Transport Planning Associates

A Planning Application by

NHS PROPERTY SERVICES LTD

In respect of

Trowbridge Integrated Care Centre, TROWBRIDGE

Transport Statement

August 2024



Document Management

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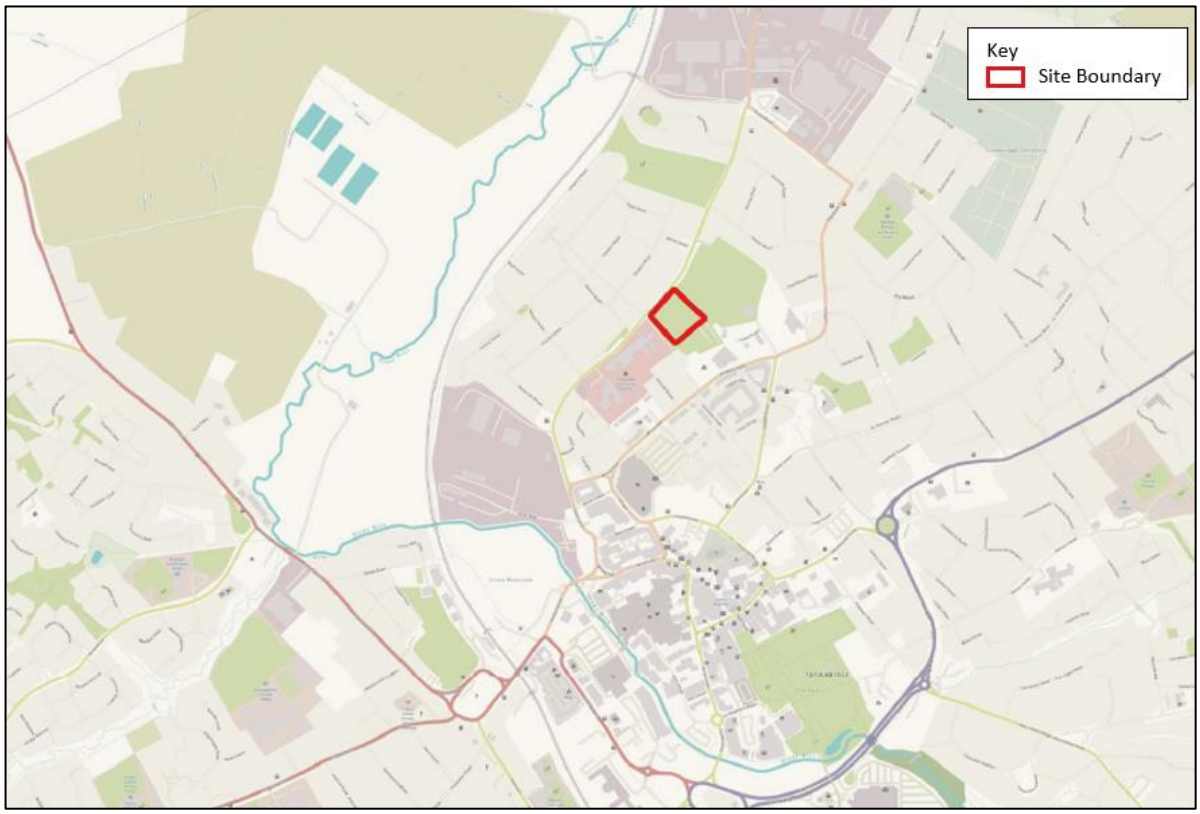
1 Introduction

1.1 This Transport Statement has been prepared by TPA on behalf of NHS Property Services Ltd (NHSPS) to support a planning application for the development of an integrated healthcare centre in Trowbridge, Wiltshire. The development comprises a 1,768 sqm Integrated Care Centre, with associated parking and access, located between the Trowbridge Community Hospital and Freetown Park. The proposed masterplan is provided in **Appendix A**.

1.2 The site is located to the north of Trowbridge town centre in a residential area, bordered by Seymour Road to the northwest, Freetown Park to the north east, Trowbridge Health Centre to the south east, and Trowbridge Community Hospital to the south west. The site location is shown in **Figure 1.1**.

Figure 1.1 Site Location Plan



1.3 The surrounding sustainable travel network is comprehensive and extensive, providing significant opportunities for trips to be made by modes other than the private car.

Planning Background

1.4 The site currently benefits from an existing outline planning approval (Ref: 20/03255/OUT) for the development of an integrated healthcare centre (to two storeys high) of up to 2,468m^2, with internal

access roads, and car parking, with all matters reserved except for access, which is taken from the existing access off Hammersmith Fields.

1.5 The existing planning approval will therefore be taken into consideration as part of this Transport Statement.

Report Structure

1.6 The remainder of this report is set as per the following chapters:

- Local Transport Network:
- Policy and Guidance:
- Development Proposals:
- Trip Generation and Impact:
- Summary and Conclusions.

1.7 This report concludes the development is acceptable in highways and transportation terms.

2 Local Transport Network

2.1 This section outlines the existing sustainable and active travel network, the local highway network, and assesses local highway safety.

Local Highway Network

2.2 The site is accessed via Hammersmith Fields, a privately road owned by NHSPS. Hammersmith Fields provides street lighting throughout and is approximately 6.0 metres in width, with a 3.0-metre-wide footpath routing along the western edge of the carriageway. It currently provides access to Trowbridge Health Centre and a Boots Pharmacy, located to the south of the site.

Seymour Road

2.3 Hammersmith Fields joins Seymour Road via a simple priority junction. Seymour Road is a two-way single carriageway road, which measures approximately 7.3 metres wide. Seymour Road is residential in character and typically has footpaths measuring approximately 2.0 metres in width on either side of the carriageway. It accommodates street lighting throughout and is subject to a 30mph speed limit within the proximity of the site.

2.4 Seymour Road provides a link between Canal Road Industrial Estate to the north via a mini-roundabout and the B3016 to the south, which provides access to Trowbridge Town Centre. To the east of the junction with Hammersmith Road, intermittent on-street parking is observed, while to the west, the carriageway accommodates double yellow lines in the vicinity of Trowbridge Community Hospital.

Local Sustainable and Active Travel Network

2.5 The development site is well located to accommodate trips by walking, cycling and public transport.

Walking and Cycling

2.6 The majority of Trowbridge is located within two kilometres of the development site; and is therefore considered to be located within a comfortable walking and cycling distance for a majority of local residents. Walking and cycling isochrones maps are provided at **Figure 2.1** and **Figure 2.2**.

Figure 2.1 30-Minute Walking Isochrones Map

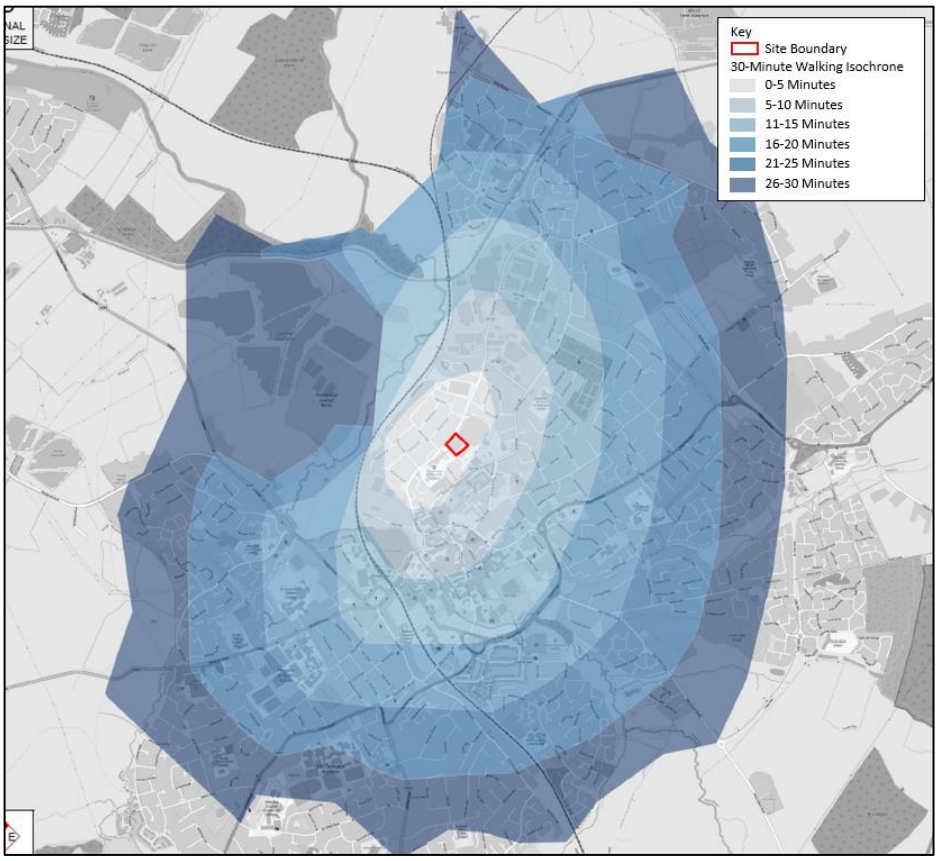
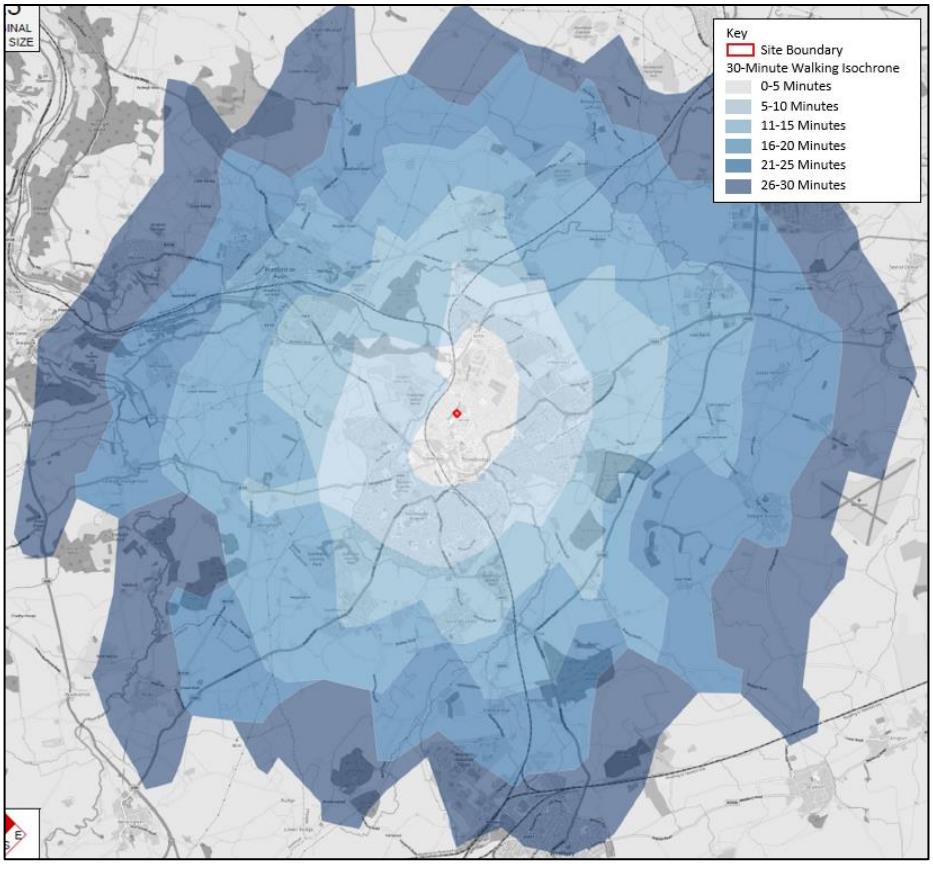


Figure 2.2 30-Minute Cycling Isochrones Map



2.7 The surrounding area is typically residential, with footpaths measuring 2.0 metres in width on both sides of the carriageway, active frontages, and continuous street lighting. Crossing points over minor arms typically benefit from dropped kerbs and tactile paving.

2.8 There are a number of pedestrian crossing points on Seymour Road in the vicinity of the site, including an uncontrolled pedestrian refuge island located approximately 50 metres to the west of Hammersmith Fields and a zebra crossing facility located to the east of the junction with Jenkins Street and approximately 170 metres to the west of Hammersmith Fields.

2.9 Whilst there is no formal cycle infrastructure within the immediate vicinity of the development site, the residential roads are conducive to cyclists, particularly confident cyclists. National Cycle Network Route 4 runs approximately 900m to the north of the development site, which connects Bath through to Devizes.

Bus

2.10 The nearest bus stops to the development are located along Seymour Road, approximately 200 metres south west of the site. A summary of the services from these stops is shown in **Table 2.1**.

Table 2.1 Bus Service Summary – Seymour Road Bus Stop

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
68A	Trowbridge – Staverton – Town Service	08:30 – 17:15 60-120 mins	10:22 – 17:00 60 mins	No service
X77	Bulkington War Memorial – Trowbridge Clarendon Academy	One service a day	No service	No service

2.11 There are also additional bus stops within walking distances of the centre of the site on Conigre and Manvers Street approximately 650 metres (8 minutes' walk[1]) south of the proposed development.

2.12 A summary of the services from these stops are shown below in **Table 2.2** and **Table 2.3** respectively.

[1] CIHT Providing for Journeys on Foot (2000)

Table 2.2 Bus Service Summary – Conigre Bus Stop

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
49	Devizes – Trowbridge	06:55 – 18:50 60 - 120 mins	08:30 – 18:30 60 mins	N/A
65 / 65A	Trowbridge Town Centre	10:08 – 14:08 60 mins	N/A	N/A
67	Trowbridge – North Bradley	09:31 – 14:08 60 mins	N/A	N/A
68A	Trowbridge – Staverton – Town Service	08:30 – 17:15 60-120 mins	10:22 – 17:00 60 mins	N/A
76	Trowbridge – Devizes	09:45 and 12:25 Two services only	09:50 and 12:25 Two services only	N/A
77	Trowbridge – Worton – Devizes	15:15 1 Service Only	N/A	N/A
94	Trowbridge – Bath City Centre	09:00 – 15:13 120 mins	N/A	N/A
877	Trowbridge – Devizes	N/A	17:20 One service only	N/A
D1 discover	Warminster – Trowbridge – Bath	06:29 – 19:37 60 mins	06:29 – 19:37 60 mins	N/A
X34	Chippenham – Trowbridge – Frome	06:30 – 15:40 30-60 mins	08:00 – 17:30 60-90 mins	N/A

Table 2.3 Bus Service Summary – Manvers Street Bus Stop

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
87 / 87A	Trowbridge – Devizes	08:45 – 17:20 5 services (approx. 120 mins)	08:45 – 16:10 4 services (approx. 120 mins)	N/A
96	Trowbridge – South Wraxhall	10:33 – 14:10 3 services	N/A	N/A

Rail

2.13 Trowbridge Railway Station is located approximately 1.2 kilometres walking distance from the site; this equates to a 15-minute walk[2].

2.14 The station is accessible via bicycle with an approximate five-minute cycle ride based upon an average cycle speed of 268 metres per minute[3]. The station benefits from a ticket office and self-serve ticket machines. Approximately 70 sheltered bicycle stands are available at the station that are covered by CCTV.

2.15 A summary of the services from Trowbridge Railway Station is shown in **Table 2.4** below.

Table 2.4 Train Services – Trowbridge Railway Station

Destination	Approximate Journey Time	Approximate Frequency		
		Mon-Fri	Sat	Sun
Westbury	7 mins	05:34 – 23:48 20 mins	06:26 - 23:52 15 mins	09:46 – 23:16 40 mins
Bath Spa	22 mins	06:04 – 23:42 20 mins	06:44 – 22:56 20 mins	08:45 – 23:04 30 mins
Bristol Temple Meads	43 mins	06:04 - 23:42 25 mins	06:44 – 22:56 30 mins	08:45 – 23:04 30-60 mins
Cardiff Central	1 hr 40 mins	06:04 – 23:42 30 mins	06:44 – 22:56 30 mins	08:45 – 23:04 60 mins
Gloucester	1 hr 50 mins	06:04 – 23:42 30 mins	06:44 – 22:56 30 mins	08:27 – 23:04 60 mins
Portsmouth Harbour	2 hr 4 mins	05:34 – 22:59 60 mins	06:26 – 22:55 60 mins	09:51 – 22:04 60 mins
London Paddington	1 hr 45 mins	05:42 – 22:59 30 mins (one change)	06:44 – 22:56 30 mins (two changes)	08:26 – 22:59 45 mins (two changes)

2.16 **Table 2.4** shows that rail services available from the Trowbridge Railway Station provide regular connections to Bath Spa, Westbury, Bristol Temple Meads, Portsmouth Harbour, Cardiff Central, Gloucester and London Waterloo Stations.

[2] CIHT Providing for Journeys on Foot (2000)
[3] DfT Local Transport Note 2/08 (2008)

Highway Safety

2.17 To ascertain any inherent safety risks, the most recent five years' worth of Personal Injury Accident data has been obtained from Wiltshire Council. The study area covers Seymour Road, from upper Broad Street to the Canal Road mini-roundabout. The full safety report is provided in **Appendix B**.

2.18 In total, 11 incidents occurred within the 5-year period, nine slight, one serious and one fatal incident. Of these, one involved motorcycles, two involved pedestrians, and two involved cyclists. A summary of the incidents is shown below in **Table 2.5**.

Table 2.5 Highway Boundary Data

Location	Incident ID	Data Summary	Casualty/Severity	Incident Summary
Canal Road / Seymour Road mini roundabout	73664/18	06/08/18 1315 Dry	Car driver – Slight	Car 1 entered roundabout, disobeying give way line, colliding with Car 2.
	A5107/19	15/01/19 0645 Dry	Cyclist - Slight	V1 (car) entered rbt into path of V2 (cycle) and collided.
	B0446/21	12/11/21 0958 Wet/damp	Car Driver – Slight Taxi Driver - Slight	V2 turned right at rbt, V1 failed to give way. V2 and V1 collided.
	18847/22	22/02/22 1119 Wet/damp	Car Driver - Slight	V1 (car) failed to giveway on rbt and V1 collided with front of V2 (lorry)
Seymore Road / Jenkins St junction	86535/18	13/09/18 1145 Dry	Motorcyclist – Slight	V2 stopped at pedestrian crossing, V1 (motorcycle) failed to stop and collided into V2 rear.
Seymour Road / James St junction	A1784/18	26/10/18 1420 Dry	Pedestrian – Fatal Van driver – Serious	Pedestrian crossed in front of HGV at temporary lights.
Adj 57 Seymour Road	04740/19	15/01/19 0940 Wet/damp	Car driver – Slight	Car 2 had pulled over and parked half on footway; Car 1 collided with the rear of Car 2.
Upper Broad Street	A6790/20	23/10/20 1012 Wet/damp	Pedestrian - Serious	V1 (car) collided with pedestrian when crossing the road.
B3106 Shails Lane	45797/22	05/05/22 0920 Dry	Cyclist - Slight	V1 (car) pulled out of junction, collided with V2 (cyclist) crossing in front of V1

2.19 As can be seen from **Table 2.5** above, whilst there have been a number of incidents within the surrounding area within the past five years, there are no discernible patterns or clusters which would raise safety concerns. Additionally, a desktop review of the highway layout within the surrounding area reveals no significant highway design flaws.

2.20 As demonstrated in Chapter 5, it is considered that the level of trips generated by the development is not forecast to have a material impact on the capacity or safety of the surrounding highway network.

3 Policy and Guidance

3.1 The development has been designed in accordance with local, regional and national planning policies and guidance, including, but not limited to:

(i) National Planning Policy Framework (2023);

(ii) National Planning Practice Guidance (2019);

(iii) Manual for Streets (2007);

(iv) Manual for Streets 2: Wider Application of the Principles (2010);

(v) CIHT Better Planning, Better Transport, Better Places (2019);

(vi) Wiltshire Council's Core Strategy (2015);

(vii) Wiltshire Local Transport Plan LTP3 2011 - 2026 (2011).

(viii) Wiltshire Local Plan Pre-Submission Draft 2020-2038 (Reg 19).

3.2 The main thrust of recent national and local policy guidance is to:

(i) make effective and efficient reuse of land;

(ii) locate developments where they are accessible by public transport;

(iii) reduce car dependency; and

(iv) make walking and cycling trips easier; and encourage public transport trips.

3.3 Core Policy 61 of the Wiltshire Core Strategy (2015) states that:

> *"New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives"*

3.4 This mirrors the approach set out at paragraph 150b of the National Planning Policy Framework (2019) which states that new development should be planned in ways that:

> *"Can help to reduce greenhouse gas emissions, such as through its location, orientation, and design"*

3.5 CIHT's recently published guidance 'Better Planning, Better Transport, Better Places' also states that

> *"When considered in the context of the Climate Change Act and the need for radical reductions in emissions, this means that planning policies and decisions should influence the location and layout of development to reduce the need to travel, particularly by private car, and secure the highest possible share of trips made by sustainable travel"*

3.6 The CIHT 'Better Planning, Better Transport, Better Places' document also reiterates that

> *"Planning for people will result in places for people; planning for cars will result in places dominated by cars"*

3.7 As such, the development proposals are designed such that using the private car is not the preferred mode of transport, improving the sense of place of the local area.

3.8 The overarching principles within the aforementioned documents are to reduce the reliance on the private car, and to promote sustainable travel such as walking, cycling and public transport. The development proposals achieve this by being located in a sustainable location, which presently benefits from an extensive walking and cycling network, and a range of bus and rail opportunities. The provision of a Travel Plan will additionally promote sustainable travel on the site, reducing the reliance on the private car.

Parking Standards

3.9 Wiltshire Council parking standards are provided in the following documents:

- Wiltshire Local Transport Plan 2011-2026 – Car Parking Strategy (2011)
- Wiltshire Local Transport Plan 2011-2026 – Cycling Strategy (2014)
- Wiltshire Local Transport Plan 2011-2026 – Powered Two-wheeler Strategy (2014)

3.10 The relevant parking standards are shown in **Table 3.1** below.

Table 3.1 Summary of Relevant Wiltshire County Parking Standards

Use Class	Land Use	Maximum Car Parking Standard	Minimum Cycle Parking Standard	Powered Two Wheelers & Mobility Scooter Minimum Parking Standards
D1 Non-Residential Institutions	Clinics, Health Centres, Surgeries	5 per consulting room	1 covered space per 10 staff + 1 visitor space per 2 consulting rooms	1 secure space for every 20 car parking spaces
B1 Business	Standalone offices	1 per 30m^2 GFA	1 covered cycle space per 10 employees + 1 cycle space per 10 visitor parking spaces	

3.11 Table 7.2 and 7.3 of the LTP3 Wiltshire Car Parking Strategy outline the rational for discounting maximum parking standards of proposed developments. These consist of an initial spatial area location discount, and a secondary accessibility discount.

3.12 Table 7.2 states that locations in Band 1 and 2 town centres (of which Trowbridge is classified) are to account for an initial 10% discount. Whilst the development is not located in the immediate town centre, the proximity to the centre should be considered.

3.13 Table 7.3 and Appendix D of the parking standards provides the criteria required for discounting maximum parking standards concerning the quality of pedestrian, cycling, bus and rail facilities in the local vicinity. The completed form for the development proposals is shown in **Appendix C**. The site scores 21 points, which accounts for a 10% discount. It is worth noting this is two points shy of the 23-point threshold for a 25% discount.

3.14 It is noted that previous discussions with Wiltshire Council have acknowledged that a capacity assessment 'should bear some weight in the car parking provision' of the site.

3.15 As can be seen from **Table 3.1** above, the car parking standards are a maximum, and the cycle, powered two-wheeler, and mobility parking standards are a minimum. This reinforces the emphasis Wiltshire Council places on the provision of sustainable travel, and not over providing for car parking spaces.

4 Proposed Development

4.1 This section outlines the proposed development, including the development schedule, means of access, parking provision, and servicing arrangements.

4.2 The proposed development has a total floor area of 1,768 sqm. The D1 Integrated Care Centre comprises of 30 consulting rooms. The proposed masterplan is provided at **Appendix A**.

4.3 It is proposed the development will be delivered in two phases. The first phase will comprise a floor area of 1,386m^2 and comprise 21 consulting rooms. The proposed masterplan for Phase 1 is provided at **Appendix D**. The second phase will comprise a further 382m^2 of floor area and delivering a further nine consulting rooms to provide a total of 30.

Vehicular Access

4.4 Vehicular access to the site from the wider highway network will be provided via the existing priority T-junction of Hammersmith Fields and Seymour Road. Hammersmith Fields and the priority T-junction with Seymour Road was implemented as part of the extension to Adcroft GP Surgery (Planning Ref. W13/00078/FUL). The junction accommodates visibility splays of 2.4 metres x 53 metres to the right, and 2.4 metres x 51m to the left.

4.5 Access to the proposed building and the onsite car park is provided via an internal priority junction to the east of Hammersmith Fields.

4.6 The layout of the vehicular access servicing the main parking area is shown in **Drawing 2306-029-SK01**. The junction is shown to benefit from a 2.4 metres x 25 metres visibility splay to the left and right in accordance with MfS design criteria for 20mph. This is considered to be appropriate given the geometry of the road and the anticipated vehicle speeds in this location. Areas with the visibility splay are to remain unplanted or with low level planting below 600mm.

Pedestrian and Cycle Access

4.7 The existing three-metre-wide pedestrian footway will be retained to the west of Hammersmith Fields, providing a link between existing footways on Seymour Road and a new pedestrian link to Adcroft Street to the south east.

4.8 A further point of pedestrian access is provided from the southern footway on Seymour Road, approximately 40 metres to the east of the Hammersmith Fields junction. This provides a direct link to a 2.0-metre-wide internal footway, which provides access to the proposed cycle parking area and the main entrance of the proposed building.

4.9 To enhance the pedestrian accessibility of the site, a footway connection is to be provided from the southeast corner of the site, through the existing hospital grounds, to Adcroft Street. This was agreed as part of the existing outline planning approval (Ref: 20/03255/OUT). In addition, a new pedestrian crossing will be provided to the south of the building, providing a link to the neighbouring GP surgery and existing pedestrian infrastructure.

Parking

Car Parking

4.10 The development proposals include for a total of 109 car parking spaces, inclusive of 11 accessible parking bays (six with EV charging), two drop-off and pick-up bays for patients and 16 EV charging bays. Given the 30 consulting rooms, this is within the 150 maximum standards outlined in **Table 3.1**. A 10% discount in these standards accounts for a maximum of 135 spaces. A 20% discount accounts for a maximum of 120 spaces.

4.11 The existing approval (Ref: 20/03255/OUT) comprises 2,486sqm GFA and 35 consulting rooms, with a total car parking provision of 126 spaces. This results in a car parking ratio of 5.1 spaces per 100sqm or 3.6 per consulting room.

4.12 When applied to the current proposals, the proposed parking provision is in accordance with the approved scheme in terms of spaces per consulting room and well above when taking into account spaces per 100sqm of floor space. This is also the case for parking provided for the first phase of development, which will deliver a total of 80 car parking spaces, including 8 accessible bays (two with EV charging), two drop-off and pick-up bays for patients and 10 EV charging bays.

4.13 A Car Parking Management Plan will be submitted and agreed with Wiltshire Council prior to occupation. The car parking will be subject to the same 90-minute maximum park time as the adjacent Adcroft GP surgery. This can be extended at the discretion of the Health Centre Staff.

4.14 Staff of the Health Centre will be issued with a permit that allows parking for the duration of the working day and a record kept on a white list. It will be the responsibility of staff to provide an update on vehicle changes.

4.15 A swept path analysis of the proposed car park has been undertaken for Phase 1 and Phase 2, and presented in **Drawing 2306-029-SP10** and **Drawing 2306-029-SP03-C** respectively. This demonstrates that cars are able to comfortably enter and exit the proposed spaces.

4.16 The dimensions of the standard parking bays measure 2.4 metres in width by 4.8 metres in length. The dimensions of the accessible parking bays measure 3.6 metres in width by 6.0 metres in length.

Cycle Parking

4.17 Cycle parking will be provided in accordance with Wiltshire Cycle Strategy, as set out in **Table 3.1** of this report. Separate cycle parking will be provided for visitors and staff.

4.18 Visitor cycle parking will be provided in the form of 10 sheltered Sheffield Stands (or similar), located near the main entrance of the proposed building. This will provide a total of 20 cycle parking spaces for visitors.

4.19 Staff cycle parking will be provided in a separate sheltered structure, located to the south of the building. 10 staff cycle parking spaces will be provided in the form of five Sheffield cycle stands. Additionally, shower facilities and lockers will be provided within the proposed building for staff who cycle to work.

4.20 The level of cycle parking set out in paragraphs 4.17 and 4.18, will provided for both Phase 1 and Phase 2, to encourage the uptake of cycling from the outset.

Motorcycle Parking

4.21 Three motorcycle parking spaces are to be provided, as in accordance with Wiltshire Council's 'Powered Two-Wheeler Strategy'. These are to have anchor points, covered by CCTV, be located away from drain gratings and preferably be protected from the elements.

Mobility Scooter Parking

4.22 Adequate parking for mobility scooters will be provided. This will be shared with the motorcycle parking provision.

Servicing and Operational Arrangements

4.23 Servicing will be accessed via the internal car park, with ambulance access, deliveries and refuse collection made in the area located to the south of the building. The layout has been tracked using an appropriate refuse vehicle and rigid delivery lorry, showing the vehicles can access and egress the area. For reference this is presented in **Drawing 2306-029-SP02-C** and **Drawing 230-029-SP07-A** for Phase 1, and **Drawing 2306-029-SP09** and **Drawing 2306-029-SP11** for Phase 2.

Travel Plan

4.24 A Travel Plan has been prepared in support of the development proposals and is provided at **Appendix E**. The Travel Plan promotes sustainable travel for the development, reducing the requirement for people to travel by private car.

5 Trip Generation and Transport Impact

5.1 This chapter assesses the impact of the development on the local highway network. To forecast the number of vehicular trips associated with the development proposals, trip rates have been obtained from the TRICS database, using criteria of similar scale and location, shown below:

- England and Wales sites (excluding Greater London)
- Weekday surveys;
- Edge of town centre, Suburban and edge of town sites;

5.2 There is no specific category for Integrated Care Centres within TRICS. It is therefore considered that the "Health – GP Surgery" category best represents the D1 element of proposed development. A GP has an average appointment time of 9.2 minutes[4]; the proposed Integrated Care Centre will have appointment times of between 15 and 60 minutes[5]. This shows a GP surgery overestimates the number of vehicular trips associated with the proposals, therefore providing a robust assessment of trip generation and traffic impact.

5.3 The trip rates below were accepted by Wiltshire Council as part of the existing outline planning approval (Ref: 20/03255/OUT).

5.4 The respective trip rates and resulting trip generations for the proposed development in comparison to the existing outline planning approval (Ref: 20/03255/OUT) are summarised in **Table 5.1** below. The full TRICS outputs are provided at **Appendix F**.

Table 5.1 – Trip Rate and Trip Generation Comparison

		AM (0800 – 0900)		PM (1700 – 1800)	
	Land Use	**Arrival**	**Departure**	**Arrival**	**Departure**
Trip Rate (per 100sqm)	Health - GP	4.407	1.786	2.296	3.572
Approved Trip Generation (2,486sqm)	Health – GP (2,468sqm)	99	40	52	80
Proposed Trip Generation (1,768sqm)	Health – GP (1,768sqm)	78	32	41	63

[4] C Salisbury, S Procter, K Stewart, et al, *The content of general practice consultations: cross-sectional study based on video recordings*, British Journal of general practice, 2013
[5] Correspondence with NHSPS

5.5 As can be seen in **Table 5.1** above, the proposed development is forecast to generate 109 vehicular trips in the AM peak hour (08:00-09:00) and 104 vehicular trips in the PM peak hour (17:00-18:00). This equates to less than two vehicles per minute in both the AM and PM peak hours. This will result in a reduction in vehicular trips when compared to the existing outline planning approval (Ref: 20/03255/OUT) and is not forecast to have a material impact on the capacity or safety of the surrounding highway network.

6 Summary and Conclusions

6.1 This Transport Statement has been prepared by TPA on behalf of NHS Property Services Ltd to support a planning application for the development of an Integrated Care Centre in Trowbridge, Wiltshire. The development consists of a 1,768sqm Integrated Care Centre, with associated parking and access, located between the Trowbridge Community Hospital and Freetown Park.

6.2 It is proposed the development will be delivered in two phases. The first phase will comprise a floor area of 705m^2 and comprise 21 consulting rooms. The second phase will comprise a further 950m^2 of floor area and delivering a further nine consulting rooms to provide a total of 30.

6.3 The surrounding sustainable travel network is comprehensive and extensive, with a suitable pedestrian and cycle network, as well as realistic public transport opportunities. This provides significant opportunities for trips to be made by modes other than the private car. There are no highway safety concerns within the proximity of the development site.

6.4 The development proposals are in line with national, regional and local planning policies, to promote travel by sustainable modes, and reduce the reliance on the private car.

6.5 The development is accessed via Hammersmith Fields via a priority T-junction. Pedestrian and cycle access will be gain directly from Hammersmith Fields and Seymour Road. The internal network has been designed such that private, service and emergency vehicles can access the relevant locations appropriately.

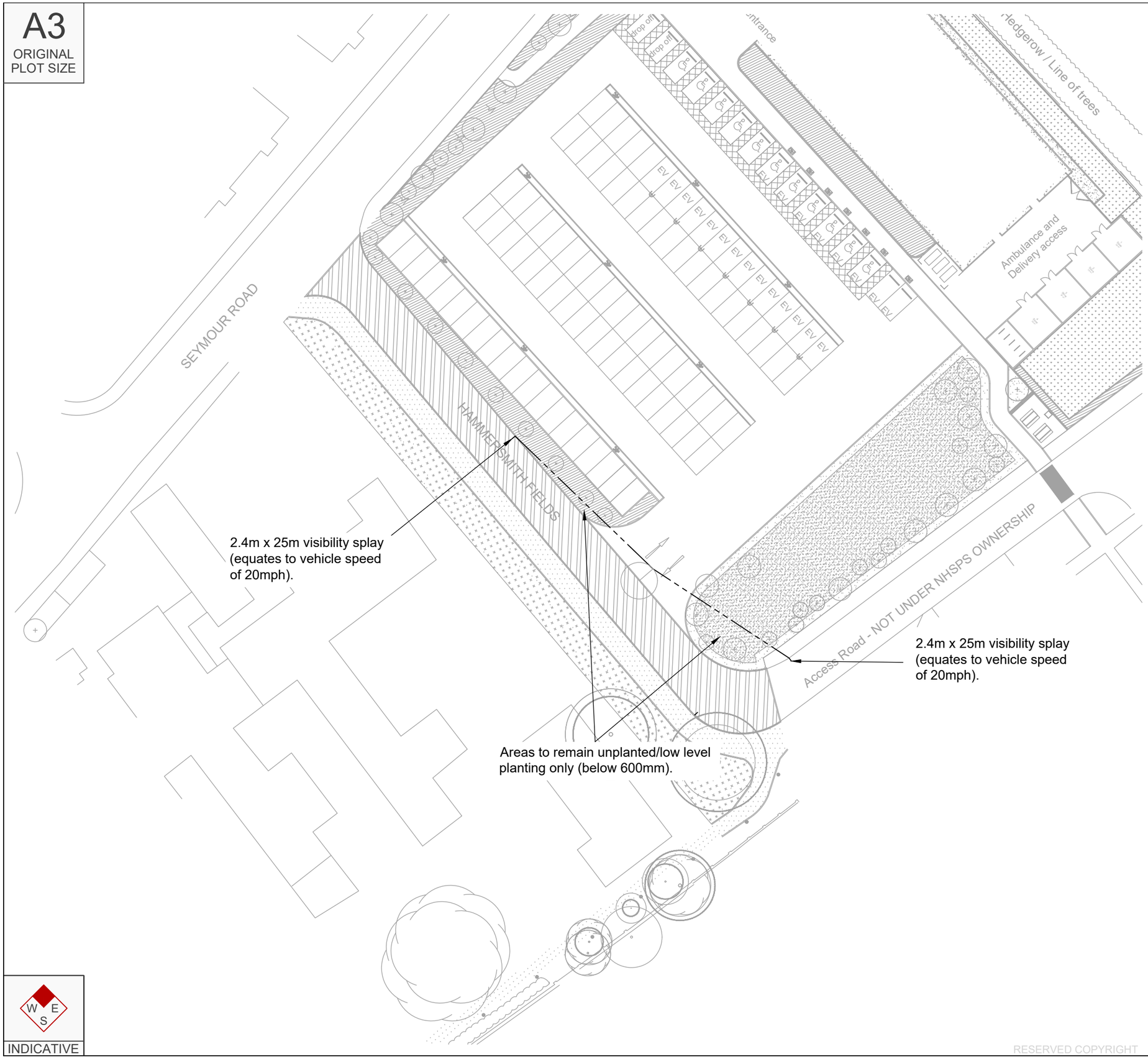
6.6 Separate cycle parking will be provided for staff and visitors, with a total of 30 cycle parking spaces to be located near the main entrance of the proposed building. This report also demonstrates that the development provides a suitable level of car parking, without impacting the local streets.

6.7 The development is forecast to generate 109 vehicular trips in the AM peak hour (0800 – 0900) and 104 vehicular trips in the PM peak hour (1700 – 1800). This will result in a reduction in vehicular trips when compared to the existing outline planning approval (Ref: 20/03255/OUT) and the forecast volume of traffic will not result in a material impact on the capacity or safety of the local highway network.

6.8 As such, the development proposals are acceptable with regards to highways and transport.

Drawings

A3
ORIGINAL
PLOT SIZE



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NOTES:

1. This drawing is based on ONE Creative Environments Ltd work in progress drawing 'Site Adjacent to Trowbridge Hospital - Car Park Layout Proposal' number TICC-ONE-ZZ-XX-DR-L-0002 P09 P2 LANDSCAPE MASTERPLAN XREF - Phase 2 received on 26th July 2024.

Rev	Date	Details	Drawn by	Checked by	Approved by
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0117 925 9400

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CLIENT:
NHS PROPERTY SERVICES LIMITED

PROJECT:
TROWBRIDGE HEALTH CENTRE

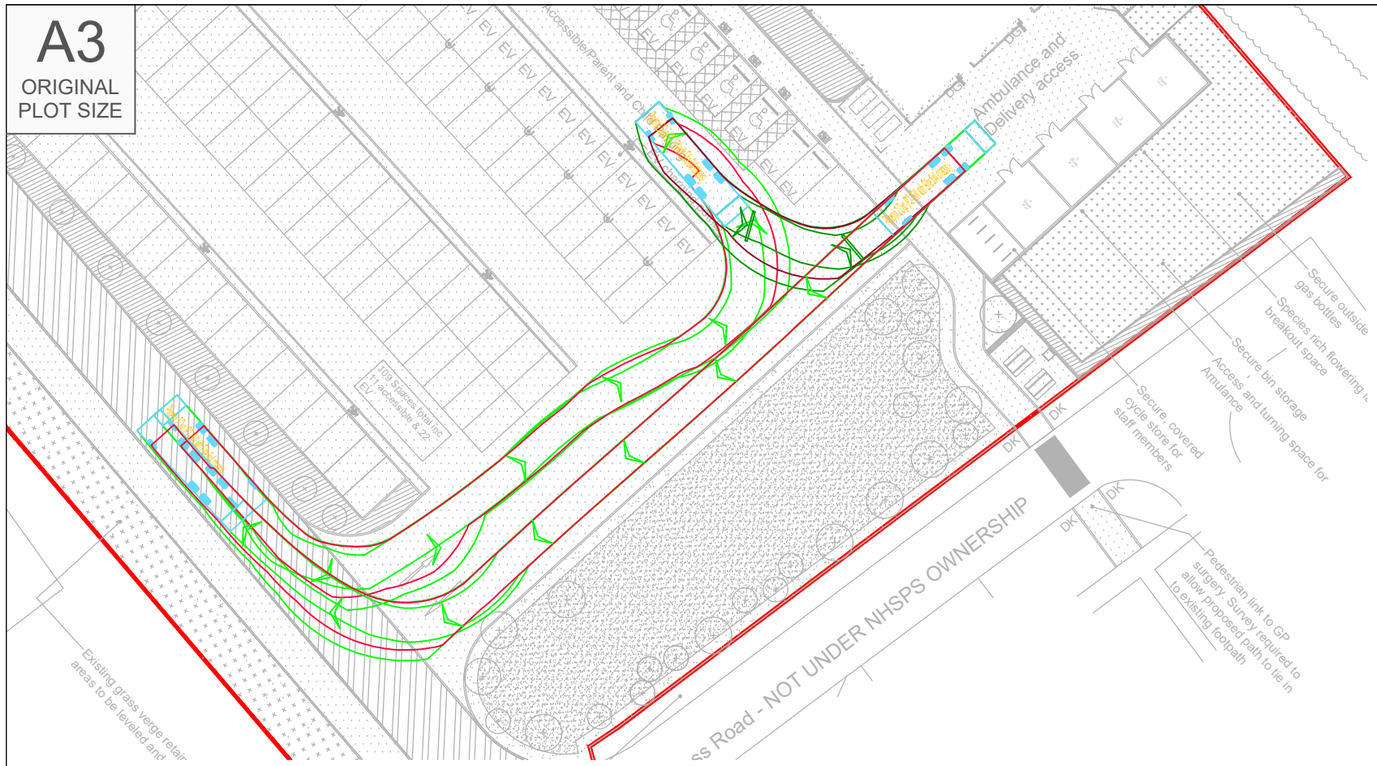
TITLE:
Proposed Visibility Splay

STATUS:
INDICATIVE

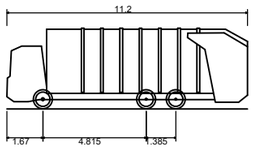
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	11.02.20	KVT	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-029	SK01	-

A3
ORIGINAL
PLOT SIZE

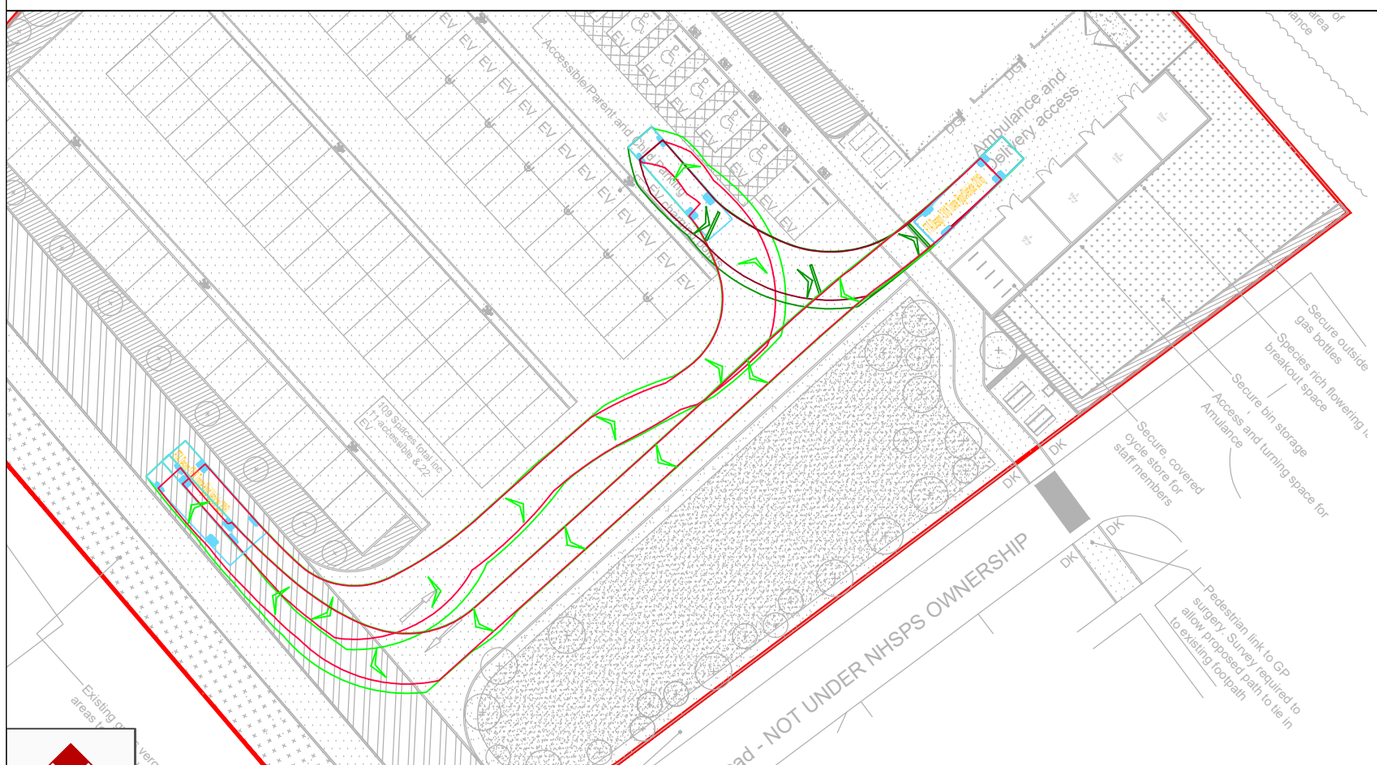


Large Refuse Vehicle

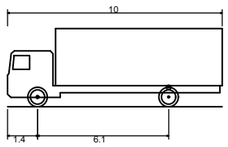


Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
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



10m Rigid Vehicle



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

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NOTES:

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Rev	Date	Details	Drawn by	Checked by	Approved by
C	25.07.24	Updated with latest layout and tracking amended to suit.	PSW	STM	JD
B	18.07.24	Update with latest layout.	KVT	STM	JD
A	27.06.24	Updated with phase 2 layout.	KVT	STM	JD

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CLIENT:
NHS PROPERTY SERVICES LIMITED

PROJECT:
TROWBRIDGE INTEGRATED CARE CENTRE

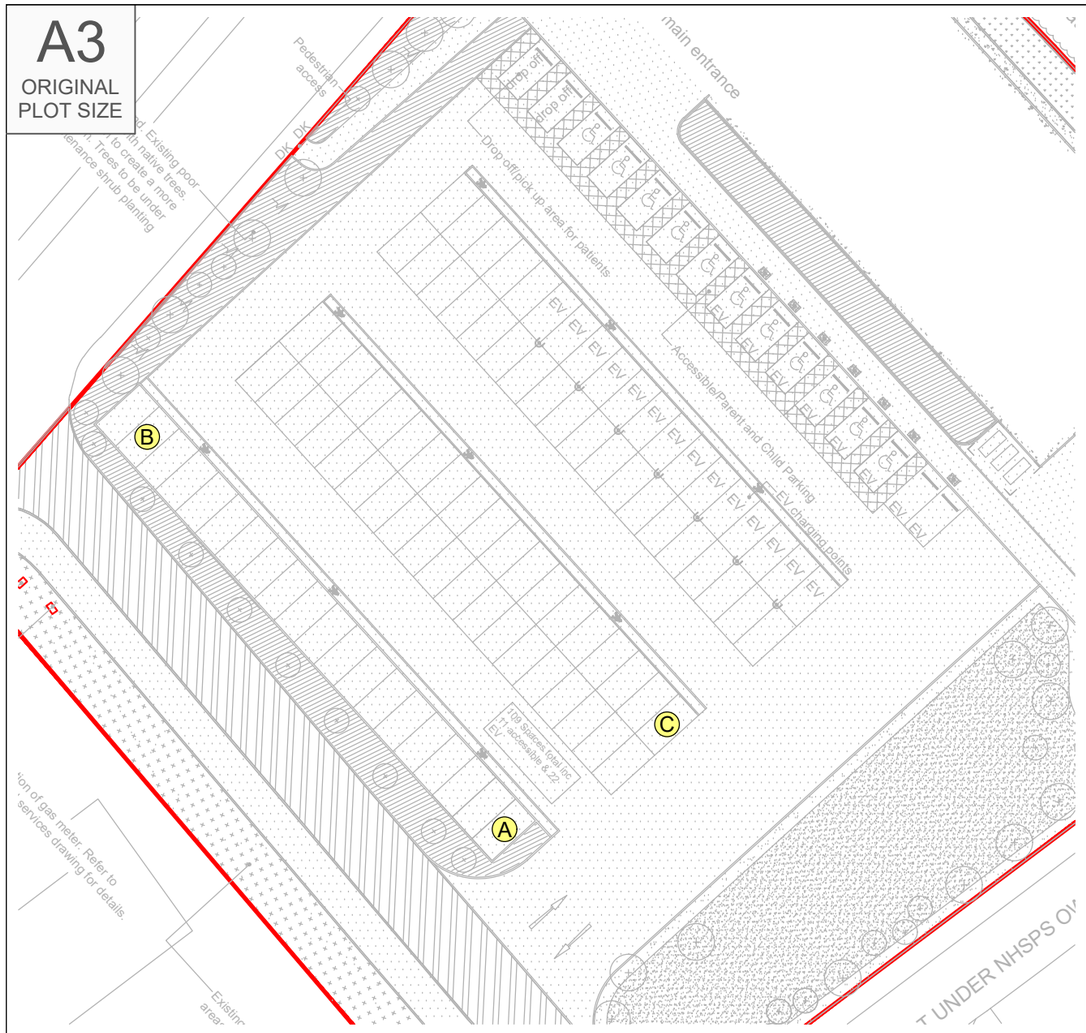
TITLE:
Phase 2 - Swept Path Analysis Of A Large Refuse Vehicle and A 10m Rigid Vehicle

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	15.12.23	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-029	SP02	C

A3
ORIGINAL
PLOT SIZE



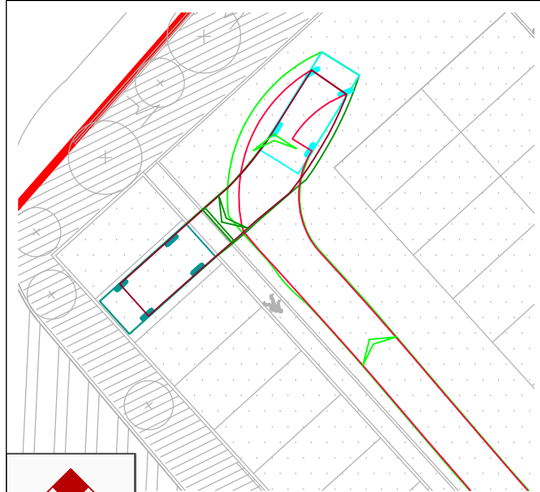
Proposed Car Park Layout

Scale 1:500



Parking Space A

Scale 1:250



Parking Space B

Scale 1:250



Parking Space C

Scale 1:250

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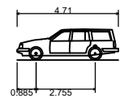

Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Rev	Date	Details	Drawn by	Checked by	Approved by
C	25.07.24	Updated with latest layout and tracking amended to suit.	PSW	STM	JD
B	18.07.24	Updated with latest layout and ajusted tracking to match.	KVT	STM	JD
A	27.06.24	Updated with phase 2 layout.	KVT	STM	JD

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CLIENT:
NHS PROPERTY SERVICES LIMITED

PROJECT:
TROWBRIDGE INTEGRATED CARE CENTRE

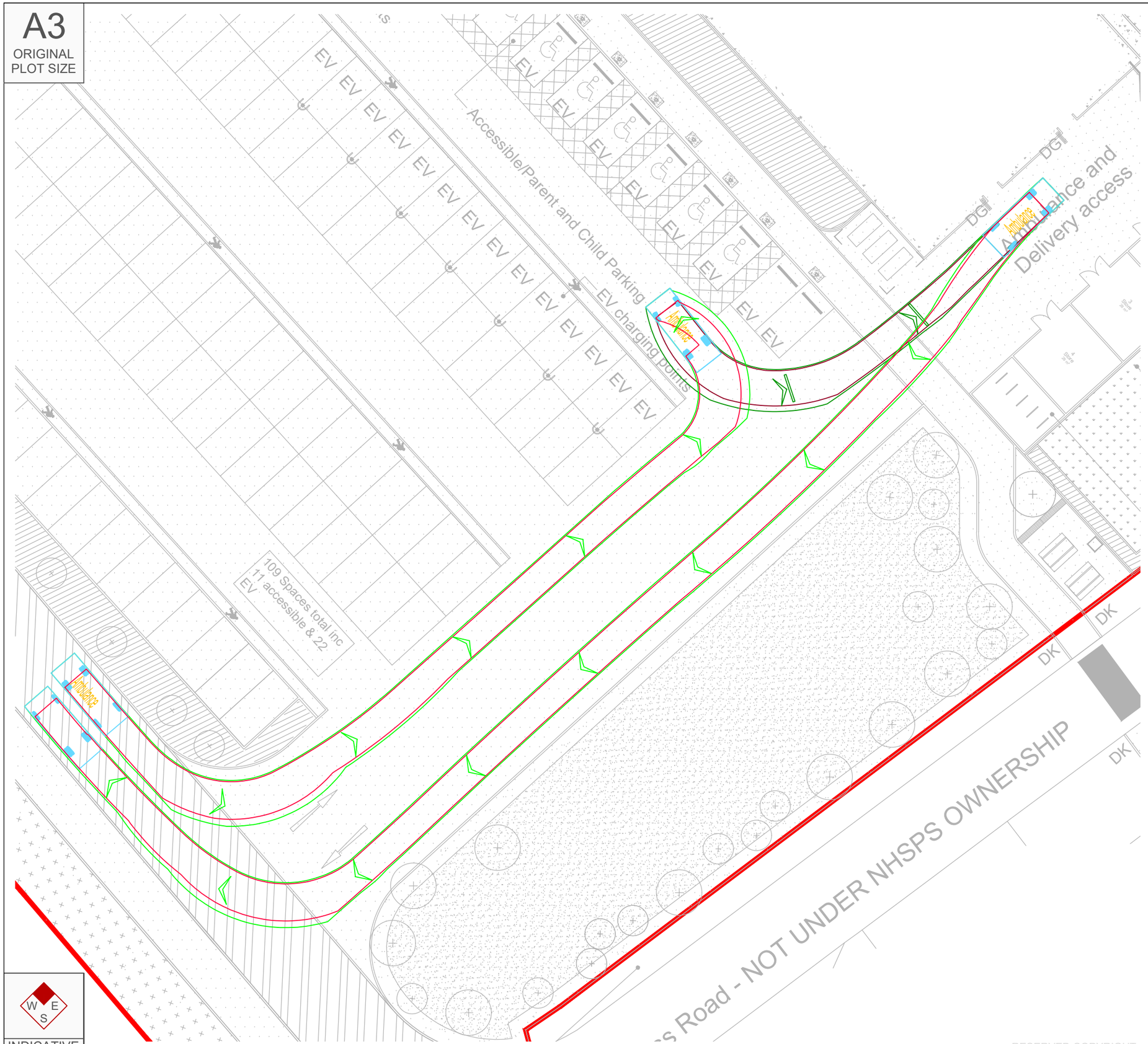
TITLE:
Phase 2 - Swept Path Analysis Of An Estate Car Using Car park

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	15.12.23	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-029	SP03	C

A3
ORIGINAL
PLOT SIZE



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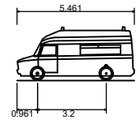

Ambulance	
Overall Length	5.461m
Overall Width	2.020m
Overall Body Height	2.498m
Min Body Ground Clearance	0.225m
Track Width	1.860m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.500m

Rev	Date	Details	Drawn by	Checked by	Approved by
A	25.07.24	Updated with latest layout and tracking amended to suit.	PSW	STM	JD

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CLIENT:
NHS PROPERTY SERVICES LIMITED

PROJECT:
TROWBRIDGE INTEGRATED CARE CENTRE

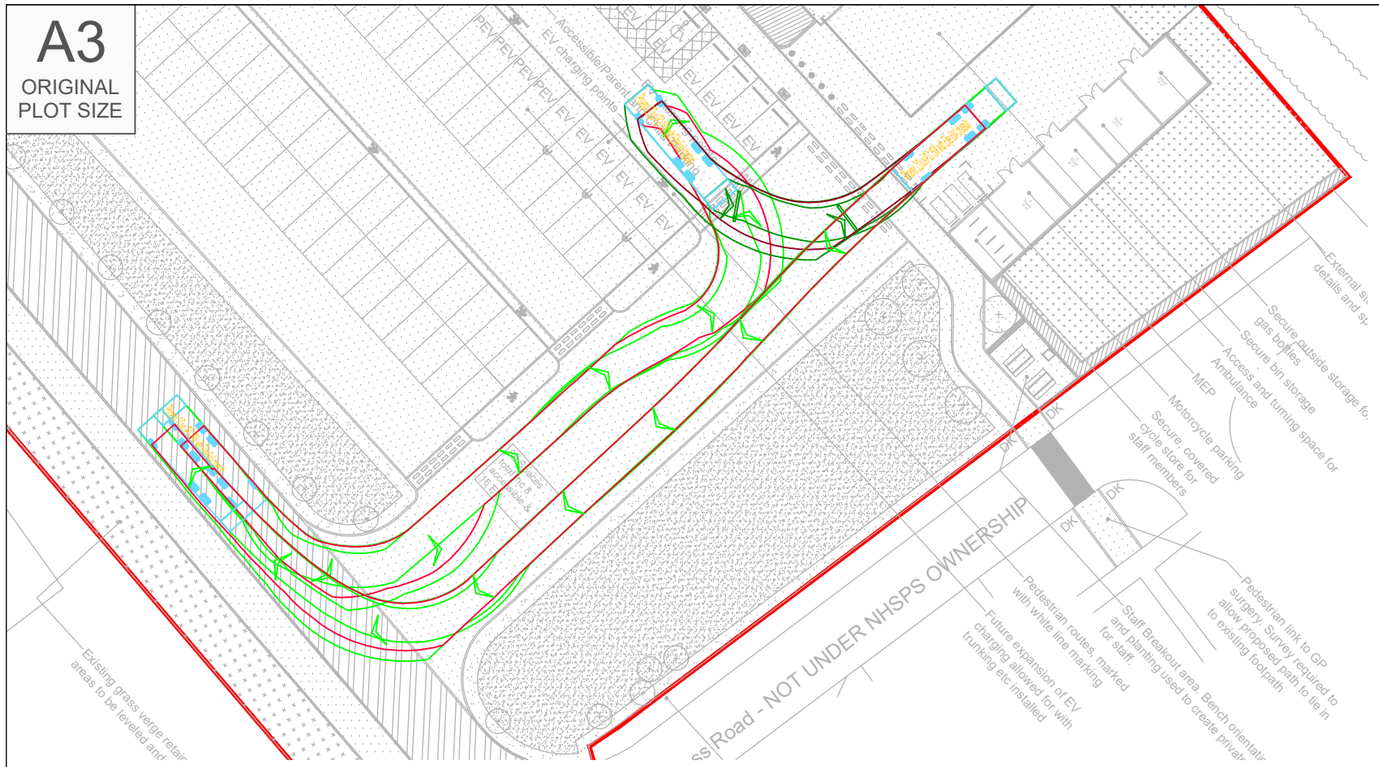
TITLE:
Phase 2 - Swept Path Analysis Of An Ambulance

STATUS:
INFORMATION

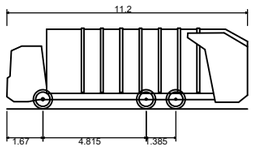
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	18.07.24	KVT	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-029	SP07	A

A3
ORIGINAL
PLOT SIZE



Large Refuse Vehicle



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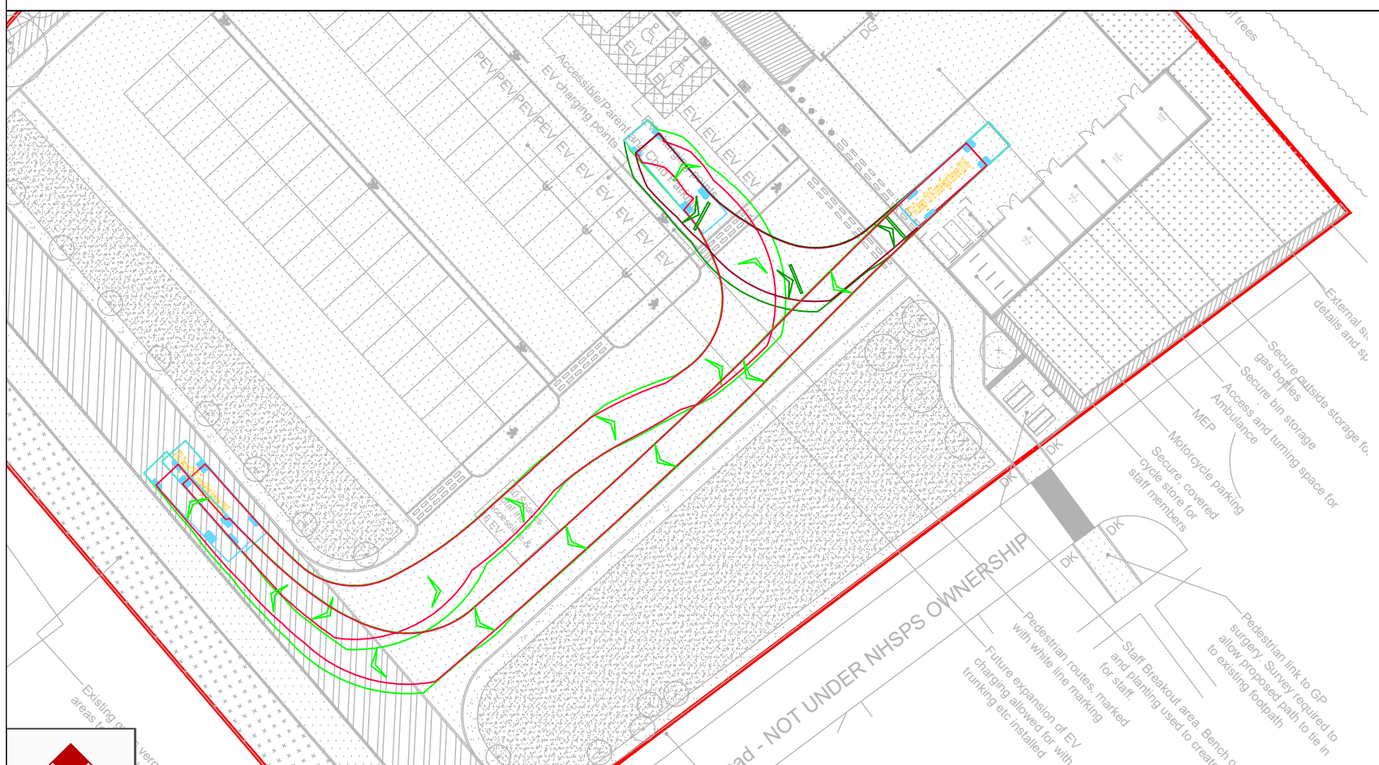
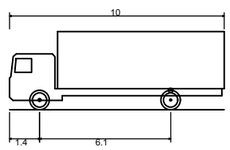


10m Rigid Vehicle



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
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NOTES:

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CLIENT:
NHS PROPERTY SERVICES LIMITED

PROJECT:
TROWBRIDGE INTEGRATED CARE CENTRE

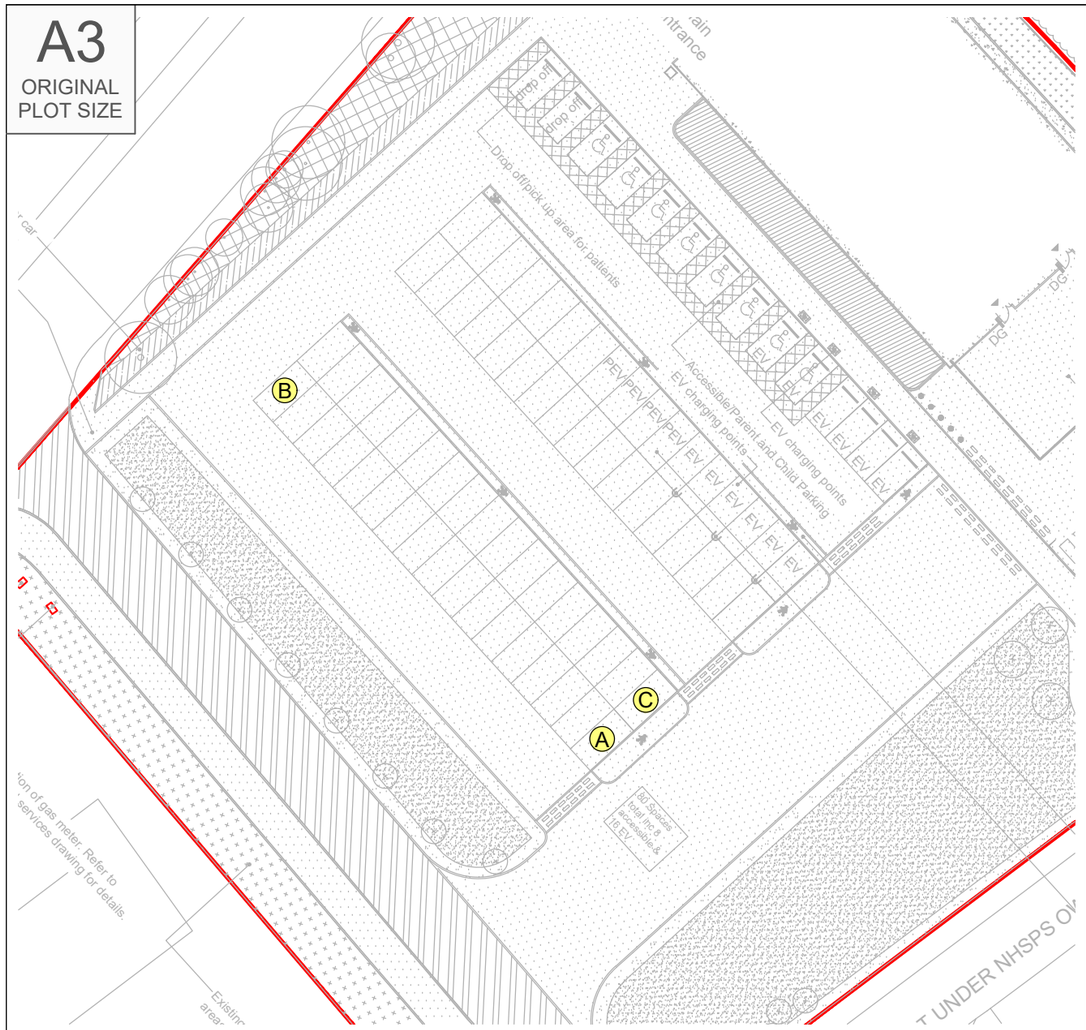
TITLE:
Phase 1 - Swept Path Analysis Of A Large Refuse Vehicle and A 10m Rigid Vehicle

STATUS:
INFORMATION

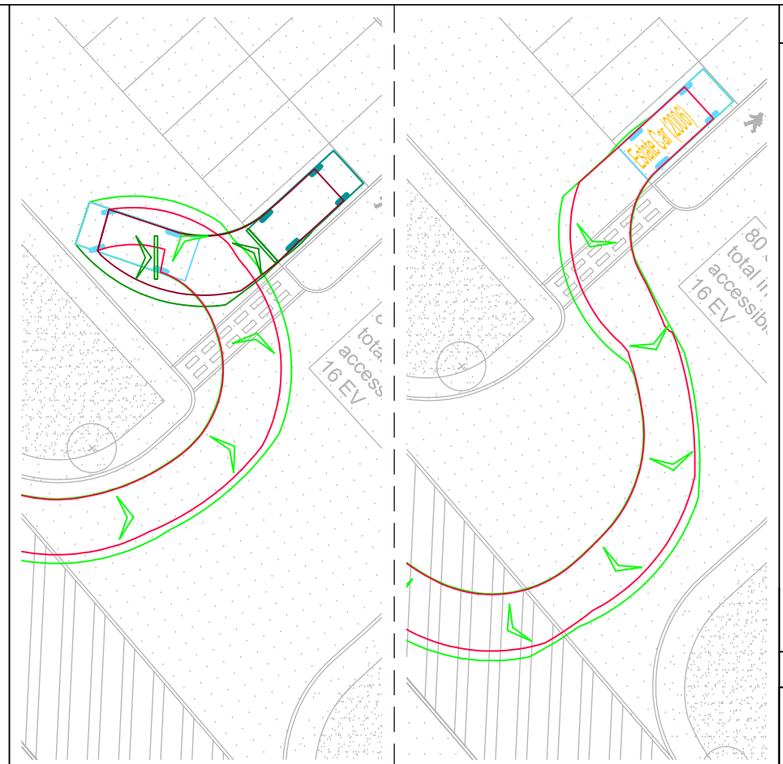
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	25.07.24	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-029	SP09	

A3
ORIGINAL
PLOT SIZE



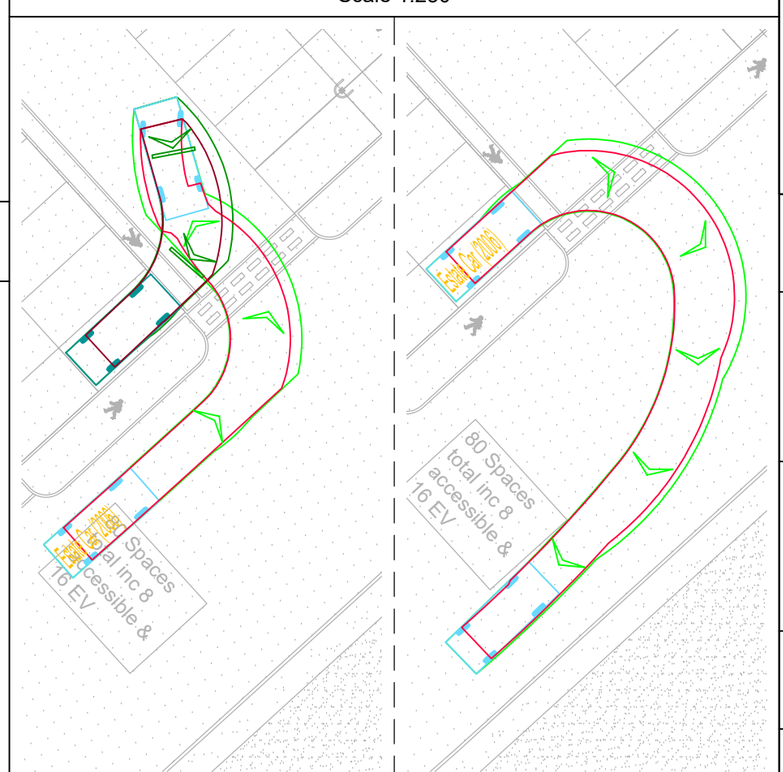
Proposed Car Park Layout
Scale 1:500



Parking Space A
Scale 1:250



Parking Space B
Scale 1:250



Parking Space C
Scale 1:250

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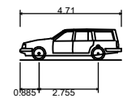

Estate Car (2006)	
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Rev	Date	Details	Drawn by	Checked by	Approved by
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CLIENT:
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PROJECT:
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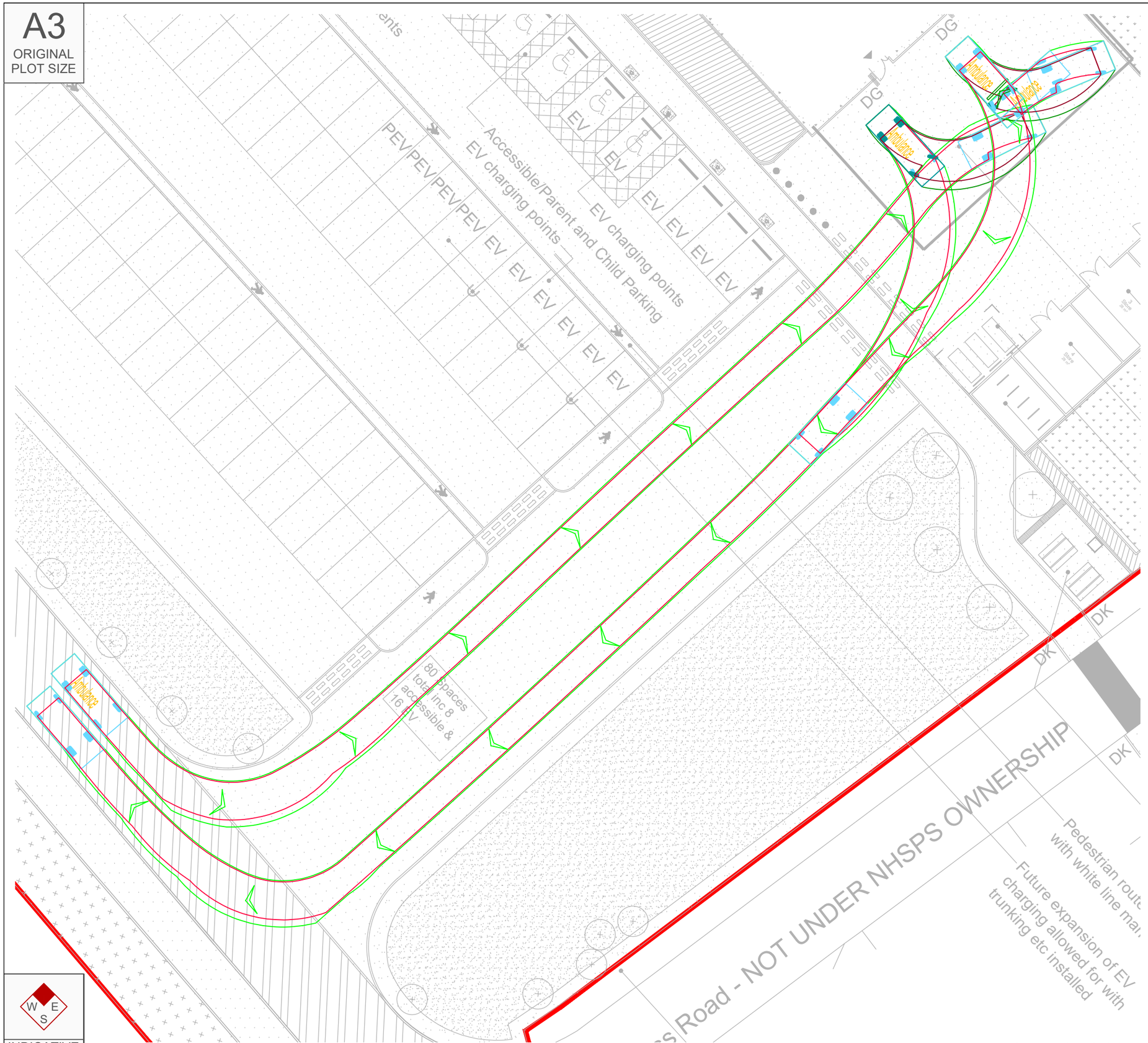
TITLE:
Phase 1 - Swept Path Analysis Of An Estate Car Using Car park

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Shown	25.07.24	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-029	SP10	

A3
ORIGINAL
PLOT SIZE



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NOTES:

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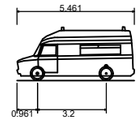

Ambulance	
Overall Length	5.461m
Overall Width	2.020m
Overall Body Height	2.498m
Min Body Ground Clearance	0.225m
Track Width	1.860m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.500m

Rev	Date	Details	Drawn by	Checked by	Approved by
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PROJECT:
TROWBRIDGE INTEGRATED CARE CENTRE

TITLE:
Phase 1 - Swept Path Analysis Of An Ambulance

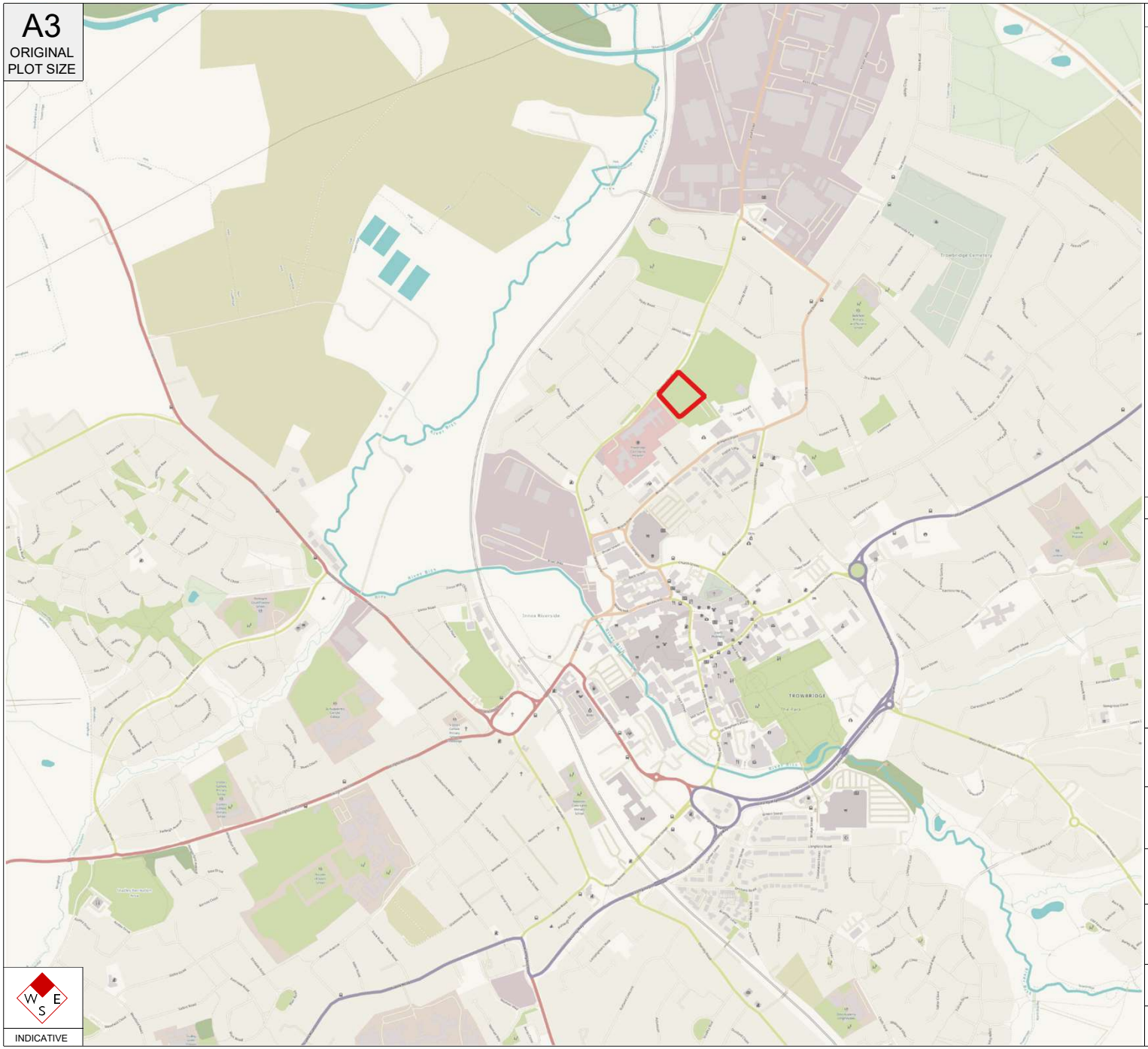
STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	25.07.24	PSW	STM	JD

JOB NO:	DRAWING NO:	REVISION:
2306-029	SP11	

Figures

A3
ORIGINAL
PLOT SIZE



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Approximate site boundary

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CLIENT:
NHS Property Services Ltd

PROJECT:
Trowbridge Integrated Care Centre

TITLE:
Site Location Plan

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	11/02/2020	SG	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2001-031	Figure 1.1	-

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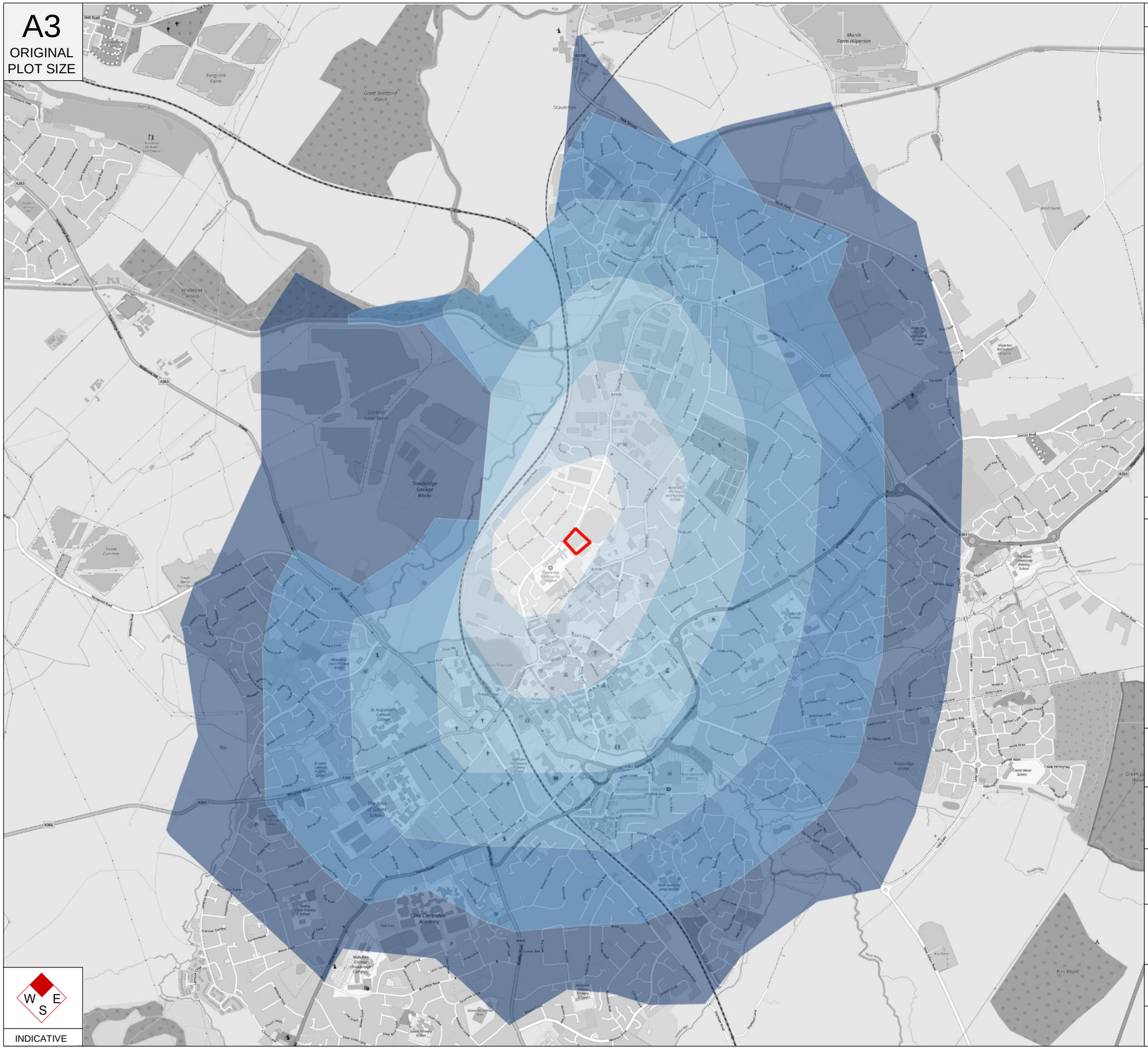
A3
ORIGINAL
PLOT SIZE



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NOTES:

Approximate site boundary

Walking time isochrones (minutes)

- 0 - 5
- 6 - 10
- 11 - 15
- 16 - 20
- 21-25
- 26 - 30

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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CLIENT:
NHS PROPERTY SERVICES LTD

PROJECT:
Trowbridge Integrated Care Centre

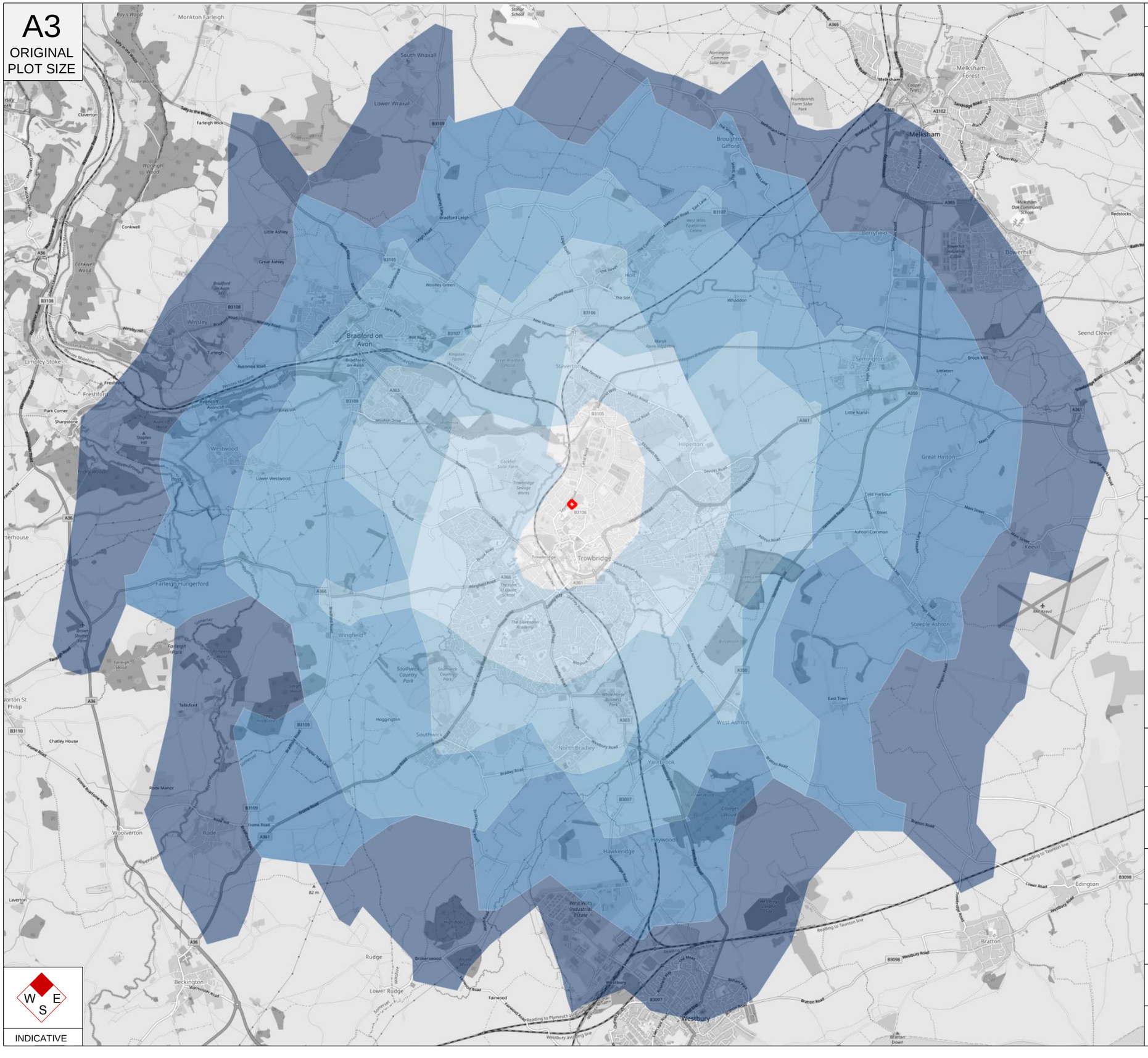
TITLE:
Walking Isochrones Plan

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	13/02/2020	LP	SG	JD

JOB NO:	DRAWING NO:	REVISION:
2001-031	Figure 2.1	-

A3
ORIGINAL PLOT SIZE



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NOTES:

Approximate site boundary

Cycling time isochrones (minutes)

- 0 - 5
- 6 - 10
- 11 - 15
- 16 - 20
- 21-25
- 26 - 30

Rev	Date	Details	Drawn by	Checked by	Approved by
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CLIENT:
NHS PROPERTY SERVICES LTD

PROJECT:
Trowbridge Integrated Care Centre

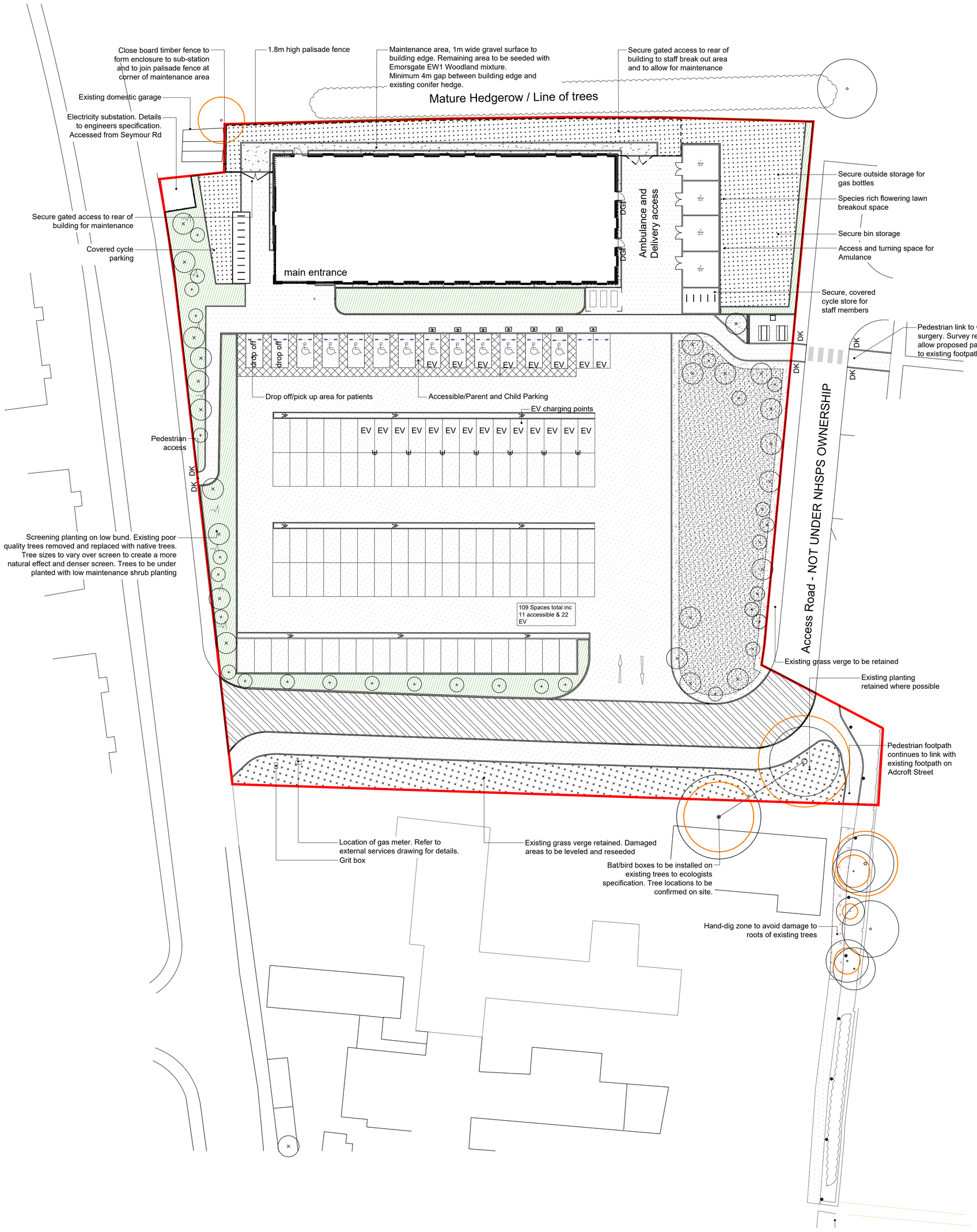
TITLE:
Cycling Isochrones Plan

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	13/02/2020	LP	SG	JD

JOB NO:	DRAWING NO:	REVISION:
2001-031	Figure 2.2	-

APPENDIX A



KEY:

Application Boundary

SOFT LANDSCAPE

Proposed trees - Mix of sizes; 16-18cm, 18-20cm and 25-30cm girth,with some multistem. Refer to drawing TICC-ONE-TH-ZZ-DR-L-2000 Detailed Planting Plan

Existing off site trees to be retained - Refer to drawing TICC-ONE-TH-ZZ-DR-L-4000 Tree retention and removal plan

Root Protection Areas (RPA) Refer to drawing TICC-ONE-TH-ZZ-DR-L-4000 Tree retention and removal plan

Proposed planting Refer to drawing TICC-ONE-TH-ZZ-DR-L-2000 Detailed Planting Plan

Proposed grass to rear of building Emorsgate EW1 Woodland seeding mixture or equal and approved

Proposed wildflower turf. Wildflower Turf Flowering lawn mix

Existing grass verge retained Damaged areas to be leveled and reseeded

HARD LANDSCAPE

Tarmac surface - to paths, parking and roads. Edged with PCC kerbing

PCC Drop kerb - to pedestrian exit/entry and along front of building

Existing tarmac access road - Retained and made good when necessary

Gravel maintenance strip - to rear of building. Cotswold stone with pin kerb edging

Street Furniture - Timber benches, Picnic benches, and litter bins

Sheffield Cycle Stands - Stainless steel (or equal approved) Bailey Streetscene Deacon Cycle Shelter (or equal approved)

Door guards - To outward opening doors. Broxap BX14/DB or equal and approved

Fencing - Timber acoustic fence, close board timber fence, and palisade fence as indicated.

Watering Point - External tap for maintenance of planting areas and trees

Rubber Wheel Block. To Accessible parking and EV charging points,To Civil Engineer's specification.

Concrete Mounting Pads - Mounting pads for EV charging points. To Civil and M&E Engineer's Specification

Bin store Bailey Streetscene (or equal approved)

0 5 10 15 20

SCALE 1:250 (A1) METRES

REV	DESCRIPTION	DATE	BY
P09	Pedestrian access from south and link to Adcroft added following planning consultant review	21.06.24	DM
P08	Drawing name updated, car park layout revised	13.06.24	DM
P07	Building footprint updated	15.05.24	DM
P06	Mobile Diagnostics support pad moved	08.04.24	DM
P05	Building GF footprint updated. Mobile diagnostics unit area relocated into service area. Soft landscaping to previous mobile diagnostic unit area. Pedestrian crossing omitted.	03.04.24	JEC
P04	Car Park layout updated following comments from Traffic Consultant	19.01.24	DM
P03	Trees in car park removed, key updated	12.12.23	DM
P02	Hammersmith Fields parking removed	04.12.23	DM
P01	First Issue	24.11.23	DM

DESIGNER

ONE Creative environments

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oneltd.com

CONTRACTOR [redacted]

CLIENT [redacted]

PROJECT NUMBER

P1402

PROJECT TITLE

Trowbridge Integrated Care Centre

DRAWN BY :	POSITION :	DATE :
DM	LA	11/06/24

CHECKED BY: Dan Martyr	POSITION: Senior Landscape Architect	DATE: 23/07/2024
APPROVED FOR ISSUE BY: Dan Martyr	POSITION: Senior Landscape Architect	DATE: 23/07/2024

DRAWING TITLE

Phase Two
Landscape Masterplan

DRAWING STATUS

S4 - Issued for construction approval

SCALE 1:250

DRAWING SIZE A1

DRAWING NUMBER TICC-ONE-ZZ-XX-DR-L-0010

REVISION P09

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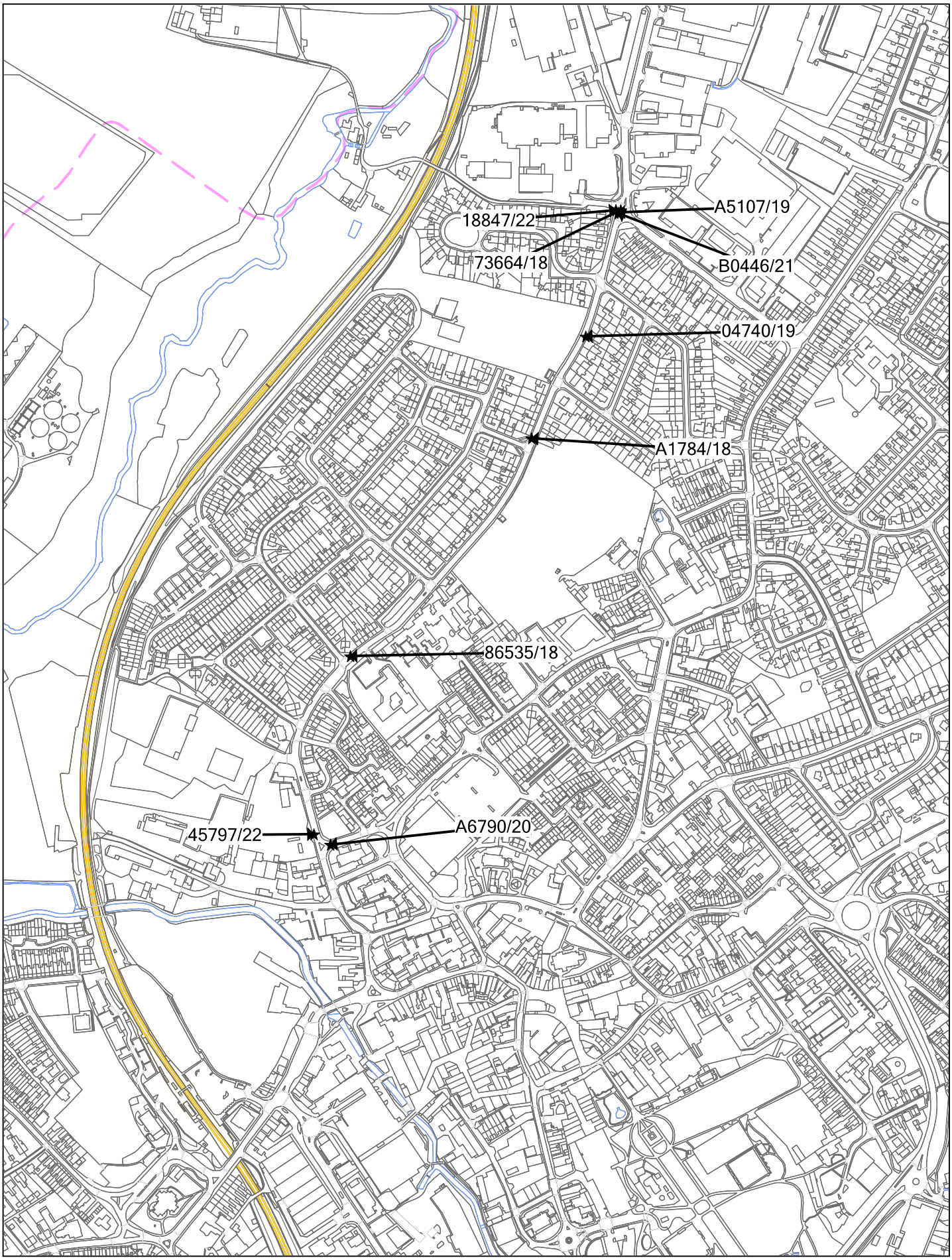
APPENDIX B



Wiltshire COUNCIL

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Seymour Rd, Trowbridge for TPA

SCALE	1 : 6300
DATE	15/12/2023
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - **01/06/2018** **to** **31/05/2023** (60) months

Selection:
Selected using Manual Selection

Notes:
Seymour Rd, Trowbridge for TPA

			Vehicles						Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
Road No.	Date										
	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
73664/18	Monday	SEYMOUR RD, RAB WITH B3106	Veh 1	Car	Going ahead	N	to S	Dri	F	24	Slight
	06/08/2018	CANAL RD, TROWBRIDGE	Veh 2	Car	Turning right	S	to SE				
B	**3106**	1315hrs									
		Daylight									
E	**385,708**	Dry									
N	**159,007**	Fine without high winds									
		30 mph									
		V1 (CAR) TRAV S ENTERED RAB, DISOBEYING GIVE WAY LINE AND COLLIDING WITH V2 (CAR) TRAV SE. LW									
86535/18	Thursday	SEYMOUR RD JCT WITH JENKINS ST.	Veh 1	M/C < 125 cc	Going ahead	S	to NE	Dri	M	24	Slight
	13/09/2018	TROWBRIDGE.	Veh 2	Car	Wait go ahead held	S	to NE				
U		1145hrs									
		Daylight									
E	**385,368**	Dry									
N	**158,446**	Fine without high winds									
		30 mph									
		V1 (M/CYCLE) TRAV NE BEHIND V2 (VAN) TRAV NE. V2 STOPPED AT PED CROSSING TO ALLOW PED TO CROSS, V1 HAS FAILED TO STOP AND COLLIDED INTO REAR OF V2. IW									
A1784/18	Friday	SEYMOUR RD APPROX 10M N FROM	Veh 1	Goods Unknown Sv	Starting	S	to N	Ped	M	83	Fatal
	26/10/2018	JCT WITH JAMES ST. TROWBRIDGE	Veh 1	Goods Unknown Sv	Starting	S	to N	Dri	M	37	Serious
U		1420hrs									
		Daylight									
E	**385,596**	Dry									
N	**158,720**	Fine without high winds									
		30 mph									
		V1 (HGV) TRAV N STOPPED AT TEMP TRAFF LIGHTS, AND MOVED OFF INTO O/S LANE WITH OTHER TRAFF WHEN LIGHTS WERE GREEN. CAS1 (PED) CROSSING RD FROM V1'S N/S, CAS1 HAS RAN IN FRONT OF V1 AND V1 HAS COLLIDED INTO HIM. IW									
04740/19	Tuesday	SEYMOUR RD O/S NO. 57.	Veh 1	Car	Going ahead	N	to S				
	15/01/2019	TROWBRIDGE	Veh 2	Car	Parked	0	to 0	Dri	F	25	Slight
U		0940hrs									
		Daylight									
E	**385,664**	Wet/Damp									
N	**158,848**	Fine without high winds									
		30 mph									
		V2 (CAR) PARKED, V1 (CAR) TRAV S. V2 HAD PULLED OVER AND PARKED 1/2 C/WAY 1/2 FOOTPATH, V1 HAD NOT NOTICED AND COLLIDED REAR OF V2. IW									

Details of Personal Injury Accidents for Period - **01/06/2018** **to** **31/05/2023** (60) months

Selection:
Selected using Manual Selection

Notes:
Seymour Rd, Trowbridge for TPA

Police Ref. / Road No. / Grid Ref.	Day / Date / Time / D/L / R.S.C / Weather / Speed / Account of Accident	Location Description	Vehicles: Veh No / Type / Manv / Dir / Class	Casualties: Sex / Age / Sev
A5107/19 **U** **E 385,705** **N 159,004**	Tuesday 22/10/2019 0645hrs Darkness: street lights present and lit Dry Fine without high winds 30 mph	RBT OF SEYMOUR RD & CANAL RD, TROWBRIDGE	Veh 1 Car Going ahead S to N Veh 2 Pedal cycle Going ahead SE to NW Dri	F 37 Slight
	V1 (CAR) TRAV N, V2 (P/CYCLE) TRAV NW. V1 ENTERED RBT INTO PATH OF V2. V2 COLLIDED O/S V1. RIDER DISPLACED. TN			
A6790/20 **U** **E 385,343** **N 158,209**	Friday 23/10/2020 1012hrs Daylight Wet/Damp Fine without high winds 30 mph	UPPER BROAD STREET, SNAILS LANE, TROWBRIDGE, WILTSHIRE	Veh 1 Car Turning right S to E Ped	F 52 Serious
	V1 (CAR) TRAV E. CAS1 (PED) TRAV S. V1 HAS COLLIDED N/S WITH O/S CAS1 AS CAS1 CROSSES ROAD. JT.			
B0446/21 **U** **E 385,705** **N 159,003**	Friday 12/11/2021 0958hrs Daylight Wet/Damp Fine without high winds 30 mph	UC SEYMOUR RD, AT RBT WITH CANAL RD, TROWBRIDGE. SMO	Veh 1 Taxi Going ahead N to S Dri Veh 2 Car Turning right S to E Dri	M 42 Slight F 42 Slight
	V1(CAR) TRAV S. V2(CAR) TRAV E. V2 HAS TURNED RIGHT AT RBT AND V1 HAS FAILED TO GIVE WAY. V2 HAS COLLIDED O/S WITH V1 O/S. SMO			
18847/22 **B 3106** **E 385,702** **N 159,007**	Tuesday 22/02/2022 1119hrs Daylight Wet/Damp Raining without high winds 30 mph	B3106 CANAL RD, AT RBT WITH SEYMOUR RD, TROWBRIDGE. SMO	Veh 1 Car Going ahead S to N Dri Veh 2 Goods > 7.5t Turning right N to W	M 68 Slight
	V1(CAR) TRAV N. V2(LORRY) TRAV W. V1 HAS FAILED TO GIVEWAY ON RBT AND V1 HAS COLLIDED FRONT WITH V2 N/S. SMO			

Details of Personal Injury Accidents for Period - **01/06/2018** **to** **31/05/2023** (60) months

Selection:
Selected using Manual Selection

Notes:
Seymour Rd, Trowbridge for TPA

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
Road No.	Date										
	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
45797/22	Thursday	B3106 SHAILS LANE, AT JCT WITH	Veh 1	Car	Starting	W	to S				
	05/05/2022	SHANLEYS SCRAP YARD,	Veh 2	Pedal cycle	Going ahead	N	to S	Dri	M	36	Slight
B 3106	0920hrs	TROWBRIDGE. SMO									
	Daylight										
E 385,322	Dry										
N 158,222	Fine without high winds										
	30 mph										

V1(CAR) TRAV S. V2(CYCLE) TRAV S. V1 HAS STARTED TO PULL OUT OF JCT. V2 HAS BEEN TRAVELLING ON PAVEMENT AND COLLIDED FRONT WITH V1 FRONT.

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months

Selection:
Selected using Manual Selection

Notes:
Seymour Rd, Trowbridge for TPA

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
73664/18	06/08/2018	1	Slight	0	0	0	0	0	Light	Right	Dry	1315	SEYMOUR RD, RAB WITH B3106 CANAL RD, TROWBRIDGE
86535/18	13/09/2018	1	Slight	1	0	0	0	0	Light	No turn	Dry	1145	SEYMOUR RD JCT WITH JENKINS ST. TROWBRIDGE.
A1784/18	26/10/2018	2	Fatal	0	0	1	0	1	Light	No turn	Dry	1420	SEYMOUR RD APPROX 10M N FROM JCT WITH JAMES ST. TROWBRID
04740/19	15/01/2019	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	0940	SEYMOUR RD O/S NO. 57. TROWBRIDGE
A5107/19	22/10/2019	1	Slight	0	1	0	0	0	Dark	No turn	Dry	0645	RBT OF SEYMOUR RD & CANAL RD, TROWBRIDGE
A6790/20	23/10/2020	1	Serious	0	0	1	0	0	Light	Right	Wet/Damp	1012	UPPER BROAD STREET, SNAILS LANE, TROWBRIDGE, WILTSHIRE
B0446/21	12/11/2021	2	Slight	0	0	0	0	0	Light	Right	Wet/Damp	0958	UC SEYMOUR RD, AT RBT WITH CANAL RD, TROWBRIDGE. SMO
18847/22	22/02/2022	1	Slight	0	0	0	0	1	Light	Right	Wet/Damp	1119	B3106 CANAL RD, AT RBT WITH SEYMOUR RD, TROWBRIDGE. SMO
45797/22	05/05/2022	1	Slight	0	1	0	0	0	Light	No turn	Dry	0920	B3106 SHAILS LANE, AT JCT WITH SHANLEYS SCRAP YARD, TROWBI
Column Totals		11		1	2	2	0	2					
No. of Accidents				1	2	2	0	2					

Total number of accidents listed: 9

Accidents between dates **01/06/2018** **and** **31/05/2023** (60) months

Selection:
Selected using Manual Selection

Notes:
Seymour Rd, Trowbridge for TPA

Police Ref.	Acc Class	Date	Day	Time	Grid References	Casualties Ftl	Ser	Slt	Causation Factors/ Prob	Ped L M D	Light	Weather	Road Surface	Vehicle Types
73664/18	Slight	06/08/2018	Mon	1315	385708 159007	0	0	1	302V1A 405V1A 603V1B 706V1B	0 0 0	Light	Fine without high winds	Dry	9 9
86535/18	Slight	13/09/2018	Thu	1145	385368 158446	0	0	1	308V1A 602V1A 605V1A	0 0 0	Light	Fine without high winds	Dry	3 9
A1784/18	Fatal	26/10/2018	Fri	1420	385596 158720	1	1	0	803C1B	5 1 2	Light	Fine without high winds	Dry	98
04740/19	Slight	15/01/2019	Tue	0940	385664 158848	0	0	1	307V1A 406V1A	0 0 0	Light	Fine without high winds	Wet/Damp	9 9
A5107/19	Slight	22/10/2019	Tue	0645	385705 159004	0	0	1	405V1A 403V1A 406V1B	0 0 0	Dark	Fine without high winds	Dry	9 1
A6790/20	Serious	23/10/2020	Fri	1012	385343 158209	0	1	0	710V1B 405V1B	5 3 8	Light	Fine without high winds	Wet/Damp	9
B0446/21	Slight	12/11/2021	Fri	0958	385705 159003	0	0	2	405V1A 406V1A 710V1A 706V1B	0 0 0	Light	Fine without high winds	Wet/Damp	8 9
18847/22	Slight	22/02/2022	Tue	1119	385702 159007	0	0	1	405V1A 602V1A	0 0 0	Light	Raining without high winds	Wet/Damp	9 21
45797/22	Slight	05/05/2022	Thu	0920	385322 158222	0	0	1	402V1B 405V2B 310V2A	0 0 0	Light	Fine without high winds	Dry	9 1

Column Totals	**Slight :** 7	1	2	0	**Light :** 8	**Dry :** 5
	Serious : 1				**Dark :** 1	**Wet :** 4
	Fatal : 1					

Total number of accidents listed: 9

CONTRIBUTORY FACTORS

1. Select up to six factors from the grid, relevant to the accident.
2. Factors may be shown in any order, but an indication must be given of whether each factor is ***very likely (A)*** or ***possible (B).***
3. Only include factors that you consider contributed to the accident. (i.e. do NOT include "Poor road surface" unless relevant).
4. More than one factor may, if appropriate, be related to the same road user.
5. The same factor may be related to more than one road user.
6. The participant should be identified by the relevant vehicle or casualty ref no. (e.g. 001, 002 etc.), preceded by "V" if the factor applies to a vehicle, driver/rider or the road environment (e.g. V002), or "C" if the factor relates to a pedestrian or passenger casualty (e.g. C001).
7. Enter U000 if the factor relates to an uninjured pedestrian.

Road Environment Contributed	***103*** Slippery road (due to weather)	***102*** Deposit on road (e.g. oil, mud, chippings)	***101*** Poor or defective road surface	***110*** Sunken, raised or slippery inspection cover	***108*** Road layout (e.g. bend, hill, narrow carriageway)	***107*** Temporary road layout (e.g. contraflow)	***109*** Animal or object in carriageway	***104*** Inadequate or masked signs or road markings	***105*** Defective traffic signals	***106*** Traffic calming (e.g. speed cushions, road humps, chicanes)
Vehicle Defects	***201*** Tyres illegal, defective or under-inflated	***202*** Defective lights or indicators	***203*** Defective brakes	***204*** Defective steering or suspension	***205*** Defective or missing mirrors	***206*** Overloaded or poorly loaded vehicle or trailer				
Driver/Rider Only (Includes Pedal Cycles and Horse Riders) Injudicious Action	***308*** Following too close	***306*** Exceeding speed limit	***302*** Disobeyed Give Way or Stop sign or markings	***301*** Disobeyed automatic traffic signal	***307*** Travelling too fast for conditions	***310*** Cyclist entering road from pavement	***305*** Illegal turn or direction of travel	***304*** Disobeyed pedestrian crossing facility	***309*** Vehicle travelling along pavement	***303*** Disobeyed double white lines
Driver/ Rider Error or Reaction	***405*** Failed to look properly	***406*** Failed to judge other person's path or speed	***403*** Poor turn or manoeuvre	***408*** Sudden braking	***409*** Swerved	***401*** Junction overshoot	***402*** Junction restart (moving off at junction)	***404*** Failed to signal or misleading signal	***407*** Too close to cyclist, horse or pedestrian	***410*** Loss of control
Impairment or Distraction	***501*** Impaired by alcohol	***502*** Impaired by drugs (illicit or medicinal)	***508*** Driver using mobile phone	***503*** Fatigue	***509*** Distraction in vehicle	***510*** Distraction outside vehicle	***505*** Illness or disability, mental or physical	***504*** Uncorrected, defective eyesight	***507*** Rider wearing dark clothing	***506*** Not displaying lights at night or in poor visibility
Behaviour or Inexperience	***602*** Careless, reckless or in a hurry	***605*** Learner or inexperienced driver/rider	***601*** Aggressive driving	***603*** Nervous, uncertain or panic	***607*** Unfamiliar with model of vehicle	***606*** Inexperience of driving on the left	***604*** Driving too slow for conditions or slow vehicle (e.g. tractor)			
Vision Affected by	***701*** Stationary or parked vehicle(s)	***703*** Road layout (e.g. bend, winding road, hill crest)	***706*** Dazzling sun	***707*** Rain, sleet, snow or fog	***708*** Spray from other vehicles	***705*** Dazzling headlights	***710*** Vehicle blind spot	***702*** Vegetation	***704*** Buildings, road signs, street furniture	***709*** Visor or windscreen dirty, scratched or frosted etc.
Pedestrian Only (Casualty or Uninjured)	***802*** Failed to look properly	***808*** Careless, reckless or in a hurry	***803*** Failed to judge vehicle's path or speed	***801*** Crossing road masked by stationary or parked vehicle	***806*** Impaired by alcohol	***807*** Impaired by drugs (illicit or medicinal)	***805*** Dangerous action in carriageway (e.g. playing)	***804*** Wrong use of pedestrian crossing facility	***809*** Pedestrian wearing dark clothing at night	***810*** Disability or illness, mental or physical
Special Codes	***901*** Stolen vehicle	***902*** Vehicle in course of crime	***903*** Emergency vehicle on a call	***904*** Vehicle door opened or closed negligently						****999*** Other – Please specify below

	1st	***2nd***	***3rd***	***4th***	***5th***	***6th***
Factor in the accident						
Which participant? (e.g. V001, C001, U000)						
Very likely (A) or Possible (B)						

*If 999 Other, give brief details

(Note: Only use if another factor contributed to the accident ***and include it in the text description of how the accident occurred***)

These factors reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

APPENDIX C

Appendix D Accessibility questionnaire

Mode	Criteria	Variation	Possible score	Actual score
Walking	Quality of pedestrian facilities	**Good:** • Footways of at least 1.5m wide • Choice of pedestrian access points to the site in at least three directions. (60° apart) • Pedestrian routes are well maintained, well lit and designated for disabled access.	3	3
		Moderate: • Footways present at a min width of 1m • Choice of pedestrian access points to the site in at least two direction (90° apart) • Pedestrian routes are maintained to a reasonable standard, with some street lighting and some disabled facilities	2	
		Poor: • No footways adjacent to the site • Pedestrians use an access where vehicles have priority • Access from only one point • No street lighting or disabled facilities	0	
Cycling	Quality of cycling facilities	**Good:** • Choice of cycle parking types • Good choice of safe access routes for cyclists • Design and maintenance of surrounding area sympathetic to cyclists	3	3
		Moderate: • Cycle parking above standard • On-road facilities and surfaces adequate quality for cyclists • Some choice of safe access routes for cyclists	2	
		Poor: • Cycling parking to standard • Poor on-road cycle facilities and surfaces • Limited choice of safe access routes for cyclists	0	

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Mode	Criteria	Variation	Possible score	Actual score
Bus	Walking distance to nearest bus stop	Less than 100m	3	
		Less than 400m	2	2
		More than 400m	0	
	Frequency of principle bus service at nearest bus stop (if within 800m)	15 mins or less	4	
		30 mins or less	2	2
		60 mins or less	1	
		Over 60 mins	0	
	Distance to nearest bus station/ major interchange (5 or more routes)	Less than 200m	5	
		Less than 400m	3	
		Less than 800m	2	2
		More than 800m	0	
	Number of bus services with at least (60min weekday frequency) stopping within 400m of site	6 or more	5	
		2 to 5	3	
		1	1	
		0	0	0
	Quality of nearest bus stop (if within 800m walking distance)	**Good:** • Shelter, seating and flag • Timetables and Real-time information • Raised curbs and adequate footway width • Well lit, CCTV and overlooked buildings	2	
		Moderate: • Shelter and flag • Timetable information • Adequate footway width/no raised curb • Adequate lighting	1	1
		Poor: • Marked only by pole and flag • Little or no timetable information • Little or no street lighting • Narrow footway	0	

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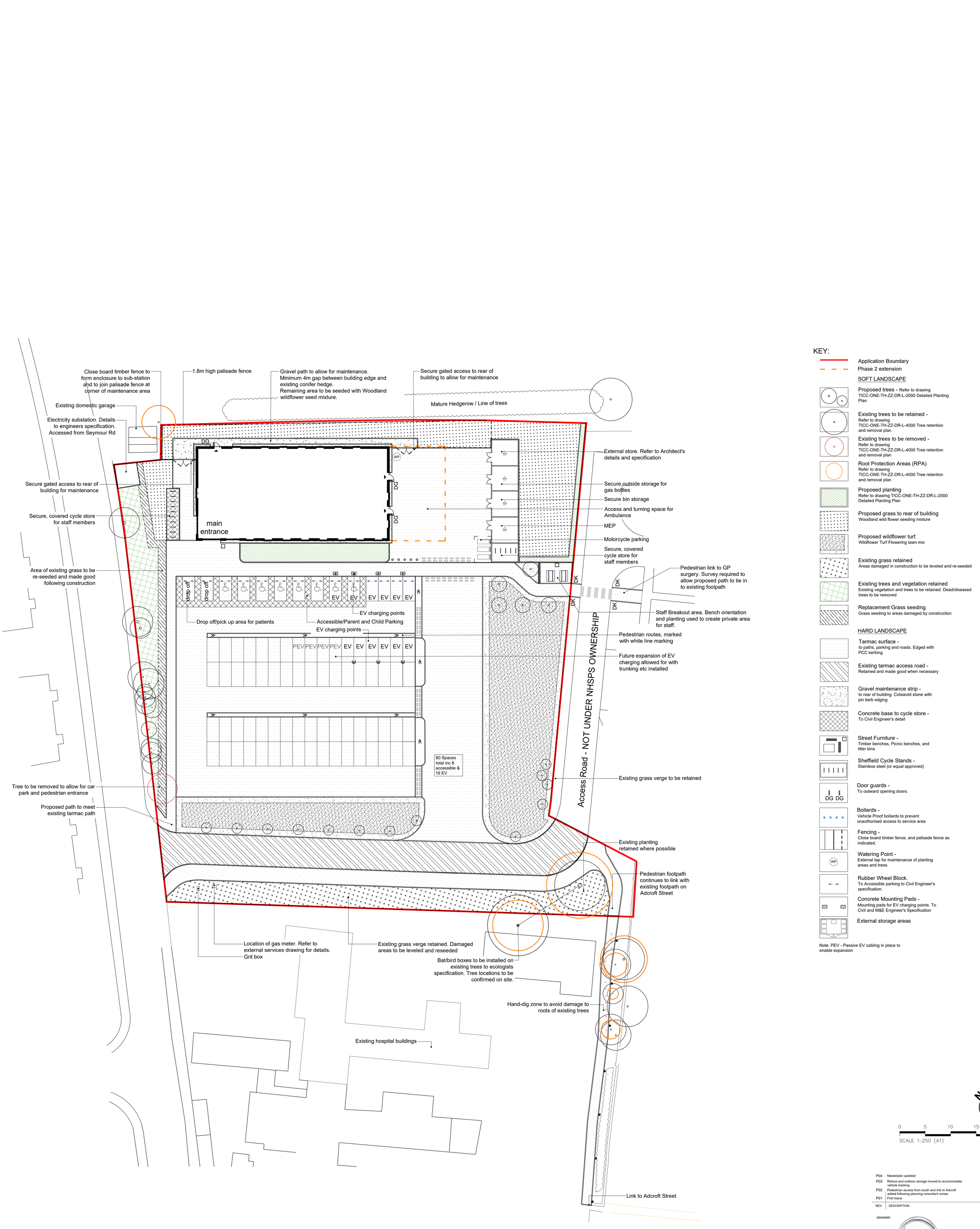
Mode	Criteria	Variation	Possible score	Actual score
Trains	Walking distance to nearest railway station	Less than 400m	5	
		Less than 800m	3	
		Less than 1,200m	2	2
		More than 1,200m	0	
	Trains per hour per direction from nearest station (if within 1,200m walking distance)	5 or more	4	4
		3 to 4	2	
		1 to 2	1	
		Less than 1	0	
	Quality of the nearest railway station (if within 1,200 of the site)	**Good:** • Heated and enclosed waiting facilities • Toilets • Timetable and real-time information • More than one line served by station • Ticket office and machines • Staffed for majority of the day • CCTV and other security measures • A good range of retail facilities • Fully accessible with lifts and ramps • Bus and taxi interchange within close proximity	2	2
		Moderate: • Waiting facilities – part enclosed • Toilets • Timetables and real time information • Ability to purchase tickets • Part-time staffing • CCTV and other security measures • Some retail facilities • Some disabled accessibility • Taxi rank only	1	
		Poor: • Poor waiting facilities – not enclosed • No toilets • Timetables only • Not staffed • No security measures • No retail facilities • No disabled accessibility • No taxi rank	0	

8

21

∴ 10% Discount

APPENDIX D



KEY:

Application Boundary

Phase 2 extension

SOFT LANDSCAPE

Proposed trees - Refer to drawing TICC-ONE-TH-ZZ-DR-L-2000 Detailed Planting Plan

Existing trees to be retained - Refer to drawing TICC-ONE-TH-ZZ-DR-L-4000 Tree retention and removal plan

Existing trees to be removed - Refer to drawing TICC-ONE-TH-ZZ-DR-L-4000 Tree retention and removal plan

Root Protection Areas (RPA) Refer to drawing TICC-ONE-TH-ZZ-DR-L-4000 Tree retention and removal plan

Proposed planting Refer to drawing TICC-ONE-TH-ZZ-DR-L-2000 Detailed Planting Plan

Proposed grass to rear of building Woodland wild flower seeding mixture

Proposed wildflower turf. Wildflower Turf Flowering lawn mix

Existing grass retained Areas damaged in construction to be leveled and re-seeded

Existing trees and vegetation retained Existing vegetation and trees to be retained. Dead/diseased trees to be removed

Replacement Grass seeding Grass seeding to areas damaged by construction

HARD LANDSCAPE

Tarmac surface - to paths, parking and roads. Edged with PCC kerbing

Existing tarmac access road - Retained and made good when necessary

Gravel maintenance strip - to rear of building. Cotswold stone with pin kerb edging

Concrete base to cycle store - To Civil Engineer's detail

Street Furniture - Timber benches, Picnic benches, and litter bins

Sheffield Cycle Stands - Stainless steel (or equal approved)

Door guards - To outward opening doors.

Bollards - Vehicle Proof bollards to prevent unauthorised access to service area

Fencing - Close board timber fence, and palisade fence as indicated.

Watering Point - External tap for maintenance of planting areas and trees

Rubber Wheel Block. To Accessible parking to Civil Engineer's specification.

Concrete Mounting Pads - Mounting pads for EV charging points. To Civil and M&E Engineer's Specification

External storage areas

Note: PEV - Passive EV cabling in place to enable expansion

0 5 10 15 20

SCALE 1:250 (A1) METRES

REV	DESCRIPTION	DATE	BY
P04	Masterplan updated	17.07.24	ARJ
P03	Refuse and outdoor storage moved to accommodate vehicle tracking	02.07.24	DM
P02	Pedestrian access from south and link to Adcroft added following planning consultant review	21.06.24	DM
P01	First Issue	11.06.24	DM

DESIGNER

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CONTRACTOR [redacted]

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PROJECT NUMBER

P1402

PROJECT TITLE

Trowbridge Integrated Care Centre

DRAWN BY :	POSITION :	DATE :
DM	LA	11/06/24

CHECKED BY: Dan Martyr	POSITION: Senior Landscape Architect	DATE: 22/07/2024
APPROVED FOR ISSUE BY: Dan Martyr	POSITION: Senior Landscape Architect	DATE: 22/07/2024

DRAWING TITLE

Phase One
Landscape Masterplan

DRAWING STATUS

S4 - Issued for construction approval

SCALE 1:250

DRAWING SIZE A1

DRAWING NUMBER TICC-ONE-ZZ-XX-DR-L-0010

REVISION P04

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APPENDIX E

Transport Planning Associates

A Planning Application by

NHS PROPERTY SERVICES LTD

In respect of

Trowbridge Integrated Health Centre, TROWBRIDGE

Travel Plan

July 2024



Document Management

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Document Review

	Status	Author	Checker	Approver	Date
-	Issue	AC	SM	JD	12 | 06 | 24
A	Revision[a]	AC	SM	JD	29 | 07 | 24
B	Revision[b]				

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[b]

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Figure 3.2	Cycling Isochrone

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1 Introduction

1.1 This Travel Plan (TP) has been prepared by Transport Planning Associates (TPA) on behalf of NHS Property Services Ltd to support a reserved matters application for the development of a health Centre in Trowbridge, Wiltshire. The development consists of a 1,768m^2 Integrated Care Centre, with associated parking and access, located between the Trowbridge Community Hospital and Freetown Park. The surrounding sustainable travel network is comprehensive and extensive, providing significant opportunities for trips to be made by modes other than the private car.

1.2 It is proposed the development will be delivered in two phases. The first phase will comprise a floor area of 1,386m^2 and comprise 21 consulting rooms. The second phase will comprise a further 382m^2 of floor area and delivering a further nine consulting rooms to provide a total of 30. The proposed masterplan for each phase is provided at **Appendix A**.

1.3 The site is located to the north of Trowbridge town centre in a residential area, bordered by Seymour Road to the north west, Freetown Park to the north east, Trowbridge health centre to the south east, and Trowbridge Community Hospital to the south west. The site location is shown in **Figure 1.1**.

1.4 This Travel Plan has been consulted upon with the end users of the proposed development, with NHS Property Services providing feedback throughout the process.

Report Structure

1.5 This TP has been tailored appropriately to reflect the scale and type of development. The plan will evolve over time, and will monitor and review the targets for travel on a regular basis. The initiatives and measures may be subject to change, if they are found to be impractical or if targets are not met.

1.6 The TP considers the following documents where appropriate:

i) National Planning Policy Framework (2023);

ii) National Planning Practice Guidance (2019);

iii) Transport for New Developments, Transport Assessments and Travel Plans (March 2014);

iv) Good Practice Guidelines, Delivering Travel Plans through the Planning Process, published by DfT (2009);

v) The Essential Guide to Travel Planning, published by DfT (2008);

vi) A guide to Travel Plans for Developers (2006); and

vii) Wiltshire Development Related Travel Plan Guidance.

1.7 The TP addresses the following:

i) Scope and objectives;

ii) A local sustainable travel assessment;

iii) The initiatives and measures to promote accessibility by non-car modes of travel;

iv) TP Co-ordinator details and requirements;

v) Requirements for monitoring and reviewing targets through dissemination of information including surveys of staff travel habits; and

vi) Identifying when TP measures take effect.

2 Scope and Objectives of the Travel Plan

Scope of the Travel Plan

2.1 Travel Plans present the opportunity to raise awareness of the consequences of travel choices, the benefits of alternatives and the opportunity to minimise the impact of motorised travel on the environment.

2.2 *'A travel plan is a package of measures produced by employers to encourage colleagues to use alternatives to single-occupancy car-use'* (DfT, 2009).

2.3 Alongside Transport Assessments, Travel Plans '*are an important tool for delivering sustainable access to new development, whatever the use*' and, '*they should be seen as an integral part of the wider implementation of an area's sustainable transport strategy*' (Good Practice guidelines: Delivering Travel Plans through the Planning Process, 2009).

2.4 A Travel Plan can bring the following benefits:

i) to the individual - through improved health, reduced stress and cost savings;

ii) to the community - by the organisations, the developer and staff demonstrating commitment to environmental priorities and setting an example to others; and

iii) to the environment - through improved local air quality with less noise, dirt and fumes, which can contribute to other national and global improvements.

2.5 The TP is more than a document, it is a process that is managed and follows the classic management system process of '*Plan, Do, Review*'. In this case it is termed "Plan, Implement, Monitor" and the process is illustrated in **Plate 2.1**.

Plate 2.1 - The Travel Plan Process



2.6 An effective travel plan will be managed as a process, planned, implemented and monitored by:

- being site specific – every site is unique and the measures will be determined by the opportunities and constraints of the site itself, the nature of uses and occupation, the location of other facilities and the existing public transport provision;
- providing a combination of hard measures (e.g. site design and improved sustainable infrastructure) and soft measures (e.g. provision of information and incentives); and
- providing a holistic package of measures that are integrated with one another and the development and its marketing and promotion.

Objectives of the Travel Plan

2.7 The key objectives of the TP are as follows:

- to reduce the overall amount of car travel, particularly sole use;
- to increase the use of sustainable transport; and
- to promote a healthier lifestyle for employees, visitors and the wider community.

2.8 The TP is a dynamic process that will evolve over time in accordance with the changing circumstances of an organisation and its environment. As such, it is not a one-off process to be undertaken and completed; rather it is the start of a managed approach, which takes responsibility for travel and its impacts.

2.9 The objective will always be to maximise sustainable travel as far as practical. The initiatives and measures described in **Chapter 6** may need to be revisited within the first five years from opening if they are found to be failing to meet the modal share targets.

3 Site Accessibility

Site Location and Composition

3.1 The site is located to the north of Trowbridge town centre in a residential area, bordered by Seymour Road to the northwest, Freetown Park to the north east, Trowbridge Health Centre to the south east, and Trowbridge Community Hospital to the south west. The site location is shown in **Figure 1.1**.

3.2 The proposed development is for 1,655m^2 GFA of D1 Integrated Care Centre. The D1 Integrated Care Centre comprises of 30 consulting rooms, including plaster room and ultrasound. Additionally, there are three counselling rooms, a Physio gym, and an X-ray and two phlebotomy rooms. The proposed masterplan is provided at **Appendix A.**

3.3 A total of 109 car parking spaces are to be provided, inclusive of 11 accessible parking bays (six with EV charging), two drop-off and pick-up bays for patients and 16 EV charging bays. The accessible/parent and child spaces are located in close proximity to the main building entrance. As shown on the masterplan, the parking area is accessed from Hammersmith Fields. A Car Park Management Plan will be implemented at the site.

3.4 The existing three-metre-wide pedestrian footway will be retained to the west of Hammersmith Fields, providing a link between existing footways on Seymour Road and a new pedestrian link to Adcroft Street to the south east.

3.5 A further point of pedestrian access is provided from the southern footway on Seymour Road, approximately 40 metres to the east of the Hammersmith Fields junction. This provides a direct link to a 2.0-metre-wide internal footway, which provides access to the proposed cycle parking area and the main entrance of the proposed building.

3.6 To enhance the pedestrian accessibility of the site, a footway connection is to be provided from the southeast corner of the site, through the existing hospital grounds, to Adcroft Street. This was agreed as part of the existing outline planning approval (Ref: 20/03255/OUT). In addition, a new pedestrian crossing will be provided to the south of the building, providing a link to the neighbouring GP surgery and existing pedestrian infrastructure.

3.7 A secure and sheltered cycle store is located to the south of the main car park which provides 10 staff cycle parking spaces. Shower and changing facilities are to be provided in the main building. A second covered cycle store providing a total of 20 visitor cycle parking spaces is located close to the main entrance. Motorcycle parking is also provided within the car park.

3.8 Provision of disabled parking bays is provided in line with guidance building accesses will be designed to ensure step-free access is available.

Existing Walking and Cycling Accessibility

3.9 The site is well positioned for pedestrian access to Trowbridge Town Centre, including bus stops and Trowbridge Railway Station, with access to the Town Centre on foot achievable in an approximate 11-minute journey time. The majority of the Trowbridge residential area is also accessible within an approximate 30-minute walk of the site.

3.10 The National Cycle Network (NCN) Route 4 routes approximately 900 metres to the north of the site and provides a cycle route between Trowbridge, Bath, and Devizes. The section of the NCN Route 4 between the site and both Bath and Devizes is predominately traffic-free however, there is an approximate 400 metre on-road section at Bradford-Upon-Avon.

3.11 The nearest access point to the Cycle Path is via Seymour Road and Brick Lane to the north of the site, however an additional access is available via Melton Road and Langford Road to the west of the site.

3.12 Walking and cycling isochrones maps are provided at **Figure 3.1** and **Figure 3.2** respectively.

3.13 The Connecting Wiltshire journey planning tool can be used to plan walking and cycling journeys. It provides route maps, information on calories burned and pollution savings in comparison to driving.

3.14 Connecting Wiltshire also provide a cycling map for Trowbridge which identifies cycling infrastructure, recommended cycle routes and National Cycle Network Routes in the vicinity. The map, which also includes walking information, is attached as **Appendix B** for reference.

Existing Public Transport Accessibility

Bus

3.15 The nearest bus stops to the development are located along Seymour Road approximately 200 metres southwest of the site. These bus stops provide access to the 68A and X77 services, operated by FromeBus and Faresaver, which provide connections through Trowbridge. A summary of the services from these stops is shown in **Table 3.1**.

Table 3.1 Bus Service Summary – Seymour Road Bus Stop

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
68A	Trowbridge – Staverton – Town Service	08:30 – 17:15 60-120 mins	10:22 – 17:00 60 mins	No service
X77	Bulkington War Memorial – Trowbridge Clarendon Academy	One service a day	No service	No service

**December 2023*

3.16 There are also additional bus stops within walking distances of the centre of the site on Conigre, Fore Street and Manvers Street approximately 400 to 600 metres (5 minutes' walk[1]) south of the proposed development.

3.17 A summary of the services from these stops are shown below in **Table 3.2** and **Table 3.3** respectively.

Table 3.2 Bus Service Summary – Conigre

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
49	Devizes – Trowbridge	06:55 – 18:50 60 - 120 mins	08:30 – 18:30 60 mins	N/A
65 / 65A	Trowbridge Town Centre	10:08 – 14:08 60 mins	N/A	N/A
67	Trowbridge – North Bradley	09:31 – 14:08 60 mins	N/A	N/A
68A	Trowbridge – Staverton – Town Service	08:30 – 17:15 60-120 mins	10:22 – 17:00 60 mins	N/A
76	Trowbridge – Devizes	09:45 and 12:25 Two services only	09:50 and 12:25 Two services only	N/A
77	Trowbridge – Worton – Devizes	15:15 1 Service Only	N/A	N/A
94	Trowbridge – Bath City Centre	09:00 – 15:13 120 mins	N/A	N/A
877	Trowbridge – Devizes	N/A	17:20 One service only	N/A
D1 discover	Warminster – Trowbridge – Bath	06:29 – 19:37 60 mins	06:29 – 19:37 60 mins	N/A
X34	Chippenham – Trowbridge –Frome	06:30 – 15:40 30-60 mins	08:00 – 17:30 60-90 mins	N/A

[1] CIHT Providing for Journeys on Foot (2000)

**December 2023*

Table 3.3 Bus Service Summary – Manvers Street

Service	Route	Approximate Frequency*		
		Mon-Fri	Sat	Sun
87 / 87A	Trowbridge – Devizes	08:45 – 17:20 5 services (approx. 120 mins)	08:45 – 16:10 4 services (approx. 120 mins)	N/A
96	Trowbridge – South Wraxhall	10:33 – 14:10 3 services	N/A	N/A

**December 2023*

3.18 The above tables demonstrate that the site is located within close proximity to regular weekday and Saturday bus services, which provide a connection to local destinations including Devizes, Corsham and Bath. It is considered that these services may be of benefit to future staff and visitors to the site.

3.19 The Connecting Wiltshire journey planning tool can be used to plan bus journeys. It provides timetable information and pollution saving information in comparison to driving.

Rail

3.20 The closest Railway station to the proposed development site is Trowbridge Railway Station approximately 1.2 kilometres walking distance from the site; this equates to a 15-minute walk[2].

3.21 The station is accessible via bicycle with an approximate five-minute cycle ride based upon an average cycle speed of 268 metres per minute[3]. The station benefits from a ticket office and self-serve ticket machines. Approximately 70 sheltered bicycle stands are available at the station that are covered by CCTV.

3.22 A summary of the services from Trowbridge Railway Station is shown in **Table 3.4** below.

[2] CIHT Providing for Journeys on Foot (2000)
[3] DfT Local Transport Note 2/08 (2008)

Table 3.4 Train Services – Trowbridge Railway Station

Destination	Approximate journey Time	Approximate Frequency		
		Mon-Fri	Sat	Sun
Westbury	7 mins	05:34 – 23:48 20 mins	06:26 - 23:52 15 mins	09:46 – 23:16 40 mins
Bath Spa	22 mins	06:04 – 23:42 20 mins	06:44 – 22:56 20 mins	08:45 – 23:04 30 mins
Bristol Temple Meads	43 mins	06:04 - 23:42 25 mins	06:44 – 22:56 30 mins	08:45 – 23:04 30-60 mins
Cardiff Central	1 hr 40 mins	06:04 – 23:42 30 mins	06:44 – 22:56 30 mins	08:45 – 23:04 60 mins
Gloucester	1 hr 50 mins	06:04 – 23:42 30 mins	06:44 – 22:56 30 mins	08:27 – 23:04 60 mins
Portsmouth Harbour	2 hr 4 mins	05:34 – 22:59 60 mins	06:26 – 22:55 60 mins	09:51 – 22:04 60 mins
London Paddington	1 hr 45 mins	05:42 – 22:59 30 mins (one change)	06:44 – 22:56 30 mins (two changes)	08:26 – 22:59 45 mins (two changes)

3.23 **Table 3.4** shows that regular peak hour and off-peak rail services are available from the Trowbridge Railway Station which provide connections to Bath Spa, Westbury, Bristol Temple Meads, Portsmouth Harbour, Cardiff Central, Gloucester and London Waterloo Stations.

3.24 The Connecting Wiltshire journey planning tool can be used to plan rail journeys. It provides timetable information and pollution saving information in comparison to driving.

Conclusion on Accessibility

3.25 Overall, it is concluded the location of the site will provide members of staff with realistic opportunities to commute by modes other than the private car, whether that be on foot, cycling or public transport.

4 Baseline Survey and Targets

Baseline Travel Behaviour

4.1 In order to establish the existing baseline travel behaviour amongst staff at the proposed development, an online travel survey will be made available to all staff members at the site and will be carried out within six months of Phase One of the site becoming operational.

4.2 The baseline travel survey will include information about staff members' place of residence, typical method of travel to work, location of staff parking (either on-site, surrounding residential area, or other), preferred alternatives to single occupancy car travel, and preferred ways to encourage sustainable travel choices. Details and findings of the staff travel survey will be issued to Wiltshire Council (WC) via a Monitoring Report.

4.3 In accordance with best practice, however, interim mode share for staff members has been assessed based upon 2021 Travel to Work Census journey to work data for the super output mid layer area of Wiltshire 031, within which the site is located. This assessment will form the initial baseline mode share from which targets for mode shift towards sustainable travel can be set. Due to the nature of the development, it is assumed that staff will most likely work on-site and as such 'Work from home' statistics were discounted.

4.4 It is noted that the interim mode share may be subject to change, once the staff travel survey data becomes available, and as such, mode share targets may be revised. Any revision of the initial mode share targets will be set out within the Baseline Monitoring Report and agreed with WCC.

4.5 The interim baseline and target mode share are included in **Table 4.1** below.

Table 4.1 Interim Baseline Mode Share, Wiltshire 031 (MSOA)

Method of Travel	Assumed Baseline / Year 0 (2021 Census) (%)	Year One Interim Target	Year Three Interim Target	Five Year Post TP Implementation
Car Driver	65%	62%	59%	56%
Walk	19%	20%	21%	21%
Car Share	6%	7%	7%	8%
Bus	2%	3%	4%	4%
Cycle	3%	4%	5%	6%
Rail	2%	3%	3%	4%
Other	1%	1%	1%	1%
Total	100%	100%	100%	100%

*Figures subject to rounding

4.6 As set out in **Table 4.1**, and in accordance with the overarching aim of the Travel Plan, a 10-percentage point reduction in single occupancy vehicle travel has been set as a five-year target post implementation of the Travel Plan. The resultant mode shift has been distributed based on existing sustainable travel mode shares and the realistic opportunities available in the vicinity of the site.

4.7 As such, car sharing has been increased by two percentage points as the dominance of single occupancy vehicle travel provides scope to increase the number of car sharing trips made by staff. Train travel is low amongst commuter trips at present however, given the site's proximity to Trowbridge Railway Station, it is considered that a two-percentage point increase in train travel mode share can be achieved over the five-year monitoring period.

4.8 With regard to active modes of travel, cycling is considered to be the mode that can experience the greatest uptake, given the site's proximity to residential areas within Trowbridge and the NCN Route 4 cycle path. To reflect this, a three-percentage point increase in mode share has been set as the five-year target for cycling.

4.9 Walking and bus mode share targets have been set as 21 and four percent respectively.

4.10 Overall, it is anticipated that the measures set out in **Chapter 6** of this TP will help increase the mode share of staff sustainable transport trips and allow the key objective of this TP to be attained, reducing staff single occupancy car travel.

5 Management and Marketing Strategy

Travel Plan Coordinator

5.1 The developer will appoint a TPC to oversee implementation of the TP at the site and lead the strategy for meeting the objectives.

5.2 The responsibilities of the TPC will comprise the following:

(i) to oversee the implementation of the Travel Plan;

(ii) to provide site specific marketing materials;

(iii) to promote the TP to staff members;

(iv) to produce, explain and distribute the 'Travel Information Packs';

(v) to undertake and monitor travel surveys;

(vi) promote the use of sustainable transport modes;

(vii) promote Wiltshire's car share and lift share database; and

(viii) monitoring the progress of the TP and reporting back to WCC.

5.3 The TPC function will be fulfilled from the construction of the development and for five years after the opening of the site.

5.4 Five years after operations commence on-site, it is anticipated that the TPC will hand over the roles and responsibilities to the current operator/designated member of staff, with a dedicated responsibility for the ongoing implementation and monitoring of the TP in conjunction with WC.

5.5 The TPC is appointed on a part-time basis, will work in close partnership with the health centre, and will be appointed for five years from the date of commencement of on-site operations. The primary responsibilities of the TPC are as follows:

- Preparing the Travel Information Pack;
- Annual Travel Plan newsletter;
- Travel Plan website content;
- Staff travel surveys and monitoring reports; and
- Ongoing liaison with management.

Awareness and Marketing

5.6 It is anticipated that the TP will be promoted to staff and visitors in the following ways:

(i) Travel Information Packs;

(ii) Marketing material such as posters and leaflets;

(iii) Sustainable travel information and promotion will be provided on-line for visitors to the site;

(iv) Electronic methods, such as intranet or e-mail to disseminate new initiatives; and

(v) Travel Plan Notice board strategically positioned in staff areas providing up to date sustainable travel information.

(vi) Production of a regular TP newsletter.

Travel Plan Funding

5.7 An appropriate TPC budget will be identified by the management company to cover the following elements:

(i) Costs associated with employment and training of the TPC;

(ii) Implementation of measures; and

(iii) Ongoing promotional events.

6 Initiatives and Measures

6.1 A list of proposed initiatives and measures has been identified to influence the travel patterns of staff attending the site and to help achieve the objectives of the TP. The site-wide measures include soft measures such as a Travel Information Pack and negotiating public transport discounts, and hard measures such as the overall design of the site to provide good access for pedestrians and cyclists and showers and changing facilities for staff.

6.2 As set out in **Chapter 5**, the TPC will be responsible for the preparation of the Travel Information Pack, an annual Travel Plan Newsletter, staff surveys and monitoring reports. It has been agreed that all other measures set out within **Table 6.1** will be delivered by the occupier and overseen by the TPC.

6.3 The Travel Information Pack sets out the sustainable travel opportunities available to staff in the vicinity of the site, including Trowbridge Railway Station, the NCN Route 4 cycle path, bus services and car sharing schemes available.

6.4 An Action Plan is attached as **Appendix C**, which sets out the timescales for implementation of each of the identified measures, and assigns a contact who is responsible for their delivery.

Table 6.1 Initiatives and Measures

NO	MEASURES
	WALKING AND CYCLING MEASURES
1	The provision of walking and cycling maps within the Travel Information Packs, on a staff and visitor noticeboard and website. This will incorporate Connecting Wiltshire's 'Trowbridge Cycling Map'.
2	Raise awareness of the health benefits of walking and cycling within the Travel Information Packs, on a staff and visitor noticeboard and website.
3	The provision of walking and cycling based journey planning websites on the notice board within the Travel Information Packs, on staff and visitor noticeboard and website. This will include the Connecting Wiltshire website (https://www.connectingwiltshire.co.uk/).
4	The provision of national and local walking and cycling initiatives and challenges, such as Walk / Cycle to Work Week in regular updates to the noticeboards.
5	Provision and promotion of the on-site cycle parking facilities.
6	Provision and promotion of shower, locker and changing facilities.
7	Raise awareness of the Cycle to Work Scheme and/or partnership with a local bicycle supplier in order to provide a discount on bicycles and cycling equipment.
8	Provision of footway to connect the Site to Adcroft Street.

	PUBLIC TRANSPORT MEASURES
9	The provision of up-to-date bus and rail timetable information in the Travel Information Pack and on staff and visitor noticeboards.
10	Advertising promotions/discounts provided by public transport operators on noticeboards.
11	Promotion of public transport websites such as Connecting Wiltshire, within Travel Information Packs and on noticeboards.
12	Promotion of cycle facilities available at Trowbridge Railway Station within Travel Information Packs and on noticeboards.
13	Investigate the opportunity for local bus operators to provide discounted fares for staff.
	REDUCING CAR BOURNE TRIPS
14	Promotion of the Car Share Wiltshire Liftshare community in the Travel Information Pack and on the staff noticeboard.
15	Priority car parking for car sharers.
16	Raise awareness of the financial and environmental benefits of car sharing within the Travel Information Pack, on the noticeboard and website.
	GENERAL MEASURES
17	Appointment of a Travel Plan Coordinator.
18	Aim to recruit new staff from within the local area.
19	Annual Travel Plan newsletters.

6.5 All of the above measures will be reviewed by the TPC as monitoring highlights which measures have been successful. Measures will be subject to change to ensure the TP continues to target influential areas of travel behaviour change.

7 Monitoring

7.1 Monitoring of staff travel behaviour is important to understand whether the measures included within the TP are effective and the targets are being achieved; providing the opportunity to review the implemented measures accordingly.

Staff Surveys

7.2 Wiltshire Council's Development Related Travel Plan guidance requires TP's to be monitored in Year One, Year Three, and Year Five after occupation. Staff questionnaire travel surveys will therefore be undertaken within six months of occupation of Phase One of the Site.

7.3 It is anticipated that surveys will take the form of an online or written questionnaire. The questionnaire should take no longer than 10 minutes to complete and should broadly cover the following:

(i) Home postcode data to understand distances travelled and to identify appropriate routes / realistic sustainable transport opportunities;

(ii) Work details – e.g. full-time/part-time, standard hours or shifts;

(iii) Current method of travel used for the longest part of their commute, journey details, and approximate costs incurred;

(iv) The reasons for their current travel habits;

(v) Barriers to sustainable modes of travel;

(vi) Their openness to considering alternative modes of travel;

(vii) Factors which could influence their willingness to try sustainable transport modes; and

(viii) Their awareness of the Travel Plan

7.4 Following an initial baseline travel survey undertaken within six months of first occupancy of Phase One, monitoring will take place every two years (i.e. years one, three and five). As set out in **Chapter 4**, allowing for a five-year monitoring period.

7.5 The repeat staff travel surveys undertaken in years three and five will be comparable to that of the baseline survey to ensure consistency within the analysis. It is anticipated that all subsequent surveys will take the form of an online survey promoted internally to staff. The TPC may deem it necessary to provide incentives for survey completion, such as a prize draw.

7.6 It will be important for the surveys to capture staff opinion on what measures they deem to be most effective in encouraging and facilitating mode shift. The results will allow the TPC to continually review the effectiveness of the various measures throughout the life of the Travel Plan.

Monitoring Report

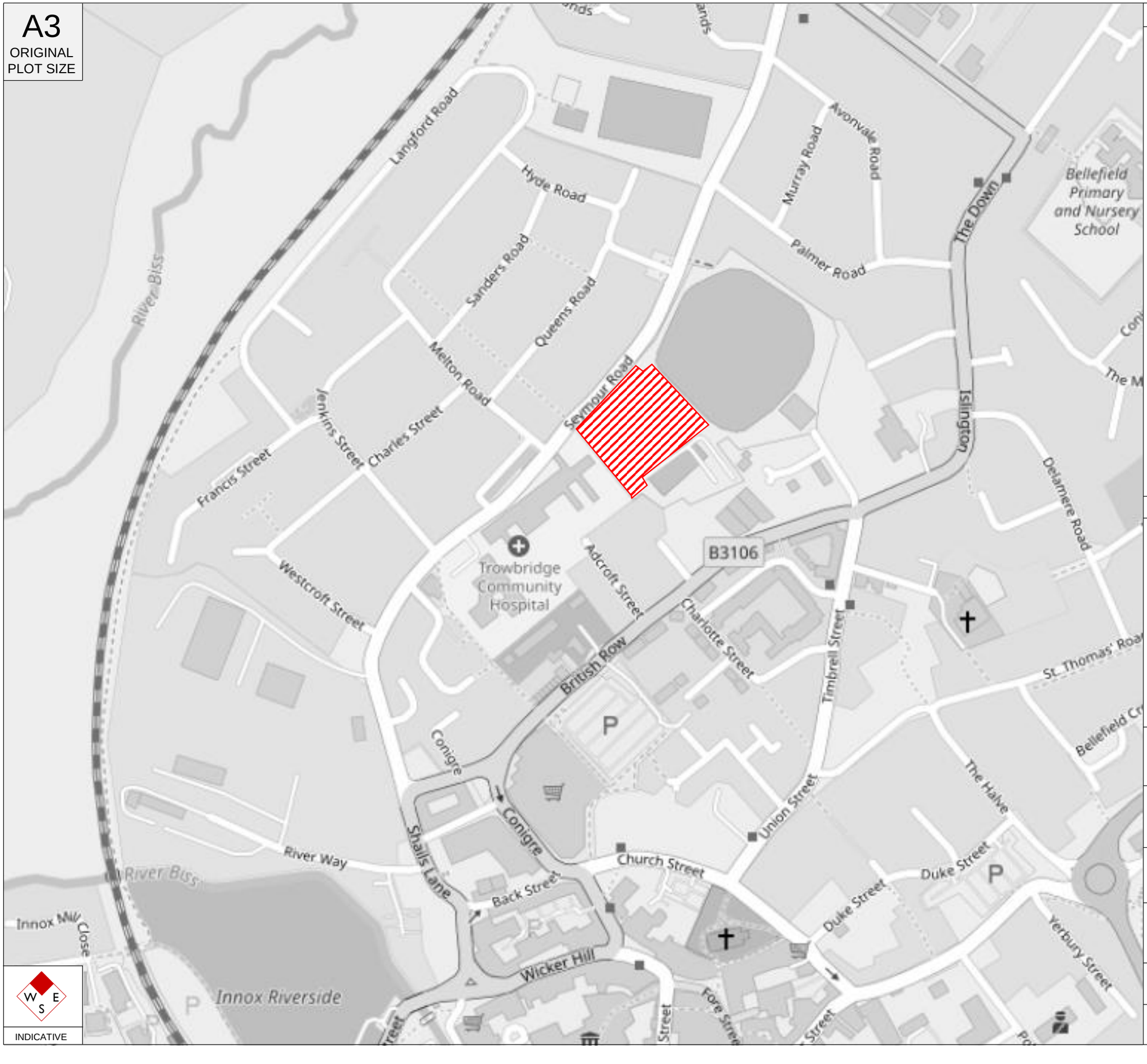
7.7 To assess whether the progress of the TP is in line with the targets, a monitoring report will be produced following each survey and submitted to WC. If some of the initiatives or measures set out in **Chapter 6** are found not to be effective, it is possible that the target is too onerous or may be too ambitious. A review and adjustment of the target therefore may be required, if considered appropriate by the TPC or WC, or alternatively additional reasonable measures will be implemented.

7.8 It will be the responsibility of the TPC to prepare the monitoring reports following surveys. The monitoring reports will be structured in accordance with the requirements set out above, and replicated below:

- Current level(s) of occupation and staffing;
- Current levels of visitor use;
- The data collection activities undertaken (e.g. methodology, timing and copies of blank data collection forms or questionnaires used);
- Headline results from the data collection or surveys, including relevant response rates and levels;
- Evidence of measures implemented to date;
- Review of staff opinion on how effective measures have been in encouraging and facilitating mode shift;
- Particular issues or successes experienced in implementation (including of car park management arrangements) and any actions that will be taken to respond to these (where applicable);
- Brief comparison of current results to previous results, including mode shift (only possible after multiple surveys);
- Progress towards achieving mode shift targets and/or any other outcome targets that are set out within the agreed Travel Plan at that time, with reference to whether they exceed, are in accordance with or behind target levels;
- An updated action plan summarising progress in implementing proposed measures and any proposals for amendment (measures to be ceased or newly introduced); and
- Highlighting a headline summary and key statistics, such as summaries of staff numbers and main mode of travel.

Figures

A3
ORIGINAL
PLOT SIZE



W E S

INDICATIVE

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NOTES:

Approximate Site Boundary

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

tpa Transport Planning Associates

25 King Street
Bristol
BS1 4PB

0117 925 9400
www.tpa.uk.com

CLIENT:
NHS Property Services Ltd.

PROJECT:
Trowbridge Integrated Care Centre

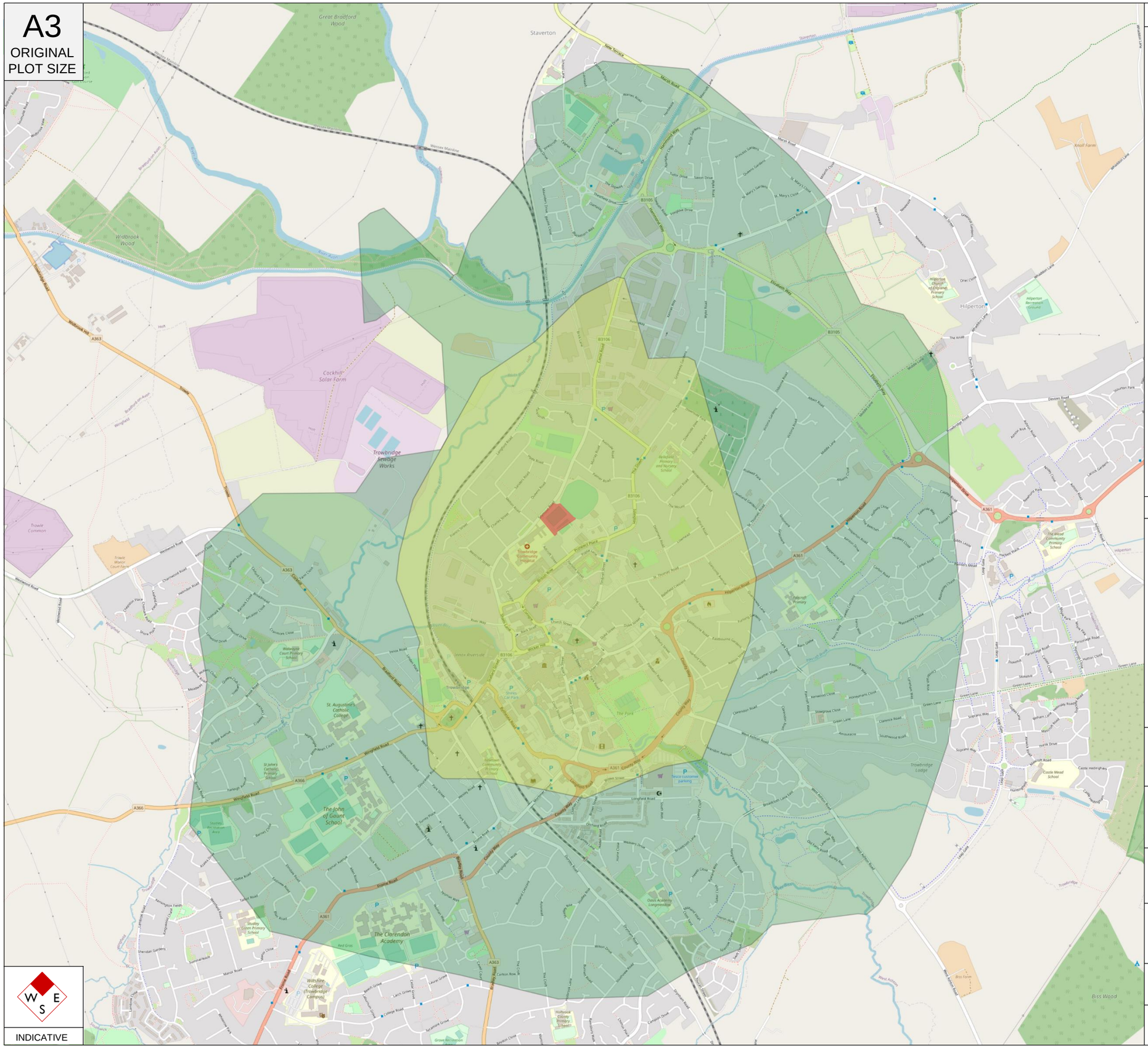
TITLE:
Site Location Plan

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	21/02/2020	TS	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2001-031	Figure 1.1	-

A3
ORIGINAL
PLOT SIZE



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NOTES:

Approximate Site Boundary

Approximate 1 Km Walking Isochrone (12.5 minute Walk)

Approximate 2 Km Walking Isochrone (25 minute Walk)

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

25 King Street
Bristol
BS1 4PB

0117 925 9400
www.tpa.uk.com

CLIENT:
NHS Property Services Ltd.

PROJECT:
Trowbridge Integrated Care Centre

TITLE:
Walking Isochrone Plan

STATUS:
INFORMATION

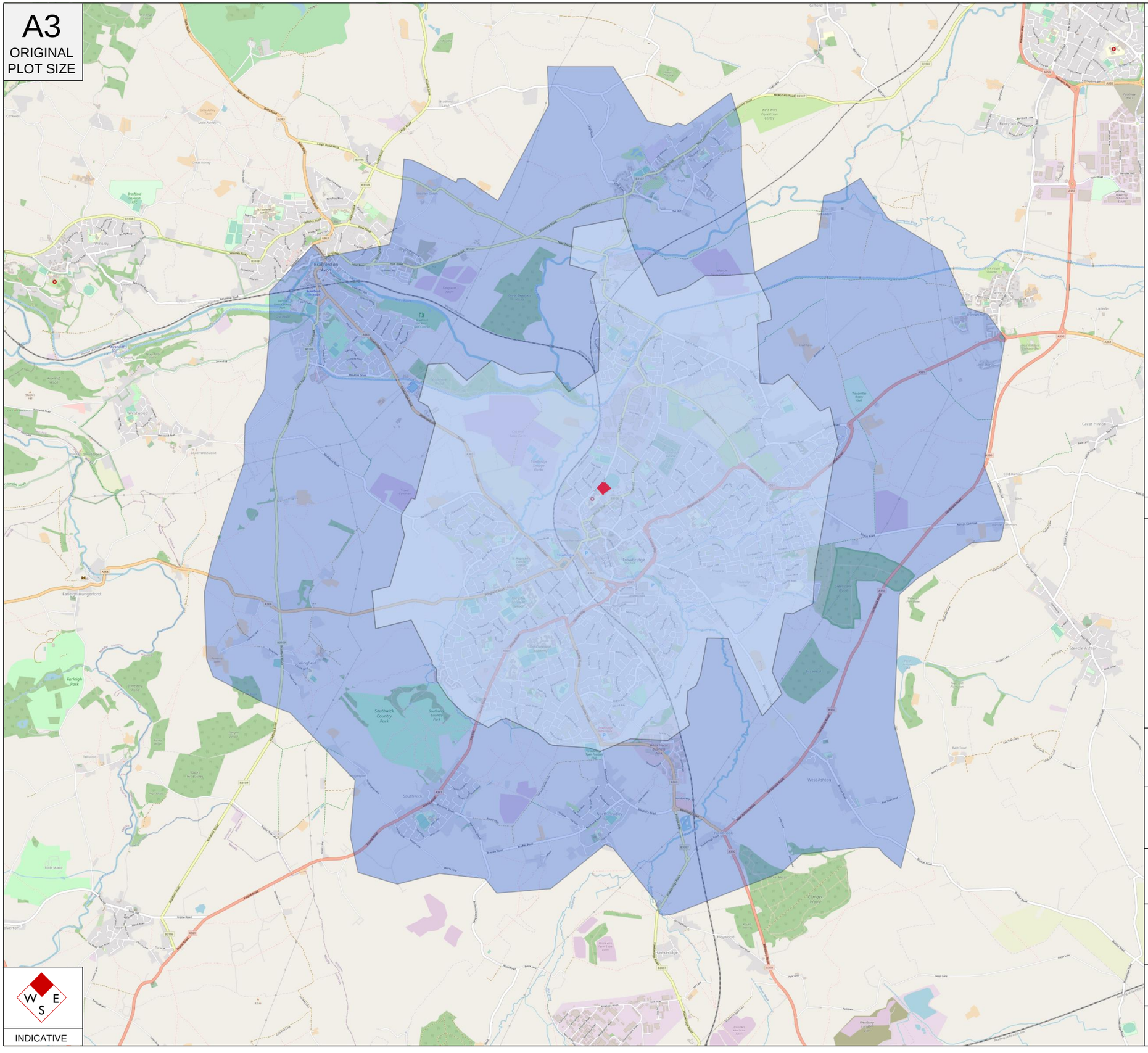
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	05/01/2021	TS	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2001-031	Figure 3.1	-

W E S

INDICATIVE

A3
ORIGINAL
PLOT SIZE



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NOTES:

- Approximate Site Boundary
- Approximate 3 Km Cycle Isochrone (10 minute Cycle)
- Approximate 5 Km Cycle Isochrone (15 minute Cycle)

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

25 King Street
Bristol
BS1 4PB

0117 925 9400
www.tpa.uk.com

Transport Planning Associates

CLIENT:
NHS Property Services Ltd.

PROJECT:
Trowbridge Integrated Care Centre

TITLE:
Cycling Isochrone Plan

STATUS:
INFORMATION

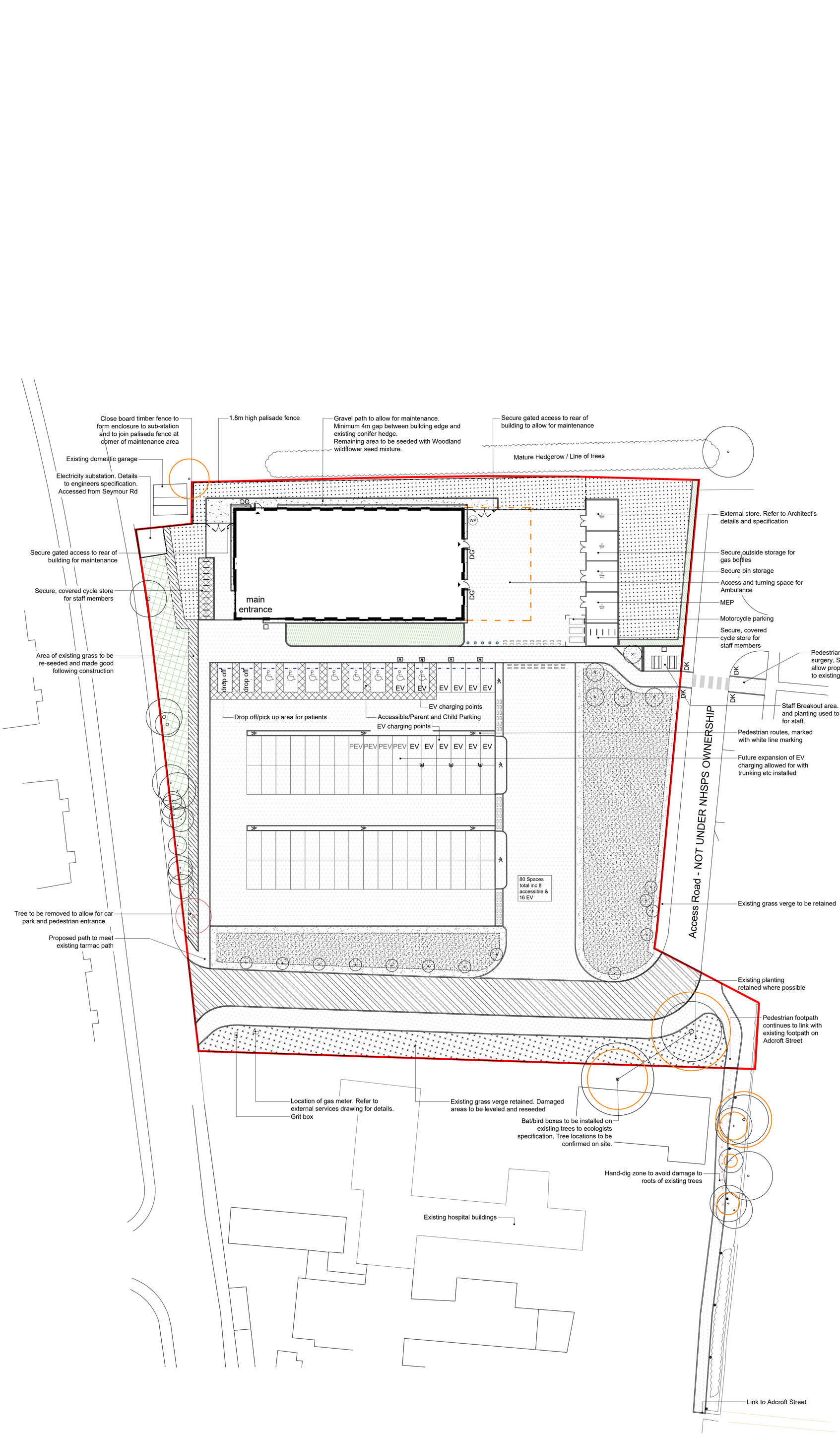
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	05/01/2021	TS	SM	JD

JOB NO:	DRAWING NO:	REVISION:
2001-031	Figure 3.2	-

W E S

INDICATIVE

APPENDIX A



KEY:

- Application Boundary
- Phase 2 extension

SOFT LANDSCAPE

- Proposed trees - Refer to drawing TICC-ONE-TH-ZZ-DR-L-2000 Detailed Planting Plan
- Existing trees to be retained - Refer to drawing TICC-ONE-TH-ZZ-DR-L-4000 Tree retention and removal plan
- Existing trees to be removed - Refer to drawing TICC-ONE-TH-ZZ-DR-L-4000 Tree retention and removal plan
- Root Protection Areas (RPA) Refer to drawing TICC-ONE-TH-ZZ-DR-L-4000 Tree retention and removal plan
- Proposed planting Refer to drawing TICC-ONE-TH-ZZ-DR-L-2000 Detailed Planting Plan
- Proposed grass to rear of building Woodland wild flower seeding mixture
- Proposed wildflower turf. Wildflower Turf Flowering lawn mix
- Existing grass retained Areas damaged in construction to be leveled and re-seeded
- Existing trees and vegetation retained Existing vegetation and trees to be retained. Dead/diseased trees to be removed
- Replacement Grass seeding Grass seeding to areas damaged by construction

HARD LANDSCAPE

- Tarmac surface - to paths, parking and roads. Edged with PCC kerbing
- Existing tarmac access road - Retained and made good when necessary
- Gravel maintenance strip - to rear of building. Cotswold stone with pin kerb edging
- Concrete base to cycle store - To Civil Engineer's detail
- Street Furniture - Timber benches, Picnic benches, and litter bins
- Sheffield Cycle Stands - Stainless steel (or equal approved)
- Door guards - To outward opening doors.
- Bollards - Vehicle Proof bollards to prevent unauthorised access to service area
- Fencing - Close board timber fence, and palisade fence as indicated.
- Watering Point - External tap for maintenance of planting areas and trees
- Rubber Wheel Block. To Accessible parking to Civil Engineer's specification.
- Concrete Mounting Pads - Mounting pads for EV charging points. To Civil and M&E Engineer's Specification
- External storage areas

Note: PEV - Passive EV cabling in place to enable expansion

0 5 10 15 20
SCALE 1:250 (A1) METRES

REV	DESCRIPTION	DATE	BY
P04	Masterplan updated	17.07.24	ARJ
P03	Refuse and outdoor storage moved to accommodate vehicle tracking	02.07.24	DM
P02	Pedestrian access from south and link to Adcroft added following planning consultant review	21.06.24	DM
P01	First Issue	11.06.24	DM

DESIGNER

ONE Creative environments

Worcester 01905 362 300 | Birmingham 0121 312 3876 | London 0208 059 6526 | Cardiff 029 20027983

oneltd.com

CONTRACTOR: Tilbury Douglas

CLIENT: NHS ... and North East Somerset, Bath ... and Wiltshire ... Integrated Ca...

PROJECT NUMBER
P1402

PROJECT TITLE
Trowbridge Integrated Care Centre

DRAWN BY :	POSITION :	DATE :
DM	LA	11/06/24

CHECKED BY: Dan Martyr	POSITION: Senior Landscape Architect	DATE: 22/07/2024
APPROVED FOR ISSUE BY: Dan Martyr	POSITION: Senior Landscape Architect	DATE: 22/07/2024

DRAWING TITLE
Phase One
Landscape Masterplan

DRAWING STATUS
S4 - Issued for construction approval

SCALE 1:250 | DRAWING SIZE A1

DRAWING NUMBER TICC-ONE-ZZ-XX-DR-L-0010 | REVISION P04

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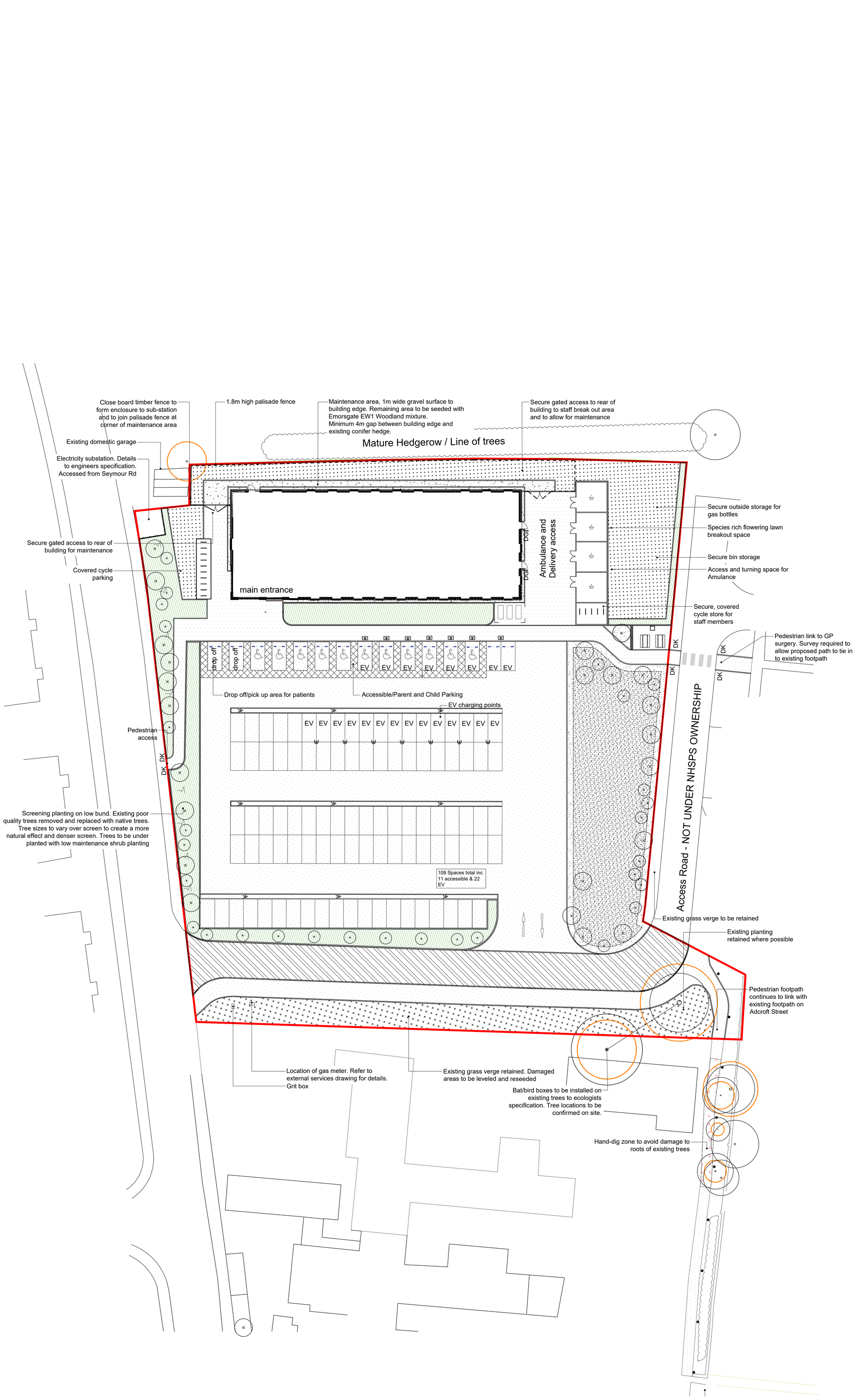

KEY:

Application Boundary

SOFT LANDSCAPE

Proposed trees - Mix of sizes; 16-18cm, 18-20cm and 25-30cm girth,with some multistem. Refer to drawing TICC-ONE-TH-ZZ-DR-L-2000 Detailed Planting Plan

Existing off site trees to be retained - Refer to drawing TICC-ONE-TH-ZZ-DR-L-4000 Tree retention and removal plan

Root Protection Areas (RPA) Refer to drawing TICC-ONE-TH-ZZ-DR-L-4000 Tree retention and removal plan

Proposed planting Refer to drawing TICC-ONE-TH-ZZ-DR-L-2000 Detailed Planting Plan

Proposed grass to rear of building Emorsgate EW1 Woodland seeding mixture or equal and approved

Proposed wildflower turf. Wildflower Turf Flowering lawn mix

Existing grass verge retained Damaged areas to be leveled and reseeded

HARD LANDSCAPE

Tarmac surface - to paths, parking and roads. Edged with PCC kerbing

PCC Drop kerb - DK to pedestrian exit/entry and along front of building

Existing tarmac access road - Retained and made good when necessary

Gravel maintenance strip - to rear of building. Cotswold stone with pin kerb edging

Street Furniture - Timber benches, Picnic benches, and litter bins

Sheffield Cycle Stands - Stainless steel (or equal approved) Bailey Streetscene Deacon Cycle Shelter (or equal approved)

Door guards - DG DG To outward opening doors. Broxap BX14/DB or equal and approved

Fencing - Timber acoustic fence, close board timber fence, and palisade fence as indicated.

Watering Point - WP External tap for maintenance of planting areas and trees

Rubber Wheel Block. To Accessible parking and EV charging points,To Civil Engineer's specification.

Concrete Mounting Pads - MP MP Mounting pads for EV charging points. To Civil and M&E Engineer's Specification

Bin store Bailey Streetscene (or equal approved)

0 5 10 15 20

SCALE 1:250 (A1) METRES

REV	DESCRIPTION	DATE	BY
P09	Pedestrian access from south and link to Adcroft added following planning consultant review	21.06.24	DM
P08	Drawing name updated, car park layout revised	13.06.24	DM
P07	Building footprint updated	15.05.24	DM
P06	Mobile Diagnostics support pad moved	08.04.24	DM
P05	Building GF footprint updated. Mobile diagnostics unit area relocated into service area. Soft landscaping to previous mobile diagnostic unit area. Pedestrian crossing omitted.	03.04.24	JEC
P04	Car Park layout updated following comments from Traffic Consultant	19.01.24	DM
P03	Trees in car park removed, key updated	12.12.23	DM
P02	Hammersmith Fields parking removed	04.12.23	DM
P01	First Issue	24.11.23	DM

DESIGNER

ONE Creative environments

Worcester 01905 362 300 | Birmingham 0121 312 3876 | London 0208 059 6526 | Cardiff 029 20027983

oneltd.com

CONTRACTOR: Tilbury Douglas

CLIENT: and North East Somerset,Bath n and Wiltshire / Swindo

PROJECT NUMBER

P1402

PROJECT TITLE

Trowbridge Integrated Care Centre

DRAWN BY :	POSITION :	DATE :
DM	LA	11/06/24

CHECKED BY: Dan Martyr	POSITION: Senior Landscape Architect	DATE: 23/07/2024
APPROVED FOR ISSUE BY: Dan Martyr	POSITION: Senior Landscape Architect	DATE: 23/07/2024

DRAWING TITLE

Phase Two Landscape Masterplan

DRAWING STATUS

S4 - Issued for construction approval

SCALE 1:250

DRAWING SIZE A1

DRAWING NUMBER TICC-ONE-ZZ-XX-DR-L-0010

REVISION P09

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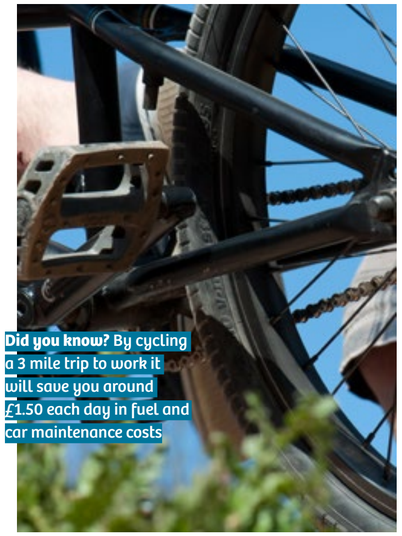
APPENDIX B


See town inset overleaf
1,600m: 20 mins walk, 6 mins cycle
1,200m: 15 mins walk, 4.5 mins cycle
800m: 10 mins walk, 3 mins cycle
400m: 5 mins walk, 1.5 mins cycle
Trowbridge
Stowerton
Hilperton
Hilperton Marsh
Trowle Common
Longfield
Upper Studley
Studley Green
Southwick
North Bradley
Yarnbrook
West Ashton
Great Bradford Wood
Widbrook Wood
River Avon
Kennet and Avon Canal
Trowbridge Cemetery
Canal Road Industrial Estate
Retail Park
White Horse Business Park
Southwick Country Park
Biss Meadows Country Park
Town Centre
Rail Station
The Shires
Castle Place Leisure Centre
Town Park
Civic Centre
St Stephen's Place
County Hall
Supermarket
Trowbridge Community Hospital
Trowbridge Sports Centre
Trowbridge Garden Center
Wiltshire College
Stowerton C of E VC Primary School
Emmaus School
Hilperton C of E VC Primary School
The Mead Community Primary School
Castle Mead School
Bellefield Primary and Nursery School
Roundstone Preparatory School
Paxcroft Primary School
Corsham School
Walwayne Court School
St Augustine's Catholic College
St John's Catholic School
The John of Gaunt School
Studley Green Primary School
The Clarendon Academy
Trowbridge Longmeadow Primary School
Holbrook Primary School
Grove Primary School
Southwick C of E Primary School
North Bradley C of E Primary School
West Ashton C of E VA Primary School
Neatstown Community Primary School
Kennet and Avon Towpath
Hilperton Road
Trowbridge Hill
Frome Road
Bradley Road
Westbury Road
Ashton Road
Melksham Road
Devizes Road
Wingfield Road
Westbury Road
Axe and Cleaver
Key
Cycle way/path (surfaced)
Cycle way/path (unsurfaced)
Recommended cycle route (on road)
National Cycle Network
Cycle Parking
Pedestrian link(cyclists dismount)
Footpaths
Rail Station
Information Centre
Leisure Centre
Police Station
Hospital
Council Offices
Library
Toilets
Higher Education
School
Base map data © OpenStreetMap contributors. Additional data by Wiltshire Council
© Crown copyright and database rights 2013 Ordnance Survey 100049050
Cartography by Steer Davies Gleave August 2013
Scale 1:12,000
0 400 800 1,200 1,600 metres
0 5 10 15 20 minutes walk
0 1.5 3 4.5 6 minutes cycle

Why cycle?

Connecting Wiltshire is trying to encourage more people to cycle, whether it be to work, school, shopping or just for leisure. Not only can it improve your health and fitness, help the environment and beat congestion, but it can also save you money.



Cycling is a great way to introduce some exercise into your daily routine. It can also help reduce stress and is a great way to clear your head at the end of the day.

Code of conduct for shared use paths

When you are cycling, please:

- Give way to walkers and wheelchair users and leave them plenty of room.
- Take care around horse riders especially when approaching from behind.
- Be prepared to slow down or stop.
- Don't cycle at excessive speed.
- Be careful at junctions, bends, entrances or any other places where people could appear without warning.
- Don't assume that everyone can see or hear you.
- Use your bell or call out. Don't surprise people. Acknowledge those who give way to you.
- Keep to your side of any dividing line.
- Use lights when it gets dark or in dull weather. Carry a spare set of lights or batteries with you.

When you are walking, please:

- Listen for bells. Bells are not an order for you to get out of the way. They are to make you aware that cyclists are looking for a safe opportunity to pass.
- Allow cyclists to pass when it's safe. Remember cyclists need time to brake and stop.
- Keep your dog under control.
- Keep to your side of any dividing line. Please be tolerant where space is limited.

Keep your bike safe

- Buy a good lock and make sure you always lock the frame of the bike to the parking stand.
- Take removable lights with you.
- A good rule of thumb is that your lock should cost around 10% of the value of your bike, or to look out for 'Sold Secure' ratings.
- You can insure your bike on your home insurance policy or buy specialist cycle cover.
- Make sure you record your cycle frame number which will help you recover it if it's stolen.

Bike Maintenance

There are many friendly bike shops in Wiltshire who can help you keep your bike running smoothly.

Learning some basic bike maintenance is useful for keeping your bike in good condition:

Every time you use your bike
- Check the air pressure in your tyres and pump up if needed.
- Make sure your brakes are working

Weekly (for frequent cyclists)
- Oil your chain

Less frequently
- Oil any moving parts of the bike. Take care not to get oil on your brake pads or wheel rims.
- Check your brake pads for wear. They should contact squarely with the wheel rim not the tyre.
- Check the frame for damage and make sure any bolts are securely tightened.

It is worth making sure you carry some basic equipment with you on any rides such as repair patches, tyre levers and a pump and valve.

Leisure routes

Several of Sustrans' National Cycle Network (NCN) routes pass through Wiltshire:

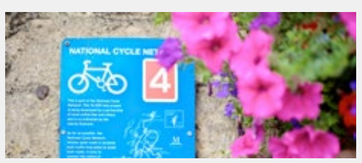
NCN 4 is a long distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St. Davids.

NCN 24 will run from Bath through Radstock and Frome in Somerset, then Warminster and Salisbury to join with NCN 23 at Eastleigh in Hampshire

NCN 45 will connect Salisbury in Wiltshire with Chester in Cheshire, via Swindon, Cirencester, Gloucester, Worcester and Whitchurch

There are also many local routes. The Wiltshire Cycleway is a circular route passing through many of Wiltshire's towns.

Look for the blue route signs or visit **www.connectingwiltshire.co.uk**



Time/Distance/Calorie Counter

The times and distances to the right are based on following the recommended cycle routes where possible and with a cycling speed of 10mph (this is an unhurried speed on the flat). If you cycle quicker, your journey time can be even shorter and you can burn more calories.

For time, distance, calorie information and gradient profiles for other cycle journeys, use our journey planner at **www.connectingwiltshire.co.uk**

	Town Centre	Rail station	Wiltshire Council Office (County Hall)/ Library)	White Horse Business Park	Canal Road Industrial Estate	Castle Place Leisure Centre/ Civic Centre/ Tourist Information	Clarendon Academy/ Sports Centre	The John of Gaunt School/ St Augustine's Catholic College	Wiltshire College
Town Centre									
Rail station	**3 mins** 0.5 miles 14 cals								
Wiltshire Council Office (County Hall)/Library)	**3 mins** 0.5 miles 14 cals	**3 mins** 0.5 miles 14 cals							
White Horse Business Park	**10.5 mins** 1.75 miles 49 cals	**10.5 mins** 1.75 miles 49 cals	**9 mins** 1.5 miles 42 cals						
Canal Road Industrial Estate	**9 mins** 1.5 miles 42 cals	**6 mins** 1 miles 28 cals	**10.5 mins** 1.75 miles 49 cals	**18 mins** 3 miles 84 cals					
Castle Place Leisure Centre/ Civic Centre/ Tourist Information	**1.5 mins** 0.25 miles 7 cals	**3 mins** 0.5 miles 14 cals	**1.5 mins** 0.25 miles 7 cals	**10.5 mins** 1.75 miles 49 cals	**9 mins** 1.5 miles 42 cals				
Clarendon Academy/Sports Centre	**7.5 mins** 1.25 miles 35 cals	**4.5 mins** 0.75 miles 21 cals	**6 mins** 1 miles 28 cals	**10.5 mins** 1.75 miles 49 cals	**10.5 mins** 1.75 miles 49 cals	**7.5 mins** 1.25 miles 35 cals			
The John of Gaunt School/ St Augustine's Catholic College	**9 mins** 1.5 miles 42 cals	**3 mins** 0.5 miles 14 cals	**6 mins** 1 miles 28 cals	**10.5 mins** 1.75 miles 49 cals	**9 mins** 1.5 miles 42 cals	**7.5 mins** 1.25 miles 35 cals	**3 mins** 0.5 miles 14 cals		
Wiltshire College	**10.5 mins** 1.75 miles 49 cals	**9 mins** 1.5 miles 42 cals	**9 mins** 1.5 miles 42 cals	**12 mins** 2 miles 56 cals	**15 mins** 2.5 miles 70 cals	**10.5 mins** 1.75 miles 49 cals	**3 mins** 0.5 miles 14 cals	**7.5 mins** 1.25 miles 35 cals	



Full town map overleaf

Why not try walking?

Walking is a great alternative to many forms of motorised transport. It is a terrific way to explore Wiltshire's many urban centres and take in the sights and sounds on foot. It can leave you feeling refreshed and energised before starting work and it also offers you valuable time to relax and unwind after a hard day in the office.

There are other benefits associated with walking; some of these might encourage you to start walking:
- Guaranteed arrival time
- No parking problems
- Time for you to relax and unwind
- Reduces congestion, good for the environment and your local area
- It is free

How can I make walking more fun?

- Find someone to walk with so you can chat as you walk
- Use an MP3 player so you can listen to your favourite music or podcasts as you go
- Use a pedometer to measure your average daily steps then steadily try to increase the amount

How can I fit walking into my day?

Walking is a great way of taking more exercise each day without having to greatly alter your daily routine. Have you considered….
- Walking to the shops
- Taking a regular walk with a friend
- Leaving the car behind for short journeys
- Walking the kids to school
- Getting off the bus a stop early and walking the rest of the journey
- Using the stairs instead of the lift
- Going for a stroll with family or friends after dinner

Do you only live a couple of miles from work?

Not sure how far it really is? Why not visit **www.connectingwiltshire.co.uk** to help plan your route, provide a journey time and distance and tell you how many calories you can burn on the way.



Connecting Wiltshire
Travel made simple



Trowbridge
Cycle map

Plan your journey and find information for all travel into and around Wiltshire at **www.connectingwiltshire.co.uk**. You can look up leisure cycling routes, find local cycling groups and cycle training, report problems on the roads, or find out about taking your bike on trains.

www.connectingwiltshire.co.uk
connectingwiltshire@wiltshire.gov.uk

www.connectingwiltshire.co.uk

Stay in the loop

@connectingwilts
www.facebook.com/connectingwiltshire

Connecting Wiltshire
Travel made simple

Wiltshire Council
Where everybody matters

This leaflet has been produced by Steer Davies Gleave on behalf of Wiltshire Council.

Updated by Wiltshire Council - March 2015

APPENDIX C

Trowbridge Integrated Care Centre

Travel Plan Action Plan

NO	MEASURES	RESPONSIBLE	TIMESCALES	RECORD OF IMPLEMENTATION
	WALKING AND CYCLING MEASURES			
1	The provision of walking and cycling maps within the Travel Information Packs, on a staff noticeboard and website. This will incorporate Connecting Wiltshire's 'Trowbridge Cycling Map'.	TPC	On Occupation and Ongoing	TBC
2	Raise awareness of the health benefits of walking and cycling within the Travel Information Pack, on a staff noticeboard and website.	TPC	On Occupation and Ongoing	TBC
3	The promotion of walking and cycling based journey planning websites on the notice board within the Travel Information Pack, on a staff noticeboard and website. This will include the Connecting Wiltshire website (https://www.connectingwiltshire.co.uk/)	TPC	On Occupation and Ongoing	TBC
4	The promotion of national and local walking and cycling initiatives and challenges, such as Walk / Cycle to Work Week in the regular Travel Plan Newsletter, staff noticeboard and website.	TPC	On Occupation and Ongoing	TBC
5	Provision and promotion of the cycle parking facilities.	Developer / TPC	Prior to Occupation / On Occupation	TBC
6	Provision and promotion of shower, locker and changing facilities.	Developer / TPC	Prior to Occupation / On Occupation	TBC
7	Raise awareness of Cycle to Work Scheme and/or partnership with a local bicycle supplier in order to provide a discount on bicycles and cycling equipment.	TPC & Occupier	On Occupation and Ongoing	TBC
8	Provision of footway to connect the Site to Adcroft Street.	Developer	Prior to Occupation	TBC
	PUBLIC TRANSPORT MEASURES			
9	The provision of up-to-date bus and rail timetable information in the Travel Information Pack and on staff and visitor noticeboards.	TPC & Occupier	On Occupation and Ongoing	TBC
10	Advertising promotions/discounts provided by public transport operators on noticeboards.	TPC & Occupier	On Occupation and Ongoing	TBC
11	Promotion of public transport websites such as Connecting Wiltshire, within Travel Information Packs and on noticeboards.	TPC & Occupier	On Occupation and Ongoing	TBC
12	Promotion of cycle facilities available at Trowbridge Railway Station within Travel Information Packs and on noticeboards.	TPC & Occupier	On Occupation and Ongoing	TBC
13	Investigate the opportunity for local bus operator's to provide discounted fares for staff.	TPC	Prior to Occupation and Ongoing	TBC
	REDUCING CAR BOURNE TRIPS			

14	Promotion of the Car Share Wiltshire Liftshare community in the Travel Information Pack and on the staff noticeboard.	TPC / Occupier	On Occupation and Ongoing	TBC
15	Priority car parking for car sharers.	TPC / Occupier	On Occupation and Ongoing	TBC
16	Raise awareness of the financial and environmental benefits of car sharing within the Travel Information Pack, on the noticeboard and website.	TPC	On Occupation and Ongoing	TBC
	GENERAL MEASURES			
17	Appointment of a Travel Plan Coordinator	Management Company	Prior to Occupation	TBC
18	Aim to recruit new staff from within the local area	Occupier / Management Company	Prior to Occupation & Ongoing	TBC
19	Annual Travel Plan Newsletters	TPC	Ongoing	TBC

APPENDIX F

Calculation Reference: AUDIT-219601-200206-0240

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	IW	ISLE OF WIGHT	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
	SM	SOMERSET	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1319 to 1592 (units: sqm)
Range Selected by User: 1000 to 1592 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 26/06/19

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

Selected survey days:

Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	3

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

Secondary Filtering selection:

Use Class:

D1	3 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days

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

Travel Plan:

Yes	1 days
No	2 days

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

PTAL Rating:

No PTAL Present	3 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 DV-05-G-01 GP SURGERY DEVON
MOUNT PLEASANT ROAD
EXETER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1319 sqm
Survey date: WEDNESDAY *03/04/19* *Survey Type: MANUAL*

2 IW-05-G-01 GP SURGERY ISLE OF WIGHT
NEWPORT ROAD
COWES

Edge of Town
Residential Zone
Total Gross floor area: 1400 sqm
Survey date: WEDNESDAY *26/06/19* *Survey Type: MANUAL*

3 SM-05-G-01 GP SURGERY SOMERSET
MANTLE STREET
NEAR TAUNTON
WELLINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1592 sqm
Survey date: FRIDAY *06/07/12* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1437	1.229	3	1437	0.232	3	1437	1.461
08:00 - 09:00	3	1437	4.407	3	1437	1.786	3	1437	6.193
09:00 - 10:00	3	1437	4.245	3	1437	3.827	3	1437	8.072
10:00 - 11:00	3	1437	3.433	3	1437	3.735	3	1437	7.168
11:00 - 12:00	3	1437	3.062	3	1437	3.271	3	1437	6.333
12:00 - 13:00	3	1437	3.039	3	1437	3.271	3	1437	6.310
13:00 - 14:00	3	1437	2.320	3	1437	2.900	3	1437	5.220
14:00 - 15:00	3	1437	3.224	3	1437	3.016	3	1437	6.240
15:00 - 16:00	3	1437	3.433	3	1437	3.479	3	1437	6.912
16:00 - 17:00	3	1437	3.178	3	1437	3.781	3	1437	6.959
17:00 - 18:00	3	1437	2.296	3	1437	3.572	3	1437	5.868
18:00 - 19:00	3	1437	0.650	3	1437	1.322	3	1437	1.972
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			34.516			34.192			68.708

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

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

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Parameter summary

Trip rate parameter range selected:	1319 - 1592 (units: sqm)
Survey date date range:	01/01/11 - 26/06/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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