

Technical Addendum

Land North of Swindon Road, Royal Wootton Basset

On behalf of Gleeson Land.

Date: July 2026 Pegasus Ref: P22-2466 TR06



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1. Introduction

- 1.1. This Technical Addendum has been prepared by Pegasus Group on behalf of Gleeson Land, further to a meeting with Wiltshire Council (WC) Highways dated 13th May 2026, in support of an outline planning application for 135 residential dwellings on Land North of Swindon Road, Wootton Bassett.
- 1.2. This Technical Addendum seeks to address two main aspects further to the Highways pre-application response dated 28th November 2025:-
- Proposed Access Arrangements
 - Additional Off-site Junction Modelling Analysis
- 1.3. This Technical Addendum concludes that a safe and suitable access to the site can be provided in accordance with national guidance, and that the vehicular trip impact associated with the development proposals will not have a material effect on the future operation of the local highway network.

Highways Submission Timeline

- 1.4. The following sets out a timeline of submission of documents and highways response with Wiltshire Council:-

June 2025 – An initial Transport Scoping Note (Pegasus Ref P22-2466-TRO2) was submitted to WC to seek to agree the scope of transport work required to support a forthcoming planning application.

December 2025– In the absence of a response leading to progression of the application and technical work, Pegasus Group submitted a subsequent Transport Assessment (Pegasus Ref P22-2466-TRO3) in support of the outline planning application (Application Ref: PL/2025/09484).

February 2026 – Wiltshire Council published a pre-application highways response (Ref:- ENQ/2025/01114 dated 28th November 2025) to the initial Transport Scoping Note dated June 2025.

- 1.5. To date Pegasus Group has yet to receive formal highways comments on the Transport Assessment (dated December 2025) submitted in support of the outline planning application.

Further Highways Consultation

- 1.6. Following a meeting with WC dated 13th May 2026, it was agreed that an additional Transport Scoping Note would be prepared and submitted to the highway authority, primarily in order to agree the parameters of additional modelling of the local highway network, and also set out potential amendments to the proposed access arrangements.

- 1.7. An additional Transport Scoping Note was subsequently submitted to WC on the 20th May 2026 , a copy of which is reproduced at **Appendix A**. WC later responded requesting that the following additional future developments should also be included in any additional off-site junction analysis:-
- Land at Marsh Farm, Royal Wootton Bassett (150 residential dwellings)
 - Land West of Maple Drive, Royal Wootton Bassett (70 residential dwellings)
- 1.8. This Technical Addendum has therefore been prepared on the basis of the agreed additional Transport Scoping Note and further to discussions with Wiltshire Council (WC) Highways in order to address comments made in the pre-application highways response. This addendum should also be read in conjunction with the supporting Transport Assessment and Travel Plan submitted in December 2025.

2. Proposed Access Arrangements

- 2.1. Vehicular access to the site is proposed via a ghost island priority right turn lane junction, located approximately 115 metres to the east of Stoneover Lane. A ghost island priority right turn lane arrangement represents the most appropriate and safe solution to serve the proposed development taking into consideration existing and proposed vehicle movements along the A3102 Swindon Road.
- 2.2. The access is proposed in the approximate location of the existing gated field access which serves the site to allow for an appropriate junction separation to Stoneover Lane. The junction is also sited in consideration of the vertical profile of Swindon Road.
- 2.3. Wiltshire Council had previously stated that the draft proposals for the site included two access junctions connecting with the A3102, and two junctions will not be acceptable in this location to serve the proposed level of dwellings.
- 2.4. It is confirmed that the access design, as submitted in the Transport Assessment, was revised to provide one vehicular access only, situated to the east of the Stoneover lane junction. The secondary access shown at the pre application stage has also been altered to a ped / cycle/ emergency access only.
- 2.5. Following discussions with Wiltshire Council at the meeting dated 13th May 2026, the following measures have now been addressed and are shown in Figure 4.1 Rev C entitled "Proposed Access Arrangements", reproduced at **Appendix B** of this Technical Addendum.
 - Increased junction radii from 8 metres to 12 metres at the proposed site access with the A3102 Swindon Road.
 - Increased width of access with the A3102 Swindon Road from 6 metres to 7.3 metres to ease large vehicle movements, tapering back to 5.5 metres to tie into the internal site layout.
 - Relocation of the proposed staggered toucan crossing over the A3102 Swindon Road approximately 10m west, including revised visibility splays, which in turn extends the length of the right turn lane from the A3102 Swindon Road (West) to Stoneover Lane.
 - The length of the proposed right turn lane from A3102 Swindon Road (West) to the Site Access has been extended and additional junction dimensions are now added to the proposed access arrangement drawing provide at Appendix B.
 - The addition of a gateway feature, including road markings and potential for appropriate signage at the location of the proposed change in existing speed limit to 40mph. Further details of this measure, in terms of appearance and exact location are to be agreed as part of a subsequent detailed design process, to be secured by means of a Section 278 Agreement.
- 2.6. As demonstrated on the proposed access arrangement drawing reproduced at Appendix B, visibility splays can be provided in accordance with the recorded 85th percentile speeds (including for wet weather adjustments) as summarised in the supporting Transport Assessment, and an extension of the 40mph speed limit on the A3102 Swindon Road remains an objective of the proposals, subject to completion of a Traffic Regulation Order (TRO).

- 2.7. Additional Swept path analysis for a Refuse and Fire tender swept path has also been undertaken and is included as Figure 4.2 Rev C entitled "Swept Path Analysis of Proposed Access", reproduced at **Appendix C**.
- 2.8. Further to the measures set out above, it is concluded that a safe and suitable access to the site can be achieved for all users in accordance with Paragraph 115 of the National Planning Policy Framework (NPPF).

3. Off-Site Junction Modelling

- 3.1. At the meeting with Wiltshire Council Highways dated 13th May 2026, WC requested that in addition to the operational assessment of the proposed site access junction, further off-site junction modelling of the following junctions will be necessary:-
- B4042 Brinkworth Road / A3102 Swindon Road – 4-arm Roundabout;
 - Stoneover Lane / A3102 Swindon Road – Priority junction;
 - A3102 Swindon Road / Unnamed Road – 3-arm Roundabout.
 - Proposed Site Access / A3102 Swindon Road
- 3.2. In order to obtain up-to-date traffic flows at the above junctions, manual classified turning counts in peak morning and evening peak periods (07:00-10:00 and 16:00-19:00) were instructed and undertaken by independent traffic count specialists “Paul Castle Associates”, on Tuesday 2nd June 2026. A copy of the traffic surveys are provided at **Appendix D**.
- 3.3. In order to model the above junctions, a future year analysis for the year 2030 remains appropriate and have been agreed with WC, based on five year period following the date of the planning application. TEMPro Growth factors were derived from the National Trip End Model (NTEM) details of which are set out in the supporting Transport Assessment (See Chapter 7).
- 3.4. Traffic flow diagrams of both 2026 Base Year and 2030 future years flows (AM Peak and PM Peak hours) are provided at **Appendix E**.

Committed Development

- 3.5. As agreed in the additional Transport Scoping Note, modelling of the following future local plan allocations are to be included within the 2030 future year plus committed development scenario:-
- Land at Midge Hall Farm, Swindon Road– Outline permission for residential-led mixed use development comprising up to 425 residential dwellings (Class C3), mixed-use Local Centre (non-residential uses to include Classes E and F2), a Primary School (Class F1), employment land (Class E), public open space and associated access, infrastructure and ancillary works. (Application No. PL/2025/02340)
 - Land at Junction 16 M4, Swindon Road – Erection of a car dealership (Sui Generis) and ancillary preparation centre; associated access, parking, landscaping, drainage and infrastructure. (Application No. PL/2025/00700).
 - Land at Junction 16 (M4), Swindon – Development of a new Motorway Rest Area (MRA) to provide up to 241 car parking spaces; up to 63 Heavy Goods Vehicle (HGV) parking spaces; coach and caravan parking; amenity building; fuel filling station; new roundabout access from B4005; and associated landscaping, infrastructure and ancillary works. (Application No. PL/2023/09142).

- Land to the South of A3102 and East of Royal Wootton Bassett (Woodshaw Development) – Outline planning application with all matters reserved except access for up to 410 dwellings, land for a nursery school, public open space, landscaping and associated infrastructure. (Application No. PL/2023/02129).

3.6. All vehicles trip generation, distribution and assignment of vehicle flows from each of the above committed developments / future local plan allocations, have been obtained from their respective Transport Assessments (including respective Transport addendums), as made available at the time of writing (July 2026).

3.7. Further to submission of the Additional Transport Scoping Note, additional developments (not yet subject to formal planning applications) were also requested by WC to be included in future year modelling analysis in order to take account of future local plan allocations.

- Land at Marsh Farm – identified in the Wiltshire draft Local Plan (2020–2038) under Policy 48 for residential use (Use Class C3) for approximately 150 dwellings.
- Land West of Maple Drive – identified in the Wiltshire draft Local Plan (2020–2038) under Policy 50 for residential use (Use Class C3) for approximately 70 dwellings.
- Land at Stoneover Lane – identified on the Neighbourhood Plan Policies Map as Site RWB1 for residential use (Use Class C3) for approximately 42 dwellings.

3.8. As formal Planning Applications for the above sites have to be submitted, the resultant trip generation and assignment is not yet known, with no associated Transport Assessment to reference in trip distribution and assignment assumption. It has therefore been agreed with WC that in order to estimate vehicle trips and assignment from the additional development allocations, any analysis contained in this addendum should adopt a similar trip rate and distribution to those set out for Midge Hall Farm development (determined as the nearest large development to both Land at Marsh Farm and Land West of Maple Drive).

3.9. Similarly, as Land at Stone Lane has yet to be formally submitted, an estimate of vehicle trips and assignment from the site shall adopt a similar trip rate and distribution to those proposed at Land North of Swindon Road, as the nearest suitable development example for the purposes of a robust assessment.

3.10. It should also be noted that the following committed developments, previously included within 2030 future year assessment year plus committed development scenarios, have now been completed and occupied therefore their associated vehicles movements are already accounted for in the recent traffic surveys undertaken on the 2nd June:-

- Land At Green Farm, Chippenham Road, Lyneham – Outline planning application for the demolition of agricultural buildings and the erection of up to 200 dwellings, up to 2,600m² of B1 Business and up to 600m² of D1 community uses. (Application No. 19/03199/OUT)
- Land at Marsh Farm, North of Malmesbury Road, Royal Wootton Bassett – Erection of Class E food store, car parking, and works to create community open space. (Application No. PL/2022/05273)

3.11. Traffic flow diagrams for each of the future local plan allocation / committed developments set out above to be included in this additional assessment are provided at **Appendix F**.

Proposed Development

- 3.12. Details of the trip generation, distribution and assignment of trips related to the proposed development are set out in Chapter 5 (Trip Generation) and Chapter 6 (Traffic Assignment) of the supporting Transport Assessment.
- 3.13. It is proposed to utilise the same methodology set out in the Transport Assessment to assignment vehicles trips through each of the additional junctions to be tested in this Transport Addendum report.
- 3.14. Traffic flow diagrams for the development related trips arising from the proposed 135 residential dwellings (AM and PM Peak hours) are provided at **Appendix G**.

Junction Capacity Assessment

- 3.15. The following summarises the impacts of the traffic generation associated with the proposed development in the 2030 Future year scenario based on a completed development.
- 3.16. The industry standard Junctions 11 modelling software has been used to assess the development impact at each of the following junctions:

Junction 1 – B4042 Brinkworth Road / A3102 Swindon Road – 4-arm Roundabout;

Junction 2 – Stoneover Lane / A3102 Swindon Road – Priority junction (Existing and Proposed Arrangements);

Junction 3 – A3102 Swindon Road / Unnamed Road – 3-arm Roundabout.

Junction 4 – Proposed Site Access / A3102 Swindon Road – Priority junction

- 3.17. Each of the above junctions have been assessed for the weekday AM network peak period (08:00–09:00) and PM network peak period (17:00–18:00), for the 2030 future year plus committed development scenarios, both with and without the proposed development.
- 3.18. Traffic Flow Diagrams for the 2030 future year plus committed developments are reproduced at **Appendix H**, with 2030 future year plus committed development including the proposed development reproduced at **Appendix I**.

Junction 1 – B4042 Brinkworth Rd/A3102 Swindon Rd – 4-arm Roundabout

- 3.19. Junctions 11 PICADY modelling software has been used to assess the capacity of the existing B4042 Brinkworth Road / A3102 Swindon Road 4-arm Roundabout. Full modelling results and junction geometry is included at **Appendix J** and summarised in **Table 3.1**.

Table 3.1 – B4042 Brinkworth Rd/A3102 Swindon Rd 4-arm Roundabout

	AM Peak (08:00–09:00)				PM (17:00–18:00)			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2030 Future Year + All Committed Development								
A3102 Swindon Road (East)	D1	1.9	7.31	0.65	D2	3.1	9.81	0.76
A3102 (South)		3.3	12.53	0.77		3.1	12.61	0.76
B4042 Brinkworth Road		1.1	6.06	0.51		1.4	6.84	0.59
Hook Road (North)		2.0	9.12	0.66		0.9	5.82	0.46
2030 Future Year + All Committed Development + Proposed Development								
A3102 Swindon Road (East)	D3	2.0	7.55	0.66	D4	3.2	10.10	0.77
A3102 (South)		3.4	12.75	0.77		3.4	13.43	0.78
B4042 Brinkworth Road		1.1	6.08	0.51		1.5	7.01	0.59
Hook Road (North)		2.0	9.19	0.66		0.9	5.93	0.47

- 3.20. In the AM peak, the RFC shows only minimal change, with a slight increase of 0.01 observed on the A3102 Swindon Road (East) between the 2030 Future Year + All Committed Development scenario and the 2030 Future Year + All Committed Development + Proposed Development scenario. Queue lengths, (measured in PCUs) also exhibit marginal increases with the addition of the proposed development, with a 0.1 PCU increase on A3102 (South) and A3102 Swindon Road (East).
- 3.21. In the PM peak, the maximum RFC on the A3102 (South) arm increases from 0.76 in the 2030 Future Year + All Committed Development scenario, to 0.78 in the 2030 Future Year + All Committed Development + Proposed Development scenario. Queue lengths also increase from 3.1 PCUs to 3.4 PCUs in the no development and with proposed development scenarios respectively.
- 3.22. **Table 3.1** confirms that the junction is forecast to operate within capacity, with negligible additional queuing anticipated as a result of the development proposals. It is therefore concluded that the development proposals will not have a material impact on the operation of the B4042 Brinkworth Rd/A3102 Swindon Rd Roundabout.

Junction 2 – Stoneover Lane/Swindon Road Priority Junction

Existing Junction Arrangement

- 3.23. Junctions 11 PICADY modelling software has been used to assess the capacity of the Stoneover Lane/ A3102 Swindon Road priority junction. The full modelling results and junction geometry for the existing junction arrangement are included at **Appendix K** and summarised in **Table 3.2**.

Table 3.2 – Stoneover Lane/A3102 Swindon Rd Priority Junction – Existing Arrangement

	AM Peak (08:00-09:00)				PM (17:00-18:00)			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2030 Future Year + All Committed Development								
Stoneover Lane to A3102 Swindon Rd (W) (B to C)	D1	2.2	30.52	0.70	D2	1.4	27.46	0.58
Stoneover Lane to A3102 Swindon Rd (E) (B to A)		2.6	99.34	0.76		3.0	170.77	0.82
A3102 Swindon Road (W) to Stoneover Lane (C to B)		0.9	15.52	0.47		0.8	19.15	0.46
2030 Future Year + All Committed Development + Proposed Development								
Stoneover Lane to A3102 Swindon Rd (W) (B to C)	D3	2.4	34.25	0.72	D4	1.5	29.59	0.60
Stoneover Lane to A3102 Swindon Rd (E) (B to A)		3.3	123.92	0.82		4.9	236.19	0.95
A3102 Swindon Road (W) to Stoneover Lane (C to B)		0.9	16.00	0.47		0.9	19.51	0.46

- 3.24. In the AM peak, the maximum RFC shows only minimal change, with a slight increase of 0.06 observed on Stoneover Lane to A3102 Swindon Rd (E) movement as a result of the Proposed Development. Queue lengths, also exhibit marginal increases with the addition of Proposed Development, with a 0.7 PCU increase on the Stoneover Lane to A3102 Swindon Rd (East) movement.
- 3.25. In the PM peak, the maximum RFC shows an increase of 0.13 on Stoneover Lane to A3102 Swindon Rd (E) movement as a result of the Proposed Development. Queue lengths, also exhibit an increase with the addition of the Proposed Development, with a 1.9 PCU increase on the Stoneover Lane to A3102 Swindon Rd (East) movement.

Proposed Junction Arrangement

- 3.26. The capacity of the Stoneover Lane/Swindon Road priority junction has also been modelled to assess the capacity of the revised proposed junction arrangements shown in Figure 4.1 Rev C entitled "Proposed Access Arrangements", as reproduced at **Appendix B**. The full modelling results are summarised in **Table 3.3**.

Table 3.3 – Stoneover Lane/ A3102 Swindon Rd Priority Junction – Proposed Arrangement

	AM Peak (08:00–09:00)				PM (17:00–18:00)			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2030 Future Year + All Committed Development								
Stoneover Lane to A3102 Swindon Rd (W) (B to C)	D1	2.0	27.41	0.67	D2	1.2	24.66	0.56
Stoneover Lane to A3102 Swindon Rd (E) (B to A)		2.4	89.96	0.74		2.7	148.68	0.78
A3102 Swindon Road (W) to Stoneover Lane (C to B)		0.8	13.44	0.43		0.7	16.46	0.42
2030 Future Year + All Committed Development + Proposed Development								
Stoneover Lane to A3102 Swindon Rd (W) (B to C)	D3	2.2	30.34	0.70	D4	1.3	27.34	0.58
Stoneover Lane to A3102 Swindon Rd (E) (B to A)		3.0	110.76	0.79		4.2	205.53	0.90
A3102 Swindon Road (W) to Stoneover Lane (C to B)		0.8	13.81	0.44		0.7	16.74	0.43

- 3.27. The junction capacity assessment demonstrates that the proposed arrangements will continue to operate within operational capacity in the 2030 Future Year + All Committed Development + Proposed Development scenarios.
- 3.28. In the AM peak, the maximum RFC indicates an increase of 0.05 from 0.74 to 0.79, on the Stoneover Lane to A3102 Swindon Rd (West) movement as a result of the Proposed Development. Queue lengths, also exhibit increases with the addition of the proposed development, with a 0.6 PCU increase on the Stoneover Lane to A3102 Swindon Rd (East) movements.
- 3.29. In the PM peak, the maximum RFC shows an increase of 0.12 on the Stoneover Lane to A3102 Swindon Rd (W) movement as a result of the Proposed Development. Queue lengths, also exhibit increases with the addition of the Proposed Development, with a 1.5 PCU increase on the Stoneover Lane to A3102 Swindon Rd (East) movement.

- 3.30. Overall, the proposed improvements to the Stoneover Lane / A3102 Swindon Road junction continue to operate within operational capacity and the impact of additional development related trips is considered to be minimal.
- 3.31. As shown on the proposed access arrangements drawing (reproduced at **Appendix B**) the proposed highway measures at the junction of Stoneover Lane / A3102 Swindon Road aim to improve facilities for walking and cycling via the introduction of a 3 metre wide footway / cycleway. Further safety related measures include potential resurfacing of the carriageway in the vicinity of the junction, associated introduction of additional junction signage, and the proposed reduction of the existing speed limit to 40 mph along the A3102 Swindon Road, east of the Stoneover Lane junction.

Junction 3 – A3102 Swindon Road / Unnamed Road – 3 arm Roundabout

- 3.32. Junctions 11 PICADY modelling software has been used to assess the capacity of the existing A3102 Swindon Road / Unnamed Road 3-arm Roundabout. Full modelling results and junction geometry is included at **Appendix L** and summarised in **Table 3.4**.

Table 3.4 – A3102 Swindon Road / Unnamed Road – 3-arm Roundabout

	AM Peak (08:00–09:00)				PM (17:00–18:00)			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2030 Future Year + All Committed Development								
A3102 Swindon Rd (E)	D1	3.9	10.87	0.80	D2	110.9	196.68	1.12
Unnamed Road		3.0	12.59	0.76		2.7	12.90	0.74
A3102 Swindon Rd (W)		3.6	12.56	0.79		2.0	7.22	0.67
2030 Future Year +All Committed Development + Proposed Development								
A3102 Swindon Rd (E)	D3	4.0	11.01	0.81	D4	123.4	227.58	1.13
Unnamed Road		3.1	12.70	0.76		2.7	13.14	0.74
A3102 Swindon Rd (W)		4.0	13.48	0.81		2.0	7.42	0.67

- 3.33. In the AM peak, the junction capacity assessment demonstrates that the existing A3102 Swindon Road / Unnamed Road – 3-arm Roundabout will continue to operate with reserve capacity in both the 2030 Future Year + All Committed Development, and the 2030 Future Year + All Committed Development + Proposed Development scenarios. The maximum RFC in the AM peak shows minimal change, with a slight increase of 0.02 from 0.79 to 0.81 on the A3102 Swindon Road (W) arm as a result of the Proposed Development. Queue lengths, also exhibit marginal increases with the addition of the proposed development, with a 0.4 PCU increase on the A3102 Swindon Road (W) arm.
- 3.34. In the PM peak, the A3102 Swindon Road (E) arm is shown to be over-capacity in the 2030 Future Year + All committed development scenario, without the proposed development. The addition of the Proposed Development results in a marginal increase of 0.01 in RFC, resulting in a 13.5 PCU increase in queue lengths on the A3102 Swindon Road (E) arm.

- 3.35. Queueing on the A3102 Swindon Rd (East) arm in the 2030 future Year at the A3102 Swindon Road / Unnamed Road Roundabout is attributed to the combined impact of vehicular trips arising from surrounding committed development (in particular the impact of the Midge Hall Farm and Woodshaw Developments) in the 2030 future year scenario. Whilst the addition of the proposed development is not demonstrated to have material impact on the operation of the junction, with only minor increases in RFC, it is understood that future improvements are currently being sought by WC from surrounding development proposals in order that any future impact can be collectively mitigated, relative to development scale and impact at the junction.

Junction 4 – Proposed Site Access / A3102 Swindon Road

- 3.36. Junctions 11 PICADY modelling software has been used to assess the capacity of the proposed Site Access / A3102 Swindon Road. Full modelling results are included at **Appendix M**, with all junction geometry taken from Figure 4.1 Rev C entitled “Proposed Access Arrangements” (provided at **Appendix B**) and summarised in **Table 3.5**.

Table 3.5 – Proposed Site Access / A3102 Swindon Road

	AM Peak (08:00–09:00)				PM (17:00–18:00)			
	Set ID	Queue (PCU)	Delay (s)	RFC	Set ID	Queue (PCU)	Delay (s)	RFC
2030 Future Year + All Committed Development + Proposed Development								
Site Access to A3102 Swindon Rd (E) (B to C)	D3	0.0	8.97	0.05	D4	0.0	8.19	0.03
Site Access to A3102 Swindon Rd (W) (B to A)		0.2	25.97	0.18		0.1	29.47	0.10
A3102 Swindon Road (E) to Site Access (C to B)		0.0	8.11	0.01		0.1	8.02	0.05

- 3.37. **Table 3.5** confirms that the proposed site access is forecast to operate well within capacity, with negligible queuing anticipated from either the Site Access, or the proposed right-turn lane from the A3102 Swindon Road (East) into the Site Access.

Off-Site Junction Modelling Summary

- 3.38. Overall, it is concluded that a suitable access to the site can be provided that operates well within capacity in the 2030 future year including committed developments, and that the vehicular trip impact associated with the development proposals will not have a material effect on the existing operation of the local highway network.

4. Conclusion

- 4.1. This Technical Addendum has been prepared by Pegasus Group on behalf of Gleeson Land, further to a meeting with Wiltshire Council Highways dated 13th May 2026, in support of an outline planning application for 135 residential dwellings on Land North of Swindon Road, Wootton Bassett.
- 4.2. This Technical Addendum demonstrates that a safe and suitable access to the site can be provided in accordance with national guidance, and that the vehicular trip impact associated with the development proposals will not have a material effect on the future operation of the local highway network.



Appendix A

Additional Transport Scoping Note

Land North of Swindon Road, Royal Wootton Bassett

On behalf of Gleeson Land

Date: May 2026
Pegasus Group Reference: P22-2466/ATN01
Planning Application Ref: PL/2025/O9484
Author: TS

1. Introduction

- 1.1. This additional Transport Scoping Note (TSN) has been prepared by Pegasus Group on behalf of Gleeson Land, further to a meeting with Wiltshire Council Highways dated 13th May 2026, in support of an outline planning application for 135 dwellings on Land North of Swindon Road, Wootton Bassett.
- 1.2. Wiltshire Council has previously provided a pre-application response dated 28th November 2025 (Reference ENQ/2025/O1114, as received February 2026) to the Transport Scoping Note document dated June 2025 (Pegasus Ref P22-2466-TRO2).
- 1.3. In December 2025, Pegasus Group submitted a Transport Assessment (Pegasus Ref P22-2466-TRO3) in support of the outline planning application (Application Ref: PL/2025/O9484). To date Pegasus Group has yet to receive formal highways comments on the submitted Transport Assessment.
- 1.4. This additional transport scoping note seeks to inform and agree the additional analysis required following consultation at the meeting with Wiltshire Council Highways dated 13th May 2026.

2. Proposed Access Arrangements

- 2.1. Wiltshire Council has previously stated that the draft proposals for the site included two access junctions connecting with the A3102, and two junctions will not be acceptable in this location to serve the proposed level of dwellings.
- 2.2. It is confirmed that the access design submitted in the Transport Assessment has been revised to provide one vehicular access only, situated to the east of the Stoneover lane junction. The secondary access shown at the pre application stage has also been altered to a ped / cycle/ emergency access only.
- 2.3. Following discussions with Wiltshire Council at the meeting dated 13th May 2026, the following further measures are to be addressed, with Pegasus Group actions shown in *italics*:-

- a) Increased junction radii will be required from 8 metres to either 10m or 12m radii, subject to swept path analysis. – *This is agreed and will be provided as part of a further technical note.*
- b) Additional Swept path analysis for a Refuse and Fire tender swept path should be provided. – *Swept Path analysis of a refuse has been prepared and is included as Figure 4.2 of the TA. As part of a further technical note additional swept path analysis of a fire tender will be provided, as requested.*
- c) WC requested that possible relocation of the proposed staggered toucan crossing over the A3102 Swindon Road approximately 10m west is investigated. – *This will be investigated as part of an additional Technical Note, taking into account impact on visibility splays and limit of public highway boundary.*
- d) WC requested that the central ghost island lane be extended from 40 metres to 50 metres to account for higher 85th percentile speeds. – *This will be investigated as part of an additional Technical Note, taking into account the proposed junction extents and limit of existing public highway boundary. Additional junction dimensions shall also be indicated on the proposed access arrangement drawings.*
- e) WC requested the addition of a gateway feature (including road markings and associated signage) at the location of the proposed change in existing speed limit, east of the proposed access. – *This will be added to the revised access arrangement plan*

3. Additional Off-site Junction Modelling

- 3.1. Wiltshire Council requested that in addition to the operational assessment of the proposed site access junction, off-site junction modelling of the following junctions will be required (in addition to remodelling of the proposed site access junction):-
 - Stoneover Lane / A3102 Swindon Road priority junction;
 - The un-named roundabout / A3102;
 - The Coped Hall Roundabout A3102 / B4042.
- 3.2. It is proposed to obtain peak period (07:00–10:00 and 16:00–19:00) manual turning counts to be undertaken at the beginning of June 2026, to avoid Wiltshire and Swindon school half term dates.
- 3.3. In order to model the above junctions, future year analysis for the year 2030 (five years following the date of the planning application) will be undertaken using growth factors derived from the TEMPro National Trip End Model (NTEM).
- 3.4. It should be noted that the following committed developments have previously been included within 2030 future year assessment year plus committed development:
 - Land At Green Farm, Chippenham Road, Lyneham – Outline planning application for the demolition of agricultural buildings and the erection of up to 200 dwellings, up to 2,600m² of B1 Business and up to 600m² of D1 community uses. (Application No. 19/03199/OUT)

- Land at Marsh Farm, North of Malmesbury Road, Royal Wootton Bassett – Erection of Class E food store, car parking, and works to create community open space. (Application No. PL/2022/05273)

3.5. Further to discussions with Wiltshire Council, it is required that modelling of the following future local plan allocations are included within the 2030 future year analysis:

- Land at Midge Hall Farm, Swindon Road– Outline permission for residential-led mixed use development comprising up to 425 residential dwellings (Class C3), mixed-use Local Centre (non-residential uses to include Classes E and F2), a Primary School (Class F1), employment land (Class E), public open space and associated access, infrastructure and ancillary works. (Application No. PL/2025/02340)
- Land at Stoneover Lane – identified on the Neighbourhood Plan Policies Map as Site RWB1 for residential use (Use Class C3) for approximately 42 dwellings.
- Land at Junction 16 M4, Swindon Road – Erection of a car dealership (Sui Generis) and ancillary preparation centre; associated access, parking, landscaping, drainage and infrastructure. (Application No. PL/2025/00700).
- Land at Junction 16 (M4), Swindon – Development of a new Motorway Rest Area (MRA) to provide up to 241 car parking spaces; up to 63 Heavy Goods Vehicle (HGV) parking spaces; coach and caravan parking; amenity building; fuel filling station; new roundabout access from B4005; and associated landscaping, infrastructure and ancillary works. (Application No. PL/2023/09142).

3.6. It is understood that the Land at Marsh Farm application has previously been withdrawn, therefore it is not proposed to be included in any additional off site junction modelling analysis as part of this application.

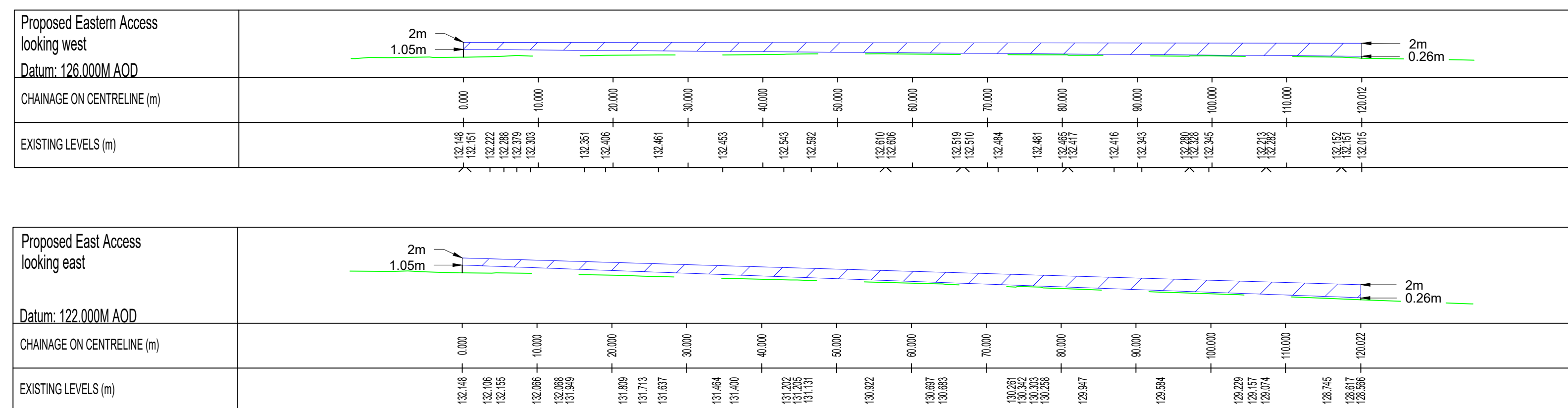
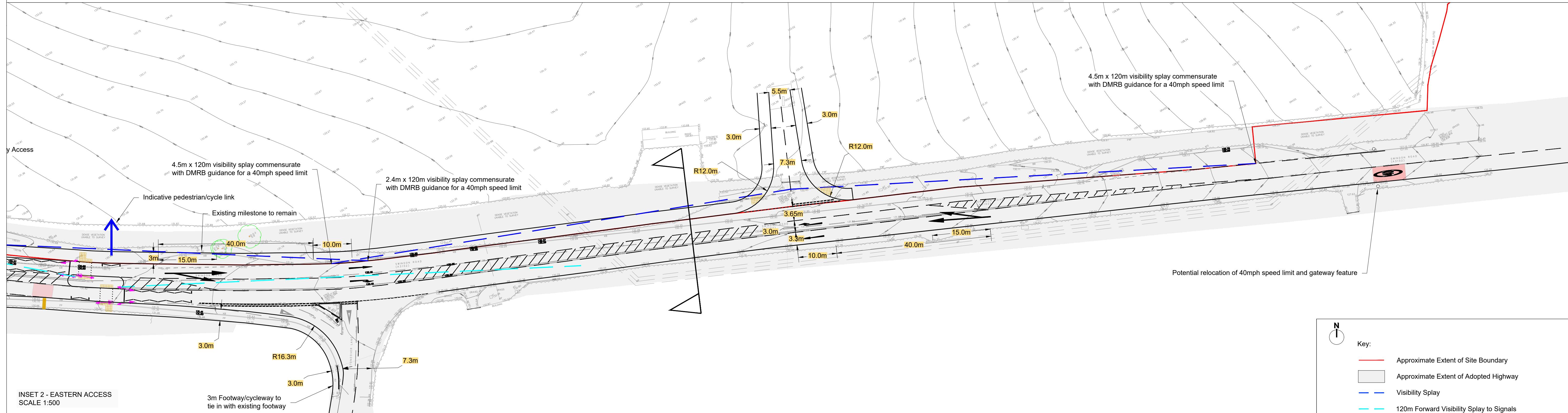
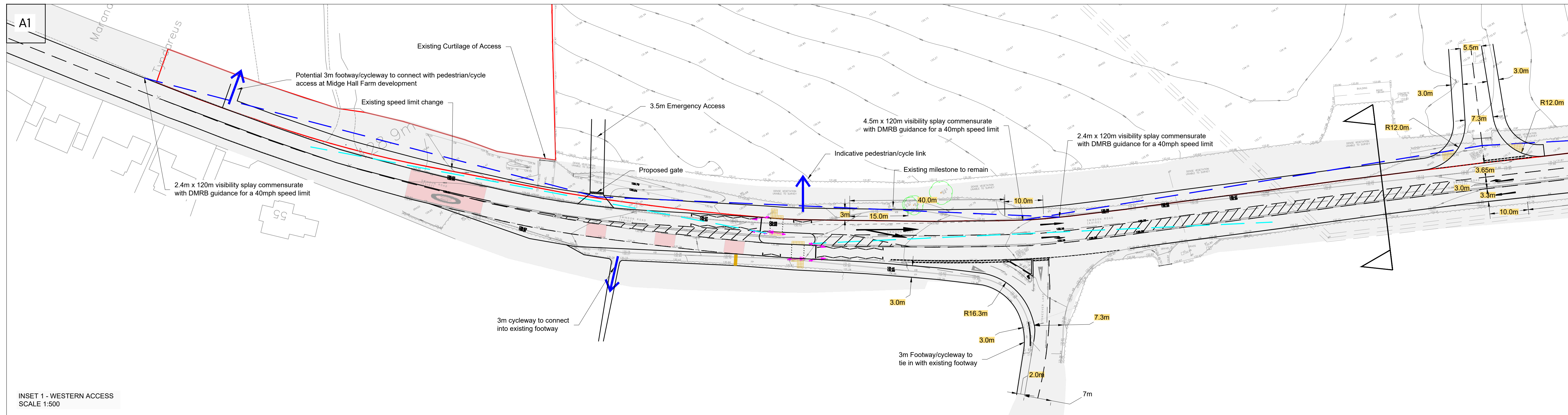
4. Summary and Way Forward

4.1. This additional Transport Scoping Note (TSN) has been prepared by Pegasus Group on behalf of Gleeson Land, further to a meeting with Wiltshire Council Highways dated 13th May 2026, in support of an outline planning application for 135 dwellings on Land North of Swindon Road, Wootton Bassett.

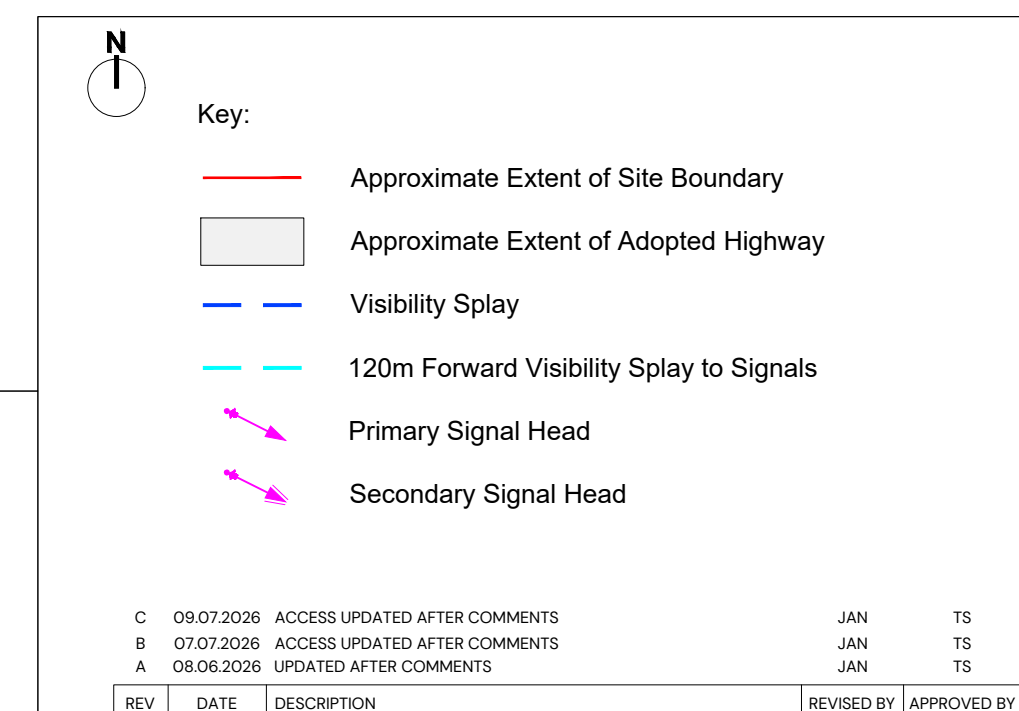
4.2. We would appreciate comments from Wiltshire Council on this additional TSN in order that subsequent supporting information can be provided in the form of a Technical Note addendum.



Appendix B



VERTICAL VISIBILITY SPLAYS FROM EASTERN ACCESS



PROPOSED ACCESS ARRANGEMENT

LAND NORTH OF SWINDON ROAD,
ROYAL WOOTTON BASSETT

CLIENT: GLEESON LAND STATUS: INDICATIVE

DATE: 16/10/2025	SCALE: AS SHOWN	DRAWN/CHECKED BY: JAN/LD	APPROVED BY: TS
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JOB No: P22-2466 DRAWING No: FIGURE 4.1 REVISION No: C

PEGASUS GROUP

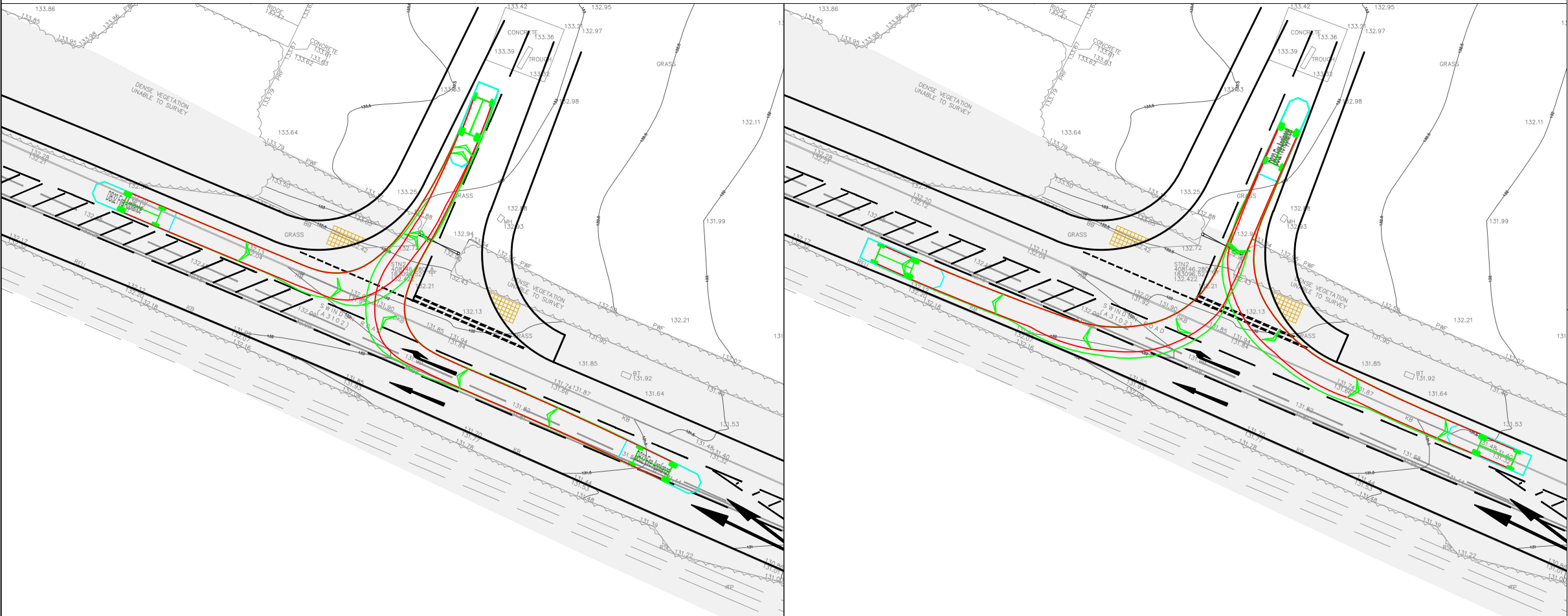


Appendix C

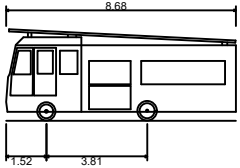
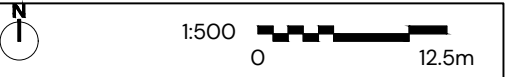
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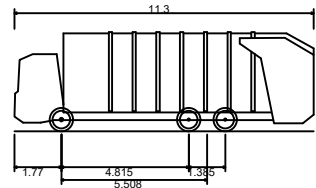
Swept Path Analysis of an 11.3m Refuse Vehicle Entering and Egressing Access



Swept Path Analysis of a Fire Appliance Entering and Egressing Access



DB32 Fire Appliance
Overall Length 8.680m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.910m



11.3m Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.300m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

Vehicle has been tracked at the default forward speed of 5kph

C	09/07/2026	UPDATED ACCESS AND TRACKING	JAN	TS
B	07/07/2026	UPDATED ACCESS AND TRACKING	JAN	TS
A	06/06/2026	UPDATED ACCESS AND TRACKING, FIRE APPLIANCE ADDED	JAN	TS
REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

SWEPT PATH ANALYSIS OF PROPOSED ACCESS

LAND NORTH OF SWINDON ROAD, ROYAL WOOTTON BASSETT

CLIENT:
GLEESON LAND

DATE: 14/10/2025 SCALE: 1:500@A3 DRAWING STATUS: INDICATIVE REVISION: C

DRAWING NUMBER:
P22-2466_FIGURE 4.2

DRAWN BY: JAN/I.D. APPROVED BY: TS OFFICE: BRS





Appendix D

Wootton Bassett, Tuesday 2nd June 2026

Junction: 1
Approach: Unnamed Road



TIME	Left to A3102 Swindon Road					Ahead to A3102					Right to B4042					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	34	3	0	37	40.9	24	0	0	24	24.0	18	0	0	18	18.0	0	0	0	0	0.0
07:15 - 07:30	30	1	1	32	34.3	36	0	0	36	36.0	23	0	0	23	23.0	0	0	0	0	0.0
07:30 - 07:45	38	3	0	41	44.9	62	0	0	62	62.0	22	2	0	24	26.6	0	0	0	0	0.0
07:45 - 08:00	35	1	0	36	37.3	77	2	0	79	81.6	37	1	0	38	39.3	0	0	0	0	0.0
Hourly Total	137	8	1	146	157.4	199	2	0	201	203.6	100	3	0	103	106.9	0	0	0	0	0.0
08:00 - 08:15	30	1	0	31	32.3	101	0	2	103	105.0	33	1	0	34	35.3	0	0	0	0	0.0
08:15 - 08:30	51	2	2	55	59.6	85	1	2	88	91.3	29	1	0	30	31.3	1	0	0	1	1.0
08:30 - 08:45	38	2	0	40	42.6	50	0	0	50	50.0	27	0	0	27	27.0	0	0	0	0	0.0
08:45 - 09:00	39	0	1	40	41.0	53	0	0	53	53.0	19	0	0	19	19.0	0	1	0	1	2.3
Hourly Total	158	5	3	166	175.5	289	1	4	294	299.3	108	2	0	110	112.6	1	1	0	2	3.3
09:00 - 09:15	33	1	0	34	35.3	27	1	0	28	29.3	23	3	0	26	29.9	0	0	0	0	0.0
09:15 - 09:30	18	2	0	20	22.6	24	1	0	25	26.3	16	1	0	17	18.3	3	0	0	3	3.0
09:30 - 09:45	20	0	1	21	22.0	24	0	0	24	24.0	15	0	0	15	15.0	1	0	0	1	1.0
09:45 - 10:00	23	1	0	24	25.3	21	0	0	21	21.0	13	1	0	14	15.3	0	0	0	0	0.0
Hourly Total	94	4	1	99	105.2	96	2	0	98	100.6	67	5	0	72	78.5	4	0	0	4	4.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	389	17	5	411	438.1	584	5	4	593	603.5	275	10	0	285	298.0	5	1	0	6	7.3
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16:00 - 16:15	34	1	0	35	36.3	36	1	0	37	38.3	19	0	1	20	21.0	0	0	0	0	0.0
16:15 - 16:30	31	1	0	32	33.3	23	0	0	23	23.0	15	0	0	15	15.0	0	0	0	0	0.0
16:30 - 16:45	48	1	0	49	50.3	25	1	0	26	27.3	31	0	0	31	31.0	0	0	0	0	0.0
16:45 - 17:00	37	2	0	39	41.6	41	0	0	41	41.0	24	1	0	25	26.3	0	0	0	0	0.0
Hourly Total	150	5	0	155	161.5	125	2	0	127	129.6	89	1	1	91	93.3	0	0	0	0	0.0
17:00 - 17:15	28	1	0	29	30.3	33	0	1	34	35.0	31	0	0	31	31.0	0	0	0	0	0.0
17:15 - 17:30	30	0	0	30	30.0	47	0	0	47	47.0	19	0	0	19	19.0	0	0	0	0	0.0
17:30 - 17:45	20	0	0	20	20.0	42	1	0	43	44.3	29	1	0	30	31.3	0	0	0	0	0.0
17:45 - 18:00	30	0	0	30	30.0	46	0	0	46	46.0	28	0	0	28	28.0	0	0	0	0	0.0
Hourly Total	108	1	0	109	110.3	168	1	1	170	172.3	107	1	0	108	109.3	0	0	0	0	0.0
18:00 - 18:15	14	0	0	14	14.0	21	0	0	21	21.0	18	0	0	18	18.0	0	0	0	0	0.0
18:15 - 18:30	8	0	0	8	8.0	22	0	0	22	22.0	15	0	0	15	15.0	1	0	0	1	1.0
18:30 - 18:45	25	0	0	25	25.0	17	0	0	17	17.0	12	0	0	12	12.0	0	0	0	0	0.0
18:45 - 19:00	18	1	0	19	20.3	43	0	0	43	43.0	23	0	0	23	23.0	1	0	0	1	1.0
Hourly Total	65	1	0	66	67.3	103	0	0	103	103.0	68	0	0	68	68.0	2	0	0	2	2.0

TOTAL	323	7	0	330	339.1	396	3	1	400	404.9	264	2	1	267	270.6	2	0	0	2	2.0
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Wootton Bassett, Tuesday 2nd June 2026

Junction: 1
Approach: A3102 Swindon Road



TIME	Left to A3102					Ahead to B4042					Right to Unnamed Road					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	72	5	0	77	83.5	47	1	0	48	49.3	12	4	0	16	21.2	0	0	0	0	0.0
07:15 - 07:30	67	4	2	73	80.2	60	3	2	65	70.9	26	0	0	26	26.0	0	0	0	0	0.0
07:30 - 07:45	69	4	0	73	78.2	80	0	1	81	82.0	46	2	0	48	50.6	1	0	0	1	1.0
07:45 - 08:00	68	7	0	75	84.1	86	2	0	88	90.6	49	0	0	49	49.0	0	0	0	0	0.0
Hourly Total	276	20	2	298	326.0	273	6	3	282	292.8	133	6	0	139	146.8	1	0	0	1	1.0
08:00 - 08:15	75	1	0	76	77.3	59	6	0	65	72.8	49	1	0	50	51.3	0	0	0	0	0.0
08:15 - 08:30	76	5	1	82	89.5	61	1	0	62	63.3	47	1	0	48	49.3	0	0	0	0	0.0
08:30 - 08:45	62	2	0	64	66.6	63	2	0	65	67.6	35	3	0	38	41.9	1	0	0	1	1.0
08:45 - 09:00	60	3	0	63	66.9	66	3	0	69	72.9	35	0	0	35	35.0	0	0	0	0	0.0
Hourly Total	273	11	1	285	300.3	249	12	0	261	276.6	166	5	0	171	177.5	1	0	0	1	1.0
09:00 - 09:15	69	3	0	72	75.9	47	3	0	50	53.9	24	1	0	25	26.3	0	0	0	0	0.0
09:15 - 09:30	60	4	1	65	71.2	48	4	0	52	57.2	27	2	0	29	31.6	2	1	0	3	4.3
09:30 - 09:45	49	1	0	50	51.3	43	6	1	50	58.8	26	0	1	27	28.0	0	0	0	0	0.0
09:45 - 10:00	53	4	0	57	62.2	41	7	0	48	57.1	26	0	0	26	26.0	1	0	0	1	1.0
Hourly Total	231	12	1	244	260.6	179	20	1	200	227.0	103	3	1	107	111.9	3	1	0	4	5.3

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	780	43	4	827	886.9	701	38	4	743	796.4	402	14	1	417	436.2	5	1	0	6	7.3
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16:00 - 16:15	77	5	0	82	88.5	69	1	0	70	71.3	61	3	0	64	67.9	0	1	0	1	2.3
16:15 - 16:30	80	2	1	83	86.6	71	2	1	74	77.6	65	1	1	67	69.3	1	0	0	1	1.0
16:30 - 16:45	76	3	0	79	82.9	74	2	0	76	78.6	43	0	0	43	43.0	0	0	0	0	0.0
16:45 - 17:00	80	2	0	82	84.6	75	4	0	79	84.2	53	1	0	54	55.3	0	0	0	0	0.0
Hourly Total	313	12	1	326	342.6	289	9	1	299	311.7	222	5	1	228	235.5	1	1	0	2	3.3
17:00 - 17:15	81	0	0	81	81.0	91	1	0	92	93.3	56	0	0	56	56.0	3	0	0	3	3.0
17:15 - 17:30	93	0	0	93	93.0	80	0	0	80	80.0	58	0	0	58	58.0	0	0	0	0	0.0
17:30 - 17:45	87	1	0	88	89.3	78	3	0	81	84.9	53	0	0	53	53.0	1	0	0	1	1.0
17:45 - 18:00	88	0	0	88	88.0	78	4	0	82	87.2	43	0	0	43	43.0	2	0	0	2	2.0
Hourly Total	349	1	0	350	351.3	327	8	0	335	345.4	210	0	0	210	210.0	6	0	0	6	6.0
18:00 - 18:15	72	0	1	73	74.0	78	0	0	78	78.0	43	0	0	43	43.0	3	0	0	3	3.0
18:15 - 18:30	56	2	0	58	60.6	59	1	0	60	61.3	33	0	0	33	33.0	1	0	0	1	1.0
18:30 - 18:45	57	0	0	57	57.0	57	0	1	58	59.0	25	0	0	25	25.0	1	0	0	1	1.0
18:45 - 19:00	71	0	0	71	71.0	45	0	1	46	47.0	35	0	0	35	35.0	0	0	0	0	0.0
Hourly Total	256	2	1	259	262.6	239	1	2	242	245.3	136	0	0	136	136.0	5	0	0	5	5.0

TOTAL	918	15	2	935	956.5	855	18	3	876	902.4	568	5	1	574	581.5	12	1	0	13	14.3
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Wootton Bassett, Tuesday 2nd June 2026

Junction: 1
Approach: A3102



TIME	Left to B4042					Ahead to Unnamed Road					Right to A3102 Swindon Road					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	41	1	0	42	43.3	15	1	0	16	17.3	83	2	0	85	87.6	0	0	0	0	0.0
07:15 - 07:30	45	1	0	46	47.3	16	0	0	16	16.0	87	12	1	100	116.6	1	0	0	1	1.0
07:30 - 07:45	47	5	0	52	58.5	20	1	0	21	22.3	90	3	0	93	96.9	0	0	0	0	0.0
07:45 - 08:00	54	4	0	58	63.2	24	1	1	26	28.3	85	5	0	90	96.5	0	0	0	0	0.0
Hourly Total	187	11	0	198	212.3	75	3	1	79	83.9	345	22	1	368	397.6	1	0	0	1	1.0
08:00 - 08:15	34	2	3	39	44.6	40	3	0	43	46.9	103	4	1	108	114.2	0	0	0	0	0.0
08:15 - 08:30	43	0	1	44	45.0	42	1	0	43	44.3	123	2	1	126	129.6	0	0	0	0	0.0
08:30 - 08:45	44	2	1	47	50.6	28	1	0	29	30.3	94	6	2	102	111.8	1	0	0	1	1.0
08:45 - 09:00	33	0	0	33	33.0	13	0	0	13	13.0	63	3	0	66	69.9	1	0	0	1	1.0
Hourly Total	154	4	5	163	173.2	123	5	0	128	134.5	383	15	4	402	425.5	2	0	0	2	2.0
09:00 - 09:15	34	0	1	35	36.0	16	0	0	16	16.0	56	6	0	62	69.8	2	0	0	2	2.0
09:15 - 09:30	29	2	0	31	33.6	24	1	0	25	26.3	68	4	0	72	77.2	0	0	0	0	0.0
09:30 - 09:45	41	0	0	41	41.0	25	0	0	25	25.0	77	2	0	79	81.6	0	0	0	0	0.0
09:45 - 10:00	22	2	0	24	26.6	14	0	0	14	14.0	70	1	1	72	74.3	0	0	0	0	0.0
Hourly Total	126	4	1	131	137.2	79	1	0	80	81.3	271	13	1	285	302.9	2	0	0	2	2.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	467	19	6	492	522.7	277	9	1	287	299.7	999	50	6	1055	1126.0	5	0	0	5	5.0
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16:00 - 16:15	37	0	1	38	39.0	42	0	0	42	42.0	78	2	0	80	82.6	2	0	0	2	2.0
16:15 - 16:30	36	1	1	38	40.3	34	0	0	34	34.0	81	3	1	85	89.9	1	0	0	1	1.0
16:30 - 16:45	29	1	0	30	31.3	47	0	0	47	47.0	70	5	0	75	81.5	1	0	0	1	1.0
16:45 - 17:00	40	0	0	40	40.0	31	1	0	32	33.3	91	3	0	94	97.9	0	0	0	0	0.0
Hourly Total	142	2	2	146	150.6	154	1	0	155	156.3	320	13	1	334	351.9	4	0	0	4	4.0
17:00 - 17:15	34	0	0	34	34.0	49	0	0	49	49.0	111	1	0	112	113.3	0	0	0	0	0.0
17:15 - 17:30	37	1	0	38	39.3	33	0	0	33	33.0	105	1	0	106	107.3	0	0	0	0	0.0
17:30 - 17:45	34	1	1	36	38.3	39	0	0	39	39.0	98	3	0	101	104.9	1	0	0	1	1.0
17:45 - 18:00	50	0	0	50	50.0	30	0	0	30	30.0	73	0	0	73	73.0	0	0	0	0	0.0
Hourly Total	155	2	1	158	161.6	151	0	0	151	151.0	387	5	0	392	398.5	1	0	0	1	1.0
18:00 - 18:15	21	0	0	21	21.0	30	0	0	30	30.0	76	1	0	77	78.3	0	0	0	0	0.0
18:15 - 18:30	16	0	0	16	16.0	22	0	0	22	22.0	65	3	0	68	71.9	0	0	0	0	0.0
18:30 - 18:45	23	0	1	24	25.0	24	0	0	24	24.0	49	0	0	49	49.0	0	0	0	0	0.0
18:45 - 19:00	39	0	0	39	39.0	15	0	0	15	15.0	47	0	1	48	49.0	1	0	0	1	1.0
Hourly Total	99	0	1	100	101.0	91	0	0	91	91.0	237	4	1	242	248.2	1	0	0	1	1.0

TOTAL	396	4	4	404	413.2	396	1	0	397	398.3	944	22	2	968	998.6	6	0	0	6	6.0
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Wootton Bassett, Tuesday 2nd June 2026

Junction: 1
Approach: B4042



TIME	Left to Unnamed Road					Ahead to A3102 Swindon Road					Right to A3102					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	2	0	0	2	2.0	25	6	1	32	40.8	28	2	1	31	34.6	1	0	0	1	1.0
07:15 - 07:30	5	1	0	6	7.3	64	7	0	71	80.1	39	1	1	41	43.3	0	0	0	0	0.0
07:30 - 07:45	9	0	0	9	9.0	65	8	0	73	83.4	47	0	2	49	51.0	1	0	0	1	1.0
07:45 - 08:00	10	0	0	10	10.0	57	2	0	59	61.6	58	2	1	61	64.6	0	0	0	0	0.0
Hourly Total	26	1	0	27	28.3	211	23	1	235	265.9	172	5	5	182	193.5	2	0	0	2	2.0
08:00 - 08:15	15	1	0	16	17.3	60	1	0	61	62.3	71	1	0	72	73.3	1	0	0	1	1.0
08:15 - 08:30	7	2	0	9	11.6	50	7	1	58	68.1	63	2	0	65	67.6	1	0	0	1	1.0
08:30 - 08:45	14	0	0	14	14.0	58	15	0	73	92.5	57	1	0	58	59.3	0	0	0	0	0.0
08:45 - 09:00	16	2	0	18	20.6	60	6	0	66	73.8	37	0	0	37	37.0	0	0	0	0	0.0
Hourly Total	52	5	0	57	63.5	228	29	1	258	296.7	228	4	0	232	237.2	2	0	0	2	2.0
09:00 - 09:15	10	0	0	10	10.0	67	5	0	72	78.5	41	1	0	42	43.3	2	0	0	2	2.0
09:15 - 09:30	10	1	0	11	12.3	37	5	1	43	50.5	29	1	1	31	33.3	0	0	0	0	0.0
09:30 - 09:45	7	1	0	8	9.3	43	2	0	45	47.6	35	2	0	37	39.6	0	0	0	0	0.0
09:45 - 10:00	4	1	0	5	6.3	49	8	0	57	67.4	27	1	0	28	29.3	1	0	0	1	1.0
Hourly Total	31	3	0	34	37.9	196	20	1	217	244.0	132	5	1	138	145.5	3	0	0	3	3.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	109	9	0	118	129.7	635	72	3	710	806.6	532	14	6	552	576.2	7	0	0	7	7.0
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16:00 - 16:15	10	1	0	11	12.3	54	2	0	56	58.6	54	4	0	58	63.2	0	0	0	0	0.0
16:15 - 16:30	21	0	0	21	21.0	72	3	0	75	78.9	61	0	0	61	61.0	1	0	0	1	1.0
16:30 - 16:45	13	0	0	13	13.0	74	5	0	79	85.5	58	1	1	60	62.3	0	0	0	0	0.0
16:45 - 17:00	17	0	0	17	17.0	78	1	0	79	80.3	67	0	0	67	67.0	0	0	0	0	0.0
Hourly Total	61	1	0	62	63.3	278	11	0	289	303.3	240	5	1	246	253.5	1	0	0	1	1.0
17:00 - 17:15	18	0	0	18	18.0	83	2	1	86	89.6	74	0	0	74	74.0	0	0	0	0	0.0
17:15 - 17:30	14	1	0	15	16.3	81	1	0	82	83.3	72	0	0	72	72.0	1	0	0	1	1.0
17:30 - 17:45	19	0	0	19	19.0	70	3	1	74	78.9	64	1	1	66	68.3	0	0	0	0	0.0
17:45 - 18:00	13	0	0	13	13.0	56	2	0	58	60.6	58	0	0	58	58.0	0	0	0	0	0.0
Hourly Total	64	1	0	65	66.3	290	8	2	300	312.4	268	1	1	270	272.3	1	0	0	1	1.0
18:00 - 18:15	17	0	0	17	17.0	66	1	0	67	68.3	58	0	0	58	58.0	2	0	0	2	2.0
18:15 - 18:30	10	0	0	10	10.0	54	0	0	54	54.0	45	0	0	45	45.0	0	0	0	0	0.0
18:30 - 18:45	6	0	0	6	6.0	52	0	1	53	54.0	52	0	0	52	52.0	0	0	0	0	0.0
18:45 - 19:00	9	0	0	9	9.0	56	0	0	56	56.0	31	0	0	31	31.0	0	0	0	0	0.0
Hourly Total	42	0	0	42	42.0	228	1	1	230	232.3	186	0	0	186	186.0	2	0	0	2	2.0

TOTAL	167	2	0	169	171.6	796	20	3	819	848.0	694	6	2	702	711.8	4	0	0	4	4.0
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Wootton Bassett, Tuesday 2nd June 2026

Junction: 2

Approach: A3102 Swindon Road East



TIME	Left to Stoneover Lane					Ahead to A3102 Swindon Road (West)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	11	0	0	11	11.0	113	8	0	121	131.4
07:15 - 07:30	11	0	0	11	11.0	132	8	4	144	158.4
07:30 - 07:45	16	0	0	16	16.0	150	6	1	157	165.8
07:45 - 08:00	19	1	0	20	21.3	161	8	0	169	179.4
Hourly Total	57	1	0	58	59.3	556	30	5	591	635.0
08:00 - 08:15	15	0	0	15	15.0	135	5	0	140	146.5
08:15 - 08:30	17	0	0	17	17.0	145	7	0	152	161.1
08:30 - 08:45	25	0	0	25	25.0	115	6	0	121	128.8
08:45 - 09:00	20	1	0	21	22.3	123	7	0	130	139.1
Hourly Total	77	1	0	78	79.3	518	25	0	543	575.5
09:00 - 09:15	10	0	0	10	10.0	116	4	0	120	125.2
09:15 - 09:30	20	0	0	20	20.0	115	8	2	125	137.4
09:30 - 09:45	16	0	1	17	18.0	91	8	0	99	109.4
09:45 - 10:00	7	0	0	7	7.0	104	9	0	113	124.7
Hourly Total	53	0	1	54	55.0	426	29	2	457	496.7

TOTAL	187	2	1	190	193.6	1500	84	7	1591	1707.2
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16:00 - 16:15	36	0	0	36	36.0	175	9	0	184	195.7
16:15 - 16:30	39	1	1	41	43.3	172	5	2	179	187.5
16:30 - 16:45	27	0	0	27	27.0	157	6	0	163	170.8
16:45 - 17:00	36	0	0	36	36.0	173	6	0	179	186.8
Hourly Total	138	1	1	140	142.3	677	26	2	705	740.8
17:00 - 17:15	55	0	0	55	55.0	190	1	0	191	192.3
17:15 - 17:30	44	0	0	44	44.0	191	0	0	191	191.0
17:30 - 17:45	42	0	0	42	42.0	196	3	0	199	202.9
17:45 - 18:00	40	0	0	40	40.0	173	3	0	176	179.9
Hourly Total	181	0	0	181	181.0	750	7	0	757	766.1
18:00 - 18:15	43	0	0	43	43.0	175	1	1	177	179.3
18:15 - 18:30	32	0	0	32	32.0	124	2	0	126	128.6
18:30 - 18:45	20	0	0	20	20.0	119	0	1	120	121.0
18:45 - 19:00	21	0	0	21	21.0	115	0	1	116	117.0
Hourly Total	116	0	0	116	116.0	533	3	3	539	545.9

TOTAL	435	1	1	437	439.3	1960	36	5	2001	2052.8
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Wootton Bassett, Tuesday 2nd June 2026

Junction: 2

Approach: Stoneover Lane



TIME	Left to A3102 Swindon Road (West)					Right to A3102 Swindon Road (East)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	19	1	0	20	21.3	21	1	0	22	23.3
07:15 - 07:30	26	0	0	26	26.0	18	0	0	18	18.0
07:30 - 07:45	42	0	0	42	42.0	19	0	0	19	19.0
07:45 - 08:00	41	1	0	42	43.3	16	1	0	17	18.3
Hourly Total	128	2	0	130	132.6	74	2	0	76	78.6
08:00 - 08:15	51	2	0	53	55.6	16	0	0	16	16.0
08:15 - 08:30	41	0	1	42	43.0	20	0	0	20	20.0
08:30 - 08:45	31	0	0	31	31.0	14	0	0	14	14.0
08:45 - 09:00	38	0	0	38	38.0	13	0	0	13	13.0
Hourly Total	161	2	1	164	167.6	63	0	0	63	63.0
09:00 - 09:15	18	2	0	20	22.6	17	1	0	18	19.3
09:15 - 09:30	20	3	0	23	26.9	10	0	0	10	10.0
09:30 - 09:45	19	0	1	20	21.0	13	0	0	13	13.0
09:45 - 10:00	15	1	0	16	17.3	17	0	0	17	17.0
Hourly Total	72	6	1	79	87.8	57	1	0	58	59.3

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	361	10	2	373	388.0	194	3	0	197	200.9
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16:00 - 16:15	34	0	0	34	34.0	11	0	0	11	11.0
16:15 - 16:30	33	0	1	34	35.0	8	1	0	9	10.3
16:30 - 16:45	32	1	0	33	34.3	11	0	0	11	11.0
16:45 - 17:00	36	0	0	36	36.0	14	0	0	14	14.0
Hourly Total	135	1	1	137	139.3	44	1	0	45	46.3
17:00 - 17:15	44	0	0	44	44.0	9	0	0	9	9.0
17:15 - 17:30	28	0	0	28	28.0	16	0	0	16	16.0
17:30 - 17:45	26	1	0	27	28.3	13	0	0	13	13.0
17:45 - 18:00	25	1	0	26	27.3	12	0	0	12	12.0
Hourly Total	123	2	0	125	127.6	50	0	0	50	50.0
18:00 - 18:15	26	0	0	26	26.0	11	0	0	11	11.0
18:15 - 18:30	16	0	0	16	16.0	8	0	0	8	8.0
18:30 - 18:45	23	0	0	23	23.0	15	0	0	15	15.0
18:45 - 19:00	27	0	0	27	27.0	9	0	0	9	9.0
Hourly Total	92	0	0	92	92.0	43	0	0	43	43.0

TOTAL	350	3	1	354	358.9	137	1	0	138	139.3
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Wootton Bassett, Tuesday 2nd June 2026



Junction: 2

Approach: A3102 Swindon Road West

TIME	Ahead to A3102 Swindon Road (East)					Right to Stoneover Lane					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	131	10	2	143	158.0	10	0	0	10	10.0	0	0	0	0	0.0
07:15 - 07:30	179	18	2	199	224.4	4	0	0	4	4.0	0	0	0	0	0.0
07:30 - 07:45	180	14	0	194	212.2	10	1	0	11	12.3	0	0	0	0	0.0
07:45 - 08:00	169	11	0	180	194.3	11	1	0	12	13.3	0	0	0	0	0.0
Hourly Total	659	53	4	716	788.9	35	2	0	37	39.6	0	0	0	0	0.0
08:00 - 08:15	171	6	1	178	186.8	17	0	0	17	17.0	0	0	0	0	0.0
08:15 - 08:30	186	10	4	200	217.0	32	0	0	32	32.0	0	0	0	0	0.0
08:30 - 08:45	162	21	2	185	214.3	30	1	0	31	32.3	0	0	0	0	0.0
08:45 - 09:00	124	9	1	134	146.7	29	1	0	30	31.3	0	0	0	0	0.0
Hourly Total	643	46	8	697	764.8	108	2	0	110	112.6	0	0	0	0	0.0
09:00 - 09:15	142	9	0	151	162.7	10	2	0	12	14.6	0	0	0	0	0.0
09:15 - 09:30	107	12	1	120	136.6	13	0	0	13	13.0	0	0	0	0	0.0
09:30 - 09:45	136	3	1	140	144.9	7	0	0	7	7.0	0	0	0	0	0.0
09:45 - 10:00	117	11	1	129	144.3	18	0	0	18	18.0	0	0	0	0	0.0
Hourly Total	502	35	3	540	588.5	48	2	0	50	52.6	0	0	0	0	0.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	1804	134	15	1953	2142.2	191	6	0	197	204.8	0	0	0	0	0.0
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16:00 - 16:15	136	5	0	141	147.5	21	0	0	21	21.0	1	0	0	1	1.0
16:15 - 16:30	152	7	1	160	170.1	30	0	0	30	30.0	0	0	0	0	0.0
16:30 - 16:45	172	11	0	183	197.3	21	0	0	21	21.0	0	0	0	0	0.0
16:45 - 17:00	171	6	0	177	184.8	30	0	0	30	30.0	0	0	0	0	0.0
Hourly Total	631	29	1	661	699.7	102	0	0	102	102.0	1	0	0	1	1.0
17:00 - 17:15	191	3	1	195	199.9	22	1	0	23	24.3	0	0	0	0	0.0
17:15 - 17:30	175	2	0	177	179.6	33	0	0	33	33.0	0	0	0	0	0.0
17:30 - 17:45	170	7	1	178	188.1	20	0	0	20	20.0	0	0	0	0	0.0
17:45 - 18:00	134	2	0	136	138.6	22	0	0	22	22.0	0	0	0	0	0.0
Hourly Total	670	14	2	686	706.2	97	1	0	98	99.3	0	0	0	0	0.0
18:00 - 18:15	135	2	0	137	139.6	25	0	0	25	25.0	0	0	0	0	0.0
18:15 - 18:30	110	2	0	112	114.6	14	0	0	14	14.0	0	0	0	0	0.0
18:30 - 18:45	107	1	1	109	111.3	16	0	0	16	16.0	1	0	0	1	1.0
18:45 - 19:00	113	2	2	117	121.6	10	0	0	10	10.0	0	0	0	0	0.0
Hourly Total	465	7	3	475	487.1	65	0	0	65	65.0	1	0	0	1	1.0

TOTAL	1766	50	6	1822	1893.0	264	1	0	265	266.3	2	0	0	2	2.0
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Wootton Bassett, Tuesday 2nd June 2026

Junction: 3

Approach: A3102 Swindon Road East



TIME	Left to Unnamed Road					Ahead to A3102 Swindon Road (West)					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	55	0	0	55	55.0	115	8	0	123	133.4	1	0	0	1	1.0
07:15 - 07:30	79	1	1	81	83.3	138	7	5	150	164.1	0	1	0	1	2.3
07:30 - 07:45	125	0	2	127	129.0	157	7	0	164	173.1	2	1	0	3	4.3
07:45 - 08:00	106	4	1	111	117.2	170	9	0	179	190.7	0	0	0	0	0.0
Hourly Total	365	5	4	374	384.5	580	31	5	616	661.3	3	2	0	5	7.6
08:00 - 08:15	130	3	1	134	138.9	144	5	0	149	155.5	0	0	0	0	0.0
08:15 - 08:30	123	1	1	125	127.3	142	7	0	149	158.1	2	0	0	2	2.0
08:30 - 08:45	108	2	0	110	112.6	121	5	0	126	132.5	2	0	0	2	2.0
08:45 - 09:00	106	7	0	113	122.1	126	6	0	132	139.8	0	0	0	0	0.0
Hourly Total	467	13	2	482	500.9	533	23	0	556	585.9	4	0	0	4	4.0
09:00 - 09:15	76	5	4	85	95.5	115	4	0	119	124.2	2	0	0	2	2.0
09:15 - 09:30	72	5	2	79	87.5	121	9	1	131	143.7	0	1	0	1	2.3
09:30 - 09:45	41	1	0	42	43.3	95	8	1	104	115.4	0	0	0	0	0.0
09:45 - 10:00	52	7	1	60	70.1	101	8	0	109	119.4	2	1	0	3	4.3
Hourly Total	241	18	7	266	296.4	432	29	2	463	502.7	4	2	0	6	8.6

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	1073	36	13	1122	1181.8	1545	83	7	1635	1749.9	11	4	0	15	20.2
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16:00 - 16:15	108	5	2	115	123.5	188	8	0	196	206.4	3	1	0	4	5.3
16:15 - 16:30	143	3	2	148	153.9	200	6	3	209	219.8	5	0	0	5	5.0
16:30 - 16:45	120	1	0	121	122.3	172	6	0	178	185.8	3	0	0	3	3.0
16:45 - 17:00	125	4	1	130	136.2	195	6	0	201	208.8	3	0	0	3	3.0
Hourly Total	496	13	5	514	535.9	755	26	3	784	820.8	14	1	0	15	16.3
17:00 - 17:15	125	1	1	127	129.3	220	1	0	221	222.3	2	0	0	2	2.0
17:15 - 17:30	148	4	1	153	159.2	216	0	0	216	216.0	1	0	0	1	1.0
17:30 - 17:45	149	4	1	154	160.2	218	3	0	221	224.9	1	0	0	1	1.0
17:45 - 18:00	141	5	1	147	154.5	189	3	0	192	195.9	0	0	0	0	0.0
Hourly Total	563	14	4	581	603.2	843	7	0	850	859.1	4	0	0	4	4.0
18:00 - 18:15	122	3	1	126	130.9	205	1	1	207	209.3	3	0	0	3	3.0
18:15 - 18:30	98	1	1	100	102.3	145	1	0	146	147.3	2	0	0	2	2.0
18:30 - 18:45	83	0	1	84	85.0	125	1	1	127	129.3	2	0	0	2	2.0
18:45 - 19:00	98	2	1	101	104.6	124	0	1	125	126.0	4	0	0	4	4.0
Hourly Total	401	6	4	411	422.8	599	3	3	605	611.9	11	0	0	11	11.0

TOTAL	1460	33	13	1506	1561.9	2197	36	6	2239	2291.8	29	1	0	30	31.3
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Wootton Bassett, Tuesday 2nd June 2026



Junction: 3

Approach: Unnamed Road

TIME	Left to A3102 Swindon Road (West)					Right to A3102 Swindon Road (East)					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	8	0	0	8	8.0	125	3	2	130	135.9	0	0	0	0	0.0
07:15 - 07:30	5	0	0	5	5.0	146	6	0	152	159.8	0	0	0	0	0.0
07:30 - 07:45	8	0	0	8	8.0	182	3	1	186	190.9	0	0	0	0	0.0
07:45 - 08:00	8	0	0	8	8.0	174	5	1	180	187.5	0	0	0	0	0.0
Hourly Total	29	0	0	29	29.0	627	17	4	648	674.1	0	0	0	0	0.0
08:00 - 08:15	7	0	0	7	7.0	153	4	1	158	164.2	1	0	0	1	1.0
08:15 - 08:30	19	0	0	19	19.0	161	5	3	169	178.5	0	0	0	0	0.0
08:30 - 08:45	18	1	0	19	20.3	127	1	1	129	131.3	0	0	0	0	0.0
08:45 - 09:00	17	0	0	17	17.0	140	2	1	143	146.6	0	0	0	0	0.0
Hourly Total	61	1	0	62	63.3	581	12	6	599	620.6	1	0	0	1	1.0
09:00 - 09:15	8	1	0	9	10.3	116	3	0	119	122.9	0	0	0	0	0.0
09:15 - 09:30	13	0	1	14	15.0	100	4	3	107	115.2	0	0	0	0	0.0
09:30 - 09:45	12	0	0	12	12.0	116	4	1	121	127.2	0	0	0	0	0.0
09:45 - 10:00	10	0	0	10	10.0	93	0	0	93	93.0	0	0	0	0	0.0
Hourly Total	43	1	1	45	47.3	425	11	4	440	458.3	0	0	0	0	0.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	133	2	1	136	139.6	1633	40	14	1687	1753.0	1	0	0	1	1.0
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16:00 - 16:15	22	1	0	23	24.3	107	2	0	109	111.6	0	0	0	0	0.0
16:15 - 16:30	10	0	0	10	10.0	121	3	2	126	131.9	0	0	0	0	0.0
16:30 - 16:45	11	0	0	11	11.0	152	1	1	154	156.3	0	0	0	0	0.0
16:45 - 17:00	12	0	0	12	12.0	98	3	1	102	106.9	0	0	0	0	0.0
Hourly Total	55	1	0	56	57.3	478	9	4	491	506.7	0	0	0	0	0.0
17:00 - 17:15	21	0	0	21	21.0	138	0	1	139	140.0	0	0	0	0	0.0
17:15 - 17:30	19	0	0	19	19.0	137	3	2	142	147.9	0	0	0	0	0.0
17:30 - 17:45	18	0	0	18	18.0	113	1	1	115	117.3	0	0	0	0	0.0
17:45 - 18:00	23	0	0	23	23.0	108	0	2	110	112.0	0	0	0	0	0.0
Hourly Total	81	0	0	81	81.0	496	4	6	506	517.2	0	0	0	0	0.0
18:00 - 18:15	11	0	0	11	11.0	92	0	0	92	92.0	0	0	0	0	0.0
18:15 - 18:30	11	0	0	11	11.0	80	3	1	84	88.9	0	0	0	0	0.0
18:30 - 18:45	13	0	0	13	13.0	100	1	2	103	106.3	1	0	0	1	1.0
18:45 - 19:00	11	0	0	11	11.0	81	1	0	82	83.3	0	0	0	0	0.0
Hourly Total	46	0	0	46	46.0	353	5	3	361	370.5	1	0	0	1	1.0

TOTAL	182	1	0	183	184.3	1327	18	13	1358	1394.4	1	0	0	1	1.0
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Wootton Bassett, Tuesday 2nd June 2026

Junction: 3

Approach: A3102 Swindon Road West



TIME	Ahead to A3102 Swindon Road (East)					Right to Unnamed Road					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	151	12	2	165	182.6	4	0	0	4	4.0	0	0	0	0	0.0
07:15 - 07:30	192	17	1	210	233.1	4	0	0	4	4.0	0	0	0	0	0.0
07:30 - 07:45	193	14	0	207	225.2	3	0	1	4	5.0	1	0	0	1	1.0
07:45 - 08:00	184	11	0	195	209.3	2	0	0	2	2.0	2	0	0	2	2.0
Hourly Total	720	54	3	777	850.2	13	0	1	14	15.0	3	0	0	3	3.0
08:00 - 08:15	183	6	1	190	198.8	5	0	0	5	5.0	0	0	0	0	0.0
08:15 - 08:30	192	11	4	207	225.3	13	0	0	13	13.0	0	0	0	0	0.0
08:30 - 08:45	166	19	2	187	213.7	7	0	0	7	7.0	1	0	0	1	1.0
08:45 - 09:00	125	9	1	135	147.7	13	0	0	13	13.0	1	1	0	2	3.3
Hourly Total	666	45	8	719	785.5	38	0	0	38	38.0	2	1	0	3	4.3
09:00 - 09:15	142	9	0	151	162.7	14	1	0	15	16.3	2	0	0	2	2.0
09:15 - 09:30	112	12	1	125	141.6	6	0	0	6	6.0	0	0	0	0	0.0
09:30 - 09:45	142	4	0	146	151.2	6	0	1	7	8.0	1	0	0	1	1.0
09:45 - 10:00	127	10	1	138	152.0	6	0	0	6	6.0	0	0	0	0	0.0
Hourly Total	523	35	2	560	607.5	32	1	1	34	36.3	3	0	0	3	3.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	1909	134	13	2056	2243.2	83	1	2	86	89.3	8	1	0	9	10.3
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16:00 - 16:15	133	3	0	136	139.9	11	1	0	12	13.3	2	0	0	2	2.0
16:15 - 16:30	145	8	1	154	165.4	16	0	0	16	16.0	0	0	0	0	0.0
16:30 - 16:45	166	13	0	179	195.9	15	0	0	15	15.0	1	0	0	1	1.0
16:45 - 17:00	165	4	0	169	174.2	19	0	0	19	19.0	2	0	0	2	2.0
Hourly Total	609	28	1	638	675.4	61	1	0	62	63.3	5	0	0	5	5.0
17:00 - 17:15	175	3	1	179	183.9	21	0	0	21	21.0	3	0	0	3	3.0
17:15 - 17:30	172	2	0	174	176.6	17	0	0	17	17.0	1	0	0	1	1.0
17:30 - 17:45	168	7	1	176	186.1	14	0	0	14	14.0	1	0	0	1	1.0
17:45 - 18:00	126	2	0	128	130.6	19	0	0	19	19.0	1	0	0	1	1.0
Hourly Total	641	14	2	657	677.2	71	0	0	71	71.0	6	0	0	6	6.0
18:00 - 18:15	133	2	0	135	137.6	11	0	0	11	11.0	1	0	0	1	1.0
18:15 - 18:30	102	2	0	104	106.6	16	0	0	16	16.0	0	0	0	0	0.0
18:30 - 18:45	102	1	1	104	106.3	17	0	0	17	17.0	2	0	0	2	2.0
18:45 - 19:00	111	2	2	115	119.6	13	0	0	13	13.0	0	0	0	0	0.0
Hourly Total	448	7	3	458	470.1	57	0	0	57	57.0	3	0	0	3	3.0

TOTAL	1698	49	6	1753	1822.7	189	1	0	190	191.3	14	0	0	14	14.0
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Wootton Bassett, Tuesday 2nd June 2026



Site 1

Queues are stationary vehicles each 5 minutes

LANE 1 is nearside lane

TIME	Unnamed Road		A3102 Swindon Road		B3102		A4042	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0	1	0	0
07:05	0	0	0	0	0	0	0	2
07:10	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	1	0
07:20	0	0	0	0	0	0	0	0
07:25	1	0	0	0	0	0	1	0
07:30	1	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	2
07:40	5	3	0	0	0	0	0	0
07:45	0	0	0	0	0	0	1	0
07:50	0	0	0	0	1	6	0	0
07:55	0	0	0	0	0	0	1	0
08:00	6	0	3	0	0	0	0	0
08:05	9	0	1	0	0	0	0	0
08:10	1	0	0	0	0	0	0	1
08:15	5	0	0	0	3	1	0	1
08:20	0	0	3	1	0	0	0	0
08:25	1	0	0	0	0	0	0	1
08:30	0	0	0	0	2	1	0	0
08:35	0	0	0	0	0	0	1	0
08:40	1	0	0	0	1	0	0	0
08:45	0	0	0	0	0	0	0	0
08:50	0	0	0	0	2	0	0	0
08:55	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:05	1	0	0	0	0	0	0	0
09:10	0	0	0	0	0	0	1	1
09:15	0	0	0	0	2	1	0	0
09:20	0	0	0	0	0	1	0	0
09:25	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:35	0	0	0	0	0	0	0	0
09:40	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	3	0
09:50	0	0	0	0	0	0	0	0
09:55	0	0	0	1	0	0	0	0
10:00	0	0	0	0	0	0	0	0
16:00	0	0	0	0	1	1	0	0
16:05	0	0	0	0	0	0	0	0
16:10	0	0	0	0	0	1	0	0
16:15	0	0	0	0	0	0	0	0
16:20	1	0	0	0	0	0	0	0
16:25	0	0	0	0	0	2	0	0
16:30	0	0	0	0	0	0	0	0
16:35	0	0	0	0	0	0	1	0
16:40	1	0	0	0	2	0	0	0
16:45	0	0	0	0	0	0	0	0
16:50	0	0	0	0	0	2	2	0
16:55	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	3	1	1
17:05	0	0	0	0	0	1	0	0
17:10	2	0	3	0	0	0	1	3
17:15	0	0	0	0	0	0	0	0
17:20	0	0	2	1	1	0	1	2
17:25	0	0	0	0	0	0	5	4
17:30	0	0	0	0	0	1	3	1
17:35	0	0	0	1	0	0	0	2
17:40	0	0	0	0	0	0	2	1
17:45	0	0	0	0	1	0	0	0
17:50	5	2	0	0	0	2	0	0
17:55	0	0	0	0	0	1	3	0
18:00	0	0	0	0	1	0	0	0
18:05	0	0	0	0	0	1	0	0
18:10	0	1	0	0	0	0	1	1
18:15	0	0	1	0	0	0	0	1
18:20	0	0	0	0	0	0	0	0
18:25	0	0	0	0	0	0	1	0
18:30	0	0	0	0	0	0	0	0
18:35	0	0	1	0	0	1	0	0
18:40	1	0	0	0	0	3	0	0
18:45	0	0	0	0	0	0	0	0
18:50	0	0	0	0	1	1	0	0
18:55	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0

Wootton Bassett, Tuesday 2nd June 2026



Site 2

Queues are stationary vehicles each 5 minutes

LANE 1 is nearside lane

TIME	Stoneover Lane		A3102 (West) RIGHT TURN
	LANE 1	LANE 2	
07:00	0	0	0
07:05	1	0	0
07:10	1	1	0
07:15	0	0	0
07:20	0	0	0
07:25	0	0	0
07:30	0	0	0
07:35	0	1	0
07:40	0	0	0
07:45	0	0	0
07:50	0	0	0
07:55	0	1	0
08:00	2	2	1
08:05	1	1	0
08:10	0	0	0
08:15	0	0	0
08:20	1	4	0
08:25	0	2	0
08:30	0	0	0
08:35	0	0	0
08:40	0	0	0
08:45	0	0	0
08:50	0	1	0
08:55	0	0	0
09:00	0	0	0
09:05	1	0	0
09:10	0	2	0
09:15	0	0	1
09:20	0	0	0
09:25	0	0	0
09:30	0	0	0
09:35	0	0	0
09:40	0	0	0
09:45	0	0	0
09:50	1	1	0
09:55	0	0	0
10:00	0	1	0

16:00	0	0	0
16:05	0	0	0
16:10	0	0	1
16:15	2	0	0
16:20	1	1	0
16:25	0	1	1
16:30	0	0	0
16:35	0	0	0
16:40	1	1	0
16:45	0	1	0
16:50	2	2	0
16:55	0	0	0
17:00	0	0	0
17:05	2	0	1
17:10	0	0	3
17:15	0	1	1
17:20	0	2	0
17:25	0	1	0
17:30	0	0	0
17:35	4	0	0
17:40	1	0	1
17:45	1	1	0
17:50	0	0	0
17:55	0	0	0
18:00	0	0	0
18:05	0	0	0
18:10	0	0	0
18:15	0	0	0
18:20	0	2	1
18:25	0	0	0
18:30	0	0	0
18:35	0	0	0
18:40	1	0	0
18:45	0	0	0
18:50	0	1	0
18:55	0	1	0
19:00	1	1	0

Wootton Bassett, Tuesday 2nd June 2026

Site 3

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



TIME	A3102 Swindon Road (East)		Unnamed Road		A3102 Swindon Road (West)	
	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0	2
07:05	0	0	0	0	0	0
07:10	0	0	0	0	4	0
07:15	0	0	0	0	0	0
07:20	0	0	0	9	0	0
07:25	0	0	0	7	1	0
07:30	0	0	0	5	0	0
07:35	0	0	0	0	3	0
07:40	0	0	0	2	4	0
07:45	0	0	0	1	2	0
07:50	0	0	0	0	0	0
07:55	0	0	0	0	3	0
08:00	0	0	0	1	0	0
08:05	0	0	0	0	2	0
08:10	0	0	0	0	0	0
08:15	0	0	0	6	0	0
08:20	0	0	0	0	1	0
08:25	0	0	0	2	7	0
08:30	0	0	0	0	3	0
08:35	0	0	0	2	3	0
08:40	0	0	0	0	0	0
08:45	0	0	0	2	1	0
08:50	0	0	0	0	0	0
08:55	0	0	0	0	0	0
09:00	0	0	0	0	0	0
09:05	0	0	0	0	0	0
09:10	0	0	0	1	0	0
09:15	0	0	0	0	0	0
09:20	0	0	0	0	0	0
09:25	0	0	0	0	0	0
09:30	0	0	0	0	0	0
09:35	0	0	0	0	0	0
09:40	0	0	0	0	0	0
09:45	0	0	0	0	0	0
09:50	0	0	0	0	0	0
09:55	0	0	0	0	0	0
10:00	0	0	0	1	0	0
16:00	0	0	0	2	1	0
16:05	0	0	0	0	0	0
16:10	0	0	0	10	4	0
16:15	0	0	0	0	4	0
16:20	0	0	0	2	0	0
16:25	0	0	0	2	0	0
16:30	0	0	0	0	0	0
16:35	0	0	1	9	0	0
16:40	0	0	0	7	0	0
16:45	1	1	0	0	0	0
16:50	0	0	0	0	0	0
16:55	0	0	0	0	0	0
17:00	0	0	0	2	0	0
17:05	0	0	0	1	1	0
17:10	0	0	0	0	1	0
17:15	0	0	0	0	2	1
17:20	0	0	0	7	1	0
17:25	0	0	1	2	0	0
17:30	0	0	0	0	0	0
17:35	0	0	2	7	0	0
17:40	0	0	0	1	3	0
17:45	0	0	0	3	1	0
17:50	0	0	0	1	0	0
17:55	0	0	0	0	0	0
18:00	0	0	0	0	0	0
18:05	0	0	0	0	0	0
18:10	0	0	0	0	0	0
18:15	0	0	0	0	0	1
18:20	2	3	0	4	0	0
18:25	0	0	0	0	0	0
18:30	0	0	0	0	0	1
18:35	0	0	0	0	0	0
18:40	0	0	0	1	0	0
18:45	0	0	0	0	0	0
18:50	0	0	0	0	0	0
18:55	0	0	0	1	0	0
19:00	0	0	0	0	0	0



Appendix E



Appendix F

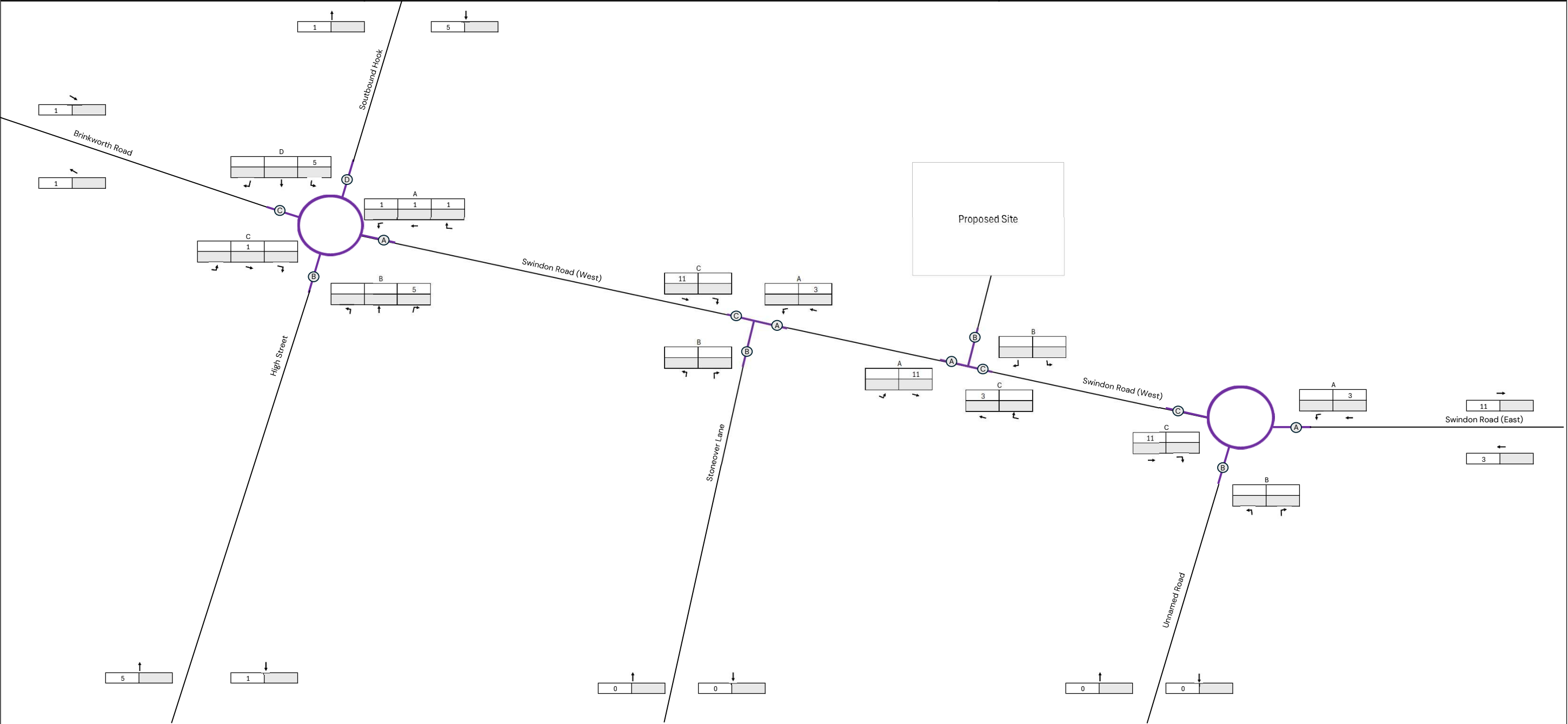
SHEET TITLE: Land at Junction 16, M4, Car Dealership AM
CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:



	Vehicle Count in Vehicles
	HGV Count

Notes & Assumptions

Land at Junction 16, M4, Car Dealership AM
Erection of a car dealership (Sui Generis) and ancillary preparation centre; associated access, parking, landscaping, drainage and infrastructure.
Flows and turning have been predicted everywhere West of unnamed Roundabout



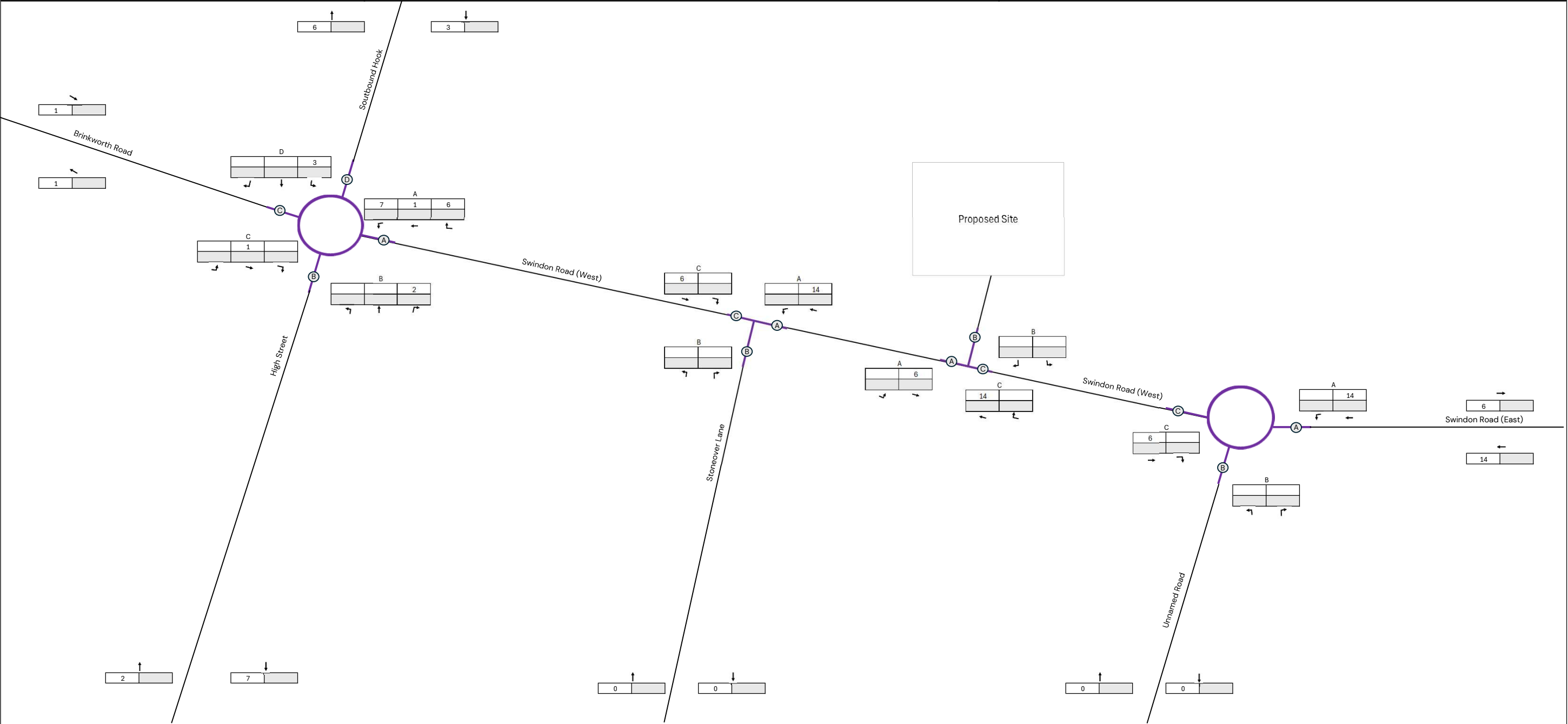
SHEET TITLE: Land at Junction 16, M4, Car Dealership PM
CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:



	Vehicle Count in Vehicles
	HGV Count

Notes & Assumptions

Land at Junction 16, M4, Car Dealership PM
Erection of a car dealership (Sui Generis) and ancillary preparation centre; associated access, parking, landscaping, drainage and infrastructure.
Flows and turning have been predicted everywhere West of unnamed Roundabout



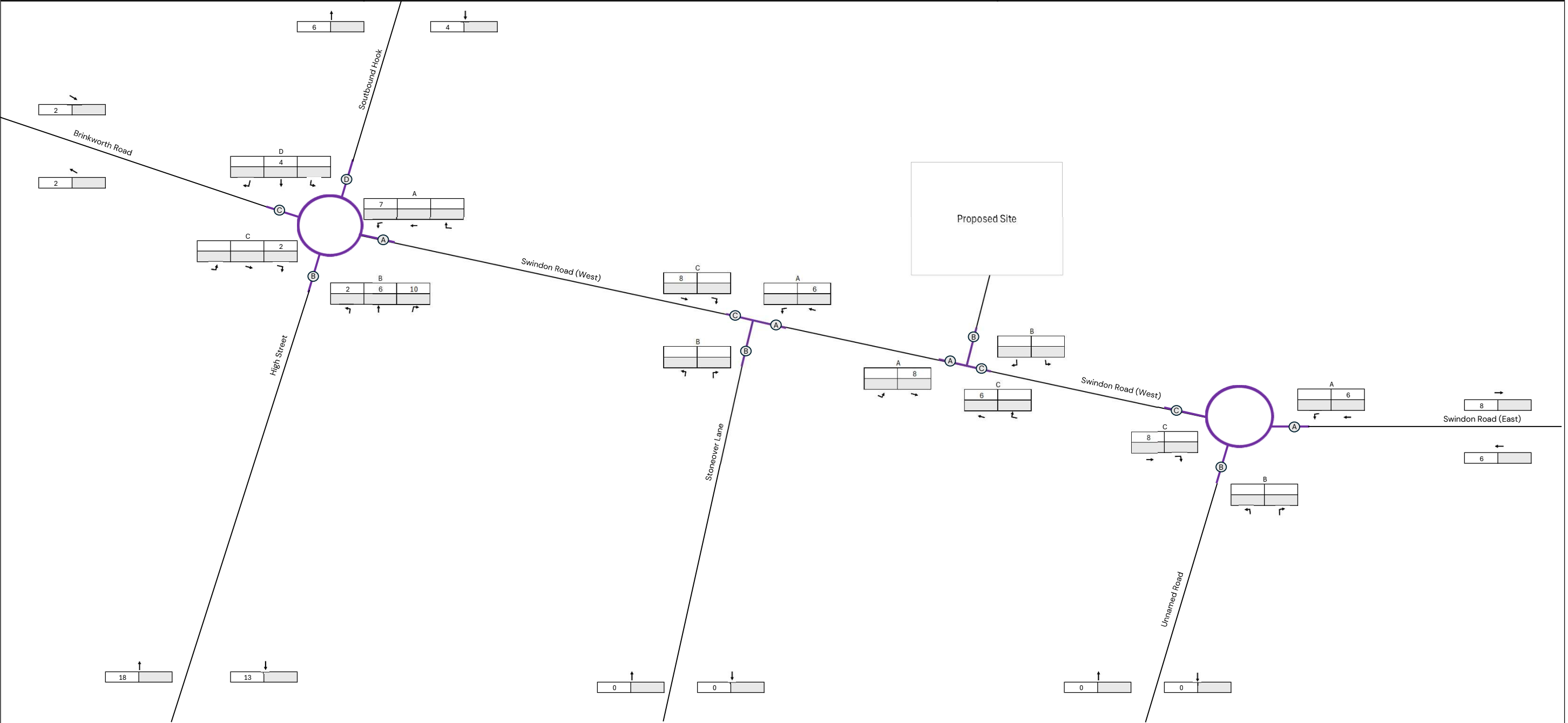
SHEET TITLE: Land at Green Farm, Chippenham Road, Lyneham AM
CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:



Vehicle Count in Vehicles
HGV Count

Notes & Assumptions

Outline planning application for the demolition of agricultural buildings and the erection of up to 200 dwellings Lyneham
Traffic flows vary from model to out of model numbers due to rounding and vehicles stopping on High Street not contributing to flows at the rounabout
Flows have been predicted everywhere East of High Street Rounabout
Flows may have slight inaccuracies due to rounding



SHEET TITLE: Land at Green Farm, Chippenham Road, Lyneham PM

CLIENT:

PROJECT NO: P26-0189

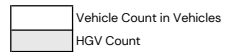
PROJECT: Land North of Swindon Road, Royal Wootton Bassett

DATE CREATED: 26/05/2026

CREATED BY: Elliot H

CHECKED BY:

REVISION:

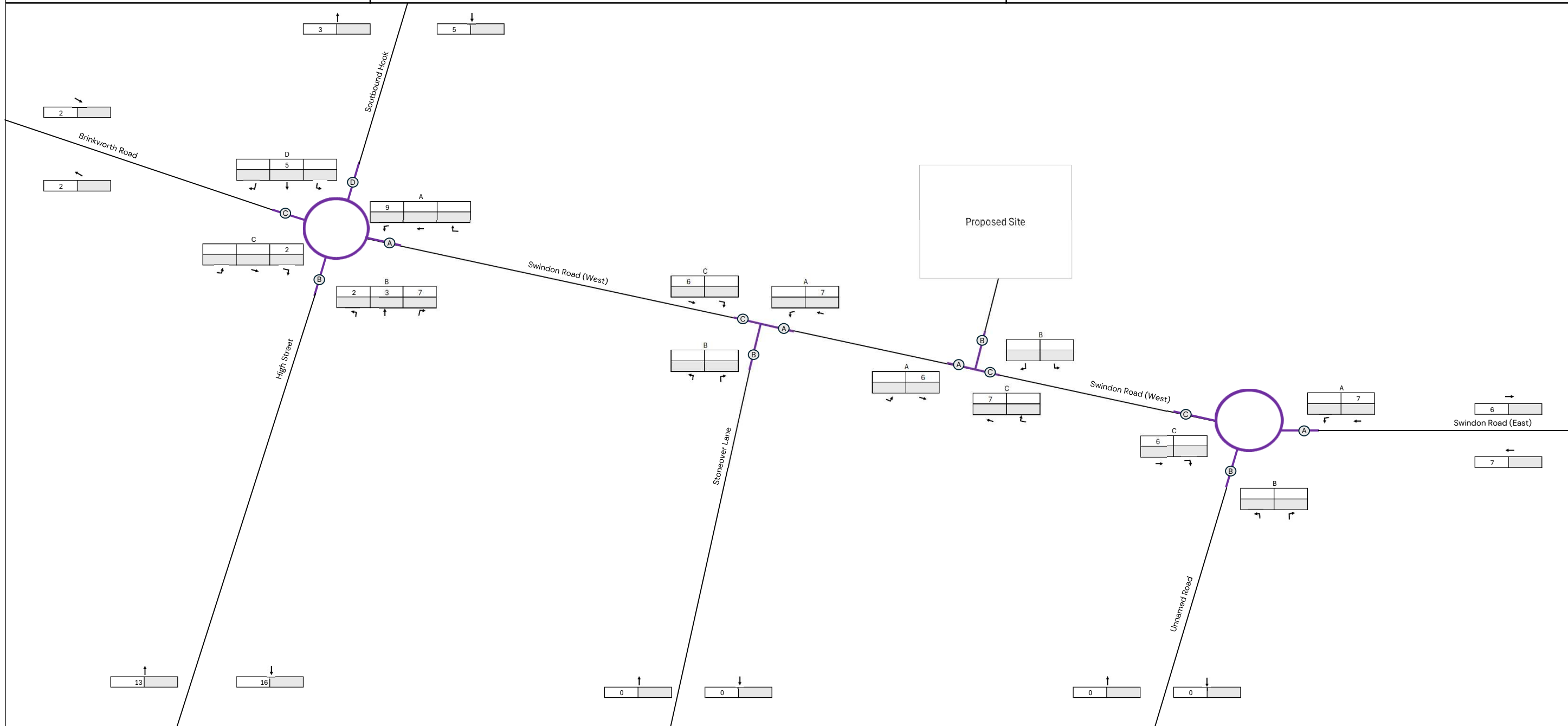


Notes & Assumptions

Outline planning application for the demolition of agricultural buildings and the erection of up to 200 dwellings

Traffic flows vary from model to out of model numbers due to rounding and vehicles stopping on High Street not contributing to flows at the roundabout

Flows may have slight inaccuracies due to rounding



SHEET TITLE: Land at Midge Hall Farm, Swindon Road AM
CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:

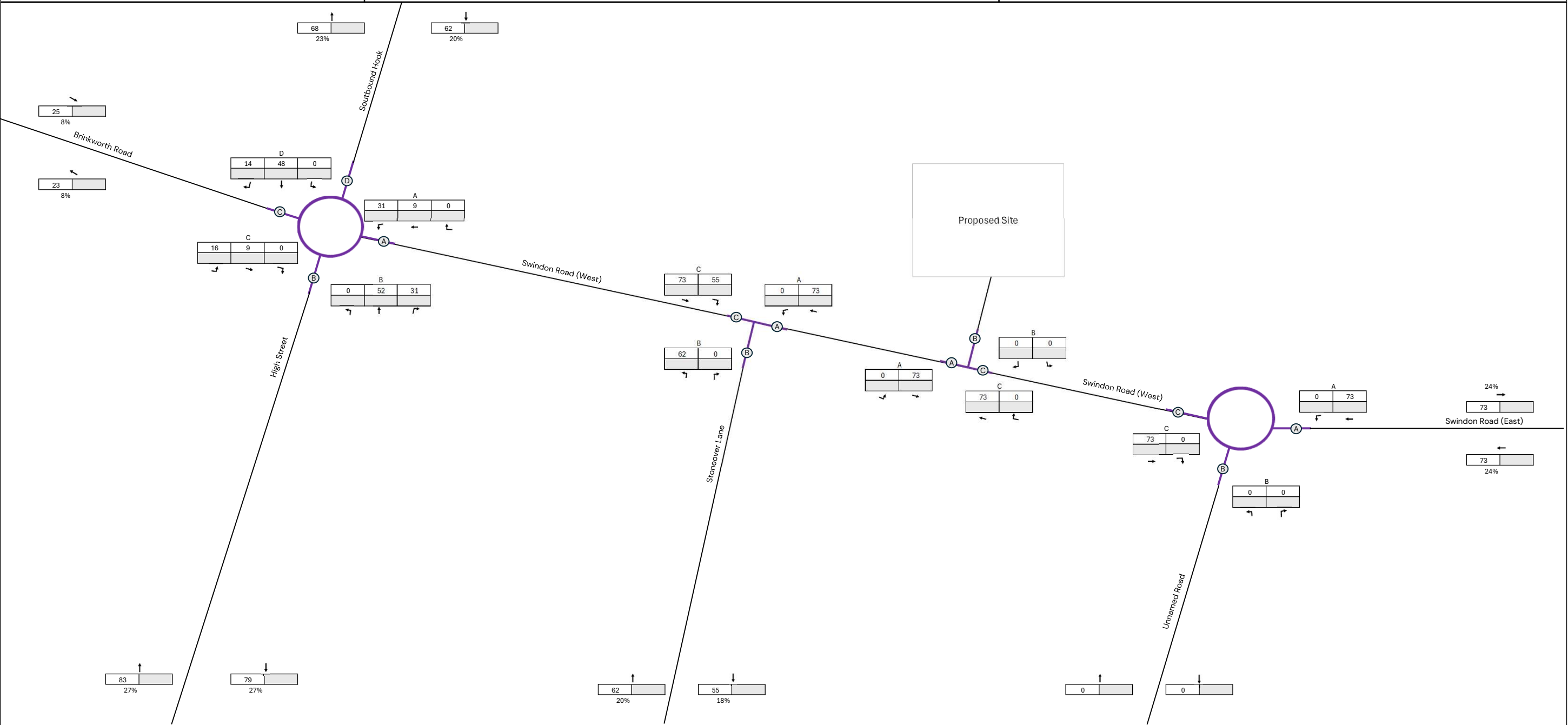


Outline permission for residential-led mixed use development comprising:
Up to 425 residential dwellings, mixed-use Local Centre, Primary School, employment land, public open space and associated access, infrastructure and ancillary works.

Vehicle Count in Vehicles
HGV Count

Notes & Assumptions

Percentages below flow tables outlines the percentage of vehicles that go in the direction of travel used in other Committed development sheets



SHEET TITLE: Land at Midge Hall Farm, Swindon Road AM

CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:

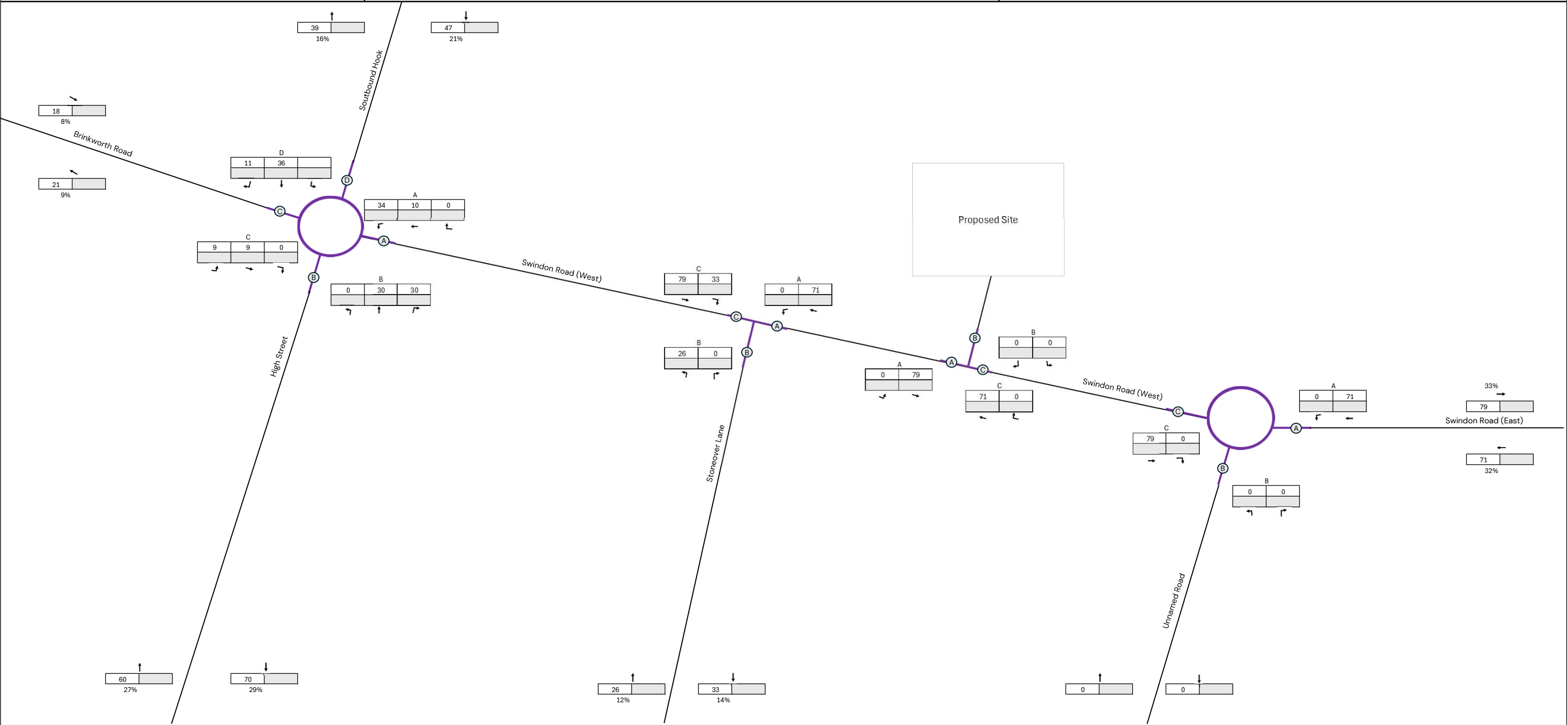


Outline permission for residential-led mixed use development comprising:
Up to 425 residential dwellings, mixed-use Local Centre, Primary School, employment land, public open space and associated access, infrastructure and ancillary works.

Vehicle Count in Vehicles
HGV Count

Notes & Assumptions

Percentages below flow tables outlines the percentage of vehicles that go in the direction of travel used in other Committed development sheets



SHEET TITLE: Land at Junction 16 (M4), Swindon AM

CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:

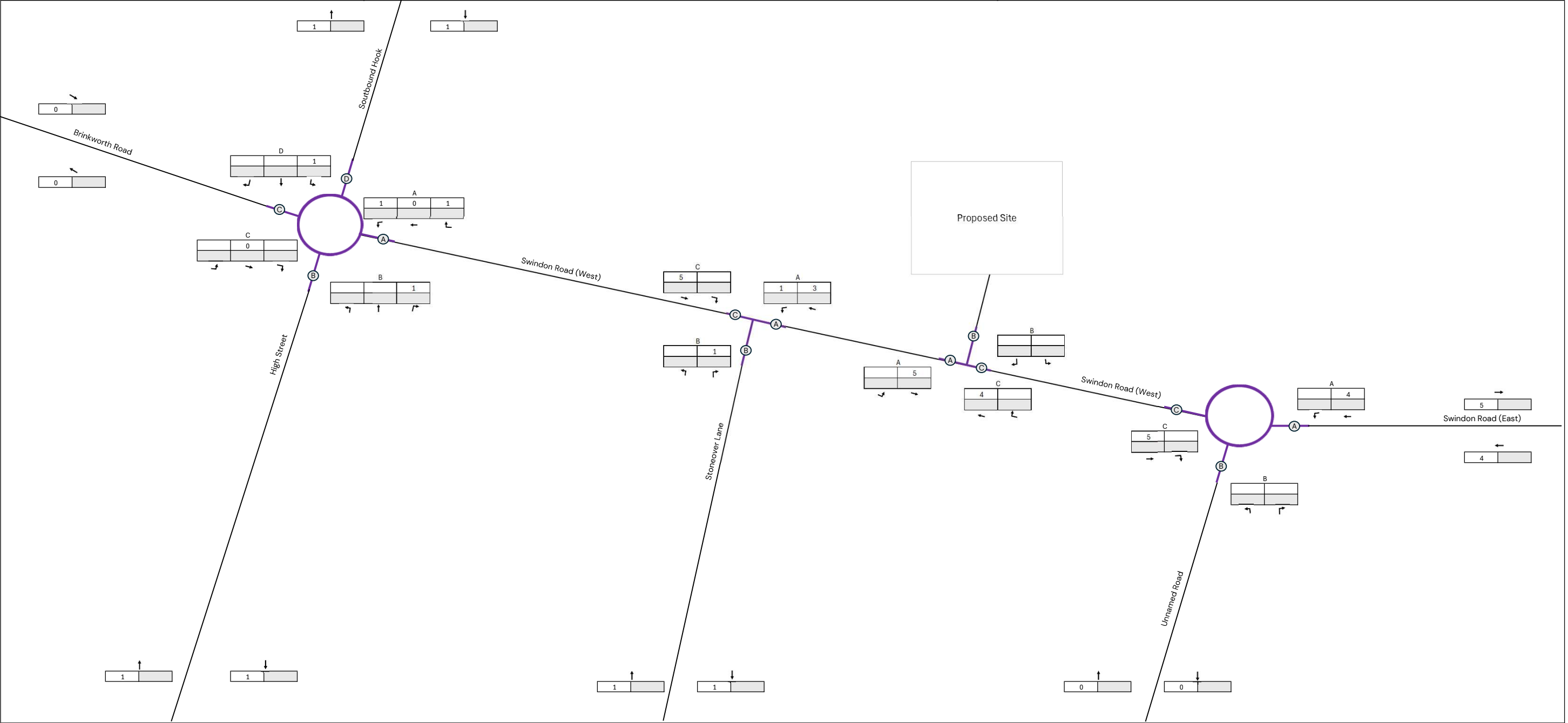


Outline application for development of a new Motorway Rest Area up to 241 car spaces, 63 HGV spaces, coach and caravan parking, amenity building, fuel station

Vehicle Count in Vehicles
HGV Count

Notes & Assumptions

Flows have inaccuracies due to rounding



SHEET TITLE: Land at Junction 16 (M4), Swindon PM

CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:

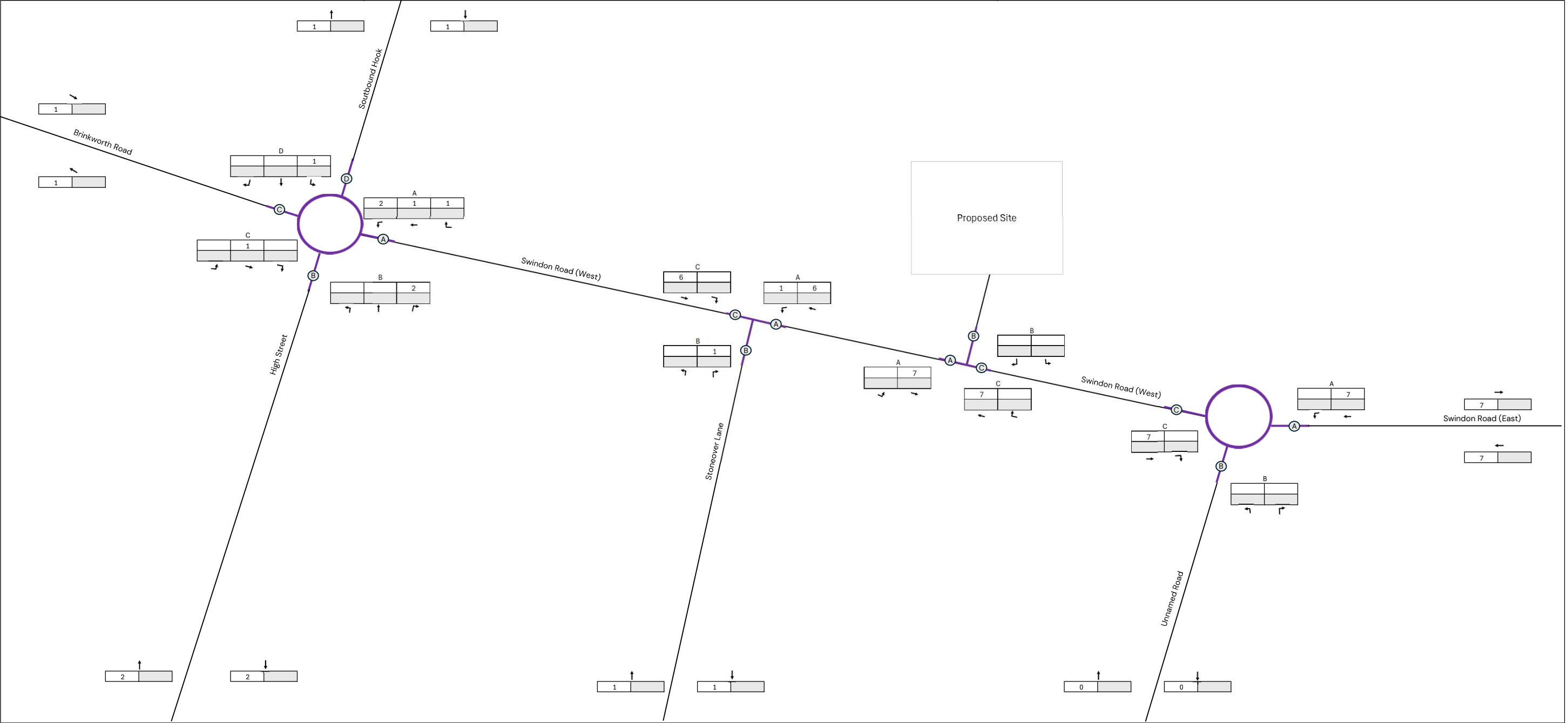


Outline application for development of a new Motorway Rest Area up to 241 car spaces, 63 HGV spaces, coach and caravan parking, amenity building, fuel station

Vehicle Count in Vehicles
HGV Count

Notes & Assumptions

Flows have inaccuracies due to rounding



SHEET TITLE: Land at Marsh Farm, Coped Hall AM

CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:



Midge Hall Farm Trip Rates AM	In	Out
Houses Privately Owned	0.124	0.357

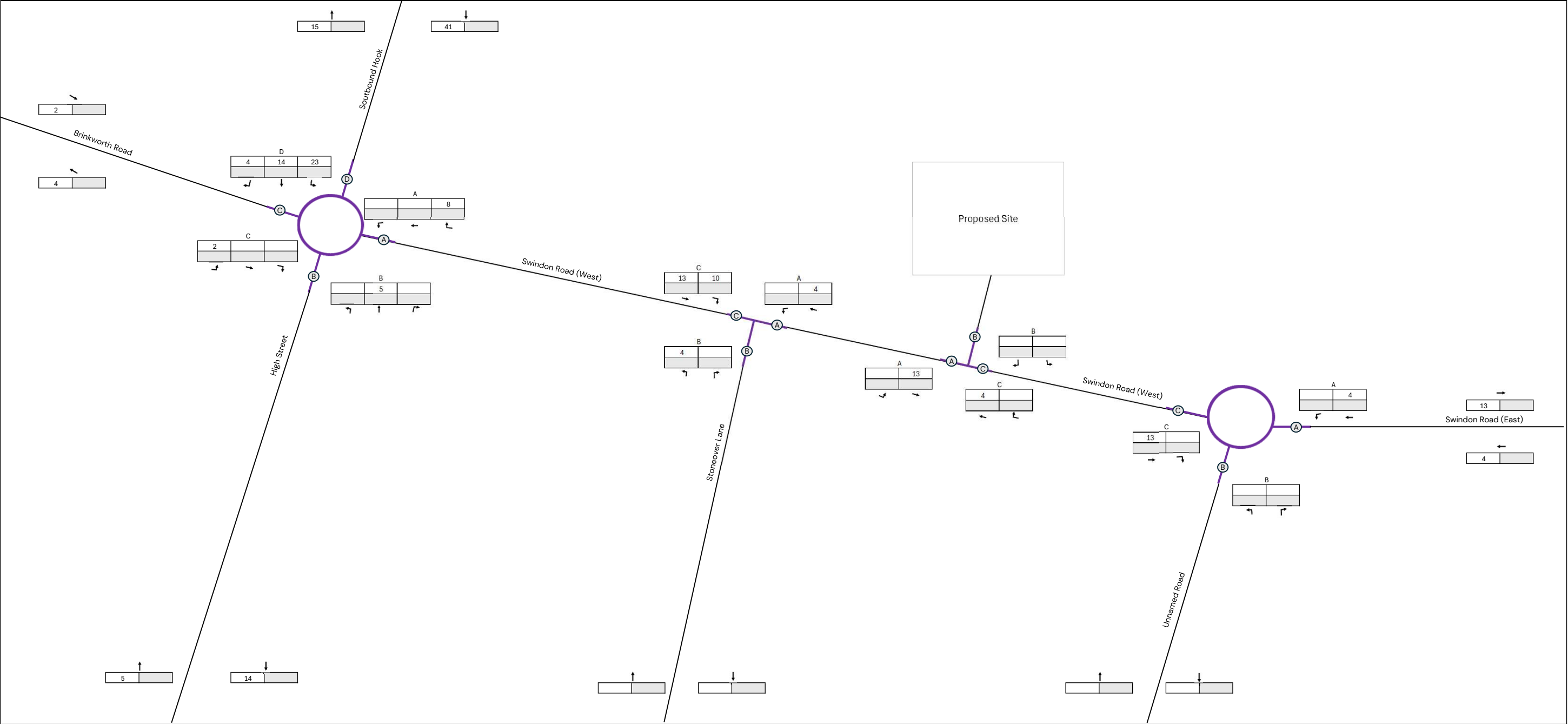
Dwellings
150

	Vehicle Count in Vehicles
	HGV Count

Notes & Assumptions

The New proposed site located at Marsh Farm for 150 residential Dwellings
Direction of travel to and from the site has been derived from percentages calculated from Midge Hall Farm

Trip generation	in	out
AM	19	54



SHEET TITLE: Land at Marsh Farm, Coped Hall AM

CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:



Midge Hall Farm Trip Rates PM	In	Out
Houses Privately Owned	0.31	0.132

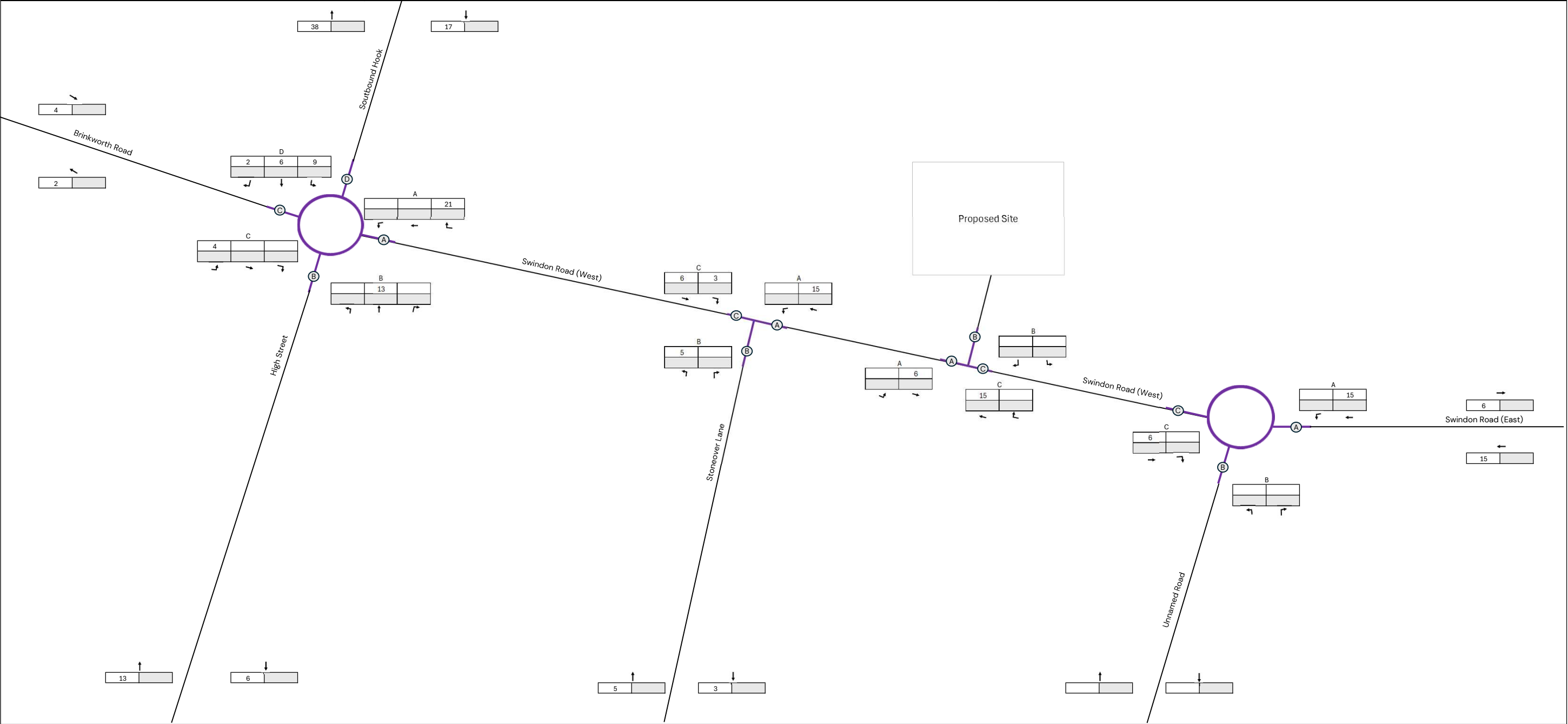
dwelling
150

	Vehicle Count in Vehicles
	HGV Count

Trip generation	in	out
PM	47	20

Notes & Assumptions

The New proposed site located at Marsh Farm for 150 residential Dwellings
Direction of travel to and from the site has been derived from percentages calculated from Midge Hall Farm



SHEET TITLE: Land West of Maple Drive AM

CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:



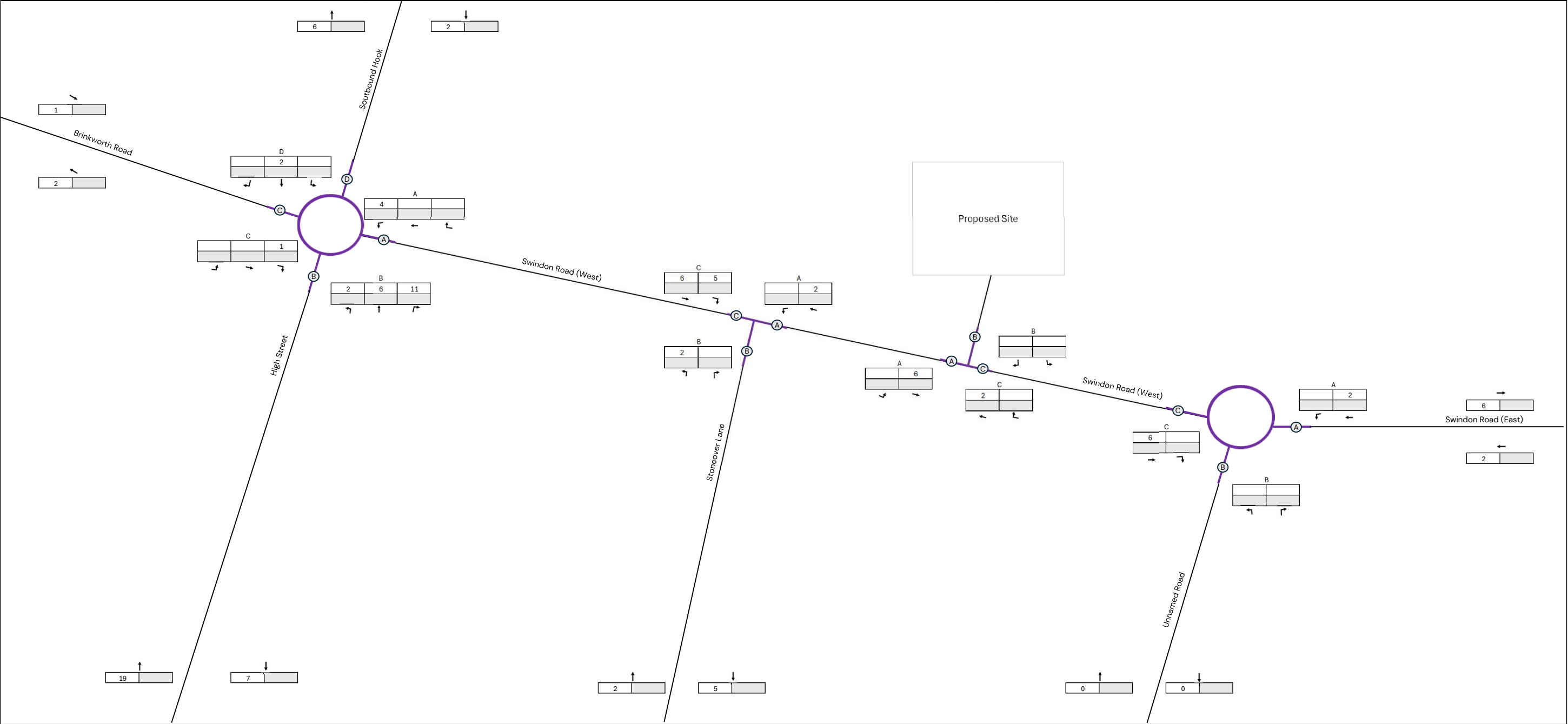
Midge Hall Farm Trip Rates AM	In	Out
Houses Privately Owned	0.124	0.357

dwelling
70

	Vehicle Count in Vehicles
	HGV Count

Notes & Assumptions

Land West of Maple Drive, proposed for a residential development site of approximately 70 dwellings
2 site accesses on Maple Drive/Showfield
Direction of travel to and from the site has been derived from percentages calculated from Midge Hall Farm



SHEET TITLE: Land West of Maple Drive PM

CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:



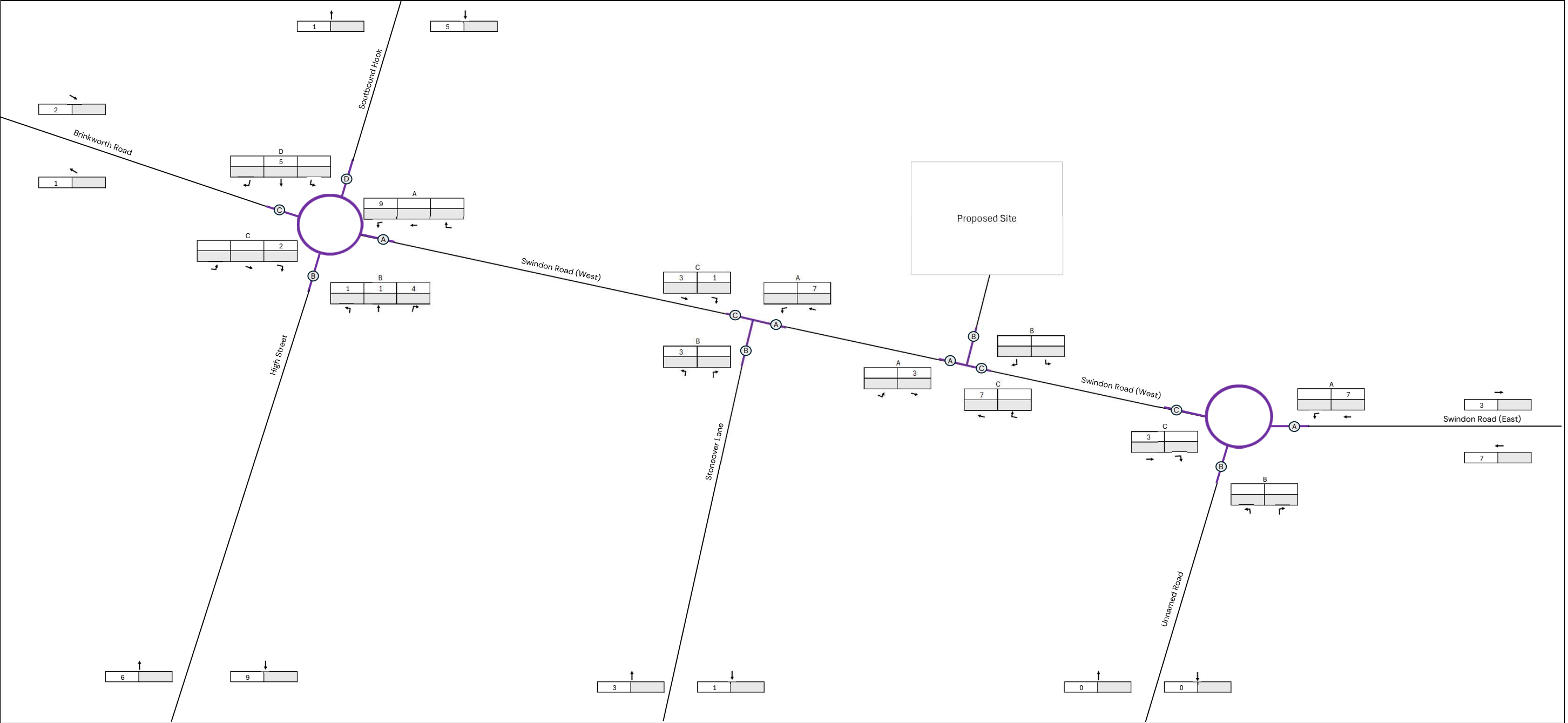
Midge Hall Farm Trip Rates PM	In	Out
Houses Privately Owned	0.31	0.132

dwelling
70

	Vehicle Count in Vehicles
	HGV Count

Notes & Assumptions

Land West of Maple Drive, proposed for a residential development site of approximately 70 dwellings
2 site accesses on Maple Drive/Showfield
Direction of travel to and from the site has been derived from percentages calculated from Midge Hall Farm



SHEET TITLE: Land at Stoneover Lane AM

CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:



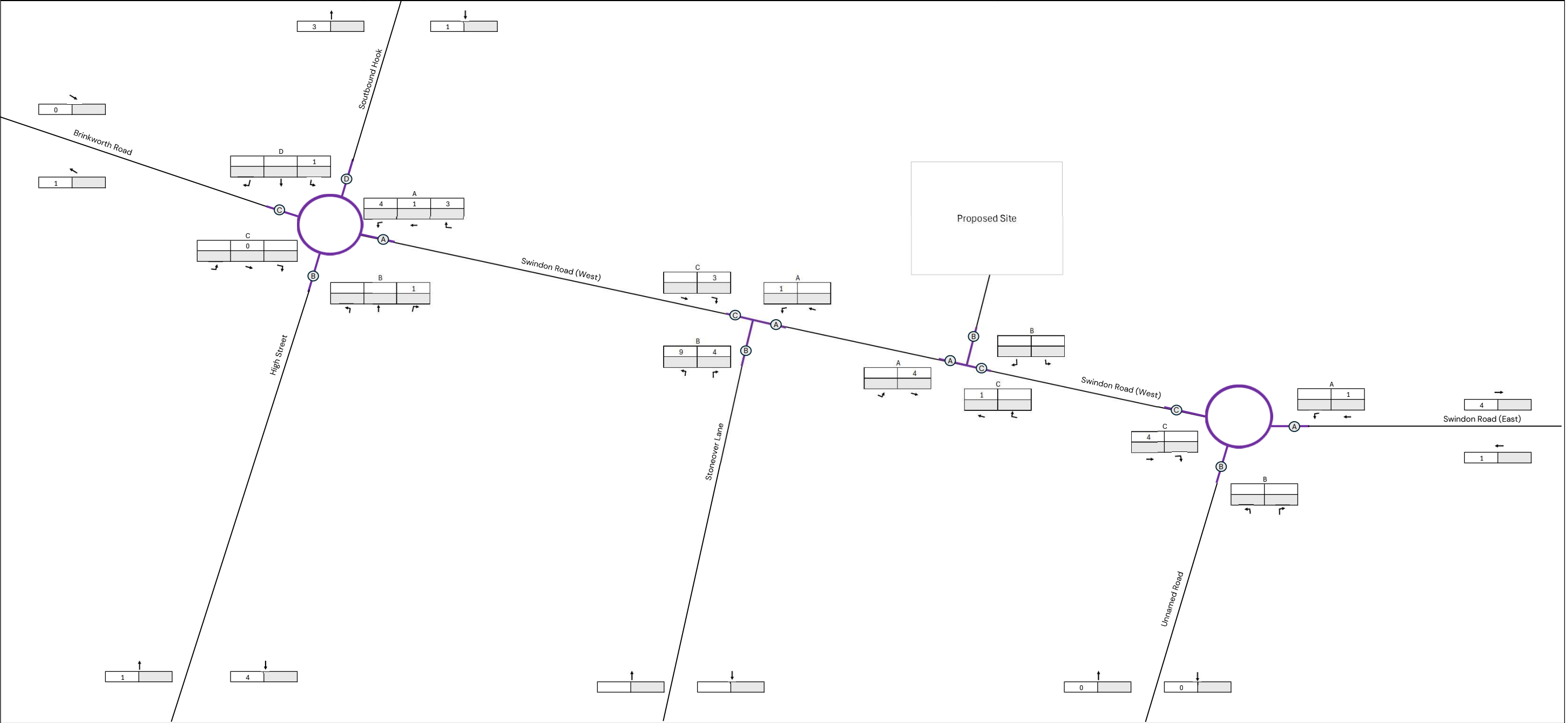
Midge Hall Farm Trip Rates AM	In	Out
Houses Privately Owned	0.124	0.357

dwelling
42

	Vehicle Count in Vehicles
	HGV Count

Notes & Assumptions

Land at Stoneover Lane for 42 Residential Dwellings
Direction of travel to and from the site has been derived from percentages calculated from Midge Hall Farm



SHEET TITLE: Land at Stoneover Lane PM

CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:



Midge Hall Farm Trip Rates PM	In	Out
Houses Privately Owned	0.31	0.132

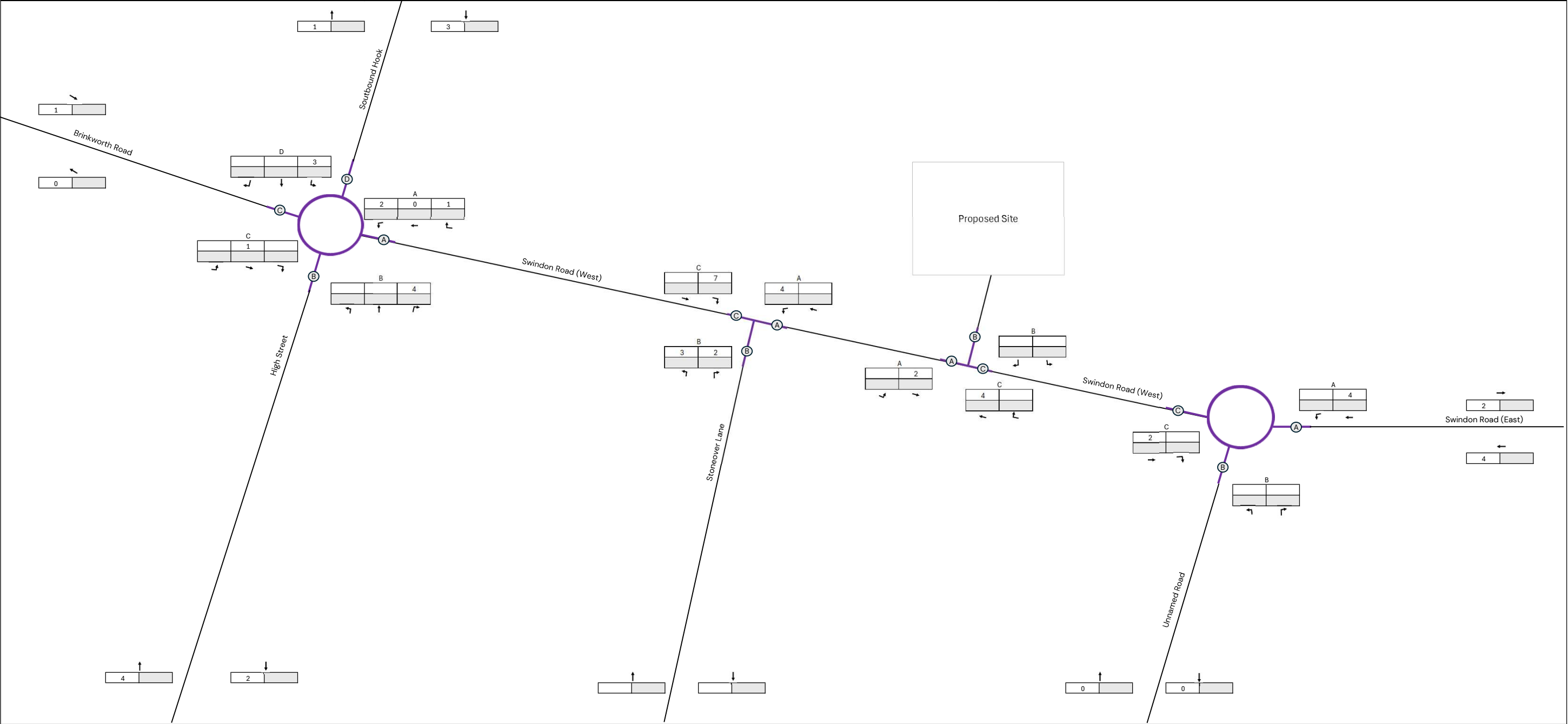
dwelling
42

	Vehicle Count in Vehicles
	HGV Count

Notes & Assumptions

Land at Stoneover Lane for 42 Residential Dwellings
Direction of travel to and from the site has been derived from percentages calculated from Midge Hall Farm

Trip generation	in	out
PM	13	6



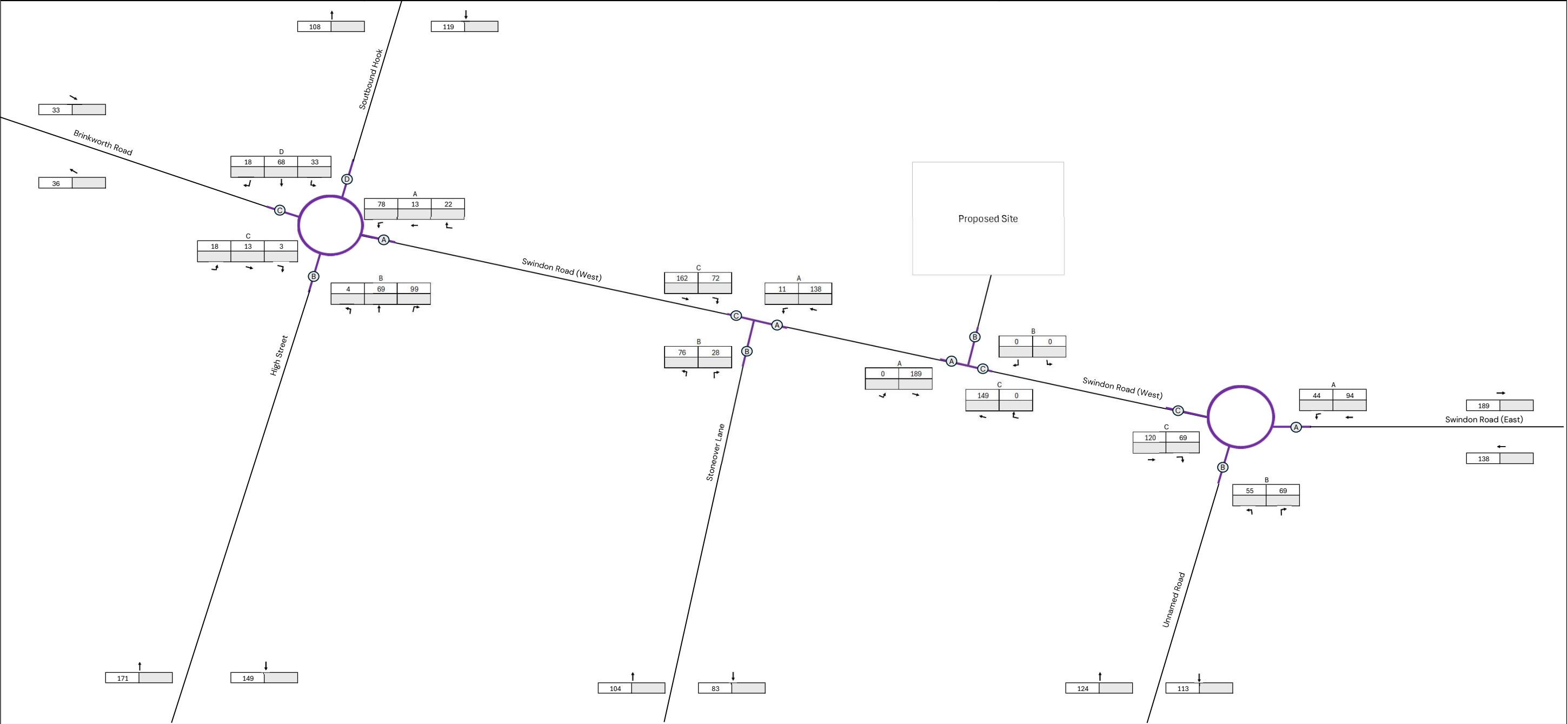
SHEET TITLE: Total Committed Development AM

CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:



Vehicle Count in Vehicles
HGV Count

Notes & Assumptions



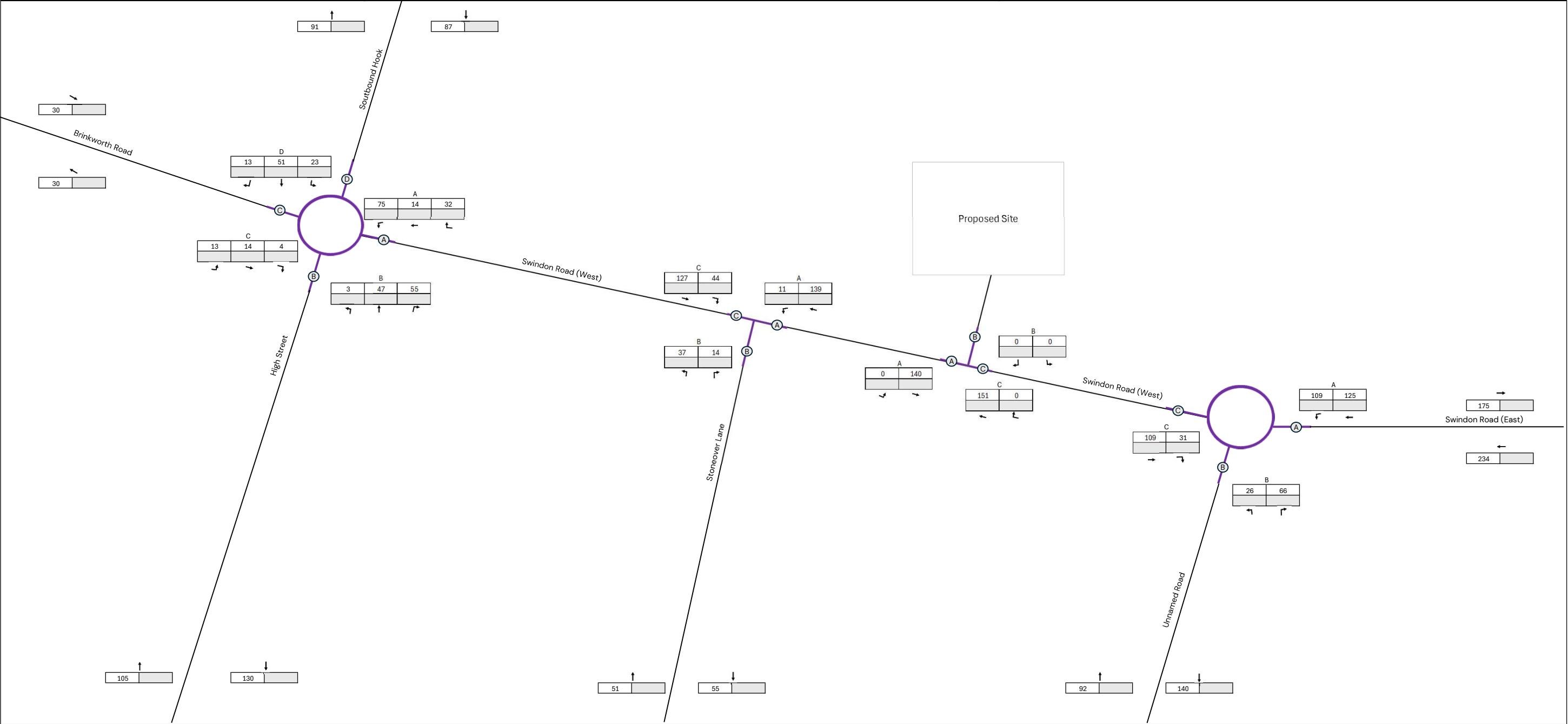
SHEET TITLE: Total Committed Development PM

CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:



	Vehicle Count in Vehicles
	HGV Count

Notes & Assumptions





Appendix G

SHEET TITLE: Dev Trip Assignment AM

CLIENT:

PROJECT NO: P26-0189

PROJECT: Land North of Swindon Road, Royal Wootton Bassett

DATE CREATED: 26/05/2026

CREATED BY: Elliot H

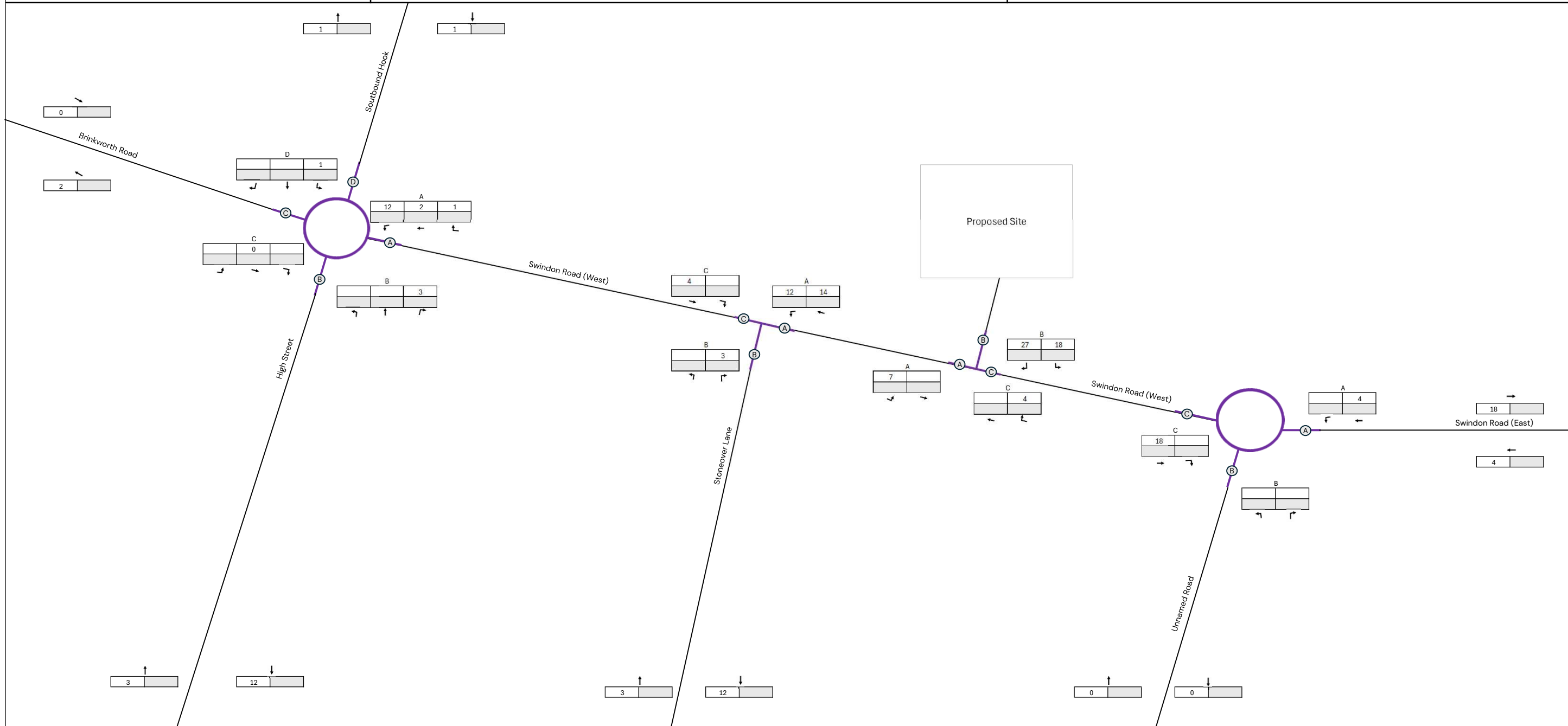
CHECKED BY:

REVISION:



Vehicle Count in Vehicles
HGV Count

Notes & Assumptions

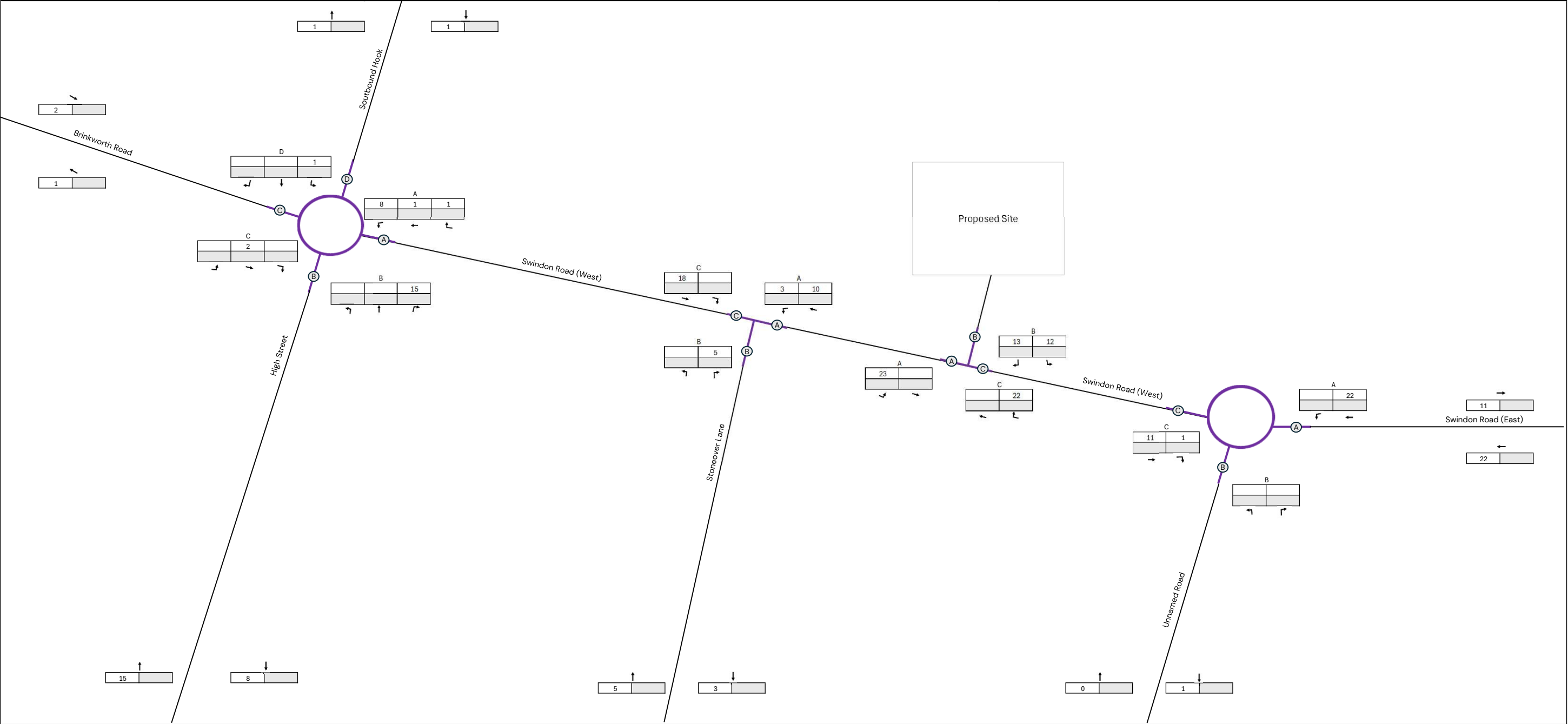


SHEET TITLE: Dev Trip Assignment PM
CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:



Vehicle Count in Vehicles
HGV Count

Notes & Assumptions





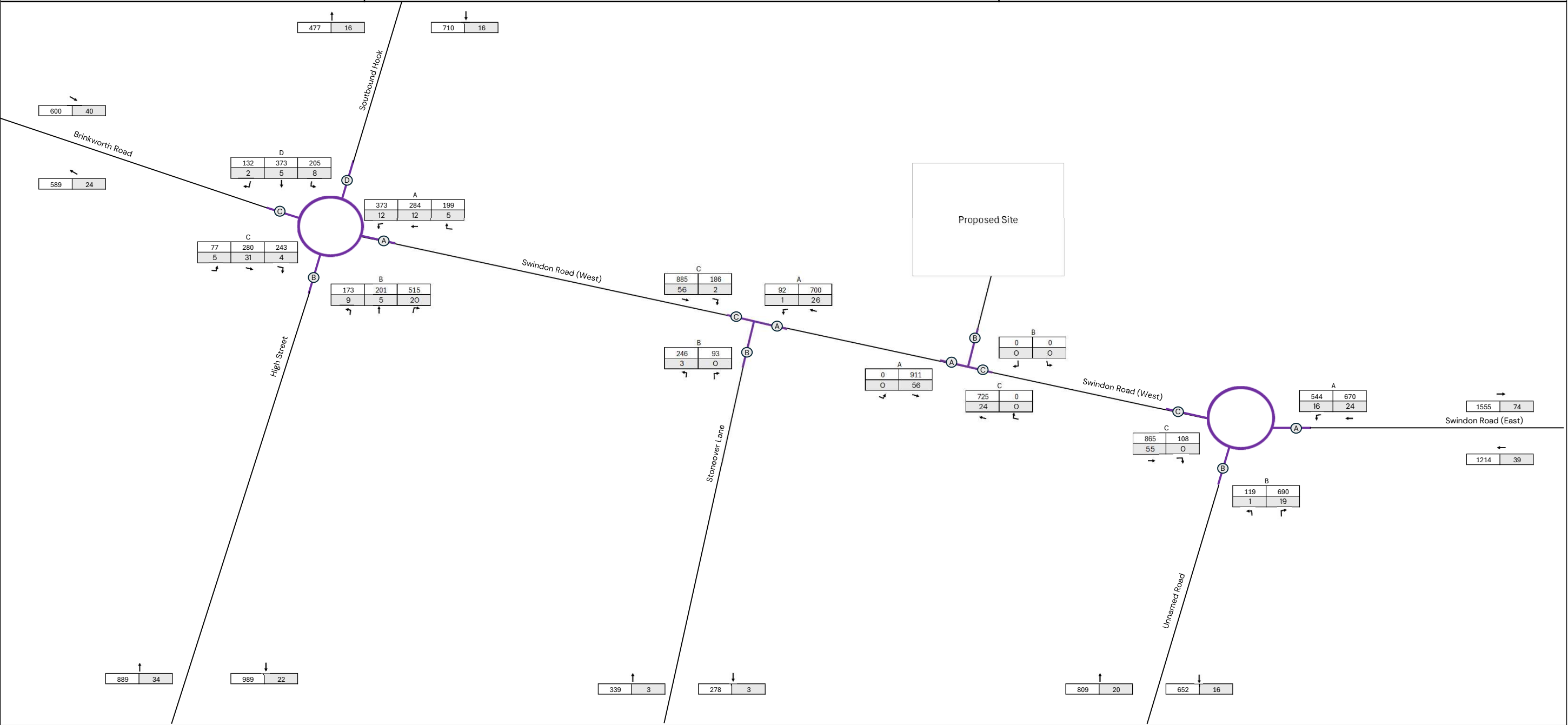
Appendix H

SHEET TITLE: 2030 + Committed Dev AM
CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:



	Vehicle Count in Vehicles
	HGV Count

Notes & Assumptions

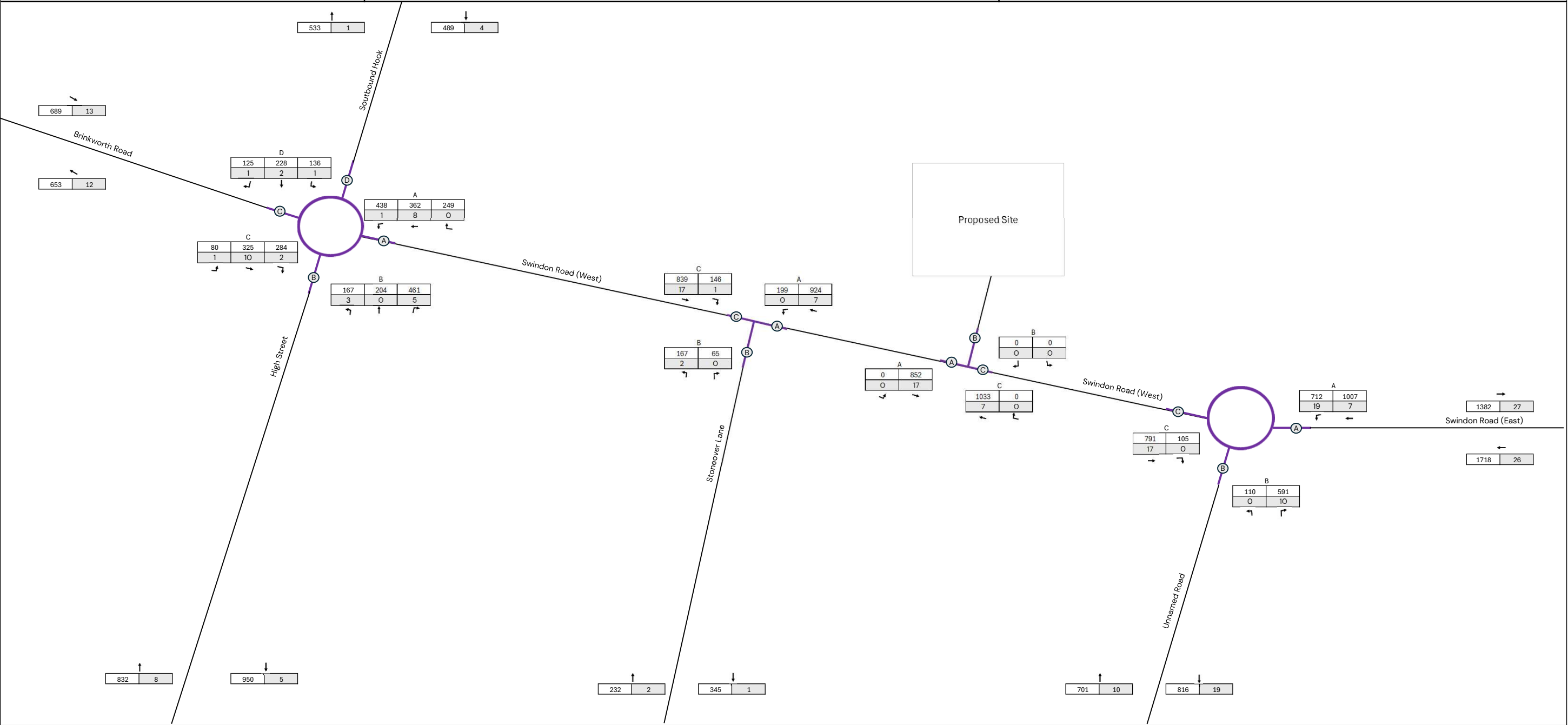


SHEET TITLE: 2030 + Committed Dev PM
CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:



	Vehicle Count in Vehicles
	HGV Count

Notes & Assumptions





Appendix I

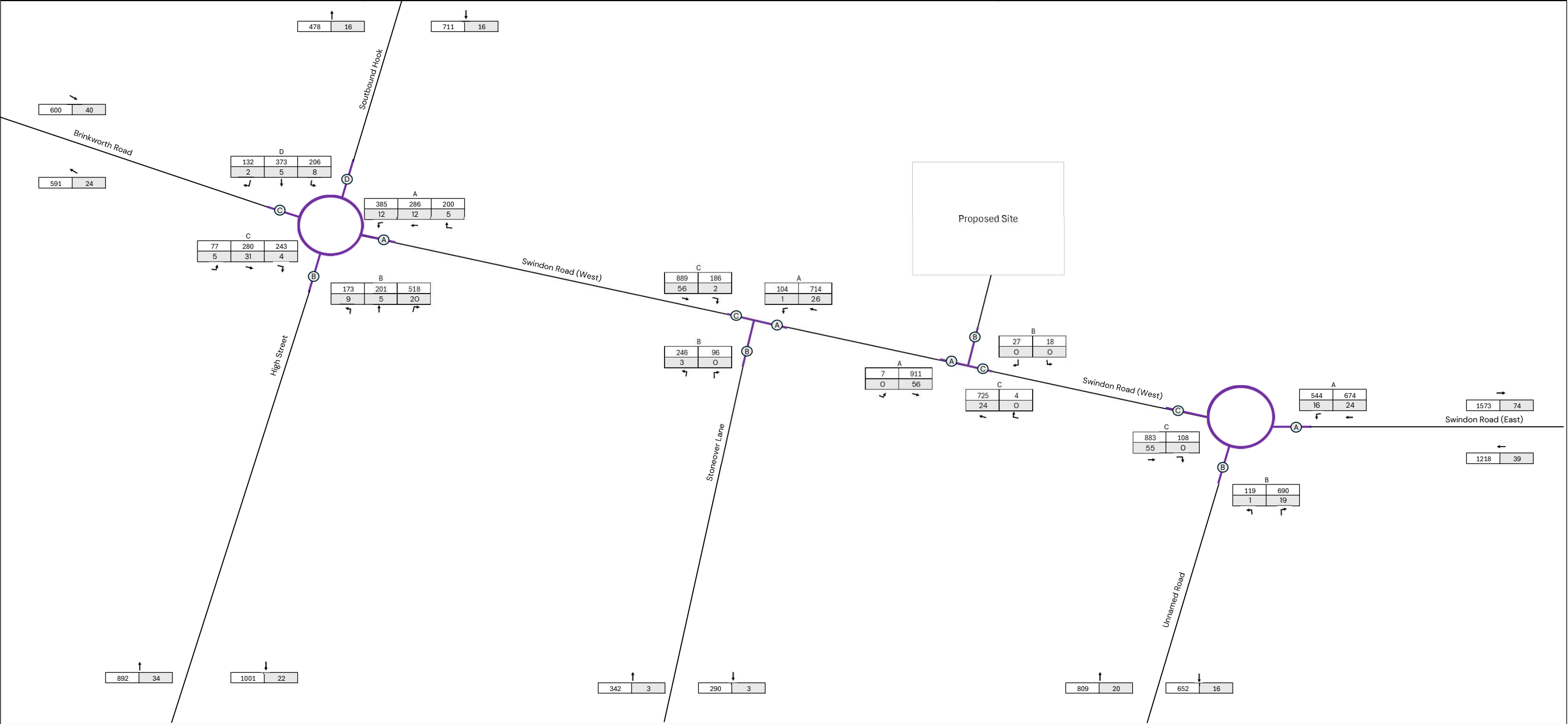
SHEET TITLE: 2030+CD+Trip Assignment AM

CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:



	Vehicle Count in Vehicles
	HGV Count

Notes & Assumptions

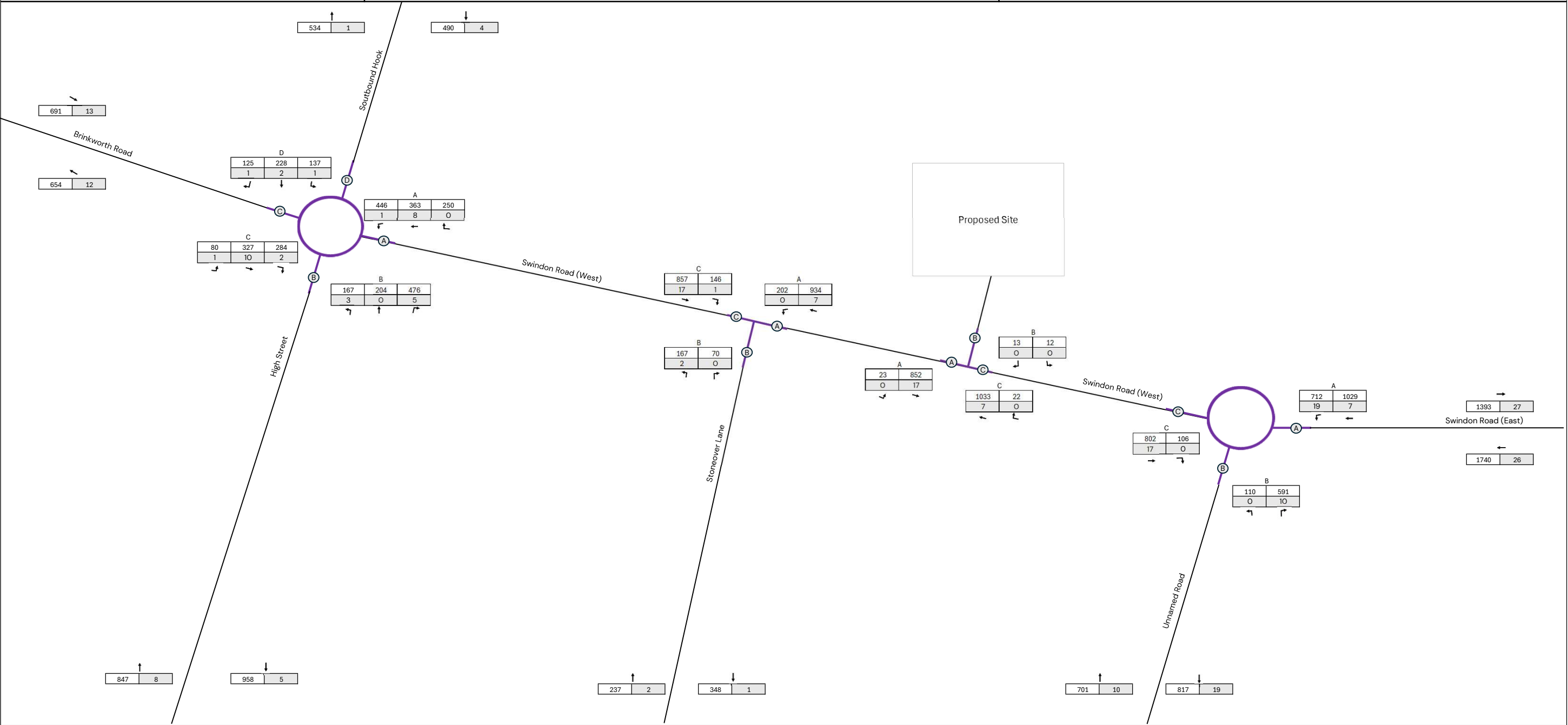


SHEET TITLE: 2030+CD+Trip Assignment PM
CLIENT:
PROJECT NO: P26-0189
PROJECT: Land North of Swindon Road, Royal Wootton Bassett
DATE CREATED: 26/05/2026
CREATED BY: Elliot H
CHECKED BY:
REVISION:



	Vehicle Count in Vehicles
	HGV Count

Notes & Assumptions





Appendix J

Junctions 11									
ARCADY 11 - Roundabout Module									
Version: 11.1.0.2307 © Copyright TRL Software Limited, 2024									
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com									
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: 2-High Street - Swindon Road Roundabout.j11

Path: L:\01 All Offices\01 CIR\M_\\Projects\CIRENCESTER\USQ 2022 - P22-XXXX\P22-2466 LAND NORTH OF SWINDON ROAD ROYAL WOOTTON BASSETT\03 Research\09 TR\02 Base Data\Junctions Modelling

Report generation date: 13/07/2026 15:40:35

- »D1 - 2030 | Future Year + All Committed Development | AM Peak
- »D2 - 2030 | Future Year + All Committed Development | PM Peak
- »D3 - 2030 | Future Year + All Committed Development + Proposed Development | AM Peak
- »D4 - 2030 | Future Year + All Committed Development + Proposed Development | PM Peak

Summary of junction performance

	AM Peak					PM Peak				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2030 - Future Year + All Committed Development									
1 - A3102 Swindon Road (E)	D1	1.9	7.31	0.65	A	D2	3.1	9.81	0.76	A
2 - A3102 (South)		3.3	12.53	0.77	B		3.1	12.61	0.76	B
3 - B4042 Brinkworth Road		1.1	6.06	0.51	A		1.4	6.84	0.59	A
4 - Hook Road (North)		2.0	9.12	0.66	A		0.9	5.82	0.46	A
	2030 - Future Year + All Committed Development + Proposed Development									
1 - A3102 Swindon Road (E)	D3	2.0	7.55	0.66	A	D4	3.2	10.10	0.77	B
2 - A3102 (South)		3.4	12.75	0.77	B		3.4	13.43	0.78	B
3 - B4042 Brinkworth Road		1.1	6.08	0.51	A		1.5	7.01	0.59	A
4 - Hook Road (North)		2.0	9.19	0.66	A		0.9	5.93	0.47	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	09/06/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PEGASUSGROUP\PG.TRANSPORT
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Future Year + All Committed Development	AM Peak	ONE HOUR	07:45	09:15	15
D2	2030	Future Year + All Committed Development	PM Peak	ONE HOUR	16:45	18:15	15
D3	2030	Future Year + All Committed Development + Proposed Development	AM Peak	ONE HOUR	07:45	09:15	15
D4	2030	Future Year + All Committed Development + Proposed Development	PM Peak	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2030 | Future Year + All Committed Development | AM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Hook Road (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street/Swindon Road Roundabout	Standard Roundabout		1, 2, 3, 4	9.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.00	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A3102 Swindon Road (E)		
2	A3102 (South)		
3	B4042 Brinkworth Road		
4	Hook Road (North)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A3102 Swindon Road (E)	4.30	6.80	17.9	52.7	60.9	17.0		
2 - A3102 (South)	3.90	7.20	8.2	28.4	60.9	28.0		
3 - B4042 Brinkworth Road	4.50	6.50	26.9	22.5	60.9	25.0		
4 - Hook Road (North)	3.40	6.70	35.9	17.9	60.9	19.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A3102 Swindon Road (E)	0.617	1964
2 - A3102 (South)	0.550	1653
3 - B4042 Brinkworth Road	0.592	1895
4 - Hook Road (North)	0.588	1861

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Future Year + All Committed Development	AM Peak	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3102 Swindon Road (E)		✓	857	100.000
2 - A3102 (South)		✓	891	100.000
3 - B4042 Brinkworth Road		✓	602	100.000
4 - Hook Road (North)		✓	712	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A3102 Swindon Road (E)	2 - A3102 (South)	3 - B4042 Brinkworth Road	4 - Hook Road (North)
From	1 - A3102 Swindon Road (E)	1	373	284	199
	2 - A3102 (South)	515	2	173	201
	3 - B4042 Brinkworth Road	280	243	2	77
	4 - Hook Road (North)	205	373	132	2

Vehicle Mix

Heavy Vehicle %

	To				
		1 - A3102 Swindon Road (E)	2 - A3102 (South)	3 - B4042 Brinkworth Road	4 - Hook Road (North)
From	1 - A3102 Swindon Road (E)	0	3	4	3
	2 - A3102 (South)	4	0	5	3
	3 - B4042 Brinkworth Road	11	2	0	7
	4 - Hook Road (North)	4	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A3102 Swindon Road (E)	0.65	7.31	1.9	A
2 - A3102 (South)	0.77	12.53	3.3	B
3 - B4042 Brinkworth Road	0.51	6.06	1.1	A
4 - Hook Road (North)	0.66	9.12	2.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	645	565	1616	0.399	642	0.7	3.811	A
2 - A3102 (South)	671	465	1398	0.480	667	0.9	5.093	A
3 - B4042 Brinkworth Road	453	689	1488	0.305	451	0.5	3.698	A
4 - Hook Road (North)	536	781	1402	0.382	534	0.6	4.219	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	770	677	1547	0.498	769	1.0	4.775	A
2 - A3102 (South)	801	556	1348	0.594	799	1.5	6.791	A
3 - B4042 Brinkworth Road	541	825	1407	0.385	540	0.7	4.425	A
4 - Hook Road (North)	640	936	1311	0.488	639	1.0	5.453	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	944	827	1454	0.649	940	1.9	7.191	A
2 - A3102 (South)	981	680	1280	0.767	974	3.2	11.978	B
3 - B4042 Brinkworth Road	663	1007	1300	0.510	661	1.1	5.995	A
4 - Hook Road (North)	784	1143	1189	0.659	780	1.9	8.898	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	944	830	1452	0.650	943	1.9	7.311	A
2 - A3102 (South)	981	683	1278	0.767	981	3.3	12.529	B
3 - B4042 Brinkworth Road	663	1013	1296	0.511	663	1.1	6.060	A
4 - Hook Road (North)	784	1148	1186	0.661	784	2.0	9.123	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	770	681	1544	0.499	774	1.0	4.851	A
2 - A3102 (South)	801	560	1346	0.595	808	1.6	7.050	A
3 - B4042 Brinkworth Road	541	834	1402	0.386	543	0.7	4.476	A
4 - Hook Road (North)	640	943	1306	0.490	644	1.0	5.577	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	645	569	1613	0.400	647	0.7	3.855	A
2 - A3102 (South)	671	468	1396	0.480	673	1.0	5.191	A
3 - B4042 Brinkworth Road	453	695	1484	0.305	454	0.5	3.731	A
4 - Hook Road (North)	536	787	1398	0.383	537	0.6	4.273	A

D2 - 2030 | Future Year + All Committed Development | PM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Hook Road (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street/Swindon Road Roundabout	Standard Roundabout		1, 2, 3, 4	9.27	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.27	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	Future Year + All Committed Development	PM Peak	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3102 Swindon Road (E)		✓	1055	100.000
2 - A3102 (South)		✓	833	100.000
3 - B4042 Brinkworth Road		✓	690	100.000
4 - Hook Road (North)		✓	489	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
		1 - A3102 Swindon Road (E)	2 - A3102 (South)	3 - B4042 Brinkworth Road	4 - Hook Road (North)
From	1 - A3102 Swindon Road (E)	6	438	362	249
	2 - A3102 (South)	461	1	167	204
	3 - B4042 Brinkworth Road	325	284	1	80
	4 - Hook Road (North)	136	228	125	0

Vehicle Mix

Heavy Vehicle %

	To				
From		1 - A3102 Swindon Road (E)	2 - A3102 (South)	3 - B4042 Brinkworth Road	4 - Hook Road (North)
	1 - A3102 Swindon Road (E)	0	0	2	0
	2 - A3102 (South)	1	0	2	0
	3 - B4042 Brinkworth Road	3	1	0	1
	4 - Hook Road (North)	1	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A3102 Swindon Road (E)	0.76	9.81	3.1	A
2 - A3102 (South)	0.76	12.61	3.1	B
3 - B4042 Brinkworth Road	0.59	6.84	1.4	A
4 - Hook Road (North)	0.46	5.82	0.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	794	479	1609	0.476	791	0.9	4.112	A
2 - A3102 (South)	627	557	1347	0.465	624	0.9	4.998	A
3 - B4042 Brinkworth Road	519	690	1487	0.349	517	0.5	3.775	A
4 - Hook Road (North)	368	808	1386	0.266	367	0.4	3.562	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	948	574	1610	0.589	946	1.4	5.425	A
2 - A3102 (South)	749	667	1287	0.582	747	1.4	6.701	A
3 - B4042 Brinkworth Road	620	826	1407	0.441	619	0.8	4.654	A
4 - Hook Road (North)	440	967	1292	0.340	439	0.5	4.257	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1162	702	1531	0.759	1155	3.0	9.473	A
2 - A3102 (South)	917	814	1206	0.760	911	3.0	12.033	B
3 - B4042 Brinkworth Road	760	1007	1300	0.585	757	1.4	6.736	A
4 - Hook Road (North)	538	1181	1167	0.461	537	0.9	5.761	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1162	703	1530	0.759	1161	3.1	9.806	A
2 - A3102 (South)	917	818	1204	0.762	917	3.1	12.614	B
3 - B4042 Brinkworth Road	760	1014	1296	0.586	760	1.4	6.843	A
4 - Hook Road (North)	538	1187	1163	0.463	538	0.9	5.817	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	948	576	1609	0.590	955	1.5	5.598	A
2 - A3102 (South)	749	672	1284	0.583	756	1.4	6.962	A
3 - B4042 Brinkworth Road	620	835	1401	0.443	623	0.8	4.727	A
4 - Hook Road (North)	440	975	1288	0.341	441	0.5	4.300	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	794	482	1667	0.477	796	0.9	4.174	A
2 - A3102 (South)	627	561	1345	0.466	629	0.9	5.091	A
3 - B4042 Brinkworth Road	519	696	1484	0.350	521	0.6	3.812	A
4 - Hook Road (North)	368	814	1383	0.266	369	0.4	3.587	A

D3 - 2030 | Future Year + All Committed Development + Proposed Development | AM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Hook Road (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street/Swindon Road Roundabout	Standard Roundabout		1, 2, 3, 4	9.15	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.15	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	Future Year + All Committed Development + Proposed Development	AM Peak	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3102 Swindon Road (E)		✓	872	100.000
2 - A3102 (South)		✓	894	100.000
3 - B4042 Brinkworth Road		✓	602	100.000
4 - Hook Road (North)		✓	713	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1 - A3102 Swindon Road (E)	2 - A3102 (South)	3 - B4042 Brinkworth Road	4 - Hook Road (North)
From	1 - A3102 Swindon Road (E)	1	385	286	200
	2 - A3102 (South)	518	2	173	201
	3 - B4042 Brinkworth Road	280	243	2	77
	4 - Hook Road (North)	206	373	132	2

Vehicle Mix

Heavy Vehicle %

	To				
From		1 - A3102 Swindon Road (E)	2 - A3102 (South)	3 - B4042 Brinkworth Road	4 - Hook Road (North)
	1 - A3102 Swindon Road (E)	0	3	4	3
	2 - A3102 (South)	4	0	5	3
	3 - B4042 Brinkworth Road	11	2	0	7
	4 - Hook Road (North)	4	1	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A3102 Swindon Road (E)	0.66	7.55	2.0	A
2 - A3102 (South)	0.77	12.75	3.4	B
3 - B4042 Brinkworth Road	0.51	6.08	1.1	A
4 - Hook Road (North)	0.66	9.19	2.0	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	656	565	1616	0.406	654	0.7	3.856	A
2 - A3102 (South)	673	467	1397	0.482	669	1.0	5.118	A
3 - B4042 Brinkworth Road	453	692	1486	0.305	451	0.5	3.705	A
4 - Hook Road (North)	537	784	1400	0.383	534	0.6	4.229	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	784	677	1547	0.507	783	1.1	4.858	A
2 - A3102 (South)	804	559	1346	0.597	801	1.5	6.841	A
3 - B4042 Brinkworth Road	541	829	1405	0.385	540	0.7	4.436	A
4 - Hook Road (North)	641	938	1309	0.490	640	1.0	5.473	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	960	827	1454	0.660	956	2.0	7.419	A
2 - A3102 (South)	984	683	1278	0.770	977	3.3	12.162	B
3 - B4042 Brinkworth Road	663	1011	1297	0.511	661	1.1	6.016	A
4 - Hook Road (North)	785	1146	1187	0.661	781	1.9	8.960	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	960	830	1452	0.661	960	2.0	7.553	A
2 - A3102 (South)	984	686	1276	0.771	984	3.4	12.746	B
3 - B4042 Brinkworth Road	663	1017	1294	0.512	663	1.1	6.085	A
4 - Hook Road (North)	785	1151	1184	0.663	785	2.0	9.193	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	784	681	1544	0.508	788	1.1	4.941	A
2 - A3102 (South)	804	563	1344	0.598	811	1.6	7.114	A
3 - B4042 Brinkworth Road	541	837	1400	0.387	543	0.7	4.488	A
4 - Hook Road (North)	641	946	1305	0.491	645	1.0	5.597	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	656	569	1613	0.407	658	0.7	3.899	A
2 - A3102 (South)	673	470	1395	0.482	675	1.0	5.219	A
3 - B4042 Brinkworth Road	453	698	1482	0.306	454	0.5	3.735	A
4 - Hook Road (North)	537	790	1397	0.384	538	0.6	4.284	A

D4 - 2030 | Future Year + All Committed Development + Proposed Development | PM Peak

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - Hook Road (North) - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	High Street/Swindon Road Roundabout	Standard Roundabout		1, 2, 3, 4	9.66	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.66	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	Future Year + All Committed Development + Proposed Development	PM Peak	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A3102 Swindon Road (E)		✓	1065	100.000
2 - A3102 (South)		✓	848	100.000
3 - B4042 Brinkworth Road		✓	692	100.000
4 - Hook Road (North)		✓	490	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	1 - A3102 Swindon Road (E)	2 - A3102 (South)	3 - B4042 Brinkworth Road	4 - Hook Road (North)
From				
	1 - A3102 Swindon Road (E)	6	446	363
	2 - A3102 (South)	476	1	167
	3 - B4042 Brinkworth Road	327	284	1
	4 - Hook Road (North)	137	228	125

Vehicle Mix

Heavy Vehicle %

	To				
From		1 - A3102 Swindon Road (E)	2 - A3102 (South)	3 - B4042 Brinkworth Road	4 - Hook Road (North)
	1 - A3102 Swindon Road (E)	0	0	2	0
	2 - A3102 (South)	1	0	2	0
	3 - B4042 Brinkworth Road	3	1	0	1
	4 - Hook Road (North)	1	1	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - A3102 Swindon Road (E)	0.77	10.10	3.2	B
2 - A3102 (South)	0.78	13.43	3.4	B
3 - B4042 Brinkworth Road	0.59	7.01	1.5	A
4 - Hook Road (North)	0.47	5.93	0.9	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	802	479	1669	0.481	798	0.9	4.146	A
2 - A3102 (South)	638	558	1347	0.474	635	0.9	5.081	A
3 - B4042 Brinkworth Road	521	702	1480	0.352	519	0.6	3.809	A
4 - Hook Road (North)	369	820	1379	0.268	367	0.4	3.591	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	957	574	1610	0.595	955	1.5	5.515	A
2 - A3102 (South)	762	668	1286	0.593	760	1.4	6.881	A
3 - B4042 Brinkworth Road	622	840	1398	0.445	621	0.8	4.715	A
4 - Hook Road (North)	440	982	1284	0.343	440	0.5	4.307	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1173	701	1531	0.766	1166	3.1	9.737	A
2 - A3102 (South)	934	816	1205	0.775	926	3.3	12.720	B
3 - B4042 Brinkworth Road	762	1024	1289	0.591	759	1.4	6.889	A
4 - Hook Road (North)	540	1199	1156	0.467	538	0.9	5.872	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1173	703	1530	0.766	1172	3.2	10.103	B
2 - A3102 (South)	934	820	1203	0.776	933	3.4	13.429	B
3 - B4042 Brinkworth Road	762	1031	1285	0.593	762	1.5	7.007	A
4 - Hook Road (North)	540	1205	1152	0.468	539	0.9	5.931	A

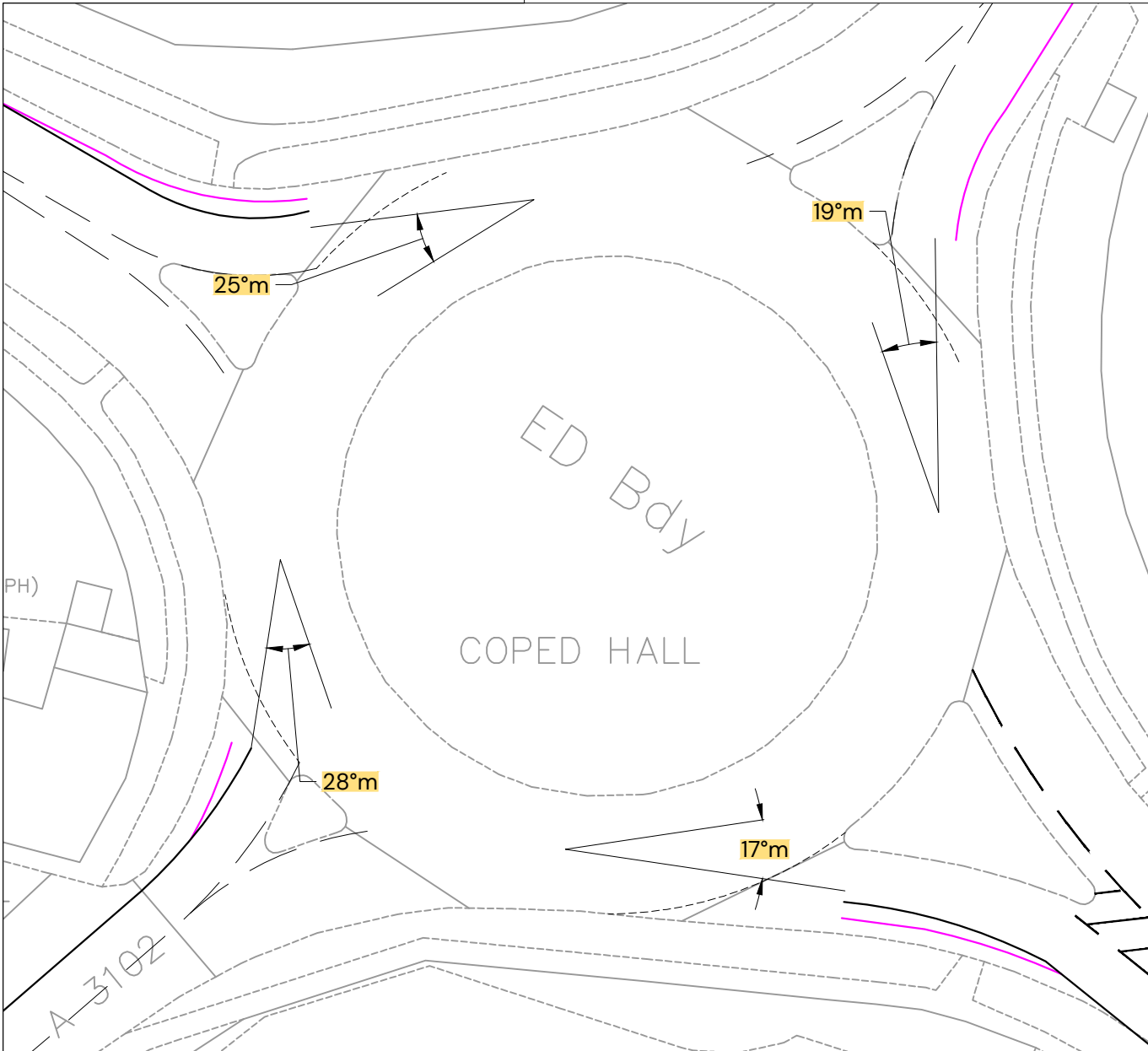
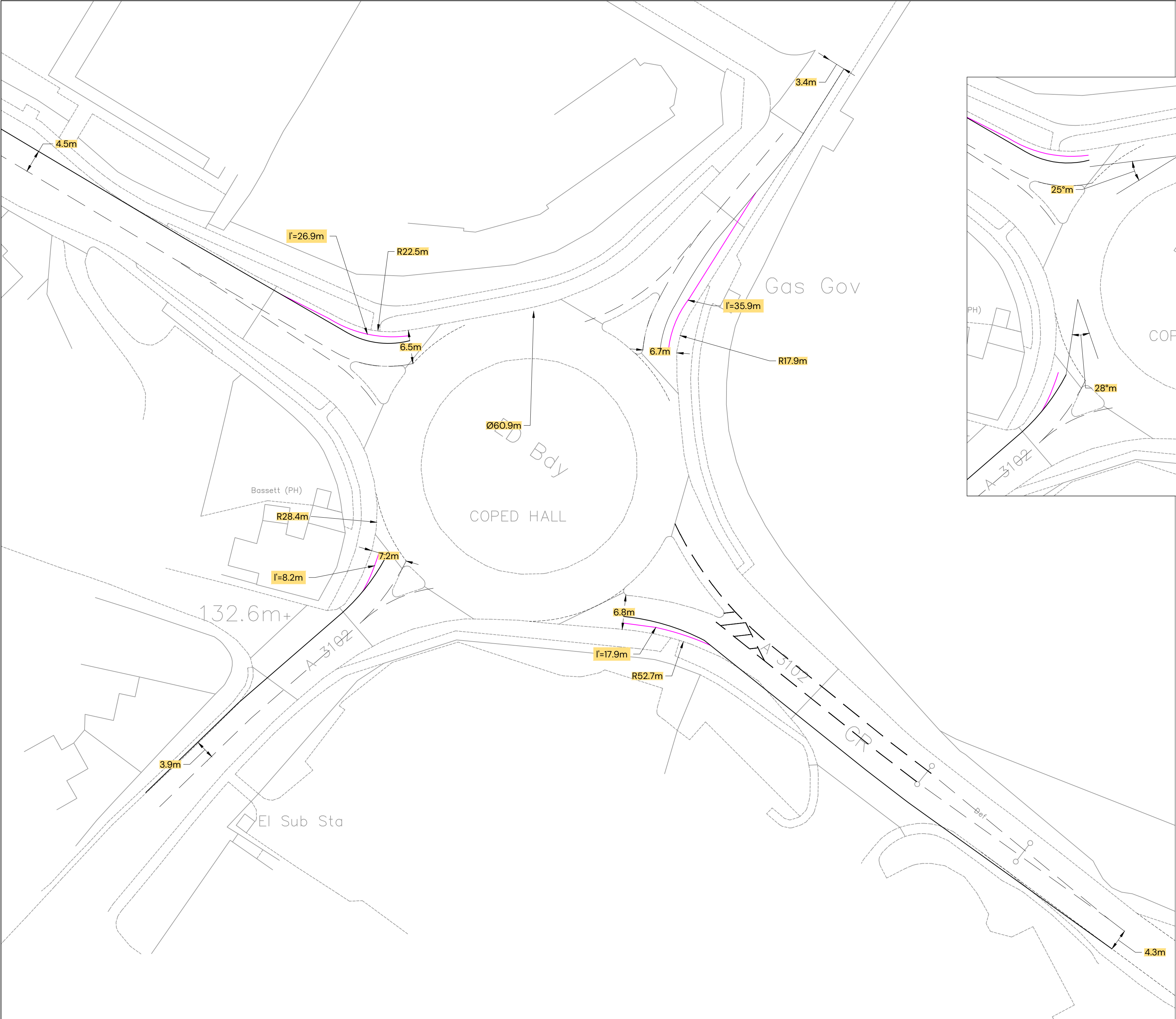
17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	957	577	1609	0.595	964	1.5	5.686	A
2 - A3102 (South)	762	674	1283	0.594	770	1.5	7.185	A
3 - B4042 Brinkworth Road	622	850	1392	0.447	625	0.8	4.796	A
4 - Hook Road (North)	440	991	1278	0.345	442	0.5	4.354	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	802	482	1667	0.481	804	0.9	4.212	A
2 - A3102 (South)	638	562	1344	0.475	641	0.9	5.181	A
3 - B4042 Brinkworth Road	521	708	1477	0.353	522	0.6	3.848	A
4 - Hook Road (North)	369	827	1375	0.268	370	0.4	3.620	A

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REV			DATE	DESCRIPTION	REVISED BY	APPROVED BY

GEOMETRIES AT B4042/SWINDON ROAD ROUNDABOUT

ROYAL WOOTTON BASSATT

CLIENT:
CLIENT NAME

DATE:	SCALE:	DRAWING STATUS	REVISION
04/06/2026	1:500@A2	INDICATIVE	----

DRAWING NUMBER:
P22-2466_J1

DRAWN BY:	APPROVED BY:	OFFICE:	PEGASUS GROUP
JAN	TS	BRS	



Appendix K

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.1.0.2307									
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Filename: 2-Stoneover Lane Existing.j11

Path: L:\01 All Offices\01 CIR\M_Projects\CIRENCESTER\USQ 2022 - P22-XXXX\P22-2466 LAND NORTH OF SWINDON ROAD ROYAL WOOTTON BASSETT\03 Research\09 TR\02 Base Data\Junctions Modelling

Report generation date: 13/07/2026 15:41:12

- »D1 - 2030 | Future Year + All Committed Development | AM Peak
 »D2 - 2030 | Future Year + All Committed Development | PM Peak
 »D3 - 2030 | Future Year + All Committed Development + Proposed Development | AM Peak
 »D4 - 2030 | Future Year + All Committed Development + Proposed Development | PM Peak

Summary of junction performance

	AM Peak					PM Peak				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2030 - Future Year + All Committed Development									
Stream B-C	D1	2.2	30.52	0.70	D	D2	1.4	27.46	0.58	D
Stream B-A		2.6	99.34	0.76	F		3.0	170.77	0.82	F
Stream C-B		0.9	15.52	0.47	C		0.8	19.15	0.46	C
	2030 - Future Year + All Committed Development + Proposed Development									
Stream B-C	D3	2.4	34.25	0.72	D	D4	1.5	29.59	0.60	D
Stream B-A		3.3	123.92	0.82	F		4.9	236.19	0.95	F
Stream C-B		0.9	16.00	0.47	C		0.9	19.51	0.46	C

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	09/06/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PEGASUSGROUP\PG.TRANSPORT
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Future Year + All Committed Development	AM Peak	ONE HOUR	07:45	09:15	15
D2	2030	Future Year + All Committed Development	PM Peak	ONE HOUR	16:45	18:15	15
D3	2030	Future Year + All Committed Development + Proposed Development	AM Peak	ONE HOUR	07:45	09:15	15
D4	2030	Future Year + All Committed Development + Proposed Development	PM Peak	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2030 | Future Year + All Committed Development | AM Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stoneover Lane Junction Existing	T-Junction	Two-way	Two-way	Two-way		8.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.92	A

Arms

Arms

Arm	Name	Description	Arm type
A	A3102 Swindon Road (E)		Major
B	Stoneover Lane		Minor
C	A3102 Swindon Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A3102 Swindon Road (W)	6.85		✓	2.30	120.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Stoneover Lane	Two lanes	3.92	3.62	72	34

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.095	0.241	0.152	0.344
B-C	704	0.105	0.266	-	-
C-B	650	0.243	0.243	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Future Year + All Committed Development	AM Peak	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3102 Swindon Road (E)		✓	792	100.000
B - Stoneover Lane		✓	339	100.000
C - A3102 Swindon Road (W)		✓	1071	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A3102 Swindon Road (E)	B - Stoneover Lane	C - A3102 Swindon Road (W)
From	A - A3102 Swindon Road (E)	0	92	700
	B - Stoneover Lane	93	0	246
	C - A3102 Swindon Road (W)	885	186	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A3102 Swindon Road (E)	B - Stoneover Lane	C - A3102 Swindon Road (W)
From	A - A3102 Swindon Road (E)	0	1	4
	B - Stoneover Lane	0	0	1
	C - A3102 Swindon Road (W)	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.70	30.52	2.2	D
B-A	0.76	99.34	2.6	F
C-A				
C-B	0.47	15.52	0.9	C
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	0.00	521	0.356	183	0.5	10.707	B
B-A	70	0.00	267	0.262	69	0.3	18.045	C
C-A	666	0.00			666			
C-B	140	0.00	506	0.277	139	0.4	9.862	A
A-B	69	0.00			69			
A-C	527	0.00			527			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	0.00	475	0.465	220	0.9	14.165	B
B-A	84	0.00	211	0.395	82	0.6	27.702	D
C-A	796	0.00			796			
C-B	167	0.00	478	0.350	167	0.5	11.665	B
A-B	83	0.00			83			
A-C	629	0.00			629			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	271	0.00	394	0.687	266	2.0	27.447	D
B-A	102	0.00	135	0.757	96	2.3	81.134	F
C-A	974	0.00			974			
C-B	205	0.00	439	0.467	203	0.9	15.364	C
A-B	101	0.00			101			
A-C	771	0.00			771			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	271	0.00	388	0.698	270	2.2	30.517	D
B-A	102	0.00	135	0.759	101	2.6	99.342	F
C-A	974	0.00			974			
C-B	205	0.00	439	0.467	205	0.9	15.523	C
A-B	101	0.00			101			
A-C	771	0.00			771			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	0.00	470	0.471	226	0.9	15.234	C
B-A	84	0.00	211	0.397	91	0.7	31.758	D
C-A	796	0.00			796			
C-B	167	0.00	478	0.350	168	0.6	11.806	B
A-B	83	0.00			83			
A-C	629	0.00			629			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	0.00	519	0.357	187	0.6	10.987	B
B-A	70	0.00	266	0.263	71	0.4	18.603	C
C-A	666	0.00			666			
C-B	140	0.00	506	0.277	141	0.4	9.979	A
A-B	69	0.00			69			
A-C	527	0.00			527			

D2 - 2030 | Future Year + All Committed Development | PM Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stoneover Lane Junction Existing	T-Junction	Two-way	Two-way	Two-way		7.90	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.90	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	Future Year + All Committed Development	PM Peak	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3102 Swindon Road (E)		✓	1123	100.000
B - Stoneover Lane		✓	232	100.000
C - A3102 Swindon Road (W)		✓	985	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A3102 Swindon Road (E)	B - Stoneover Lane	C - A3102 Swindon Road (W)
From	A - A3102 Swindon Road (E)	0	199	924
	B - Stoneover Lane	65	0	167
	C - A3102 Swindon Road (W)	839	146	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A3102 Swindon Road (E)	B - Stoneover Lane	C - A3102 Swindon Road (W)
From	A - A3102 Swindon Road (E)	0	0	1
	B - Stoneover Lane	0	0	1
	C - A3102 Swindon Road (W)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.58	27.46	1.4	D
B-A	0.82	170.77	3.0	F
C-A				
C-B	0.46	19.15	0.8	C
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	0.00	477	0.263	124	0.4	10.256	B
B-A	49	0.00	234	0.209	48	0.3	19.231	C
C-A	632	0.00			632			
C-B	110	0.00	445	0.247	109	0.3	10.761	B
A-B	150	0.00			150			
A-C	696	0.00			696			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	0.00	425	0.353	149	0.5	13.168	B
B-A	58	0.00	172	0.339	58	0.5	31.065	D
C-A	754	0.00			754			
C-B	131	0.00	405	0.324	131	0.5	13.203	B
A-B	179	0.00			179			
A-C	831	0.00			831			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	184	0.00	325	0.566	181	1.2	24.834	C
B-A	72	0.00	88	0.817	64	2.4	125.697	F
C-A	924	0.00			924			
C-B	161	0.00	350	0.459	159	0.8	18.891	C
A-B	219	0.00			219			
A-C	1017	0.00			1017			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	184	0.00	315	0.584	183	1.4	27.459	D
B-A	72	0.00	87	0.821	69	3.0	170.768	F
C-A	924	0.00			924			
C-B	161	0.00	350	0.459	161	0.8	19.152	C
A-B	219	0.00			219			
A-C	1017	0.00			1017			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	0.00	417	0.360	153	0.6	13.933	B
B-A	58	0.00	172	0.340	68	0.5	37.706	E
C-A	754	0.00			754			
C-B	131	0.00	405	0.324	133	0.5	13.396	B
A-B	179	0.00			179			
A-C	831	0.00			831			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	0.00	476	0.264	127	0.4	10.426	B
B-A	49	0.00	233	0.210	50	0.3	19.738	C
C-A	632	0.00			632			
C-B	110	0.00	445	0.247	111	0.3	10.882	B
A-B	150	0.00			150			
A-C	696	0.00			696			

D3 - 2030 | Future Year + All Committed Development + Proposed Development | AM Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stoneover Lane Junction Existing	T-Junction	Two-way	Two-way	Two-way		10.42	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.42	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	Future Year + All Committed Development + Proposed Development	AM Peak	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3102 Swindon Road (E)		✓	818	100.000
B - Stoneover Lane		✓	342	100.000
C - A3102 Swindon Road (W)		✓	1075	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A3102 Swindon Road (E)	B - Stoneover Lane	C - A3102 Swindon Road (W)
From	A - A3102 Swindon Road (E)	0	104	714
	B - Stoneover Lane	96	0	246
	C - A3102 Swindon Road (W)	889	186	0

Vehicle Mix

Heavy Vehicle %

From	To			
		A - A3102 Swindon Road (E)	B - Stoneover Lane	C - A3102 Swindon Road (W)
	A - A3102 Swindon Road (E)	0	1	4
	B - Stoneover Lane	0	0	1
	C - A3102 Swindon Road (W)	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.72	34.25	2.4	D
B-A	0.82	123.92	3.3	F
C-A				
C-B	0.47	16.00	0.9	C
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	0.00	515	0.359	183	0.6	10.872	B
B-A	72	0.00	263	0.275	71	0.4	18.600	C
C-A	669	0.00			669			
C-B	140	0.00	501	0.280	138	0.4	9.989	A
A-B	78	0.00			78			
A-C	538	0.00			538			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	0.00	468	0.472	220	0.9	14.553	B
B-A	86	0.00	207	0.417	85	0.7	29.264	D
C-A	799	0.00			799			
C-B	167	0.00	472	0.354	167	0.5	11.880	B
A-B	93	0.00			93			
A-C	642	0.00			642			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	271	0.00	382	0.708	266	2.2	29.847	D
B-A	106	0.00	130	0.815	97	2.8	94.930	F
C-A	979	0.00			979			
C-B	205	0.00	432	0.474	203	0.9	15.820	C
A-B	115	0.00			115			
A-C	786	0.00			786			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	271	0.00	374	0.724	270	2.4	34.249	D
B-A	106	0.00	129	0.818	104	3.3	123.924	F
C-A	979	0.00			979			
C-B	205	0.00	432	0.474	205	0.9	15.997	C
A-B	115	0.00			115			
A-C	786	0.00			786			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	0.00	461	0.480	227	1.0	15.929	C
B-A	86	0.00	206	0.419	96	0.8	35.416	E
C-A	799	0.00			799			
C-B	167	0.00	472	0.354	169	0.6	12.035	B
A-B	93	0.00			93			
A-C	642	0.00			642			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	0.00	514	0.361	187	0.6	11.176	B
B-A	72	0.00	262	0.276	74	0.4	19.248	C
C-A	669	0.00			669			
C-B	140	0.00	501	0.280	141	0.4	10.110	B
A-B	78	0.00			78			
A-C	538	0.00			538			

D4 - 2030 | Future Year + All Committed Development + Proposed Development | PM Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stoneover Lane Junction Existing	T-Junction	Two-way	Two-way	Two-way		10.24	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.24	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	Future Year + All Committed Development + Proposed Development	PM Peak	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3102 Swindon Road (E)		✓	1136	100.000
B - Stoneover Lane		✓	237	100.000
C - A3102 Swindon Road (W)		✓	1003	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A3102 Swindon Road (E)	B - Stoneover Lane	C - A3102 Swindon Road (W)
From	A - A3102 Swindon Road (E)	0	202	934
	B - Stoneover Lane	70	0	167
	C - A3102 Swindon Road (W)	857	146	0

Vehicle Mix

Heavy Vehicle %

From	To			
		A - A3102 Swindon Road (E)	B - Stoneover Lane	C - A3102 Swindon Road (W)
	A - A3102 Swindon Road (E)	0	0	1
	B - Stoneover Lane	0	0	1
	C - A3102 Swindon Road (W)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.60	29.59	1.5	D
B-A	0.95	236.19	4.9	F
C-A				
C-B	0.46	19.51	0.9	C
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	0.00	473	0.266	124	0.4	10.391	B
B-A	53	0.00	230	0.229	52	0.3	19.918	C
C-A	645	0.00			645			
C-B	110	0.00	443	0.248	109	0.3	10.836	B
A-B	152	0.00			152			
A-C	703	0.00			703			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	0.00	418	0.359	149	0.6	13.497	B
B-A	63	0.00	168	0.375	62	0.6	33.677	D
C-A	770	0.00			770			
C-B	131	0.00	403	0.326	131	0.5	13.338	B
A-B	182	0.00			182			
A-C	840	0.00			840			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	184	0.00	309	0.596	181	1.4	27.696	D
B-A	77	0.00	82	0.944	65	3.5	164.606	F
C-A	944	0.00			944			
C-B	161	0.00	347	0.463	159	0.8	19.230	C
A-B	222	0.00			222			
A-C	1028	0.00			1028			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	184	0.00	306	0.601	184	1.5	29.595	D
B-A	77	0.00	81	0.950	72	4.9	236.190	F
C-A	944	0.00			944			
C-B	161	0.00	347	0.463	161	0.9	19.507	C
A-B	222	0.00			222			
A-C	1028	0.00			1028			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	0.00	405	0.371	154	0.6	14.639	B
B-A	63	0.00	167	0.377	80	0.6	48.198	E
C-A	770	0.00			770			
C-B	131	0.00	403	0.326	133	0.5	13.541	B
A-B	182	0.00			182			
A-C	840	0.00			840			

18:00 - 18:15

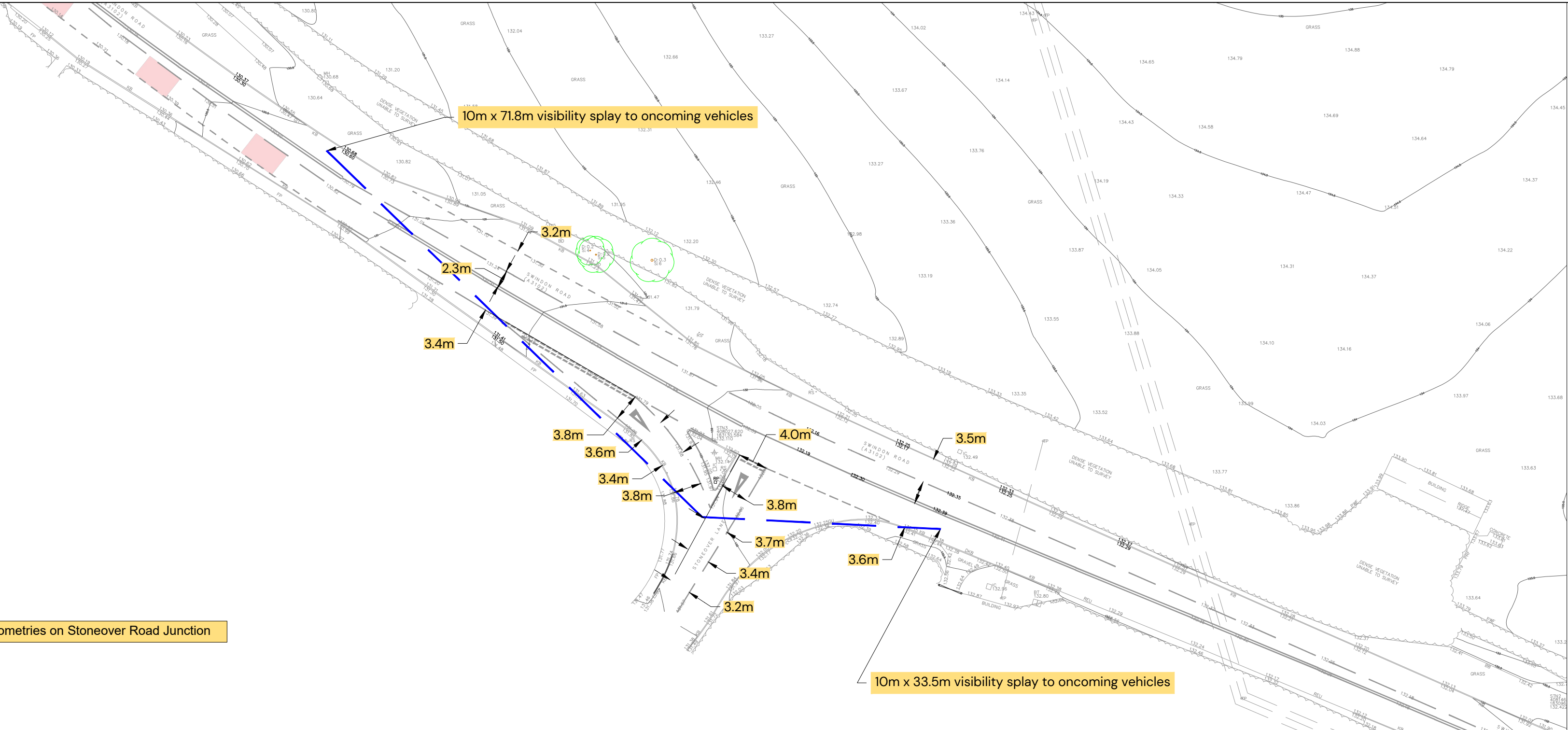
Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	0.00	471	0.267	127	0.4	10.580	B
B-A	53	0.00	229	0.230	54	0.3	20.687	C
C-A	645	0.00			645			
C-B	110	0.00	443	0.248	111	0.3	10.961	B
A-B	152	0.00			152			
A-C	703	0.00			703			

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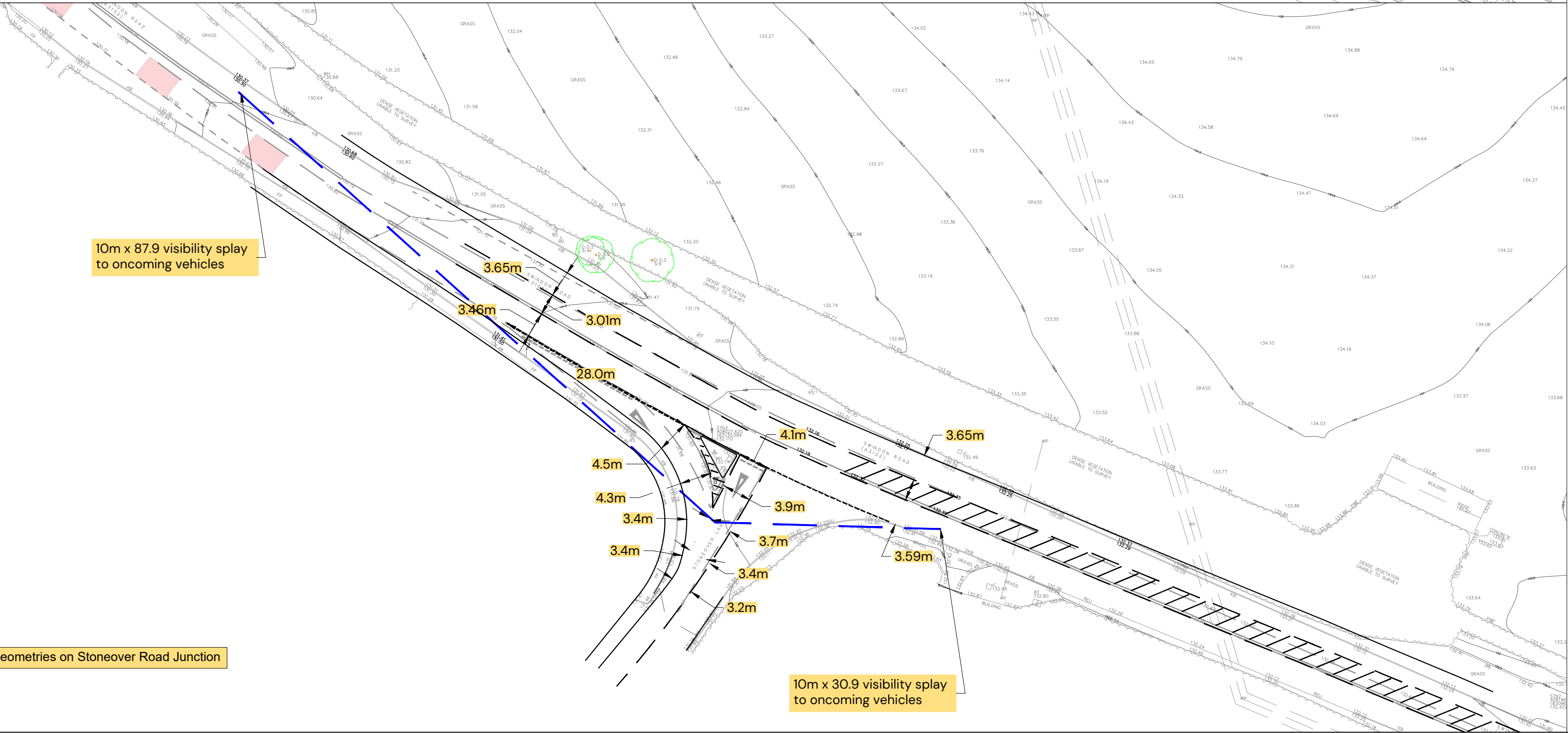


1:500
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Existing Geometries on Stoneover Road Junction



Proposed Geometries on Stoneover Road Junction



A 09/07/2026 JUNCTION AND GEOMETRIES UPDATED

JAN TS

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

GEOMETRIES AT STONEOVER ROAD AND SWINDON ROAD JUNCTION

ROYAL WOOTTON BASSETT

CLIENT:
CLIENT NAME

DATE:	SCALE:	DRAWING STATUS	REVISION
04/06/2026	1:500@A2	INDICATIVE	A

DRAWING NUMBER:
P22-2466_J2

DRAWN BY:	APPROVED BY:	OFFICE:	PEGASUS GROUP
JAN	TS	BRS	

Junctions 11									
PICADY 11 - Priority Intersection Module									
Version: 11.1.0.2307									
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Filename: 2-Stoneover Lane Proposed.j11

Path: L:\01 All Offices\01 CIR\M_ \Projects\CIRENCESTER\USQ 2022 - P22-XXXX\P22-2466 LAND NORTH OF SWINDON ROAD ROYAL WOOTTON BASSETT\03 Research\09 TR\02 Base Data\Junctions Modelling

Report generation date: 13/07/2026 15:39:31

- »D1 - 2030 | Future Year + All Committed Development | AM Peak
 »D2 - 2030 | Future Year + All Committed Development | PM Peak
 »D3 - 2030 | Future Year + All Committed Development + Proposed Development | AM Peak
 »D4 - 2030 | Future Year + All Committed Development + Proposed Development | PM Peak

Summary of junction performance

	AM Peak					PM Peak				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2030 - Future Year + All Committed Development									
Stream B-C	D1	2.0	27.41	0.67	D	D2	1.2	24.66	0.56	C
Stream B-A		2.4	89.96	0.74	F		2.7	148.68	0.78	F
Stream C-B		0.8	13.44	0.43	B		0.7	16.46	0.42	C
	2030 - Future Year + All Committed Development + Proposed Development									
Stream B-C	D3	2.2	30.34	0.70	D	D4	1.3	27.34	0.58	D
Stream B-A		3.0	110.76	0.79	F		4.2	205.53	0.90	F
Stream C-B		0.8	13.81	0.44	B		0.7	16.74	0.43	C

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	09/06/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PEGASUSGROUP\PG.TRANSPORT
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Future Year + All Committed Development	AM Peak	ONE HOUR	07:45	09:15	15
D2	2030	Future Year + All Committed Development	PM Peak	ONE HOUR	16:45	18:15	15
D3	2030	Future Year + All Committed Development + Proposed Development	AM Peak	ONE HOUR	07:45	09:15	15
D4	2030	Future Year + All Committed Development + Proposed Development	PM Peak	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2030 | Future Year + All Committed Development | AM Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stoneover Lane Proposed 2030 + CD AM	T-Junction	Two-way	Two-way	Two-way		8.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	8.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	A3102 Swindon Road (E)		Major
B	Stoneover Lane		Minor
C	A3102 Swindon Road (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A3102 Swindon Road (W)	7.18		✓	3.00	120.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Stoneover Lane	Two lanes	4.12	3.66	88	31

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	556	0.096	0.242	0.152	0.346
B-C	716	0.104	0.264	-	-
C-B	699	0.257	0.257	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Future Year + All Committed Development	AM Peak	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3102 Swindon Road (E)		✓	792	100.000
B - Stoneover Lane		✓	339	100.000
C - A3102 Swindon Road (W)		✓	1071	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A3102 Swindon Road (E)	B - Stoneover Lane	C - A3102 Swindon Road (W)
From	A - A3102 Swindon Road (E)	0	92	700
	B - Stoneover Lane	93	0	246
	C - A3102 Swindon Road (W)	885	186	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - A3102 Swindon Road (E)	B - Stoneover Lane	C - A3102 Swindon Road (W)
From	A - A3102 Swindon Road (E)	0	1	4
	B - Stoneover Lane	0	0	1
	C - A3102 Swindon Road (W)	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.67	27.41	2.0	D
B-A	0.74	89.96	2.4	F
C-A				
C-B	0.43	13.44	0.8	B
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	0.00	533	0.348	183	0.5	10.343	B
B-A	70	0.00	272	0.258	69	0.3	17.620	C
C-A	666	0.00			666			
C-B	140	0.00	546	0.256	139	0.3	8.895	A
A-B	69	0.00			69			
A-C	527	0.00			527			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	0.00	488	0.453	220	0.8	13.522	B
B-A	84	0.00	216	0.387	83	0.6	26.746	D
C-A	796	0.00			796			
C-B	167	0.00	516	0.324	167	0.5	10.382	B
A-B	83	0.00			83			
A-C	629	0.00			629			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	271	0.00	407	0.665	267	1.9	25.114	D
B-A	102	0.00	140	0.733	96	2.1	75.311	F
C-A	974	0.00			974			
C-B	205	0.00	475	0.431	204	0.7	13.336	B
A-B	101	0.00			101			
A-C	771	0.00			771			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	271	0.00	402	0.674	270	2.0	27.415	D
B-A	102	0.00	139	0.735	101	2.4	89.955	F
C-A	974	0.00			974			
C-B	205	0.00	475	0.431	205	0.8	13.438	B
A-B	101	0.00			101			
A-C	771	0.00			771			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	0.00	483	0.458	226	0.9	14.379	B
B-A	84	0.00	216	0.388	90	0.7	30.126	D
C-A	796	0.00			796			
C-B	167	0.00	516	0.324	168	0.5	10.475	B
A-B	83	0.00			83			
A-C	629	0.00			629			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	0.00	531	0.349	187	0.6	10.593	B
B-A	70	0.00	271	0.258	71	0.4	18.129	C
C-A	666	0.00			666			
C-B	140	0.00	546	0.256	141	0.4	8.979	A
A-B	69	0.00			69			
A-C	527	0.00			527			

D2 - 2030 | Future Year + All Committed Development | PM Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stoneover Lane Proposed 2030 + CD AM	T-Junction	Two-way	Two-way	Two-way		6.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.92	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	Future Year + All Committed Development	PM Peak	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3102 Swindon Road (E)		✓	1123	100.000
B - Stoneover Lane		✓	232	100.000
C - A3102 Swindon Road (W)		✓	985	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A3102 Swindon Road (E)	B - Stoneover Lane	C - A3102 Swindon Road (W)
From	A - A3102 Swindon Road (E)	0	199	924
	B - Stoneover Lane	65	0	167
	C - A3102 Swindon Road (W)	839	146	0

Vehicle Mix

Heavy Vehicle %

		To		
		A - A3102 Swindon Road (E)	B - Stoneover Lane	C - A3102 Swindon Road (W)
From	A - A3102 Swindon Road (E)	0	0	1
	B - Stoneover Lane	0	0	1
	C - A3102 Swindon Road (W)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.56	24.66	1.2	C
B-A	0.78	148.68	2.7	F
C-A				
C-B	0.42	16.46	0.7	C
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	0.00	490	0.257	124	0.3	9.911	A
B-A	49	0.00	239	0.205	48	0.3	18.764	C
C-A	632	0.00			632			
C-B	110	0.00	482	0.228	109	0.3	9.710	A
A-B	150	0.00			150			
A-C	696	0.00			696			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	0.00	438	0.343	149	0.5	12.587	B
B-A	58	0.00	177	0.330	58	0.5	29.936	D
C-A	754	0.00			754			
C-B	131	0.00	440	0.298	131	0.4	11.742	B
A-B	179	0.00			179			
A-C	831	0.00			831			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	184	0.00	339	0.542	181	1.1	22.682	C
B-A	72	0.00	92	0.781	65	2.2	113.985	F
C-A	924	0.00			924			
C-B	161	0.00	382	0.421	160	0.7	16.295	C
A-B	219	0.00			219			
A-C	1017	0.00			1017			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	184	0.00	331	0.556	184	1.2	24.665	C
B-A	72	0.00	91	0.784	70	2.7	148.680	F
C-A	924	0.00			924			
C-B	161	0.00	382	0.421	161	0.7	16.458	C
A-B	219	0.00			219			
A-C	1017	0.00			1017			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	0.00	431	0.348	153	0.6	13.193	B
B-A	58	0.00	176	0.331	67	0.5	35.142	E
C-A	754	0.00			754			
C-B	131	0.00	440	0.298	132	0.4	11.868	B
A-B	179	0.00			179			
A-C	831	0.00			831			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	0.00	489	0.257	127	0.4	10.060	B
B-A	49	0.00	238	0.205	50	0.3	19.220	C
C-A	632	0.00			632			
C-B	110	0.00	482	0.228	110	0.3	9.800	A
A-B	150	0.00			150			
A-C	696	0.00			696			

D3 - 2030 | Future Year + All Committed Development + Proposed Development | AM Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stoneover Lane Proposed 2030 + CD AM	T-Junction	Two-way	Two-way	Two-way		9.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	Future Year + All Committed Development + Proposed Development	AM Peak	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3102 Swindon Road (E)		✓	818	100.000
B - Stoneover Lane		✓	342	100.000
C - A3102 Swindon Road (W)		✓	1075	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A3102 Swindon Road (E)	B - Stoneover Lane	C - A3102 Swindon Road (W)
From	A - A3102 Swindon Road (E)	0	104	714
	B - Stoneover Lane	96	0	246
	C - A3102 Swindon Road (W)	889	186	0

Vehicle Mix

Heavy Vehicle %

From	To			
		A - A3102 Swindon Road (E)	B - Stoneover Lane	C - A3102 Swindon Road (W)
	A - A3102 Swindon Road (E)	0	1	4
	B - Stoneover Lane	0	0	1
	C - A3102 Swindon Road (W)	6	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.70	30.34	2.2	D
B-A	0.79	110.76	3.0	F
C-A				
C-B	0.44	13.81	0.8	B
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	0.00	527	0.351	183	0.5	10.496	B
B-A	72	0.00	268	0.270	71	0.4	18.151	C
C-A	669	0.00			669			
C-B	140	0.00	541	0.259	139	0.3	9.004	A
A-B	78	0.00			78			
A-C	538	0.00			538			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	0.00	481	0.460	220	0.8	13.875	B
B-A	86	0.00	211	0.408	85	0.7	28.231	D
C-A	799	0.00			799			
C-B	167	0.00	510	0.328	167	0.5	10.561	B
A-B	93	0.00			93			
A-C	642	0.00			642			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	271	0.00	396	0.684	266	2.0	27.117	D
B-A	106	0.00	134	0.789	98	2.5	87.591	F
C-A	979	0.00			979			
C-B	205	0.00	468	0.438	204	0.8	13.701	B
A-B	115	0.00			115			
A-C	786	0.00			786			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	271	0.00	389	0.697	270	2.2	30.335	D
B-A	106	0.00	134	0.791	104	3.0	110.762	F
C-A	979	0.00			979			
C-B	205	0.00	468	0.438	205	0.8	13.814	B
A-B	115	0.00			115			
A-C	786	0.00			786			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	221	0.00	474	0.467	226	0.9	14.959	B
B-A	86	0.00	211	0.409	95	0.7	33.203	D
C-A	799	0.00			799			
C-B	167	0.00	510	0.328	168	0.5	10.663	B
A-B	93	0.00			93			
A-C	642	0.00			642			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	185	0.00	526	0.352	187	0.6	10.764	B
B-A	72	0.00	267	0.271	74	0.4	18.738	C
C-A	669	0.00			669			
C-B	140	0.00	541	0.259	141	0.4	9.091	A
A-B	78	0.00			78			
A-C	538	0.00			538			

D4 - 2030 | Future Year + All Committed Development + Proposed Development | PM Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Stoneover Lane Proposed 2030 + CD AM	T-Junction	Two-way	Two-way	Two-way		9.01	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.01	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	Future Year + All Committed Development + Proposed Development	PM Peak	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A3102 Swindon Road (E)		✓	1136	100.000
B - Stoneover Lane		✓	237	100.000
C - A3102 Swindon Road (W)		✓	1003	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - A3102 Swindon Road (E)	B - Stoneover Lane	C - A3102 Swindon Road (W)
From	A - A3102 Swindon Road (E)	0	202	934
	B - Stoneover Lane	70	0	167
	C - A3102 Swindon Road (W)	857	146	0

Vehicle Mix

Heavy Vehicle %

From	To			
		A - A3102 Swindon Road (E)	B - Stoneover Lane	C - A3102 Swindon Road (W)
	A - A3102 Swindon Road (E)	0	0	1
	B - Stoneover Lane	0	0	1
	C - A3102 Swindon Road (W)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.58	27.34	1.3	D
B-A	0.90	205.53	4.2	F
C-A				
C-B	0.43	16.74	0.7	C
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	0.00	485	0.259	124	0.3	10.037	B
B-A	53	0.00	235	0.225	52	0.3	19.543	C
C-A	645	0.00			645			
C-B	110	0.00	480	0.229	109	0.3	9.774	A
A-B	152	0.00			152			
A-C	703	0.00			703			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	0.00	431	0.348	149	0.5	12.887	B
B-A	63	0.00	172	0.366	62	0.5	32.372	D
C-A	770	0.00			770			
C-B	131	0.00	437	0.300	131	0.4	11.857	B
A-B	182	0.00			182			
A-C	840	0.00			840			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	184	0.00	324	0.568	181	1.3	25.000	D
B-A	77	0.00	86	0.899	67	3.1	147.742	F
C-A	944	0.00			944			
C-B	161	0.00	378	0.425	160	0.7	16.565	C
A-B	222	0.00			222			
A-C	1028	0.00			1028			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	184	0.00	316	0.582	183	1.3	27.342	D
B-A	77	0.00	85	0.904	73	4.2	205.528	F
C-A	944	0.00			944			
C-B	161	0.00	378	0.425	161	0.7	16.743	C
A-B	222	0.00			222			
A-C	1028	0.00			1028			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	150	0.00	420	0.358	153	0.6	13.787	B
B-A	63	0.00	171	0.367	77	0.6	43.123	E
C-A	770	0.00			770			
C-B	131	0.00	437	0.300	132	0.4	11.990	B
A-B	182	0.00			182			
A-C	840	0.00			840			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	0.00	484	0.260	127	0.4	10.201	B
B-A	53	0.00	234	0.225	54	0.3	20.116	C
C-A	645	0.00			645			
C-B	110	0.00	480	0.229	110	0.3	9.867	A
A-B	152	0.00			152			
A-C	703	0.00			703			



Appendix L

Junctions 11									
ARCADY 11 - Roundabout Module									
Version: 11.1.0.2307									
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com									
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: 2-Swindon Road - Unnamed Road Roundabout.j11

Path: L:\01 All Offices\01 CIR\M_\Projects\CIRENCESTER\USQ 2022 - P22-XXXX\P22-2466 LAND NORTH OF SWINDON ROAD ROYAL WOOTTON BASSETT\03 Research\09 TR\02 Base Data\Junctions Modelling

Report generation date: 13/07/2026 15:43:32

- »D1 - 2030 | Future Year Plus Committed Development | AM Peak
 »D2 - 2030 | Future Year Plus Committed Development | PM Peak
 »D3 - 2030 | Future Year Plus Committed Development + Proposed Development | AM Peak
 »D4 - 2030 | Future Year Plus Committed Development + Proposed Development | PM Peak

Summary of junction performance

	AM Peak					PM Peak				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2030 - Future Year Plus Committed Development									
1 - A3102 Swindon Road (E)	D1	3.9	10.87	0.80	B	D2	110.9	196.68	1.12	F
2 - Unnamed Road		3.0	12.59	0.76	B		2.7	12.90	0.74	B
3 - A3102 Swindon Road (W)		3.6	12.56	0.79	B		2.0	7.22	0.67	A
	2030 - Future Year Plus Committed Development + Proposed Development									
1 - A3102 Swindon Road (E)	D3	4.0	11.01	0.81	B	D4	123.4	227.58	1.13	F
2 - Unnamed Road		3.1	12.70	0.76	B		2.7	13.14	0.74	B
3 - A3102 Swindon Road (W)		4.0	13.48	0.81	B		2.0	7.42	0.67	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	09/06/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PEGASUSGROUP\PG.TRANSPORT
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Future Year Plus Committed Development	AM Peak	ONE HOUR	07:45	09:15	15
D2	2030	Future Year Plus Committed Development	PM Peak	ONE HOUR	16:45	18:15	15
D3	2030	Future Year Plus Committed Development + Proposed Development	AM Peak	ONE HOUR	07:45	09:15	15
D4	2030	Future Year Plus Committed Development + Proposed Development	PM Peak	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2030 | Future Year Plus Committed Development | AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swindon Road/Unnamed Roundabout	Standard Roundabout		1, 2, 3	11.88	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	11.88	B

Arms

Arms

Arm	Name	Description	No give-way line
1	A3102 Swindon Road (E)		
2	Unnamed Road		
3	A3102 Swindon Road (W)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - A3102 Swindon Road (E)	3.80	7.90	14.7	26.5	41.2	33.0		
2 - Unnamed Road	3.70	8.10	22.4	8.5	41.2	52.0		
3 - A3102 Swindon Road (W)	3.50	7.60	24.7	145.8	41.2	23.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A3102 Swindon Road (E)	0.661	1811
2 - Unnamed Road	0.589	1663
3 - A3102 Swindon Road (W)	0.718	1996

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030	Future Year Plus Committed Development	AM Peak	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3102 Swindon Road (E)		✓	1218	100.000
2 - Unnamed Road		✓	809	100.000
3 - A3102 Swindon Road (W)		✓	976	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A3102 Swindon Road (E)	2 - Unnamed Road	3 - A3102 Swindon Road (W)
From	1 - A3102 Swindon Road (E)	4	544	670
	2 - Unnamed Road	690	0	119
	3 - A3102 Swindon Road (W)	865	108	3

Vehicle Mix

Heavy Vehicle %

	To			
		1 - A3102 Swindon Road (E)	2 - Unnamed Road	3 - A3102 Swindon Road (W)
From	1 - A3102 Swindon Road (E)	0	3	4
	2 - Unnamed Road	3	0	1
	3 - A3102 Swindon Road (W)	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A3102 Swindon Road (E)	0.80	10.87	3.9	B
2 - Unnamed Road	0.76	12.59	3.0	B
3 - A3102 Swindon Road (W)	0.79	12.56	3.6	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	917	83	1696	0.541	912	1.2	4.570	A
2 - Unnamed Road	609	507	1317	0.462	606	0.9	5.034	A
3 - A3102 Swindon Road (W)	735	520	1531	0.480	731	0.9	4.481	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1095	100	1685	0.650	1092	1.8	6.046	A
2 - Unnamed Road	727	607	1258	0.578	725	1.3	6.736	A
3 - A3102 Swindon Road (W)	877	622	1459	0.601	875	1.5	6.143	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1341	121	1671	0.802	1333	3.8	10.395	B
2 - Unnamed Road	891	741	1178	0.756	884	2.9	12.006	B
3 - A3102 Swindon Road (W)	1075	759	1363	0.788	1066	3.5	11.830	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1341	122	1671	0.803	1341	3.9	10.867	B
2 - Unnamed Road	891	745	1175	0.758	890	3.0	12.587	B
3 - A3102 Swindon Road (W)	1075	764	1359	0.791	1074	3.6	12.560	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1095	101	1684	0.650	1103	1.9	6.280	A
2 - Unnamed Road	727	613	1254	0.580	734	1.4	7.005	A
3 - A3102 Swindon Road (W)	877	629	1454	0.604	886	1.5	6.429	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	917	84	1695	0.541	920	1.2	4.658	A
2 - Unnamed Road	609	511	1315	0.463	611	0.9	5.133	A
3 - A3102 Swindon Road (W)	735	524	1527	0.481	737	0.9	4.571	A

D2 - 2030 | Future Year Plus Committed Development | PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swindon Road/Unnamed Roundabout	Standard Roundabout		1, 2, 3	106.61	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	106.61	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030	Future Year Plus Committed Development	PM Peak	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3102 Swindon Road (E)		✓	1723	100.000
2 - Unnamed Road		✓	701	100.000
3 - A3102 Swindon Road (W)		✓	902	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A3102 Swindon Road (E)	2 - Unnamed Road	3 - A3102 Swindon Road (W)
From	1 - A3102 Swindon Road (E)	4	712	1007
	2 - Unnamed Road	591	0	110
	3 - A3102 Swindon Road (W)	791	105	6

Vehicle Mix

Heavy Vehicle %

	To			
		1 - A3102 Swindon Road (E)	2 - Unnamed Road	3 - A3102 Swindon Road (W)
From	1 - A3102 Swindon Road (E)	0	3	1
	2 - Unnamed Road	2	0	0
	3 - A3102 Swindon Road (W)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A3102 Swindon Road (E)	1.12	196.68	110.9	F
2 - Unnamed Road	0.74	12.90	2.7	B
3 - A3102 Swindon Road (W)	0.67	7.22	2.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1297	83	1724	0.752	1285	2.9	8.005	A
2 - Unnamed Road	528	759	1192	0.443	525	0.8	5.369	A
3 - A3102 Swindon Road (W)	679	445	1641	0.414	676	0.7	3.719	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1549	100	1714	0.904	1529	7.8	17.887	C
2 - Unnamed Road	630	903	1108	0.569	628	1.3	7.474	A
3 - A3102 Swindon Road (W)	811	533	1578	0.514	809	1.0	4.674	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1897	122	1699	1.116	1685	60.8	82.617	F
2 - Unnamed Road	772	995	1054	0.732	767	2.6	12.309	B
3 - A3102 Swindon Road (W)	993	650	1494	0.665	990	1.9	7.084	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1897	122	1699	1.117	1697	110.9	188.367	F
2 - Unnamed Road	772	1002	1050	0.735	771	2.7	12.900	B
3 - A3102 Swindon Road (W)	993	654	1491	0.666	993	2.0	7.223	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1549	100	1713	0.904	1698	73.7	196.681	F
2 - Unnamed Road	630	1002	1050	0.600	635	1.5	8.766	A
3 - A3102 Swindon Road (W)	811	539	1574	0.515	814	1.1	4.761	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1297	84	1724	0.752	1578	3.3	60.146	F
2 - Unnamed Road	528	931	1092	0.484	530	0.9	6.440	A
3 - A3102 Swindon Road (W)	679	451	1638	0.415	681	0.7	3.765	A

D3 - 2030 | Future Year Plus Committed Development + Proposed Development | AM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swindon Road/Unnamed Roundabout	Standard Roundabout		1, 2, 3	12.28	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	12.28	B

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	Future Year Plus Committed Development + Proposed Development	AM Peak	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3102 Swindon Road (E)		✓	1222	100.000
2 - Unnamed Road		✓	809	100.000
3 - A3102 Swindon Road (W)		✓	994	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A3102 Swindon Road (E)	2 - Unnamed Road	3 - A3102 Swindon Road (W)
From	1 - A3102 Swindon Road (E)	4	544	674
	2 - Unnamed Road	690	0	119
	3 - A3102 Swindon Road (W)	883	108	3

Vehicle Mix

Heavy Vehicle %

	To			
		1 - A3102 Swindon Road (E)	2 - Unnamed Road	3 - A3102 Swindon Road (W)
From	1 - A3102 Swindon Road (E)	0	3	4
	2 - Unnamed Road	3	0	1
	3 - A3102 Swindon Road (W)	6	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A3102 Swindon Road (E)	0.81	11.01	4.0	B
2 - Unnamed Road	0.76	12.70	3.1	B
3 - A3102 Swindon Road (W)	0.81	13.48	4.0	B

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	920	83	1696	0.543	915	1.2	4.586	A
2 - Unnamed Road	609	510	1316	0.463	606	0.9	5.047	A
3 - A3102 Swindon Road (W)	748	520	1531	0.489	745	0.9	4.558	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1099	100	1685	0.652	1096	1.8	6.080	A
2 - Unnamed Road	727	611	1256	0.579	725	1.4	6.763	A
3 - A3102 Swindon Road (W)	894	622	1459	0.613	891	1.6	6.315	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1345	121	1671	0.805	1337	3.9	10.519	B
2 - Unnamed Road	891	745	1175	0.758	884	3.0	12.101	B
3 - A3102 Swindon Road (W)	1094	759	1363	0.803	1085	3.8	12.582	B

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1345	122	1671	0.805	1345	4.0	11.010	B
2 - Unnamed Road	891	750	1173	0.759	890	3.1	12.701	B
3 - A3102 Swindon Road (W)	1094	764	1359	0.805	1094	4.0	13.484	B

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1099	101	1684	0.652	1107	1.9	6.324	A
2 - Unnamed Road	727	617	1252	0.581	734	1.4	7.035	A
3 - A3102 Swindon Road (W)	894	630	1453	0.615	903	1.6	6.649	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	920	84	1695	0.543	923	1.2	4.677	A
2 - Unnamed Road	609	514	1313	0.464	611	0.9	5.146	A
3 - A3102 Swindon Road (W)	748	524	1527	0.490	751	1.0	4.654	A

D4 - 2030 | Future Year Plus Committed Development + Proposed Development | PM Peak

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Swindon Road/Unnamed Roundabout	Standard Roundabout		1, 2, 3	123.00	F

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	123.00	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	Future Year Plus Committed Development + Proposed Development	PM Peak	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A3102 Swindon Road (E)		✓	1745	100.000
2 - Unnamed Road		✓	701	100.000
3 - A3102 Swindon Road (W)		✓	914	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - A3102 Swindon Road (E)	2 - Unnamed Road	3 - A3102 Swindon Road (W)
From	1 - A3102 Swindon Road (E)	4	712	1029
	2 - Unnamed Road	591	0	110
	3 - A3102 Swindon Road (W)	802	106	6

Vehicle Mix

Heavy Vehicle %

	To			
		1 - A3102 Swindon Road (E)	2 - Unnamed Road	3 - A3102 Swindon Road (W)
From	1 - A3102 Swindon Road (E)	0	3	1
	2 - Unnamed Road	2	0	0
	3 - A3102 Swindon Road (W)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - A3102 Swindon Road (E)	1.13	227.58	123.4	F
2 - Unnamed Road	0.74	13.14	2.7	B
3 - A3102 Swindon Road (W)	0.67	7.42	2.0	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1314	84	1724	0.762	1301	3.1	8.296	A
2 - Unnamed Road	528	775	1183	0.446	525	0.8	5.445	A
3 - A3102 Swindon Road (W)	688	445	1642	0.419	685	0.7	3.754	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1569	101	1713	0.916	1546	8.6	19.396	C
2 - Unnamed Road	630	921	1097	0.574	628	1.3	7.637	A
3 - A3102 Swindon Road (W)	822	533	1578	0.521	820	1.1	4.740	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1921	123	1699	1.131	1687	67.3	90.032	F
2 - Unnamed Road	772	1005	1048	0.736	766	2.7	12.549	B
3 - A3102 Swindon Road (W)	1006	650	1494	0.674	1003	2.0	7.269	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1921	123	1698	1.131	1697	123.4	208.041	F
2 - Unnamed Road	772	1011	1045	0.739	771	2.7	13.141	B
3 - A3102 Swindon Road (W)	1006	654	1491	0.675	1006	2.0	7.419	A

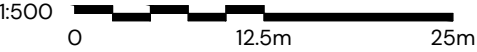
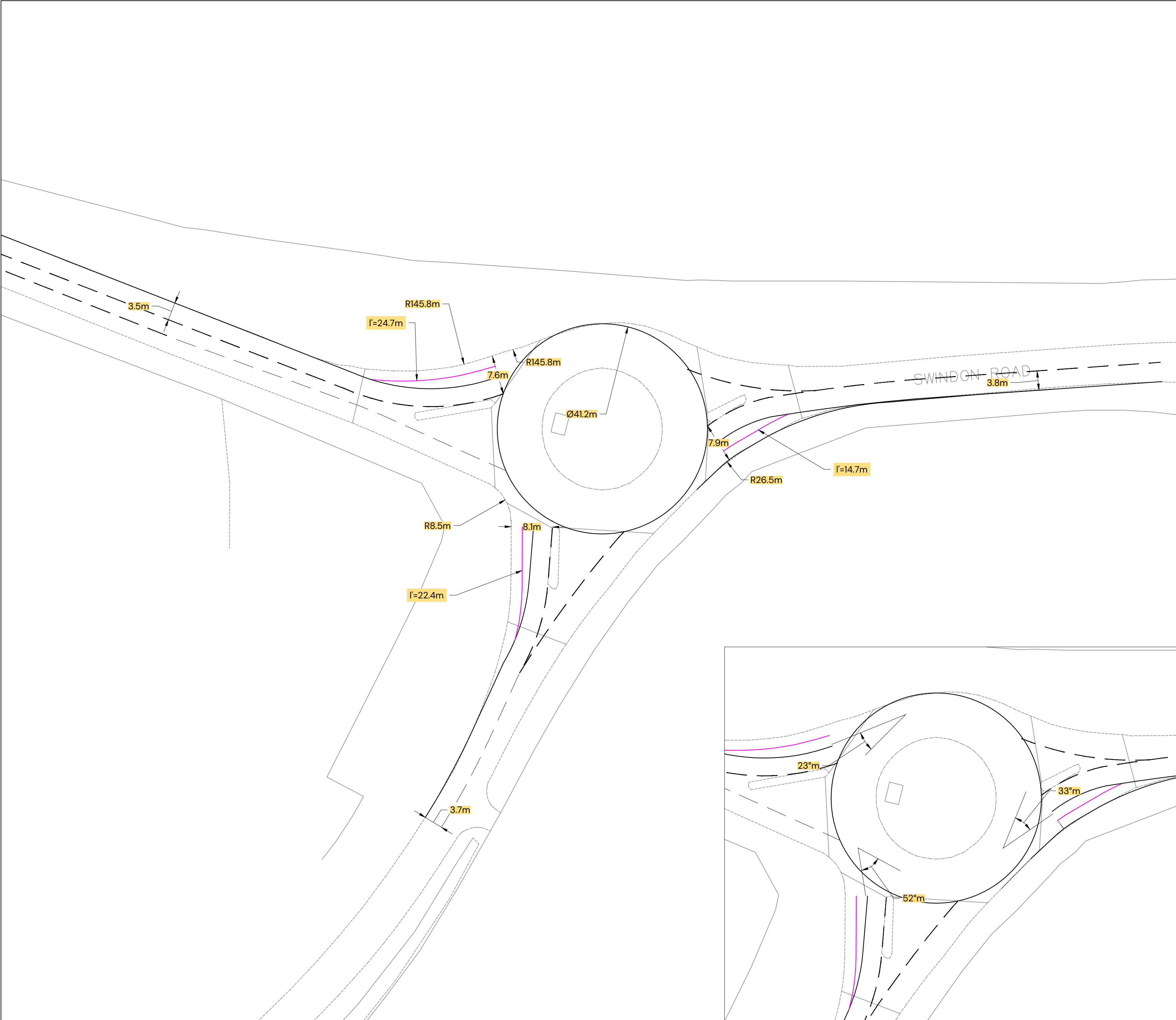
17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1569	101	1713	0.916	1699	90.8	227.575	F
2 - Unnamed Road	630	1011	1044	0.603	635	1.6	8.891	A
3 - A3102 Swindon Road (W)	822	539	1574	0.522	825	1.1	4.833	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A3102 Swindon Road (E)	1314	85	1724	0.762	1662	3.9	94.682	F
2 - Unnamed Road	528	988	1058	0.499	530	1.0	6.845	A
3 - A3102 Swindon Road (W)	688	451	1638	0.420	690	0.7	3.805	A

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- DD.MM.YY -			-	-
REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

**GEOMETRIES AT SWINDON ROAD
ROUNDBOUT**

ROYAL WOOTTON BASSATT

CLIENT:
CLIENT NAME

DATE:	SCALE:	DRAWING STATUS	REVISION
04/06/2026	1:500@A2	INDICATIVE	----

DRAWING NUMBER:
P22-2466_J3

DRAWN BY:	APPROVED BY:	OFFICE:	PEGASUS GROUP
JAN	TS	BRS	



Appendix M

Junctions 11					
PICADY 11 - Priority Intersection Module					
Version: 11.1.0.2307					
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Filename: Site Access Model.j11

Path: X:\Bristol Projects\Bristol - Live Projects\P22\P22-2401-2500\P22-2466 - GLEESON - SWINDON ROAD, ROYAL WOOTTON BASSETT\03 Research\09 TR\Junciton Modelling

Report generation date: 17/10/2025 12:38:10

»D1 - 2025 + Com Dev + Dev | Base | AM

»D2 - 2025 + Com Dev + Dev | Base | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
2025 + Com Dev + Dev - Base										
Stream B-AC	D1	0.2	17.68	0.20	C	D2	0.1	15.40	0.11	C
Stream C-AB		0.0	7.27	0.01	A		0.0	7.16	0.05	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	10/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PEGASUSGROUP\Luke.Taylor
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 + Com Dev + Dev	Base	AM	ONE HOUR	07:45	09:15	15
D2	2025 + Com Dev + Dev	Base	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2025 + Com Dev + Dev | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Junction	T-Junction	Two-way	Two-way	Two-way		0.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.53	A

Arms

Arms

Arm	Name	Description	Arm type
A	Swindon Rd (W)		Major
B	Site Access		Minor
C	Swindon (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Swindon (E)	7.00		✓	3.00	190.0	✓	11.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.00	40	26

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	503	0.088	0.222	0.139	0.317
B-C	640	0.094	0.237	-	-
C-B	744	0.276	0.276	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 + Com Dev + Dev	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Swindon Rd (W)		✓	781	100.000
B - Site Access		✓	45	100.000
C - Swindon (E)		✓	682	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Swindon Rd (W)	B - Site Access	C - Swindon (E)
From	A - Swindon Rd (W)	0	7	774
	B - Site Access	27	0	18
	C - Swindon (E)	678	4	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Swindon Rd (W)	B - Site Access	C - Swindon (E)
From	A - Swindon Rd (W)	0	0	3
	B - Site Access	0	0	0
	C - Swindon (E)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.20	17.68	0.2	C
C-AB	0.01	7.27	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34	0.00	352	0.096	33	0.1	11.278	B
C-AB	3	0.00	577	0.005	3	0.0	6.274	A
C-A	510	0.00			510			
A-B	5	0.00			5			
A-C	583	0.00			583			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	0.00	312	0.130	40	0.1	13.265	B
C-AB	4	0.00	544	0.007	4	0.0	6.656	A
C-A	610	0.00			610			
A-B	6	0.00			6			
A-C	696	0.00			696			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	253	0.196	49	0.2	17.622	C
C-AB	4	0.00	500	0.009	4	0.0	7.269	A
C-A	746	0.00			746			
A-B	8	0.00			8			
A-C	852	0.00			852			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	50	0.00	253	0.196	50	0.2	17.680	C
C-AB	4	0.00	500	0.009	4	0.0	7.269	A
C-A	746	0.00			746			
A-B	8	0.00			8			
A-C	852	0.00			852			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	40	0.00	312	0.130	41	0.2	13.318	B
C-AB	4	0.00	544	0.007	4	0.0	6.659	A
C-A	610	0.00			610			
A-B	6	0.00			6			
A-C	696	0.00			696			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	34	0.00	352	0.096	34	0.1	11.322	B
C-AB	3	0.00	577	0.005	3	0.0	6.276	A
C-A	510	0.00			510			
A-B	5	0.00			5			
A-C	583	0.00			583			

D2 - 2025 + Com Dev + Dev | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Junction	T-Junction	Two-way	Two-way	Two-way		0.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.33	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 + Com Dev + Dev	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Swindon Rd (W)		✓	708	100.000
B - Site Access		✓	25	100.000
C - Swindon (E)		✓	908	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Swindon Rd (W)	B - Site Access	C - Swindon (E)
From	A - Swindon Rd (W)	0	23	685
	B - Site Access	13	0	12
	C - Swindon (E)	886	22	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Swindon Rd (W)	B - Site Access	C - Swindon (E)
From	A - Swindon Rd (W)	0	0	1
	B - Site Access	0	0	0
	C - Swindon (E)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.11	15.40	0.1	C
C-AB	0.05	7.16	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	0.00	365	0.052	19	0.1	10.397	B
C-AB	17	0.00	595	0.028	16	0.0	6.220	A
C-A	667	0.00			667			
A-B	17	0.00			17			
A-C	516	0.00			516			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	0.00	323	0.070	22	0.1	11.985	B
C-AB	20	0.00	566	0.035	20	0.0	6.584	A
C-A	796	0.00			796			
A-B	21	0.00			21			
A-C	616	0.00			616			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	0.00	261	0.105	27	0.1	15.382	C
C-AB	24	0.00	527	0.046	24	0.0	7.164	A
C-A	976	0.00			976			
A-B	25	0.00			25			
A-C	754	0.00			754			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	28	0.00	261	0.105	28	0.1	15.404	C
C-AB	24	0.00	527	0.046	24	0.0	7.164	A
C-A	976	0.00			976			
A-B	25	0.00			25			
A-C	754	0.00			754			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	22	0.00	323	0.070	23	0.1	12.006	B
C-AB	20	0.00	566	0.035	20	0.0	6.588	A
C-A	796	0.00			796			
A-B	21	0.00			21			
A-C	616	0.00			616			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	19	0.00	365	0.052	19	0.1	10.418	B
C-AB	17	0.00	595	0.028	17	0.0	6.223	A
C-A	667	0.00			667			
A-B	17	0.00			17			
A-C	516	0.00			516			

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