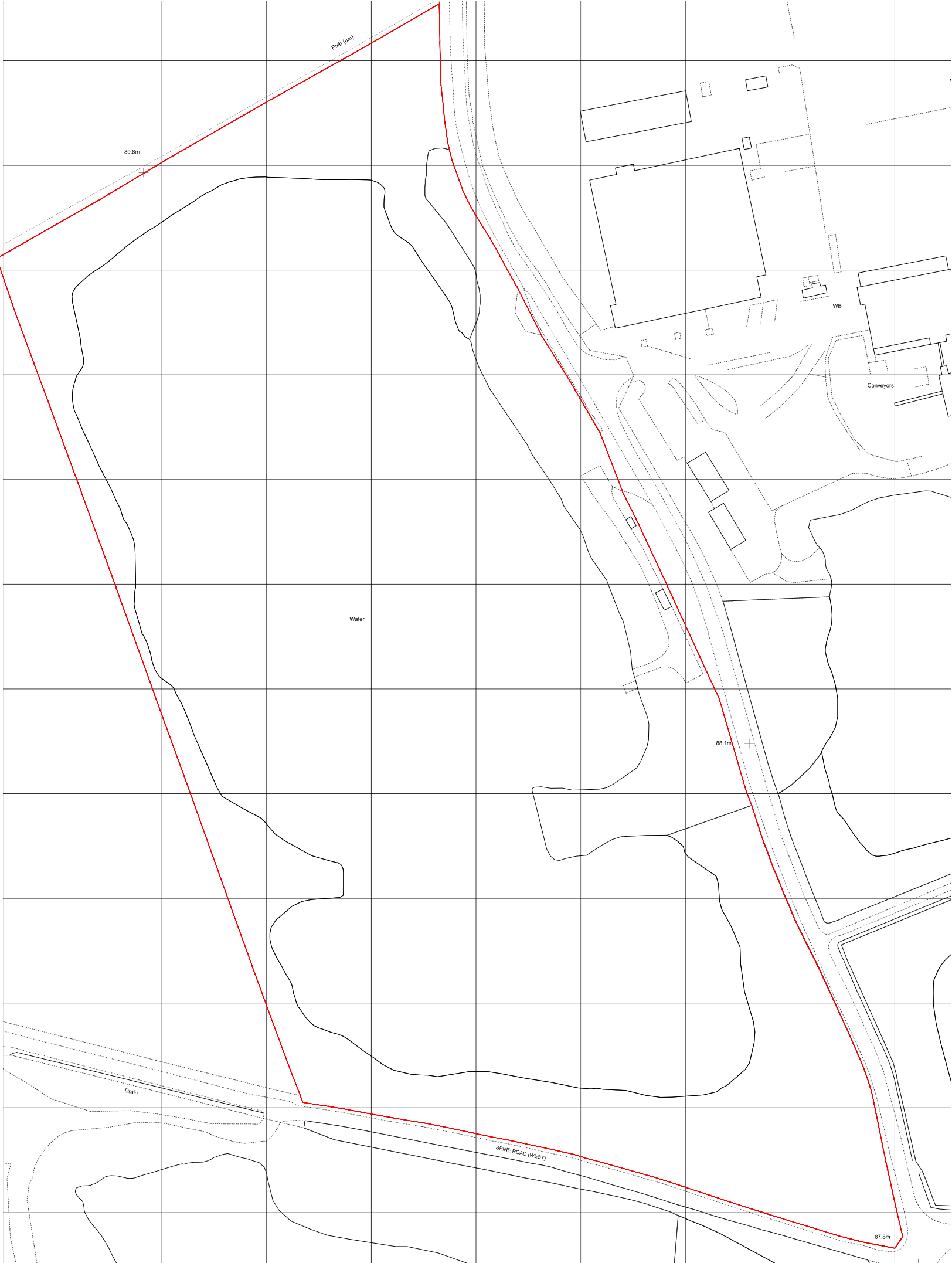
DRAWN BY CHECKED BY
SEB | JF

ISSUE
09.04.21

DESCRIPTION
Site Location Plan

DWG NO. REV
376/0321/JF_001

0m 1cm = 12.5m 62.5m
Scale 1:1250





Appendix B – CrashMap Outputs



Validated Data

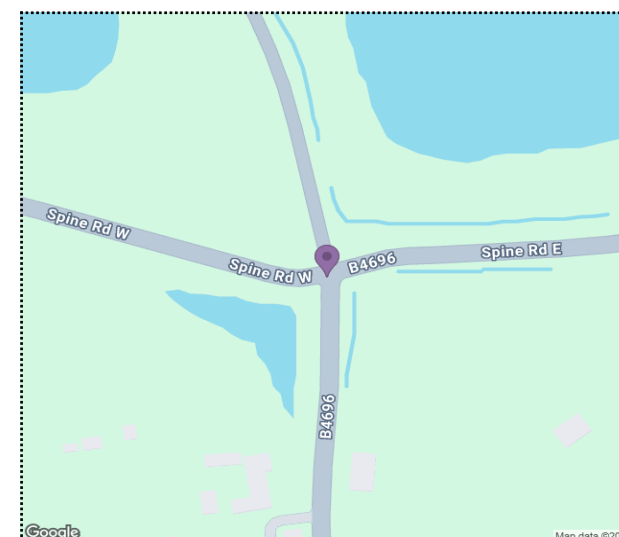
Highest Injury Severity: Slight
Highway Authority: Wiltshire
Local Authority: Wiltshire
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 60
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: B4696

Casualties: 1

Vehicles: 2

OS Grid Reference: 404313 195080



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

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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	9	Male	26 - 35	Vehicle is moving off	Front	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	16	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

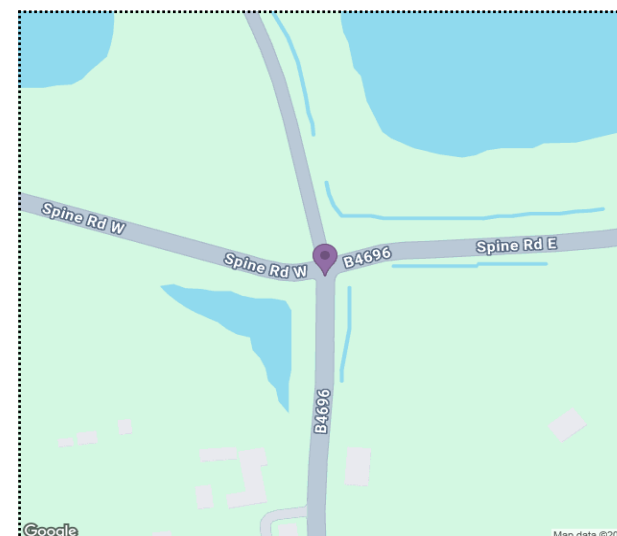
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Tuesday, November 29, 2022	Time of Crash:	10:07:00	Crash Reference:	202254C578222
Highest Injury Severity:	Slight	Road Number:	B4696	Casualties:	2
Highway Authority:	Wiltshire			Vehicles:	2
Local Authority:	Wiltshire			OS Grid Reference:	404314 195078
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date:

Tuesday, November 29, 2022

Time of Crash: 10:07:00

Crash Reference: 202254C578222

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	13	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	18	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

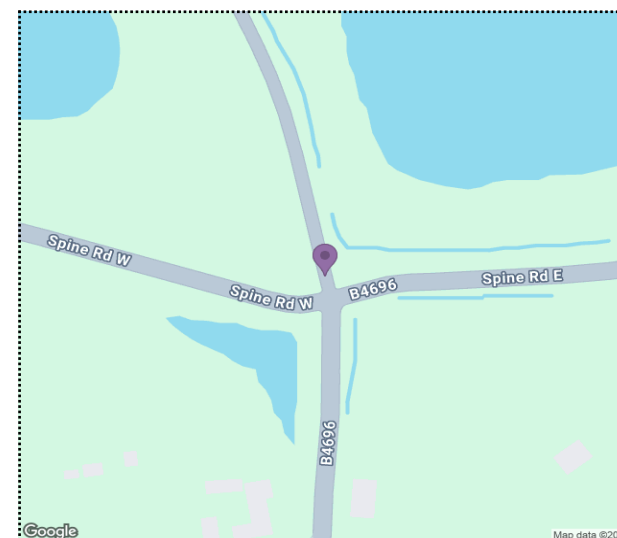
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	Over 75	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Sunday, August 4, 2019	Time of Crash:	17:16:00	Crash Reference:	2019547653819
Highest Injury Severity:	Slight	Road Number:	B4696	Casualties:	3
Highway Authority:	Wiltshire			Vehicles:	2
Local Authority:	Wiltshire			OS Grid Reference:	404311 195091
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date:

Sunday, August 4, 2019

Time of Crash: 17:16:00

Crash Reference: 2019547653819

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	1	Male	56 - 65	Vehicle is moving off	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	56 - 65	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

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Validated Data

Crash Date: Tuesday, January 14, 2020

Time of Crash: 07:05:00

Crash Reference: 2020540440120

Highest Injury Severity: Serious

Road Number: B4696

Casualties: 1

Highway Authority: Wiltshire

Vehicles: 1

Local Authority: Wiltshire

OS Grid Reference: 404312 195085

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Darkness: no street lighting

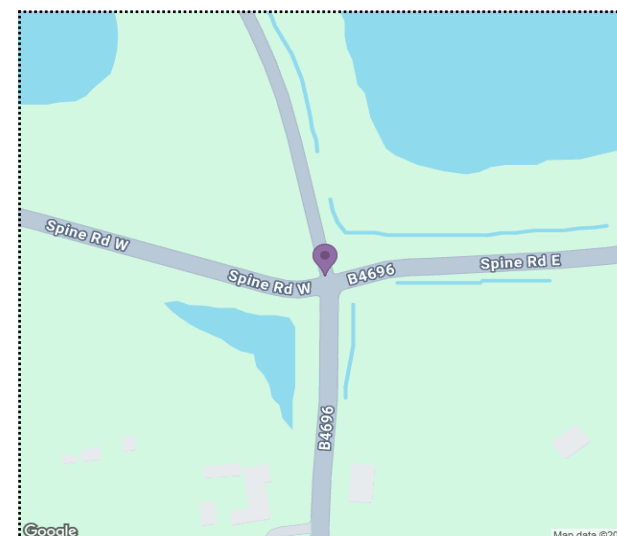
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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

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Validated Data

Crash Date:

Tuesday, January 14, 2020

Time of Crash: 07:05:00

Crash Reference: 2020540440120

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	4	Male	56 - 65	Vehicle is reversing	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	46 - 55	In carriageway, not crossing	Walking along in carriageway - back to traffic

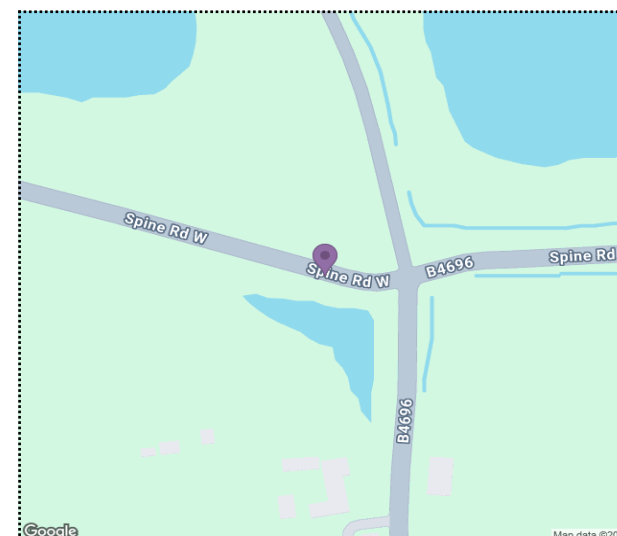
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Tuesday, May 31, 2022	Time of Crash:	23:53:00	Crash Reference:	2022545645522
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	1
Local Authority:	Wiltshire			OS Grid Reference:	404282 195082
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date:

Tuesday, May 31, 2022

Time of Crash:

23:53:00

Crash Reference: 2022545645522

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	8	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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Validated Data

Crash Date: Sunday, June 26, 2022

Time of Crash: 15:30:00

Crash Reference: 2022546649122

Highest Injury Severity: Slight

Road Number: B4696

Casualties: 1

Highway Authority: Wiltshire

Vehicles: 2

Local Authority: Wiltshire

OS Grid Reference: 404312 195080

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 60

Light Conditions: Daylight: regardless of presence of streetlights

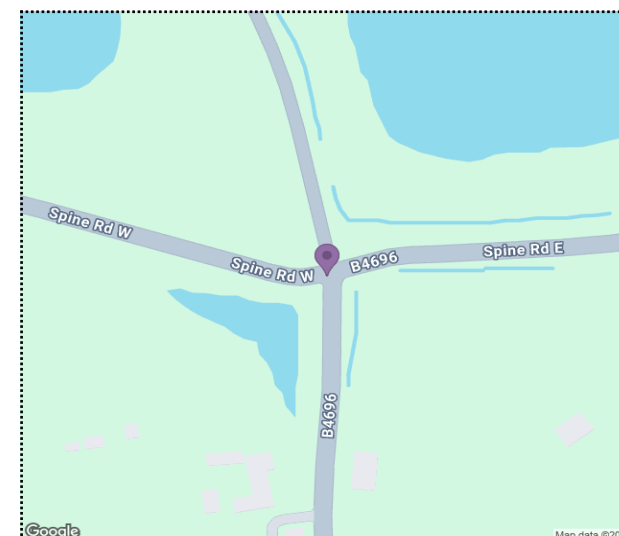
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



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

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



Validated Data

Crash Date:

Sunday, June 26, 2022

Time of Crash: 15:30:00

Crash Reference: 2022546649122

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	12	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

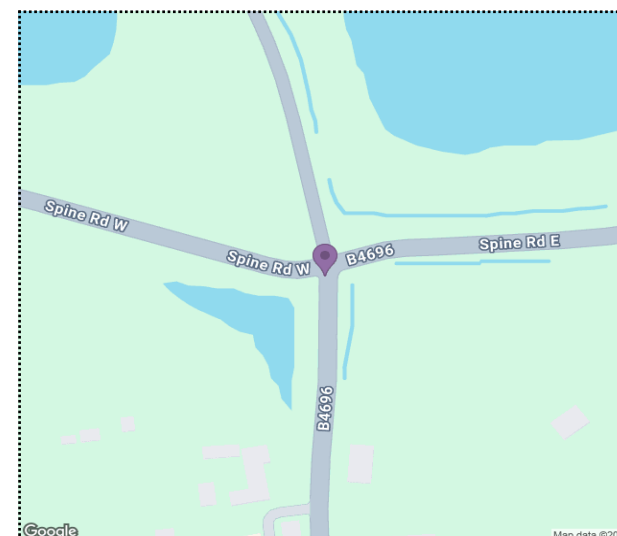
For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:	Thursday, September 7, 2023	Time of Crash:	14:14:00	Crash Reference:	2023549453723
Highest Injury Severity:	Slight	Road Number:	B4696	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	2
Local Authority:	Wiltshire			OS Grid Reference:	404313 195077
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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

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Validated Data

Crash Date:

Thursday, September 7, 2023

Time of Crash: 14:14:00

Crash Reference: 2023549453723

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	15	Female	21 - 25	Vehicle is moving off	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	7	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

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

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



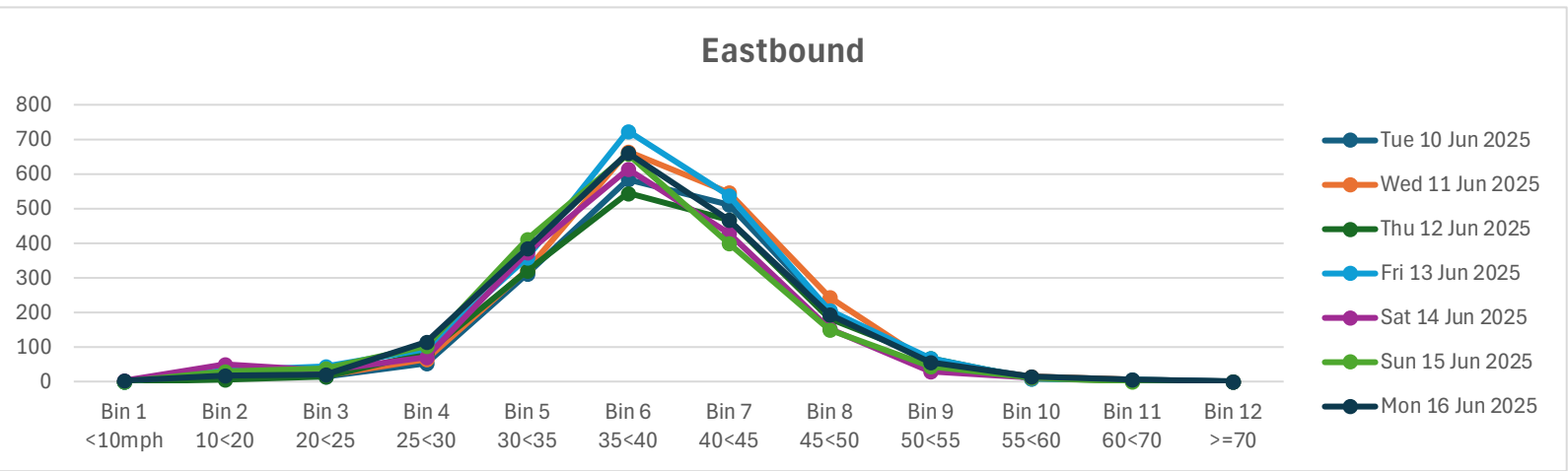
Appendix C - ATC Outputs

Cirencester ATC, Spine Road West

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1<10mph	Bin 210<20	Bin 320<25	Bin 425<30	Bin 530<35	Bin 635<40	Bin 740<45	Bin 845<50	Bin 950<55	Bin 1055<60	Bin 1160<70	Bin 12>=70
Tue 10 Jun 2025	1769	46.0	39.3	6.4	0	16	13	52	310	584	511	206	59	13	5	0
Wed 11 Jun 2025	1958	46.1	39.2	6.6	1	22	17	65	322	665	548	244	53	15	6	0
Thu 12 Jun 2025	1698	45.8	39.1	6.5	0	6	15	81	321	545	467	183	67	8	4	1
Fri 13 Jun 2025	2083	45.7	38.4	7.0	0	33	45	95	359	724	538	206	68	9	6	0
Sat 14 Jun 2025	1764	45.0	37.6	7.1	2	49	31	71	373	614	429	153	28	12	2	0
Sun 15 Jun 2025	1843	44.5	37.5	6.7	0	30	37	104	412	657	400	149	43	11	0	0
Mon 16 Jun 2025	1938	45.4	38.4	6.8	3	18	20	115	385	661	467	194	55	14	5	1
5 Day Ave.	1889	45.8	38.9	6.7	1	19	22	82	339	636	506	207	60	12	5	0
7 Day Ave.	1865	45.5	38.5	6.7	1	25	25	83	355	636	480	191	53	12	4	0

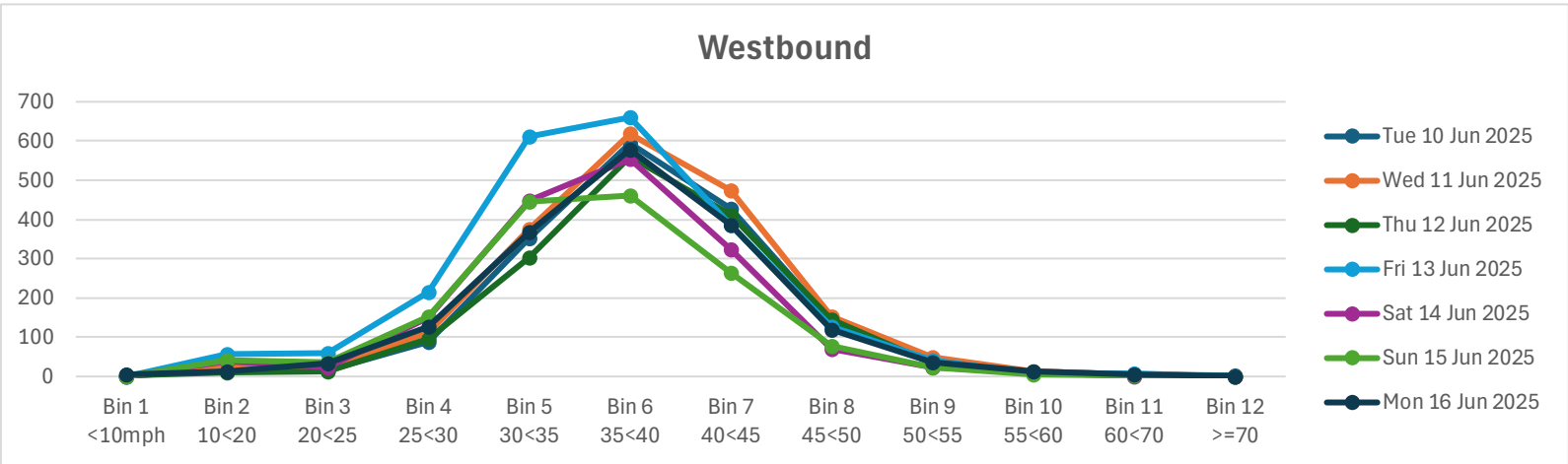
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Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1<10mph	Bin 210<20	Bin 320<25	Bin 425<30	Bin 530<35	Bin 635<40	Bin 740<45	Bin 845<50	Bin 950<55	Bin 1055<60	Bin 1160<70	Bin 12>=70
Tue 10 Jun 2025	1693	45.1	38.2	6.6	1	17	16	89	352	594	428	139	36	14	5	2
Wed 11 Jun 2025	1851	45.2	38.0	6.9	2	28	24	111	375	618	473	154	49	12	5	0
Thu 12 Jun 2025	1584	44.9	38.3	6.4	3	9	13	95	302	560	412	144	34	10	2	0
Fri 13 Jun 2025	2172	43.5	36.0	7.3	0	57	60	216	611	660	385	127	41	8	7	0
Sat 14 Jun 2025	1642	43.1	36.2	6.7	0	39	23	151	447	554	324	71	22	11	0	0
Sun 15 Jun 2025	1507	43.1	35.8	7.0	0	41	35	153	446	461	263	77	23	5	3	0
Mon 16 Jun 2025	1685	44.7	37.5	6.9	5	12	34	126	369	578	387	119	37	13	4	1
5 Day Ave.	1797	44.7	37.6	6.8	2	25	29	127	402	602	417	137	39	11	5	1
7 Day Ave.	1733	44.2	37.2	6.8	2	29	29	134	415	575	382	119	35	10	4	0

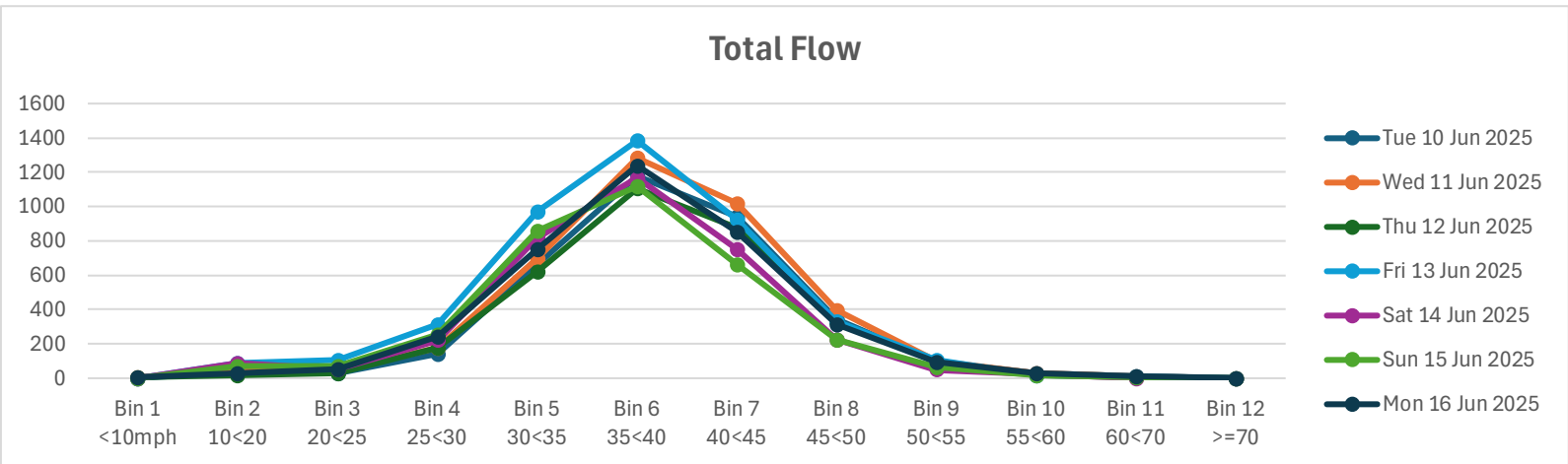
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1<10mph	Bin 210<20	Bin 320<25	Bin 425<30	Bin 530<35	Bin 635<40	Bin 740<45	Bin 845<50	Bin 950<55	Bin 1055<60	Bin 1160<70	Bin 12>=70
Tue 10 Jun 2025	3462	45.6	38.8	6.6	1	33	29	141	662	1178	939	345	95	27	10	2
Wed 11 Jun 2025	3809	45.7	38.7	6.8	3	50	41	176	697	1283	1021	398	102	27	11	0
Thu 12 Jun 2025	3282	45.4	38.7	6.4	3	15	28	176	623	1105	879	327	101	18	6	1
Fri 13 Jun 2025	4255	44.7	37.2	7.2	0	90	105	311	970	1384	923	333	109	17	13	0
Sat 14 Jun 2025	3406	44.1	36.9	6.9	2	88	54	222	820	1168	753	224	50	23	2	0
Sun 15 Jun 2025	3350	43.9	36.7	6.9	0	71	72	257	858	1118	663	226	66	16	3	0
Mon 16 Jun 2025	3623	45.1	38.0	6.9	8	30	54	241	754	1239	854	313	92	27	9	2
5 Day Ave.	3686	45.3	38.3	6.8	3	44	51	209	741	1238	923	343	100	23	10	1
7 Day Ave.	3598	44.9	37.9	6.8	2	54	55	218	769	1211	862	309	88	22	8	1

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Cirencester ATC, Spine Road West



Direction: Eastbound

Hour	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
Beginning	10/06/2025	11/06/2025	12/06/2025	13/06/2025	14/06/2025	15/06/2025	16/06/2025	Ave.	Ave.
00:00	2	4	2	3	6	6	0	2	3
01:00	0	0	1	0	3	4	0	0	1
02:00	0	1	0	1	0	1	2	1	1
03:00	0	0	0	1	2	2	2	1	1
04:00	3	4	2	5	4	1	5	4	3
05:00	10	12	17	12	3	2	18	14	11
06:00	29	34	31	33	14	9	35	32	26
07:00	104	101	87	69	29	14	79	88	69
08:00	112	139	125	114	79	44	126	123	106
09:00	106	106	89	117	113	103	128	109	109
10:00	124	107	111	140	129	198	135	123	135
11:00	115	124	126	135	208	198	151	130	151
12:00	119	131	138	162	198	192	140	138	154
13:00	100	134	122	162	151	168	109	125	135
14:00	143	142	124	183	146	178	159	150	154
15:00	137	179	135	220	148	186	164	167	167
16:00	194	237	167	224	139	188	215	207	195
17:00	214	198	164	177	121	136	217	194	175
18:00	88	107	83	137	79	73	103	104	90
19:00	68	71	77	65	65	55	69	70	67
20:00	41	56	33	51	29	40	33	43	40
21:00	33	42	28	36	37	18	24	33	31
22:00	21	17	31	26	40	18	21	23	25
23:00	6	12	5	10	21	9	3	7	9
Total									
12H(7-19)	1556	1705	1471	1840	1540	1678	1726	1660	1645
18H(6-22)	1727	1908	1640	2025	1685	1800	1887	1837	1810
18H(6-24)	1754	1937	1676	2061	1746	1827	1911	1868	1845
24H(0-24)	1769	1958	1698	2083	1764	1843	1938	1889	1865
AM Peak	10:00	08:00	11:00	10:00	11:00	10:00	11:00	11:00	11:00
	124	139	126	140	208	198	151	130	151
PM Peak	17:00	16:00	16:00	16:00	12:00	12:00	17:00	16:00	16:00
	214	237	167	224	198	192	217	207	195

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Direction: Westbound

Hour	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
Beginning	10/06/2025	11/06/2025	12/06/2025	13/06/2025	14/06/2025	15/06/2025	16/06/2025	Ave.	Ave.
00:00	1	1	1	5	8	8	1	2	4
01:00	0	0	1	1	1	2	0	0	1
02:00	1	0	0	2	0	0	0	1	0
03:00	0	0	0	0	1	0	0	0	0
04:00	2	0	1	1	1	1	1	1	1
05:00	11	19	8	7	5	5	9	11	9
06:00	51	46	48	35	34	10	41	44	38
07:00	150	168	152	160	96	48	140	154	131
08:00	197	195	195	171	119	92	174	186	163
09:00	122	126	127	139	95	96	136	131	121
10:00	106	128	89	133	156	174	106	112	127
11:00	110	122	109	128	169	151	100	114	127
12:00	103	115	102	154	143	176	152	125	135
13:00	98	129	86	168	126	146	106	121	126
14:00	100	110	108	165	124	135	111	119	122
15:00	106	131	90	207	121	114	115	130	126
16:00	128	162	124	205	124	113	132	150	141
17:00	174	164	132	177	89	76	141	158	136
18:00	70	107	85	113	76	49	89	93	84
19:00	54	49	48	80	49	42	52	57	53
20:00	55	40	41	51	26	34	42	46	41
21:00	29	24	22	22	42	21	24	24	26
22:00	16	4	12	17	25	10	10	12	13
23:00	2	11	3	11	12	4	3	6	7
Total									
12H(7-19)	1471	1657	1399	1940	1438	1370	1502	1594	1540
18H(6-22)	1660	1816	1558	2128	1589	1477	1661	1765	1698
18H(6-24)	1678	1831	1573	2156	1626	1491	1674	1782	1718
24H(0-24)	1693	1851	1584	2172	1642	1507	1685	1797	1733
AM Peak	08:00	08:00	08:00	08:00	11:00	10:00	08:00	08:00	08:00
	197	195	195	171	169	174	174	186	163
PM Peak	17:00	17:00	17:00	15:00	12:00	12:00	12:00	17:00	16:00
	174	164	132	207	143	176	152	158	141

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Direction: Total Flow

Hour	Tue	Wed	Thu	Fri	Sat	Sun	Mon	5-Day	7-Day
Beginning	10/06/2025	11/06/2025	12/06/2025	13/06/2025	14/06/2025	15/06/2025	16/06/2025	Ave.	Ave.
00:00	3	5	3	8	14	14	1	4	7
01:00	0	0	2	1	4	6	0	1	2
02:00	1	1	0	3	0	1	2	1	1
03:00	0	0	0	1	3	2	2	1	1
04:00	5	4	3	6	5	2	6	5	4
05:00	21	31	25	19	8	7	27	25	20
06:00	80	80	79	68	48	19	76	77	64
07:00	254	269	239	229	125	62	219	242	200
08:00	309	334	320	285	198	186	300	310	269
09:00	235	232	216	256	208	199	264	241	230
10:00	230	235	200	273	285	372	241	236	262
11:00	225	246	235	263	377	349	251	244	278
12:00	222	246	240	316	341	368	292	263	289
13:00	198	263	208	350	277	314	215	247	261
14:00	243	252	232	348	270	313	270	269	275
15:00	243	310	225	427	269	300	279	297	293
16:00	322	399	291	429	263	301	347	358	336
17:00	388	362	296	354	210	212	358	352	311
18:00	158	214	168	250	155	122	192	196	180
19:00	122	120	125	145	114	97	121	127	121
20:00	96	96	74	102	55	74	75	89	82
21:00	62	66	50	58	79	39	48	57	57
22:00	37	21	43	43	65	28	31	35	38
23:00	8	23	8	21	33	13	6	13	16
Total									
12H(7-19)	3027	3362	2870	3780	2978	3048	3228	3253	3185
18H(6-22)	3387	3724	3196	4153	3274	3277	3548	3602	3509
18H(6-24)	3432	3768	3249	4217	3372	3318	3585	3650	3563
24H(0-24)	3462	3809	3282	4255	3406	3350	3623	3686	3598
AM Peak	08:00	08:00	08:00	08:00	11:00	10:00	08:00	08:00	11:00
	309	334	320	285	377	372	300	310	278
PM Peak	17:00	16:00	17:00	16:00	12:00	12:00	17:00	16:00	16:00
	388	399	296	429	341	368	358	358	336

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Cirencester ATC, Spine Road West

Direction: Eastbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 10 Jun 2025	1769	1511	240	6	12
Wed 11 Jun 2025	1958	1664	281	4	9
Thu 12 Jun 2025	1698	1423	265	5	5
Fri 13 Jun 2025	2083	1776	295	4	8
Sat 14 Jun 2025	1764	1605	156	1	2
Sun 15 Jun 2025	1843	1714	126	3	0
Mon 16 Jun 2025	1938	1663	256	5	14
5 Day Ave.	1889	1607	267	5	10
7 Day Ave.	1865	1622	231	4	7

Direction: Westbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 10 Jun 2025	1693	1423	258	2	10
Wed 11 Jun 2025	1851	1577	265	4	5
Thu 12 Jun 2025	1584	1319	256	2	7
Fri 13 Jun 2025	2172	1859	302	5	6
Sat 14 Jun 2025	1642	1484	154	1	3
Sun 15 Jun 2025	1507	1366	139	1	1
Mon 16 Jun 2025	1685	1439	230	4	12
5 Day Ave.	1797	1523	262	3	8
7 Day Ave.	1733	1495	229	3	6

Direction: Total Flow					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 10 Jun 2025	3462	2934	498	8	22
Wed 11 Jun 2025	3809	3241	546	8	14
Thu 12 Jun 2025	3282	2742	521	7	12
Fri 13 Jun 2025	4255	3635	597	9	14
Sat 14 Jun 2025	3406	3089	310	2	5
Sun 15 Jun 2025	3350	3080	265	4	1
Mon 16 Jun 2025	3623	3102	486	9	26
5 Day Ave.	3686	3131	530	8	18
7 Day Ave.	3598	3118	460	7	13

	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 10 Jun 2025	100.0%	85.4%	13.6%	0.3%	0.7%
Wed 11 Jun 2025	100.0%	85.0%	14.4%	0.2%	0.5%
Thu 12 Jun 2025	100.0%	83.8%	15.6%	0.3%	0.3%
Fri 13 Jun 2025	100.0%	85.3%	14.2%	0.2%	0.4%
Sat 14 Jun 2025	100.0%	91.0%	8.8%	0.1%	0.1%
Sun 15 Jun 2025	100.0%	93.0%	6.8%	0.2%	0.0%
Mon 16 Jun 2025	100.0%	85.8%	13.2%	0.3%	0.7%
5 Day Ave.	100.0%	85.1%	14.2%	0.3%	0.5%
7 Day Ave.	100.0%	87.0%	12.4%	0.2%	0.4%

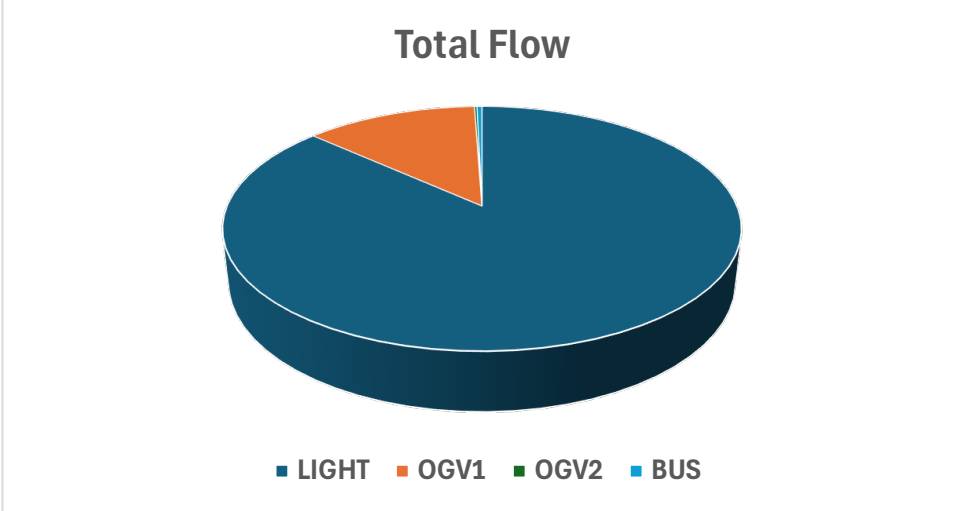
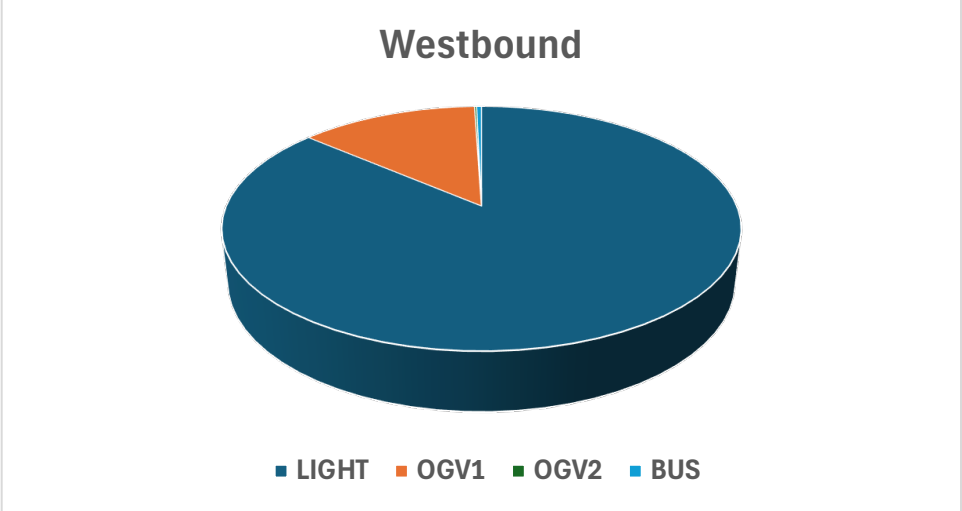
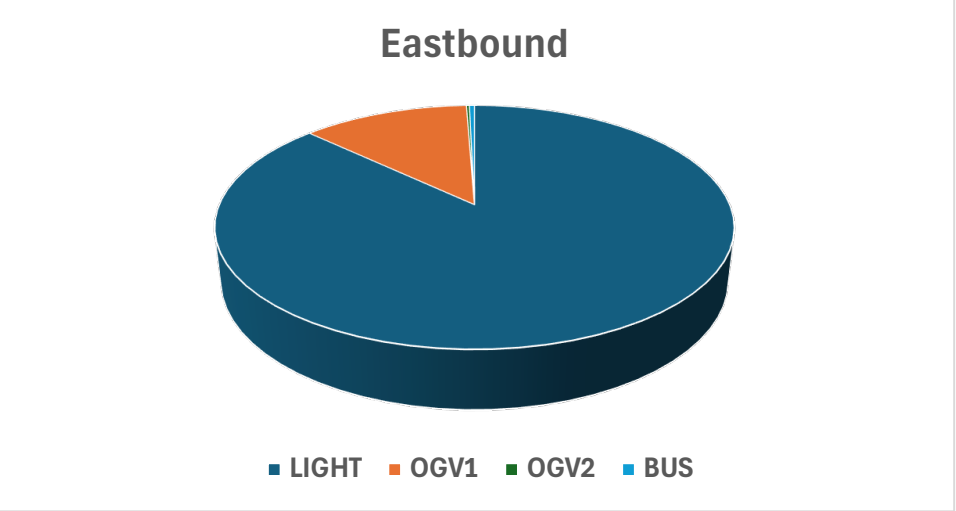
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	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 10 Jun 2025	100.0%	84.1%	15.2%	0.1%	0.6%
Wed 11 Jun 2025	100.0%	85.2%	14.3%	0.2%	0.3%
Thu 12 Jun 2025	100.0%	83.3%	16.2%	0.1%	0.4%
Fri 13 Jun 2025	100.0%	85.6%	13.9%	0.2%	0.3%
Sat 14 Jun 2025	100.0%	90.4%	9.4%	0.1%	0.2%
Sun 15 Jun 2025	100.0%	90.6%	9.2%	0.1%	0.1%
Mon 16 Jun 2025	100.0%	85.4%	13.6%	0.2%	0.7%
5 Day Ave.	100.0%	84.8%	14.6%	0.2%	0.4%
7 Day Ave.	100.0%	86.3%	13.2%	0.2%	0.4%

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	Total Volume	LIGHT	OGV1	OGV2	BUS
Tue 10 Jun 2025	100.0%	84.7%	14.4%	0.2%	0.6%
Wed 11 Jun 2025	100.0%	85.1%	14.3%	0.2%	0.4%
Thu 12 Jun 2025	100.0%	83.5%	15.9%	0.2%	0.4%
Fri 13 Jun 2025	100.0%	85.4%	14.0%	0.2%	0.3%
Sat 14 Jun 2025	100.0%	90.7%	9.1%	0.1%	0.1%
Sun 15 Jun 2025	100.0%	91.9%	7.9%	0.1%	0.0%
Mon 16 Jun 2025	100.0%	85.6%	13.4%	0.2%	0.7%
5 Day Ave.	100.0%	84.9%	14.4%	0.2%	0.5%
7 Day Ave.	100.0%	86.6%	12.8%	0.2%	0.4%

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Cirencester ATC, Spine Road West

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 10 Jun 2025	239	43.7	38.2	5.3	0	0	0	7	67	83	54	25	3	0	0	0
Wed 11 Jun 2025	231	43.7	38.0	5.5	0	1	0	11	55	83	59	19	3	0	0	0
Thu 12 Jun 2025	237	44.1	37.5	6.4	0	1	6	15	63	71	54	22	4	1	0	0
Fri 13 Jun 2025	275	45.3	37.9	7.1	0	4	14	7	53	94	66	28	8	1	0	0
Sat 14 Jun 2025	337	43.9	36.5	7.1	0	13	9	12	86	122	66	25	2	2	0	0
Sun 15 Jun 2025	396	43.8	37.2	6.4	0	9	9	22	77	148	102	28	1	0	0	0
Mon 16 Jun 2025	286	42.1	34.6	7.3	3	7	10	29	105	77	44	4	6	0	1	0
5 Day Ave.	254	43.8	37.2	6.3	1	3	6	14	69	82	55	20	5	0	0	0
7 Day Ave.	286	43.8	37.1	6.5	0	5	7	15	72	97	64	22	4	1	0	0

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Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 10 Jun 2025	216	43.6	36.6	6.8	0	3	6	16	62	73	36	14	3	3	0	0
Wed 11 Jun 2025	250	42.9	35.6	7.0	0	8	8	21	72	80	45	13	2	1	0	0
Thu 12 Jun 2025	198	42.6	36.2	6.2	1	1	2	23	57	61	40	12	1	0	0	0
Fri 13 Jun 2025	261	41.8	34.0	7.5	0	13	4	47	86	62	38	5	5	0	1	0
Sat 14 Jun 2025	325	41.2	34.8	6.2	0	10	8	31	109	114	44	8	1	0	0	0
Sun 15 Jun 2025	325	41.7	34.8	6.7	0	10	7	40	110	98	45	12	2	0	1	0
Mon 16 Jun 2025	206	42.1	34.6	7.3	0	5	12	32	58	59	28	6	5	1	0	0
5 Day Ave.	226	42.6	35.4	7.0	0	6	6	28	67	67	37	10	3	1	0	0
7 Day Ave.	254	42.3	35.2	6.8	0	7	7	30	79	78	39	10	3	1	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Tue 10 Jun 2025	455	43.8	37.4	6.1	0	3	6	23	129	156	90	39	6	3	0	0
Wed 11 Jun 2025	481	43.4	36.8	6.4	0	9	8	32	127	163	104	32	5	1	0	0
Thu 12 Jun 2025	435	43.5	36.9	6.4	1	2	8	38	120	132	94	34	5	1	0	0
Fri 13 Jun 2025	536	43.8	36.0	7.5	0	17	18	54	139	156	104	33	13	1	1	0
Sat 14 Jun 2025	662	42.6	35.7	6.7	0	23	17	43	195	236	110	33	3	2	0	0
Sun 15 Jun 2025	721	43.0	36.1	6.6	0	19	16	62	187	246	147	40	3	0	1	0
Mon 16 Jun 2025	492	42.1	34.6	7.3	3	12	22	61	163	136	72	10	11	1	1	0
5 Day Ave.	480	43.3	36.3	6.7	1	9	12	42	136	149	93	30	8	1	0	0
7 Day Ave.	540	43.2	36.2	6.7	1	12	14	45	151	175	103	32	7	1	0	0

Paul Castle Associates

Cirencester ATC, Spine Road West

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
Tue 10 Jun 2025	280	44.6	38.6	5.8	0	3	0	8	58	99	82	25	4	1	0	0
Wed 11 Jun 2025	321	44.9	38.8	5.9	0	2	4	9	61	112	92	37	3	0	1	0
Thu 12 Jun 2025	259	44.2	38.6	5.5	0	0	1	12	48	104	63	27	3	1	0	0
Fri 13 Jun 2025	403	43.8	37.5	6.1	0	8	6	17	71	178	89	32	2	0	0	0
Sat 14 Jun 2025	294	43.2	36.4	6.5	0	8	3	24	75	101	64	16	3	0	0	0
Sun 15 Jun 2025	364	43.1	36.5	6.4	0	7	6	15	113	141	60	10	8	4	0	0
Mon 16 Jun 2025	323	43.7	37.9	5.7	0	0	1	24	72	121	70	29	6	0	0	0
5 Day Ave.	317	44.2	38.3	5.8	0	3	2	14	62	123	79	30	4	0	0	0
7 Day Ave.	321	43.9	37.7	6.0	0	4	3	16	71	122	74	25	4	1	0	0

Paul Castle Associates

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
Tue 10 Jun 2025	206	44.0	37.5	6.3	0	3	2	9	50	78	47	13	1	3	0	0
Wed 11 Jun 2025	241	44.3	37.6	6.5	0	3	2	21	49	80	61	21	3	1	0	0
Thu 12 Jun 2025	198	43.2	37.4	5.5	1	0	1	12	41	87	44	10	1	1	0	0
Fri 13 Jun 2025	372	42.9	35.4	7.2	0	15	9	25	129	112	55	20	5	1	1	0
Sat 14 Jun 2025	245	41.7	35.5	6.0	0	3	5	28	75	82	44	6	1	1	0	0
Sun 15 Jun 2025	249	42.1	35.3	6.5	0	7	3	24	88	78	36	7	6	0	0	0
Mon 16 Jun 2025	226	42.8	36.9	5.7	0	1	1	20	61	79	47	15	2	0	0	0
5 Day Ave.	249	43.4	37.0	6.2	0	4	3	17	66	87	51	16	2	1	0	0
7 Day Ave.	248	43.0	36.5	6.2	0	5	3	20	70	85	48	13	3	1	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 ≥70
Tue 10 Jun 2025	486	44.3	38.1	6.0	0	6	2	17	108	177	129	38	5	4	0	0
Wed 11 Jun 2025	562	44.7	38.3	6.2	0	5	6	30	110	192	153	58	6	1	1	0
Thu 12 Jun 2025	457	43.8	38.1	5.5	1	0	2	24	89	191	107	37	4	2	0	0
Fri 13 Jun 2025	775	43.5	36.5	6.7	0	23	15	42	200	290	144	52	7	1	1	0
Sat 14 Jun 2025	539	42.5	36.0	6.3	0	11	8	52	150	183	108	22	4	1	0	0
Sun 15 Jun 2025	613	42.7	36.0	6.5	0	14	9	39	201	219	96	17	14	4	0	0
Mon 16 Jun 2025	549	43.4	37.5	5.7	0	1	2	44	133	200	117	44	8	0	0	0
5 Day Ave.	566	43.9	37.7	6.0	0	7	5	31	128	210	130	46	6	2	0	0
7 Day Ave.	569	43.6	37.2	6.1	0	9	6	35	142	207	122	38	7	2	0	0

Paul Castle Associates

Cirencester ATC, Spine Road West

Direction: Eastbound

10/06/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	3	3	0	0	0
05:00	10	10	0	0	0
06:00	29	26	3	0	0
07:00	104	87	15	1	1
08:00	112	87	24	0	1
09:00	106	88	16	0	2
10:00	124	94	30	0	0
11:00	115	94	21	0	0
12:00	119	100	16	2	1
13:00	100	74	23	1	2
14:00	143	125	17	0	1
15:00	137	112	25	0	0
16:00	194	175	17	0	2
17:00	214	199	12	1	2
18:00	88	79	9	0	0
19:00	68	62	5	1	0
20:00	41	36	5	0	0
21:00	33	33	0	0	0
22:00	21	19	2	0	0
23:00	6	6	0	0	0
Total					
12H(7-19)	1556	1314	225	5	12
16H(6-22)	1727	1471	238	6	12
18H(6-24)	1754	1496	240	6	12
24H(0-24)	1769	1511	240	6	12
AM Peak	10:00 124	10:00 94	10:00 30	07:00 1	09:00 2
PM Peak	17:00 214	17:00 199	15:00 25	12:00 2	13:00 2

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	2	2	0	0	0
05:00	11	9	2	0	0
06:00	51	47	3	1	0
07:00	150	115	35	0	0
08:00	197	171	24	1	1
09:00	129	101	26	0	2
10:00	106	82	24	0	0
11:00	110	97	12	0	1
12:00	103	74	27	0	2
13:00	98	77	19	0	2
14:00	100	86	13	0	1
15:00	106	90	16	0	0
16:00	128	110	18	0	0
17:00	174	151	22	0	1
18:00	70	63	7	0	0
19:00	54	46	8	0	0
20:00	55	55	0	0	0
21:00	29	28	1	0	0
22:00	16	15	1	0	0
23:00	2	2	0	0	0
Total					
12H(7-19)	1471	1217	243	1	10
16H(6-22)	1660	1393	255	2	10
18H(6-24)	1678	1410	256	2	10
24H(0-24)	1693	1423	258	2	10
AM Peak	08:00 197	08:00 171	07:00 35	06:00 1	09:00 2
PM Peak	17:00 174	17:00 151	12:00 27	12:00 0	12:00 2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	5	5	0	0	0
05:00	21	19	2	0	0
06:00	80	73	6	1	0
07:00	254	202	50	1	1
08:00	309	258	48	1	2
09:00	235	189	42	0	4
10:00	230	176	54	0	0
11:00	225	191	33	0	1
12:00	222	174	43	2	3
13:00	198	151	42	1	4
14:00	243	211	30	0	2
15:00	243	202	41	0	0
16:00	322	285	35	0	2
17:00	388	350	34	1	3
18:00	158	142	16	0	0
19:00	122	108	13	1	0
20:00	96	91	5	0	0
21:00	62	61	1	0	0
22:00	37	34	3	0	0
23:00	8	8	0	0	0
Total					
12H(7-19)	3027	2531	468	6	22
16H(6-22)	3387	2864	493	8	22
18H(6-24)	3432	2906	496	8	22
24H(0-24)	3462	2934	498	8	22
AM Peak	08:00 309	08:00 258	10:00 54	06:00 1	09:00 4
PM Peak	17:00 388	17:00 350	12:00 43	12:00 2	13:00 4

Paul Castle Associates

Cirencester ATC, Spine Road West

Direction: Eastbound

11/06/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	4	4	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	4	3	1	0	0
05:00	12	11	1	0	0
06:00	34	32	2	0	0
07:00	101	81	18	0	2
08:00	139	107	32	0	0
09:00	106	83	23	0	0
10:00	107	84	23	0	0
11:00	124	97	27	0	0
12:00	131	105	23	1	2
13:00	134	111	22	0	1
14:00	142	120	19	0	3
15:00	179	153	24	2	0
16:00	237	207	29	1	0
17:00	198	182	15	0	1
18:00	107	99	8	0	0
19:00	71	65	6	0	0
20:00	56	49	7	0	0
21:00	42	42	0	0	0
22:00	17	16	1	0	0
23:00	12	12	0	0	0
Total					
12H(7-19)	1705	1429	263	4	9
16H(6-22)	1908	1617	278	4	9
18H(6-24)	1937	1645	279	4	9
24H(0-24)	1958	1664	281	4	9
AM Peak	08:00 139	08:00 107	08:00 32	00:00 0	07:00 2
PM Peak	16:00 237	16:00 207	16:00 29	15:00 2	14:00 3

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	19	17	2	0	0
06:00	46	42	4	0	0
07:00	168	135	32	0	1
08:00	195	172	23	0	0
09:00	126	92	34	0	0
10:00	128	103	24	0	1
11:00	122	100	21	1	0
12:00	115	101	14	0	0
13:00	129	104	23	1	1
14:00	110	92	18	0	0
15:00	131	116	15	0	0
16:00	162	142	19	1	0
17:00	164	144	17	1	2
18:00	107	96	11	0	0
19:00	49	43	6	0	0
20:00	40	40	0	0	0
21:00	24	23	1	0	0
22:00	4	4	0	0	0
23:00	11	10	1	0	0
Total					
12H(7-19)	1657	1397	251	4	5
16H(6-22)	1816	1545	262	4	5
18H(6-24)	1831	1559	263	4	5
24H(0-24)	1851	1577	265	4	5
AM Peak	08:00 195	08:00 172	09:00 34	11:00 1	07:00 1
PM Peak	17:00 164	17:00 144	13:00 23	13:00 1	17:00 2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	5	0	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	0	0	0	0	0
04:00	4	3	1	0	0
05:00	31	28	3	0	0
06:00	80	74	6	0	0
07:00	269	216	50	0	3
08:00	334	279	55	0	0
09:00	232	175	57	0	0
10:00	235	187	47	0	1
11:00	246	197	48	1	0
12:00	246	206	37	1	2
13:00	263	215	45	1	2
14:00	252	212	37	0	3
15:00	310	269	39	2	0
16:00	399	349	48	2	0
17:00	362	326	32	1	3
18:00	214	195	19	0	0
19:00	120	108	12	0	0
20:00	96	89	7	0	0
21:00	66	65	1	0	0
22:00	21	20	1	0	0
23:00	23	22	1	0	0
Total					
12H(7-19)	3362	2826	514	8	14
16H(6-22)	3724	3162	540	8	14
18H(6-24)	3768	3204	542	8	14
24H(0-24)	3809	3241	546	8	14
AM Peak	08:00 334	08:00 279	09:00 57	11:00 1	07:00 3
PM Peak	16:00 399	16:00 349	16:00 48	15:00 2	14:00 3

Paul Castle Associates

Cirencester ATC, Spine Road West

Direction: Eastbound

12/06/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	2	2	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	2	2	0	0	0
05:00	17	14	3	0	0
06:00	31	30	1	0	0
07:00	87	71	15	0	1
08:00	125	105	19	1	0
09:00	89	65	24	0	0
10:00	111	91	20	0	0
11:00	126	103	22	1	0
12:00	138	111	26	0	1
13:00	122	89	31	1	1
14:00	124	99	23	0	2
15:00	135	105	28	2	0
16:00	167	150	17	0	0
17:00	164	147	17	0	0
18:00	83	77	6	0	0
19:00	77	70	7	0	0
20:00	33	32	1	0	0
21:00	28	25	3	0	0
22:00	31	30	1	0	0
23:00	5	4	1	0	0
Total					
12H(7-19)	1471	1213	248	5	5
16H(6-22)	1640	1370	260	5	5
18H(6-24)	1676	1404	262	5	5
24H(0-24)	1698	1423	265	5	5
AM Peak	11:00 126	08:00 105	09:00 24	08:00 1	07:00 1
PM Peak	16:00 167	16:00 150	13:00 31	15:00 2	14:00 2

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	8	8	0	0	0
06:00	48	39	9	0	0
07:00	152	121	31	0	0
08:00	195	169	25	1	0
09:00	127	107	20	0	0
10:00	89	67	19	0	3
11:00	109	78	29	0	2
12:00	102	76	25	1	0
13:00	86	66	20	0	0
14:00	108	85	22	0	1
15:00	90	81	9	0	0
16:00	124	107	17	0	0
17:00	132	117	14	0	1
18:00	85	79	6	0	0
19:00	48	43	5	0	0
20:00	41	38	3	0	0
21:00	22	20	2	0	0
22:00	12	12	0	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	1399	1153	237	2	7
16H(6-22)	1558	1293	256	2	7
18H(6-24)	1573	1308	256	2	7
24H(0-24)	1584	1319	256	2	7
AM Peak	08:00 195	08:00 169	07:00 31	08:00 1	10:00 3
PM Peak	17:00 132	17:00 117	12:00 25	12:00 1	14:00 1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	3	0	0	0
01:00	2	2	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	3	3	0	0	0
05:00	25	22	3	0	0
06:00	79	69	10	0	0
07:00	239	192	46	0	1
08:00	320	274	44	2	0
09:00	216	172	44	0	0
10:00	200	158	39	0	3
11:00	235	181	51	1	2
12:00	240	187	51	1	1
13:00	208	155	51	1	1
14:00	232	184	45	0	3
15:00	225	186	37	2	0
16:00	291	257	34	0	0
17:00	296	264	31	0	1
18:00	168	156	12	0	0
19:00	125	113	12	0	0
20:00	74	70	4	0	0
21:00	50	45	5	0	0
22:00	43	42	1	0	0
23:00	8	7	1	0	0
Total					
12H(7-19)	2870	2366	485	7	12
16H(6-22)	3198	2663	516	7	12
18H(6-24)	3249	2712	518	7	12
24H(0-24)	3282	2742	521	7	12
AM Peak	08:00 320	08:00 274	11:00 51	08:00 2	10:00 3
PM Peak	17:00 296	17:00 264	12:00 51	15:00 2	14:00 3

Paul Castle Associates

Cirencester ATC, Spine Road West

Direction: Eastbound

13/06/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	3	2	1	0	0
01:00	0	0	0	0	0
02:00	1	1	0	0	0
03:00	1	1	0	0	0
04:00	5	3	2	0	0
05:00	12	10	1	1	0
06:00	33	28	5	0	0
07:00	69	53	15	0	1
08:00	114	92	21	0	1
09:00	117	102	15	0	0
10:00	140	117	20	0	3
11:00	135	113	21	1	0
12:00	162	128	32	0	2
13:00	162	142	20	0	0
14:00	183	147	35	0	1
15:00	220	186	34	0	0
16:00	224	198	25	1	0
17:00	177	158	18	1	0
18:00	137	128	9	0	0
19:00	65	58	7	0	0
20:00	51	44	7	0	0
21:00	36	31	5	0	0
22:00	26	24	2	0	0
23:00	10	10	0	0	0
Total					
12H(7-19)	1840	1564	265	3	8
16H(6-22)	2025	1725	289	3	8
18H(6-24)	2061	1759	291	3	8
24H(0-24)	2083	1776	295	4	8
AM Peak	10:00	10:00	08:00	05:00	10:00
	140	117	21	1	3
PM Peak	16:00	16:00	14:00	16:00	12:00
	224	198	35	1	2

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	5	4	1	0	0
01:00	1	1	0	0	0
02:00	2	2	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	7	6	1	0	0
06:00	35	32	3	0	0
07:00	160	129	31	0	0
08:00	171	149	21	0	1
09:00	139	115	24	0	0
10:00	133	112	18	2	1
11:00	128	103	22	1	2
12:00	154	129	25	0	0
13:00	188	159	28	0	1
14:00	165	135	30	0	0
15:00	207	178	29	0	0
16:00	205	178	25	2	0
17:00	177	162	14	0	1
18:00	113	101	12	0	0
19:00	80	71	9	0	0
20:00	51	46	5	0	0
21:00	22	19	3	0	0
22:00	17	17	0	0	0
23:00	11	10	1	0	0
Total					
12H(7-19)	1940	1650	279	5	6
16H(6-22)	2128	1818	299	5	6
18H(6-24)	2156	1845	300	5	6
24H(0-24)	2172	1859	302	5	6
AM Peak	08:00	08:00	07:00	10:00	11:00
	171	149	31	2	2
PM Peak	15:00	15:00	14:00	16:00	13:00
	207	178	30	2	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	6	2	0	0
01:00	1	1	0	0	0
02:00	3	3	0	0	0
03:00	1	1	0	0	0
04:00	6	4	2	0	0
05:00	19	16	2	1	0
06:00	68	60	8	0	0
07:00	229	182	46	0	1
08:00	285	241	42	0	2
09:00	256	217	39	0	0
10:00	273	229	38	2	4
11:00	263	216	43	2	2
12:00	316	257	57	0	2
13:00	350	301	48	0	1
14:00	348	282	65	0	1
15:00	427	364	63	0	0
16:00	429	376	50	3	0
17:00	354	320	32	1	1
18:00	250	229	21	0	0
19:00	145	129	16	0	0
20:00	102	90	12	0	0
21:00	58	50	8	0	0
22:00	43	41	2	0	0
23:00	21	20	1	0	0
Total					
12H(7-19)	3780	3214	544	8	14
16H(6-22)	4153	3543	588	8	14
18H(6-24)	4217	3604	591	8	14
24H(0-24)	4255	3635	597	9	14
AM Peak	08:00	08:00	07:00	10:00	10:00
	285	241	46	2	4
PM Peak	16:00	16:00	14:00	16:00	12:00
	429	376	65	3	2

Paul Castle Associates

Cirencester ATC, Spine Road West

Direction: Eastbound

14/06/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	6	0	0	0
01:00	3	3	0	0	0
02:00	0	0	0	0	0
03:00	2	1	0	0	1
04:00	4	4	0	0	0
05:00	3	3	0	0	0
06:00	14	10	4	0	0
07:00	29	23	6	0	0
08:00	79	66	13	0	0
09:00	113	97	16	0	0
10:00	129	120	9	0	0
11:00	208	187	21	0	0
12:00	198	183	15	0	0
13:00	151	140	11	0	0
14:00	146	133	11	1	1
15:00	148	138	10	0	0
16:00	139	130	9	0	0
17:00	121	107	14	0	0
18:00	79	77	2	0	0
19:00	65	61	4	0	0
20:00	29	26	3	0	0
21:00	37	32	5	0	0
22:00	40	38	2	0	0
23:00	21	20	1	0	0
Total					
12H(7-19)	1540	1401	137	1	1
16H(6-22)	1685	1530	153	1	1
18H(6-24)	1746	1588	156	1	1
24H(0-24)	1764	1605	156	1	2
AM Peak	11:00	11:00	11:00	00:00	03:00
	208	187	21	0	1
PM Peak	12:00	12:00	12:00	14:00	14:00
	198	183	15	1	1

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	8	0	0	0
01:00	1	1	0	0	0
02:00	0	0	0	0	0
03:00	1	1	0	0	0
04:00	1	1	0	0	0
05:00	5	4	1	0	0
06:00	34	32	2	0	0
07:00	96	80	15	0	1
08:00	119	106	13	0	0
09:00	95	87	8	0	0
10:00	156	144	12	0	0
11:00	169	149	19	0	1
12:00	143	130	12	1	0
13:00	126	116	10	0	0
14:00	124	110	13	0	1
15:00	121	111	10	0	0
16:00	124	113	11	0	0
17:00	89	75	14	0	0
18:00	76	71	5	0	0
19:00	49	43	6	0	0
20:00	26	26	0	0	0
21:00	42	41	1	0	0
22:00	25	23	2	0	0
23:00	12	12	0	0	0
Total					
12H(7-19)	1438	1292	142	1	3
16H(6-22)	1589	1434	151	1	3
18H(6-24)	1626	1469	153	1	3
24H(0-24)	1642	1484	154	1	3
AM Peak	11:00	11:00	11:00	00:00	07:00
	169	149	19	0	1
PM Peak	12:00	12:00	17:00	12:00	14:00
	143	130	14	1	1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	14	14	0	0	0
01:00	4	4	0	0	0
02:00	0	0	0	0	0
03:00	3	2	0	0	1
04:00	5	5	0	0	0
05:00	8	7	1	0	0
06:00	48	42	6	0	0
07:00	125	103	21	0	1
08:00	198	172	26	0	0
09:00	208	184	24	0	0
10:00	285	264	21	0	0
11:00	377	336	40	0	1
12:00	341	313	27	1	0
13:00	277	256	21	0	0
14:00	270	243	24	1	2
15:00	269	249	20	0	0
16:00	263	243	20	0	0
17:00	210	182	28	0	0
18:00	155	148	7	0	0
19:00	114	104	10	0	0
20:00	55	52	3	0	0
21:00	79	73	6	0	0
22:00	65	61	4	0	0
23:00	33	32	1	0	0
Total					
12H(7-19)	2978	2693	279	2	4
16H(6-22)	3274	2964	304	2	4
18H(6-24)	3372	3057	309	2	4
24H(0-24)	3406	3089	310	2	5
AM Peak	11:00	11:00	11:00	00:00	03:00
	377	336	40	0	1
PM Peak	12:00	12:00	17:00	12:00	14:00
	341	313	28	1	2

Paul Castle Associates

Cirencester ATC, Spine Road West

Direction: Eastbound

15/06/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	6	6	0	0	0
01:00	4	4	0	0	0
02:00	1	0	1	0	0
03:00	2	2	0	0	0
04:00	1	0	1	0	0
05:00	2	2	0	0	0
06:00	9	7	2	0	0
07:00	14	13	1	0	0
08:00	44	38	6	0	0
09:00	103	99	3	1	0
10:00	198	184	14	0	0
11:00	198	186	12	0	0
12:00	192	181	10	1	0
13:00	168	158	10	0	0
14:00	178	163	15	0	0
15:00	186	168	18	0	0
16:00	188	181	7	0	0
17:00	136	123	12	1	0
18:00	73	70	3	0	0
19:00	55	50	5	0	0
20:00	40	38	2	0	0
21:00	18	17	1	0	0
22:00	18	16	2	0	0
23:00	9	8	1	0	0
Total					
12H(7-19)	1678	1564	111	3	0
16H(6-22)	1800	1676	121	3	0
18H(6-24)	1827	1700	124	3	0
24H(0-24)	1843	1714	126	3	0
AM Peak	10:00 198	11:00 186	10:00 14	09:00 1	00:00 0
PM Peak	12:00 192	12:00 181	15:00 18	12:00 1	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	8	8	0	0	0
01:00	2	2	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	5	3	2	0	0
06:00	10	10	0	0	0
07:00	48	42	6	0	0
08:00	92	85	7	0	0
09:00	96	88	8	0	0
10:00	174	156	17	0	1
11:00	151	135	16	0	0
12:00	176	165	11	0	0
13:00	146	133	12	1	0
14:00	135	124	11	0	0
15:00	114	104	10	0	0
16:00	113	102	11	0	0
17:00	76	69	7	0	0
18:00	49	40	9	0	0
19:00	42	34	8	0	0
20:00	34	31	3	0	0
21:00	21	21	0	0	0
22:00	10	10	0	0	0
23:00	4	3	1	0	0
Total					
12H(7-19)	1370	1243	125	1	1
16H(6-22)	1477	1339	136	1	1
18H(6-24)	1491	1352	137	1	1
24H(0-24)	1507	1366	139	1	1
AM Peak	10:00 174	10:00 156	10:00 17	00:00 0	10:00 1
PM Peak	12:00 176	12:00 165	13:00 12	13:00 1	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	14	14	0	0	0
01:00	6	6	0	0	0
02:00	1	0	1	0	0
03:00	2	2	0	0	0
04:00	2	1	1	0	0
05:00	7	5	2	0	0
06:00	19	17	2	0	0
07:00	62	55	7	0	0
08:00	136	123	13	0	0
09:00	199	187	11	1	0
10:00	372	340	31	0	1
11:00	349	321	28	0	0
12:00	368	346	21	1	0
13:00	314	291	22	1	0
14:00	313	287	26	0	0
15:00	300	272	28	0	0
16:00	301	283	18	0	0
17:00	212	192	19	1	0
18:00	122	110	12	0	0
19:00	97	84	13	0	0
20:00	74	69	5	0	0
21:00	39	38	1	0	0
22:00	28	26	2	0	0
23:00	13	11	2	0	0
Total					
12H(7-19)	3048	2807	236	4	1
16H(6-22)	3277	3015	257	4	1
18H(6-24)	3318	3052	261	4	1
24H(0-24)	3350	3080	265	4	1
AM Peak	10:00 372	10:00 340	10:00 31	09:00 1	10:00 1
PM Peak	12:00 368	12:00 346	15:00 28	12:00 1	12:00 0

Paul Castle Associates

Cirencester ATC, Spine Road West

Direction: Eastbound

16/06/2025					
Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	2	2	0	0	0
03:00	2	2	0	0	0
04:00	5	5	0	0	0
05:00	18	14	4	0	0
06:00	35	32	3	0	0
07:00	79	63	15	1	0
08:00	126	103	22	0	1
09:00	128	109	19	0	0
10:00	135	113	20	0	2
11:00	151	125	23	0	3
12:00	140	114	22	1	3
13:00	109	89	19	0	1
14:00	159	135	20	1	3
15:00	164	136	28	0	0
16:00	215	194	21	0	0
17:00	217	201	14	1	1
18:00	103	89	13	1	0
19:00	69	60	9	0	0
20:00	33	32	1	0	0
21:00	24	23	1	0	0
22:00	21	19	2	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	1726	1471	236	5	14
16H(6-22)	1887	1618	250	5	14
18H(6-24)	1911	1640	252	5	14
24H(0-24)	1938	1663	256	5	14
AM Peak	11:00 151	11:00 125	11:00 23	07:00 1	11:00 3
PM Peak	17:00 217	17:00 201	15:00 28	12:00 1	12:00 3

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	1	1	0	0	0
05:00	9	8	1	0	0
06:00	41	37	4	0	0
07:00	140	115	25	0	0
08:00	174	152	20	0	2
09:00	136	114	21	0	1
10:00	106	78	25	0	3
11:00	100	81	17	0	2
12:00	152	129	20	1	2
13:00	106	90	16	0	0
14:00	111	89	22	0	0
15:00	115	102	12	1	0
16:00	132	113	18	0	1
17:00	141	126	12	2	1
18:00	89	84	5	0	0
19:00	52	48	4	0	0
20:00	42	39	3	0	0
21:00	24	21	3	0	0
22:00	10	8	2	0	0
23:00	3	3	0	0	0
Total					
12H(7-19)	1502	1273	213	4	12
16H(6-22)	1661	1418	227	4	12
18H(6-24)	1674	1429	229	4	12
24H(0-24)	1685	1439	230	4	12
AM Peak	08:00 174	08:00 152	07:00 25	00:00 0	10:00 3
PM Peak	12:00 152	12:00 129	14:00 22	17:00 2	12:00 2

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	LIGHT	OGV1	OGV2	BUS
00:00	1	1	0	0	0
01:00	0	0	0	0	0
02:00	2	2	0	0	0
03:00	2	2	0	0	0
04:00	6	6	0	0	0
05:00	27	22	5	0	0
06:00	76	69	7	0	0
07:00	219	178	40	1	0
08:00	300	255	42	0	3
09:00	264	223	40	0	1
10:00	241	191	45	0	5
11:00	251	206	40	0	5
12:00	292	243	42	2	5
13:00	215	179	35	0	1
14:00	270	224	42	1	3
15:00	279	238	40	1	0
16:00	347	307	39	0	1
17:00	358	327	26	3	2
18:00	192	173	18	1	0
19:00	121	108	13	0	0
20:00	75	71	4	0	0
21:00	48	44	4	0	0
22:00	31	27	4	0	0
23:00	6	6	0	0	0
Total					
12H(7-19)	3228	2744	449	9	26
16H(6-22)	3548	3036	477	9	26
18H(6-24)	3585	3069	481	9	26
24H(0-24)	3623	3102	486	9	26
AM Peak	08:00 300	08:00 255	10:00 45	07:00 1	10:00 5
PM Peak	17:00 358	17:00 327	12:00 42	17:00 3	12:00 5

Paul Castle Associates

Cirencester ATC, Spine Road West

Direction: Eastbound

10/06/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	2	58.3	40.0	17.7	0	0	0	1	0	0	0	0	1	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	37.5	37.5	0.0	0	0	0	0	0	3	0	0	0	0	0	0
05:00	10	52.3	43.0	9.0	0	0	0	1	1	1	3	2	1	1	0	0
06:00	29	51.2	43.1	7.8	0	0	0	0	3	10	5	6	3	1	1	0
07:00	104	48.8	42.1	6.4	0	1	0	3	3	28	40	21	6	1	1	0
08:00	112	47.1	40.5	6.4	0	1	4	1	9	29	45	20	3	0	0	0
09:00	106	46.0	39.7	6.1	0	1	1	1	15	40	29	16	2	1	0	0
10:00	124	43.6	38.0	5.4	0	0	0	4	36	45	23	15	1	0	0	0
11:00	115	43.9	38.4	5.3	0	0	0	3	31	38	31	10	2	0	0	0
12:00	119	43.8	38.0	5.6	0	0	0	6	33	38	32	7	2	1	0	0
13:00	100	44.7	37.1	7.3	0	2	2	6	31	28	17	9	5	0	0	0
14:00	143	43.4	37.9	5.3	0	2	0	5	27	61	39	9	0	0	0	0
15:00	137	45.7	39.3	6.1	0	1	0	3	31	38	43	16	4	1	0	0
16:00	194	45.7	40.5	5.0	0	0	0	0	21	75	68	23	6	0	1	0
17:00	214	44.8	38.1	6.5	0	3	4	11	41	69	66	14	5	1	0	0
18:00	88	47.3	40.1	7.0	0	1	1	2	9	36	20	13	5	0	1	0
19:00	68	48.0	40.1	7.6	0	2	1	1	7	21	23	8	3	2	0	0
20:00	41	52.0	43.2	8.5	0	1	0	2	1	6	16	8	5	1	1	0
21:00	33	50.1	40.3	9.5	0	1	0	2	6	9	5	5	2	3	0	0
22:00	21	46.1	39.6	6.2	0	0	0	0	5	8	4	2	2	0	0	0
23:00	6	50.4	45.0	5.2	0	0	0	0	0	1	2	2	1	0	0	0
Total																
2H(10-12)	239	43.7	38.2	5.3	0	0	0	7	67	83	54	25	3	0	0	0
2H(14-16)	280	44.6	38.6	5.8	0	3	0	8	58	99	82	25	4	1	0	0
12H(7-19)	1556	45.4	39.1	6.1	0	12	12	45	287	525	453	173	41	5	3	0
24H(0-24)	1769	46.0	39.3	6.4	0	16	13	52	310	584	511	206	59	13	5	0
AM Peak	10:00 124	00:00 58.3	06:00 43.1	00:00 17.7	00:00 0	07:00 1	08:00 4	10:00 4	10:00 36	10:00 45	08:00 45	07:00 21	07:00 6	05:00 1	06:00 1	00:00 0
PM Peak	17:00 214	20:00 52.0	23:00 45.0	21:00 9.5	12:00 0	17:00 3	17:00 4	17:00 11	17:00 41	16:00 75	16:00 68	16:00 23	16:00 6	21:00 3	16:00 1	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	42.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	44.8	37.5	7.1	0	0	0	0	1	0	1	0	0	0	0	0
05:00	11	44.9	38.4	6.3	0	0	0	1	3	1	5	1	0	0	0	0
06:00	51	43.3	37.4	5.7	0	0	0	4	14	18	10	4	1	0	0	0
07:00	150	45.0	39.6	5.2	0	0	0	4	22	55	49	16	4	0	0	0
08:00	197	44.5	38.5	5.7	0	0	3	9	31	82	54	13	4	0	1	0
09:00	129	44.8	38.2	6.3	0	2	1	6	23	50	33	11	2	1	0	0
10:00	106	43.2	36.2	6.8	0	1	4	10	31	35	14	9	1	1	0	0
11:00	110	44.0	37.0	6.8	0	2	2	6	31	38	22	5	2	2	0	0
12:00	103	45.1	37.7	7.1	0	0	0	11	29	25	28	8	0	1	0	1
13:00	98	43.8	36.0	7.5	1	2	0	12	32	24	15	10	2	0	0	0
14:00	100	44.5	38.1	6.2	0	1	1	3	23	38	24	8	0	2	0	0
15:00	106	43.5	37.0	6.3	0	2	1	6	27	40	23	5	1	1	0	0
16:00	128	46.1	39.7	6.2	0	0	0	3	20	51	40	7	3	2	2	0
17:00	174	46.0	38.5	7.2	0	3	3	8	31	60	47	13	6	2	1	0
18:00	70	49.0	40.4	8.3	0	3	0	1	6	22	23	9	4	1	1	0
19:00	54	45.4	39.6	5.5	0	0	0	0	10	24	9	10	0	1	0	0
20:00	55	48.7	40.8	7.6	0	0	1	3	4	15	22	7	2	0	0	1
21:00	29	46.9	38.8	7.8	0	1	0	1	5	11	6	2	3	0	0	0
22:00	16	43.6	37.2	6.2	0	0	0	0	8	4	2	1	1	0	0	0
23:00	2	33.7	30.0	3.5	0	0	0	1	1	0	0	0	0	0	0	0
Total																
2H(10-12)	216	43.6	36.6	6.8	0	3	6	16	62	73	36	14	3	3	0	0
2H(14-16)	206	44.0	37.5	6.3	0	3	2	9	50	78	47	13	1	3	0	0
12H(7-19)	1471	45.0	38.1	6.6	1	16	15	79	306	520	372	114	29	13	5	1
24H(0-24)	1693	45.1	38.2	6.6	1	17	16	89	352	594	428	139	36	14	5	2

AM Peak	08:00 197	07:00 45.0	02:00 42.5	04:00 7.1	00:00 0	09:00 2	10:00 4	10:00 10	08:00 31	08:00 82	08:00 54	07:00 16	07:00 4	11:00 2	08:00 1	00:00 0
PM Peak	17:00 174	18:00 49.0	20:00 40.8	18:00 8.3	13:00 1	17:00 3	17:00 3	13:00 12	13:00 32	17:00 60	17:00 47	17:00 13	17:00 6	14:00 2	16:00 2	12:00 1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	3	52.2	39.2	12.6	0	0	0	1	0	1	0	0	1	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	42.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	5	41.2	37.5	3.5	0	0	0	0	1	3	1	0	0	0	0	0
05:00	21	48.7	40.6	7.8	0	0	0	2	4	2	8	3	1	1	0	0
06:00	80	46.8	39.5	7.1	0	0	0	4	17	28	15	10	4	1	1	0
07:00	254	46.7	40.6	5.9	0	1	0	7	25	83	89	37	10	1	1	0
08:00	309	45.5	39.2	6.1	0	1	7	10	40	111	99	33	7	0	1	0
09:00	235	45.3	38.9	6.2	0	3	2	7	38	90	62	27	4	2	0	0
10:00	230	43.5	37.1	6.1	0	1	4	14	67	80	37	24	2	1	0	0
11:00	225	44.0	37.7	6.1	0	2	2	9	62	76	53	15	4	2	0	0
12:00	222	44.4	37.8	6.3	0	0	0	17	62	63	60	15	2	2	0	1
13:00	198	44.2	36.5	7.4	1	4	2	18	63	52	32	19	7	0	0	0
14:00	243	43.9	38.0	5.7	0	3	1	8	50	99	63	17	0	2	0	0
15:00	243	44.8	38.3	6.3	0	3	1	9	58	78	66	21	5	2	0	0
16:00	322	45.9	40.2	5.5	0	0	0	3	41	126	108	30	9	2	3	0
17:00	388	45.3	38.3	6.8	0	6	7	19	72	129	113	27	11	3	1	0
18:00	158	48.1	40.3	7.5	0	4	1	3	15	58	43	22	9	1	2	0
19:00	122	46.9	39.9	6.8	0	2	1	1	17	45	32	18	3	3	0	0
20:00	96	50.2	41.8	8.0	0	1	1	5	5	21	38	15	7	1	1	1
21:00	62	48.6	39.6	8.7	0	2	0	3	11	20	11	7	5	3	0	0
22:00	37	45.1	38.6	6.3	0	0	0	0	13	12	6	3	3	0	0	0
23:00	8	49.9	41.3	8.3	0	0	0	1	1	1	2	2	1	0	0	0
Total																
2H(10-12)	455	43.8	37.4	6.1	0	3	6	23	129	156	90	39	6	3	0	0
2H(14-16)	486	44.3	38.1	6.0	0	6	2	17	108	177	129	38	5	4	0	0
12H(7-19)	3027	45.3	38.6	6.4	1	28	27	124	593	1045	825	287	70	18	8	1
24H(0-24)	3462	45.6	38.8	6.6	1	33	29	141	662	1178	939	345	95	27	10	2
AM Peak	08:00 309	00:00 52.2	02:00 42.5	00:00 12.6	00:00 0	09:00 3	08:00 7	10:00 14	10:00 67	08:00 111	08:00 99	07:00 37	07:00 10	09:00 2	06:00 1	00:00 0
PM Peak	17:00 388	20:00 50.2	20:00 41.8	21:00 8.7	13:00 1	17:00 6	17:00 7	17:00 19	17:00 72	17:00 129	17:00 113	16:00 30	17:00 11	17:00 3	16:00 3	12:00 1

Paul Castle Associates

Cirencester ATC, Spine Road West

Direction: Eastbound

11/06/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	4	46.9	36.3	10.3	0	0	0	2	0	0	1	1	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	42.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	49.9	40.0	9.6	0	0	0	1	0	1	0	2	0	0	0	0
05:00	12	56.8	47.1	9.3	0	0	0	0	0	2	5	2	1	0	2	0
06:00	34	52.2	42.3	9.6	0	2	0	1	0	7	12	8	2	1	1	0
07:00	101	47.9	40.3	7.3	0	3	1	0	8	38	32	10	7	2	0	0
08:00	139	48.0	41.0	6.8	0	2	0	1	17	45	39	23	9	3	0	0
09:00	106	45.9	40.0	5.8	0	0	0	3	18	34	30	18	2	1	0	0
10:00	107	44.8	38.4	6.2	0	1	0	5	27	31	29	11	3	0	0	0
11:00	124	42.7	37.7	4.8	0	0	0	6	28	52	30	8	0	0	0	0
12:00	131	45.8	39.3	6.3	0	3	0	2	16	52	40	14	3	1	0	0
13:00	134	44.5	38.1	6.2	1	1	2	5	21	55	36	12	1	0	0	0
14:00	142	44.8	39.0	5.5	0	1	1	3	25	48	47	16	1	0	0	0
15:00	179	45.0	38.5	6.2	0	1	3	6	36	64	45	21	2	0	1	0
16:00	237	44.4	38.2	5.9	0	0	7	11	42	90	58	26	3	0	0	0
17:00	198	46.1	39.3	6.6	0	2	1	5	40	65	48	30	5	1	1	0
18:00	107	46.8	39.1	7.4	0	4	1	2	15	30	42	10	0	3	0	0
19:00	71	47.3	38.9	8.0	0	2	1	4	9	24	20	7	2	1	1	0
20:00	56	46.9	39.8	6.8	0	0	0	2	14	14	13	9	3	1	0	0
21:00	42	49.8	41.8	7.8	0	0	0	5	3	6	14	8	5	1	0	0
22:00	17	49.4	44.3	5.0	0	0	0	0	0	4	5	6	2	0	0	0
23:00	12	48.7	40.0	8.4	0	0	0	1	3	3	1	2	2	0	0	0
Total																
2H(10-12)	231	43.7	38.0	5.5	0	1	0	11	55	83	59	19	3	0	0	0
2H(14-16)	321	44.9	38.8	5.9	0	2	4	9	61	112	92	37	3	0	1	0
12H(7-19)	1705	45.5	39.0	6.3	1	18	16	49	293	604	476	199	36	11	2	0
24H(0-24)	1958	46.1	39.2	6.6	1	22	17	65	322	665	548	244	53	15	6	0
AM Peak	08:00 139	05:00 56.8	05:00 47.1	00:00 10.3	00:00 0	07:00 3	07:00 1	11:00 6	11:00 28	11:00 52	08:00 39	08:00 23	08:00 9	08:00 3	05:00 2	00:00 0
PM Peak	16:00 237	21:00 49.8	22:00 44.3	23:00 8.4	13:00 1	18:00 4	16:00 7	16:00 11	16:00 42	16:00 90	16:00 58	17:00 30	17:00 5	18:00 3	15:00 1	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
05:00	19	42.8	36.7	5.8	0	0	0	2	6	6	3	2	0	0	0	0
06:00	46	46.1	38.8	7.0	0	1	1	1	6	20	10	4	3	0	0	0
07:00	168	45.7	39.9	5.7	0	1	0	7	20	50	67	18	5	0	0	0
08:00	195	47.0	40.0	6.8	1	0	0	9	25	65	65	19	5	4	2	0
09:00	126	44.7	37.5	7.0	0	2	1	9	30	46	25	8	3	1	1	0
10:00	128	42.4	35.6	6.6	0	3	6	8	38	45	21	6	1	0	0	0
11:00	122	43.4	35.7	7.4	0	5	2	13	34	35	24	7	1	1	0	0
12:00	115	44.1	36.6	7.2	0	1	3	11	35	34	21	5	3	1	1	0
13:00	129	43.8	36.9	6.7	0	2	2	11	34	40	28	10	1	1	0	0
14:00	110	43.6	37.3	6.1	0	1	2	6	28	37	26	9	1	0	0	0
15:00	131	44.9	37.8	6.8	0	2	0	15	21	43	35	12	2	1	0	0
16:00	162	44.9	38.7	6.0	0	1	2	4	27	68	44	10	3	3	0	0
17:00	164	45.9	38.6	7.0	0	3	2	8	32	48	45	19	7	0	0	0
18:00	107	45.1	37.9	6.9	0	3	1	5	19	41	27	6	5	0	0	0
19:00	49	47.5	39.3	7.9	0	2	1	0	7	15	14	7	3	0	0	0
20:00	40	46.8	39.9	6.6	0	1	0	0	5	15	11	6	2	0	0	0
21:00	24	47.9	38.1	9.4	1	0	0	1	6	7	3	4	2	0	0	0
22:00	4	62.7	53.1	9.2	0	0	0	0	0	0	1	0	2	0	1	0
23:00	11	46.1	38.0	7.9	0	0	1	1	1	3	3	2	0	0	0	0
Total																
2H(10-12)	250	42.9	35.6	7.0	0	8	8	21	72	80	45	13	2	1	0	0
2H(14-16)	241	44.3	37.6	6.5	0	3	2	21	49	80	61	21	3	1	0	0
12H(7-19)	1657	44.9	37.9	6.8	1	24	21	106	343	552	428	129	37	12	4	0
24H(0-24)	1851	45.2	38.0	6.9	2	28	24	111	375	618	473	154	49	12	5	0

AM Peak	08:00 195	08:00 47.0	08:00 40.0	11:00 7.4	08:00 1	11:00 5	10:00 6	11:00 13	10:00 38	08:00 65	07:00 67	08:00 19	07:00 5	08:00 4	08:00 2	00:00 0
PM Peak	17:00 164	22:00 62.7	22:00 53.1	21:00 9.4	21:00 1	17:00 3	12:00 3	15:00 15	12:00 35	16:00 68	17:00 45	17:00 19	17:00 7	16:00 3	12:00 1	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	5	44.9	35.5	9.1	0	0	0	2	1	0	1	1	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	42.5	-	0	0	0	0	0	0	1	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	4	49.9	40.0	9.6	0	0	0	1	0	1	0	2	0	0	0	0
05:00	31	49.9	40.7	8.9	0	0	0	2	6	8	8	4	1	0	2	0
06:00	80	48.9	40.3	8.4	0	3	1	2	6	27	22	12	5	1	1	0
07:00	269	46.6	40.0	6.3	0	4	1	7	28	88	99	28	12	2	0	0
08:00	334	47.4	40.4	6.8	1	2	0	10	42	110	104	42	14	7	2	0
09:00	232	45.4	38.6	6.6	0	2	1	12	48	80	55	26	5	2	1	0
10:00	235	43.6	36.8	6.6	0	4	6	13	65	76	50	17	4	0	0	0
11:00	246	43.3	36.7	6.3	0	5	2	19	62	87	54	15	1	1	0	0
12:00	246	45.1	38.0	6.9	0	4	3	13	51	86	61	19	6	2	1	0
13:00	263	44.2	37.5	6.5	1	3	4	16	55	95	64	22	2	1	0	0
14:00	252	44.3	38.3	5.8	0	2	3	9	53	85	73	25	2	0	0	0
15:00	310	44.9	38.2	6.5	0	3	3	21	57	107	80	33	4	1	1	0
16:00	399	44.6	38.4	6.0	0	1	9	15	69	158	102	36	6	3	0	0
17:00	362	46.0	39.0	6.8	0	5	3	13	72	113	93	49	12	1	1	0
18:00	214	45.9	38.5	7.2	0	7	2	7	34	71	69	16	5	3	0	0
19:00	120	47.3	39.1	7.9	0	4	2	4	16	39	34	14	5	1	1	0
20:00	96	46.8	39.9	6.7	0	1	0	2	19	29	24	15	5	1	0	0
21:00	66	49.3	40.5	8.5	1	0	0	6	9	13	17	12	7	1	0	0
22:00	21	52.9	46.0	6.7	0	0	0	0	0	4	6	6	4	0	1	0
23:00	23	47.4	39.0	8.0	0	0	1	2	4	6	4	4	2	0	0	0
Total																
2H(10-12)	481	43.4	36.8	6.4	0	9	8	32	127	163	104	32	5	1	0	0
2H(14-16)	562	44.7	38.3	6.2	0	5	6	30	110	192	153	58	6	1	1	0
12H(7-19)	3362	45.3	38.5	6.6	2	42	37	155	636	1156	904	328	73	23	6	0
24H(0-24)	3809	45.7	38.7	6.8	3	50	41	176	697	1283	1021	398	102	27	11	0
AM Peak	08:00 334	05:00 49.9	02:00 42.5	04:00 9.6	08:00 1	11:00 5	10:00 6	11:00 19	10:00 65	08:00 110	08:00 104	08:00 42	08:00 14	08:00 7	05:00 2	00:00 0
PM Peak	16:00 399	22:00 52.9	22:00 46.0	21:00 8.5	13:00 1	18:00 7	16:00 9	15:00 21	17:00 72	16:00 158	16:00 102	17:00 49	17:00 12	16:00 3	12:00 1	12:00 0

Paul Castle Associates

Cirencester ATC, Spine Road West

Direction: Eastbound

12/06/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	2	48.7	45.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
01:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	2	56.0	45.0	10.6	0	0	0	0	0	1	0	0	1	0	0	0
05:00	17	48.0	40.4	7.3	0	0	0	2	1	4	7	2	0	1	0	0
06:00	31	52.0	42.7	9.0	0	1	0	1	3	3	12	6	4	0	1	0
07:00	87	48.3	41.0	7.0	0	0	0	5	13	16	32	13	7	0	1	0
08:00	125	47.7	41.0	6.5	0	1	0	3	17	32	41	21	9	1	0	0
09:00	89	45.6	39.9	5.5	0	0	0	3	10	35	28	8	5	0	0	0
10:00	111	43.7	37.5	6.0	0	0	1	6	34	36	24	6	3	1	0	0
11:00	126	44.5	37.4	6.8	0	1	5	9	29	35	30	16	1	0	0	0
12:00	138	42.0	36.3	5.6	0	0	1	16	39	52	22	7	0	1	0	0
13:00	122	43.0	36.5	6.3	0	0	5	8	38	42	17	9	3	0	0	0
14:00	124	43.7	37.7	5.7	0	0	1	10	26	47	26	13	1	0	0	0
15:00	135	44.6	39.3	5.1	0	0	0	2	22	57	37	14	2	1	0	0
16:00	167	45.3	40.1	5.0	0	0	0	2	23	57	61	19	5	0	0	0
17:00	164	46.8	40.0	6.6	0	0	2	8	20	51	56	15	10	1	1	0
18:00	83	46.2	39.5	6.4	0	1	0	0	17	28	24	10	2	0	1	0
19:00	77	48.0	41.3	6.5	0	0	0	0	10	24	27	11	4	0	0	1
20:00	33	50.3	40.8	9.1	0	2	0	0	3	9	10	4	4	1	0	0
21:00	28	48.2	39.8	8.1	0	0	0	3	5	8	5	3	3	1	0	0
22:00	31	45.6	38.1	7.2	0	0	0	3	9	8	6	2	3	0	0	0
23:00	5	50.3	43.5	6.5	0	0	0	0	1	0	1	3	0	0	0	0
Total																
2H(10-12)	237	44.1	37.5	6.4	0	1	6	15	63	71	54	22	4	1	0	0
2H(14-16)	259	44.2	38.6	5.5	0	0	1	12	48	104	63	27	3	1	0	0
12H(7-19)	1471	45.3	38.8	6.2	0	3	15	72	288	488	398	151	48	5	3	0
24H(0-24)	1698	45.8	39.1	6.5	0	6	15	81	321	545	467	183	67	8	4	1
AM Peak	11:00 126	04:00 56.0	00:00 45.0	04:00 10.6	00:00 0	06:00 1	11:00 5	11:00 9	10:00 34	10:00 36	08:00 41	08:00 21	08:00 9	05:00 1	06:00 1	00:00 0
PM Peak	16:00 167	20:00 50.3	23:00 43.5	20:00 9.1	12:00 0	20:00 2	13:00 5	12:00 16	12:00 39	15:00 57	16:00 61	16:00 19	17:00 10	12:00 1	17:00 1	19:00 1

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
01:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	47.5	-	0	0	0	0	0	0	0	1	0	0	0	0
05:00	8	44.1	38.8	5.2	0	0	0	0	2	3	2	1	0	0	0	0
06:00	48	45.9	40.1	5.6	0	0	0	1	8	15	14	9	1	0	0	0
07:00	152	45.7	39.4	6.1	0	0	0	11	21	49	49	15	6	1	0	0
08:00	195	44.8	38.9	5.7	0	2	2	6	23	81	58	21	2	0	0	0
09:00	127	45.0	38.2	6.5	0	1	1	6	27	48	30	10	2	1	1	0
10:00	89	43.0	36.8	6.1	0	0	0	14	22	24	21	8	0	0	0	0
11:00	109	42.3	35.7	6.3	1	1	2	9	35	37	19	4	1	0	0	0
12:00	102	43.2	37.5	5.5	0	0	1	6	24	43	21	5	1	1	0	0
13:00	86	43.9	36.6	7.0	0	1	3	7	25	24	19	5	0	2	0	0
14:00	108	43.4	37.5	5.8	1	0	0	5	22	53	20	5	1	1	0	0
15:00	90	42.9	37.4	5.3	0	0	1	7	19	34	24	5	0	0	0	0
16:00	124	45.4	38.4	6.7	0	1	2	6	25	42	33	10	2	3	0	0
17:00	132	45.6	40.5	4.9	0	0	0	2	11	50	49	16	3	1	0	0
18:00	85	48.0	39.2	8.5	1	2	0	4	15	23	22	12	5	0	1	0
19:00	48	45.2	37.1	7.8	0	1	0	6	14	11	8	5	3	0	0	0
20:00	41	48.2	41.5	6.4	0	0	0	2	4	10	13	8	4	0	0	0
21:00	22	47.1	39.1	7.8	0	0	1	2	3	5	7	2	2	0	0	0
22:00	12	45.0	38.8	6.1	0	0	0	1	2	4	3	2	0	0	0	0
23:00	3	51.5	42.5	8.7	0	0	0	0	0	2	0	0	1	0	0	0
Total																
2H(10-12)	198	42.6	36.2	6.2	1	1	2	23	57	61	40	12	1	0	0	0
2H(14-16)	198	43.2	37.4	5.5	1	0	1	12	41	87	44	10	1	1	0	0
12H(7-19)	1399	44.7	38.2	6.3	3	8	12	83	269	508	365	116	23	10	2	0
24H(0-24)	1584	44.9	38.3	6.4	3	9	13	95	302	560	412	144	34	10	2	0

AM Peak	08:00 195	06:00 45.9	04:00 47.5	09:00 6.5	11:00 1	08:00 2	08:00 2	10:00 14	11:00 35	08:00 81	08:00 58	08:00 21	07:00 6	07:00 1	09:00 1	00:00 0
PM Peak	17:00 132	23:00 51.5	23:00 42.5	23:00 8.7	14:00 1	18:00 2	13:00 3	13:00 7	13:00 25	14:00 53	17:00 49	17:00 16	18:00 5	16:00 3	18:00 1	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	3	47.7	42.5	5.0	0	0	0	0	0	1	1	1	0	0	0	0
01:00	2	38.7	35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	53.7	45.8	7.6	0	0	0	0	0	1	0	1	1	0	0	0
05:00	25	46.8	39.9	6.6	0	0	0	2	3	7	9	3	0	1	0	0
06:00	79	48.5	41.1	7.1	0	1	0	2	11	18	26	15	5	0	1	0
07:00	239	46.7	40.0	6.4	0	0	0	16	34	65	81	28	13	1	1	0
08:00	320	46.0	39.7	6.1	0	3	2	9	40	113	99	42	11	1	0	0
09:00	216	45.3	38.9	6.1	0	1	1	9	37	83	58	18	7	1	1	0
10:00	200	43.4	37.2	6.0	0	0	1	20	56	60	45	14	3	1	0	0
11:00	235	43.5	36.6	6.7	1	2	7	18	64	72	49	20	2	0	0	0
12:00	240	42.5	36.8	5.6	0	0	2	22	63	95	43	12	1	2	0	0
13:00	208	43.3	36.5	6.6	0	1	8	15	63	66	36	14	3	2	0	0
14:00	232	43.6	37.6	5.7	1	0	1	15	48	100	46	18	2	1	0	0
15:00	225	44.0	38.5	5.3	0	0	1	9	41	91	61	19	2	1	0	0
16:00	291	45.5	39.4	5.9	0	1	2	8	48	99	94	29	7	3	0	0
17:00	296	46.3	40.2	5.9	0	0	2	10	31	101	105	31	13	2	1	0
18:00	168	47.2	39.4	7.5	1	3	0	4	32	51	46	22	7	0	2	0
19:00	125	47.2	39.7	7.3	0	1	0	6	24	35	35	16	7	0	0	1
20:00	74	49.2	41.2	7.7	0	2	0	2	7	19	23	12	8	1	0	0
21:00	50	47.7	39.5	7.9	0	0	1	5	8	13	12	5	5	1	0	0
22:00	43	45.4	38.3	6.8	0	0	0	4	11	12	9	4	3	0	0	0
23:00	8	50.2	43.1	6.8	0	0	0	0	1	2	1	3	1	0	0	0
Total																
2H(10-12)	435	43.5	36.9	6.4	1	2	8	38	120	132	94	34	5	1	0	0
2H(14-16)	457	43.8	38.1	5.5	1	0	2	24	89	191	107	37	4	2	0	0
12H(7-19)	2870	45.0	38.5	6.3	3	11	27	155	557	996	763	267	71	15	5	0
24H(0-24)	3282	45.4	38.7	6.4	3	15	28	176	623	1105	879	327	101	18	6	1
AM Peak	08:00 320	04:00 53.7	04:00 45.8	04:00 7.6	11:00 1	08:00 3	11:00 7	10:00 20	11:00 64	08:00 113	08:00 99	08:00 42	07:00 13	05:00 1	06:00 1	00:00 0
PM Peak	17:00 296	23:00 50.2	23:00 43.1	21:00 7.9	14:00 1	18:00 3	13:00 8	12:00 22	12:00 63	17:00 101	17:00 105	17:00 31	17:00 13	16:00 3	18:00 2	19:00 1

Paul Castle Associates

Cirencester ATC, Spine Road West

Direction: Eastbound

13/06/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	3	52.1	44.2	7.6	0	0	0	0	0	1	1	0	1	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	1	-	27.5	-	0	0	0	1	0	0	0	0	0	0	0	0
03:00	1	-	15.0	-	0	1	0	0	0	0	0	0	0	0	0	0
04:00	5	45.4	39.5	5.7	0	0	0	0	1	2	1	1	0	0	0	0
05:00	12	56.2	42.9	12.8	0	1	0	0	2	1	3	1	3	0	1	0
06:00	33	50.7	42.6	7.8	0	0	1	0	1	12	9	5	3	1	1	0
07:00	69	49.9	43.1	6.5	0	0	0	0	7	13	26	16	5	0	2	0
08:00	114	47.8	41.6	5.9	0	0	2	1	10	24	52	16	8	1	0	0
09:00	117	45.5	40.2	5.1	0	0	1	0	11	51	37	11	6	0	0	0
10:00	140	46.2	39.4	6.5	0	1	3	4	20	48	41	16	6	1	0	0
11:00	135	44.0	36.4	7.3	0	3	11	3	33	46	25	12	2	0	0	0
12:00	162	45.6	38.2	7.2	0	4	2	6	34	55	38	18	4	0	1	0
13:00	162	43.2	36.3	6.7	0	3	8	17	22	68	36	7	1	0	0	0
14:00	183	44.0	37.6	6.2	0	2	5	9	34	72	43	17	1	0	0	0
15:00	220	43.6	37.4	6.0	0	6	1	8	37	106	46	15	1	0	0	0
16:00	224	42.8	36.6	6.1	0	3	2	19	62	77	47	11	3	0	0	0
17:00	177	45.5	37.7	7.5	0	6	1	11	38	56	40	17	8	0	0	0
18:00	137	47.5	39.9	7.3	0	1	2	5	20	48	31	20	6	3	1	0
19:00	65	47.4	39.5	7.6	0	0	4	2	12	12	21	9	5	0	0	0
20:00	51	47.8	41.0	6.6	0	1	0	1	4	14	20	7	4	0	0	0
21:00	36	44.1	37.6	6.3	0	0	2	2	7	9	14	2	0	0	0	0
22:00	26	51.1	40.5	10.2	0	1	0	3	3	5	6	4	1	3	0	0
23:00	10	42.5	35.5	6.7	0	0	0	3	1	4	1	1	0	0	0	0
Total																
2H(10-12)	275	45.3	37.9	7.1	0	4	14	7	53	94	66	28	8	1	0	0
2H(14-16)	403	43.8	37.5	6.1	0	8	6	17	71	178	89	32	2	0	0	0
12H(7-19)	1840	45.3	38.2	6.8	0	29	38	83	328	664	462	176	51	5	4	0
24H(0-24)	2083	45.7	38.4	7.0	0	33	45	95	359	724	538	206	68	9	6	0
AM Peak	10:00 140	05:00 56.2	00:00 44.2	05:00 12.8	00:00 0	11:00 3	11:00 11	10:00 4	11:00 33	09:00 51	08:00 52	07:00 16	08:00 8	06:00 1	07:00 2	00:00 0
PM Peak	16:00 224	22:00 51.1	20:00 41.0	22:00 10.2	12:00 0	15:00 6	13:00 8	16:00 19	16:00 62	15:00 106	16:00 47	18:00 20	17:00 8	18:00 3	12:00 1	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	5	45.3	38.5	6.5	0	0	0	1	0	1	3	0	0	0	0	0
01:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	2	73.7	46.3	26.5	0	0	0	1	0	0	0	0	0	0	1	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	42.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	7	42.9	38.2	4.5	0	0	0	0	2	2	3	0	0	0	0	0
06:00	35	44.7	39.2	5.3	0	0	0	1	3	20	7	3	0	1	0	0
07:00	160	44.9	39.5	5.3	0	0	0	1	32	56	52	13	5	1	0	0
08:00	171	46.7	39.7	6.7	0	0	0	11	24	63	41	24	5	0	3	0
09:00	139	43.9	37.6	6.2	0	1	0	13	35	38	40	9	3	0	0	0
10:00	133	41.8	34.0	7.6	0	8	1	20	48	32	19	3	1	0	1	0
11:00	128	41.7	34.0	7.4	0	5	3	27	38	30	19	2	4	0	0	0
12:00	154	40.2	33.6	6.4	0	3	11	23	54	41	19	2	1	0	0	0
13:00	188	39.8	34.2	5.5	0	3	4	26	74	59	18	4	0	0	0	0
14:00	165	43.1	35.7	7.1	0	5	5	8	60	50	26	8	1	1	1	0
15:00	207	42.8	35.2	7.3	0	10	4	17	69	62	29	12	4	0	0	0
16:00	205	42.3	33.7	8.3	0	12	19	24	56	50	33	6	4	1	0	0
17:00	177	43.8	35.4	8.1	0	7	8	22	41	59	26	7	4	2	1	0
18:00	113	42.9	36.7	6.0	0	1	2	5	37	40	18	8	2	0	0	0
19:00	80	45.7	38.9	6.5	0	1	1	2	14	31	17	12	1	1	0	0
20:00	51	45.9	37.7	7.9	0	0	1	8	12	12	7	7	4	0	0	0
21:00	22	46.5	37.6	8.5	0	1	0	2	5	6	3	4	1	0	0	0
22:00	17	47.4	37.5	9.5	0	0	1	3	3	5	1	2	1	1	0	0
23:00	11	43.4	37.0	6.1	0	0	0	1	4	2	3	1	0	0	0	0
Total																
2H(10-12)	261	41.8	34.0	7.5	0	13	4	47	86	62	38	5	5	0	1	0
2H(14-16)	372	42.9	35.4	7.2	0	15	9	25	129	112	55	20	5	1	1	0
12H(7-19)	1940	43.2	35.7	7.2	0	55	57	197	568	580	340	98	34	5	6	0
24H(0-24)	2172	43.5	36.0	7.3	0	57	60	216	611	660	385	127	41	8	7	0

AM Peak	08:00 171	02:00 73.7	02:00 46.3	02:00 26.5	00:00 0	10:00 8	11:00 3	11:00 27	10:00 48	08:00 63	07:00 52	08:00 24	07:00 5	06:00 1	08:00 3	00:00 0
PM Peak	15:00 207	22:00 47.4	19:00 38.9	22:00 9.5	12:00 0	16:00 12	16:00 19	13:00 26	13:00 74	15:00 62	16:00 33	15:00 12	15:00 4	17:00 2	14:00 1	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	8	47.9	40.6	7.0	0	0	0	1	0	2	4	0	1	0	0	0
01:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
02:00	3	62.4	40.0	21.7	0	0	0	2	0	0	0	0	0	0	1	0
03:00	1	-	15.0	-	0	1	0	0	0	0	0	0	0	0	0	0
04:00	6	45.4	40.0	5.2	0	0	0	0	1	2	2	1	0	0	0	0
05:00	19	52.2	41.2	10.6	0	1	0	0	4	3	6	1	3	0	1	0
06:00	68	47.9	40.8	6.8	0	0	1	1	4	32	16	8	3	2	1	0
07:00	229	46.7	40.6	5.9	0	0	0	1	39	69	78	29	10	1	2	0
08:00	285	47.2	40.5	6.5	0	0	2	12	34	87	93	40	13	1	3	0
09:00	256	44.8	38.8	5.8	0	1	1	13	46	89	77	20	9	0	0	0
10:00	273	44.6	36.8	7.6	0	9	4	24	68	80	60	19	7	1	1	0
11:00	263	42.9	35.2	7.4	0	8	14	30	71	76	44	14	6	0	0	0
12:00	316	43.3	35.9	7.1	0	7	13	29	88	96	57	20	5	0	1	0
13:00	350	41.5	35.1	6.1	0	6	12	43	96	127	54	11	1	0	0	0
14:00	348	43.6	36.7	6.7	0	7	10	17	94	122	69	25	2	1	1	0
15:00	427	43.4	36.3	6.8	0	16	5	25	106	168	75	27	5	0	0	0
16:00	429	42.8	35.2	7.3	0	15	21	43	118	127	80	17	7	1	0	0
17:00	354	44.7	36.6	7.9	0	13	9	33	79	115	66	24	12	2	1	0
18:00	250	45.6	38.5	6.9	0	2	4	10	57	88	49	28	8	3	1	0
19:00	145	46.4	39.2	7.0	0	1	5	4	26	43	38	21	6	1	0	0
20:00	102	47.0	39.3	7.4	0	1	1	9	16	26	27	14	8	0	0	0
21:00	58	45.0	37.6	7.1	0	1	2	4	12	15	17	6	1	0	0	0
22:00	43	49.6	39.3	10.0	0	1	1	6	6	10	7	6	2	4	0	0
23:00	21	42.8	36.3	6.3	0	0	0	4	5	6	4	2	0	0	0	0
Total																
2H(10-12)	536	43.8	36.0	7.5	0	17	18	54	139	156	104	33	13	1	1	0
2H(14-16)	775	43.5	36.5	6.7	0	23	15	42	200	290	144	52	7	1	1	0
12H(7-19)	3780	44.3	36.9	7.1	0	84	95	280	896	1244	802	274	85	10	10	0
24H(0-24)	4255	44.7	37.2	7.2	0	90	105	311	970	1384	923	333	109	17	13	0
AM Peak	08:00 285	02:00 62.4	05:00 41.2	02:00 21.7	00:00 0	10:00 9	11:00 14	11:00 30	11:00 71	09:00 89	08:00 93	08:00 40	08:00 13	06:00 2	08:00 3	00:00 0
PM Peak	16:00 429	22:00 49.6	20:00 39.3	22:00 10.0	12:00 0	15:00 16	16:00 21	13:00 43	16:00 118	15:00 168	16:00 80	18:00 28	17:00 12	22:00 4	12:00 1	12:00 0

Paul Castle Associates

Cirencester ATC, Spine Road West

Direction: Eastbound

14/06/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	6	53.4	42.5	10.5	0	0	0	0	2	1	1	0	1	1	0	0
01:00	3	37.5	37.5	0.0	0	0	0	0	0	3	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	2	46.0	35.0	10.6	0	0	0	1	0	0	1	0	0	0	0	0
04:00	4	41.7	37.5	4.1	0	0	0	0	1	2	1	0	0	0	0	0
05:00	3	66.1	46.7	18.8	0	0	0	1	0	0	0	1	0	0	1	0
06:00	14	50.8	39.5	10.9	0	1	1	0	2	1	5	3	0	1	0	0
07:00	29	52.1	44.2	7.6	0	0	0	1	2	6	5	10	2	3	0	0
08:00	79	48.0	40.5	7.3	0	3	0	0	7	25	24	17	2	1	0	0
09:00	113	46.9	39.6	7.0	0	3	1	0	15	41	35	10	7	1	0	0
10:00	129	46.1	38.8	7.0	0	2	4	4	18	48	32	17	2	2	0	0
11:00	208	42.2	35.1	6.8	0	11	5	8	68	74	34	8	0	0	0	0
12:00	198	44.0	36.2	7.5	0	9	11	9	37	68	51	13	0	0	0	0
13:00	151	45.0	36.8	8.0	2	7	0	8	30	52	40	9	2	1	0	0
14:00	146	44.4	37.7	6.5	0	4	0	4	38	47	40	10	3	0	0	0
15:00	148	41.8	35.2	6.4	0	4	3	20	37	54	24	6	0	0	0	0
16:00	139	43.1	37.2	5.6	0	3	0	3	35	61	27	10	0	0	0	0
17:00	121	45.9	39.3	6.4	0	0	1	4	26	36	38	10	4	1	1	0
18:00	79	45.0	39.7	5.1	0	0	0	1	13	28	26	9	2	0	0	0
19:00	65	45.6	38.0	7.3	0	1	4	1	14	17	18	9	1	0	0	0
20:00	29	46.6	39.7	6.7	0	1	0	0	1	14	10	2	0	1	0	0
21:00	37	44.8	38.2	6.4	0	0	0	4	7	12	10	2	2	0	0	0
22:00	40	41.3	36.0	5.1	0	0	1	1	16	16	3	3	0	0	0	0
23:00	21	44.9	38.9	5.7	0	0	0	1	4	8	4	4	0	0	0	0
Total																
2H(10-12)	337	43.9	36.5	7.1	0	13	9	12	86	122	66	25	2	2	0	0
2H(14-16)	294	43.2	36.4	6.5	0	8	3	24	75	101	64	16	3	0	0	0
12H(7-19)	1540	44.8	37.5	7.1	2	46	25	62	326	540	376	129	24	9	1	0
24H(0-24)	1764	45.0	37.6	7.1	2	49	31	71	373	614	429	153	28	12	2	0
AM Peak	11:00 208	05:00 66.1	05:00 46.7	05:00 18.8	00:00 0	11:00 11	11:00 5	11:00 8	11:00 68	11:00 74	09:00 35	08:00 17	09:00 7	07:00 3	05:00 1	00:00 0
PM Peak	12:00 198	20:00 46.6	18:00 39.7	13:00 8.0	13:00 2	12:00 9	12:00 11	15:00 20	14:00 38	12:00 68	12:00 51	12:00 13	17:00 4	13:00 1	17:00 1	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	8	39.9	34.4	5.3	0	0	0	2	2	3	1	0	0	0	0	0
01:00	1	-	47.5	-	0	0	0	0	0	0	0	1	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	1	-	42.5	-	0	0	0	0	0	0	1	0	0	0	0	0
04:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	5	47.4	39.5	7.6	0	0	0	1	0	1	2	1	0	0	0	0
06:00	34	42.4	36.7	5.5	0	1	0	1	7	18	6	1	0	0	0	0
07:00	96	41.9	35.3	6.4	0	2	0	16	26	35	13	2	1	1	0	0
08:00	119	44.4	36.9	7.2	0	6	0	7	20	51	27	4	4	0	0	0
09:00	95	46.0	38.1	7.5	0	2	0	5	25	31	18	7	4	3	0	0
10:00	156	41.7	35.2	6.2	0	5	4	11	48	58	26	4	0	0	0	0
11:00	169	40.7	34.3	6.1	0	5	4	20	61	56	18	4	1	0	0	0
12:00	143	42.6	34.8	7.6	0	9	2	18	38	40	29	7	0	0	0	0
13:00	126	43.9	36.7	7.0	0	0	5	13	36	33	28	7	1	3	0	0
14:00	124	41.4	35.3	5.9	0	1	3	16	40	39	22	2	0	1	0	0
15:00	121	42.1	35.8	6.0	0	2	2	12	35	43	22	4	1	0	0	0
16:00	124	45.1	38.0	6.9	0	3	1	8	24	37	38	9	4	0	0	0
17:00	89	43.9	38.3	5.4	0	0	0	4	20	32	27	4	1	1	0	0
18:00	76	44.6	36.4	7.9	0	3	0	6	24	25	10	3	3	2	0	0
19:00	49	44.4	38.5	5.7	0	0	1	2	10	13	20	2	1	0	0	0
20:00	26	42.4	36.5	5.7	0	0	0	4	6	8	7	1	0	0	0	0
21:00	42	42.1	37.0	4.9	0	0	0	2	12	20	4	4	0	0	0	0
22:00	25	43.4	36.1	7.0	0	0	1	2	11	4	4	2	1	0	0	0
23:00	12	44.0	37.9	5.8	0	0	0	1	2	6	1	2	0	0	0	0
Total																
2H(10-12)	325	41.2	34.8	6.2	0	10	8	31	109	114	44	8	1	0	0	0
2H(14-16)	245	41.7	35.5	6.0	0	3	5	28	75	82	44	6	1	1	0	0
12H(7-19)	1438	43.1	36.1	6.8	0	38	21	136	397	480	278	57	20	11	0	0
24H(0-24)	1642	43.1	36.2	6.7	0	39	23	151	447	554	324	71	22	11	0	0

AM Peak	11:00 169	05:00 47.4	01:00 47.5	05:00 7.6	00:00 0	08:00 6	10:00 4	11:00 20	11:00 61	10:00 58	08:00 27	09:00 7	08:00 4	09:00 3	00:00 0	00:00 0
PM Peak	12:00 143	16:00 45.1	19:00 38.5	18:00 7.9	12:00 0	12:00 9	13:00 5	12:00 18	14:00 40	15:00 43	16:00 38	16:00 9	16:00 4	13:00 3	12:00 0	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	14	46.8	37.9	8.7	0	0	0	2	4	4	2	0	1	1	0	0
01:00	4	45.2	40.0	5.0	0	0	0	0	0	3	0	1	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	3	46.5	37.5	8.7	0	0	0	1	0	0	2	0	0	0	0	0
04:00	5	41.2	37.5	3.5	0	0	0	0	1	3	1	0	0	0	0	0
05:00	8	54.8	42.2	12.1	0	0	0	2	0	1	2	2	0	0	1	0
06:00	48	45.3	37.5	7.5	0	2	1	1	9	19	11	4	0	1	0	0
07:00	125	45.3	37.3	7.7	0	2	0	17	28	41	18	12	3	4	0	0
08:00	198	46.1	38.3	7.4	0	9	0	7	27	76	51	21	6	1	0	0
09:00	208	46.5	39.0	7.3	0	5	1	5	40	72	53	17	11	4	0	0
10:00	285	43.9	36.8	6.8	0	7	8	15	66	106	58	21	2	2	0	0
11:00	377	41.6	34.8	6.5	0	16	9	28	129	130	52	12	1	0	0	0
12:00	341	43.4	35.6	7.6	0	18	13	27	75	108	80	20	0	0	0	0
13:00	277	44.5	36.8	7.5	2	7	5	21	66	85	68	16	3	4	0	0
14:00	270	43.1	36.6	6.3	0	5	3	20	78	86	62	12	3	1	0	0
15:00	269	41.9	35.5	6.2	0	6	5	32	72	97	46	10	1	0	0	0
16:00	263	44.1	37.6	6.3	0	6	1	11	59	98	65	19	4	0	0	0
17:00	210	45.1	38.8	6.0	0	0	1	8	46	68	65	14	5	2	1	0
18:00	155	45.1	38.1	6.8	0	3	0	7	37	53	36	12	5	2	0	0
19:00	114	45.1	38.2	6.6	0	1	5	3	24	30	38	11	2	0	0	0
20:00	55	44.8	38.2	6.4	0	1	0	4	7	22	17	3	0	1	0	0
21:00	79	43.4	37.6	5.6	0	0	0	6	19	32	14	6	2	0	0	0
22:00	65	42.1	36.0	5.8	0	0	2	3	27	20	7	5	1	0	0	0
23:00	33	44.5	38.6	5.7	0	0	0	2	6	14	5	6	0	0	0	0
Total																
2H(10-12)	662	42.6	35.7	6.7	0	23	17	43	195	236	110	33	3	2	0	0
2H(14-16)	539	42.5	36.0	6.3	0	11	8	52	150	183	108	22	4	1	0	0
12H(7-19)	2978	44.0	36.8	7.0	2	84	46	198	723	1020	654	186	44	20	1	0
24H(0-24)	3406	44.1	36.9	6.9	2	88	54	222	820	1168	753	224	50	23	2	0
AM Peak	11:00 377	05:00 54.8	05:00 42.2	05:00 12.1	00:00 0	11:00 16	11:00 9	11:00 28	11:00 129	11:00 130	10:00 58	08:00 21	09:00 11	07:00 4	05:00 1	00:00 0
PM Peak	12:00 341	18:00 45.1	17:00 38.8	12:00 7.6	13:00 2	12:00 18	12:00 13	15:00 32	14:00 78	12:00 108	12:00 80	12:00 20	17:00 5	13:00 4	17:00 1	12:00 0

Paul Castle Associates

Cirencester ATC, Spine Road West

Direction: Eastbound

15/06/2025

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	6	45.5	37.5	7.7	0	0	0	0	3	2	0	0	1	0	0	0
01:00	4	37.5	37.5	0.0	0	0	0	0	0	4	0	0	0	0	0	0
02:00	1	-	52.5	-	0	0	0	0	0	0	0	0	1	0	0	0
03:00	2	38.7	35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
04:00	1	-	47.5	-	0	0	0	0	0	0	0	1	0	0	0	0
05:00	2	46.0	35.0	10.6	0	0	0	1	0	0	1	0	0	0	0	0
06:00	9	49.5	41.9	7.3	0	0	0	0	2	2	1	3	1	0	0	0
07:00	14	50.4	40.9	9.2	0	1	0	0	1	3	4	4	1	0	0	0
08:00	44	52.6	43.8	8.5	0	1	2	0	0	7	13	12	7	2	0	0
09:00	103	45.5	38.1	7.1	0	3	1	6	16	40	21	13	3	0	0	0
10:00	198	44.9	38.5	6.2	0	4	5	4	23	79	62	21	0	0	0	0
11:00	198	42.4	35.8	6.3	0	5	4	18	54	69	40	7	1	0	0	0
12:00	192	41.9	35.9	5.8	0	2	6	14	57	71	37	4	0	1	0	0
13:00	168	42.2	35.9	6.1	0	1	5	20	43	62	29	6	1	1	0	0
14:00	178	41.6	35.5	5.9	0	5	3	10	57	74	23	5	1	0	0	0
15:00	186	44.4	37.5	6.7	0	2	3	5	56	67	37	5	7	4	0	0
16:00	188	44.8	37.8	6.7	0	4	3	6	41	71	41	16	5	1	0	0
17:00	136	44.4	36.9	7.2	0	2	4	14	31	41	26	16	1	1	0	0
18:00	73	46.6	41.3	5.2	0	0	0	0	7	25	24	13	4	0	0	0
19:00	55	45.5	39.7	5.6	0	0	0	1	11	17	17	7	2	0	0	0
20:00	40	48.0	40.5	7.2	0	0	1	2	4	13	9	8	2	1	0	0
21:00	18	48.4	41.1	7.0	0	0	0	1	3	3	6	3	2	0	0	0
22:00	18	48.8	41.4	7.2	0	0	0	2	1	3	7	3	2	0	0	0
23:00	9	48.5	41.9	6.3	0	0	0	0	1	3	2	2	1	0	0	0
Total																
2H(10-12)	396	43.8	37.2	6.4	0	9	9	22	77	148	102	28	1	0	0	0
2H(14-16)	364	43.1	36.5	6.4	0	7	6	15	113	141	60	10	8	4	0	0
12H(7-19)	1678	44.1	37.2	6.7	0	30	36	97	386	609	357	122	31	10	0	0
24H(0-24)	1843	44.5	37.5	6.7	0	30	37	104	412	657	400	149	43	11	0	0
AM Peak	10:00 198	08:00 52.6	02:00 52.5	05:00 10.6	00:00 0	11:00 5	10:00 5	11:00 18	11:00 54	10:00 79	10:00 62	10:00 21	08:00 7	08:00 2	00:00 0	00:00 0
PM Peak	12:00 192	22:00 48.8	23:00 41.9	20:00 7.2	12:00 0	14:00 5	12:00 6	13:00 20	12:00 57	14:00 74	16:00 41	16:00 16	15:00 7	15:00 4	12:00 0	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	8	43.0	37.5	5.3	0	0	0	0	3	3	1	1	0	0	0	0
01:00	2	43.7	40.0	3.5	0	0	0	0	0	1	1	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	42.5	-	0	0	0	0	0	0	1	0	0	0	0	0
05:00	5	52.0	38.0	13.5	0	1	0	0	0	1	1	2	0	0	0	0
06:00	10	42.4	37.5	4.7	0	0	0	0	3	5	1	1	0	0	0	0
07:00	48	43.0	35.5	7.3	0	3	1	3	10	19	11	1	0	0	0	0
08:00	92	44.8	37.9	6.7	0	3	1	2	20	26	33	6	1	0	0	0
09:00	96	42.8	34.6	7.9	0	3	7	12	27	27	13	6	0	0	1	0
10:00	174	41.5	34.4	6.9	0	7	3	23	65	45	21	8	2	0	0	0
11:00	151	42.0	35.3	6.5	0	3	4	17	45	53	24	4	0	0	1	0
12:00	176	40.5	33.5	6.7	0	4	9	36	63	37	18	7	2	0	0	0
13:00	146	41.4	34.0	7.2	0	7	5	22	41	49	17	2	3	0	0	0
14:00	135	42.0	35.2	6.6	0	5	1	14	41	48	22	1	3	0	0	0
15:00	114	42.2	35.4	6.5	0	2	2	10	47	30	14	6	3	0	0	0
16:00	113	43.7	37.4	6.0	0	1	0	3	39	38	20	9	2	1	0	0
17:00	76	45.2	38.4	6.6	0	0	1	5	17	24	18	9	0	2	0	0
18:00	49	46.3	39.3	6.8	0	1	0	1	10	13	16	7	0	1	0	0
19:00	42	45.4	38.6	6.5	0	0	0	2	8	19	9	2	1	0	1	0
20:00	34	45.1	39.3	5.5	0	1	0	0	2	14	15	2	0	0	0	0
21:00	21	48.9	40.1	8.5	0	0	0	2	4	6	4	1	3	1	0	0
22:00	10	51.6	42.5	8.8	0	0	0	1	1	2	2	1	3	0	0	0
23:00	4	48.7	37.5	10.8	0	0	1	0	0	1	1	1	0	0	0	0
Total																
2H(10-12)	325	41.7	34.8	6.7	0	10	7	40	110	98	45	12	2	0	1	0
2H(14-16)	249	42.1	35.3	6.5	0	7	3	24	88	78	36	7	6	0	0	0
12H(7-19)	1370	42.6	35.4	6.9	0	39	34	148	425	409	227	66	16	4	2	0
24H(0-24)	1507	43.1	35.8	7.0	0	41	35	153	446	461	263	77	23	5	3	0

AM Peak	10:00 174	05:00 52.0	04:00 42.5	05:00 13.5	00:00 0	10:00 7	09:00 7	10:00 23	10:00 65	11:00 53	08:00 33	10:00 8	10:00 2	00:00 0	09:00 1	00:00 0
PM Peak	12:00 176	22:00 51.6	22:00 42.5	23:00 10.8	12:00 0	13:00 7	12:00 9	12:00 36	12:00 63	13:00 49	14:00 22	16:00 9	13:00 3	17:00 2	19:00 1	12:00 0

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	14	43.9	37.5	6.2	0	0	0	0	6	5	1	1	1	0	0	0
01:00	6	40.4	38.3	2.0	0	0	0	0	0	5	1	0	0	0	0	0
02:00	1	-	52.5	-	0	0	0	0	0	0	0	0	1	0	0	0
03:00	2	38.7	35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
04:00	2	48.7	45.0	3.5	0	0	0	0	0	0	1	1	0	0	0	0
05:00	7	49.5	37.1	11.9	0	1	0	1	0	1	2	2	0	0	0	0
06:00	19	46.1	39.6	6.3	0	0	0	0	5	7	2	4	1	0	0	0
07:00	62	45.0	36.7	8.0	0	4	1	3	11	22	15	5	1	0	0	0
08:00	136	47.9	39.8	7.8	0	4	3	2	20	33	46	18	8	2	0	0
09:00	199	44.4	36.4	7.7	0	6	8	18	43	67	34	19	3	0	1	0
10:00	372	43.7	36.6	6.8	0	11	8	27	88	124	83	29	2	0	0	0
11:00	349	42.2	35.6	6.4	0	8	8	35	99	122	64	11	1	0	1	0
12:00	368	41.3	34.7	6.4	0	6	15	50	120	108	55	11	2	1	0	0
13:00	314	41.9	35.0	6.7	0	8	10	42	84	111	46	8	4	1	0	0
14:00	313	41.8	35.4	6.2	0	10	4	24	98	122	45	6	4	0	0	0
15:00	300	43.6	36.7	6.7	0	4	5	15	103	97	51	11	10	4	0	0
16:00	301	44.4	37.7	6.5	0	5	3	9	80	109	61	25	7	2	0	0
17:00	212	44.7	37.5	7.0	0	2	5	19	48	65	44	25	1	3	0	0
18:00	122	46.6	40.5	5.9	0	1	0	1	17	38	40	20	4	1	0	0
19:00	97	45.5	39.2	6.0	0	0	0	3	19	36	26	9	3	0	1	0
20:00	74	46.7	40.0	6.5	0	1	1	2	6	27	24	10	2	1	0	0
21:00	39	48.6	40.6	7.7	0	0	0	3	7	9	10	4	5	1	0	0
22:00	28	49.7	41.8	7.7	0	0	0	3	2	5	9	4	5	0	0	0
23:00	13	48.6	40.6	7.8	0	0	1	0	1	4	3	3	1	0	0	0
Total																
2H(10-12)	721	43.0	36.1	6.6	0	19	16	62	187	246	147	40	3	0	1	0
2H(14-16)	613	42.7	36.0	6.5	0	14	9	39	201	219	96	17	14	4	0	0
12H(7-19)	3048	43.5	36.4	6.9	0	69	70	245	811	1018	584	188	47	14	2	0
24H(0-24)	3350	43.9	36.7	6.9	0	71	72	257	858	1118	663	226	66	16	3	0
AM Peak	10:00 372	05:00 49.5	02:00 52.5	05:00 11.9	00:00 0	10:00 11	09:00 8	11:00 35	11:00 99	10:00 124	10:00 83	10:00 29	08:00 8	08:00 2	09:00 1	00:00 0
PM Peak	12:00 368	22:00 49.7	22:00 41.8	23:00 7.8	12:00 0	14:00 10	12:00 15	12:00 50	12:00 120	14:00 122	16:00 61	16:00 25	15:00 10	15:00 4	19:00 1	12:00 0

Paul Castle Associates

Cirencester ATC, Spine Road West

Direction: Eastbound

16/06/2025																
Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	38.7	35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
03:00	2	37.5	37.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
04:00	5	46.5	39.5	6.7	0	0	0	0	2	0	2	1	0	0	0	0
05:00	18	52.0	45.3	6.5	0	0	0	0	0	4	6	4	2	2	0	0
06:00	35	50.7	44.4	6.1	0	0	0	0	3	5	9	13	4	1	0	0
07:00	79	49.4	42.5	6.7	0	0	0	1	2	29	26	14	3	3	0	1
08:00	126	46.4	40.8	5.4	0	1	0	2	9	41	49	22	1	1	0	0
09:00	128	45.4	39.4	5.8	0	1	0	3	22	44	37	18	3	0	0	0
10:00	135	40.4	34.2	6.0	0	2	5	20	51	36	19	0	2	0	0	0
11:00	151	43.5	35.0	8.3	3	5	5	9	54	41	25	4	4	0	1	0
12:00	140	41.4	34.9	6.3	0	4	1	21	40	49	21	3	1	0	0	0
13:00	109	43.0	36.4	6.3	0	1	2	11	28	41	18	6	1	1	0	0
14:00	159	42.4	36.9	5.3	0	0	1	13	40	66	29	8	2	0	0	0
15:00	164	44.9	38.8	5.9	0	0	0	11	32	55	41	21	4	0	0	0
16:00	215	45.1	39.3	5.6	0	0	1	2	43	81	62	16	9	0	1	0
17:00	217	45.0	38.6	6.2	0	0	4	12	36	83	54	20	6	2	0	0
18:00	103	49.6	41.6	7.8	0	2	0	1	7	38	28	17	5	2	3	0
19:00	69	47.1	40.1	6.7	0	1	1	2	6	24	18	16	0	1	0	0
20:00	33	48.2	40.3	7.6	0	1	0	1	3	11	9	6	1	1	0	0
21:00	24	50.4	42.3	7.9	0	0	0	2	2	5	7	2	6	0	0	0
22:00	21	45.0	37.5	7.2	0	0	0	4	4	5	5	2	1	0	0	0
23:00	3	47.2	44.2	2.9	0	0	0	0	0	0	2	1	0	0	0	0
Total																
2H(10-12)	286	42.1	34.6	7.3	3	7	10	29	105	77	44	4	6	0	1	0
2H(14-16)	323	43.7	37.9	5.7	0	0	1	24	72	121	70	29	6	0	0	0
12H(7-19)	1726	45.0	38.0	6.7	3	16	19	106	364	604	409	149	41	9	5	1
24H(0-24)	1938	45.4	38.4	6.8	3	18	20	115	385	661	467	194	55	14	5	1
AM Peak	11:00 151	05:00 52.0	05:00 45.3	11:00 8.3	11:00 3	11:00 5	10:00 5	10:00 20	11:00 54	09:00 44	08:00 49	08:00 22	06:00 4	07:00 3	11:00 1	07:00 1
PM Peak	17:00 217	21:00 50.4	23:00 44.2	21:00 7.9	12:00 0	12:00 4	17:00 4	12:00 21	16:00 43	17:00 83	16:00 62	15:00 21	16:00 9	17:00 2	18:00 3	12:00 0

Paul Castle Associates

Direction: Westbound

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
04:00	1	-	37.5	-	0	0	0	0	0	1	0	0	0	0	0	0
05:00	9	44.6	38.1	6.3	0	0	0	1	2	2	3	1	0	0	0	0
06:00	41	46.2	39.5	6.5	0	1	0	0	6	14	15	4	0	1	0	0
07:00	140	44.6	39.1	5.3	0	0	2	2	24	52	45	12	3	0	0	0
08:00	174	44.7	39.0	5.5	0	0	0	5	36	61	50	20	1	0	1	0
09:00	136	44.6	37.6	6.7	0	0	4	12	25	53	30	6	4	1	1	0
10:00	106	40.4	33.3	6.8	0	2	9	18	37	25	11	2	2	0	0	0
11:00	100	43.7	35.8	7.6	0	3	3	14	21	34	17	4	3	1	0	0
12:00	152	42.1	34.4	7.4	2	1	5	30	47	38	20	6	2	0	1	0
13:00	106	42.8	35.2	7.3	2	0	4	12	33	32	18	2	2	1	0	0
14:00	111	42.3	36.1	6.0	0	1	1	13	32	38	19	6	1	0	0	0
15:00	115	43.3	37.8	5.3	0	0	0	7	29	41	28	9	1	0	0	0
16:00	132	44.8	37.8	6.8	1	0	5	7	19	56	32	8	2	2	0	0
17:00	141	46.2	39.5	6.5	0	2	1	1	23	54	39	13	5	3	0	0
18:00	89	46.9	39.9	6.7	0	2	0	3	9	27	34	10	3	1	0	0
19:00	52	45.4	39.5	5.7	0	0	0	0	11	22	9	7	3	0	0	0
20:00	42	49.0	40.9	7.8	0	0	0	0	8	15	9	7	2	0	0	1
21:00	24	46.1	39.2	6.7	0	0	0	1	5	9	6	1	1	1	0	0
22:00	10	52.9	43.5	9.1	0	0	0	0	1	4	2	0	1	2	0	0
23:00	3	64.3	55.0	9.0	0	0	0	0	0	0	0	1	1	0	1	0
Total																
2H(10-12)	206	42.1	34.6	7.3	0	5	12	32	58	59	28	6	5	1	0	0
2H(14-16)	226	42.8	36.9	5.7	0	1	1	20	61	79	47	15	2	0	0	0
12H(7-19)	1502	44.2	37.2	6.8	5	11	34	124	335	511	343	98	29	9	3	0
24H(0-24)	1685	44.7	37.5	6.9	5	12	34	126	369	578	387	119	37	13	4	1

AM Peak	08:00 174	06:00 46.2	06:00 39.5	11:00 7.6	00:00 0	11:00 3	10:00 9	10:00 18	10:00 37	08:00 61	08:00 50	08:00 20	09:00 4	06:00 1	08:00 1	00:00 0
PM Peak	12:00 152	23:00 64.3	23:00 55.0	22:00 9.1	12:00 2	17:00 2	12:00 5	12:00 30	12:00 47	16:00 56	17:00 39	17:00 13	17:00 5	17:00 3	12:00 1	20:00 1

Paul Castle Associates

Direction: Total Flow

Hour Beginning	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
00:00	1	-	32.5	-	0	0	0	0	1	0	0	0	0	0	0	0
01:00	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
02:00	2	38.7	35.0	3.5	0	0	0	0	1	1	0	0	0	0	0	0
03:00	2	37.5	37.5	0.0	0	0	0	0	0	2	0	0	0	0	0	0
04:00	6	45.4	39.2	6.1	0	0	0	0	2	1	2	1	0	0	0	0
05:00	27	50.3	42.9	7.2	0	0	0	1	2	6	9	5	2	2	0	0
06:00	76	48.7	41.7	6.7	0	1	0	0	9	19	24	17	4	2	0	0
07:00	219	46.6	40.3	6.1	0	0	2	3	26	81	71	26	6	3	0	1
08:00	300	45.5	39.8	5.5	0	1	0	7	45	102	99	42	2	1	1	0
09:00	264	45.1	38.5	6.4	0	1	4	15	47	97	67	24	7	1	1	0
10:00	241	40.4	33.8	6.4	0	4	14	38	88	61	30	2	4	0	0	0
11:00	251	43.6	35.3	8.0	3	8	8	23	75	75	42	8	7	1	1	0
12:00	292	41.8	34.6	6.9	2	5	6	51	87	87	41	9	3	0	1	0
13:00	215	42.9	35.8	6.8	2	1	6	23	61	73	36	8	3	2	0	0
14:00	270	42.4	36.6	5.6	0	1	2	26	72	104	48	14	3	0	0	0
15:00	279	44.2	38.3	5.7	0	0	0	18	61	96	69	30	5	0	0	0
16:00	347	45.1	38.7	6.1	1	0	6	9	62	137	94	24	11	2	1	0
17:00	358	45.5	38.9	6.3	0	2	5	13	59	137	93	33	11	5	0	0
18:00	192	48.4	40.8	7.3	0	4	0	4	16	65	62	27	8	3	3	0
19:00	121	46.4	39.9	6.3	0	1	1	2	17	46	27	23	3	1	0	0
20:00	75	48.6	40.6	7.7	0	1	0	1	11	26	18	13	3	1	0	1
21:00	48	48.4	40.7	7.4	0	0	0	3	7	14	13	3	7	1	0	0
22:00	31	48.0	39.4	8.2	0	0	0	4	5	9	7	2	2	2	0	0
23:00	6	58.3	49.6	8.4	0	0	0	0	0	0	2	2	1	0	1	0
Total																
2H(10-12)	492	42.1	34.6	7.3	3	12	22	61	163	136	72	10	11	1	1	0
2H(14-16)	549	43.4	37.5	5.7	0	1	2	44	133	200	117	44	8	0	0	0
12H(7-19)	3228	44.6	37.6	6.7	8	27	53	230	699	1115	752	247	70	18	8	1
24H(0-24)	3623	45.1	38.0	6.9	8	30	54	241	754	1239	854	313	92	27	9	2
AM Peak	08:00 300	05:00 50.3	05:00 42.9	11:00 8.0	11:00 3	11:00 8	10:00 14	10:00 38	10:00 88	08:00 102	08:00 99	08:00 42	09:00 7	07:00 3	08:00 1	07:00 1
PM Peak	17:00 358	23:00 58.3	23:00 49.6	23:00 8.4	12:00 2	12:00 5	12:00 6	12:00 51	12:00 87	16:00 137	16:00 94	17:00 33	16:00 11	17:00 5	18:00 3	20:00 1

Paul Castle Associates



Appendix D – Bus Timetables

Malmesbury - Charlton - Crudwell - Somerford Keynes - Cirencester

○ Timing points ● All stops

Malmesbury Library (S-bound)	10:50
Malmesbury Burton Hill (SW-bound)	10:51
Malmesbury Manor Cottages (SE-bound)	10:51
Malmesbury Cowbridge Crescent (SE-bound)	10:53
Malmesbury Cowbridge Mill (SE-bound)	10:54
Lea Crescent (SE-bound)	10:55
Lea, o/s Church of St Giles	10:56
Lea Old Bakery Close (N-bound)	10:57
Lea The Chestnuts (E-bound)	10:57
Lea Primary School (NE-bound)	10:58
Charlton Pike House (N-bound)	11:02
Charlton Vicarage Lane (E-bound)	11:03
Hankerton Telephone Box (N-bound)	11:06
Murcott The Farm (W-bound)	11:09
Crudwell, o/s Wheatsheaf Inn	11:10
Crudwell, o/s Old Post Office	11:11
Chelworth The Village (NE-bound)	11:15
Oaksey Bendy Bow (E-bound)	11:18
Oaksey, nr All Saints Church	11:18
Upper Minety Village Bus Shelter (SE-bound)	11:25
Lower Minety, opp C of E Primary School	11:28
Lower Minety The Crossroads (SE-bound)	11:28
Ashton Keynes Swan Lane (N-bound)	11:31
Ashton Keynes, opp Village Hall Garage	11:34
Chesterton, before Berkeley Road	11:46
Chesterton, after Oaklands	11:48
Chesterton Lane (nr)	11:48
Chesterton, by Somerford Court	11:48
Cirencester, opp Phoenix Way	11:49
Cirencester, o/s Waitrose Store	11:49
Cirencester, opp Chesterton Lane sR	11:52
Cirencester, o/s The Forum	11:56

R Only visits this place by request to driver

Cirencester - Somerford Keynes - Crudwell - Charlton - Malmesbury

● Timing points ○ All stops

Cirencester, o/s The Forum	13:48	17:10
Chesterton, nr Somerford Court	13:51	17:13
Somerford Keynes, by The Bakers' Arms	13:58	17:17 sR
Ashton Keynes, o/s Village Hall Garage	14:05	17:24 sR
Lower Minety The Crossroads (NW-bound) sR	14:12	
Upper Minety Village Bus Shelter (NW-bound) sR	14:14	
Oaksey Bendy Bow (W-bound)	14:20	17:32
Chelworth The Village (SW-bound)	14:23	17:36 sR
Crudwell, opp Old Post Office	14:27	17:39
Murcott, opp Park Cottages	14:29	17:40 sR
Hankerton Telephone Box (S-bound)	14:33	17:44 sR
Charlton Pike House (SW-bound)	14:37	17:47 sR
Malmesbury, opp Co-Op Supermarket sR	14:41	17:54
Malmesbury Cross Hayes (S-bound)	14:44	17:59

R Only visits this place by request to driver

s “set down only” – the bus will only stop to drop passengers off



Appendix E – Illustrative Site Masterplan

Drawing Revisions

00	14/07/25	Option Study
01	26/07/25	Option 1 Revised
02	25/09/25	Layout Updates
03	29/09/25	Cycle Path Updates
04	04/11/25	Site Layout Updates

KEY:

- Viewing + Seating Area
- Vertical Axis Wind Turbine
- Sub-Station / Plant
- Slipway + Mooring
- Parking Spaces
- Open + Forest Scaffold Consultation Room / WC
- Bicycle Hire
- Recycling + Refuse Collection Points
- Accommodation Lodges
- Accommodation Lodges
- Extended Parking Bay

- new vehicular / bicycle access route
- existing paths around the site



1 proposed site plan, Option 1

leap architects

42a Upper High Street, Thame, OX9 2DW

01865 571221 • info@leap.design • leap.design

Issued For
INFORMATION

Client
Mr P Briggs

Project
Development of Lake 62 Cotswold Water Park

Derryfields, Aston Keynes, Witshire, OX9 6DT

Drawing

Title Proposed Site Plan

Date November 2025

Scale As indicated @ A1

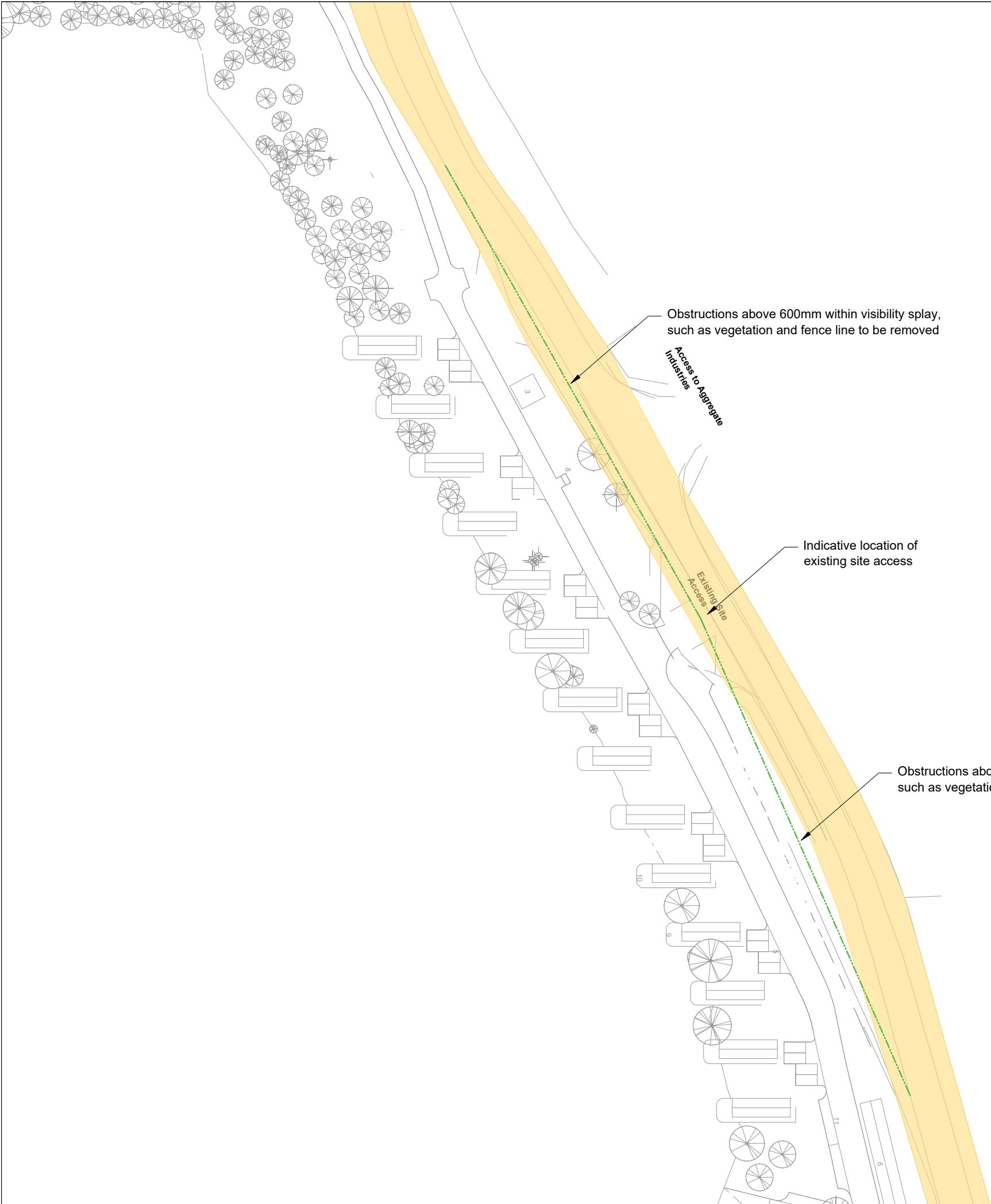
Project number LA0058

Drawing number CWP-102

Revision 04



Appendix F – Site Access Arrangements



- Notes:**
- Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 - This drawing is based on the architect's layout by Leap Architects, drawing number LA0058-CWP-102 Revision 03, dated September 2025.
 - Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence AC0000808122.
 - The applicant should undertake all necessary checks to ensure all visibility splays and necessary works can be accommodated within the adopted highway or land controlled by the applicant.
 - Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
 - The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
 - Highway boundary information has been provided by Wiltshire Council, dated 19/12/2025 and has been overlaid by Rappor onto the Ordnance Survey on a best fits basis. Rappor will not accept any liability for any inaccuracies in the highway boundary.
 - Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

Key:

2.4m x 120m Access Visibility Splay (Based on DMRB guidance for 40mph)

Adopted Highway Boundary

P02	01.04.26	Updated with Highway Boundary Data	LA	GH	GH
P01	02.12.25	First Issue	DC	GH	
Rev	Date	Details	By	Chkd	Appd



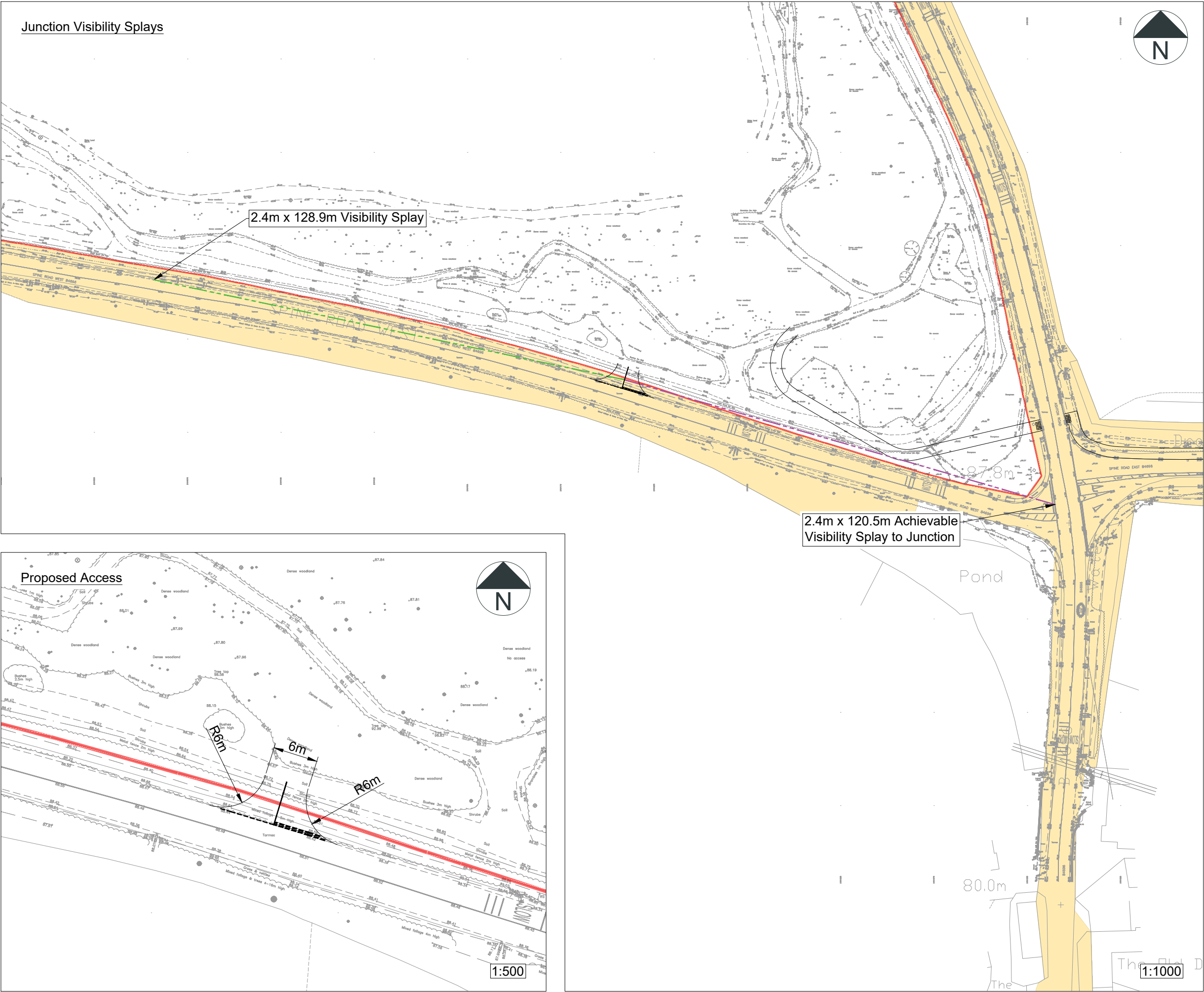
CLIENT: **Quinke Stella Holdings Ltd**

PROJECT: **Lake 62, Cotswold Water Park**

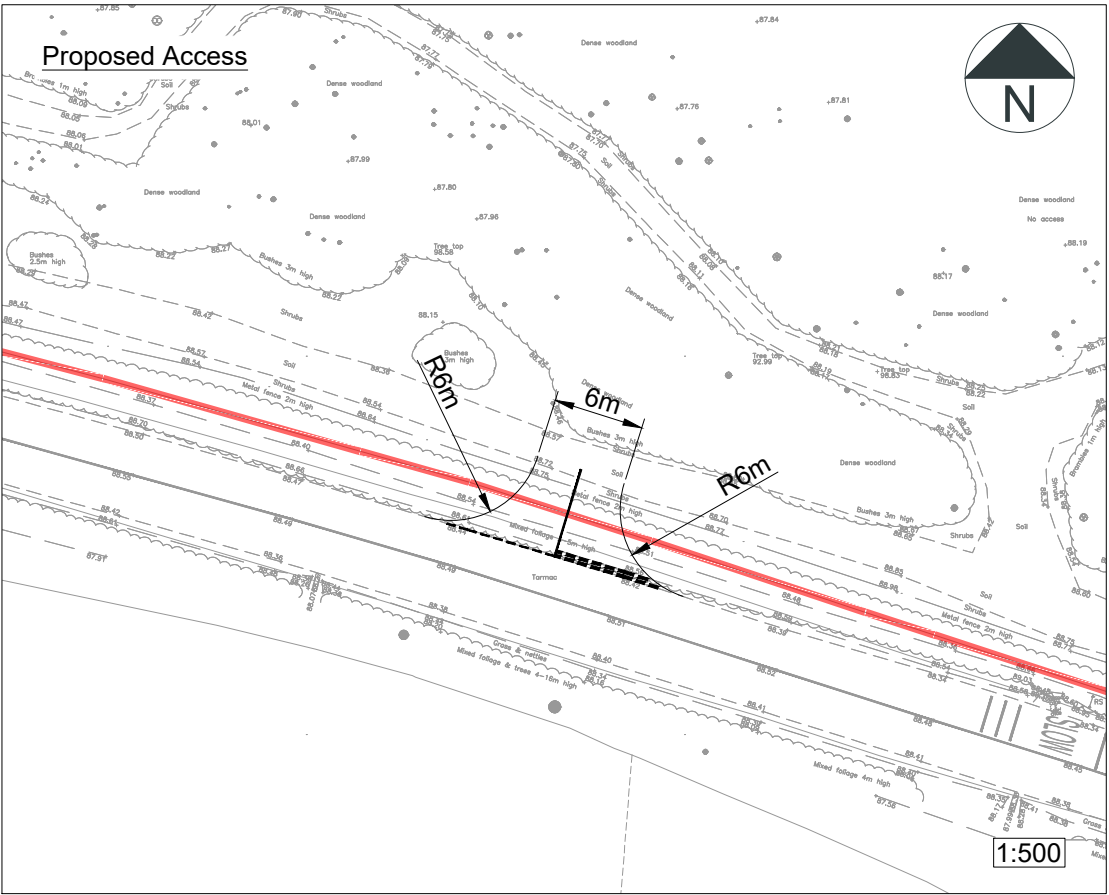
TITLE: **Visibility Assessment**

STATUS:	For Information	Scale @ A3 1:1000
DRAWING NO:	240247-RAP-XX-XX-DR-TP-3201	REVISION: P02

Junction Visibility Splays



Proposed Access



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. The topographical survey was undertaken by DANDO Surveying Ltd, drawing number OOlake63TOPO Rev B, dated 25/06/2025.
3. Highway boundary information has been provided by Wiltshire Council, 30/05/2025, and has been overlaid by Rappor onto the Ordnance Survey on a best fit basis. The applicant should undertake all necessary checks to ensure all visibility splays and necessary works can be accommodated within the adopted highway or land controlled by the applicant.
4. Ordnance Survey, (c) Crown Copyright 2025. All rights reserved. Licence AC0000808122.
5. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
6. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
7. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

Key:

- Indicative Site Boundary
- Adopted Highway Boundary
- 2.4m x 128.9m Visibility Splay based on recorded 85th percentile eastbound speeds of 45.8mph
- 2.4m x 123.9m Visibility Splay based on recorded 85th percentile westbound speeds of 44.7mph

Rev	Date	Details	By	Chkd
-	-	-	-	-

rappor



CLIENT:
Quinque Stella Holdings Ltd

PROJECT:
Lake 62 Cotswold Water Park

TITLE:
Proposed Access Arrangement
& Visibility Assessment

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Stated	29.07.25	SB	GH	GH

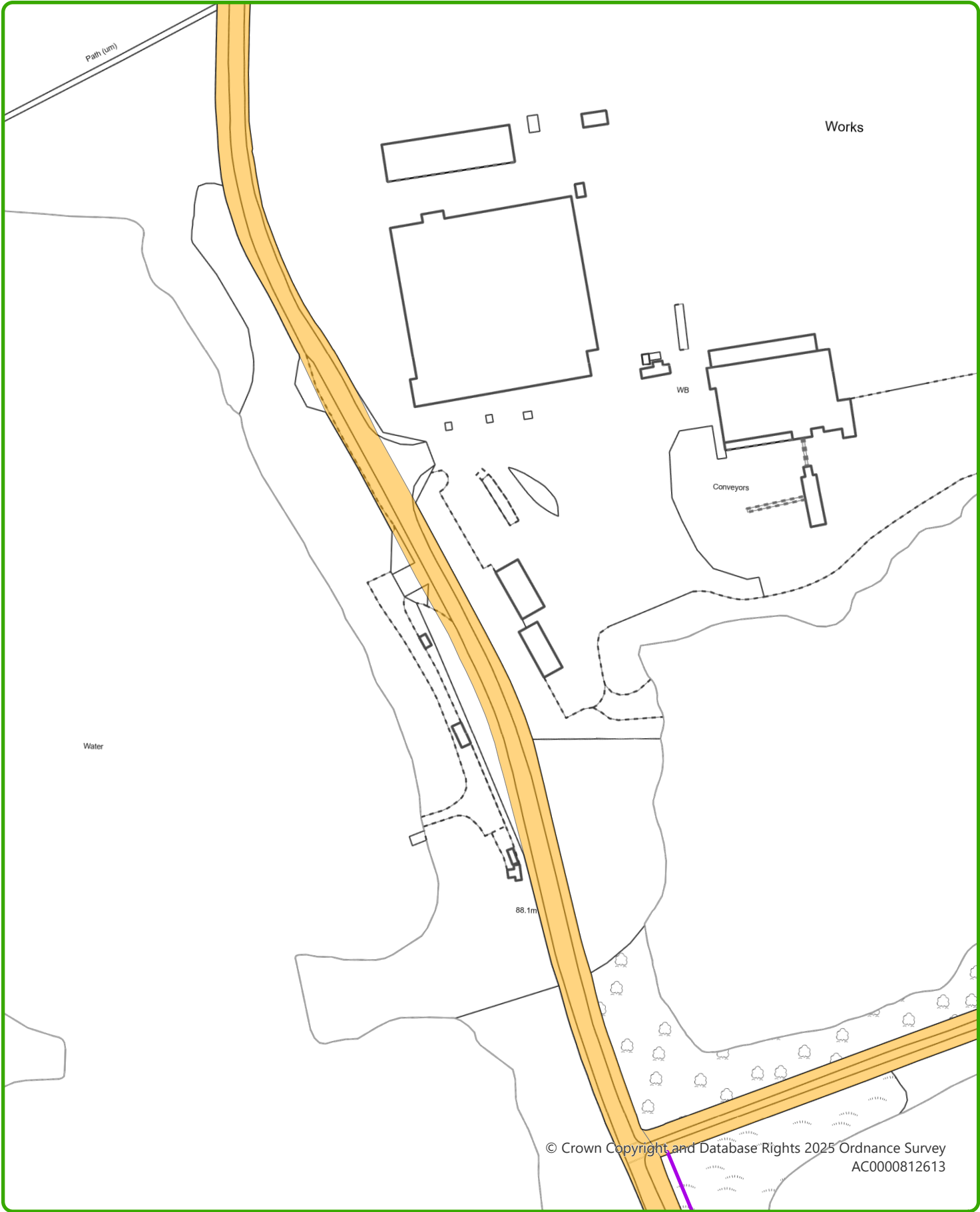
STATUS:
INFORMATION

DRAWING NO:
240247-RAP-XX-XX-DR-TP-3200

REVISION:
-



Appendix G – Adopted Highway Boundary

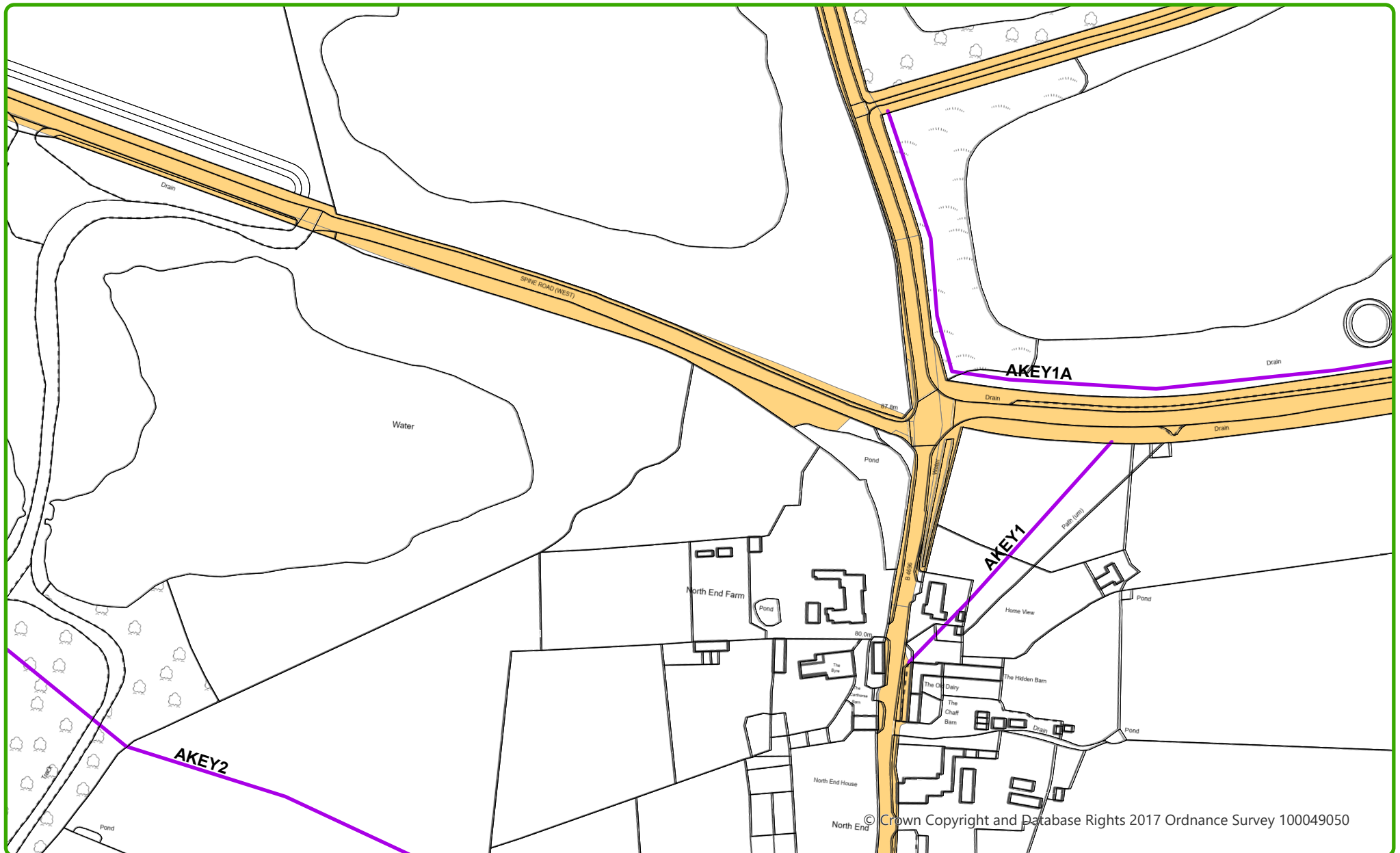


Please Note

The highway extent shown on this plan has been prepared for the property named above.
The extent shown cannot be relied upon for any highways that do not abut or serve the property.

19/12/2025

Highways Plan Cotswold Water Park, Derryfields, Ashton Keynes



30/05/2025

Please Note

The highway extent shown on this plan has been prepared for the property named above.
The extent shown cannot be relied upon for any highways that do not abut or serve the property.

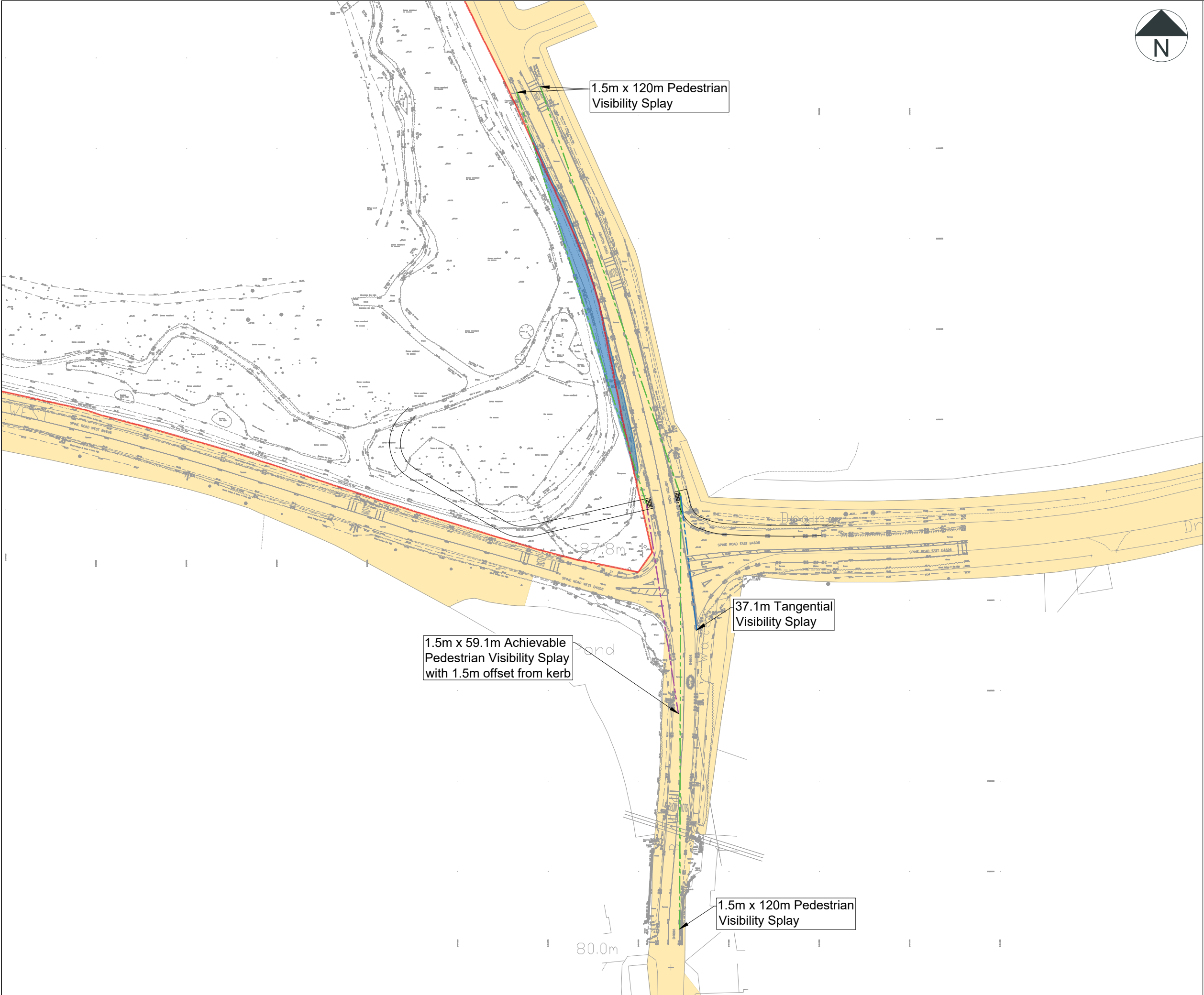


404203E 195067N m 1:2,500

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Appendix H – Off-Site Pedestrian Improvements Works



- Notes:**
- Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
 - The topographical survey was undertaken by DANDO Surveying Ltd, drawing number OOlake63TOPO Rev B, dated 25/06/2025.
 - Highway boundary information has been provided by Wiltshire Council, 30/05/2025, and has been overlaid by Rappor onto the Ordnance Survey on a best fit basis. The applicant should undertake all necessary checks to ensure all visibility splays and necessary works can be accommodated within the adopted highway or land controlled by the applicant.
 - Ordnance Survey, (c) Crown Copyright 2025. All rights reserved. Licence AC0000808122.
 - Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
 - The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
 - Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

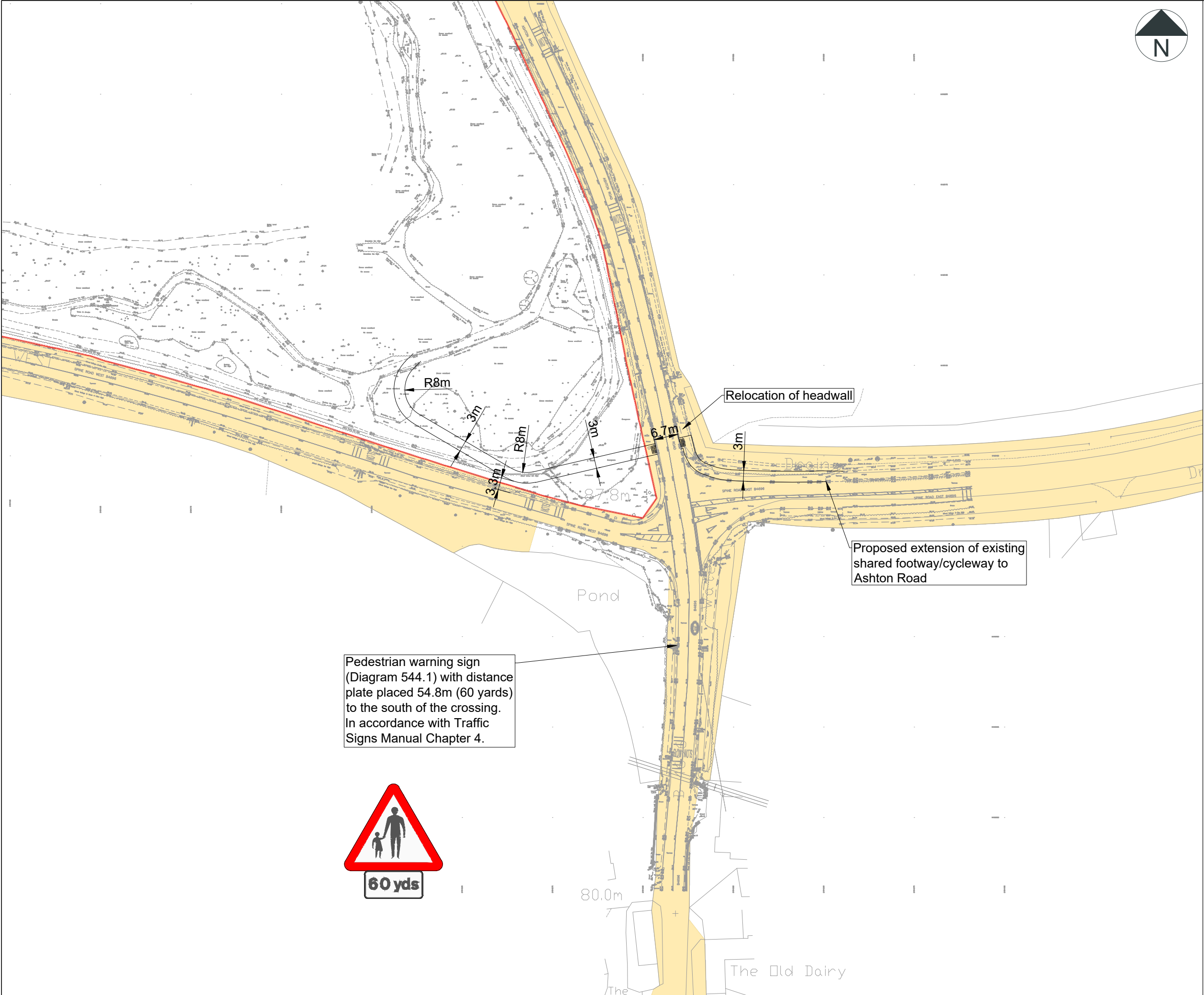
- Key:**
- Indicative Site Boundary
 - Adopted Highway Boundary
 - Area of vegetation to be cut back to provide adequate visibility
 - 1.5m x 120m Pedestrian Visibility Splay based on DMRB guidance for 40mph
 - 1.5m x 59.1m Achievable Pedestrian Visibility Splay with 1.5m offset from kerb
 - Tangential Visibility Splay

P01	29.07.25	Updated Footway Cycleway Arrangement	SB	GH
Rev	Date	Details	By	Chkd

rappor



CLIENT: Quinque Stella Holdings Ltd				
PROJECT: Lake 62 Cotswold Water Park				
TITLE: Proposed Offsite Works Crossing Visibility Assessment				
SCALE @ A3: 1:1000	DATE: 11.07.25	DRAWN: SB	CHECKED: PC	APPROVED: GH
STATUS: INFORMATION				
DRAWING NO: 240247-RAP-XX-XX-DR-TP-5001				REVISION: P01



Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. The topographical survey was undertaken by DANDO Surveying Ltd, drawing number OOlake63TOPO Rev B, dated 25/06/2025.
3. Highway boundary information has been provided by Wiltshire Council, 30/05/2025, and has been overlaid by Rappor onto the Ordnance Survey on a best fit basis. The applicant should undertake all necessary checks to ensure all visibility splays and necessary works can be accommodated within the adopted highway or land controlled by the applicant.
4. Ordnance Survey, (c) Crown Copyright 2025. All rights reserved. Licence AC0000808122.
5. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
6. The layout is subject to detailed design, capacity testing, ground investigations & earth modelling, road safety audit, utilities & services and confirmation of land ownership.
7. Use of the drawing does not absolve the client from their responsibilities in regards to health & safety and CDM regulations.

Key:

- Indicative Site Boundary
- Adopted Highway Boundary

P01	29.07.25	Updated Footway Cycleway Arrangement	SB	GH
Rev	Date	Details	By	Chkd

rappor



CLIENT:
Quinque Stella Holdings Ltd

PROJECT:
Lake 62 Cotswold Water Park

TITLE:
Proposed Offsite Works
Footway & Cycleway Arrangement

SCALE @ A3: 1:1000	DATE: 11.07.25	DRAWN: SB	CHECKED: PC	APPROVED: GH
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STATUS:
INFORMATION

DRAWING NO: 240247-RAP-XX-XX-DR-TP-5000	REVISION: P01
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Appendix I – TRICS Output: Holiday Accommodation

Audit Code: d10d3b29-513b-4eae-ba39-63f44dc8bba6

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: J - HOLIDAY ACCOMMODATION

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

05	EAST MIDLANDS	
	LE	LEICESTERSHIRE
07	YORKSHIRE & NORTH LINCOLNSHIRE	1 day
	RI	EAST RIDING OF YORKSHIRE
		1 day
17	ULSTER (NORTHERN IRELAND)	
	DO	DOWN
		1 day

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

Audit Code: d10d3b29-513b-4eae-ba39-63f44dc8bba6

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:	UNITS
Actual Range:	10 to 77 (units:UNITS)
Range Selected by User:	10 to 100 (units:UNITS)
Parking Spaces Range:	10 - 1805

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 26/05/25

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

Selected survey days:

Friday	1 days
Thursday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Free Standing	3 days
---------------	--------

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Out of Town	3 days
-------------	--------

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	3 days
----------------------------	--------

Audit Code: d10d3b29-513b-4eae-ba39-63f44dc8bba6

Secondary Filtering Selection:

Use Class:

N/A	3 surveys
-----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

10 - 208

Population within 1 mile:

1,000 or Less	3 surveys
---------------	-----------

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

Population within 5 miles:

5,000 or Less	1 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	2 surveys

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

Audit Code: d10d3b29-513b-4eae-ba39-63f44dc8bba6

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 3 surveys

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

PTAL Rating:

No PTAL Present 3 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No



Audit Code: d10d3b29-513b-4eae-ba39-63f44dc8bba6

1	DO-03-J-01	TARA CARAVAN PARK	DOWN
BALLYQUINTIN ROAD PORTAFERRY Free Standing Out of Town Site area: 2.890000104904175 hect Survey date: Friday 30/07/2010			
		Survey Type: Unknown	
2	LE-03-J-01	CARAVAN PARK	LEICESTERSHIRE
ROCKINGHAM ROAD NEAR CORBY CALDECOTT Free Standing Out of Town Site area: 0.9100000262260437 hect Survey date: Wednesday 10/04/2024			
		Survey Type: Unknown	
3	RI-03-J-01	CAMPSITE/HOLIDAY COTTAGES	EAST RIDING OF YORKSHIRE
SPROATLEY ROAD NEAR KINGSTON UPON HULL PRESTON Free Standing Out of Town Site area: 1.2599999904632568 hect Survey date: Thursday 10/04/2025			
		Survey Type: Unknown	

Audit Code: d10d3b29-513b-4eae-ba39-63f44dc8bba6

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

Total Vehicles

Calculation factor: 1 UNITS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. UNITS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	32	0.010	0.021	0.031
08:00-09:00	3	32	0.021	0.021	0.042
09:00-10:00	3	32	0.010	0.031	0.041
10:00-11:00	3	32	0.041	0.062	0.103
11:00-12:00	3	32	0.041	0.041	0.082
12:00-13:00	3	32	0.041	0.031	0.072
13:00-14:00	3	32	0.093	0.062	0.155
14:00-15:00	3	32	0.093	0.021	0.114
15:00-16:00	3	32	0.062	0.031	0.093
16:00-17:00	3	32	0.062	0.031	0.093
17:00-18:00	3	32	0.041	0.031	0.072
18:00-19:00	3	32	0.093	0.021	0.114
19:00-20:00	2	44	0.069	0.057	0.126
20:00-21:00	2	44	0.080	0.023	0.103
21:00-22:00	2	44	0.011	0.000	0.011
22:00-23:00					
23:00-00:00					
Total Rates:			0.768	0.484	1.252

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: d10d3b29-513b-4eae-ba39-63f44dc8bba6

Parameter Summary:

Trip rate parameter range selected:	10 - 100 (units: UNITS)
Survey date date range:	30/07/2010 - 10/04/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: de9d40e9-9845-46a4-9673-340930be282c

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: J - HOLIDAY ACCOMMODATION

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 day
17	ULSTER (NORTHERN IRELAND)	
	AN ANTRIM	1 day

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

Audit Code: de9d40e9-9845-46a4-9673-340930be282c

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:	UNITS
Actual Range:	10 to 50 (units:UNITS)
Range Selected by User:	10 to 100 (units:UNITS)
Parking Spaces Range:	10 - 1805

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 26/05/25

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

Selected survey days:

Saturday	2 days
----------	--------

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Edge of Town	1 days
Free Standing	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Out of Town	2 days
-------------	--------

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	1 days
Servicing vehicles Unknown	1 days



Audit Code: de9d40e9-9845-46a4-9673-340930be282c

Secondary Filtering Selection:

Use Class:

N/A	2 surveys
-----	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

5 - 139

Population within 1 mile:

1,000 or Less	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
5,001 to 25,000	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	1 surveys
1.6 to 2.0	1 surveys

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

Audit Code: de9d40e9-9845-46a4-9673-340930be282c

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 2 surveys

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

PTAL Rating:

No PTAL Present 2 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: de9d40e9-9845-46a4-9673-340930be282c

1	AN-03-J-01	HOLIDAY PARK	ANTRIM
CASTLE ROAD			
ANTRIM			
Edge of Town			
Out of Town			
Site area: 4.25 hect			
Survey date:			
			Survey Type: Unknown
2	NY-03-J-02	CARAVAN PARK	NORTH YORKSHIRE
CORNELIUS CAUSEWAY			
NEAR SELBY			
NORTH DUFFIELD			
Free Standing			
Out of Town			
Site area: 4.300000190734863 hect			
Survey date:			
			Survey Type: Unknown

Audit Code: de9d40e9-9845-46a4-9673-340930be282c

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

Total Vehicles

Calculation factor: 1 UNITS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. UNITS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	2	76	0.039	0.020	0.059
08:00-09:00	2	76	0.039	0.059	0.098
09:00-10:00	2	76	0.046	0.099	0.145
10:00-11:00	2	76	0.092	0.046	0.138
11:00-12:00	2	76	0.158	0.072	0.230
12:00-13:00	2	76	0.053	0.092	0.145
13:00-14:00	2	76	0.125	0.132	0.257
14:00-15:00	2	76	0.046	0.039	0.085
15:00-16:00	2	76	0.099	0.072	0.171
16:00-17:00	2	76	0.151	0.105	0.256
17:00-18:00	2	76	0.125	0.138	0.263
18:00-19:00	2	76	0.105	0.197	0.302
19:00-20:00	2	76	0.105	0.059	0.164
20:00-21:00	2	76	0.046	0.072	0.118
21:00-22:00	2	76	0.013	0.026	0.039
22:00-23:00					
23:00-00:00					
Total Rates:			1.242	1.228	2.470

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: de9d40e9-9845-46a4-9673-340930be282c

Parameter Summary:

Trip rate parameter range selected:	10 - 100 (units: UNITS)
Survey date date range:	03/06/2023 - 15/06/2024
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Appendix J – TRICS Output: Fitness Studio

Audit Code: 675389d5-5736-4428-882e-d98582905c00

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE
Category: K - FITNESS CLUB (PRIVATE)
Selected Vehicle Type: Total Vehicles

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
09	NORTH	
	FU	WESTMORLAND & FURNESS
10	WALES	
	PS	POWYS

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

Audit Code: 675389d5-5736-4428-882e-d98582905c00

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:	GFA
Actual Range:	167 to 950 (units:sqm)
Range Selected by User:	167 to 1000 (units:sqm)
Parking Spaces Range:	0 - 315

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 26/06/25

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

Selected survey days:

Monday	1 days
Tuesday	2 days

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

Selected survey types:

Manual count	3
Direction ATC Count	0

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

Selected Locations:

Edge of Town	3 days
--------------	--------

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1 days
No Sub Category	1 days
Residential Zone	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	3 days
----------------------------	--------

Audit Code: 675389d5-5736-4428-882e-d98582905c00

Secondary Filtering Selection:

Use Class:

E(d)	3 surveys
------	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

260 - 964

Population within 1 mile:

5,001 to 10,000	3 surveys
-----------------	-----------

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

Population within 5 miles:

5,001 to 25,000	3 surveys
-----------------	-----------

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	2 surveys

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

Audit Code: 675389d5-5736-4428-882e-d98582905c00

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 3 surveys

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

PTAL Rating:

No PTAL Present 3 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 675389d5-5736-4428-882e-d98582905c00

1	FU-07-K-01	FITNESS CLUB	WESTMORLAND & FURNESS
COWPER ROAD PENRITH GILWILLY IND. ESTATE Edge of Town Industrial Zone Site area: 0.14000000059604645 hect Survey date: Tuesday 10/06/2014			
			Survey Type: Unknown
2	NY-07-K-01	FITNESS CLUB	NORTH YORKSHIRE
RIVER VIEW ROAD RIPON Edge of Town No Sub Category Site area: 0.12999999523162842 hect Survey date: Tuesday 27/09/2016			
			Survey Type: Unknown
3	PS-07-K-01	SPORTS CENTRE	POWYS
BROOK STREET WELSHPOOL Edge of Town Residential Zone Site area: 0.14000000059604645 hect Survey date:			
			Survey Type: Unknown

Audit Code: 675389d5-5736-4428-882e-d98582905c00

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	3	668	1.148	0.100	1.248
07:00-08:00	3	668	0.549	0.998	1.547
08:00-09:00	3	668	0.399	0.599	0.998
09:00-10:00	3	668	0.948	0.449	1.397
10:00-11:00	3	668	0.649	0.998	1.647
11:00-12:00	3	668	0.250	0.349	0.599
12:00-13:00	3	668	0.449	0.299	0.748
13:00-14:00	3	668	0.699	0.649	1.348
14:00-15:00	3	668	0.499	0.499	0.998
15:00-16:00	3	668	0.599	0.399	0.998
16:00-17:00	3	668	0.898	0.848	1.746
17:00-18:00	3	668	1.796	0.798	2.594
18:00-19:00	3	668	1.297	1.447	2.744
19:00-20:00	3	668	0.948	1.747	2.695
20:00-21:00	3	668	0.349	0.948	1.297
21:00-22:00	3	668	0.000	0.399	0.399
22:00-23:00	1	404	0.000	0.000	0.000
23:00-00:00					
Total Rates:			11.477	11.526	23.003

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 675389d5-5736-4428-882e-d98582905c00

Parameter Summary:

Trip rate parameter range selected:	167 - 1000 (units: sqm)
Survey date date range:	10/06/2014 - 27/09/2016
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 58409ea9-6c73-4f01-83ab-870ce2e5285f

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE
Category: K - FITNESS CLUB (PRIVATE)
Selected Vehicle Type: Total Vehicles

Selected regions and areas:			
03	SOUTH WEST		
	WL	WILTSHIRE	1 day
13	MUNSTER		
	WA	WATERFORD	1 day

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

Audit Code: 58409ea9-6c73-4f01-83ab-870ce2e5285f

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:	GFA
Actual Range:	1400 to 1400 (units:sqm)
Range Selected by User:	167 to 11400 (units:sqm)
Parking Spaces Range:	12 - 256

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/20 to 12/10/25

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

Selected survey days:

Saturday	2 days
----------	--------

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
--------------	--------

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1 days
Retail Zone	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	2 days
----------------------------	--------

Audit Code: 58409ea9-6c73-4f01-83ab-870ce2e5285f

Secondary Filtering Selection:

Use Class:

E(d)	2 surveys
------	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

36 - 36

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys

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

Population within 5 miles:

50,001 to 75,000	2 surveys
------------------	-----------

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

Car ownership within 5 miles:

1.1 to 1.5	2 surveys
------------	-----------

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

Audit Code: 58409ea9-6c73-4f01-83ab-870ce2e5285f

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 surveys
----	-----------

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

PTAL Rating:

No PTAL Present	2 surveys
-----------------	-----------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 58409ea9-6c73-4f01-83ab-870ce2e5285f

1	WA-07-K-01	GOLDSTONE FITNESS	WATERFORD
KILBARRY ROAD			
WATERFORD			
KILBARRY			
Edge of Town			
Industrial Zone			
Gross floor area: 1400.00 sqm			
Survey date:			
			Survey Type: Manual
2	WL-07-K-01	PURE GYM	WILTSHIRE
SOUTHAMPTON ROAD			
SALISBURY			
BOURNE RETAIL PARK			
Edge of Town			
Retail Zone			
Gross floor area: 1400.00 sqm			
Survey date:			
			Survey Type: Manual

Audit Code: 58409ea9-6c73-4f01-83ab-870ce2e5285f

TRIP RATE for Land Use 07 - LEISURE/K - FITNESS CLUB (PRIVATE)

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00	1	1400	1.286	1.143	2.429
07:00-08:00	2	1400	0.857	0.750	1.607
08:00-09:00	2	1400	1.750	1.071	2.821
09:00-10:00	2	1400	3.357	2.179	5.536
10:00-11:00	2	1400	3.179	3.179	6.358
11:00-12:00	2	1400	2.679	2.536	5.215
12:00-13:00	2	1400	2.571	2.929	5.500
13:00-14:00	2	1400	2.179	2.821	5.000
14:00-15:00	2	1400	2.464	2.036	4.500
15:00-16:00	2	1400	2.286	2.357	4.643
16:00-17:00	2	1400	2.714	2.357	5.071
17:00-18:00	2	1400	2.143	2.357	4.500
18:00-19:00	2	1400	1.750	2.429	4.179
19:00-20:00	2	1400	0.357	1.071	1.428
20:00-21:00	1	1400	1.143	1.000	2.143
21:00-22:00	1	1400	0.500	0.929	1.429
22:00-23:00	1	1400	0.286	0.643	0.929
23:00-00:00					
Total Rates:			31.501	31.787	63.288

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 58409ea9-6c73-4f01-83ab-870ce2e5285f

Parameter Summary:

Trip rate parameter range selected:	167 - 11400 (units: sqm)
Survey date date range:	19/11/2022 - 11/03/2023
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Appendix K - TRICS Output: Restaurant

Audit Code: 64d80524-a1f3-422a-8797-527ecf057729

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: B - RESTAURANTS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

06	WEST MIDLANDS	
	OT	STOKE ON TRENT
		1 day
17	ULSTER (NORTHERN IRELAND)	
	AN	ANTRIM
		1 day

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



Audit Code: 64d80524-a1f3-422a-8797-527ecf057729

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:	GFA
Actual Range:	259 to 275 (units:sqm)
Range Selected by User:	38 to 325 (units:sqm)
Parking Spaces Range:	0 - 102

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 19/05/25

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

Selected survey days:

Friday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Edge of Town	2 days
--------------	--------

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Retail Zone	2 days
-------------	--------

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	2 days
----------------------------	--------

Audit Code: 64d80524-a1f3-422a-8797-527ecf057729

Secondary Filtering Selection:

Use Class:

E(b)	2 surveys
------	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

300 - 1156

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	2 surveys
------------	-----------

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

Audit Code: 64d80524-a1f3-422a-8797-527ecf057729

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 2 surveys

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

PTAL Rating:

No PTAL Present 2 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No



Audit Code: 64d80524-a1f3-422a-8797-527ecf057729

1	AN-06-B-02	FRANKIE & BENNY'S	ANTRIM
HILSBOROUGH ROAD			
LISBURN			
Edge of Town			
Retail Zone			
Gross floor area: 275.00 sqm			
Survey date: Friday 19/06/2015			
			Survey Type: Unknown
2	OT-06-B-01	RESTAURANT	STOKE ON TRENT
STONE ROAD			
STOKE-ON-TRENT			
TRENTHAM			
Edge of Town			
Retail Zone			
Gross floor area: 259.00 sqm			
Survey date: Thursday 24/10/2013			
			Survey Type: Unknown

Audit Code: 64d80524-a1f3-422a-8797-527ecf057729

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	2	267	2.247	1.124	3.371
11:00-12:00	2	267	4.494	2.996	7.490
12:00-13:00	2	267	12.172	4.307	16.479
13:00-14:00	2	267	11.236	10.300	21.536
14:00-15:00	2	267	5.805	9.738	15.543
15:00-16:00	2	267	3.558	6.742	10.300
16:00-17:00	2	267	3.745	3.933	7.678
17:00-18:00	2	267	9.176	2.996	12.172
18:00-19:00	2	267	11.610	9.363	20.973
19:00-20:00	2	267	10.861	12.547	23.408
20:00-21:00	2	267	6.554	9.551	16.105
21:00-22:00	2	267	7.303	6.929	14.232
22:00-23:00	2	267	2.996	5.805	8.801
23:00-00:00	2	267	0.562	5.243	5.805
Total Rates:			92.319	91.574	183.893

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 64d80524-a1f3-422a-8797-527ecf057729

Parameter Summary:

Trip rate parameter range selected:	38 - 325 (units: sqm)
Survey date date range:	24/10/2013 - 19/06/2015
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: d4391999-0916-4c21-a5fd-3c4bbc3be06e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: B - RESTAURANTS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 day
	WS	WEST SUSSEX	1 day

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

Audit Code: d4391999-0916-4c21-a5fd-3c4bbc3be06e

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:	GFA
Actual Range:	259 to 275 (units:sqm)
Range Selected by User:	38 to 325 (units:sqm)
Parking Spaces Range:	0 - 400

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	20/04/89 to 19/05/25

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

Selected survey days:

Saturday	2 days
----------	--------

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Neighbourhood Centre	2 days
----------------------	--------

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

No Sub Category	1 days
Village	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	2 days
----------------------------	--------

Audit Code: d4391999-0916-4c21-a5fd-3c4bbc3be06e

Secondary Filtering Selection:

Use Class:

E(b)	2 surveys
------	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

250 - 1300

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys

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

Population within 5 miles:

5,001 to 25,000	1 surveys
75,001 to 100,000	1 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	2 surveys
------------	-----------

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

Audit Code: d4391999-0916-4c21-a5fd-3c4bbc3be06e

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 2 surveys

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

PTAL Rating:

No PTAL Present 2 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: d4391999-0916-4c21-a5fd-3c4bbc3be06e

1	KC-06-B-01	RESTAURANT	KENT
GRAVESEND ROAD CULVERSTONE GREEN Neighbourhood Centre No Sub Category Gross floor area: 150.00 sqm Survey date:			
Survey Type: Unknown			
2	WS-06-B-02	BRITISH FINE DINING	WEST SUSSEX
ARUNDEL ROAD NEAR CHICHESTER TANGMERE Neighbourhood Centre Village Gross floor area: 130.00 sqm Survey date:			
Survey Type: Unknown			

Audit Code: d4391999-0916-4c21-a5fd-3c4bbc3be06e

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	2	140	2.143	1.071	3.214
11:00-12:00	2	140	1.786	1.071	2.857
12:00-13:00	2	140	1.429	0.357	1.786
13:00-14:00	2	140	0.357	1.786	2.143
14:00-15:00	2	140	0.714	2.143	2.857
15:00-16:00	2	140	0.000	0.714	0.714
16:00-17:00	2	140	0.000	0.000	0.000
17:00-18:00	2	140	1.786	0.000	1.786
18:00-19:00	2	140	3.571	1.071	4.642
19:00-20:00	2	140	10.714	1.786	12.500
20:00-21:00	2	140	3.571	2.500	6.071
21:00-22:00	2	140	1.429	2.500	3.929
22:00-23:00	2	140	1.071	4.643	5.714
23:00-00:00	2	140	1.429	6.071	7.500
Total Rates:			30.000	25.713	55.713

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: d4391999-0916-4c21-a5fd-3c4bbc3be06e

Parameter Summary:

Trip rate parameter range selected:	38 - 325 (units: sqm)
Survey date date range:	05/12/1998 - 04/10/2014
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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