



Transport Assessment

Land at Penn Hill Farm, Calne

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1.0 Introduction

- 1.1 SLR Consulting Ltd has been commissioned by Castlewood Properties Ventures Ltd ('the Applicant') to provide transport planning and highways advice in relation to a development Site at Penn Hill Farm, Calne ('the Site').

Site Location

- 1.2 The Site is located in the north-east of Calne, a town located in Wiltshire. The Site is approximately 1.3 kilometres from the town centre of Calne and is bound to the north and east by agricultural land, to the south by Sandpit Road and to the west by residential dwellings. The Site is well located in relation to a range of sustainable transport opportunities including convenient access to pedestrian routes and regular bus services.

Development Proposals

- 1.3 The development proposals comprise:

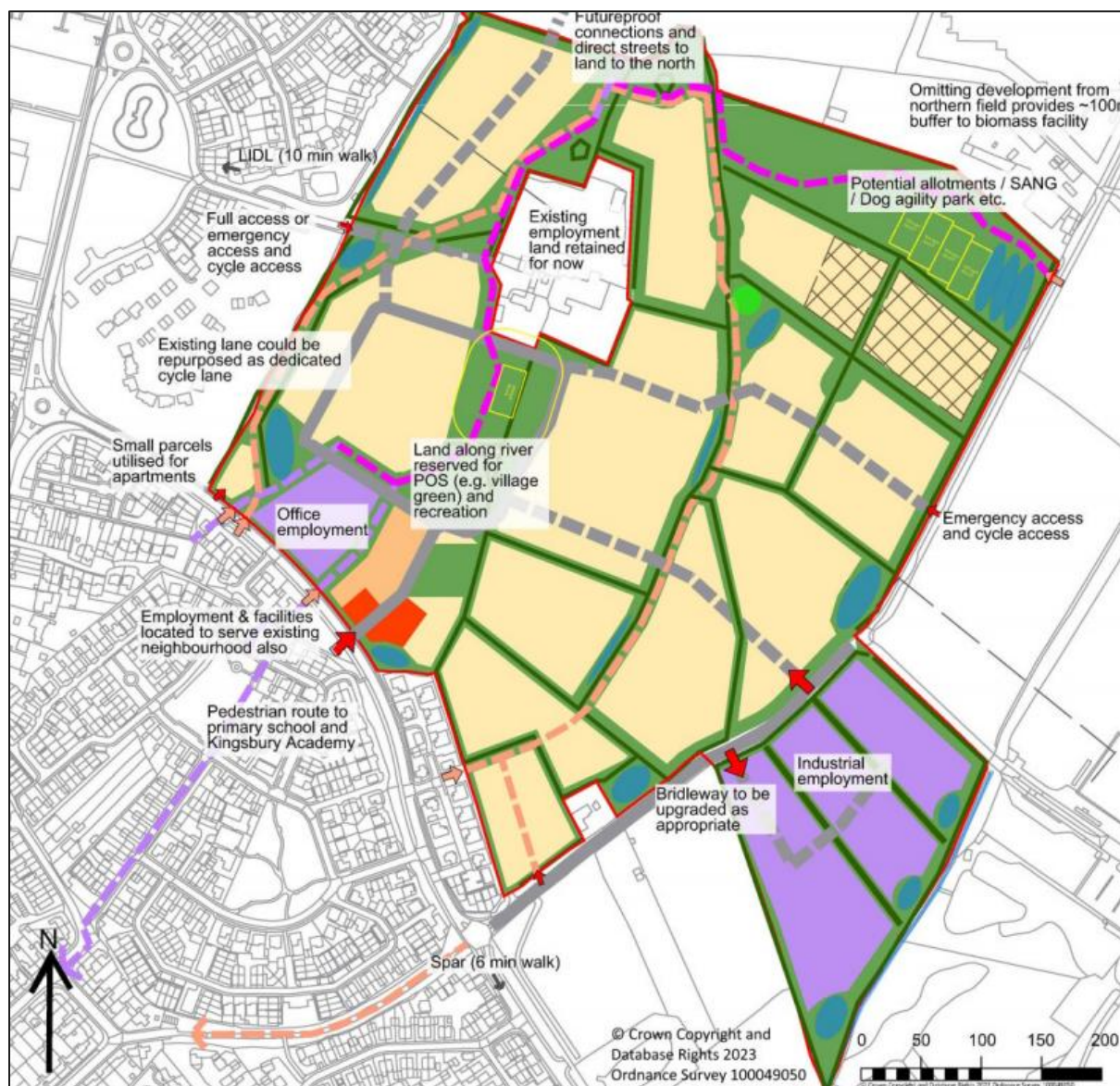
Outline planning application with all matters reserved (except for access into the Site) for the proposed development of up to 210 residential dwellings, and 0.75ha of employment land and ancillary uses, open space, vehicular and pedestrian accesses, landscaping, drainage measures and all other associated works including the demolition existing buildings and structure.

- 1.4 In addition, the proposals incorporate an area of land to be safeguarded for future use as a connection to a potential adjacent development on land north of Abberd Lane.

Planning History

- 1.5 The Site benefits, in part, from a draft allocation in the emerging Wiltshire Local Plan for 570 dwellings, a local centre and 0.5ha of employment use, the draft allocation is shown on the below plan. However, it excludes the current industrial uses that occupy the Site, which are proposed to be replaced by the Applicant to provide employment floorspace that are more complimentary to residential uses (namely, those that fall within Use Classes E (g i and g ii)).





- 1.6 A previous application for the same quantum of development was submitted and subsequently withdrawn (Planning Ref. PL/2023/07216). It should be noted that the only material change to the proposals is the access strategy in which the previous iteration incorporated a secondary access to the south, this is no longer proposed and instead all vehicles will access and egress the Site via the Oxford Road / Sycamore Lane roundabout, in line with comments provided by Wiltshire Council Highways (WCH).
- 1.7 As part of the previous application, elements including trip generation, distribution and development impact on the local highway network were agreed with the highway authority. It was concluded that the development would not have a material impact on the operation of the local network. However, improvements to active mode connections were not identified prior to the application being withdrawn.

Report Structure

- 1.8 This TA explores the sustainable transport opportunities within the surrounding area, and how these opportunities can be best utilised and supported to deliver sustainable development and



limit the use of the private car, specifically for single occupancy use. The use of single occupancy vehicles is the least efficient mode of transport in terms of people per square metre of highway, and greatest emphasis must be given to the promotion of the most efficient and sustainable modes of travel. It also outlines how the Site will be accessed, and brings up to date the capacity assessments approved as part of application PL/2023/07216 to reflect the change to how vehicles will access the proposed development.

1.9 The remainder of this TA is structured as follows:

- **Section 2** – Existing Conditions;
- **Section 3** – Policy Context;
- **Section 4** – Development Proposals;
- **Section 5** – Effect of Development; and
- **Section 6** – Summary and Conclusion.

1.10 In summary, this TA confirms that:

- The Site is well located to encourage travel by a range of transport modes, and thus accords with paragraph 114(a) of the NPPF and Core Policy 61 of the Wiltshire Core Strategy.
- The Applicant has identified improvements to the local active mode networks that will encourage use of walking and cycling in accordance with paragraph 116 of the NPPF and Core Policy 60 of the Wiltshire Core Strategy.
- Safe and suitable access is provided for all modes in accordance with paragraph 114 (b) of the NPPF.
- The residual cumulative impact of the proposed development upon the local highway network is less than severe and thus in accordance with paragraph 115 of the NPPF and the guiding principles of the PPG.
- The Site is supported by a Travel Plan in accordance with paragraph 117 of the NPPF and the guiding principles of the PPG.



2.0 Existing Conditions

Overview

- 2.1 This section of the TA outlines the Site location, existing local facilities, existing active travel and public transport networks and highlights the local highway network and road safety of the local area.

Site Location

- 2.2 The Site is located in the north-east of Calne, a town located in Wiltshire. The Site is approximately 1.3 kilometres from the town centre of Calne and is bound to the north and east by agricultural land, to the south by Sandpit Road and to the west by residential dwellings.
- 2.3 The Site area incorporates the agricultural land surrounding Pen Hill House Farm. It is intended that a parcel of the existing Pen Hill House Farm is retained and continues to operate alongside the development.
- 2.4 The Site benefits from existing vehicular accesses taken from Sandpit Road to the south, and from High Penn Park Estate (Sycamore Drive) to the west.
- 2.5 **Figure 2.1** demonstrates the Site locally, and **Figure 2.2** demonstrates the Site in a strategic context.

Figure 2.1 – Site Location Local Context

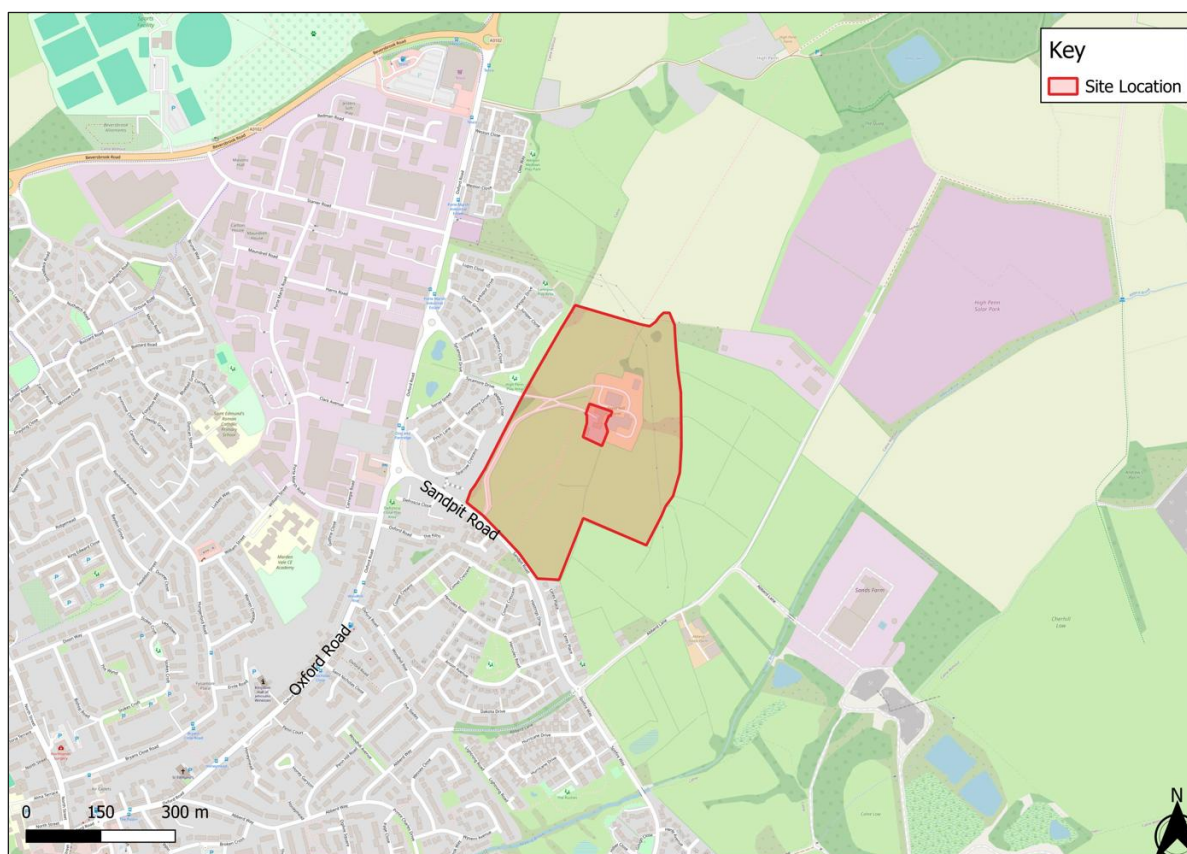
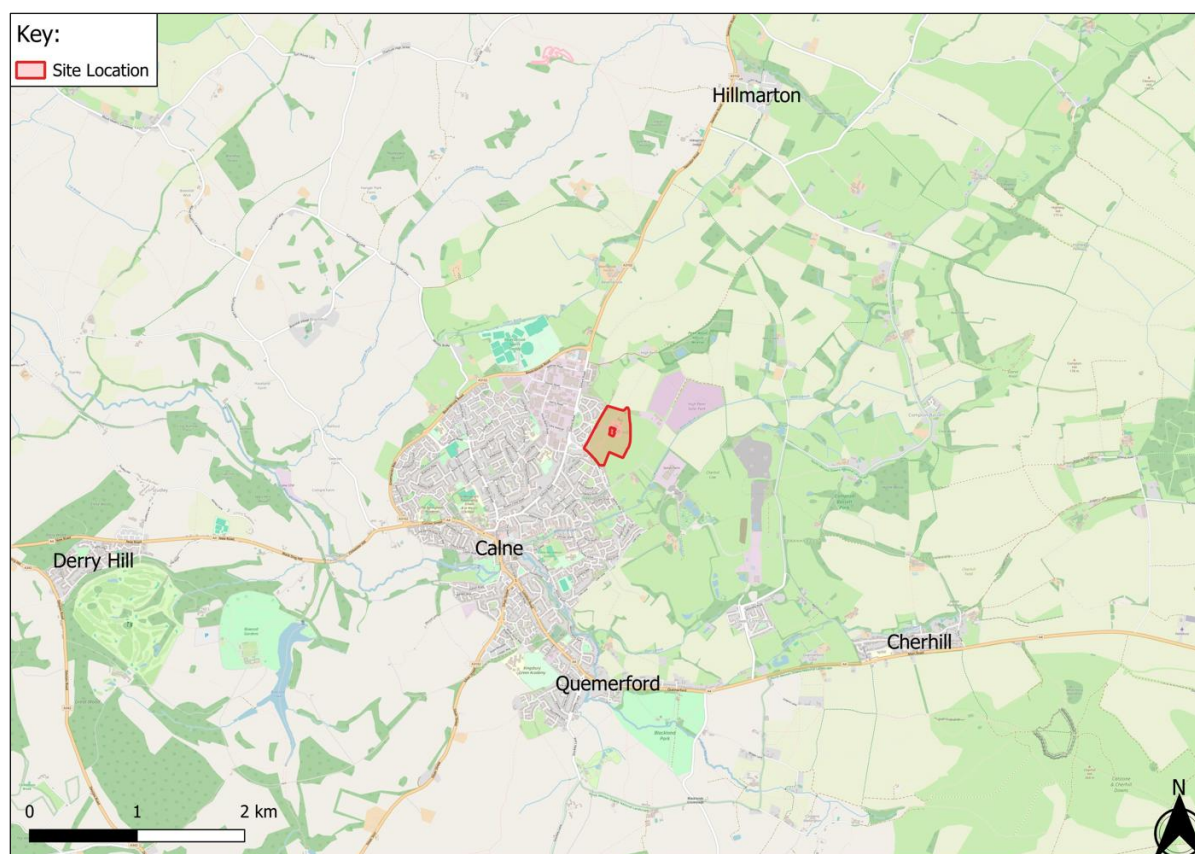


Figure 2.2 – Site Location Strategic Context



Active Travel Network

- 2.6 A pedestrian and cycle audit has been undertaken of the local area and is included at **Appendix A**, whilst a summary of the key links in the vicinity of the Site is provided below.

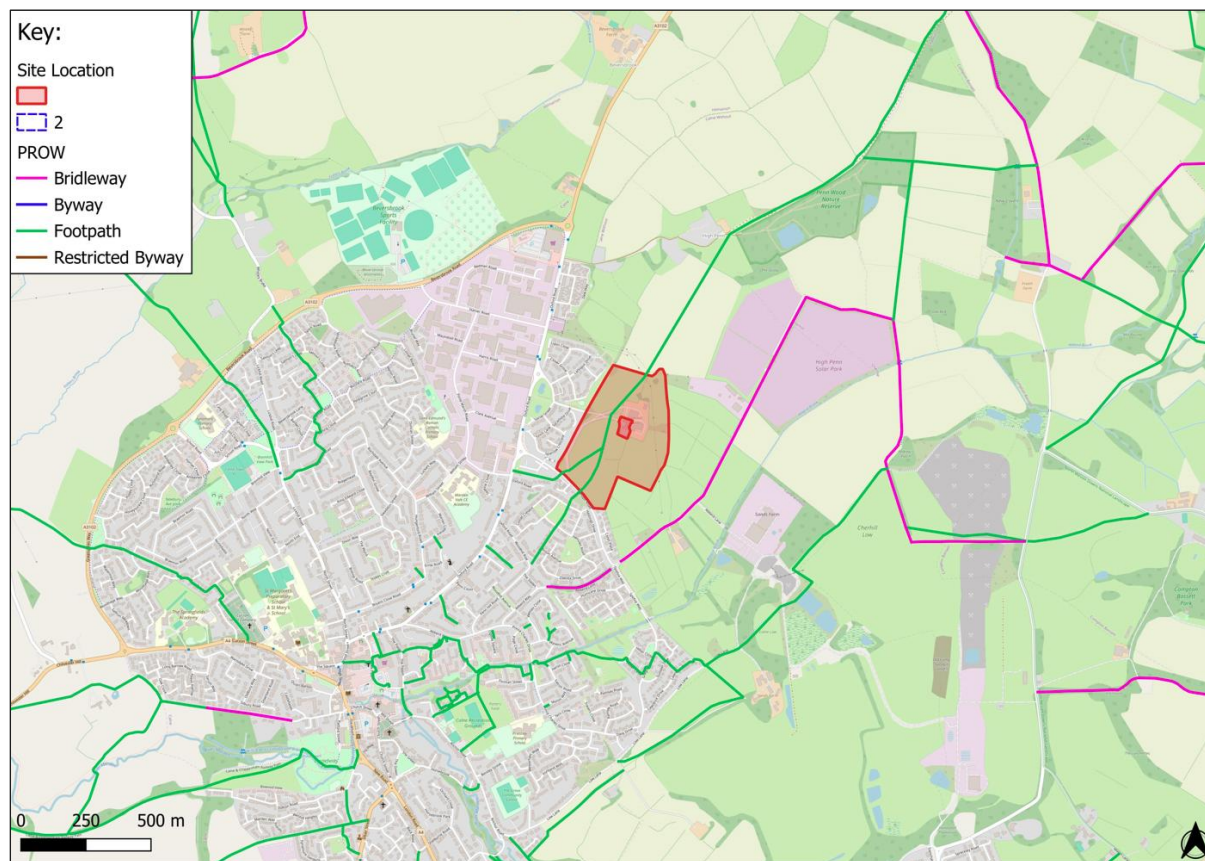
Walking

- 2.7 The Site is located within proximity to key facilities and services with Calne, and there is opportunity for trips to be made by sustainable modes and encourage the reduction in the reliance on car travel.
- 2.8 There are footways provided along Sandpit Road, of good quality, with dropped kerbs and tactile paving. The footways lead directly west towards Oxford Road, where the local bus stops can be accessed.
- 2.9 There is a pedestrian refuge island crossing point at the roundabout connecting Sandpit Road with Oxford Road, providing a safe crossing point to access the northern side of Oxford Road carriageway.
- 2.10 A footway runs along the entirety of Oxford Road on the western side of the carriageway (adjacent to the Site), and there are further safe pedestrian crossing points to reach Sycamore Drive. There are further pedestrian footways, leading south of the Site providing an accessible walking route to the town via Penn Hill Road and Woodhill Rise, with some footpaths away from the road.



- 2.11 Alongside the above, the Site has a range of PRow footpaths and bridleways within the vicinity, and footpath CALW61 and CALW6 crosses directly through the Site boundary and continues towards Oxford Road via a footpath to the south of Defroscia Close and via Britannia Drive, Comet Crescent and Anson Avenue. The network of PRow provides direct connections to the wider Calne area, services and facilities, ideal for leisure and community purposes. **Figure 2.3** indicates the location of footpaths and bridleways within the vicinity of the Site.

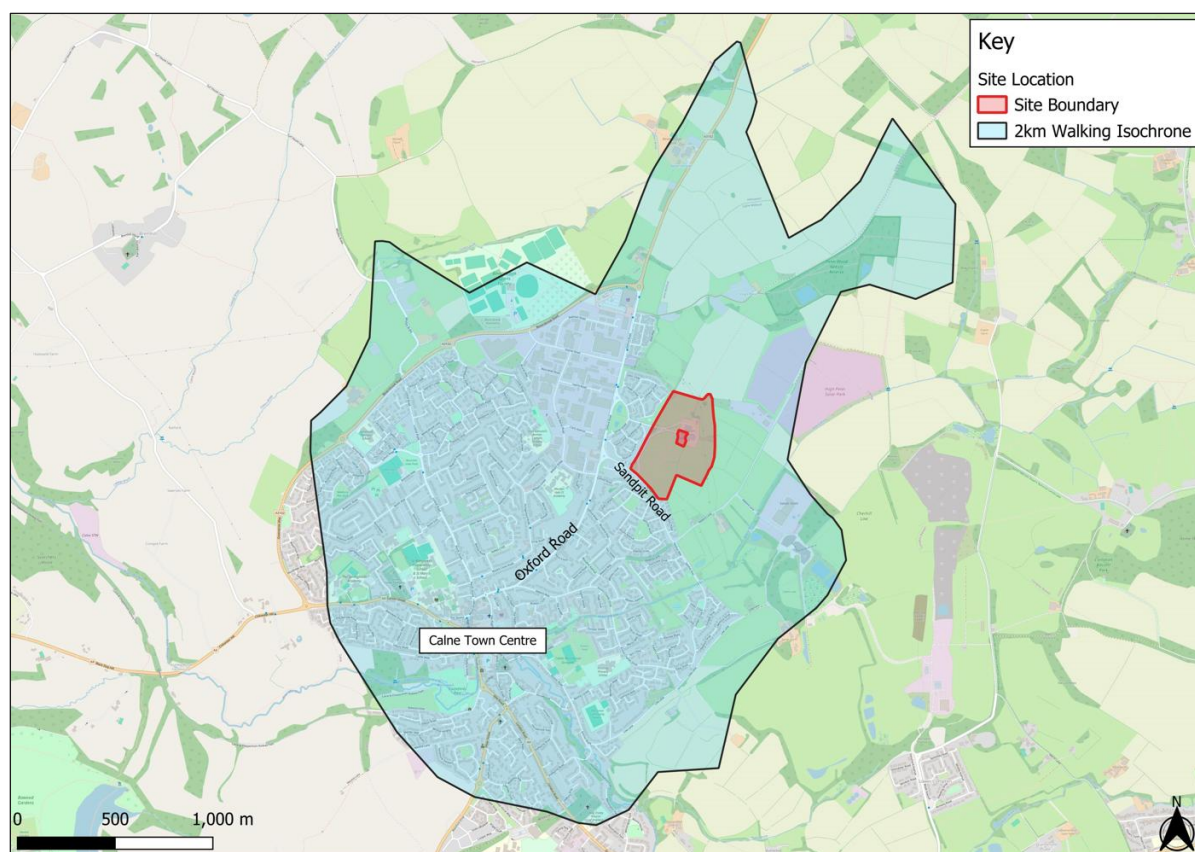
Figure 2.3 – PRow Network



- 2.12 With the above footways and PRow in mind, **Figure 2.4** demonstrates a 2 kilometre walking isochrone, measured from the centre of the Site, which equates to a 24-minute walk. From this, it is shown that the town centre and majority of Calne town can be reached within this 24-minute walk demonstrating that future residents and employees would have the opportunity to travel to and from the Site on foot.



Figure 2.4 – 2 kilometre Walking Isochrone

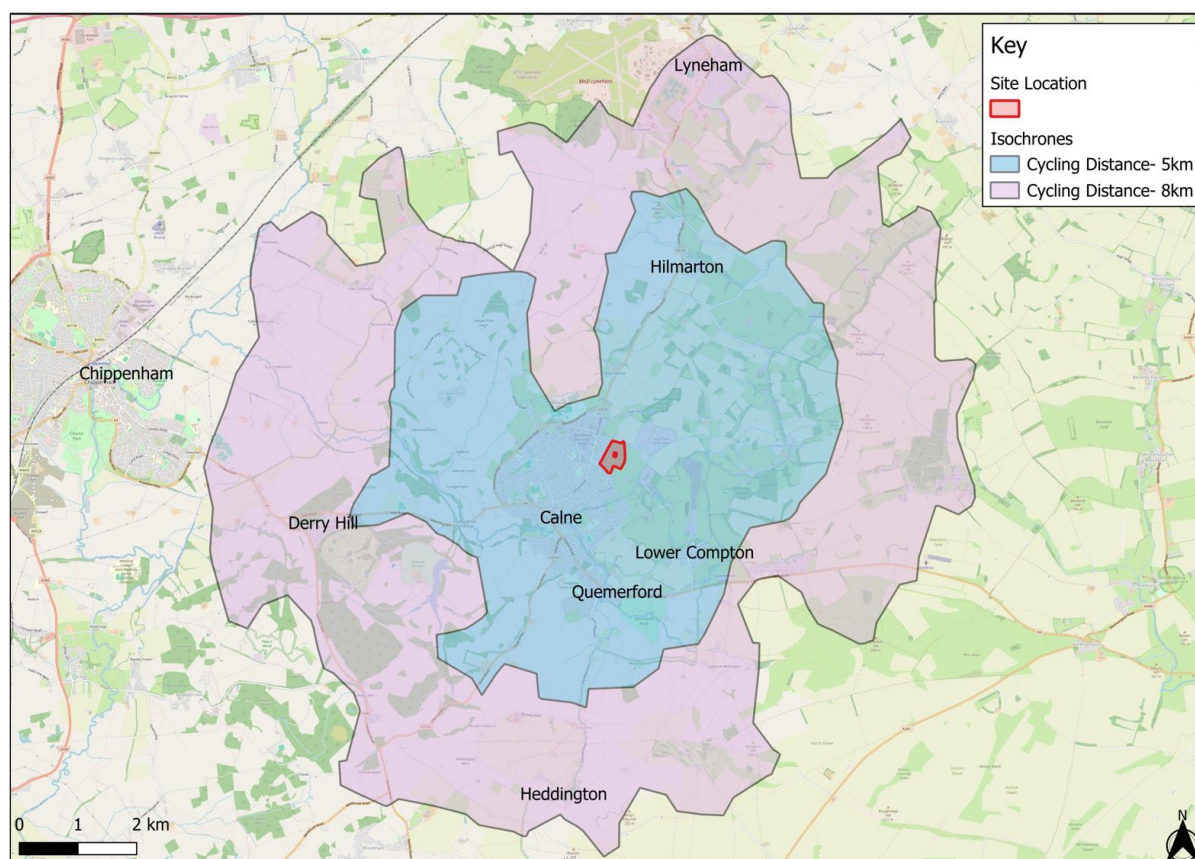


Cycling

- 2.13 There are a range of cycle routes within Calne including a surfaced path along Brunel Way and Zander Road. Alongside these, there are recommended on-street cycle routes making use of quieter residential streets including Porte Marsh Road, Bryans Close Road and The Strand.
- 2.14 In addition to the above broader connections, there are several key cycle links in the local area as follows:
- National Cycle Network Route 403 can be joined to the south of the Site via Gregor Drive or Curzon Street and provides a signed route between Chippenham, Marlborough and the Kennet & Avon Canal.
 - A shared foot/cycleway is provided on the western side of Oxford Road to the north of the Site. This joins a further shared surface extending along the A3102 south to its junction with Woodsage Road. These connections provide access to a range of amenities including Fynamore Primary School and Beversbrook Sports & Community Facility.
 - A traffic free link connects Sandpit Road to Abberd Lane, accessed via the Sandpit Road / Spitfire Road roundabout to the south of the Site. This link can be used as part of a longer route to Calne town centre via quieter residential streets and shared foot/cycleways.
- 2.15 With the above routes in mind, **Figure 2.5** highlights the areas that can be reached in a 5 kilometre and 8 kilometre cycle ride (20 minute and 32 minute cycle time respectively).



Figure 2.5 – 5 kilometre and 8 kilometre Cycling Isochrone



- 2.16 It is demonstrated that the built up extent of Calne can be comfortably accessed within a 5 kilometre cycle whilst extending to 8 kilometres results in areas such as Lyneham and Heddington being accessible.

Active Travel Improvements

- 2.17 A range of cycle and pedestrian improvements have been outlined as part of the Calne S106 Working Group. Locally, these include:
- Cycle improvements linking the shared surface on Oxford Road with the traffic free connection to Abberd Lane.
 - Cycle route improvements along Abberd Brook between Wyvern Avenue and The Pippen for access to the town centre.
- 2.18 In addition to the above, the Calne and Melksham Local Cycling and Walking Infrastructure Plan (LCWIP) is under consultation. Of particular relevance, priority cycle and walking routes included within the consultation comprise a link from Calne town centre to Sandpit Road and from the town centre to the Tesco on Oxford Road.

Local Facilities

- 2.19 The existing and future active travel networks connect the Site to a range of local amenities including schools, food stores and leisure facilities. A selection of these amenities are outlined



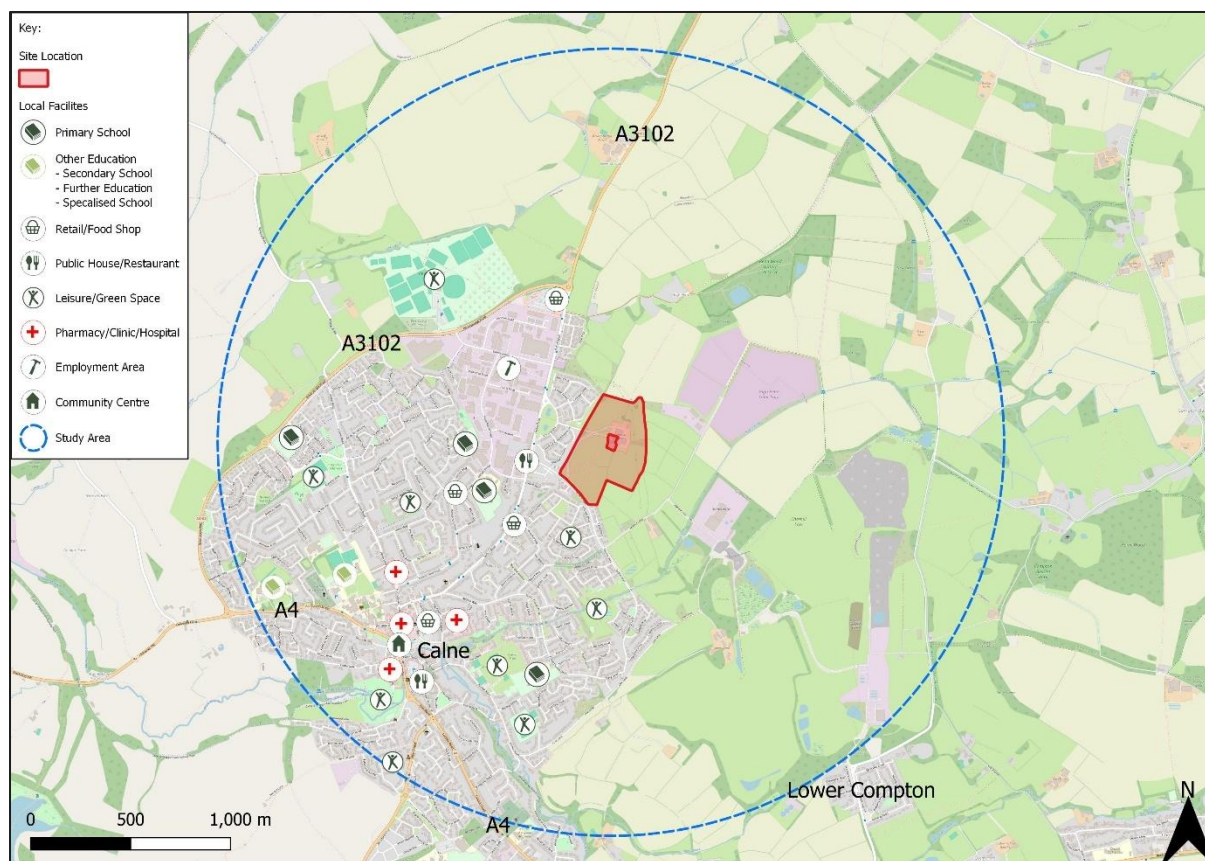
in **Table 2.1** along with the walking and cycling distances, the location of these in relation to the Site is shown in **Figure 2.6**.

Table 2.1 – Local Facilities

	Distance	Walk Time	Cycle Time
South Hills Nursery	950 metres	11 minutes	4 minutes
Jack & Jill Pre-school	1500 metres	18 minutes	6 minutes
Marden Vale CE Academy	1000 metres	12 minutes	4 minutes
Priestly Primary School	1900 metres	23 minutes	8 minutes
Fynamore Primary School	2300 metres	27 minutes	9 minutes
Saint Edmunds Catholic Primary School	1500 metres	18 minutes	6 minutes
The Springfields Academy	2400 metres	29 minutes	10 minutes
Kingsbury Green Academy	3000 metres	36 minutes	12 minutes
	Distance	Walk Time	Cycle Time
Londis	950 metres	11 minutes	4 minutes
Tesco Superstore	1000 metres	12 minutes	4 minutes
One Stop Stores	1100 metres	13 minutes	4 minutes
	Distance	Walk Time	Cycle Time
Calne Family Health Centre	1700 metres	20 minutes	7 minutes
Boots Pharmacy	1800 metres	21 minutes	7 minutes
Beversbrook Medical Centre	2400 metres	29 minutes	10 minutes
	Distance	Walk Time	Cycle Time
Dog and Partridge Inn	600 metres	7 minutes	2 minutes
Beversbrook Sports & Community Facility	1400 metres	17 minutes	6 minutes
Colemans Farm Community Centre	1700 metres	20 minutes	7 minutes
Community Hub and Library	1900 metres	23 minutes	8 minutes
Calne Leisure Centre	2900 metres	35 minutes	12 minutes
	Distance	Walk Time	Cycle Time
Porte Marsh Industrial Estate	450 metres	5 minutes	2 minutes
Coworking Café, Maundrell Road	1000 metres	12 minutes	4 minutes
Carlton Business Centre	1100 metres	13 minutes	4 minutes



Figure 2.6 – Local Facilities



Public Transport

Bus

- 2.20 There are bus stops located on Oxford Road, immediately 400 metres west from the Site which travel northbound and southbound and are named the 'Dog and Partridge' Bus Stops. The bus stops are approximately a 5-minute walk from the centre of the Site.
- 2.21 **Table 2.2** outlines the bus services available from Oxford Road and the frequency and service route.

Table 2.2 – Bus Services

Service / provider	Route	Average Frequency (mins)		
		Weekdays	Saturday	Sunday
40C Swindon Bus Company	Calne Town Centre Circular	5 per day	5 per day	No service



Service / provider	Route	Average Frequency (mins)		
		Weekdays	Saturday	Sunday
55	Chippenham – Calne – Lyneham – Royal Wootton Bassett - Swindon	20-30 mins (05:30-23:30)	20-30 mins (06:30-23:30)	30 mins (08:30-22:30)

- 2.22 The bus services accessible from Oxford Road provide frequent and reliable services 7 days a week, as frequent as every 20 minutes. The 40C serves the local town area Monday-Saturday and the 55 serves the wider local areas including Chippenham and Swindon, Monday through to Sunday.
- 2.23 The 55 service can be taken to reach Chippenham and Swindon railway station, creating a sustainable multi-modal travel opportunity suitable for leisure and commuting journeys.
- 2.24 It is noted that as part of a neighbouring application (Planning Ref. N/11/03524/OUT), a financial contribution for the enhancement of local bus services was incorporated into the S106 agreement. Whilst it is not clear what these enhancements will be, given the proximity of the two Sites it is expected that future residents and employees would benefit from this improvement.

Rail

- 2.25 The closest railway station to the Site is Chippenham Station, which is located 12 kilometres from the Site, and can be reached within a 31-minute bus journey via the 55-gold service or a 44-minute cycling journey.
- 2.26 Chippenham Station has 106 cycling parking spaces which are located at the north car park and the disused platform and are sheltered and covered by CCTV. There are 640 car parking spaces with accessible spaces and mobility provisions provided.
- 2.27 Services from Chippenham Station operate every 30 minutes to London Paddington and hourly to destinations including Bristol Temple Meads, Weston-Super-Mare, Swindon and Taunton.

Local Highway Network

- 2.28 The Site is located to the north of Sandpit Road, a single carriageway with pedestrian footways located on both sides of the carriageway. Sandpit Road is subject to a 30mph speed limit and connects to Oxford Road via a roundabout in the north west direction and in the south east direction, forms a three-arm roundabout junction with Spitfire Road which travels south.
- 2.29 Sandpit Road provides vehicular access from the southern side of the carriageway to residential dwellings via Defroscia Close, Britannia Drive and Hercules Road (south of the Site). There is an existing access from the northern side of Sandpit Road, which provides the main point of access for the industrial uses that currently operate from the Site.

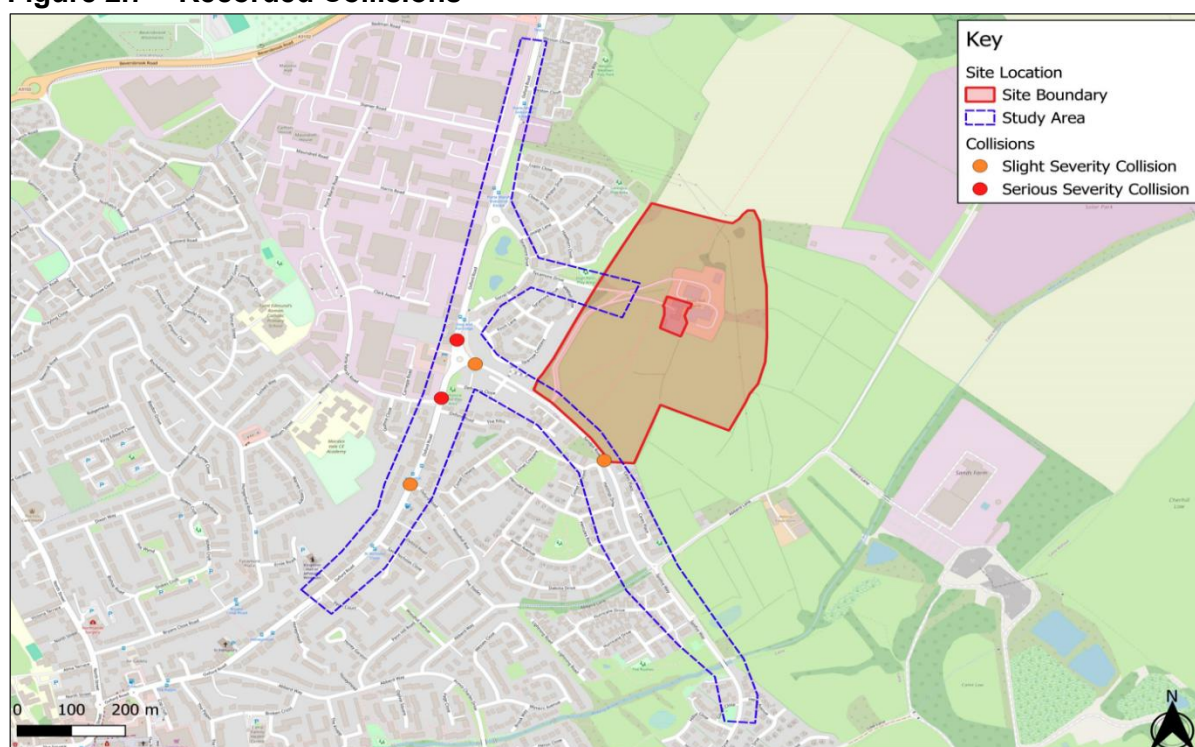


- 2.30 It should be noted that the previously submitted application demonstrated that there were no capacity issues in the local area, a conclusion which was agreed with WCH.

Personal Injury Collision (PIC) Review

- 2.31 To assess the level of road safety within the local area of the Site, the most recent five-year (2020-2024) record of Personal Injury Collision (PIC) data has been obtained from DfT STATS19 Data. This assessment is required to gain an insight into any underlying highway concerns or defects within the study area which may be exacerbated by the proposed development.
- 2.32 The data has been reviewed for the local highway network around the Site which is proposed for development and **Figure 2.6** demonstrates the location of the collisions.

Figure 2.7 – Recorded Collisions



- 2.33 The data identifies a total of five collisions within the study area, three slight severity and two serious severity. Along Sandpit Road to the south of the Site, two slight collisions were recorded. On Oxford Road to the east of the site, one slight and two serious were recorded.
- 2.34 There are no identified clusters within the data displayed and the collisions occurred at separate locations with no patterns.
- 2.35 On the basis of the above, it is concluded that there are no inherent safety design issues associated with the existing highway network.



Summary

- 2.36 The above review has demonstrated that the Site is accessible by a range of transport modes with the propensity to encourage future residents and employees to travel via more sustainable modes insomuch that:
- A range of footways and PRowS are located in the immediate vicinity of the Site with Calne town centre demonstrated to be within a 2 kilometre (24-minute) walk of the centre of the Site.
 - Local cycle connections can be accessed in close proximity to the Site and provide links to Calne town centre, local schools and the wider area include Chippenham and Marlborough.
 - A range of pedestrian and cycle improvements are proposed in the vicinity of the Site to further enhance the existing network.
 - Local bus stops are within a 5-minute walk of the Site and provide access to regular services operating to a range of destinations including Chippenham and Swindon, as well as providing a connection to rail stations for longer onward journeys via public transport.
 - Through reference to the modelling undertaken in support of application PL/2023/07216, which has been accepted by WCH, it is evident that the local highway network is not subject to any capacity issues.
 - A review of local collision data has demonstrated that there are no inherent safety issues with the current highway layout.



3.0 Policy Context

3.1 This TA has been written to accord with transport-related policy at national, regional, and local levels. The overarching policies throughout these documents is focused on sustainable travel solutions and reducing the reliance on the private car use.

3.2 This section refers to the following policies:

- National Planning Policy Framework (2025);
- Planning Practice Guidance (2012);
- Wiltshire Core Strategy (2015)
- Wiltshire Local Transport Plan 4 (2025)
- Calne Community Neighbourhood Plan (2018)

National Planning Policy Framework (NPPF, 2023)

3.3 The National Planning Policy Framework (NPPF) was adopted in its current form in December 2024 with minor amendments made in February 2025. The most important change to consider in the updated NPPF in relation to transport planning is the move towards a ‘vision-led’ approach. This is defined within the glossary as follows:

“Vision-led approach: an approach to transport planning based on setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as ‘predict and provide’).”

3.4 This places an emphasis on embedding sustainable development at the heart of the planning process, considering means of promoting active and sustainable travel at the beginning. This is further discussed in paragraph 109 this promotes using a “vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places.” It is further identified that this should involve:

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



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

3.5 The above further suggests that development should consider the potential impacts on the transport network as a basis against which to determine appropriate opportunities to promote sustainable modes of transport. With this in mind, paragraph 110 states:

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

3.6 It is clear that in order for a development to be considered sustainable, it should evidence access to a genuine choice of transport modes. Notably, this does not mean that the needs of all future residents must be met entirely by a choice of transport modes other than the private car but that opportunities to encourage more sustainable travel through choice should be provided¹.

3.7 Combining the overarching elements of both the vision-led approach and sustainable transport opportunities, paragraph 115 states:

- a) *“sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and,*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”*

3.8 Whilst paragraph 116 states:

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

3.9 As part of a sustainable transport strategy, it is outlined in paragraph 117 that development should:

¹ See Appeal Decision APP/X0360/W/24/3342812



- a) *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and,*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

3.10 It is evident that weight is given to prioritising access to sustainable transport modes, including within a development scheme and also to incorporate the surrounding area.

3.11 Finally, at paragraph 118 it is stated that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

3.12 Overall, the revised NPPF continues to place emphasis on a presumption in favour of sustainable development. However, this new iteration requires proposals to provide a transport vision which is to be used as the basis for assessing the potential impacts of development. This should incorporate details of how access to sustainable transport modes at the development and in the surrounding area can be maximised.

Planning Practice Guidance

3.13 In March 2012, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section, published in March 2014, relates specifically to transport and is titled ‘Travel Plans, Transport Assessments and Statements in decision-taking’ and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.14 The guidance explains the role of Transport Assessments and Statements as: “ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)”.

3.15 The guidance also states that Travel Plans are “long term management strategies for integrating proposals for sustainable travel into the planning process” to promote and



encourage sustainable travel. They should be brought forward in parallel with development proposals and should be integrated into the design of developments.

3.16 The guidance explains that when preparing Transport Assessments and Travel Plans the following key principles should be taken into account:

- *“proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);*
- *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”*

3.17 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

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

Wiltshire Core Strategy

3.18 The Wiltshire Core Strategy was adopted in 2015 and provides the overarching planning policy framework for the county until 2026. It is noted that a new Local Plan is currently under review and expected to be adopted in 2026, however, until such time as this is adopted it is considered that the Core Strategy will continue to inform planning decisions.

3.19 Core Policy 60 considers sustainable transport and outlines that the council will use planning powers to reduce the need to travel by private car and encourage the use of sustainable transport modes. It highlights that a mode shift will be encouraged through planning developments in accessible locations, maintaining and enhancing the local transport network and mitigating the impact of developments on transport users, local communities and the environment.

3.20 The relationship between transport and new development is considered in Core Policy 61 which states the following:



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

3.21 It is further highlighted that new development must consider all transport users and, where relevant, accord to the following hierarchy:

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

3.22 Parking, as a form of demand management, is considered in Core Policy 64 which states that:

“The provision of car parking associated with well designed new residential development will be based on minimum parking standards. In determining the appropriate mix of parking types, the presumption will be that unallocated communal parking will be included in the majority of new residential development. Reduced residential parking requirements will be considered where there are significant urban design or heritage issues, where parking demand is likely to be low or where any parking overspill can be controlled.”

Wiltshire Local Transport Plan

3.23 As with the Core Strategy, climate change and sustainable transport are key drivers within the Wiltshire Local Transport Plan. To this extent, the Plan is based around the following overarching vision to create:

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

3.24 The Plan is supported by a range of additional supporting strategies published as separate documents, these include a parking sub-strategy, electric vehicle infrastructure sub-strategy and market town sub-strategy. Notably, all documents build on the overarching vision and consider measures to avoid unnecessary travel, shift to more sustainable modes, and improve vehicle, fuel and network efficiency.

3.25 In the context of Calne, the market towns sub-strategy provides an overview of the various objectives to encourage avoid, shift and improve, these include:

- Reducing the need to travel as often through combining journeys and providing digital alternatives.
- Enabling active travel to be the preferred choice for shorter journeys through improving safety, access and quality.



- Facilitate and encourage a move towards low and zero emission vehicles for trips that cannot be undertaken by public transport or active modes.

Parking Standards

3.26

Table 3.1 – Wiltshire Car Parking Standards

Residential	Minimum Parking Standard
1 bedroom	1 space per dwelling
2 to 3 bedrooms	2 spaces per dwelling
4 or more bedrooms	3 spaces per dwelling
Visitor parking	0.2 spaces per dwelling (unallocated)
Commercial	Maximum Parking Standard
Office (business park)	1 space per 35sqm
General Industry	1 space per 30sqm (<500sqm) 1 space per 50sqm (>500sqm)
Storage and Distribution	1 space per 30sqm (<500sqm) 1 space per 200sqm (>500sqm)

Table 3.2 – Wiltshire Cycle Parking Standards

Residential	Minimum Parking Standard
1 bedroom	1 space per bedroom
2 to 3 bedrooms	3 spaces per unit
4 or more bedrooms	4 spaces per unit
Visitor parking	1 space per 20 bedrooms
Commercial	Maximum Parking Standard
Office (business park)	1 covered cycle space per 12 employees + 1 cycle space per 15 visitor parking spaces <i>OR, where employee/visitor numbers cannot be estimated:</i> 4 covered cycle spaces + 2 covered spaces for each 500m ² above 1000m ² gross floor area
General Industry	
Storage and Distribution	

Wiltshire Council Site Selection Report for Calne



- 3.27 Published in January 2021, this document outlines the potential development Sites which could be unlocked to reach forecast development requirements. Within this document, the development Site is assessed and has been taken forward as a potential area for development noting it's good accessibility, minimal flood risk, negligible impact on heritage and low landscape impact given the proximity to other new development.

Calne Community Neighbourhood Plan

- 3.28 The Calne Community Neighbourhood Plan was adopted in 2018 and provides a planning policy baseline to aid in determining planning decisions within Calne until 2026. It is noted that a new Neighbourhood Plan is currently under review, however, until such time as this is adopted it is considered that the existing Plan will continue to inform planning decisions.

- 3.29 In considering sustainable transport, Policy GA1 states that:

“Development proposals must demonstrate how opportunities for the use of sustainable modes of transport are maximised. This should be achieved through maximising:

- *the potential for cycling and walking throughout the Site; and*
- *linkages, including bus connections through to the relevant town or village centre, employment provision and services & facilities located elsewhere in Calne or Calne Without.”*

- 3.30 With the above in mind, Section 4 outlines the various active travel links that are proposed within the Site and how these will link to the external network outlined in Section 2.

- 3.31 Alongside the above, Policy GA 2 considers the highway impacts of development stating:

“Development proposals that detrimentally impact the highway network in terms of congestion and/or safety must include for the appropriate mitigation of these impacts by highway improvements and/or financial contributions for the measures required.”

Summary

- 3.32 The above review demonstrates that national and local planning policy all require new development to be sustainably located with ready access on foot, cycle and by public transport. As demonstrated in Section 2, there are a range of transport opportunities in the vicinity of the Site which align with the principles. Section 4 will provide an overview of how the development will integrate into these existing networks.



4.0 Development Proposals

- 4.1 The proposed development comprises 210 residential dwellings, 0.75ha of employment land (Use Classes E (g i and g ii) and areas of open space; the layout is shown below. It should be noted that the proposals are consistent with the previously submitted application (Planning Ref. PL/2023/07216).
- 4.2 In addition to the above, land will be safeguarded for a link between the Site and the adjacent land north of Abberd Road should a planning application come forward for the latter. Any such link will be subject to detailed design as the need for the link is determined.



Access Strategy

- 4.3 As outlined in Section 3, paragraph 114(b) states that new development should provide safe and suitable access for all users. This is considered in further detail below.

Vehicular Access

- 4.4 In line with advice received from WCH, it is intended that vehicle access is taken solely from the Oxford Road / Sycamore Drive roundabout junction which provides an existing link to the Site through the adjacent residential development that is being constructed pursuant to application N/11/03524/OUT. The access design is provided at **Appendix B**.

Pedestrian and Cycle Access

- 4.5 In addition to the footpaths located adjacent to the access road shown above, a shared pedestrian and cycle access will be provided from the Site onto Sandpit Lane (see **Appendix B**). The Sandpit Lane access is intended to be designed to accommodate emergency vehicles and will also be the construction access for the Site. It is worthy to note that this is consistent with the approach taken at the adjacent residential development
- 4.6 Internally the development will be designed to prioritise active travel trips over vehicle trips with convenient and permeable routes throughout the Site. These will additionally incorporate the existing PRowS which cross the Site (CALW61 and CALW62), and provide connections to the Land off Oxford Road scheme (Planning Ref. N/11/03524/OUT) that is being constructed and the adjacent Land North of Abberd Lane site, should it come forward in the future.
- 4.7 The proposed approach aligns with national planning policy, in particular the National Model Design Code as referred to in the NPPF. Of particular relevance Policy M1 of the Design Code notes that sites need to be connected to the wider area to ensure that it is safe and convenient to travel via active modes. Additionally, Policy M2 highlights the need to prioritise active travel as part of the wider transport hierarchy so that they are seen to be genuine alternative choices for local journeys.

Servicing and Deliveries

- 4.8 The internal layout of the Site will be designed to allow access for all expected servicing and delivery vehicles that will require access to the Site.

Parking Strategy

- 4.9 The parking standards outlined in Section 3, or any subsequent iteration, will inform the final level of parking at the Site such that 1 space will be provided per 1 bedroom dwelling, 2 spaces per 2 and 3 bedroom dwelling and 3 spaces for any dwellings of 4 or more bedrooms. In addition, 0.2 spaces per dwelling will be provided as unallocated visitor spaces. Similarly, cycle parking provision will be in accordance with the minimum Wiltshire standards outlined in Section 3.
- 4.10 With regard to the employment use, the standards outlined in Section 3 will be adhered to. The final level of parking will be determined when the type of occupier is known to ensure



appropriate standards are applied. Similarly, cycle parking provision will be in accordance with the minimum Wiltshire standards outlined in Section 3 or any subsequent iteration.

Sustainable Transport Strategy

- 4.11 The proposals are supported by a range of measures to encourage travel via more sustainable modes. These include:
- Provision of new crossing facilities at Sandpit Lane to facilitate those using PRow CLAN62 which operates through the Site and onwards to the residential areas to the south west.
 - Provision of new crossing facilities at the Sandpit Lane / Oxford Road roundabout junction on the Sandpit Lane and Oxford Road (north) arm.
 - Provision of a new footway link on the western side of Oxford Road between the bus stops and the active travel link to the north.
- 4.12 In addition to the above, the development will be supported by a Travel Plan which will highlight the various opportunities to travel more sustainably and the subsequent benefits of modal shift.



5.0 Effect of Development

- 5.1 It is pertinent to acknowledge the withdrawn application previously submitted for the Site (Planning Ref. PL/2023/07216) insofar as the trip rates, trip distribution and highway impact have been agreed.
- 5.2 Notwithstanding this, it is noted that the proposed Site access arrangement has been revised and as such junction modelling of the revised access has been undertaken for completeness.

Trip Generation

- 5.3 The previously agreed residential trip rates and associated vehicle trip generation associated with the proposed 210 dwellings is shown in **Table 5.1**.

Table 5.1 – Trip Generation

Residential	Vehicle Trip Rate (per dwelling)			Vehicle Trips (210 dwellings)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
AM Peak	0.145	0.389	0.534	30	82	112
PM Peak	0.362	0.189	0.551	76	40	116
Employment	Vehicle Trip Rate (per 100sqm)			Vehicle Trips (3000sqm)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
AM Peak	1.221	0.073	1.294	37	2	39
PM Peak	0.080	1.340	1.420	2	40	42

- 5.4 The above demonstrates that the proposed development could be expected to generate circa 151 two-way vehicle trips in the morning peak hour and circa 158 in the evening peak hour, as per the previously accepted assessment. It should be noted that the above trips do not incorporate any reductions to account for the existing industrial uses on the site. To this end, the above provides a robust assessment given that traffic already present on the network has not been discounted even though the industrial uses will cease operating from the Site.

Trip Distribution

- 5.5 Whilst the wider distribution has not changed from the previous application, given the change in access arrangement there is some local reassignment at the Oxford Road / Sandpit Road roundabout with trips routing to the south travelling via the northern Oxford Road arm rather than the Sandpit Lane arm. The assignment of trips is summarised in **Table 5.2** whilst flow diagrams are included at **Appendix C**.



Table 5.2 – Trips by Junction

	Previous Assessment		Revised Assessment		Change in Traffic	
	AM	PM	AM	PM	AM	PM
Oxford Road / A3102	35	32	36	37	+1	+5
Oxford Road / Wood Street	62	67	52	55	-10	-12
The Square / A4	51	54	52	55	+1	+1
Oxford Road / Sycamore Drive	106	110	151	158	+45	+48
Oxford Road / Sandpit Road	62	67	64	68	+2	+1

- 5.6 It is demonstrated in the above that there are only minor changes in traffic flows on the majority of the network with the greatest change at the Oxford Road / Sycamore Drive junction which is as a result of the change in access strategy. It is, however, accepted that the turning movements will change at the Oxford Road / Sandpit Road junction as a result of the revised access strategy. With this in mind, **Table 5.3** provides a summary of the development movements by arm.

Table 5.3 – Reassignment of Trips at Oxford Road / Sandpit Road

	Previous Assessment		Revised Assessment		Change in Traffic	
	AM	PM	AM	PM	AM	PM
Oxford Road (north) to Sandpit Road	0	0	0	0	0	0
Oxford Road (north) to Oxford Road (south)	1	21	33	37	+32	+16
Sandpit Road to Oxford Road (north)	0	0	0	0	0	0
Sandpit Road to Oxford Road (south)	31	15	0	0	-31	-15
Oxford Road (south) to Oxford Road (north)	20	1	31	31	+11	+30
Oxford Road (south) to Sandpit Road	11	29	0	0	-11	-29

- 5.7 **Table 5.3** demonstrates how development traffic is expected to reassign at the Oxford Road / Sandpit Road junction. Given the relatively minor changes in flows and the level of spare capacity demonstrated in previous junction modelling, it is expected that this change will not have a material impact on the operation of the junction.

Junction Modelling

- 5.8 For the purposes of this assessment, Junctions [11] software which includes ARCADY has been used to model the site access. ARCADY is produced by the Transport Research Laboratory (TRL) and expresses the relationship between traffic flow and capacity of



roundabouts as a ratio, referred to as the Ratio of Flow to Capacity (RFC). Based upon these results it also predicts the anticipated queue lengths (Q) and delays that are likely to occur at the junction. Junctions 11 also provides a further performance measurement, which correlates the length of the delay experienced by arriving vehicles to a scale that is referred to as the 'Level of Service' (LoS).

5.9 The LoS is determined having regard to the banding system set out in the Highway Capacity Manual approach to traffic capacity. The following summarises the definitions that are provided within Highway Traffic Analysis and Design (Salter & Hounsell, 1996) for the various bandings that are predicted in Junctions 11:

- LoS A: Free Flow - Primarily free-flow operation with vehicles having almost complete freedom to manoeuvre;
- LoS B: Reasonably Free Flow - Reasonable free-flow conditions with vehicles having slightly restricted freedom to manoeuvre;
- LoS C: Stable Flow - Stable operation but freedom to manoeuvre is restricted;
- LoS D: Approaching Unstable Flow - Borders on unstable flow with freedom to manoeuvre severely limited;
- LoS E: Unstable Flow - Traffic flow is very unstable and approaching capacity; and,
- LoS F: Forced or Breakdown Flow - The point at which demand exceeds capacity

5.10 The Site access at Oxford Road / Sycamore Drive has been modelled for the same scenarios as previously assessed, this is informed by traffic flows extracted from the West Wiltshire Transport Model. **Table 5.4** provides a summary of the without development scenarios for both with **Table 5.5** presenting the with development scenarios. The full output reports are included at **Appendix D**.

Table 5.4 – Site Access Modelling Results (Without Development)

2026 without Development	AM Peak				PM Peak			
	Queue	Delay	RFC	LoS	Queue	Delay	RFC	LoS
Oxford Road (north)	0.2	2.42	0.14	A	0.2	2.42	0.16	A
Sycamore Drive	0.1	3.70	0.05	A	0.0	3.62	0.03	A
Oxford Road (south)	0.4	3.78	0.31	A	0.5	3.79	0.32	A
2036 without Development	AM Peak				PM Peak			
	Queue	Delay	RFC	LoS	Queue	Delay	RFC	LoS
Oxford Road (north)	0.3	2.76	0.25	A	0.3	2.73	0.25	A
Sycamore Drive	0.1	4.15	0.06	A	0.0	3.98	0.03	A
Oxford Road (south)	0.3	3.30	0.21	A	0.3	3.34	0.23	A



Table 5.5 – Site Access Modelling Results (With Development)

2026 with Development	AM Peak				PM Peak			
	Queue	Delay	RFC	LoS	Queue	Delay	RFC	LoS
Oxford Road (north)	0.2	2.52	0.17	A	0.2	2.55	0.19	A
Sycamore Drive	0.2	4.09	0.14	A	0.1	3.98	0.11	A
Oxford Road (south)	0.5	4.06	0.34	A	0.5	4.06	0.35	A
2036 with Development	AM Peak				PM Peak			
	Queue	Delay	RFC	LoS	Queue	Delay	RFC	LoS
Oxford Road (north)	0.4	2.89	0.27	A	0.4	2.89	0.29	A
Sycamore Drive	0.2	4.64	0.16	A	0.1	4.41	0.12	A
Oxford Road (south)	0.3	3.51	0.24	A	0.3	3.54	0.26	A

- 5.11 When considering the results presented above, it should be noted that the CIHT indicates that RFC values of 0.85 to 0.90 have historically been considered to reflect uncongested design thresholds, whilst an RFC of 1 indicates that a junction is operating at capacity.
- 5.12 As demonstrated in the above, the Oxford Road / Sycamore Drive junction is expected to operate well within the thresholds defined by the CIHT with the highest RFC value being 0.35 in the 2026 with development scenario. It is therefore evident that the revised access strategy is suitable to serve the proposed development without detriment to the operation of the Oxford Road / Sycamore Drive junction.

Summary

- 5.13 The above review demonstrates that the Site access operates within its theoretical capacity in all the scenarios tested and therefore the development can be accommodated without detriment to the operation of the junction. In addition, given that there are no changes to traffic flows on the wider network the conclusions of the previous assessment continue to apply; namely the proposals would not have any demonstrable harm to the operation of the local highway network let alone the severe impact referred to in paragraph 116 of the NPPF. This is particularly evident given no reductions have been made to reflect the fact that the current industrial uses will be replaced.



6.0 Mitigation Measures

- 6.1 Whilst it has been shown in Section 5 that the proposed development will not lead to a severe impact on the local highway network, the Applicant recognises that there is a need to ensure measures are in place to reduce car demands. A summary of the Residential Travel Plan that will be operated is provided below.
- 6.2 Similarly, there is also a need to make sure that there are measures in place to minimise any disruption during the construction period and ensure it is kept to a minimum. The following text sets out how this will be achieved through a Construction Logistics Plan.

Residential Travel Plan

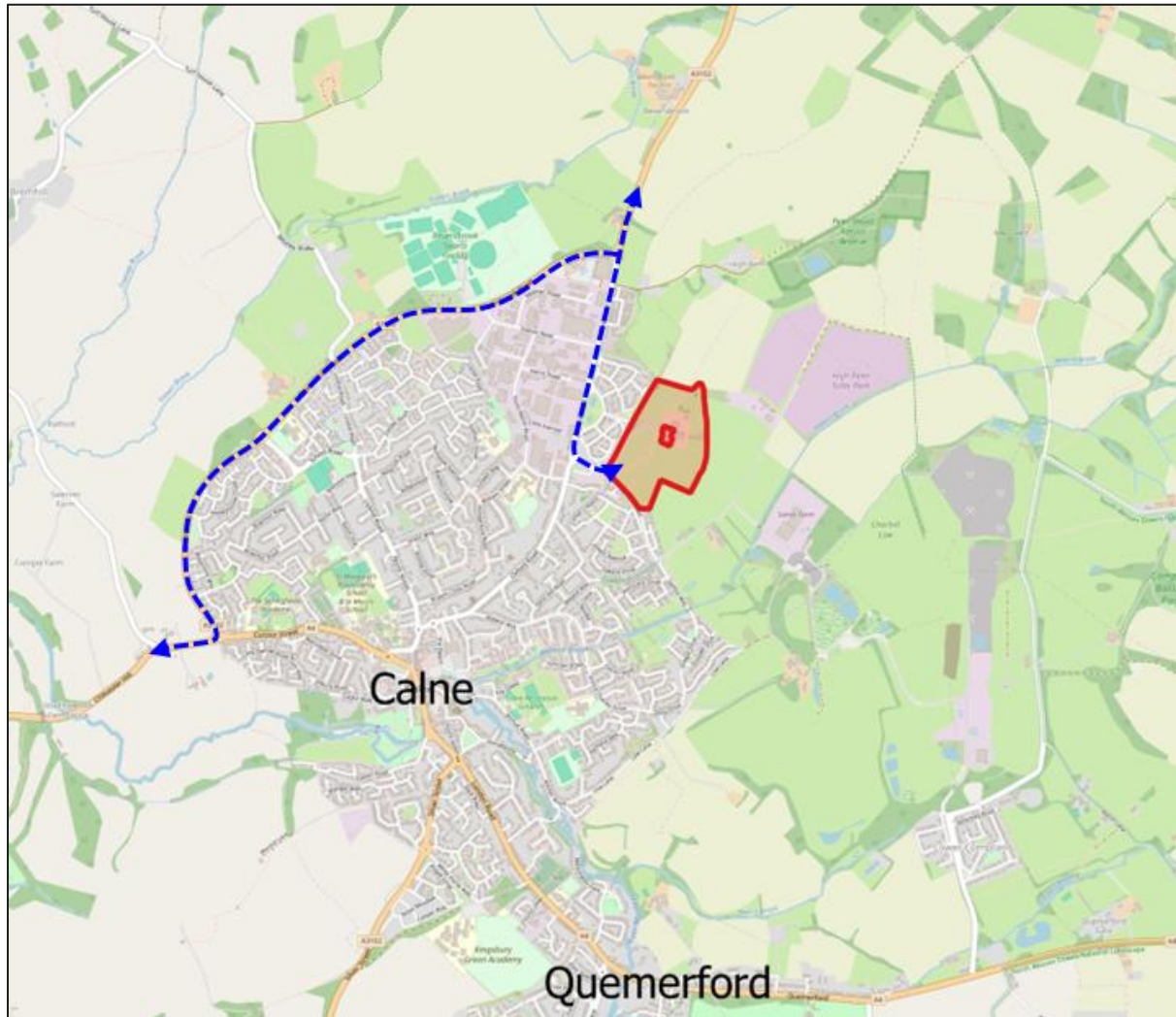
- 6.3 The NPPF indicates that developments generating significant traffic movements should provide a travel plan. Travel Plans are intended to be used to encourage a change in travel patterns.
- 6.4 The main objective of a Travel Plan is to provide a reduction in private car mileage in favour of the more sustainable modes of travel, thus reflecting current Government policy in respect of transport and as such they contain details of a range of initiatives to encourage the use of sustainable travel modes.
- 6.5 In this regard, a Travel Plan (TP) has been prepared to inform the content of potential measures at the Site. This is provided at **Appendix E**. This includes reference to a range of measures that could be adopted to reduce car trips by 10% at peak times.

Construction Logistics Plan

- 6.6 To ensure that the impacts associated with the construction phase, such as increases in traffic, noise and dust, are minimised, a Construction Logistics Plan (CLP) will be operated.
- 6.7 The construction programme and phasing will depend on a number of factors including safety, environmental considerations, economics, access and practicalities. In this regard, the type and number of vehicle movements generated during the construction period will be dependent on the type and intensity of work being undertaken at any one stage.
- 6.8 Similarly, the phasing of the construction programme will be dependent upon how the contractor appointed to carry out the works decides to manage the construction period. A CMP will be secured by a suitably worded condition and is likely to include some of the following measures which will be in place to mitigate impacts:
- Haulage routes will be agreed with the highway's authorities;
 - Provision will be made to ensure that vehicles can be loaded and unloaded off the public highway;
 - The site labour force will be encouraged to use sustainable modes of transport;
 - HGV wheels, and bodies as required, to be washed prior to vehicles leaving the site; and
 - Traffic management plans will be implemented to minimise potential impact of the works.



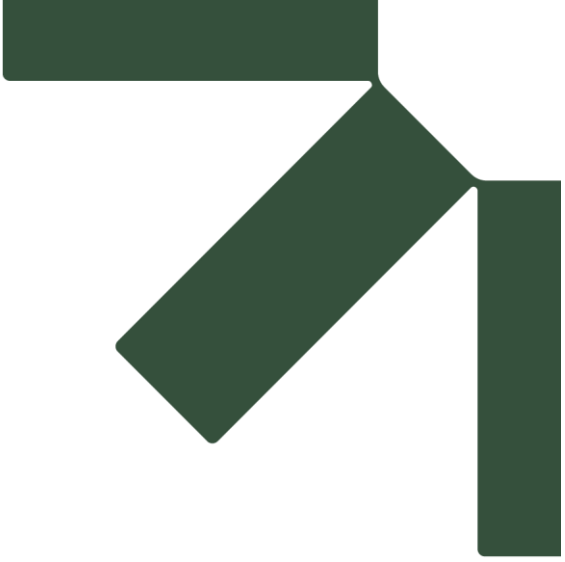
- 6.9 At this stage it is assumed that construction vehicles would enter and exit the site via the existing Sandpit Lane access that serves the Site. It is equally assumed that vehicles would follow the below routes to minimise the number of HGVs travelling through the residential areas served from Oxford Road. The expected route is shown below:



7.0 Summary and Conclusion

- 7.1 SLR Consulting Ltd has been commissioned by Castlewood Properties Ventures Ltd to provide transport planning and highways advice in relation to a development Site at Penn Hill Farm, Calne (the Site).
- 7.2 The Site is located in the north-east of Calne, a town located in Wiltshire. The Site is approximately 1.3 kilometres from the town centre of Calne and is bound to the north and east by agricultural land, to the south by Sandpit Road and to the west by residential dwellings. The Site is well located in relation to a range of sustainable transport opportunities including convenient access to pedestrian routes and regular bus services.
- 7.3 The development proposals comprise up to 210 residential dwellings, and 0.75ha of employment land (Use Classes E (g i and g ii)) and open space. In addition, the proposals incorporate an area of land to be safeguarded for future use as a connection to a potential adjacent development on land north of Abberd Lane.
- 7.4 This Transport Assessment has demonstrated the following:
- The Site is situated in an accessible location with a range of sustainable transport opportunities including access to public transport and the active travel network within the immediate vicinity;
 - An analysis of personal injury accident data records has identified that the local highway network is not subject to poor safety record;
 - Safe and suitable access to the Site can be achieved for all modes;
 - Improved active mode connections have been identified at locations discussed with WCH, which will both encourage and facilitate the use of non-car modes.
 - There would be no change to the trip generation or wider distribution of trips on the network when compared with the previously agreed assessment for application PL/2023/07216, which demonstrated that the development would not have a material impact on the operation of the local network; and,
 - Junction modelling of the Site access has demonstrated that the junction would operate within its theoretical capacity with minimal delay following the inclusion of development traffic.
- 7.5 With regard for the above, it has been demonstrated that the development proposals accord with local and national transport planning policy insofar that:
- The site is sustainably located, safe and suitable access can be achieved and the development would not have a significant impact on the highway network in accordance with Paragraph 115 of the NPPF and Policy GA1 of the Calne Community Neighbourhood Plan.
 - The site will be designed to encourage active travel movements ahead of other modes in accordance with the user hierarchy outlined in Core Policy 61 of the Wiltshire Core Strategy.
- 7.6 It is therefore concluded that the proposals will provide a sustainable development for the future in traffic and transportation terms.





Appendix A Walking and Cycling Audit

Transport Assessment

Land at Penn Hill Farm, Calne

Castlewood Properties Ventures Ltd

SLR Project No.: 422.065002.00001

17 November 2025



Pedestrian and Cycle Audit

Land at Penn Hill Farm, Calne

Castlewood Properties Ventures Ltd

Prepared by:

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Broadwalk House, Southernhay West, Exeter, EX1
1GE

SLR Project No.: 422.065002.00001

17 November 2025

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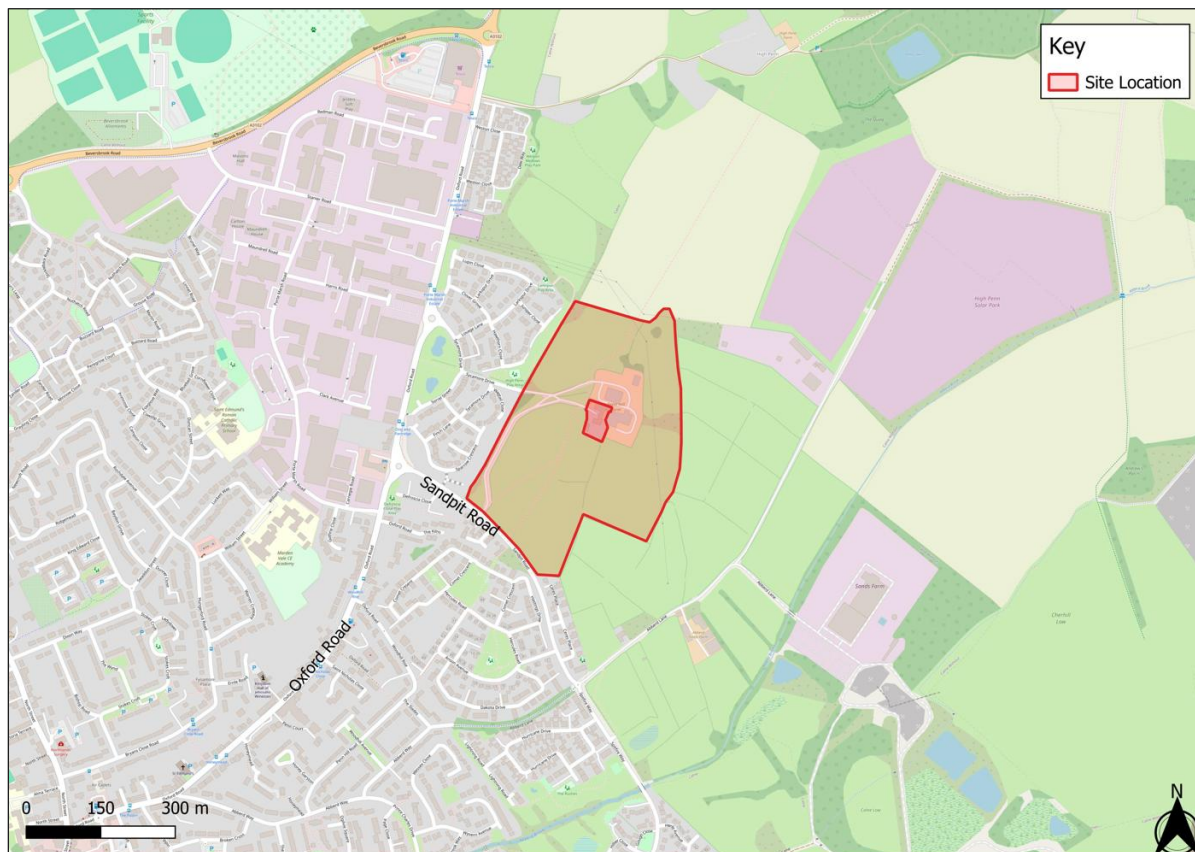


1.0 Introduction

- 1.1 SLR Consulting Ltd (SLR) has been appointed by Castlewood Properties Ventures Ltd to provide transport and mobility planning advice in relation to development proposals at Penn Hill Farm, Calne, within the administrative boundary of Wiltshire Council (WC), who are responsible for planning and highways.

Site Location

- 1.2 The site currently comprises agricultural land at Penn Hill Farm, to the north east of Calne. The site is bounded to the south by Sand Pit Road, and to the west by a neighbouring Hills Homes residential development. To the north and east the site fronts agricultural land. as shown below.



Development Proposals

- 1.3 The development proposals comprise:

Outline planning application with all matters reserved (except for access into the Site) for the proposed development of up to 210 residential dwellings, and 0.75ha of employment land and ancillary uses, open space, vehicular and pedestrian accesses, landscaping, drainage measures and all other associated works including the demolition existing buildings and structure.



- 1.4 In addition, the proposals incorporate an area of land to be safeguarded for future use as a connection to a potential adjacent development on land north of Abberd Lane.

Proposed Highway Scheme

- 1.5 The proposed highway works are provided at Appendix A, and include changes to Sand Pit Road as follows:
- Provision of a new vehicular and pedestrian access on to Sand Pit Road;
 - Provision of a pedestrian and cycle access on to Sycamore Drive; and
 - A pedestrian crossing facility on Sand Pit Road.

Report Structure

- 1.6 This audit has been prepared to specifically consider the existing network in the vicinity of the site in the context of routes to key local employment, shopping, educational and public transport destinations.
- 1.7 Section 2 of this report provides details of the audit undertaken as part of this assessment and provides photographs and observations from the site visit.
- 1.8 Section 3 provides a summary of improvements that could be implemented to improve the walking and cycling network between the site and key off-site destinations.



2.0 Pedestrian and Cycle Audit

Study Area

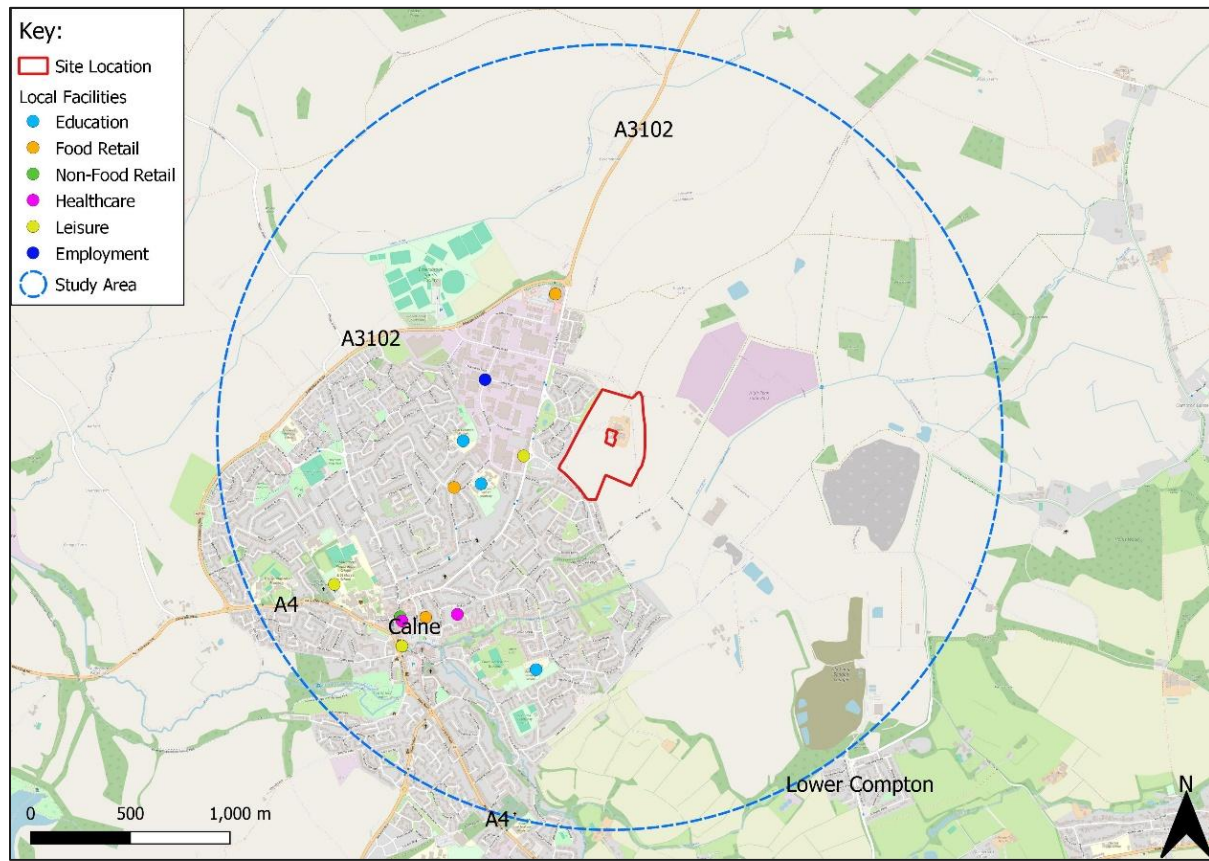
2.1 The key trip attractors and local amenities surrounding the site have been assessed to identify common walking routes that might be undertaken as a result of the development. These have also been informed following a review of Active Travel England (ATE) comments in relation to the previous application on the site (PL/2023/07216). These are as follows:

- Education
 - Marden Vale CE Academy
 - St Edmunds Catholic Primary School
 - Priestley Primary School
- Food Retail
 - Tesco Superstore
 - Sainsbury's
 - Calne Convenience Store
- Non-Food Retail
 - Calne Town Centre
- Healthcare
 - Calne Family Health Centre
 - Boots Pharmacy
 - Northlands Surgery
- Leisure
 - Community Hub and Library
 - St Mary's Calne Sports Club
 - Dog & Partridge Inn
- Employment
 - Oxford Road Employment Area

2.2 **Figure 2.1** shows the location of these facilities visually. It should be noted that this is not a comprehensive list, and additional facilities beyond those listed and shown in **Figure 2.1** are accessible within a 2km catchment area of the site.



Figure 2.1 - Trip Attractors



- 2.3 As demonstrated by **Figure 2.1**, a wide range of facilities can be accessed within the 2km study area including primary schools, food stores, pharmacy, employment facilities, leisure and healthcare facilities.

Site Visit

- 2.4 A site visit was undertaken on Monday 20th May between the hours of 10:30 and 13:30. The walking and cycling routes from the site to Calne Town Centre, local primary schools, and the nearest area of employment (Oxford Road) were undertaken, as requested by ATE in their response to the previous application for the site.
- 2.5 The weather conditions during the site visit were bright and sunny. Traffic volumes were considered to be low.

Existing Pedestrian and Cyclist Facilities in Local Area

- 2.6 This audit assesses the current walking and cycling provision on five routes within the study area outlined in **Figure 2.2 to Figure 2.6**, which are likely to be undertaken by the future residents. These routes comprise the following:
- Route 1 (**Figure 2.2**) – to Marden Vale CE Academy
 - Route 2 (**Figure 2.3**) – to St Edmunds Catholic Primary School
 - Route 3 (**Figure 2.4**) – to Priestley Primary School

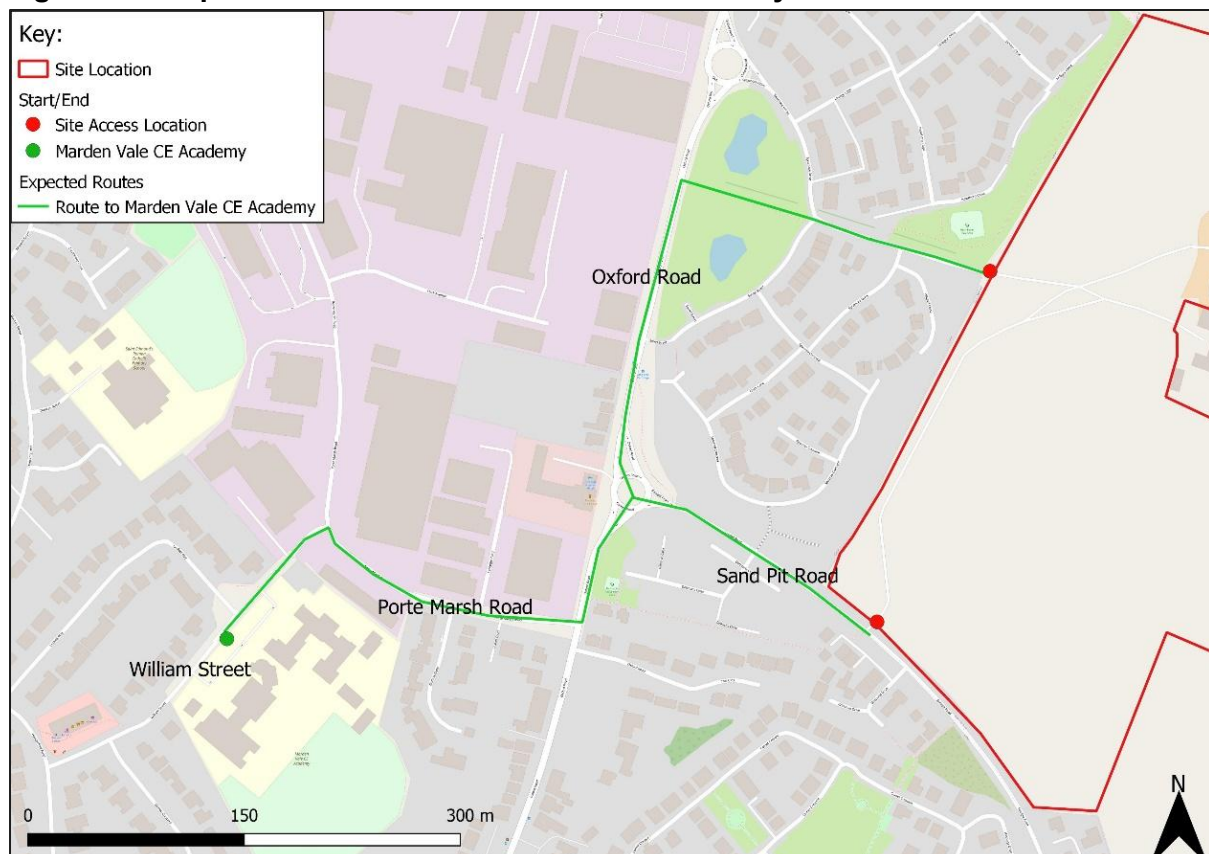


- Route 4 (**Figure 2.5**) – to Calne town centre
 - Via Oxford Road
 - Via Penn Hill Road and Abberd Way
- Route 5 (**Figure 2.6**) – to Oxford Road Employment
 - Via Porte Marsh Road
 - Via Stanier Road

Route to Marden Vale CE Academy

- 2.7 This section focuses on the current walking and cycling provisions on route to Marden Vale CE Academy, circa 600m to the south west of the site boundary. The expected route is shown at **Figure 2.2**.

Figure 2.2- Expected Route to Marden Vale CE Academy



- 2.8 Leaving the site premises at the Sand Pit Road access, pedestrians would travel west along Sand Pit Road to the Oxford Road/Sand Pit Road roundabout. Sand Pit Road benefits from a continuous footpath on the northern side of the carriageway connecting to the roundabout. Streetlighting is provided for the entire distance between the site and the Oxford Road/Sand Pit Road roundabout.
- 2.9 To the west of the proposed access location there are dropped kerbs with tactile paving to allow for pedestrians to cross the road in order to traverse along the southern side of the



carriageway, which would allow for easier movement at the Oxford Road/Sand Pit Road roundabout for pedestrians. This crossing point is presented at **Image 1**.

Image 1 – Sand Pit Road Crossing



- 2.10 Dropped kerbs and tactile paving are provided on the southern arm of the Oxford Road/Sand Pit Road roundabout, with a pedestrian refuge island provided. Those routing to Marden Vale



CE Academy would likely cross the road at this location. The crossing facility is shown at **Image 2**.

Image 2 - Crossing at Oxford Road/Sand Pit Road Roundabout

Image 3 - Crossing at Oxford Road/Sand Pit Road Roundabout

- 2.11 Leaving the site premises at the Penn Hill Farm access, pedestrians would travel west into the neighbouring residential development where footways are provided on both sides of the carriageway. This is shown at **Image 3**.

Image 4 - Footways in Neighbouring Development



- 2.12 To access Oxford Road, a segregated gravel footway is provided through a green area. The condition of this footway is shown at **Image 4**.



Image 5 - Segregated Connection to Oxford Road



- 2.13 The footway connects to Oxford Road however limited crossing provisions are provided at this location with a dropped kerb only provided on the eastern side of the carriageway, and no tactile paving provided.
- 2.14 Pedestrians would then route south towards the Oxford Road/Sand Pit Road roundabout for a distance of approximately 200m. There is a continuous footway provided on the western side of the carriageway. At this point both routes converge at the southern arm of the Oxford Road/Sand Pit Road roundabout.
- 2.15 The footway on Oxford Road would then be followed southbound for a distance of approximately 70m from the crossing at the Oxford Road/Sand Pit Road roundabout to the junction with Porte Marsh Road, which would be followed for a further distance of approximately 185m to William Street.
- 2.16 Footways between Porte Marsh Road and William Street do not benefit from tactile paving at junction and access crossings, however dropped kerbs are provided. Streetlighting is also present. **Image 5** shows a typical access crossing arrangement in this location.



Image 6 - Access Crossings on Porte Marsh Road



- 2.17 Upon accessing William Street there are pedestrian footways on both sides of the carriageway, however residents at the future site are likely to only utilise the eastern footway. There are no accesses that need to be navigated by pedestrians, as Marden Vale CE Academy is accessed from the first left turning. The footway on William Street is shown at **Image 6**.



Image 7 - William Street Footways



- 2.18 There are no provisions on this route for cyclists, however the speed limit across the route is at most 30mph. The only exception is a short distance measuring approximately 150m on Oxford Road to the north of the Oxford Road/Sand Pit Road roundabout where the speed limit is 40mph. These speed limits are conducive to cyclists being on-carriageway, and roads are wide enough to accommodate both vehicles and cyclists.

Route to St Edmunds Catholic Primary School

- 2.19 This section focuses on the current walking and cycling provisions on route to St Edmunds Catholic Primary School, circa 1.1km to the west of the site boundary. The expected route is shown at **Figure 2.3**.



Figure 2.3 - Expected Route to St Edmunds Catholic Primary School



- 2.20 The route to St Edmunds Catholic Primary School will follow the route to Marden Vale CE Academy up to William Street, where pedestrians will continue on William Street for a distance of approximately 200m beyond the entrance to Marden Vale CE Academy to Hungerford Road.
- 2.21 Pedestrian footways are provided on both sides of William Street and benefits from streetlighting. Raised tables are provided to restrict vehicle speeds, given the residential nature of the area and the surrounding schools. Access crossings on William Street do not benefit from tactile paving, however dropped kerbs are present. Streetlighting is also provided. This is shown at **Image 7**.



Image 8 - Footways and Crossings on William Street



- 2.22 A number of commercial units are provided on the western side of William Street and at this location a wide pedestrian footway is provided, with a short, segregated section connecting to Hungerford Road. This connection is shown at **Image 8**.



Image 9 - Segregated Connection to Hungerford Road



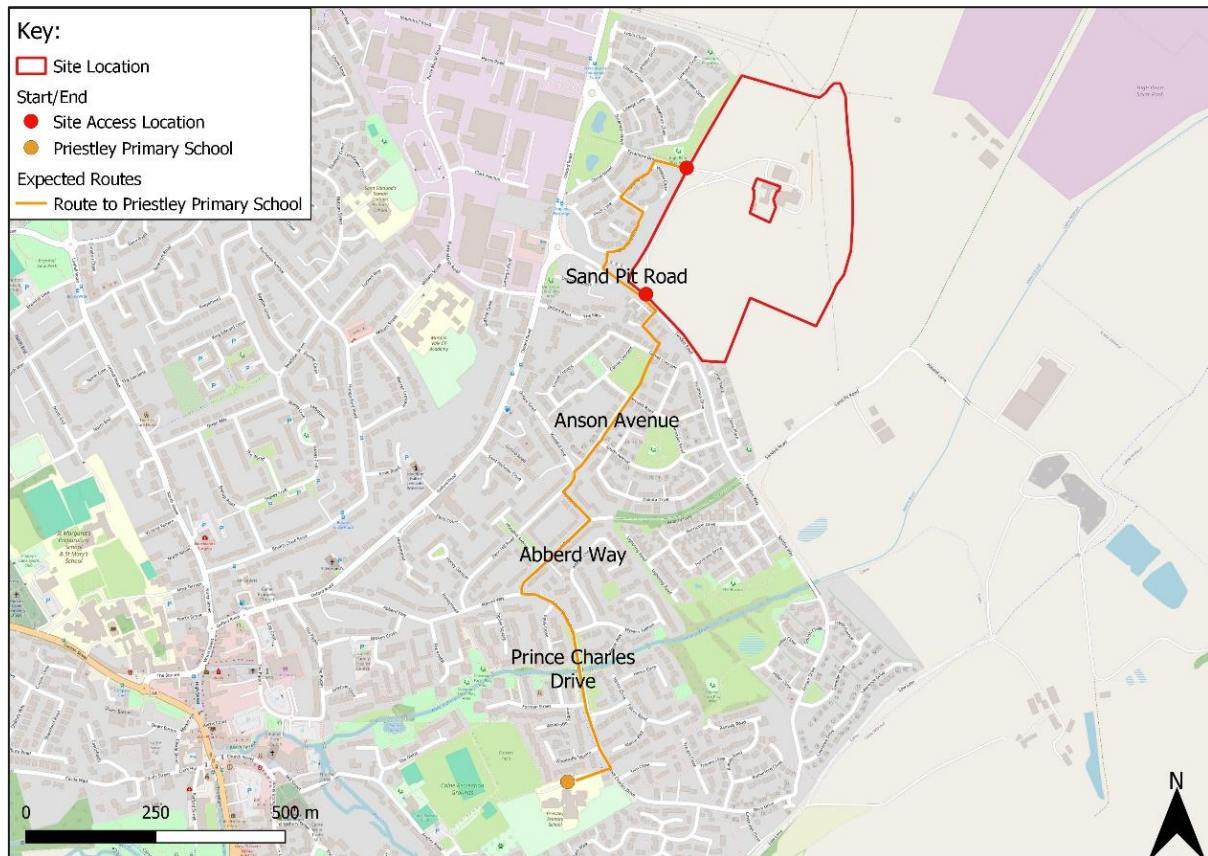
- 2.23 There are no formal provisions on this route for cyclists, however, there are several sections which feature as recommended cycle routes (on road) on the Connecting Wiltshire Cycle Map including William Street and Hungerford Road.
- 2.24 In addition, the speed limit across the route is at most 30mph. The only exception is a short distance measuring approximately 150m on Oxford Road to the north of the Oxford Road/Sand Pit Road roundabout where the speed limit is 40mph. These speed limits are conducive to cyclists being on-carriageway, and roads are wide enough to accommodate both vehicles and cyclists.

Route to Priestley Primary School

- 2.25 This section focuses on the current walking and cycling provisions on route to Priestley Primary School, circa 1.3km to the south of the site boundary.
- 2.26 The expected route is shown at **Figure 2.4**.



Figure 2.4 - Expected Route to Priestley Primary School



- 2.27 Given the location of Priestley Primary School to the south of the site, it is likely that the majority of pedestrians and cyclists would depart from the southern site access on Sand Pit Road. Notwithstanding this, consideration has been given to the potential for some to use the access from Penn Hill Farm.
- 2.28 From the Penn Hill Farm access, pedestrians are able to make use of the segregated footways provided within the adjacent development. These footways conveniently follow the western boundary of the neighbouring site, providing convenient access from the Penn Hill Farm access. During the site visit the footways had not been completed and were fenced off, however the existing condition of these footways is presented at **Image 9**. It is expected that this route will be fully operational by the time of the proposed development coming forward.



Image 10 - Segregated Footways in Neighbouring Development



- 2.29 These footways will then connect to Sand Pit Road. As aforementioned, the path was closed during the site visit however is expected to be open and operational by the time of the proposed development coming forward. **Image 10** presents the connection of this footpath to Sand Pit Hill.

Image 11 - Footway Connection to Sand Pit Road



- 2.30 From this point pedestrians would route eastbound to connect to the proposed site access to Sand Pit Road from the development. At this point both routes converge.



- 2.31 From the Sand Pit Road access, pedestrians would route east for a distance of approximately 85m. A footway is provided adjacent to Sand Pit Road for the entire distance on the northern side of the carriageway. Pedestrians would then utilise a crossing point with dropped kerbs, tactile paving, change in surfacing, and protective rails to access a segregated footway adjacent to houses connecting to Comet Crescent. The crossing in its existing form is shown at **Image 11**, whilst **Image 12** presents the segregated footway to Comet Crescent.

Image 12 - Crossing on Sand Pit Hill



Image 13 - Segregated Footway to Comet Crescent



- 2.32 Pedestrians would then cross Comet Cresent via a raised table with dropped kerbs. The paving in this location changes to demarcate to drivers that pedestrians are present. This crossing point connects to a footway adjacent to an open green space segregated from traffic which continues to Hercules Road. The footway is shown at **Image 13**.

Image 14 - Footway Between Comet Cresent and Hercules Road



- 2.33 Upon reaching Hercules Road pedestrians would immediately cross and continue south on Anson Avenue for a distance of approximately 100m before crossing and continuing on Anson Avenue beyond dwelling numbers 37-51. At this crossing location no dropped kerbs are provided, however dropped kerbs for vehicle crossovers are provided a short distance east (approximately 10m). Anson Avenue benefits from pedestrian footways on the eastern side of the carriageway and streetlighting is present, as shown in **Image 14**.



Image 15 - Anson Avenue Footway



- 2.34 At a distance of approximately 50m south of the crossing point on Anson Avenue a pedestrian connection is provided to Woodhill Rise. Dropped kerbs are provided at the point where the footway connects to Woodhill Rise, to allow pedestrians to access the footway on the southern side of Woodhill Rise. This connection point is shown at **Image 15**.

Image 16 - Pedestrian Connection to Woodhill Rise



- 2.35 Pedestrians would connect from Woodhill Rise to The Slades in an eastbound direction. The Slades benefits from footways on both sides of the carriageway. Pedestrian crossing facilities are not provided, however due to the residential nature of the area, there are dropped kerbs present frequently to allow for vehicle crossover into driveways, which pedestrians would be able to make use of.
- 2.36 The Slades connects to Abberd Way where pedestrian footways are provided on both sides of the carriageway and streetlighting is present. The footway on the northwestern side of the



carriageway is segregated from the road by a grass verge measuring approximately 2m. This arrangement is presented at **Image 16**.

Image 17 – Segregated Footway on Abberd Way



- 2.37 Pedestrians on Abberd Way would need to cross Woodhill Avenue. At this junction dropped kerbs are provided. This is shown at **Image 17**.

Image 18 - Crossing Point at Abberd Way/Woodhill Avenue



- 2.38 Pedestrians who are routing on the southeastern side of the carriageway would need to cross the junction with Apple Tree Road. At this location pedestrians are given priority over vehicles, with a pedestrian crossover arrangement provided.



- 2.39 At the junction with Prince Charles Drive, pedestrians would route east to access Priestley Primary School. At this location pedestrian footways are provided on both sides of the carriageway with streetlighting present. The footway on the southern side of the carriageway is segregated by a grass verge with trees. This is shown at **Image 18**.

Image 19 - Segregated Footway on Prince Charles Drive



- 2.40 Pedestrians would follow Prince Charles Drive for a distance of approximately 400m in an eastbound and southbound direction to reach the Priestley Primary School access.
- 2.41 Between the Abberd Brook and Priestley Primary School there is a shared footway/cycleway on the western side of the carriageway. This route is segregated from the carriageway by a grass verge. Crossing points along this route benefit from dropped kerbs and tactile paving. The footway/cycleway is shown at **Image 19**.



Image 20 - Prince Charles Drive Shared Footway/Cycleway



- 2.42 The route that follows the eastern side of the carriageway does not benefit from tactile paving at adjoining junctions, however dropped kerbs are provided at all junctions. For pedestrians that require crossing the eastern side of Prince Charles Drive to access Prestley Primary School a crossing facility is provided approximately 15m south of the junction with Woodroffe Square. This crossing is provided with tactile paving, and is situated on a raised table, so vehicles are required to slow down when approaching. The surfacing on the raised table varies from that provided on the carriageway to demarcate to drivers that there may be other road users. This crossing facility is shown at **Image 20**.



Image 21 - Pedestrian Crossing Facility on Prince Charles Drive



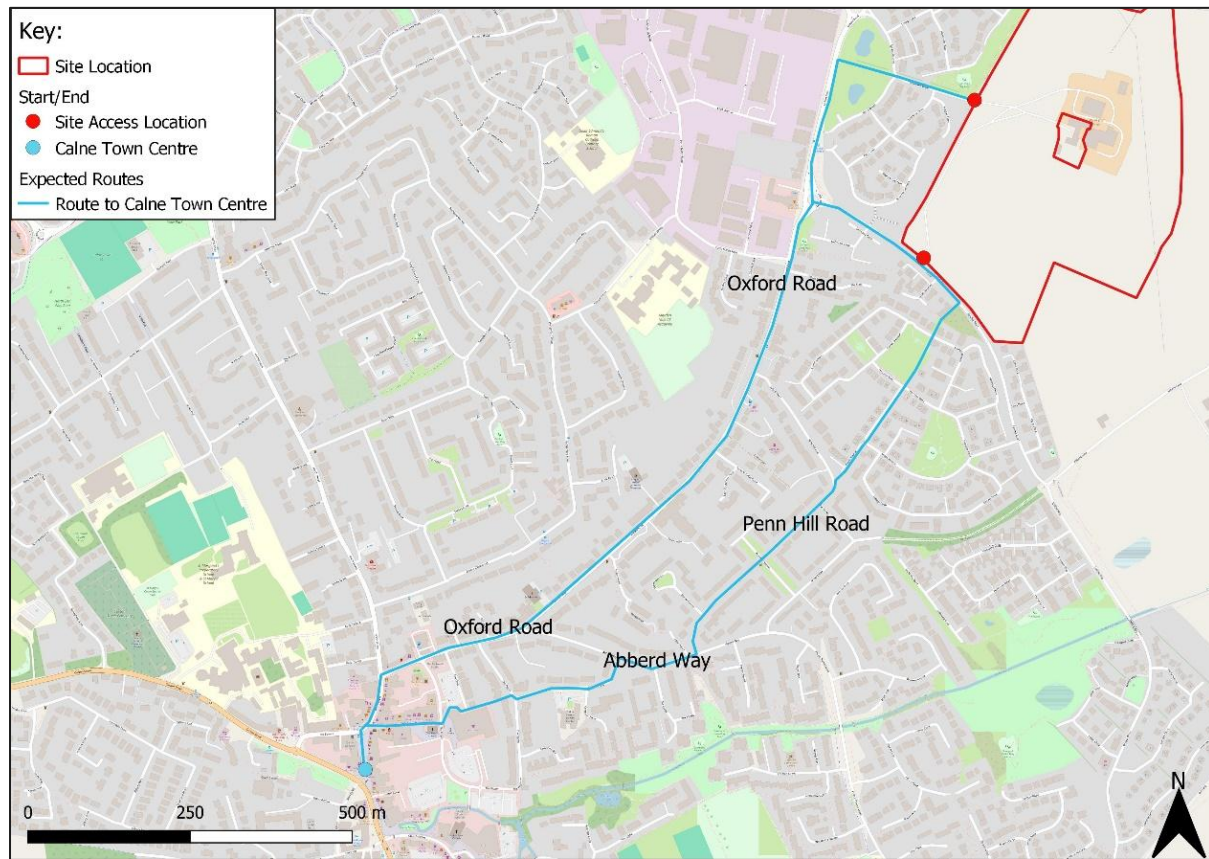
- 2.43 Beyond the shared footway/cycleway adjacent to Prince Charles Drive, there are no dedicated facilities on this route for cyclists. However, there are several sections which feature as recommended cycle routes (on road) on the Connecting Wiltshire Cycle Map including Abberd Way and Abberd Lane.
- 2.44 In addition, the speed limit across the route is at most 30mph. These speed limits are conducive to cyclists being on-carriageway, and roads are wide enough to accommodate both vehicles and cyclists.

Route to Calne Town Centre

- 2.45 This section focuses on the current walking and cycling provisions on route to Calne Town Centre, circa 1.3km to the south of the site boundary.
- 2.46 It is considered that there are two likely routes that future pedestrians and cyclists are likely to take. These are generally of equal distances from the site. The first route considered follows Oxford Road for the majority of the route, whilst the second route follows Penn Hill Road and Abberd Way, passing through residential areas along quieter roads.
- 2.47 These routes are shown at **Figure 2.5**.



Figure 2.5 - Expected Routes to Calne Town Centre



Via Oxford Road

- 2.48 The Route via Oxford Road will follow the same route that was presented previously for journeys to Marden Vale CE Academy up to the point where those accessing Marden Vale CE Academy turn into Porte Marsh Road. For details of this section of the route refer to the above sections.
- 2.49 Beyond the Porte Marsh Road junction, pedestrians will follow Oxford Road for a distance of approximately 900m before reaching the centre of Calne.
- 2.50 Along Oxford Road, footways are provided continuously on the western side of the carriageway for the entire route. Footways are provided for most of the route on the eastern side of the carriageway, however there are locations where footways are missing. Streetlighting is present along Oxford Road for the entirety of the route. Pedestrians are able to safely cross from the eastern side of the carriageway before footways are no longer present at crossing facilities, such as the one shown at **Image 21** which takes the form of a carriageway narrowing feature to encourage low vehicle speeds, along with dropped kerbs and tactile paving. This crossing point is located approximately 150m south of the Porte Marsh Road junction.



Image 22 - Oxford Road Crossing Facility



- 2.51 Additional crossing points are provided elsewhere on Oxford Road. **Image 22** shows an example crossing on Oxford Road on approach to the town centre. This is in the form of a zebra crossing, with tactile paving and dropped kerbs. In this location pedestrians have priority over vehicles.

Image 23 - Oxford Road Zebra Crossing



- 2.52 Side junctions are infrequent along Oxford Road, however when present dropped kerbs and tactile paving is provided to assist with pedestrian movement. **Image 23** shows the arrangement at the Oxford Road/Abbard Road junction.



Image 24 - Crossing Facilities at Abberd Way/Oxford Road Junction



- 2.53 On approach to Calne town centre, pedestrian facilities are more regularly available. In this location the posted speed limit reduces from 30mph to 20mph. Pedestrian footways are available on both sides of the carriageway. At the roundabout junction between Oxford Road and The Pippin, pedestrian crossing facilities are provided on the southern arm of the roundabout. These are provided in the form of dropped kerbs, tactile paving and a pedestrian refuge island to assist with crossing. **Image 24** presents the existing arrangement on the southern arm of the roundabout. Streetlighting is present in the vicinity of the roundabout, and on all approaches to the junction.



Image 25 - Pedestrian Crossing Facilities at Oxford Rd/The Pippin Roundabout



- 2.54 At this location, pedestrians who are visiting Sainsbury's, or Phelps Parade are likely to turn left at the mini-roundabout into The Pippin. Other amenities within the town centre can be reached by continuing on Oxford Road at this mini-roundabout, where pedestrian facilities remain available on either side of the carriageway.
- 2.55 A signalised pedestrian crossing is available a short distance west of the mini-roundabout on Oxford Road, this arrangement is provided at **Image 25** and tactile paving and streetlighting are available at this crossing point.



Image 26 - Signalised Crossing of Oxford Road



- 2.56 Adjacent to the Sainsbury's access, a pedestrian crossing in the form of a zebra crossing situated on a raised table is provided. At this location the crossing is at the same level as the footway and is demarcated by a change in surfacing. This alerts vehicle drivers to the presence of pedestrians. The existing condition of the crossing is shown at **Image 26**.

Image 27 - Zebra Crossing (Calne Town Centre)



- 2.57 Crossing at the zebra crossing provides access to a central shopping precinct with a number of smaller shops and retail offerings available. The shopping precinct is pedestrianised with streetlighting provided. There is also seating available within the precinct. **Image 27** presents the shopping precinct.



Image 28 - Calne Shopping Precinct



- 2.58 There are no formal provisions on this route between the site and Calne Town Centre for cyclists, however, there are several sections which feature as recommended cycle routes (on road) on the Connecting Wiltshire Cycle Map including Abberd Way and Abberd Lane.
- 2.59 In addition, the speed limit across the route is at most 30mph, with areas around the centre of Calne subject to a 20mph speed limit. These speed limits are conducive to cyclists being on-carriageway, and roads are wide enough to accommodate both vehicles and cyclists.

Via Penn Hill Road and Abberd Way

- 2.60 The route via Penn Hill Road and Abberd Way will follow the same route that was presented previously for journeys to Priestley Primary School up to the point where those accessing Priestley Primary School turn into The Slades. For the details of this section of the route refer to the above sections.
- 2.61 Rather than turning into The Slades to access Priestley Primary School, those accessing Calne Town Centre via this route would continue ahead along Penn Hill Road for a distance of approximately 300m.
- 2.62 Footways are provided on both sides of the carriageway along Penn Hill Road and streetlighting is present. Penn Hill Road is residential by nature and dropped kerbs are present regularly for the purpose of vehicular crossover to driveways, however can be used for crossing the road at convenient locations. Penn Hill Road is wide enough to accommodate cars parked on the carriageway without encroaching on the pedestrian footway, as shown at **Image 28**.



Image 29 - Penn Hill Road



- 2.63 Pedestrians would follow Penn Hill Road until it connects with Abberd Way to the south. Abberd Way would be traversed for a distance of approximately 125m in a western direction. Similarly to Penn Hill Road, Abberd Way provides pedestrian footways and streetlighting on both sides of the carriageway. A priority narrowing feature is present on Abberd Way to contribute towards lower vehicle speeds. At this location cyclists are able to bypass the narrowing feature, as shown at **Image 29**.



Image 30 - Priority Narrowing Cycle Bypass



- 2.64 Pedestrians would then route on Broken Cross for a distance of 175m to connect to The Pippin. Footways are provided on both sides of the carriageway for a distance of 75m up to the access to Calne Family Health Care. Beyond this location there are no footways provided. It should be noted however that Broken Cross is a no-through route for vehicles which is enforced by a gateway feature and as such vehicle flows are low and it is considered that pedestrians are able to safely use Broken Cross alongside vehicles where footways are not provided.
- 2.65 At the junction between Broken Cross and The Pippin, pedestrians would cross the road to access a footpath which routes between two dwellings. The footpath can be accessed via a dropped kerb and vehicle access is prohibited by metal chicanes. This is shown at **Image 30**.



Image 31 - Metal Chicane at The Pippin



- 2.66 Pedestrians then follow the footpath for a distance of approximately 100m before reconnecting with the local highway network adjacent to Sainsbury's. **Image 31** presents the existing condition of this footpath.

Image 32 - Footpath between The Pippin and Sainsbury's

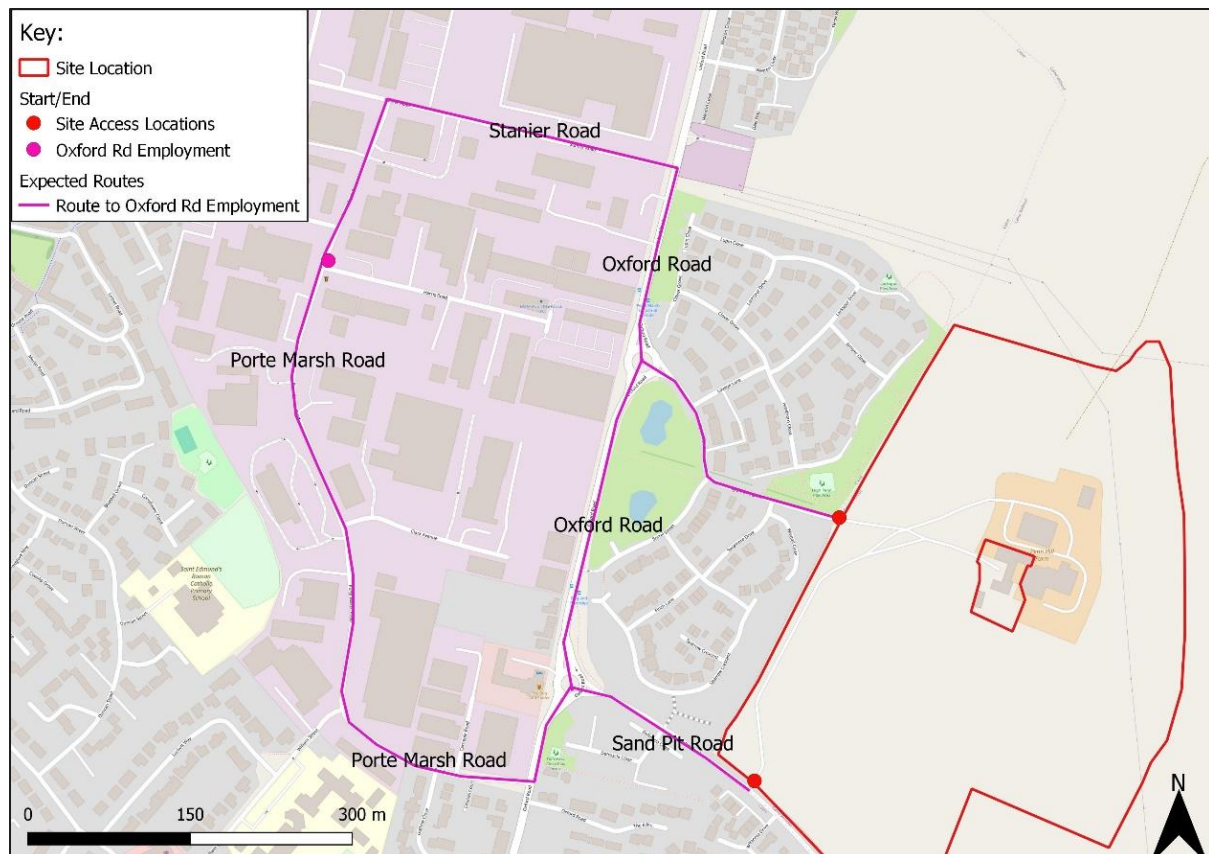


- 2.67 Streetlighting is present on this footpath near to The Pippin, but is not present adjacent to Sainsbury's, however privately provided lighting is provided on the side of the supermarket. Upon reaching the end of this footpath, pedestrians will be within the centre of Calne.
- 2.68 There are no provisions on this route between the site and Calne Town Centre for cyclists with the exception of on-road facilities on Abberd Way to give cyclists the opportunity to by-pass the narrowing section, however the speed limit across the route is 30mph. This speed limit is conducive to cyclists being on-carriageway, and roads are wide enough to accommodate both vehicles and cyclists.

Route to Oxford Road Employment

- 2.69 This section focuses on the current walking and cycling provisions on route to Oxford Road employment area, circa 450m to the west of the site boundary.
- 2.70 These routes are shown at **Figure 2.6**.

Figure 2.6 - Expected Routes to Oxford Road Employment



Via Porte Marsh Road

- 2.71 The route to Oxford Road Employment area will follow the route to Marden Vale CE Academy and St Edmunds Catholic Primary School up to the Porte Marsh Road junction with William Street, where pedestrians will continue on Porte Marsh Road. Details of this section of the route are presented previously within this report.



- 2.72 Porte Marsh Road is industrial by nature however benefits from pedestrian footways and streetlighting on both sides of the carriageway for the entire extent. **Image 32** presents the existing arrangement on Porte Marsh Road.

Image 33 - Footways on Porte Marsh Road



- 2.73 No formal crossing facilities are available, however there are frequent dropped kerbs to allow for vehicle crossover, which could also be used for pedestrians to cross. Vehicle speeds and flows are considered to be of a level that is suitable for crossing without any formal arrangements.
- 2.74 Dropped kerbs are provided at most side junctions along Porte Marsh Road, to assist with movement along the footway.
- 2.75 There are no provisions on this route between the site and Oxford Road employment area for cyclists, however the speed limit across the route is 30mph. This speed limit is conducive to cyclists being on-carriageway, and roads are wide enough to accommodate both vehicles and cyclists.

Via Stanier Road

- 2.76 Pedestrians routing to Oxford Road employment area via Stanier Road are likely to traverse through the neighbouring development towards Oxford Road/Sycamore Drive. Pedestrian



routes are provided along Sycamore Drive in the form of footways adjacent to the carriageway with dropped kerbs and tactile paving provided at crossing points. This is shown at **Image 33**.

Image 34 - Dropped Kerbs on Sycamore Drive Junctions



- 2.77 Upon reaching the Oxford Road/Sycamore Drive roundabout pedestrians are likely to follow a desire line to the western side of the carriageway. To assist with this movement, dropped kerbs and tactile paving and a pedestrian refuge island are all provided. The speed limit at this location is 40mph, however as vehicles will be approaching a roundabout, vehicle speeds are likely to be considerably lower than this. **Image 34** presents the arrangement at the Oxford Road/Sycamore Drive roundabout.

Image 35 - Pedestrian Crossing Facilities at Oxford Road/Sycamore Drive Roundabout



- 2.78 Pedestrians would follow the western side of Oxford Road for a distance of approximately 150m to the junction with Stanier Road. A continuous footway is provided along Oxford Road along with streetlighting up to the junction with Stanier Road.



- 2.79 A vehicle crossover arrangement is provided at the entrance to Huws Gray Buildbase. The give-way line on the minor arm is set back behind the footway to avoid vehicles encroaching on the footway if pedestrians are approaching. This is presented at **Image 35**. As can be seen, the give-way lines were fading at the time of the site visit, however the potential to improve the lining at this location is limited as the access is expected to be privately owned.

Image 36 - Huws Gray Buildbase Crossover Arrangement



- 2.80 Pedestrians would turn left into Stanier Road, following the footway around the junction bellmouth. Stanier Road forms part of the Porte Marsh Industrial Estate and is therefore industrial by nature.
- 2.81 Pedestrian footways are provided on both sides of the carriageway on Stanier Road between Oxford Road and Porte Marsh Road. Streetlighting is also present on Stanier Road.



- 2.82 Bollards are present along the northern side of Stanier Road, which will deter drivers from parking on the pavement. This arrangement ensures that the footway is available for pedestrian use at all times. This is shown at **Image 36**.

Image 37 - Bollards on Stanier Road



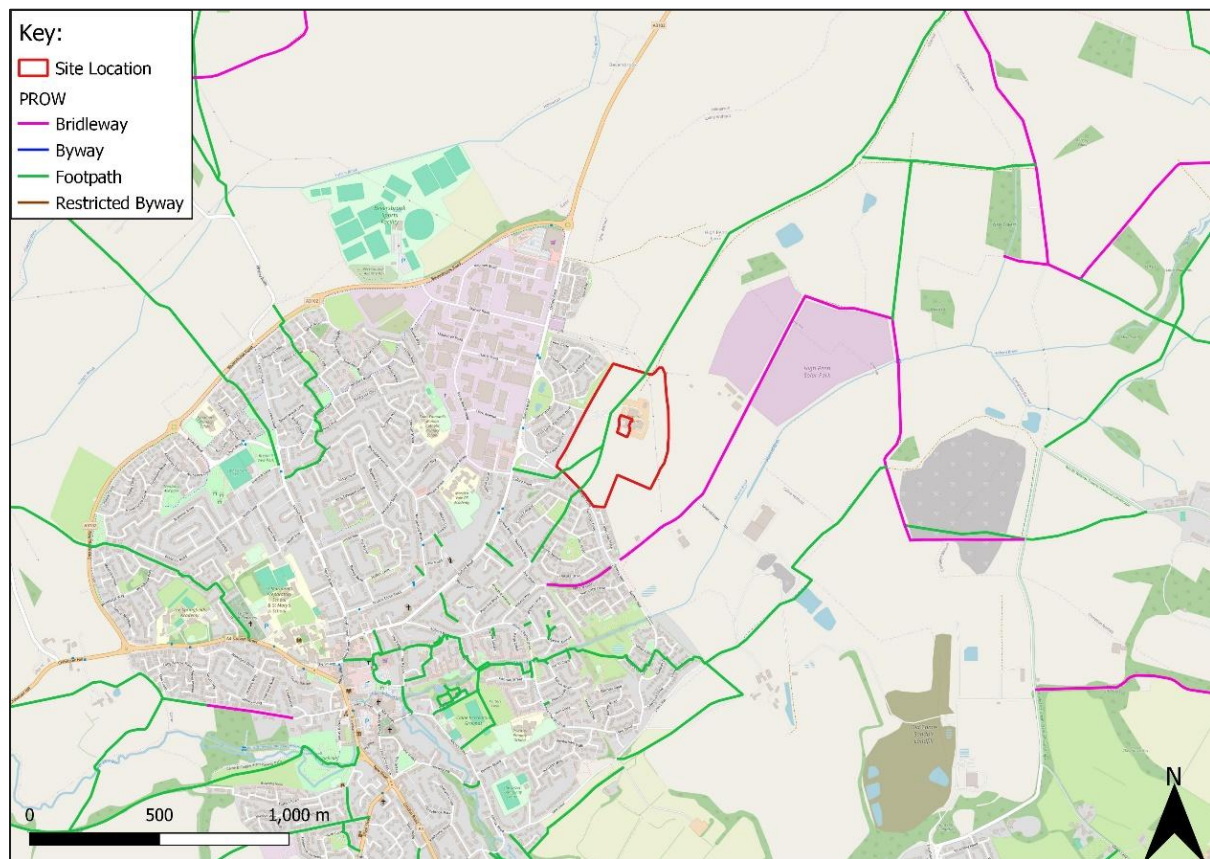
- 2.83 There are no provisions on this route between the site and Oxford Road employment area for cyclists, however the speed limit across the route is 30mph, with the exception of Oxford Road, which is subject to a 40mph speed limit and is traversed for a distance of 150m. Roads on this route are wide enough to accommodate both vehicles and cyclists and streetlighting is provided for the entire route.

Equestrians

- 2.84 Equestrians have not been considered within the audit. This is because equestrians are not relevant when considering connecting the site to its nearby amenities and it is unlikely that any equestrian users will ride within the vicinity of the site due to the lack of provision and it is not likely to change as an outcome of the proposed development. Public Right of Way (PRoW) data has been obtained from WC, which demonstrates the lack of nearby bridleways as shown in **Figure 2.7**.



Figure 2.7 – Local Public Rights of Way



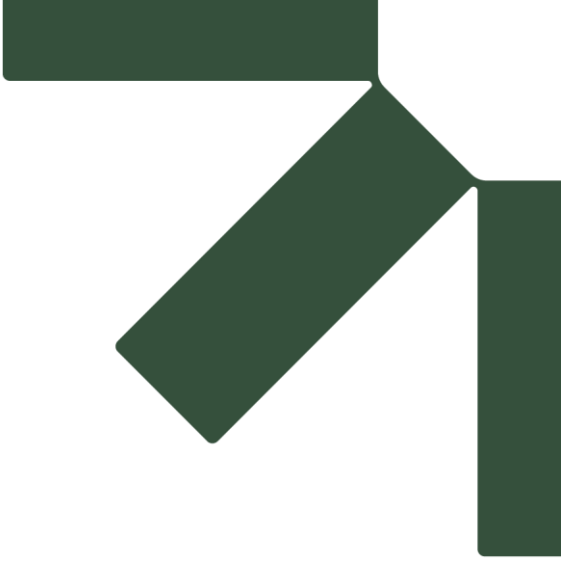
- 2.85 Whilst there is a bridleway situated to the east of the site, this is unlikely to be used for accessing any local amenities.



3.0 Summary of Recommended Improvements

- 3.1 This section provides a summary of the recommended improvements as identified during the site visit which would improve pedestrian and cycle travel in the vicinity of the site to key destinations.
- 3.2 To note, it is considered that existing network is of high quality and the proposed development is capable of coming forward without the delivery of the following pedestrian and cycle improvements.
- Provision of new crossing facilities at Sandpit Lane to facilitate those using PRow CLAN62 which operates through the site and onwards to the residential areas to the south west.
 - Provision of new crossing facilities at the Sandpit Lane / Oxford Road roundabout junction on the Sandpit Lane and Oxford Road (north) arm.
 - Provision of a new footway link on the western side of Oxford Road between the bus stops and the active travel link to the north.
- 3.3 It is considered that there is significant potential for journeys to be made from the proposed development on foot or by bicycle in the existing network. The suggested improvements would further cater for pedestrian and cycle travel and increase the already high sustainability credentials of the local area.





Appendix B Access Arrangement

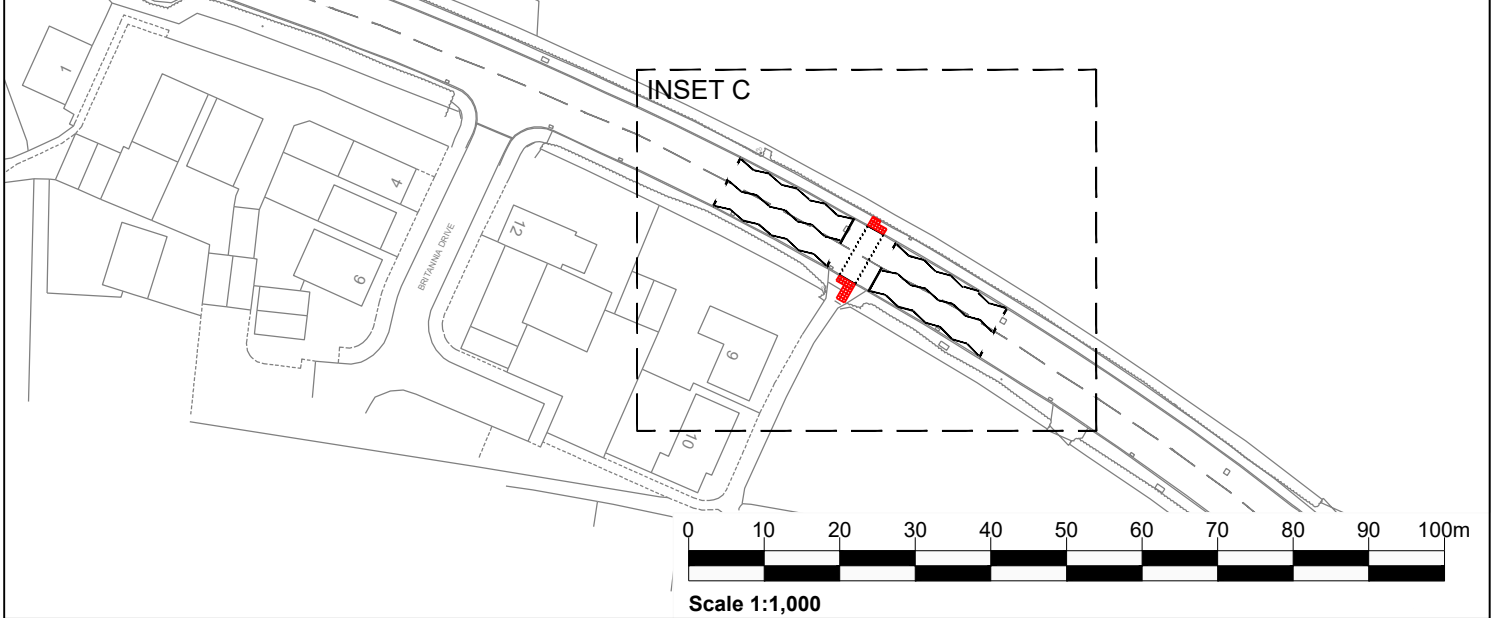
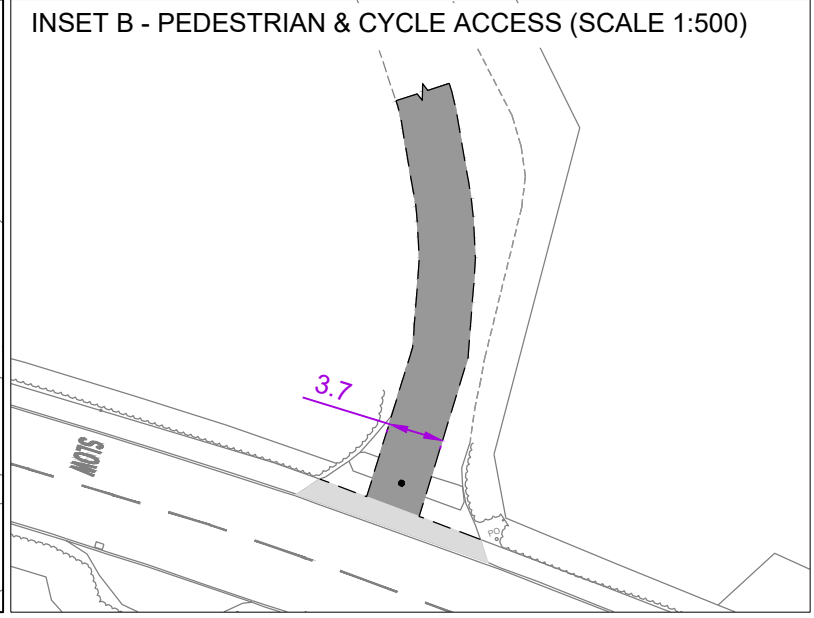
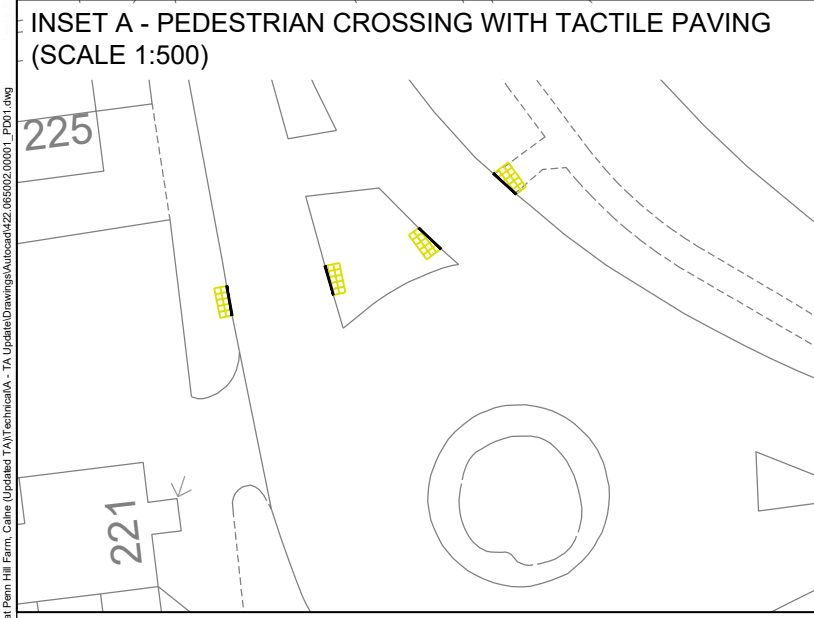
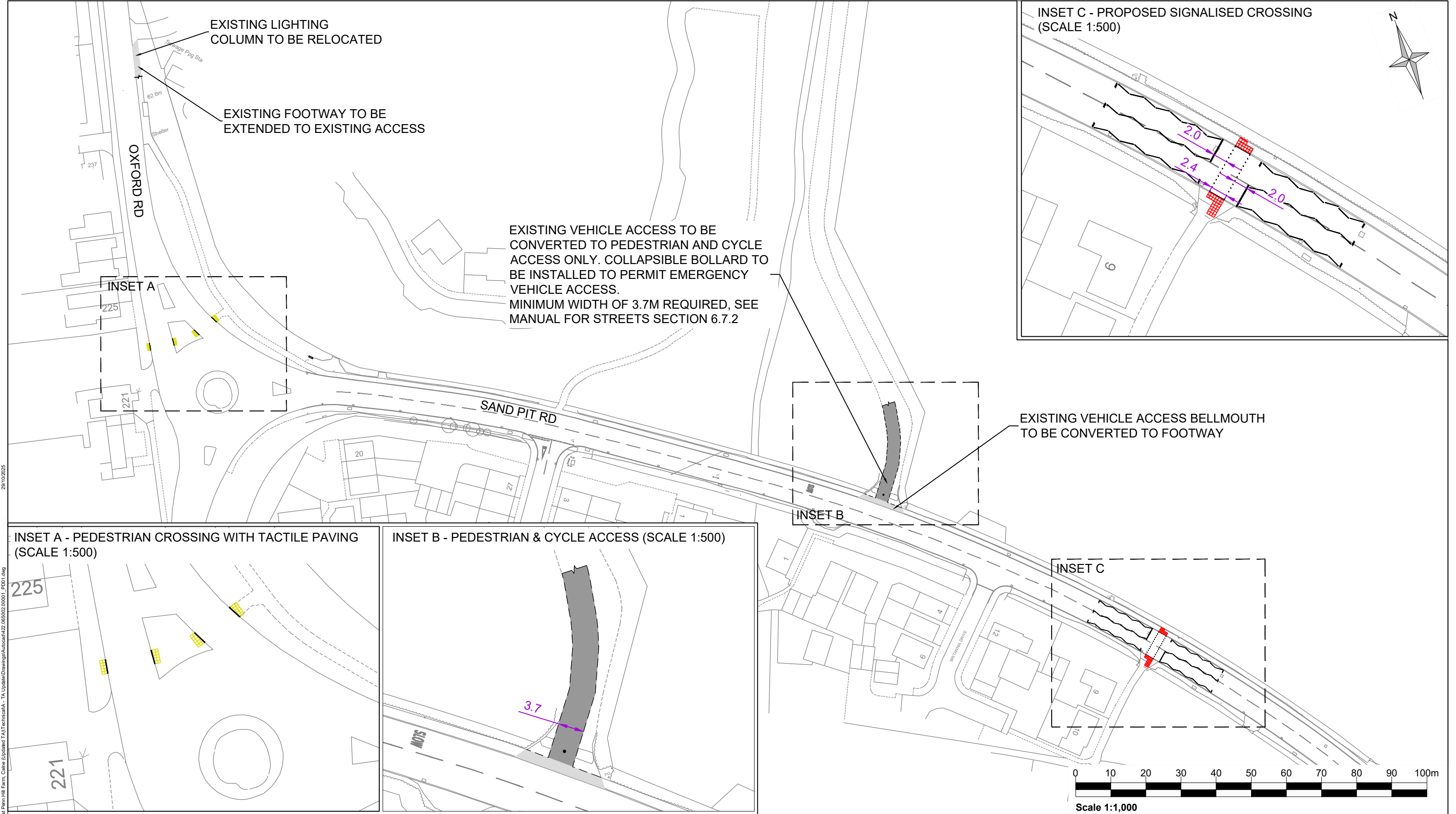
Transport Assessment

Land at Penn Hill Farm, Calne

Castlewood Properties Ventures Ltd

SLR Project No.: 422.065002.00001

17 November 2025



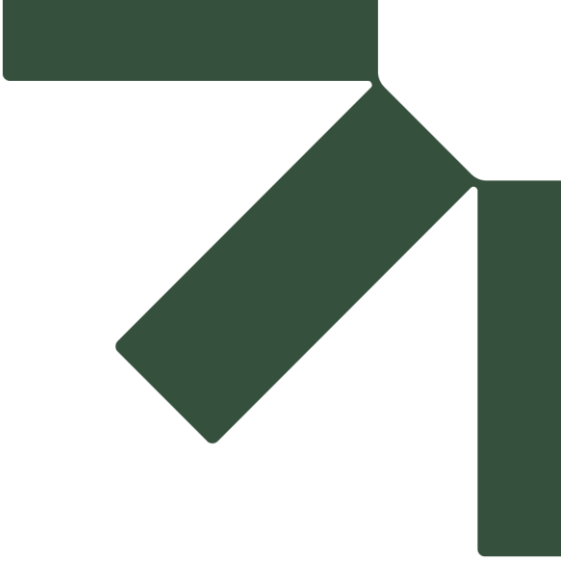
 www.slrconsulting.com				Client CASTLEWOOD PROPERTIES VENTURES LTD																	
Drawing Status & Suitability Code				Project Land at Penn Hill Farm, Calne																	
Designed -				Drawn MZ		Checked JM										Authorised -		Drawing Title Proposed Pedestrian Crossings & Access Oxford Road & Sand Pit Road			
Date -		Date 27.08.2024		Date 27.08.2024		Date -															
Drawing Number 422.065002.00001_PD01				Rev. A		Scale 1:1000 / 1:500 @ A3		SLR Project No. 422.065002.00001		A Pedestrian/cycle access added		29.10.25		LJ		SCJ					
										Rev		Amendments		Date		By		Chk		Auth	

Notes:

1. Drawing based on Topo: 422.065002.00001.09.0_Sand_Pit_Road_Topo_0524

Legend:

- Proposed road markings
- Uncontrolled tactile paving
- Controlled tactile paving
- Proposed footway
- Proposed pedestrian / cycle access
- Proposed edging



Appendix C Development Traffic Flow Diagrams

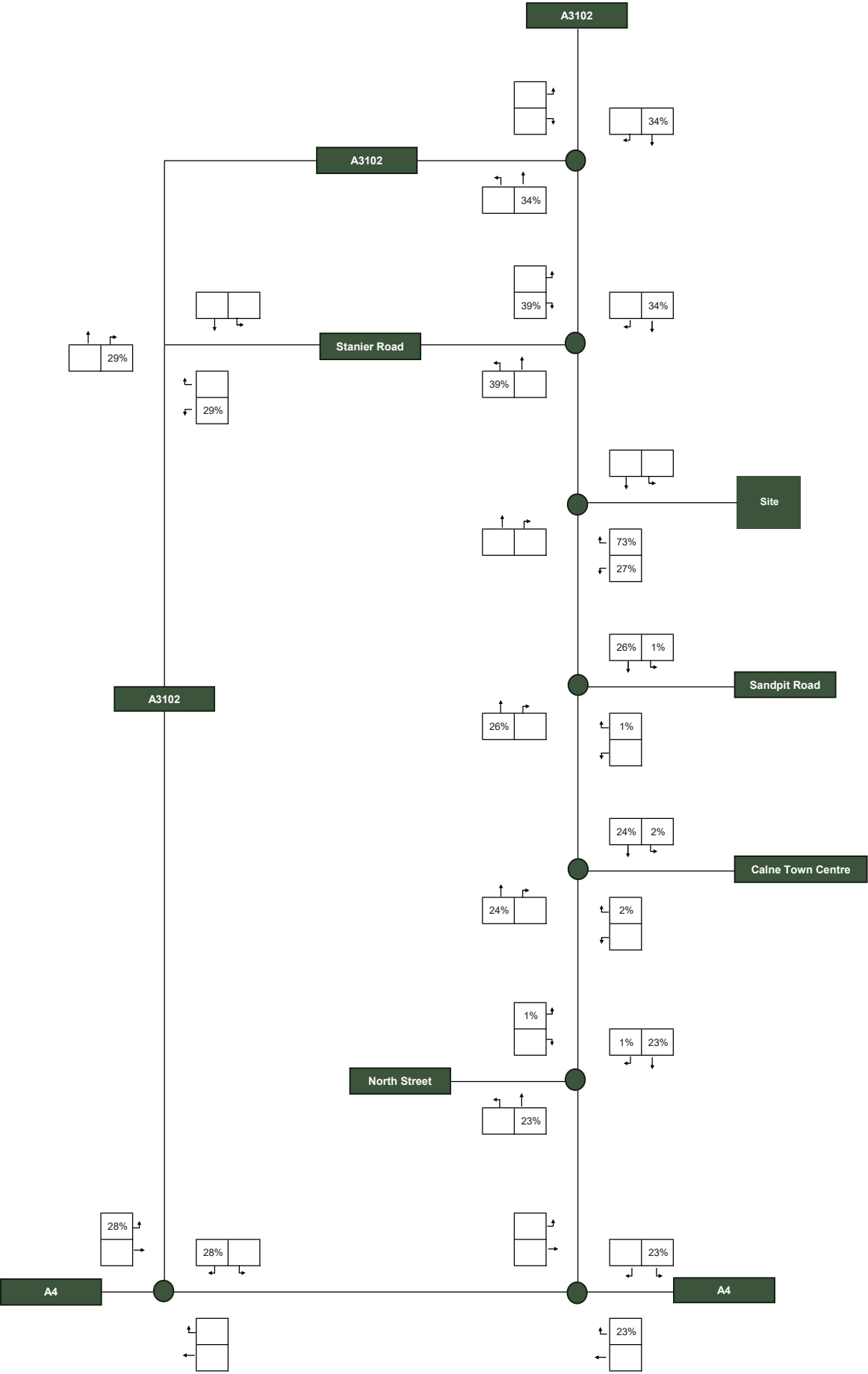
Transport Assessment

Land at Penn Hill Farm, Calne

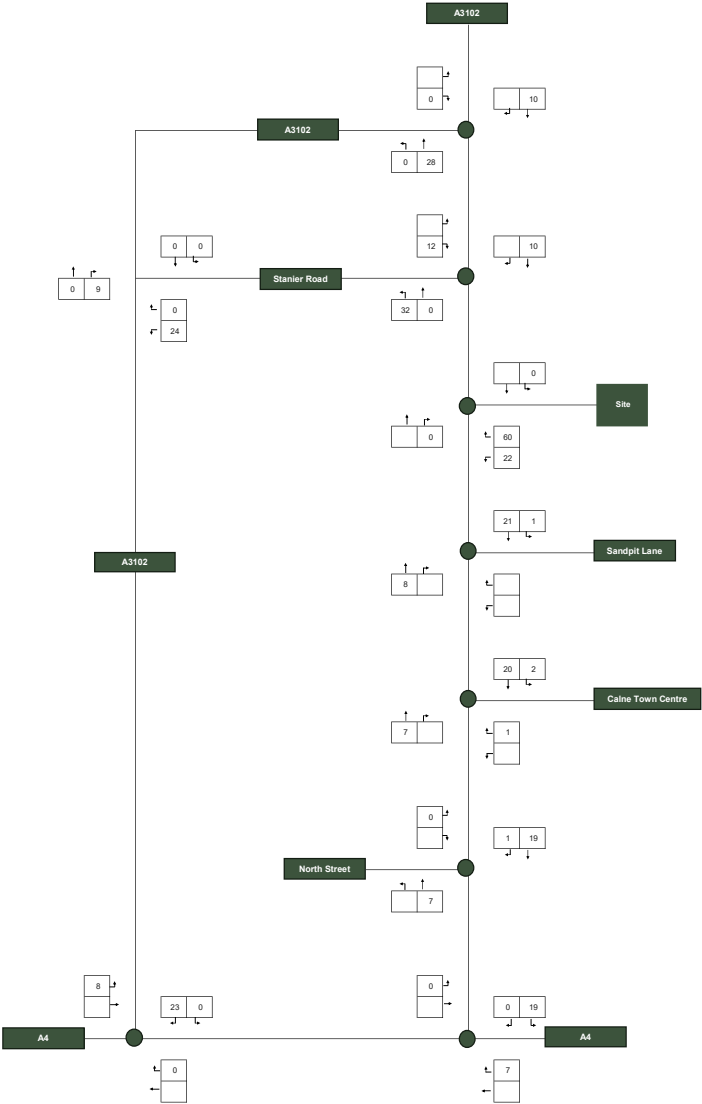
Castlewood Properties Ventures Ltd

SLR Project No.: 422.065002.00001

17 November 2025

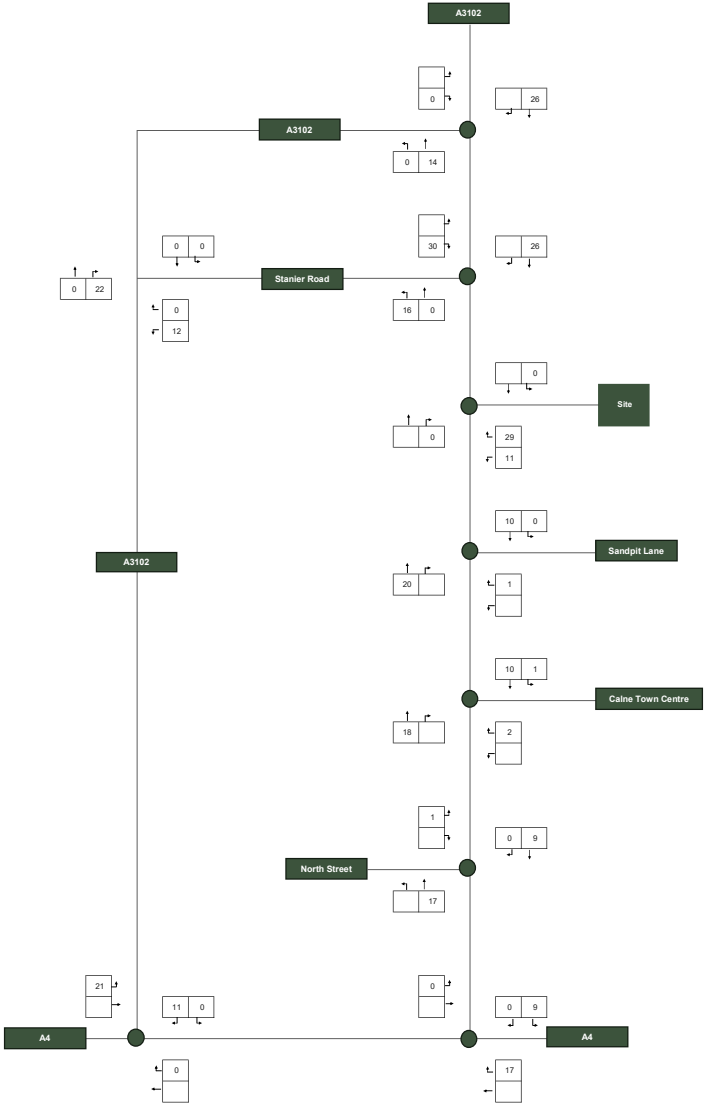


Residential Trips: Morning Peak Hour

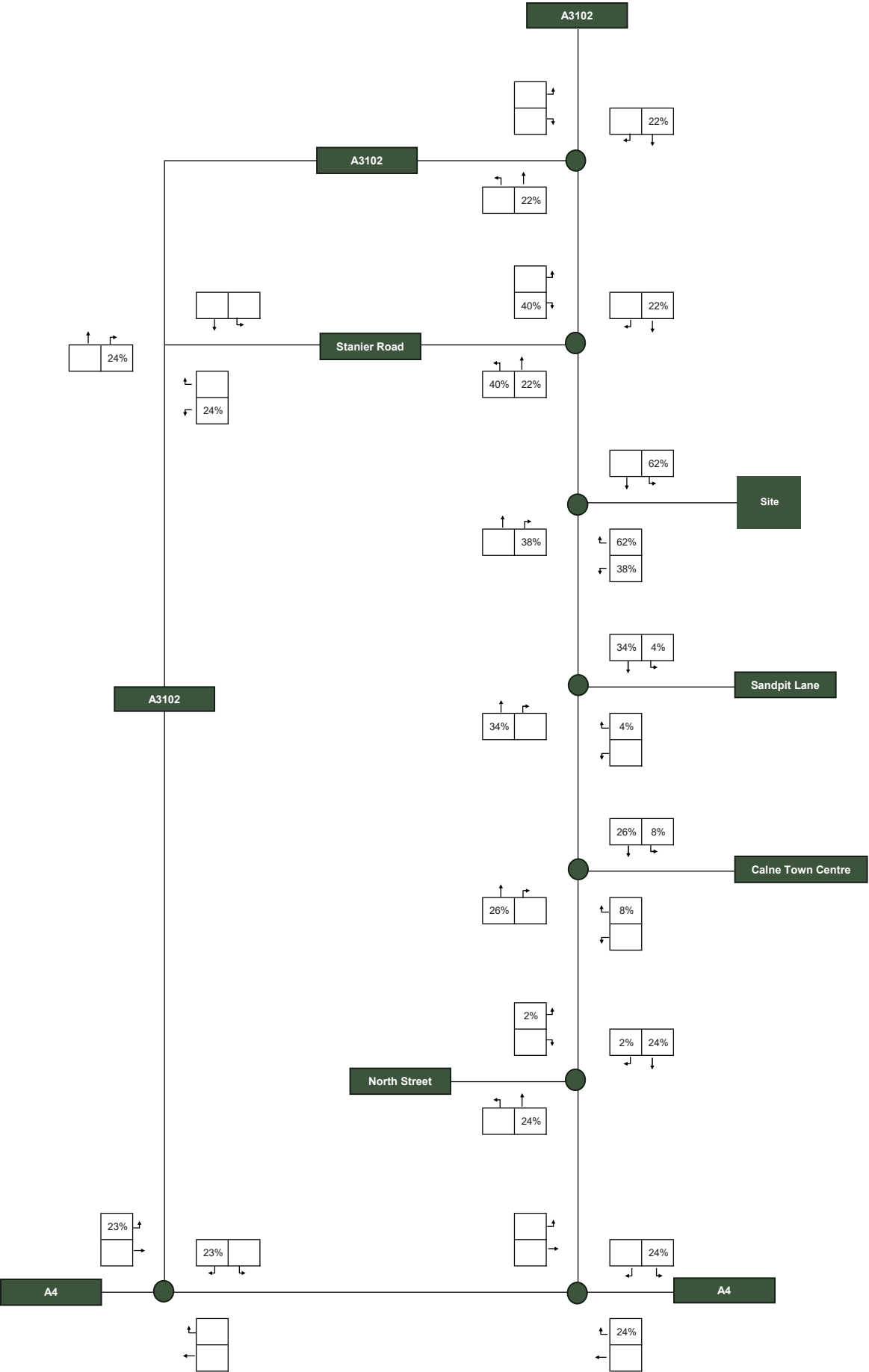


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Dep	82

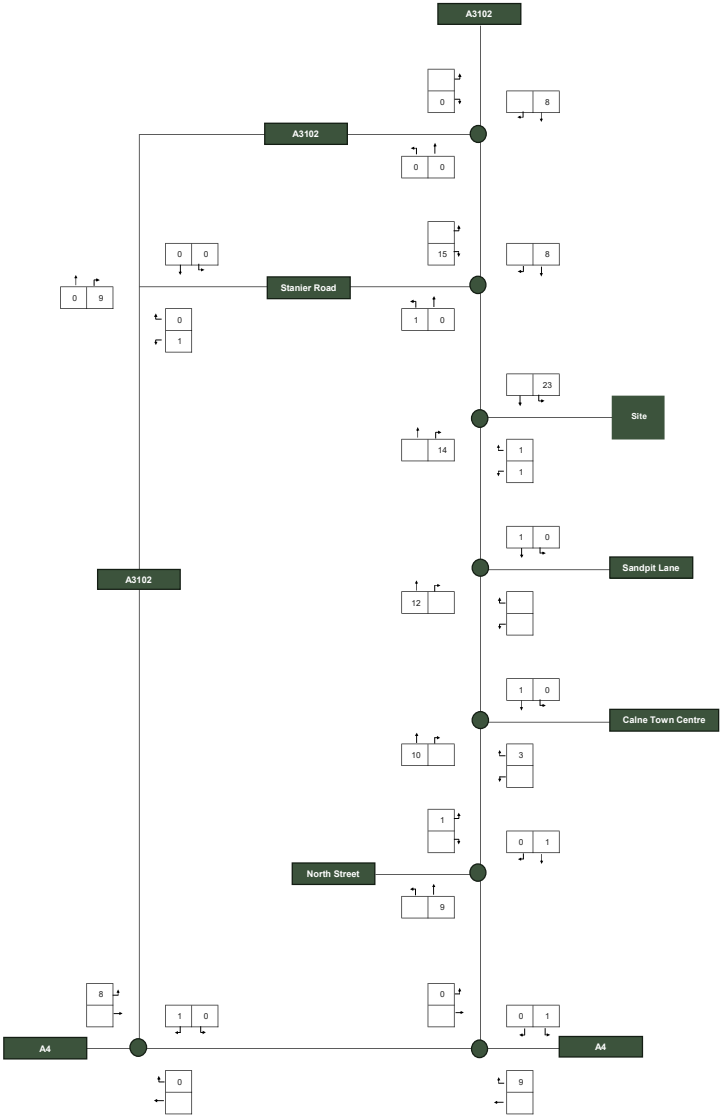
Residential Trips: Evening Peak Hour



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Dep	40

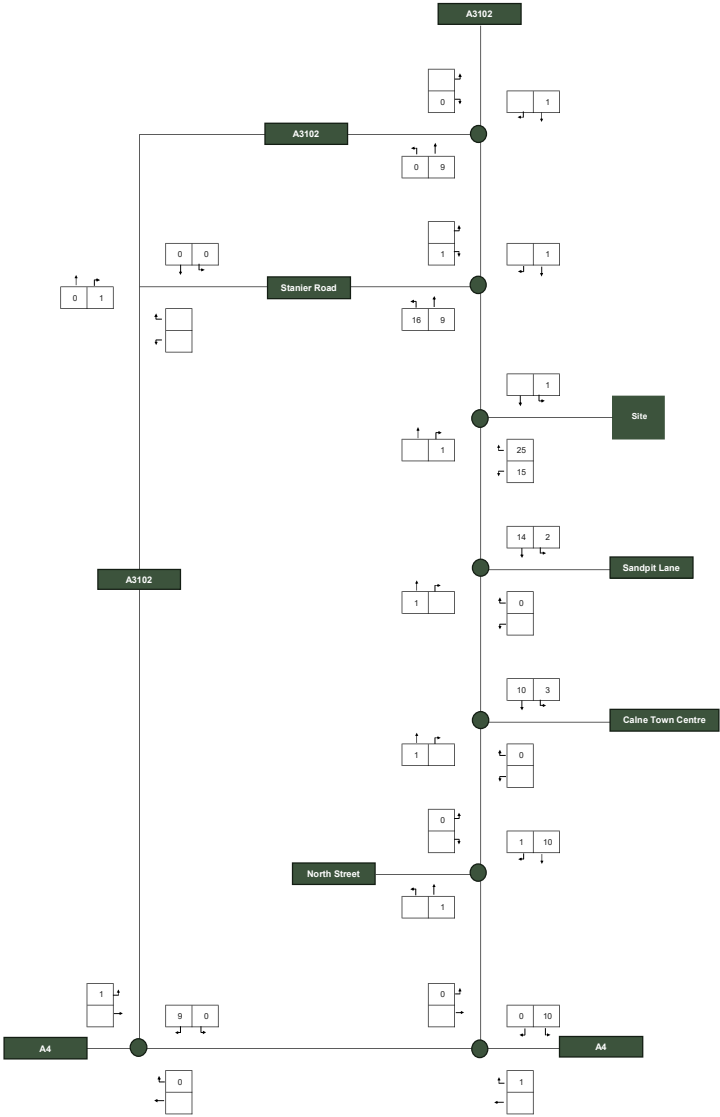


Employment Trips: Morning Peak Hour

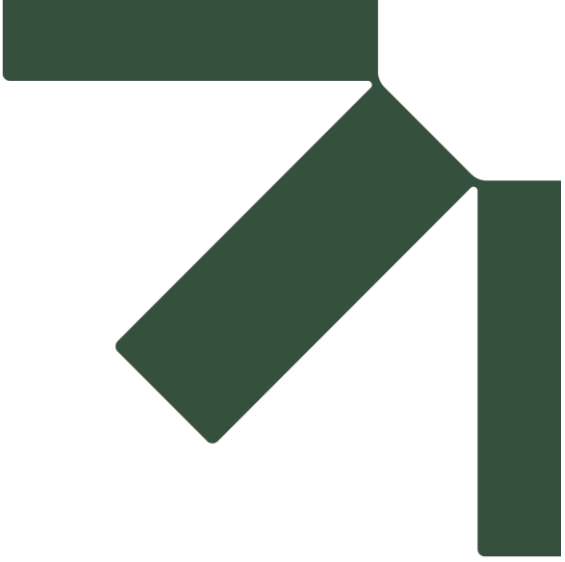


Arr	37
Dep	2

Employment Trips: Evening Peak Hour



Arr	2
Dep	40



Appendix D Junction Modelling Output Report

Transport Assessment

Land at Penn Hill Farm, Calne

Castlewood Properties Ventures Ltd

SLR Project No.: 422.065002.00001

17 November 2025

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

Filename: M01-AF-High Penn Park_Oxford Rd.j11

Path: Y:\Projects\240000\422.065002.00001 - Land at Penn Hill Farm, Calne (Updated TA)\Technical\A - TA Update\Modelling\Arcady

Report generation date: 10/11/2025 15:32:40

- »D1 - 2026 | Base | AM
- »D2 - 2026 | Base | PM
- »D3 - 2036 | Base | AM
- »D4 - 2036 | Base | PM
- »D5 - 2026 | Base + Development | AM
- »D6 - 2026 | Base + Development | PM
- »D7 - 2036 | Base + Development | AM
- »D8 - 2036 | Base + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2026 - Base									
1 - Oxford Road (N)	D1	0.2	2.42	0.14	A	D2	0.2	2.42	0.16	A
2 - High Penn Park		0.1	3.70	0.05	A		0.0	3.62	0.03	A
3 - Oxford Road (S)		0.4	3.78	0.31	A		0.5	3.79	0.32	A
	2036 - Base									
1 - Oxford Road (N)	D3	0.3	2.76	0.25	A	D4	0.3	2.73	0.25	A
2 - High Penn Park		0.1	4.15	0.06	A		0.0	3.98	0.03	A
3 - Oxford Road (S)		0.3	3.30	0.21	A		0.3	3.34	0.23	A
	2026 - Base + Development									
1 - Oxford Road (N)	D5	0.2	2.52	0.17	A	D6	0.2	2.55	0.19	A
2 - High Penn Park		0.2	4.09	0.14	A		0.1	3.98	0.11	A
3 - Oxford Road (S)		0.5	4.06	0.34	A		0.5	4.06	0.35	A
	2036 - Base + Development									
1 - Oxford Road (N)	D7	0.4	2.89	0.27	A	D8	0.4	2.89	0.29	A
2 - High Penn Park		0.2	4.64	0.16	A		0.1	4.41	0.12	A
3 - Oxford Road (S)		0.3	3.51	0.24	A		0.3	3.54	0.26	A

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

File summary

File Description

Title	
Location	
Site number	
Date	06/08/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SLR\Annika.Fowle
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
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Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15
D3	2036	Base	AM	ONE HOUR	07:45	09:15	15
D4	2036	Base	PM	ONE HOUR	16:45	18:15	15
D5	2026	Base + Development	AM	ONE HOUR	07:45	09:15	15
D6	2026	Base + Development	PM	ONE HOUR	16:45	18:15	15
D7	2036	Base + Development	AM	ONE HOUR	07:45	09:15	15
D8	2036	Base + Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2026 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.31	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Oxford Road (N)		
2	High Penn Park		
3	Oxford Road (S)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - Oxford Road (N)	3.35	6.75	23.0	50.0	32.0	25.0		
2 - High Penn Park	3.25	4.40	2.5	20.0	32.0	21.0		
3 - Oxford Road (S)	3.50	4.65	30.0	20.0	32.0	20.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Oxford Road (N)	0.689	1794
2 - High Penn Park	0.555	1161
3 - Oxford Road (S)	0.609	1418

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Oxford Road (N)		✓	222	100.000
2 - High Penn Park		✓	50	100.000
3 - Oxford Road (S)		✓	384	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - Oxford Road (N)	2 - High Penn Park	3 - Oxford Road (S)
1 - Oxford Road (N)		0	10	212
2 - High Penn Park		25	0	25
3 - Oxford Road (S)		365	19	0

Vehicle Mix

Heavy Vehicle %

From	To			
		1 - Oxford Road (N)	2 - High Penn Park	3 - Oxford Road (S)
1 - Oxford Road (N)		0	0	3
2 - High Penn Park		0	0	0
3 - Oxford Road (S)		2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Oxford Road (N)	0.14	2.42	0.2	A
2 - High Penn Park	0.05	3.70	0.1	A
3 - Oxford Road (S)	0.31	3.78	0.4	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	167	14	1735	0.096	167	0.1	2.295	A
2 - High Penn Park	38	159	1070	0.035	37	0.0	3.487	A
3 - Oxford Road (S)	289	19	1381	0.209	288	0.3	3.291	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	200	17	1733	0.115	199	0.1	2.347	A
2 - High Penn Park	45	190	1052	0.043	45	0.0	3.574	A
3 - Oxford Road (S)	345	22	1379	0.250	345	0.3	3.482	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	244	21	1730	0.141	244	0.2	2.422	A
2 - High Penn Park	55	233	1027	0.054	55	0.1	3.701	A
3 - Oxford Road (S)	423	28	1376	0.307	422	0.4	3.774	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	244	21	1730	0.141	244	0.2	2.422	A
2 - High Penn Park	55	233	1027	0.054	55	0.1	3.701	A
3 - Oxford Road (S)	423	28	1376	0.307	423	0.4	3.777	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	200	17	1733	0.115	200	0.1	2.349	A
2 - High Penn Park	45	191	1052	0.043	45	0.0	3.577	A
3 - Oxford Road (S)	345	22	1379	0.250	346	0.3	3.488	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	167	14	1735	0.096	167	0.1	2.296	A
2 - High Penn Park	38	160	1070	0.035	38	0.0	3.488	A
3 - Oxford Road (S)	289	19	1381	0.209	289	0.3	3.301	A

D2 - 2026 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.28	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Oxford Road (N)		✓	248	100.000
2 - High Penn Park		✓	25	100.000
3 - Oxford Road (S)		✓	404	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Oxford Road (N)	2 - High Penn Park	3 - Oxford Road (S)
From	1 - Oxford Road (N)	0	21	227
	2 - High Penn Park	17	0	8
	3 - Oxford Road (S)	380	24	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Oxford Road (N)	2 - High Penn Park	3 - Oxford Road (S)
From	1 - Oxford Road (N)	0	0	1
	2 - High Penn Park	0	0	0
	3 - Oxford Road (S)	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Oxford Road (N)	0.16	2.42	0.2	A
2 - High Penn Park	0.03	3.62	0.0	A
3 - Oxford Road (S)	0.32	3.79	0.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	187	18	1766	0.106	186	0.1	2.279	A
2 - High Penn Park	19	170	1065	0.018	19	0.0	3.439	A
3 - Oxford Road (S)	304	13	1398	0.218	303	0.3	3.286	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	223	22	1763	0.126	223	0.1	2.336	A
2 - High Penn Park	22	204	1046	0.021	22	0.0	3.514	A
3 - Oxford Road (S)	363	15	1396	0.260	363	0.3	3.484	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	273	26	1760	0.155	273	0.2	2.420	A
2 - High Penn Park	28	250	1021	0.027	28	0.0	3.623	A
3 - Oxford Road (S)	445	19	1394	0.319	444	0.5	3.788	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	273	26	1760	0.155	273	0.2	2.420	A
2 - High Penn Park	28	250	1021	0.027	28	0.0	3.623	A
3 - Oxford Road (S)	445	19	1394	0.319	445	0.5	3.791	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	223	22	1763	0.126	223	0.1	2.338	A
2 - High Penn Park	22	204	1046	0.021	22	0.0	3.515	A
3 - Oxford Road (S)	363	15	1396	0.260	364	0.4	3.487	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	187	18	1766	0.106	187	0.1	2.279	A
2 - High Penn Park	19	171	1065	0.018	19	0.0	3.440	A
3 - Oxford Road (S)	304	13	1397	0.218	304	0.3	3.293	A

D3 - 2036 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.06	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2036	Base	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Oxford Road (N)		✓	390	100.000
2 - High Penn Park		✓	53	100.000
3 - Oxford Road (S)		✓	257	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Oxford Road (N)	2 - High Penn Park	3 - Oxford Road (S)
From	1 - Oxford Road (N)	0	18	372
	2 - High Penn Park	27	0	26
	3 - Oxford Road (S)	244	13	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Oxford Road (N)	2 - High Penn Park	3 - Oxford Road (S)
From	1 - Oxford Road (N)	0	0	3
	2 - High Penn Park	0	0	0
	3 - Oxford Road (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Oxford Road (N)	0.25	2.76	0.3	A
2 - High Penn Park	0.06	4.15	0.1	A
3 - Oxford Road (S)	0.21	3.30	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	294	10	1738	0.169	293	0.2	2.489	A
2 - High Penn Park	40	279	1001	0.040	40	0.0	3.744	A
3 - Oxford Road (S)	193	20	1380	0.140	193	0.2	3.031	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	351	12	1737	0.202	350	0.3	2.596	A
2 - High Penn Park	48	334	970	0.049	48	0.1	3.904	A
3 - Oxford Road (S)	231	24	1378	0.168	231	0.2	3.139	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	429	14	1735	0.248	429	0.3	2.756	A
2 - High Penn Park	58	409	927	0.063	58	0.1	4.145	A
3 - Oxford Road (S)	283	30	1374	0.206	283	0.3	3.298	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	429	14	1735	0.248	429	0.3	2.756	A
2 - High Penn Park	58	410	927	0.063	58	0.1	4.146	A
3 - Oxford Road (S)	283	30	1374	0.206	283	0.3	3.298	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	351	12	1737	0.202	351	0.3	2.599	A
2 - High Penn Park	48	335	969	0.049	48	0.1	3.905	A
3 - Oxford Road (S)	231	24	1377	0.168	231	0.2	3.140	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	294	10	1738	0.169	294	0.2	2.492	A
2 - High Penn Park	40	280	1001	0.040	40	0.0	3.746	A
3 - Oxford Road (S)	193	20	1380	0.140	194	0.2	3.034	A

D4 - 2036 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.02	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.02	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2036	Base	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Oxford Road (N)		✓	405	100.000
2 - High Penn Park		✓	25	100.000
3 - Oxford Road (S)		✓	288	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Oxford Road (N)	2 - High Penn Park	3 - Oxford Road (S)
From	1 - Oxford Road (N)	0	34	371
	2 - High Penn Park	17	0	8
	3 - Oxford Road (S)	271	17	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Oxford Road (N)	2 - High Penn Park	3 - Oxford Road (S)
From	1 - Oxford Road (N)	0	0	1
	2 - High Penn Park	0	0	0
	3 - Oxford Road (S)	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Oxford Road (N)	0.25	2.73	0.3	A
2 - High Penn Park	0.03	3.98	0.0	A
3 - Oxford Road (S)	0.23	3.34	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	305	13	1769	0.172	304	0.2	2.455	A
2 - High Penn Park	19	279	1005	0.019	19	0.0	3.650	A
3 - Oxford Road (S)	217	13	1398	0.155	216	0.2	3.045	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	364	15	1768	0.206	364	0.3	2.564	A
2 - High Penn Park	22	333	974	0.023	22	0.0	3.782	A
3 - Oxford Road (S)	259	15	1396	0.185	259	0.2	3.165	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	446	19	1765	0.253	446	0.3	2.727	A
2 - High Penn Park	28	408	932	0.030	27	0.0	3.980	A
3 - Oxford Road (S)	317	19	1394	0.227	317	0.3	3.342	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	446	19	1765	0.253	446	0.3	2.727	A
2 - High Penn Park	28	408	932	0.030	28	0.0	3.981	A
3 - Oxford Road (S)	317	19	1394	0.227	317	0.3	3.342	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	364	15	1768	0.206	364	0.3	2.567	A
2 - High Penn Park	22	334	974	0.023	23	0.0	3.787	A
3 - Oxford Road (S)	259	15	1396	0.185	259	0.2	3.169	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	305	13	1769	0.172	305	0.2	2.460	A
2 - High Penn Park	19	279	1004	0.019	19	0.0	3.653	A
3 - Oxford Road (S)	217	13	1397	0.155	217	0.2	3.051	A

D5 - 2026 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2026	Base + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Oxford Road (N)		✓	258	100.000
2 - High Penn Park		✓	134	100.000
3 - Oxford Road (S)		✓	415	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Oxford Road (N)	2 - High Penn Park	3 - Oxford Road (S)
From	1 - Oxford Road (N)	0	46	212
	2 - High Penn Park	76	0	58
	3 - Oxford Road (S)	365	50	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Oxford Road (N)	2 - High Penn Park	3 - Oxford Road (S)
From	1 - Oxford Road (N)	0	0	3
	2 - High Penn Park	0	0	0
	3 - Oxford Road (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Oxford Road (N)	0.17	2.52	0.2	A
2 - High Penn Park	0.14	4.09	0.2	A
3 - Oxford Road (S)	0.34	4.06	0.5	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	194	37	1726	0.113	194	0.1	2.349	A
2 - High Penn Park	101	159	1070	0.094	100	0.1	3.711	A
3 - Oxford Road (S)	312	57	1360	0.230	311	0.3	3.430	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	232	45	1721	0.135	232	0.2	2.417	A
2 - High Penn Park	120	190	1052	0.115	120	0.1	3.864	A
3 - Oxford Road (S)	373	68	1353	0.276	373	0.4	3.672	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	284	55	1714	0.166	284	0.2	2.516	A
2 - High Penn Park	148	233	1027	0.144	147	0.2	4.091	A
3 - Oxford Road (S)	457	84	1344	0.340	456	0.5	4.053	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	284	55	1714	0.166	284	0.2	2.516	A
2 - High Penn Park	148	233	1027	0.144	148	0.2	4.091	A
3 - Oxford Road (S)	457	84	1344	0.340	457	0.5	4.058	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	232	45	1721	0.135	232	0.2	2.419	A
2 - High Penn Park	120	191	1052	0.115	121	0.1	3.868	A
3 - Oxford Road (S)	373	68	1353	0.276	374	0.4	3.679	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	194	38	1726	0.113	194	0.1	2.352	A
2 - High Penn Park	101	160	1070	0.094	101	0.1	3.719	A
3 - Oxford Road (S)	312	57	1360	0.230	313	0.3	3.439	A

D6 - 2026 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.51	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.51	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2026	Base + Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Oxford Road (N)		✓	296	100.000
2 - High Penn Park		✓	105	100.000
3 - Oxford Road (S)		✓	435	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Oxford Road (N)	2 - High Penn Park	3 - Oxford Road (S)
From	1 - Oxford Road (N)	0	69	227
	2 - High Penn Park	60	0	45
	3 - Oxford Road (S)	380	55	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Oxford Road (N)	2 - High Penn Park	3 - Oxford Road (S)
From	1 - Oxford Road (N)	0	0	1
	2 - High Penn Park	0	0	0
	3 - Oxford Road (S)	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Oxford Road (N)	0.19	2.55	0.2	A
2 - High Penn Park	0.11	3.98	0.1	A
3 - Oxford Road (S)	0.35	4.06	0.5	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	223	41	1753	0.127	222	0.1	2.352	A
2 - High Penn Park	79	170	1065	0.074	79	0.1	3.649	A
3 - Oxford Road (S)	327	45	1379	0.237	326	0.3	3.417	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	266	49	1747	0.152	266	0.2	2.430	A
2 - High Penn Park	94	204	1046	0.090	94	0.1	3.780	A
3 - Oxford Road (S)	391	54	1374	0.285	391	0.4	3.662	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	326	60	1739	0.187	326	0.2	2.546	A
2 - High Penn Park	116	250	1021	0.113	115	0.1	3.976	A
3 - Oxford Road (S)	479	66	1366	0.351	478	0.5	4.051	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	326	61	1739	0.187	326	0.2	2.546	A
2 - High Penn Park	116	250	1021	0.113	116	0.1	3.977	A
3 - Oxford Road (S)	479	66	1366	0.351	479	0.5	4.056	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	266	50	1747	0.152	266	0.2	2.431	A
2 - High Penn Park	94	204	1046	0.090	95	0.1	3.781	A
3 - Oxford Road (S)	391	54	1374	0.285	392	0.4	3.667	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	223	41	1752	0.127	223	0.1	2.353	A
2 - High Penn Park	79	171	1065	0.074	79	0.1	3.651	A
3 - Oxford Road (S)	327	45	1379	0.238	328	0.3	3.428	A

D7 - 2036 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.37	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2036	Base + Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Oxford Road (N)		✓	426	100.000
2 - High Penn Park		✓	137	100.000
3 - Oxford Road (S)		✓	288	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Oxford Road (N)	2 - High Penn Park	3 - Oxford Road (S)
From	1 - Oxford Road (N)	0	54	372
	2 - High Penn Park	78	0	59
	3 - Oxford Road (S)	244	44	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Oxford Road (N)	2 - High Penn Park	3 - Oxford Road (S)
From	1 - Oxford Road (N)	0	0	3
	2 - High Penn Park	0	0	0
	3 - Oxford Road (S)	2	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Oxford Road (N)	0.27	2.89	0.4	A
2 - High Penn Park	0.16	4.64	0.2	A
3 - Oxford Road (S)	0.24	3.51	0.3	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	321	33	1726	0.186	320	0.2	2.558	A
2 - High Penn Park	103	279	1001	0.103	103	0.1	4.005	A
3 - Oxford Road (S)	217	58	1360	0.159	216	0.2	3.146	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	383	40	1722	0.222	383	0.3	2.687	A
2 - High Penn Park	123	334	970	0.127	123	0.1	4.252	A
3 - Oxford Road (S)	259	70	1353	0.191	259	0.2	3.290	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	469	48	1716	0.273	469	0.4	2.886	A
2 - High Penn Park	151	409	927	0.163	151	0.2	4.637	A
3 - Oxford Road (S)	317	86	1343	0.236	317	0.3	3.506	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	469	48	1716	0.273	469	0.4	2.886	A
2 - High Penn Park	151	410	927	0.163	151	0.2	4.640	A
3 - Oxford Road (S)	317	86	1343	0.236	317	0.3	3.506	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	383	40	1722	0.222	383	0.3	2.691	A
2 - High Penn Park	123	335	969	0.127	123	0.1	4.255	A
3 - Oxford Road (S)	259	70	1353	0.191	259	0.2	3.294	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	321	33	1726	0.186	321	0.2	2.563	A
2 - High Penn Park	103	280	1001	0.103	103	0.1	4.013	A
3 - Oxford Road (S)	217	59	1360	0.159	217	0.2	3.152	A

D8 - 2036 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3	3.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2036	Base + Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - Oxford Road (N)		✓	453	100.000
2 - High Penn Park		✓	105	100.000
3 - Oxford Road (S)		✓	319	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		1 - Oxford Road (N)	2 - High Penn Park	3 - Oxford Road (S)
From	1 - Oxford Road (N)	0	82	371
	2 - High Penn Park	60	0	45
	3 - Oxford Road (S)	271	48	0

Vehicle Mix

Heavy Vehicle %

	To			
		1 - Oxford Road (N)	2 - High Penn Park	3 - Oxford Road (S)
From	1 - Oxford Road (N)	0	0	1
	2 - High Penn Park	0	0	0
	3 - Oxford Road (S)	1	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
1 - Oxford Road (N)	0.29	2.89	0.4	A
2 - High Penn Park	0.12	4.41	0.1	A
3 - Oxford Road (S)	0.26	3.54	0.3	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	341	36	1755	0.194	340	0.2	2.543	A
2 - High Penn Park	79	279	1005	0.079	79	0.1	3.887	A
3 - Oxford Road (S)	240	45	1379	0.174	239	0.2	3.156	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	407	43	1750	0.233	407	0.3	2.679	A
2 - High Penn Park	94	333	974	0.097	94	0.1	4.092	A
3 - Oxford Road (S)	287	54	1374	0.209	287	0.3	3.310	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	499	53	1744	0.286	498	0.4	2.890	A
2 - High Penn Park	116	408	932	0.124	115	0.1	4.409	A
3 - Oxford Road (S)	351	66	1367	0.257	351	0.3	3.544	A

17:30 - 17:45

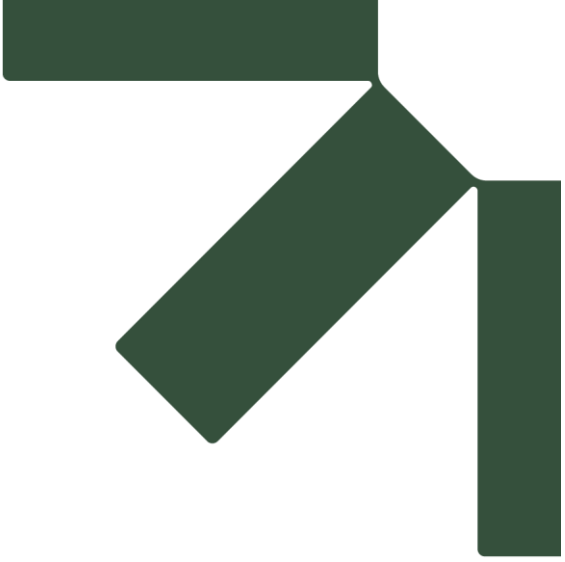
Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	499	53	1744	0.286	499	0.4	2.890	A
2 - High Penn Park	116	408	932	0.124	116	0.1	4.410	A
3 - Oxford Road (S)	351	66	1367	0.257	351	0.3	3.544	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	407	43	1750	0.233	408	0.3	2.681	A
2 - High Penn Park	94	334	974	0.097	95	0.1	4.097	A
3 - Oxford Road (S)	287	54	1374	0.209	287	0.3	3.312	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Oxford Road (N)	341	36	1755	0.194	341	0.2	2.546	A
2 - High Penn Park	79	280	1004	0.079	79	0.1	3.892	A
3 - Oxford Road (S)	240	45	1379	0.174	240	0.2	3.161	A



Appendix E Travel Plan

Transport Assessment

Land at Penn Hill Farm, Calne

Castlewood Properties Ventures Ltd

SLR Project No.: 422.065002.00001

17 November 2025



Residential Travel Plan

Land at Penn Hill Farm, Calne

Castlewood Properties Ventures Ltd

Prepared by:

SLR Consulting Limited

Broadwalk House, Southernhay West, Exeter, EX1
1GE

SLR Project No.: 422.065002.00001

17 November 2025

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Appendices

Appendix A	Walking and Cycling Audit
Appendix B	Example Questionnaire



1.0 Introduction

- 1.1 SLR Consulting Ltd has been commissioned by Castlewood Properties Ventures Ltd ('the Applicant') to provide transport planning and highways advice in relation to a development Site at Penn Hill Farm, Calne ('the Site').

Site Location

- 1.2 The Site is located in the north-east of Calne, a town located in Wiltshire. The Site is approximately 1.3 kilometres from the town centre of Calne and is bound to the north and east by agricultural land, to the south by Sandpit Road and to the west by residential dwellings. The Site is well located in relation to a range of sustainable transport opportunities including convenient access to pedestrian routes and regular bus services.

Development Proposals

- 1.3 The development proposals comprise:

Outline planning application with all matters reserved (except for access into the Site) for the proposed development of up to 210 residential dwellings, and 0.75ha of employment land and ancillary uses, open space, vehicular and pedestrian accesses, landscaping, drainage measures and all other associated works including the demolition existing buildings and structure.

- 1.4 In addition, the proposals incorporate an area of land to be safeguarded for future use as a connection to a potential adjacent development on land north of Abberd Lane.

Planning History

- 1.5 The Site benefits, in part, from a draft allocation in the emerging Wiltshire Local Plan for 570 dwellings, a local centre and 0.5ha of employment use, the draft allocation is shown on the below plan. However, it excludes the current industrial uses that occupy the Site, which are proposed to be replaced by the Applicant to provide employment floorspace that are more complimentary to residential uses (namely, those that fall within Use Classes E (g i and g ii)).

Report Structure

- 1.6 A Travel Plan is a management tool that allows a coordinated strategy to bring together daily travel issues and achieve a more sustainable travel choice. A successfully implemented Travel Plan can offer substantial gains towards the sustainable transport objectives of central and local government.
- 1.7 This Residential Travel Plan provides an outline of the strategy that could be implemented at the site. It should be read in conjunction with the Transport Assessment that supports the application.
- 1.8 It is expected that a full Travel Plan would be secured by Section 106 agreement and a suitably worded planning condition.



1.9 Following this introduction, the remainder of this report comprises the following sections:

- Section 2 summarises the existing transport opportunities in the vicinity of the site;
- Section 3 provides an overview of the planning policy which informs the Plan;
- Section 4 outlines the objectives of the Travel Plan;
- Section 5 details the management and marketing strategy of the Plan;
- Section 6 provides an overview of the Travel Plan measures;
- Section 7 outlines the programme of monitoring and review; and,
- Section 8 provides a Travel Plan Action Plan.



2.0 Existing Conditions

Overview

- 2.1 This section of the TA outlines the Site location, existing local facilities, existing active travel and public transport networks and highlights the local highway network and road safety of the local area.

Site Location

- 2.2 The Site is located in the north-east of Calne, a town located in Wiltshire. The Site is approximately 1.3 kilometres from the town centre of Calne and is bound to the north and east by agricultural land, to the south by Sandpit Road and to the west by residential dwellings.
- 2.3 The Site area incorporates the agricultural land surrounding Pen Hill House Farm. It is intended that a parcel of the existing Pen Hill House Farm is retained and continues to operate alongside the development.
- 2.4 The Site benefits from existing vehicular accesses taken from Sandpit Road to the south, and from High Penn Park Estate (Sycamore Drive) to the west.
- 2.5 **Figure 2.1** demonstrates the Site locally, and **Figure 2.2** demonstrates the Site in a strategic context.

Figure 2.1 – Site Location Local Context

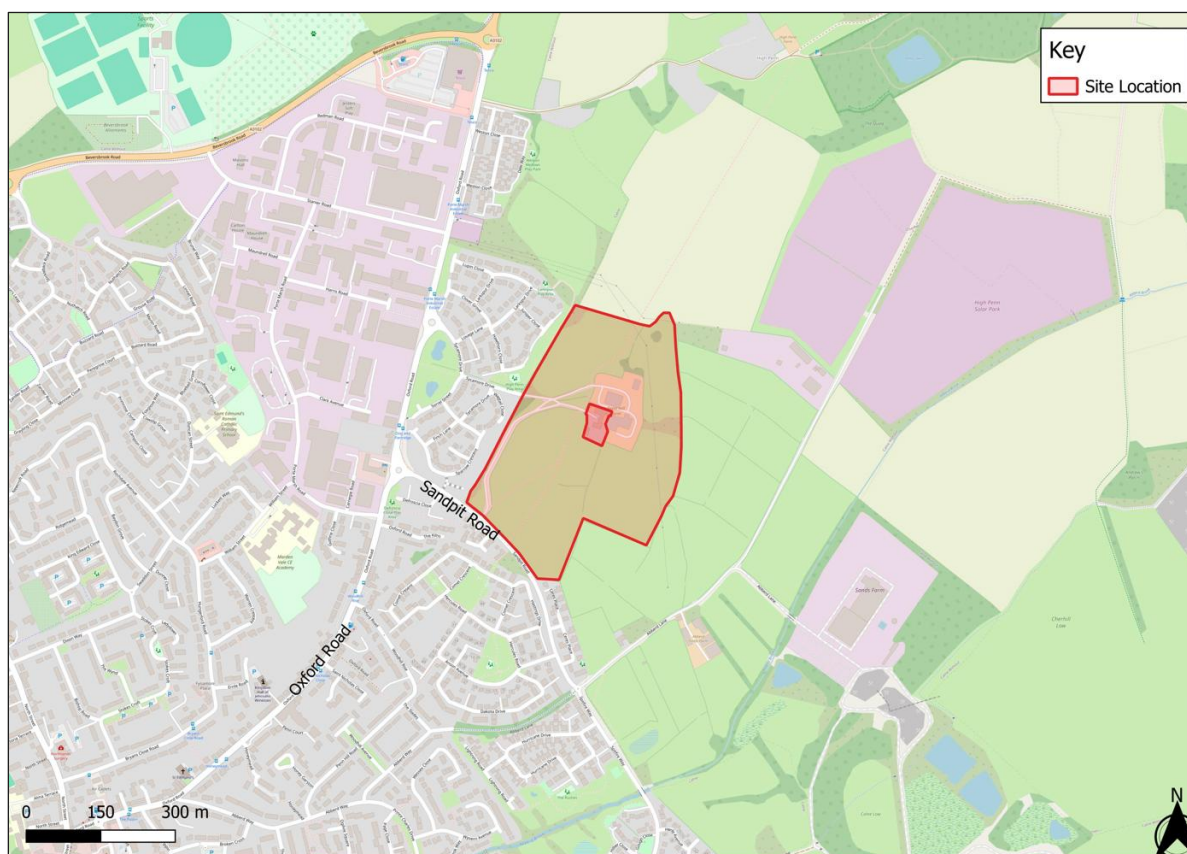
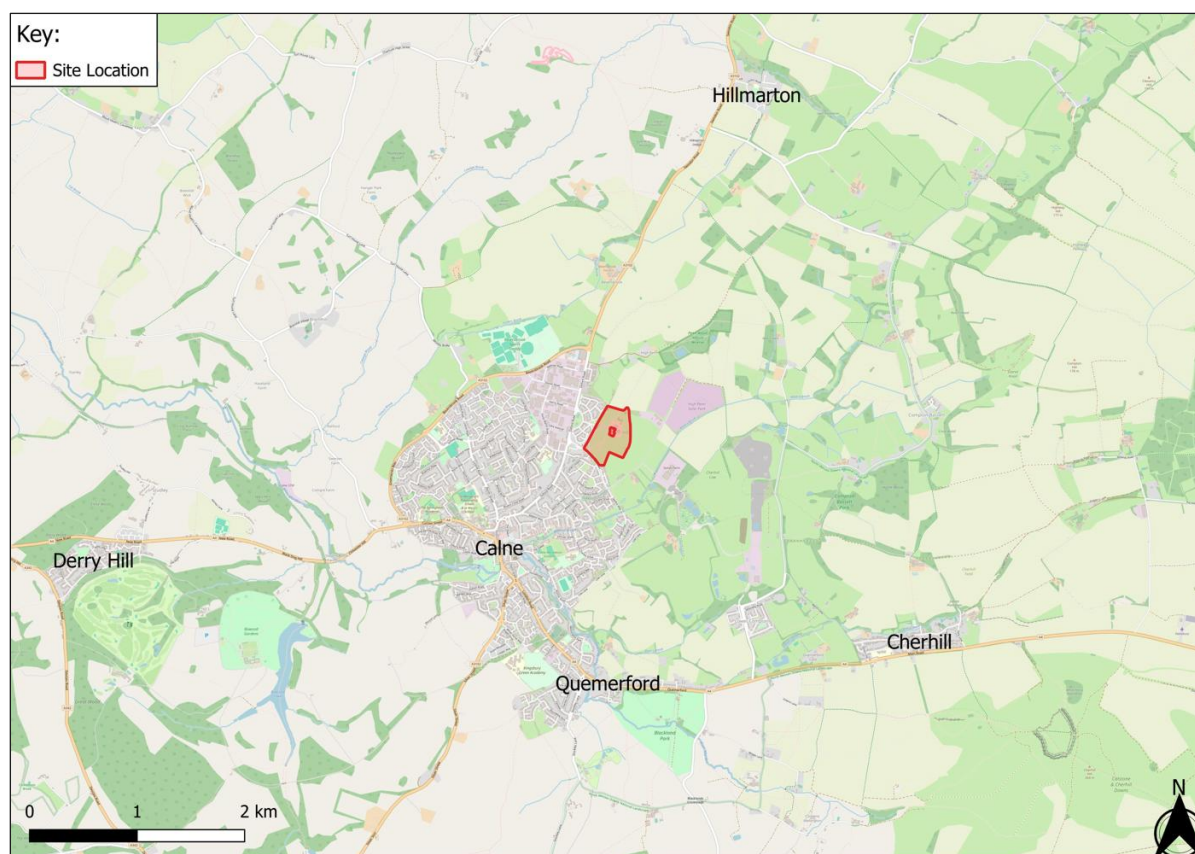


Figure 2.2 – Site Location Strategic Context



Active Travel Network

- 2.6 A pedestrian and cycle audit has been undertaken of the local area and is included at **Appendix A**, whilst a summary of the key links in the vicinity of the Site is provided below.

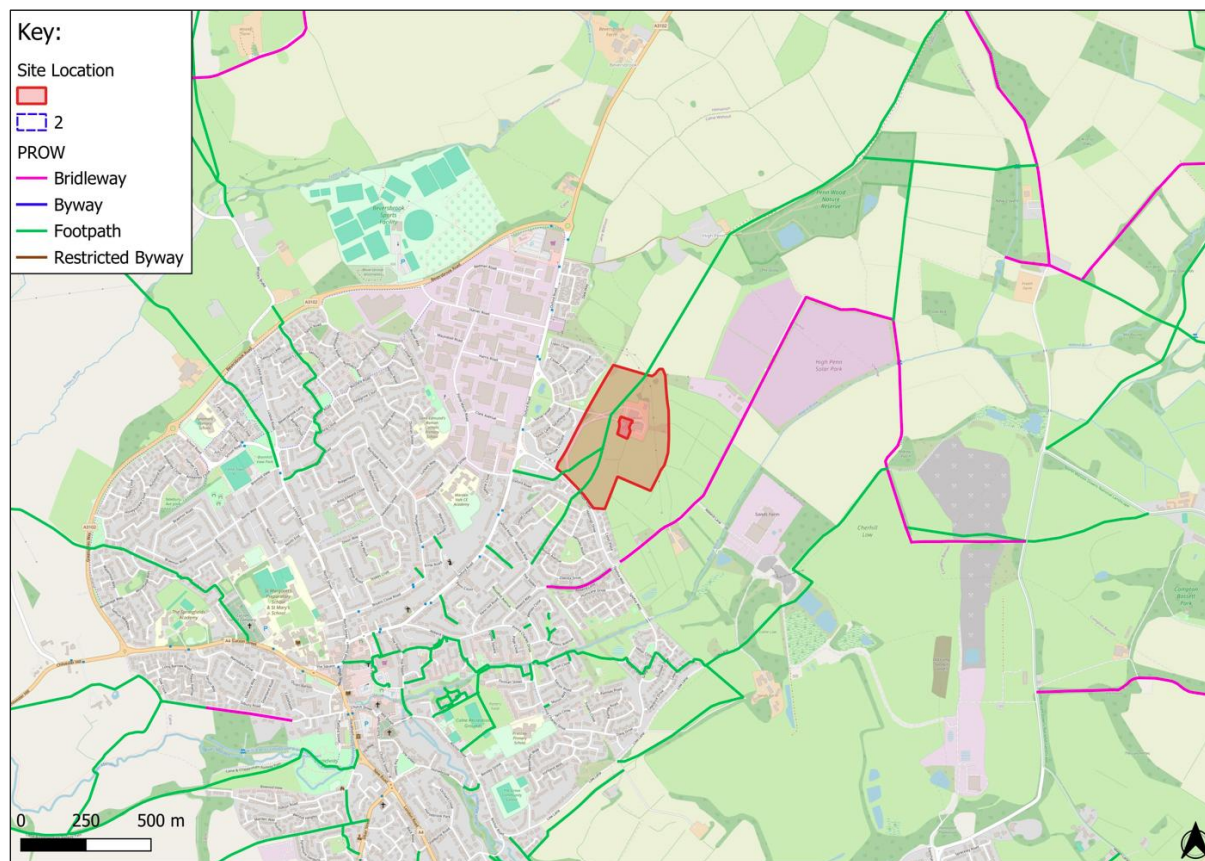
Walking

- 2.7 The Site is located within proximity to key facilities and services with Calne, and there is opportunity for trips to be made by sustainable modes and encourage the reduction in the reliance on car travel.
- 2.8 There are footways provided along Sandpit Road, of good quality, with dropped kerbs and tactile paving. The footways lead directly west towards Oxford Road, where the local bus stops can be accessed.
- 2.9 There is a pedestrian refuge island crossing point at the roundabout connecting Sandpit Road with Oxford Road, providing a safe crossing point to access the northern side of Oxford Road carriageway.
- 2.10 A footway runs along the entirety of Oxford Road on the western side of the carriageway (adjacent to the Site), and there are further safe pedestrian crossing points to reach Sycamore Drive. There are further pedestrian footways, leading south of the Site providing an accessible walking route to the town via Penn Hill Road and Woodhill Rise, with some footpaths away from the road.



- 2.11 Alongside the above, the Site has a range of PRow footpaths and bridleways within the vicinity, and footpath CALW61 and CALW6 crosses directly through the Site boundary and continues towards Oxford Road via a footpath to the south of Defroscia Close and via Britannia Drive, Comet Crescent and Anson Avenue. The network of PRow provides direct connections to the wider Calne area, services and facilities, ideal for leisure and community purposes. **Figure 2.3** indicates the location of footpaths and bridleways within the vicinity of the Site.

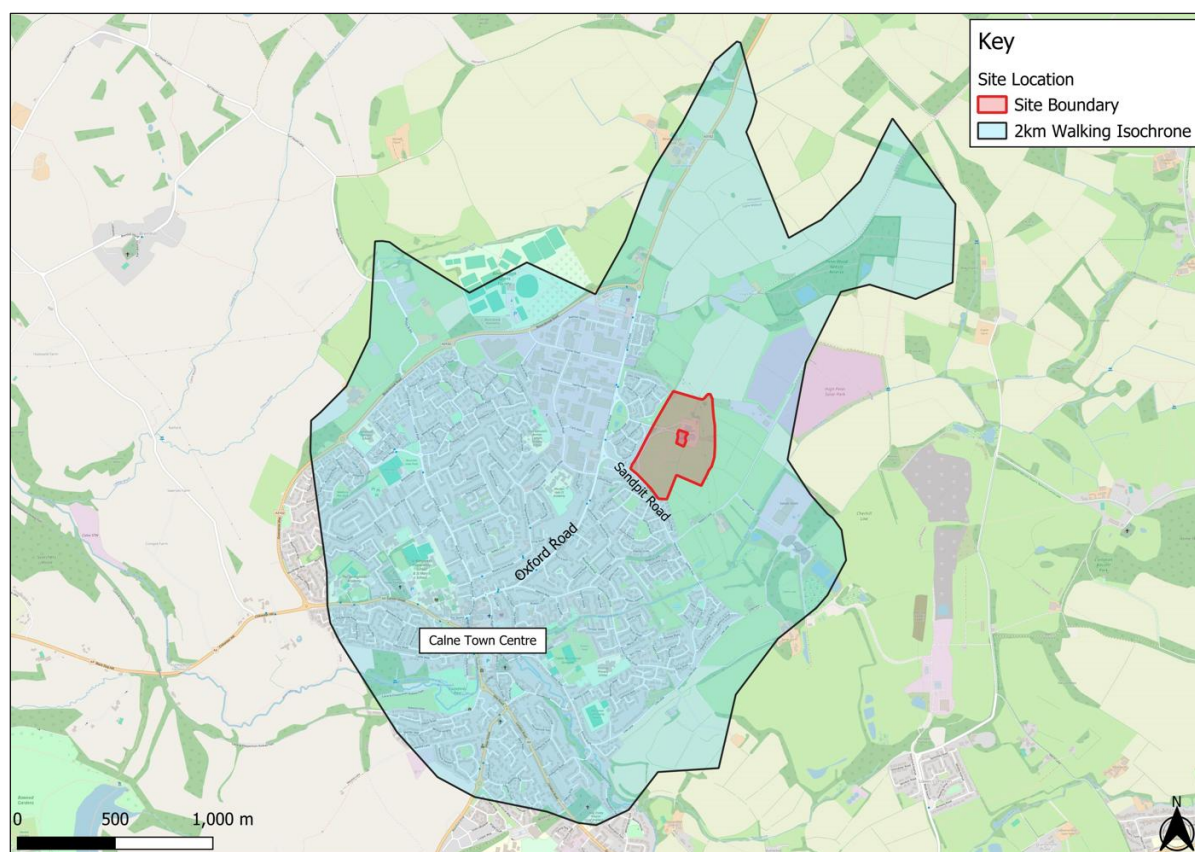
Figure 2.3 – PRow Network



- 2.12 With the above footways and PRow in mind, **Figure 2.4** demonstrates a 2 kilometre walking isochrone, measured from the centre of the Site, which equates to a 24-minute walk. From this, it is shown that the town centre and majority of Calne town can be reached within this 24-minute walk demonstrating that future residents and employees would have the opportunity to travel to and from the Site on foot.



Figure 2.4 – 2 kilometre Walking Isochrone

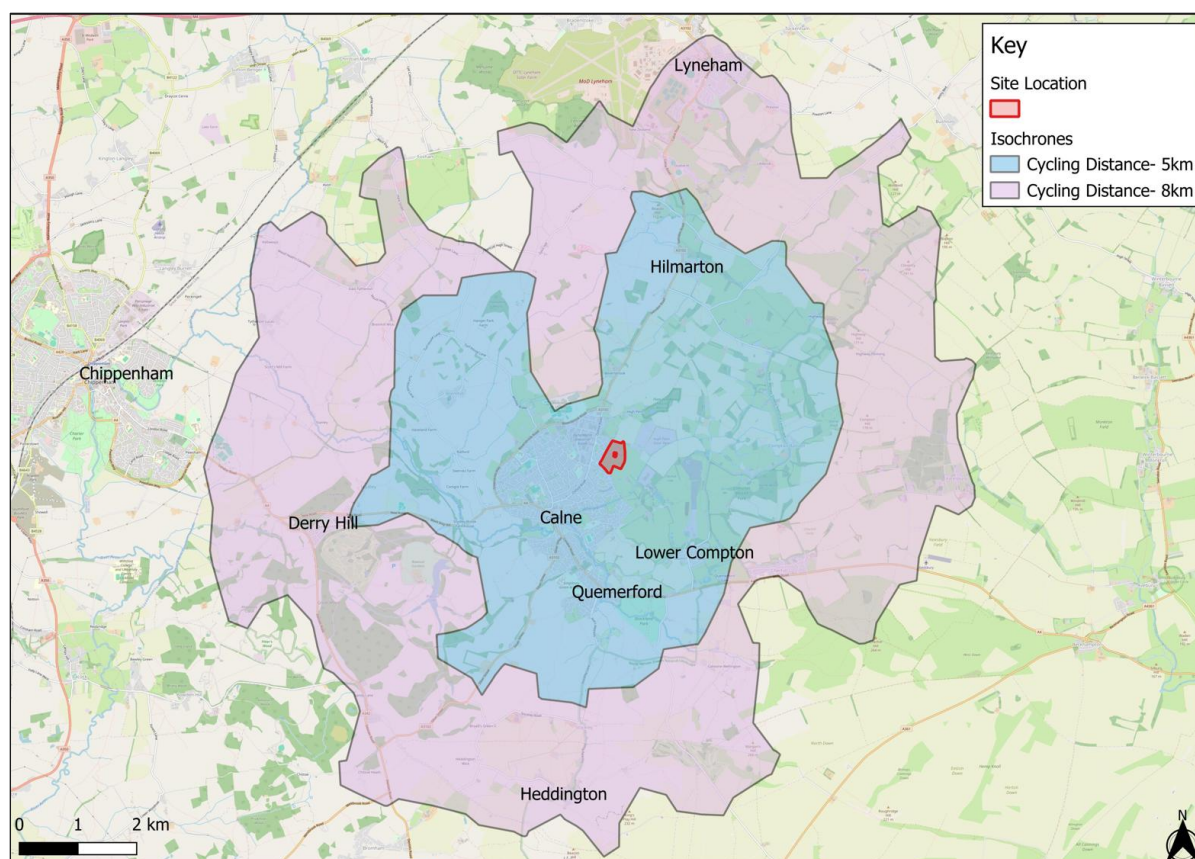


Cycling

- 2.13 There are a range of cycle routes within Calne including a surfaced path along Brunel Way and Zander Road. Alongside these, there are recommended on-street cycle routes making use of quieter residential streets including Porte Marsh Road, Bryans Close Road and The Strand.
- 2.14 In addition to the above broader connections, there are several key cycle links in the local area as follows:
- National Cycle Network Route 403 can be joined to the south of the Site via Gregor Drive or Curzon Street and provides a signed route between Chippenham, Marlborough and the Kennet & Avon Canal.
 - A shared foot/cycleway is provided on the western side of Oxford Road to the north of the Site. This joins a further shared surface extending along the A3102 south to its junction with Woodsage Road. These connections provide access to a range of amenities including Fynamore Primary School and Beversbrook Sports & Community Facility.
 - A traffic free link connects Sandpit Road to Abberd Lane, accessed via the Sandpit Road / Spitfire Road roundabout to the south of the Site. This link can be used as part of a longer route to Calne town centre via quieter residential streets and shared foot/cycleways.
- 2.15 With the above routes in mind, **Figure 2.5** highlights the areas that can be reached in a 5 kilometre and 8 kilometre cycle ride (20 minute and 32 minute cycle time respectively).



Figure 2.5 – 5 kilometre and 8 kilometre Cycling Isochrone



- 2.16 It is demonstrated that the built up extent of Calne can be comfortably accessed within a 5 kilometre cycle whilst extending to 8 kilometres results in areas such as Lyneham and Heddington being accessible.

Active Travel Improvements

- 2.17 A range of cycle and pedestrian improvements have been outlined as part of the Calne S106 Working Group. Locally, these include:

- Cycle improvements linking the shared surface on Oxford Road with the traffic free connection to Abberd Lane.
- Cycle route improvements along Abberd Brook between Wyvern Avenue and The Pippen for access to the town centre.

- 2.18 In addition to the above, the Calne and Melksham Local Cycling and Walking Infrastructure Plan (LCWIP) is under consultation. Of particular relevance, priority cycle and walking routes included within the consultation comprise a link from Calne town centre to Sandpit Road and from the town centre to the Tesco on Oxford Road.

Local Facilities

- 2.19 The existing and future active travel networks connect the Site to a range of local amenities including schools, food stores and leisure facilities. A selection of these amenities are outlined



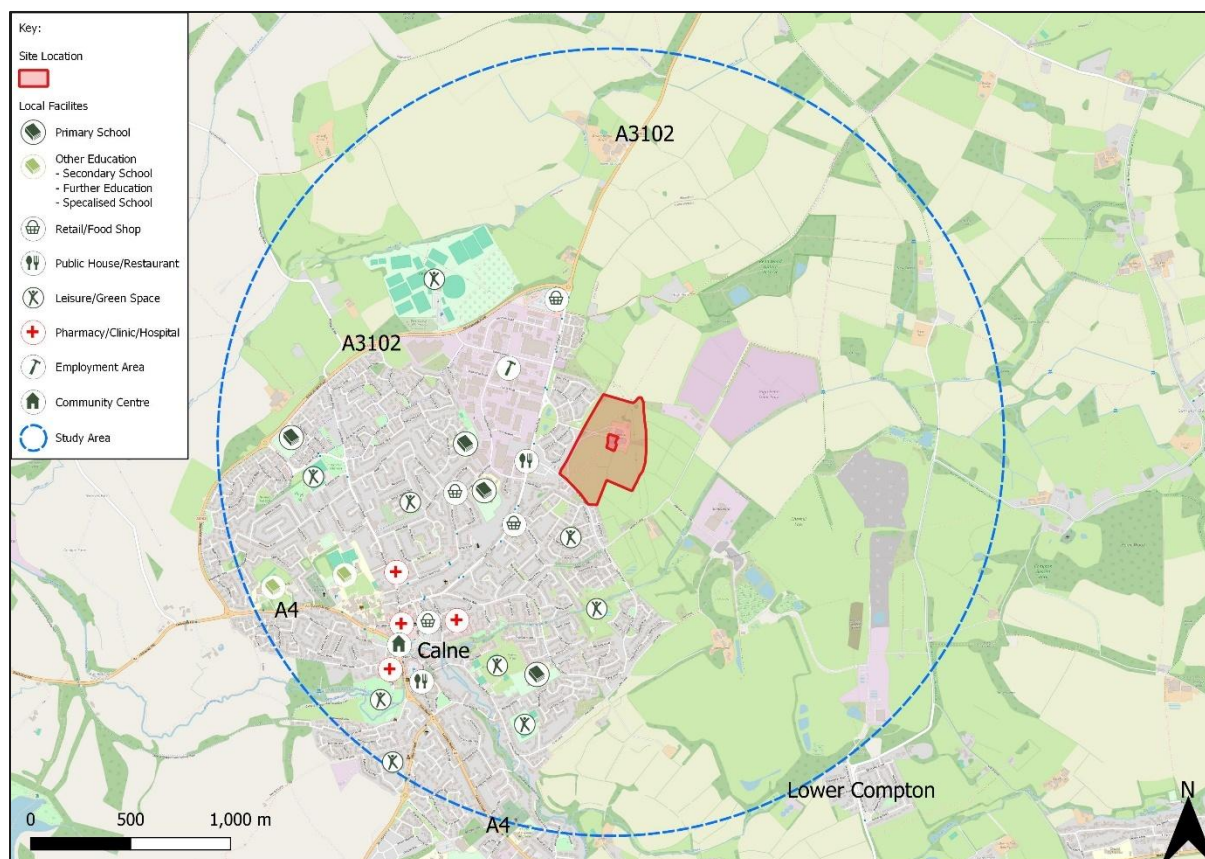
in **Table 2.1** along with the walking and cycling distances, the location of these in relation to the Site is shown in **Figure 2.6**.

Table 2.1 – Local Facilities

	Distance	Walk Time	Cycle Time
South Hills Nursery	950 metres	11 minutes	4 minutes
Jack & Jill Pre-school	1500 metres	18 minutes	6 minutes
Marden Vale CE Academy	1000 metres	12 minutes	4 minutes
Priestly Primary School	1900 metres	23 minutes	8 minutes
Fynamore Primary School	2300 metres	27 minutes	9 minutes
Saint Edmunds Catholic Primary School	1500 metres	18 minutes	6 minutes
The Springfields Academy	2400 metres	29 minutes	10 minutes
Kingsbury Green Academy	3000 metres	36 minutes	12 minutes
	Distance	Walk Time	Cycle Time
Londis	950 metres	11 minutes	4 minutes
Tesco Superstore	1000 metres	12 minutes	4 minutes
One Stop Stores	1100 metres	13 minutes	4 minutes
	Distance	Walk Time	Cycle Time
Calne Family Health Centre	1700 metres	20 minutes	7 minutes
Boots Pharmacy	1800 metres	21 minutes	7 minutes
Beversbrook Medical Centre	2400 metres	29 minutes	10 minutes
	Distance	Walk Time	Cycle Time
Dog and Partridge Inn	600 metres	7 minutes	2 minutes
Beversbrook Sports & Community Facility	1400 metres	17 minutes	6 minutes
Colemans Farm Community Centre	1700 metres	20 minutes	7 minutes
Community Hub and Library	1900 metres	23 minutes	8 minutes
Calne Leisure Centre	2900 metres	35 minutes	12 minutes
	Distance	Walk Time	Cycle Time
Porte Marsh Industrial Estate	450 metres	5 minutes	2 minutes
Coworking Café, Maundrell Road	1000 metres	12 minutes	4 minutes
Carlton Business Centre	1100 metres	13 minutes	4 minutes



Figure 2.6 – Local Facilities



Public Transport

Bus

- 2.20 There are bus stops located on Oxford Road, immediately 400m west from the Site which travel northbound and southbound and are named the 'Dog and Partridge' Bus Stops. The bus stops are approximately a 5-minute walk from the centre of the Site.
- 2.21 **Table 2.2** outlines the bus services available from Oxford Road and the frequency and service route.

Table 2.2 – Bus Services

Service / provider	Route	Average Frequency (mins)		
		Weekdays	Saturday	Sunday
40C Swindon Bus Company	Calne Town Centre Circular	5 per day	5 per day	No service



Service / provider	Route	Average Frequency (mins)		
		Weekdays	Saturday	Sunday
55 Gold Stagecoach	Chippenham – Calne – Lyneham – Royal Wootton Bassett - Swindon	20-30 mins (05:30-23:30)	20-30 mins (06:30-23:30)	30 mins (08:30-22:30)

- 2.22 The bus services accessible from Oxford Road provide frequent and reliable services 7 days a week, as frequent as every 20 minutes. The 40C serves the local town area Monday-Saturday and the 55 serves the wider local areas including Chippenham and Swindon, Monday through to Sunday.
- 2.23 The 55 service can be taken to reach Chippenham and Swindon railway station, creating a sustainable multi-modal travel opportunity suitable for leisure and commuting journeys.
- 2.24 It is noted that as part of a neighbouring application (Planning Ref. N/11/03524/OUT), a financial contribution for the enhancement of local bus services was incorporated into the S106 agreement. Whilst it is not clear what these enhancements will be, given the proximity of the two Sites it is expected that future residents and employees would benefit from this improvement.

Rail

- 2.25 The closest railway station to the Site is Chippenham Station, which is located 12 kilometres from the Site, and can be reached within a 31-minute bus journey via the 55-gold service or a 44-minute cycling journey.
- 2.26 Chippenham Station has 106 cycling parking spaces which are located at the north car park and the disused platform and are sheltered and covered by CCTV. There are 640 car parking spaces with accessible spaces and mobility provisions provided.
- 2.27 Services from Chippenham Station operate every 30 minutes to London Paddington and hourly to destinations including Bristol Temple Meads, Weston-Super-Mare, Swindon and Taunton.

Local Highway Network

- 2.28 The Site is located to the north of Sandpit Road, a single carriageway with pedestrian footways located on both sides of the carriageway. Sandpit Road is subject to a 30mph speed limit and connects to Oxford Road via a roundabout in the north west direction and in the south east direction, forms a three-arm roundabout junction with Spitfire Road which travels south.
- 2.29 Sandpit Road provides vehicular access from the southern side of the carriageway to residential dwellings via Defroscia Close, Britannia Drive and Hercules Road (south of the Site). There is an existing access from the northern side of Sandpit Road, which provides the main point of access for the industrial uses that currently operate from the Site.



Summary

2.30 The above review has demonstrated that the Site is accessible by a range of transport modes with the propensity to encourage future residents and employees to travel via more sustainable modes insomuch that:

- A range of footways and PRowS are located in the immediate vicinity of the Site with Calne town centre demonstrated to be within a 2 kilometre (24-minute) walk of the centre of the Site.
- Local cycle connections can be accessed in close proximity to the Site and provide links to Calne town centre, local schools and the wider area include Chippenham and Marlborough.
- A range of pedestrian and cycle improvements are proposed in the vicinity of the Site to further enhance the existing network.
- Local bus stops are within a 5-minute walk of the Site and provide access to regular services operating to a range of destinations including Chippenham and Swindon, as well as providing a connection to rail stations for longer onward journeys via public transport.



3.0 Policy Context

3.1 This TA has been written to accord with transport-related policy at national, regional, and local levels. The overarching policies throughout these documents is focused on sustainable travel solutions and reducing the reliance on the private car use.

3.2 This section refers to the following policies:

- National Planning Policy Framework (2025);
- Planning Practice Guidance (2012);
- Wiltshire Core Strategy (2015)
- Wiltshire Local Transport Plan 4 (2025)
- Calne Community Neighbourhood Plan (2018)

National Planning Policy Framework (NPPF, 2025)

3.3 The revised National Planning Policy Framework (NPPF) was adopted in its current form in December 2024 with minor amendments made in February 2025 and identifies the Government's core principles behind the planning for and delivery of sustainable development.

3.4 The NPPF places an emphasis on embedding sustainable development at the heart of the planning process, considering means of promoting active and sustainable travel at the beginning. This is further discussed in paragraph 109 this promotes using a "vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places." It is further identified that this should involve:

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

3.5 The above further suggests that development should consider the potential impacts on the transport network as a basis against which to determine appropriate opportunities to promote sustainable modes of transport. With this in mind, paragraph 110 states:



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

3.6 It is clear that in order for a development to be considered sustainable, it should evidence access to a genuine choice of transport modes. Notably, this does not mean that the needs of all future residents must be met entirely by a choice of transport modes other than the private car but that opportunities to encourage more sustainable travel through choice should be provided.

3.7 As part of a sustainable transport strategy, it is outlined in paragraph 117 that development should:

- a) *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and,*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

3.8 Finally, at paragraph 118 it is stated that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

3.9 Overall, the revised NPPF continues to place emphasis on a presumption in favour of sustainable development. However, this new iteration requires proposals to provide a transport vision which is to be used as the basis for assessing the potential impacts of development. This should incorporate details of how access to sustainable transport modes at the development and in the surrounding area can be maximised.



Planning Practice Guidance

- 3.10 In March 2012, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section, published in March 2014, relates specifically to transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.
- 3.11 The guidance explains the role of Transport Assessments and Statements as: "ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".
- 3.12 The guidance also states that Travel Plans are *"long term management strategies for integrating proposals for sustainable travel into the planning process"* to promote and encourage sustainable travel. They should be brought forward in parallel with development proposals and should be integrated into the design of developments.
- 3.13 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:
- *"encouraging sustainable travel;*
 - *lessening traffic generation and its detrimental impacts;*
 - *reducing carbon emissions and climate impacts;*
 - *creating accessible, connected, inclusive communities;*
 - *improving health outcomes and quality of life;*
 - *improving road safety; and*
 - *reducing the need for new development to increase existing road capacity or provide new roads."*

Wiltshire Core Strategy

- 3.14 The Wiltshire Core Strategy was adopted in 2015 and provides the overarching planning policy framework for the county until 2026. It is noted that a new Local Plan is currently under review and expected to be adopted in 2026, however, until such time as this is adopted it is considered that the Core Strategy will continue to inform planning decisions.
- 3.15 Core Policy 60 considers sustainable transport and outlines that the council will use planning powers to reduce the need to travel by private car and encourage the use of sustainable transport modes. It highlights that a mode shift will be encouraged through planning developments in accessible locations, maintaining and enhancing the local transport network and mitigating the impact of developments on transport users, local communities and the environment.
- 3.16 The relationship between transport and new development is considered in Core Policy 61 which states the following:



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

3.17 It is further highlighted that new development must consider all transport users and, where relevant, accord to the following hierarchy:

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

Wiltshire Local Transport Plan

3.18 As with the Core Strategy, climate change and sustainable transport are key drivers within the Wiltshire Local Transport Plan. To this extent, the Plan is based around the following overarching vision to create:

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

3.19 The Plan is supported by a range of additional supporting strategies published as separate documents, these include a parking sub-strategy, electric vehicle infrastructure sub-strategy and market town sub-strategy. Notably, all documents build on the overarching vision and consider measures to avoid unnecessary travel, shift to more sustainable modes, and improve vehicle, fuel and network efficiency.

3.20 In the context of Calne, the market towns sub-strategy provides an overview of the various objectives to encourage avoid, shift and improve, these include:

- Reducing the need to travel as often through combining journeys and providing digital alternatives.
- Enabling active travel to be the preferred choice for shorter journeys through improving safety, access and quality.
- Facilitate and encourage a move towards low and zero emission vehicles for trips that cannot be undertaken by public transport or active modes.

Wiltshire Council Site Selection Report for Calne

3.21 Published in January 2021, this document outlines the potential development Sites which could be unlocked to reach forecast development requirements. Within this document, the development Site is assessed and has been taken forward as a potential area for development noting it’s good accessibility, minimal flood risk, negligible impact on heritage and low landscape impact given the proximity to other new development.



Calne Community Neighbourhood Plan

3.22 The Calne Community Neighbourhood Plan was adopted in 2018 and provides a planning policy baseline to aid in determining planning decisions within Calne until 2026. It is noted that a new Neighbourhood Plan is currently under review, however, until such time as this is adopted it is considered that the existing Plan will continue to inform planning decisions.

3.23 In considering sustainable transport, Policy GA1 states that:

“Development proposals must demonstrate how opportunities for the use of sustainable modes of transport are maximised. This should be achieved through maximising:

- *the potential for cycling and walking throughout the Site; and*
- *linkages, including bus connections through to the relevant town or village centre, employment provision and services & facilities located elsewhere in Calne or Calne Without.”*

Summary

3.24 The above review demonstrates that national and local planning policy all require new development to be sustainably located with ready access on foot, cycle and by public transport. As demonstrated in Section 2, there are a range of transport opportunities in the vicinity of the Site which align with the principles.



4.0 Objectives

4.1 The principle objectives of this Travel Plan are as follows:

- To increase awareness of the use of sustainable modes of travel and to encourage their use;
- To increase awareness of the environmental impacts of travel by the private car;
- To promote walking and cycling as a health benefit to residents; and,
- To reduce the perceived safety risks associated with active travel.

4.2 To achieve the objectives of the Travel Plan, Specific, Measurable, Appropriate, Realistic and Time-bound (SMART) targets must be introduced.

Baseline Mode Share

4.3 For the purposes of this RTP, reference is made to data from the 2011 Census to determine a baseline mode share. It should be noted that data associated with the adjacent Wiltshire 015 output area has been obtained as it is like

4.4 The site is located within the MSOA Wiltshire 013, however, this includes a largely rural area which may not be representative of the movements of future site residents. The neighbouring output area of Wiltshire 015 incorporates the northern areas of Calne which is likely to be more representative of future movements. With this in mind, the Wiltshire 015 MSOA has been used as a proxy for the mode share of the site.

4.5 The mode share will be revised following the outcome of an initial survey that will be undertaken in accordance with an agreed timeframe, which will be discussed with Wiltshire Council. At this stage it is assumed that this will be once 75% of residential dwellings are occupied. An example survey is provided at **Appendix B** for reference.

Table 4.1 – Baseline Mode Share

Mode	Baseline Share
Rail Services	2%
Bus	3%
Motorcycle	1%
Car Driver	72%
Car Passenger	6%
Bicycle	4%
Foot	12%
Total	100%



Target Mode Share

- 4.6 Targets for the end of the first year, third year and fifth year following occupation have been determined, these will be reviewed following the initial travel surveys and revised as needed. **Table 4.2** summarises the target mode share for the future years.

Table 4.2 – Target Mode Share

Mode	End of Y1	End of Y3	End of Y5
Rail Services	2%	2%	2%
Bus	4%	4%	5%
Car Driver	69%	66%	62%
Car Passenger	6%	6%	6%
Bicycle	6%	8%	10%
Foot	13%	14%	15%
Total	100%	100%	100%



5.0 Management and Marketing

Management Strategy

- 5.1 A Travel Plan Coordinator (TPC) will be appointed who will be responsible for implementing the measures and strategies within the Travel Plan. The primary responsibilities of the TPC will include the following:
- Establishing and maintaining a filing system for recording all correspondence relating to the Travel Plan;
 - Coordinating travel surveys and survey questionnaires;
 - Implementing the measures and initiatives outlined in this Travel Plan;
 - Exploring additional Travel Plan measures when appropriate;
 - Promoting the objectives and benefits of the Travel Plan; and,
 - Acting as a point of contact for resident queries relating to the Travel Plan.
- 5.2 A Travel Plan Coordinator has not yet been appointed however it is expected that this document will be updated following appointment to satisfy a pre-occupation condition. At this stage, there is a commitment to provide the contact details of the to the Travel Plan team at Wiltshire Council within one month of appointment.

Marketing Strategy

- 5.3 Residents will be made aware of the existence of the Travel Plan prior to the receipt of keys. The details of the Travel Plan, its objectives in enhancing the environment and the role of individuals in achieving the objectives of the Travel Plan will be issued to all residents prior to receipt of keys.
- 5.4 A Travel Welcome Pack will be provided to residents before occupation and will include information relating to access on foot, by cycle and by public transport. The Pack will identify:
- The location of local amenities;
 - The location of cycle parking and nearby cycle routes;
 - The location of bus stops and bus timetabling information;
 - The location of rail stations and timetabling information; and,
 - Information about car sharing opportunities.



6.0 Travel Plan Measures

- 6.1 This section outlines the measures and initiatives that could be implemented to encourage sustainable transport use.

Measures to Promote and Facilitate Walking

- 6.2 In order to encourage future residents to travel to and from the site on foot, the following measures will be considered:

- Footways will be provided throughout the site with frequent crossings to create a safe pedestrian environment;
- Provision of new crossing facilities at Sandpit Lane to facilitate those using PRow CLAN62 which operates through the Site and onwards to the residential areas to the south west.
- Provision of new crossing facilities at the Sandpit Lane / Oxford Road roundabout junction on the Sandpit Lane and Oxford Road (north) arm.
- Provision of a new footway link on the western side of Oxford Road between the bus stops and the active travel link to the north.
- The TPC will promote the health benefits of walking to residents and will provide a Travel Welcome Pack which will include information relating to the walk time to local amenities and also how to access the Public Right of Way network for local leisure-based trips.

Measures to Promote and Facilitate Cycling

- 6.3 In order to encourage future residents to travel to and from the site by cycle, the following measures will be considered:

- On plot cycle parking will be provided for future residents in accordance with the relevant standards and guidance;
- The TPC will promote the health benefits of cycling to residents; and,
- The Travel Welcome Pack which will include information relating to the cycle time and routes to local amenities.

Measures to Promote Public Transport Use

- 6.4 In order to encourage future residents to travel to and from the site via public transport, the following measures will be considered:

- The Travel Welcome Pack will include timetabling and routeing information for local bus and rail services; and,
- The TPC will research opportunities to provide travel vouchers to incentivise travel via sustainable modes which could include season tickets for public transport use.



Measures to Reduce Car Use

6.5 In order to encourage reduced car use, the following measures will be considered:

- The TPC will promote car share schemes such as Car Share Wiltshire, LiftShare, 2Carshare and GoCarShare, the details of which will be included in the Travel Welcome Pack;
- Working from home will be promoted as a way to reduce reliance on the private vehicle supported through suitable internet provision at the site; and,
- The Travel Welcome Pack will include information relating to deliveries, including from food stores and online retailers, to reduce the need to leave the development by car for these trip types.

Further Measures

6.6 To encourage and facilitate the uptake of electric and ultra-low emission vehicles, charging facilities will be made available to future residents. It is intended that EV charging is provided at every plot in accordance with Part S of Building Regulations which provides technical guidance regarding the installation and charge point requirements and also in accordance with any highways development advice from Wiltshire Council.



7.0 Monitoring and Review

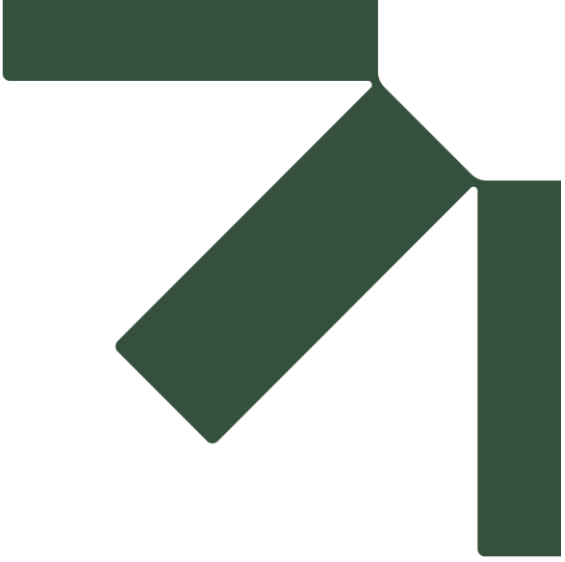
- 7.1 A programme of monitoring and review has been designed to generate information by which the success of the Travel Plan can be evaluated. The Travel Plan Coordinator will be responsible for the monitoring and review of the Travel Plan.
- 7.2 The programme of monitoring and review centres around travel surveys with an initial travel survey to be undertaken within three months of initial occupation to provide an updated baseline mode share to that shown at Section 5. Travel surveys will be repeated at three-year intervals to show any changes in travel patterns.
- 7.3 The travel surveys will inform monitoring reports which will provide a summary of the results, review of targets and will be used to make any recommendations regarding changes to the Travel Plan. The monitoring reports will be submitted to Wiltshire Council.



8.0 Action Plan

Action	Timescale	Responsibility
Install agreed level of cycle parking	Prior to occupation	Developer
Install agreed level of EV charging facilities	Prior to occupation	Developer
Off-site links to cycle and pedestrian infrastructure	Prior to occupation	Developer
Off-site pedestrian and cycle improvement works, including crossings	Prior to occupation	Developer
Appoint Travel Plan Coordinator and update Wiltshire Council with contact details	Prior to occupation	Developer
Produce travel information packs	Prior to occupation	TPC
Provide updates to travel information packs, as needed	On-going	TPC
Liaise with LHA to ensure that pedestrian and cycle routes are appropriately maintained	On-going	TPC
Promote car sharing among residents	On-going	TPC
Promote the use of electric and ultra-low emission vehicles	On-going	TPC
Promote working from home	On-going	TPC
Promote delivery initiatives that allow trip consolidation with other residents	On-going	TPC
Initial Travel Surveys	Upon occupation of 75% of dwellings	TPC
Annual Travel Surveys	On anniversary of initial surveys	TPC
Monitoring Report	Annually following surveys	TPC





Appendix A Walking and Cycling Audit

Residential Travel Plan

Land at Penn Hill Farm, Calne

Castlewood Properties Ventures Ltd

SLR Project No.: 422.065002.00001

17 November 2025



Pedestrian and Cycle Audit

Land at Penn Hill Farm, Calne

Castlewood Properties Ventures Ltd

Prepared by:

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Broadwalk House, Southernhay West, Exeter, EX1
1GE

SLR Project No.: 422.065002.00001

17 November 2025

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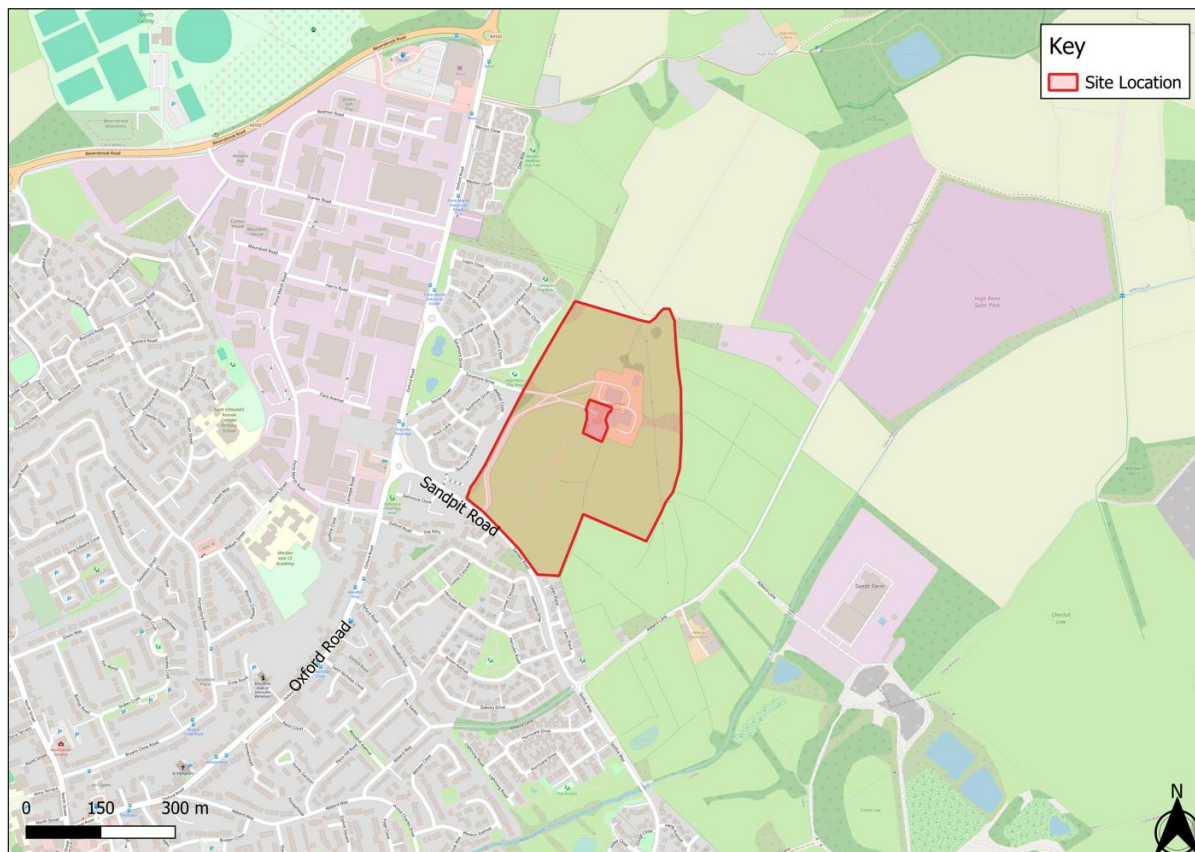


1.0 Introduction

- 1.1 SLR Consulting Ltd (SLR) has been appointed by Castlewood Properties Ventures Ltd to provide transport and mobility planning advice in relation to development proposals at Penn Hill Farm, Calne, within the administrative boundary of Wiltshire Council (WC), who are responsible for planning and highways.

Site Location

- 1.2 The site currently comprises agricultural land at Penn Hill Farm, to the north east of Calne. The site is bounded to the south by Sand Pit Road, and to the west by a neighbouring Hills Homes residential development. To the north and east the site fronts agricultural land. as shown below.



Development Proposals

- 1.3 The development proposals comprise:

Outline planning application with all matters reserved (except for access into the Site) for the proposed development of up to 210 residential dwellings, and 0.75ha of employment land and ancillary uses, open space, vehicular and pedestrian accesses, landscaping, drainage measures and all other associated works including the demolition existing buildings and structure.



- 1.4 In addition, the proposals incorporate an area of land to be safeguarded for future use as a connection to a potential adjacent development on land north of Abberd Lane.

Proposed Highway Scheme

- 1.5 The proposed highway works are provided at Appendix A, and include changes to Sand Pit Road as follows:
- Provision of a new vehicular and pedestrian access on to Sand Pit Road;
 - Provision of a pedestrian and cycle access on to Sycamore Drive; and
 - A pedestrian crossing facility on Sand Pit Road.

Report Structure

- 1.6 This audit has been prepared to specifically consider the existing network in the vicinity of the site in the context of routes to key local employment, shopping, educational and public transport destinations.
- 1.7 Section 2 of this report provides details of the audit undertaken as part of this assessment and provides photographs and observations from the site visit.
- 1.8 Section 3 provides a summary of improvements that could be implemented to improve the walking and cycling network between the site and key off-site destinations.



2.0 Pedestrian and Cycle Audit

Study Area

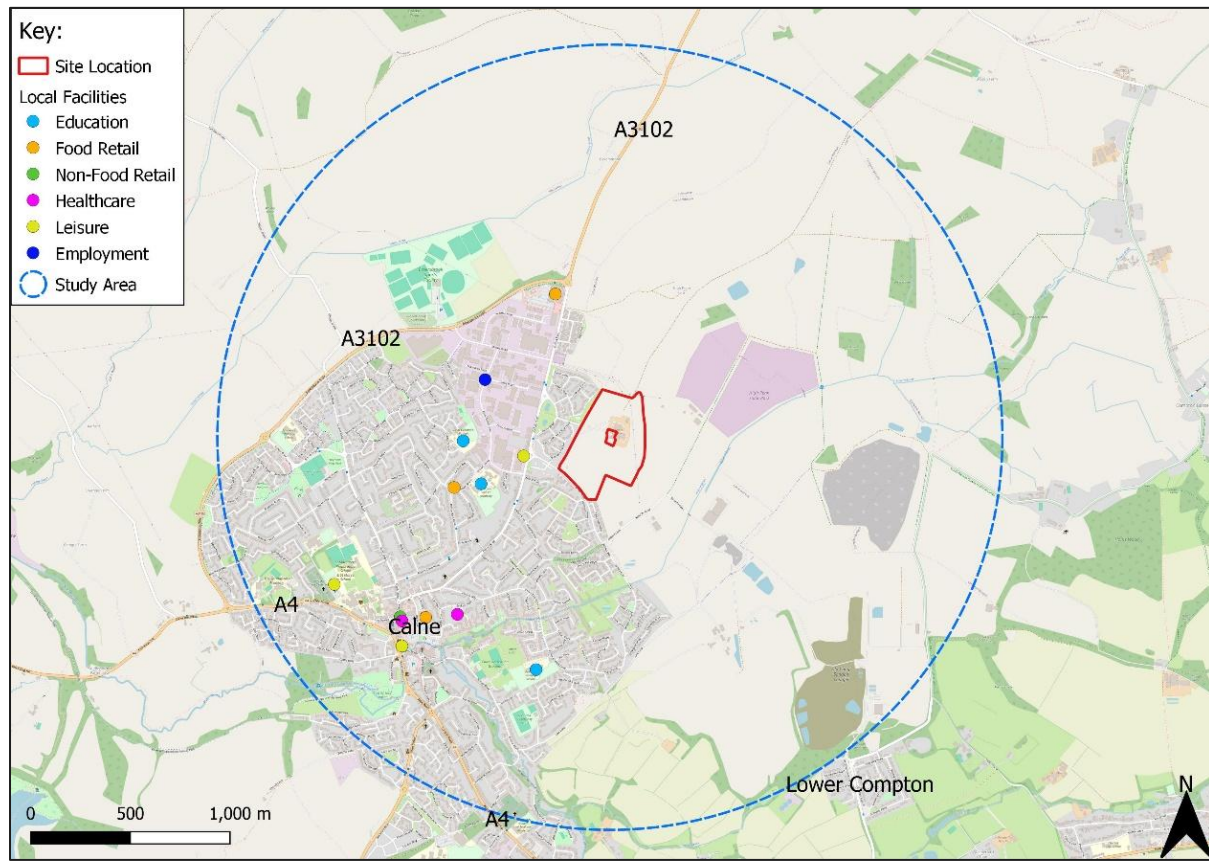
2.1 The key trip attractors and local amenities surrounding the site have been assessed to identify common walking routes that might be undertaken as a result of the development. These have also been informed following a review of Active Travel England (ATE) comments in relation to the previous application on the site (PL/2023/07216). These are as follows:

- Education
 - Marden Vale CE Academy
 - St Edmunds Catholic Primary School
 - Priestley Primary School
- Food Retail
 - Tesco Superstore
 - Sainsbury's
 - Calne Convenience Store
- Non-Food Retail
 - Calne Town Centre
- Healthcare
 - Calne Family Health Centre
 - Boots Pharmacy
 - Northlands Surgery
- Leisure
 - Community Hub and Library
 - St Mary's Calne Sports Club
 - Dog & Partridge Inn
- Employment
 - Oxford Road Employment Area

2.2 **Figure 2.1** shows the location of these facilities visually. It should be noted that this is not a comprehensive list, and additional facilities beyond those listed and shown in **Figure 2.1** are accessible within a 2km catchment area of the site.



Figure 2.1 - Trip Attractors



- 2.3 As demonstrated by **Figure 2.1**, a wide range of facilities can be accessed within the 2km study area including primary schools, food stores, pharmacy, employment facilities, leisure and healthcare facilities.

Site Visit

- 2.4 A site visit was undertaken on Monday 20th May between the hours of 10:30 and 13:30. The walking and cycling routes from the site to Calne Town Centre, local primary schools, and the nearest area of employment (Oxford Road) were undertaken, as requested by ATE in their response to the previous application for the site.
- 2.5 The weather conditions during the site visit were bright and sunny. Traffic volumes were considered to be low.

Existing Pedestrian and Cyclist Facilities in Local Area

- 2.6 This audit assesses the current walking and cycling provision on five routes within the study area outlined in **Figure 2.2 to Figure 2.6**, which are likely to be undertaken by the future residents. These routes comprise the following:
- Route 1 (**Figure 2.2**) – to Marden Vale CE Academy
 - Route 2 (**Figure 2.3**) – to St Edmunds Catholic Primary School
 - Route 3 (**Figure 2.4**) – to Priestley Primary School

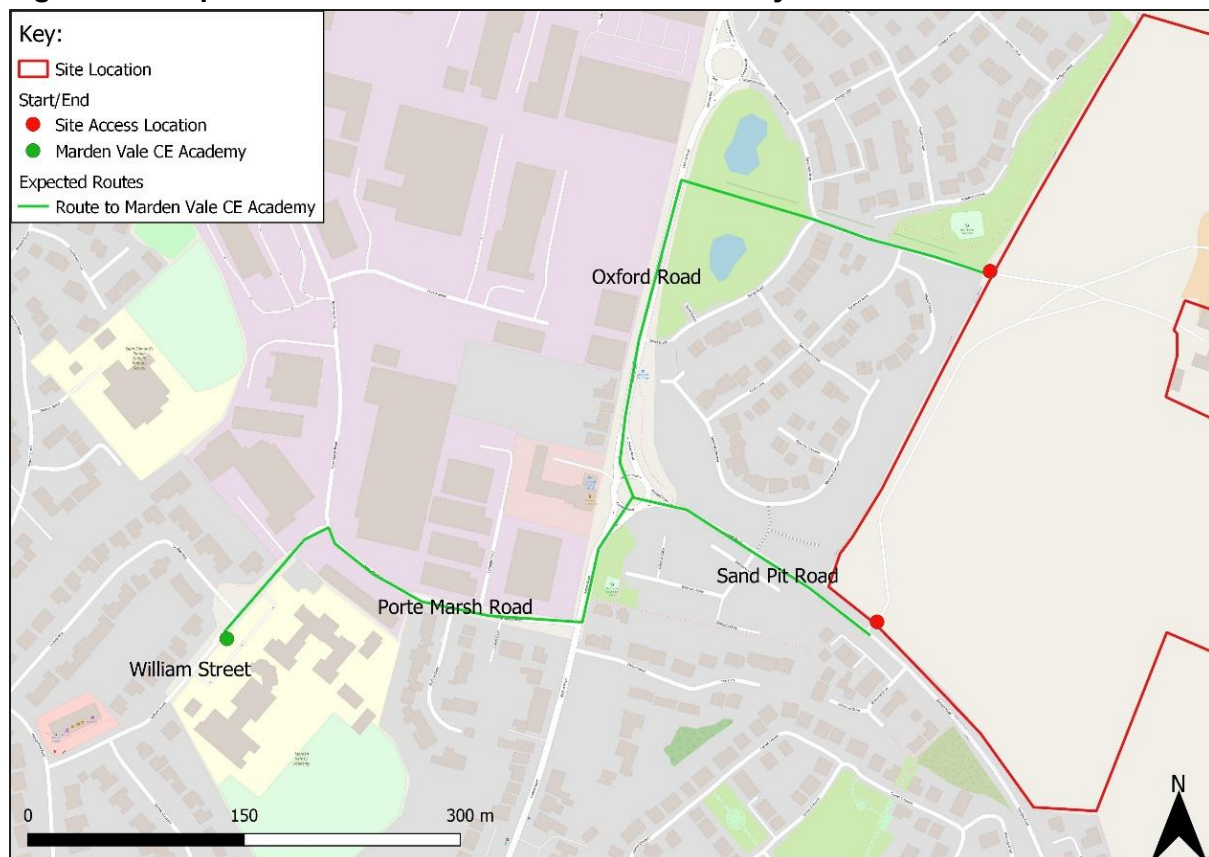


- Route 4 (**Figure 2.5**) – to Calne town centre
 - Via Oxford Road
 - Via Penn Hill Road and Abberd Way
- Route 5 (**Figure 2.6**) – to Oxford Road Employment
 - Via Porte Marsh Road
 - Via Stanier Road

Route to Marden Vale CE Academy

- 2.7 This section focuses on the current walking and cycling provisions on route to Marden Vale CE Academy, circa 600m to the south west of the site boundary. The expected route is shown at **Figure 2.2**.

Figure 2.2- Expected Route to Marden Vale CE Academy



- 2.8 Leaving the site premises at the Sand Pit Road access, pedestrians would travel west along Sand Pit Road to the Oxford Road/Sand Pit Road roundabout. Sand Pit Road benefits from a continuous footpath on the northern side of the carriageway connecting to the roundabout. Streetlighting is provided for the entire distance between the site and the Oxford Road/Sand Pit Road roundabout.
- 2.9 To the west of the proposed access location there are dropped kerbs with tactile paving to allow for pedestrians to cross the road in order to traverse along the southern side of the



carriageway, which would allow for easier movement at the Oxford Road/Sand Pit Road roundabout for pedestrians. This crossing point is presented at **Image 1**.

Image 1 – Sand Pit Road Crossing



- 2.10 Dropped kerbs and tactile paving are provided on the southern arm of the Oxford Road/Sand Pit Road roundabout, with a pedestrian refuge island provided. Those routing to Marden Vale



CE Academy would likely cross the road at this location. The crossing facility is shown at **Image 2**.

Image 2 - Crossing at Oxford Road/Sand Pit Road Roundabout

Image 3 - Crossing at Oxford Road/Sand Pit Road Roundabout

- 2.11 Leaving the site premises at the Penn Hill Farm access, pedestrians would travel west into the neighbouring residential development where footways are provided on both sides of the carriageway. This is shown at **Image 3**.

Image 4 - Footways in Neighbouring Development



- 2.12 To access Oxford Road, a segregated gravel footway is provided through a green area. The condition of this footway is shown at **Image 4**.



Image 5 - Segregated Connection to Oxford Road



- 2.13 The footway connects to Oxford Road however limited crossing provisions are provided at this location with a dropped kerb only provided on the eastern side of the carriageway, and no tactile paving provided.
- 2.14 Pedestrians would then route south towards the Oxford Road/Sand Pit Road roundabout for a distance of approximately 200m. There is a continuous footway provided on the western side of the carriageway. At this point both routes converge at the southern arm of the Oxford Road/Sand Pit Road roundabout.
- 2.15 The footway on Oxford Road would then be followed southbound for a distance of approximately 70m from the crossing at the Oxford Road/Sand Pit Road roundabout to the junction with Porte Marsh Road, which would be followed for a further distance of approximately 185m to William Street.
- 2.16 Footways between Porte Marsh Road and William Street do not benefit from tactile paving at junction and access crossings, however dropped kerbs are provided. Streetlighting is also present. **Image 5** shows a typical access crossing arrangement in this location.



Image 6 - Access Crossings on Porte Marsh Road



- 2.17 Upon accessing William Street there are pedestrian footways on both sides of the carriageway, however residents at the future site are likely to only utilise the eastern footway. There are no accesses that need to be navigated by pedestrians, as Marden Vale CE Academy is accessed from the first left turning. The footway on William Street is shown at **Image 6**.



Image 7 - William Street Footways



- 2.18 There are no provisions on this route for cyclists, however the speed limit across the route is at most 30mph. The only exception is a short distance measuring approximately 150m on Oxford Road to the north of the Oxford Road/Sand Pit Road roundabout where the speed limit is 40mph. These speed limits are conducive to cyclists being on-carriageway, and roads are wide enough to accommodate both vehicles and cyclists.

Route to St Edmunds Catholic Primary School

- 2.19 This section focuses on the current walking and cycling provisions on route to St Edmunds Catholic Primary School, circa 1.1km to the west of the site boundary. The expected route is shown at **Figure 2.3**.



Figure 2.3 - Expected Route to St Edmunds Catholic Primary School



- 2.20 The route to St Edmunds Catholic Primary School will follow the route to Marden Vale CE Academy up to William Street, where pedestrians will continue on William Street for a distance of approximately 200m beyond the entrance to Marden Vale CE Academy to Hungerford Road.
- 2.21 Pedestrian footways are provided on both sides of William Street and benefits from streetlighting. Raised tables are provided to restrict vehicle speeds, given the residential nature of the area and the surrounding schools. Access crossings on William Street do not benefit from tactile paving, however dropped kerbs are present. Streetlighting is also provided. This is shown at **Image 7**.



Image 8 - Footways and Crossings on William Street



- 2.22 A number of commercial units are provided on the western side of William Street and at this location a wide pedestrian footway is provided, with a short, segregated section connecting to Hungerford Road. This connection is shown at **Image 8**.



Image 9 - Segregated Connection to Hungerford Road



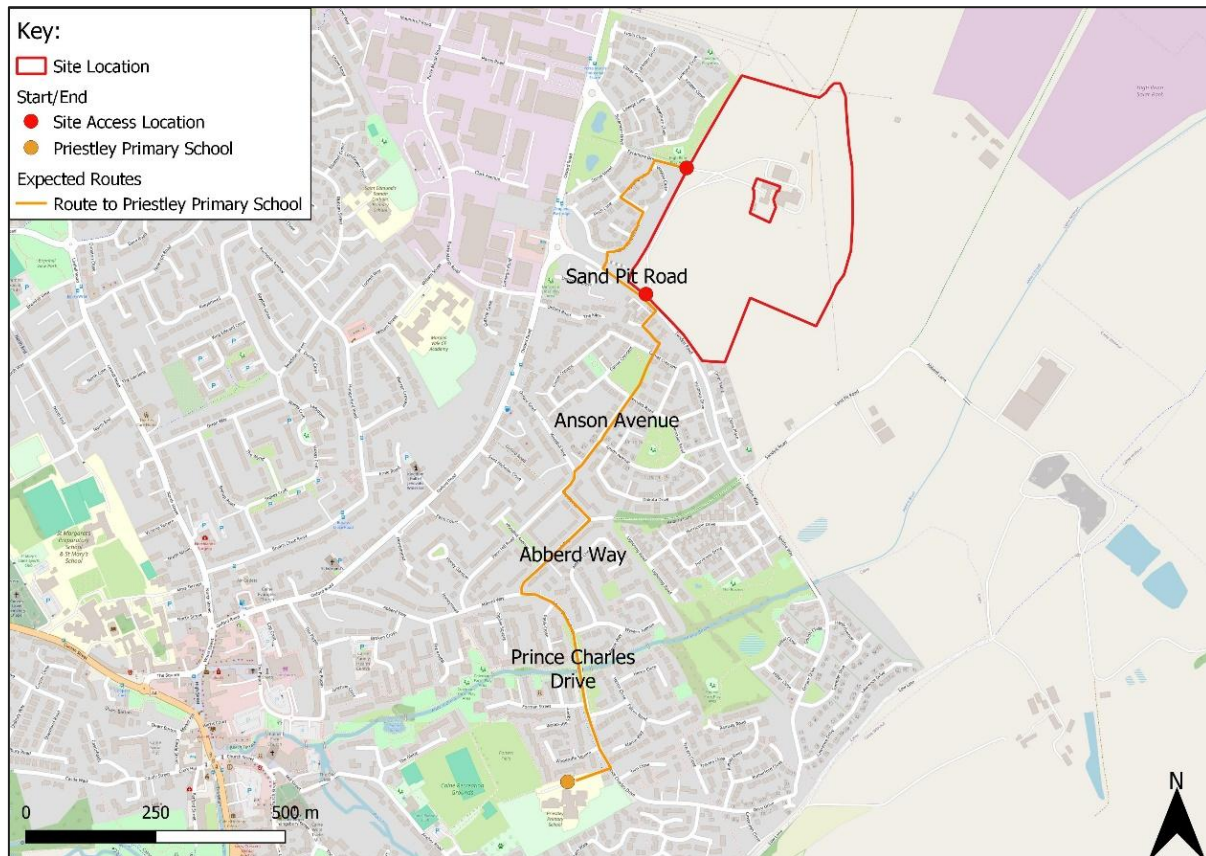
- 2.23 There are no formal provisions on this route for cyclists, however, there are several sections which feature as recommended cycle routes (on road) on the Connecting Wiltshire Cycle Map including William Street and Hungerford Road.
- 2.24 In addition, the speed limit across the route is at most 30mph. The only exception is a short distance measuring approximately 150m on Oxford Road to the north of the Oxford Road/Sand Pit Road roundabout where the speed limit is 40mph. These speed limits are conducive to cyclists being on-carriageway, and roads are wide enough to accommodate both vehicles and cyclists.

Route to Priestley Primary School

- 2.25 This section focuses on the current walking and cycling provisions on route to Priestley Primary School, circa 1.3km to the south of the site boundary.
- 2.26 The expected route is shown at **Figure 2.4**.



Figure 2.4 - Expected Route to Priestley Primary School



- 2.27 Given the location of Priestley Primary School to the south of the site, it is likely that the majority of pedestrians and cyclists would depart from the southern site access on Sand Pit Road. Notwithstanding this, consideration has been given to the potential for some to use the access from Penn Hill Farm.
- 2.28 From the Penn Hill Farm access, pedestrians are able to make use of the segregated footways provided within the adjacent development. These footways conveniently follow the western boundary of the neighbouring site, providing convenient access from the Penn Hill Farm access. During the site visit the footways had not been completed and were fenced off, however the existing condition of these footways is presented at **Image 9**. It is expected that this route will be fully operational by the time of the proposed development coming forward.



Image 10 - Segregated Footways in Neighbouring Development



- 2.29 These footways will then connect to Sand Pit Road. As aforementioned, the path was closed during the site visit however is expected to be open and operational by the time of the proposed development coming forward. **Image 10** presents the connection of this footpath to Sand Pit Hill.

Image 11 - Footway Connection to Sand Pit Road



- 2.30 From this point pedestrians would route eastbound to connect to the proposed site access to Sand Pit Road from the development. At this point both routes converge.



- 2.31 From the Sand Pit Road access, pedestrians would route east for a distance of approximately 85m. A footway is provided adjacent to Sand Pit Road for the entire distance on the northern side of the carriageway. Pedestrians would then utilise a crossing point with dropped kerbs, tactile paving, change in surfacing, and protective rails to access a segregated footway adjacent to houses connecting to Comet Crescent. The crossing in its existing form is shown at **Image 11**, whilst **Image 12** presents the segregated footway to Comet Crescent.

Image 12 - Crossing on Sand Pit Hill



Image 13 - Segregated Footway to Comet Crescent



- 2.32 Pedestrians would then cross Comet Cresent via a raised table with dropped kerbs. The paving in this location changes to demarcate to drivers that pedestrians are present. This crossing point connects to a footway adjacent to an open green space segregated from traffic which continues to Hercules Road. The footway is shown at **Image 13**.

Image 14 - Footway Between Comet Cresent and Hercules Road



- 2.33 Upon reaching Hercules Road pedestrians would immediately cross and continue south on Anson Avenue for a distance of approximately 100m before crossing and continuing on Anson Avenue beyond dwelling numbers 37-51. At this crossing location no dropped kerbs are provided, however dropped kerbs for vehicle crossovers are provided a short distance east (approximately 10m). Anson Avenue benefits from pedestrian footways on the eastern side of the carriageway and streetlighting is present, as shown in **Image 14**.



Image 15 - Anson Avenue Footway



- 2.34 At a distance of approximately 50m south of the crossing point on Anson Avenue a pedestrian connection is provided to Woodhill Rise. Dropped kerbs are provided at the point where the footway connects to Woodhill Rise, to allow pedestrians to access the footway on the southern side of Woodhill Rise. This connection point is shown at **Image 15**.

Image 16 - Pedestrian Connection to Woodhill Rise



- 2.35 Pedestrians would connect from Woodhill Rise to The Slades in an eastbound direction. The Slades benefits from footways on both sides of the carriageway. Pedestrian crossing facilities are not provided, however due to the residential nature of the area, there are dropped kerbs present frequently to allow for vehicle crossover into driveways, which pedestrians would be able to make use of.
- 2.36 The Slades connects to Abberd Way where pedestrian footways are provided on both sides of the carriageway and streetlighting is present. The footway on the northwestern side of the



carriageway is segregated from the road by a grass verge measuring approximately 2m. This arrangement is presented at **Image 16**.

Image 17 – Segregated Footway on Abberd Way



- 2.37 Pedestrians on Abberd Way would need to cross Woodhill Avenue. At this junction dropped kerbs are provided. This is shown at **Image 17**.

Image 18 - Crossing Point at Abberd Way/Woodhill Avenue



- 2.38 Pedestrians who are routing on the southeastern side of the carriageway would need to cross the junction with Apple Tree Road. At this location pedestrians are given priority over vehicles, with a pedestrian crossover arrangement provided.



- 2.39 At the junction with Prince Charles Drive, pedestrians would route east to access Priestley Primary School. At this location pedestrian footways are provided on both sides of the carriageway with streetlighting present. The footway on the southern side of the carriageway is segregated by a grass verge with trees. This is shown at **Image 18**.

Image 19 - Segregated Footway on Prince Charles Drive



- 2.40 Pedestrians would follow Prince Charles Drive for a distance of approximately 400m in an eastbound and southbound direction to reach the Priestley Primary School access.
- 2.41 Between the Abberd Brook and Priestley Primary School there is a shared footway/cycleway on the western side of the carriageway. This route is segregated from the carriageway by a grass verge. Crossing points along this route benefit from dropped kerbs and tactile paving. The footway/cycleway is shown at **Image 19**.



Image 20 - Prince Charles Drive Shared Footway/Cycleway



- 2.42 The route that follows the eastern side of the carriageway does not benefit from tactile paving at adjoining junctions, however dropped kerbs are provided at all junctions. For pedestrians that require crossing the eastern side of Prince Charles Drive to access Prestley Primary School a crossing facility is provided approximately 15m south of the junction with Woodroffe Square. This crossing is provided with tactile paving, and is situated on a raised table, so vehicles are required to slow down when approaching. The surfacing on the raised table varies from that provided on the carriageway to demarcate to drivers that there may be other road users. This crossing facility is shown at **Image 20**.



Image 21 - Pedestrian Crossing Facility on Prince Charles Drive



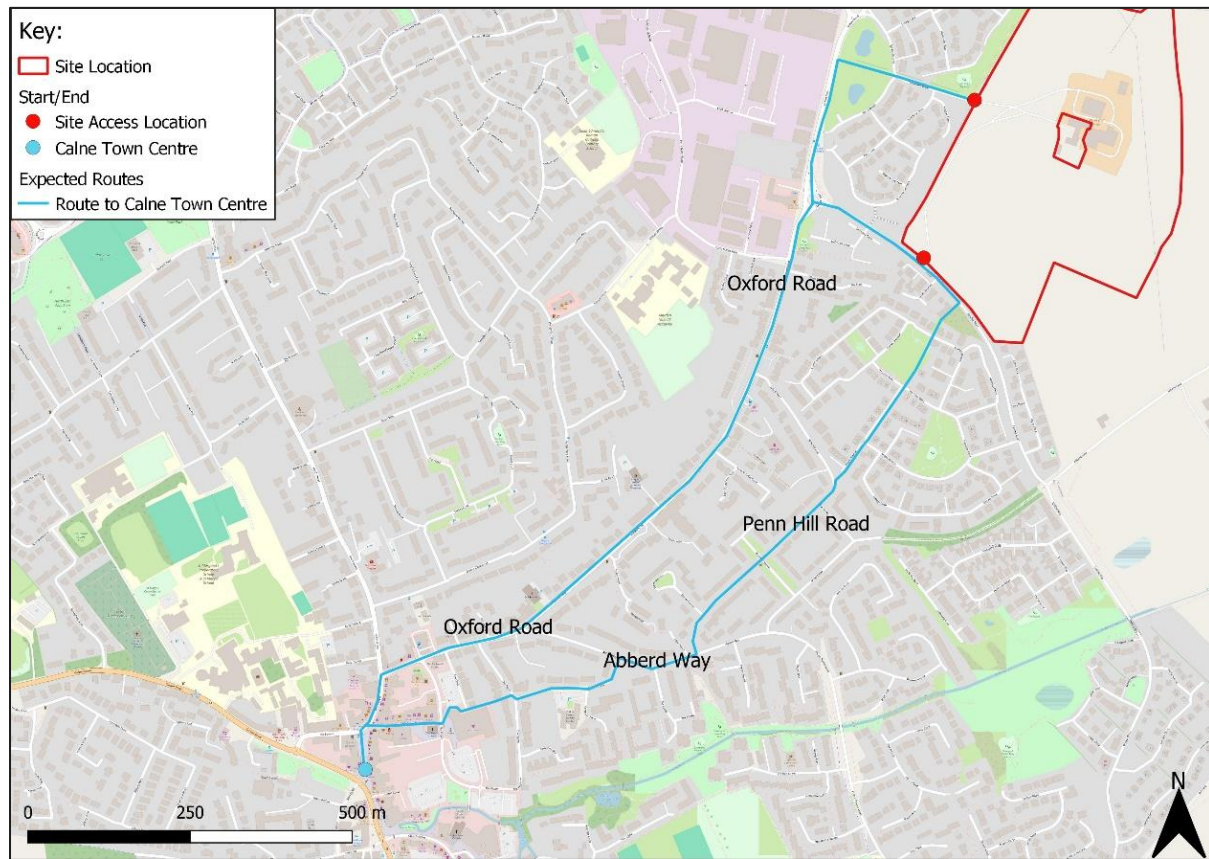
- 2.43 Beyond the shared footway/cycleway adjacent to Prince Charles Drive, there are no dedicated facilities on this route for cyclists. However, there are several sections which feature as recommended cycle routes (on road) on the Connecting Wiltshire Cycle Map including Abberd Way and Abberd Lane.
- 2.44 In addition, the speed limit across the route is at most 30mph. These speed limits are conducive to cyclists being on-carriageway, and roads are wide enough to accommodate both vehicles and cyclists.

Route to Calne Town Centre

- 2.45 This section focuses on the current walking and cycling provisions on route to Calne Town Centre, circa 1.3km to the south of the site boundary.
- 2.46 It is considered that there are two likely routes that future pedestrians and cyclists are likely to take. These are generally of equal distances from the site. The first route considered follows Oxford Road for the majority of the route, whilst the second route follows Penn Hill Road and Abberd Way, passing through residential areas along quieter roads.
- 2.47 These routes are shown at **Figure 2.5**.



Figure 2.5 - Expected Routes to Calne Town Centre



Via Oxford Road

- 2.48 The Route via Oxford Road will follow the same route that was presented previously for journeys to Marden Vale CE Academy up to the point where those accessing Marden Vale CE Academy turn into Porte Marsh Road. For details of this section of the route refer to the above sections.
- 2.49 Beyond the Porte Marsh Road junction, pedestrians will follow Oxford Road for a distance of approximately 900m before reaching the centre of Calne.
- 2.50 Along Oxford Road, footways are provided continuously on the western side of the carriageway for the entire route. Footways are provided for most of the route on the eastern side of the carriageway, however there are locations where footways are missing. Streetlighting is present along Oxford Road for the entirety of the route. Pedestrians are able to safely cross from the eastern side of the carriageway before footways are no longer present at crossing facilities, such as the one shown at **Image 21** which takes the form of a carriageway narrowing feature to encourage low vehicle speeds, along with dropped kerbs and tactile paving. This crossing point is located approximately 150m south of the Porte Marsh Road junction.



Image 22 - Oxford Road Crossing Facility



- 2.51 Additional crossing points are provided elsewhere on Oxford Road. **Image 22** shows an example crossing on Oxford Road on approach to the town centre. This is in the form of a zebra crossing, with tactile paving and dropped kerbs. In this location pedestrians have priority over vehicles.

Image 23 - Oxford Road Zebra Crossing



- 2.52 Side junctions are infrequent along Oxford Road, however when present dropped kerbs and tactile paving is provided to assist with pedestrian movement. **Image 23** shows the arrangement at the Oxford Road/Abbard Road junction.



Image 24 - Crossing Facilities at Abberd Way/Oxford Road Junction



- 2.53 On approach to Calne town centre, pedestrian facilities are more regularly available. In this location the posted speed limit reduces from 30mph to 20mph. Pedestrian footways are available on both sides of the carriageway. At the roundabout junction between Oxford Road and The Pippin, pedestrian crossing facilities are provided on the southern arm of the roundabout. These are provided in the form of dropped kerbs, tactile paving and a pedestrian refuge island to assist with crossing. **Image 24** presents the existing arrangement on the southern arm of the roundabout. Streetlighting is present in the vicinity of the roundabout, and on all approaches to the junction.



Image 25 - Pedestrian Crossing Facilities at Oxford Rd/The Pippin Roundabout



- 2.54 At this location, pedestrians who are visiting Sainsbury's, or Phelps Parade are likely to turn left at the mini-roundabout into The Pippin. Other amenities within the town centre can be reached by continuing on Oxford Road at this mini-roundabout, where pedestrian facilities remain available on either side of the carriageway.
- 2.55 A signalised pedestrian crossing is available a short distance west of the mini-roundabout on Oxford Road, this arrangement is provided at **Image 25** and tactile paving and streetlighting are available at this crossing point.



Image 26 - Signalised Crossing of Oxford Road



- 2.56 Adjacent to the Sainsbury's access, a pedestrian crossing in the form of a zebra crossing situated on a raised table is provided. At this location the crossing is at the same level as the footway and is demarcated by a change in surfacing. This alerts vehicle drivers to the presence of pedestrians. The existing condition of the crossing is shown at **Image 26**.

Image 27 - Zebra Crossing (Calne Town Centre)



- 2.57 Crossing at the zebra crossing provides access to a central shopping precinct with a number of smaller shops and retail offerings available. The shopping precinct is pedestrianised with streetlighting provided. There is also seating available within the precinct. **Image 27** presents the shopping precinct.



Image 28 - Calne Shopping Precinct



- 2.58 There are no formal provisions on this route between the site and Calne Town Centre for cyclists, however, there are several sections which feature as recommended cycle routes (on road) on the Connecting Wiltshire Cycle Map including Abberd Way and Abberd Lane.
- 2.59 In addition, the speed limit across the route is at most 30mph, with areas around the centre of Calne subject to a 20mph speed limit. These speed limits are conducive to cyclists being on-carriageway, and roads are wide enough to accommodate both vehicles and cyclists.

Via Penn Hill Road and Abberd Way

- 2.60 The route via Penn Hill Road and Abberd Way will follow the same route that was presented previously for journeys to Priestley Primary School up to the point where those accessing Priestley Primary School turn into The Slades. For the details of this section of the route refer to the above sections.
- 2.61 Rather than turning into The Slades to access Priestley Primary School, those accessing Calne Town Centre via this route would continue ahead along Penn Hill Road for a distance of approximately 300m.
- 2.62 Footways are provided on both sides of the carriageway along Penn Hill Road and streetlighting is present. Penn Hill Road is residential by nature and dropped kerbs are present regularly for the purpose of vehicular crossover to driveways, however can be used for crossing the road at convenient locations. Penn Hill Road is wide enough to accommodate cars parked on the carriageway without encroaching on the pedestrian footway, as shown at **Image 28**.



Image 29 - Penn Hill Road



- 2.63 Pedestrians would follow Penn Hill Road until it connects with Abberd Way to the south. Abberd Way would be traversed for a distance of approximately 125m in a western direction. Similarly to Penn Hill Road, Abberd Way provides pedestrian footways and streetlighting on both sides of the carriageway. A priority narrowing feature is present on Abberd Way to contribute towards lower vehicle speeds. At this location cyclists are able to bypass the narrowing feature, as shown at **Image 29**.



Image 30 - Priority Narrowing Cycle Bypass



- 2.64 Pedestrians would then route on Broken Cross for a distance of 175m to connect to The Pippin. Footways are provided on both sides of the carriageway for a distance of 75m up to the access to Calne Family Health Care. Beyond this location there are no footways provided. It should be noted however that Broken Cross is a no-through route for vehicles which is enforced by a gateway feature and as such vehicle flows are low and it is considered that pedestrians are able to safely use Broken Cross alongside vehicles where footways are not provided.
- 2.65 At the junction between Broken Cross and The Pippin, pedestrians would cross the road to access a footpath which routes between two dwellings. The footpath can be accessed via a dropped kerb and vehicle access is prohibited by metal chicanes. This is shown at **Image 30**.



Image 31 - Metal Chicane at The Pippin



- 2.66 Pedestrians then follow the footpath for a distance of approximately 100m before reconnecting with the local highway network adjacent to Sainsbury's. **Image 31** presents the existing condition of this footpath.

Image 32 - Footpath between The Pippin and Sainsbury's

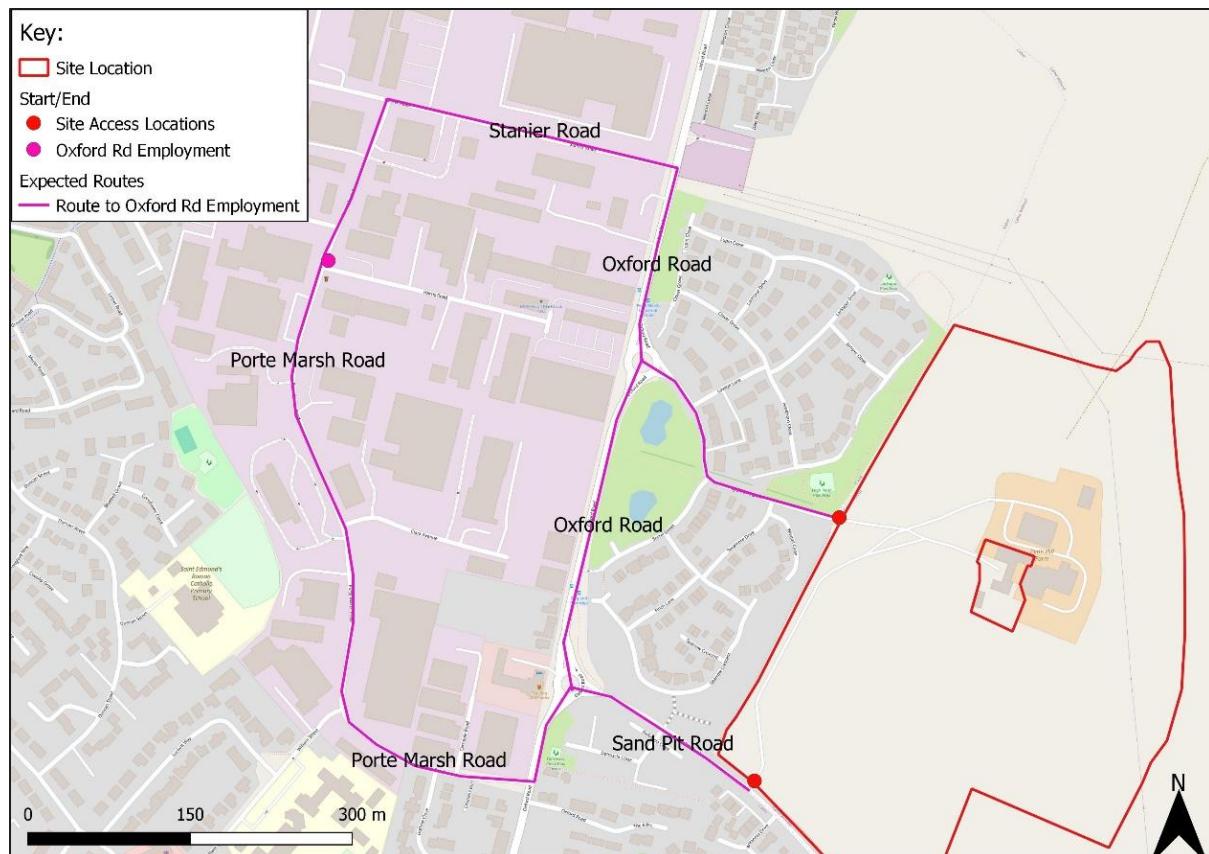


- 2.67 Streetlighting is present on this footpath near to The Pippin, but is not present adjacent to Sainsbury's, however privately provided lighting is provided on the side of the supermarket. Upon reaching the end of this footpath, pedestrians will be within the centre of Calne.
- 2.68 There are no provisions on this route between the site and Calne Town Centre for cyclists with the exception of on-road facilities on Abberd Way to give cyclists the opportunity to by-pass the narrowing section, however the speed limit across the route is 30mph. This speed limit is conducive to cyclists being on-carriageway, and roads are wide enough to accommodate both vehicles and cyclists.

Route to Oxford Road Employment

- 2.69 This section focuses on the current walking and cycling provisions on route to Oxford Road employment area, circa 450m to the west of the site boundary.
- 2.70 These routes are shown at **Figure 2.6**.

Figure 2.6 - Expected Routes to Oxford Road Employment



Via Porte Marsh Road

- 2.71 The route to Oxford Road Employment area will follow the route to Marden Vale CE Academy and St Edmunds Catholic Primary School up to the Porte Marsh Road junction with William Street, where pedestrians will continue on Porte Marsh Road. Details of this section of the route are presented previously within this report.



- 2.72 Porte Marsh Road is industrial by nature however benefits from pedestrian footways and streetlighting on both sides of the carriageway for the entire extent. **Image 32** presents the existing arrangement on Porte Marsh Road.

Image 33 - Footways on Porte Marsh Road



- 2.73 No formal crossing facilities are available, however there are frequent dropped kerbs to allow for vehicle crossover, which could also be used for pedestrians to cross. Vehicle speeds and flows are considered to be of a level that is suitable for crossing without any formal arrangements.
- 2.74 Dropped kerbs are provided at most side junctions along Porte Marsh Road, to assist with movement along the footway.
- 2.75 There are no provisions on this route between the site and Oxford Road employment area for cyclists, however the speed limit across the route is 30mph. This speed limit is conducive to cyclists being on-carriageway, and roads are wide enough to accommodate both vehicles and cyclists.

Via Stanier Road

- 2.76 Pedestrians routing to Oxford Road employment area via Stanier Road are likely to traverse through the neighbouring development towards Oxford Road/Sycamore Drive. Pedestrian



routes are provided along Sycamore Drive in the form of footways adjacent to the carriageway with dropped kerbs and tactile paving provided at crossing points. This is shown at **Image 33**.

Image 34 - Dropped Kerbs on Sycamore Drive Junctions



- 2.77 Upon reaching the Oxford Road/Sycamore Drive roundabout pedestrians are likely to follow a desire line to the western side of the carriageway. To assist with this movement, dropped kerbs and tactile paving and a pedestrian refuge island are all provided. The speed limit at this location is 40mph, however as vehicles will be approaching a roundabout, vehicle speeds are likely to be considerably lower than this. **Image 34** presents the arrangement at the Oxford Road/Sycamore Drive roundabout.

Image 35 - Pedestrian Crossing Facilities at Oxford Road/Sycamore Drive Roundabout



- 2.78 Pedestrians would follow the western side of Oxford Road for a distance of approximately 150m to the junction with Stanier Road. A continuous footway is provided along Oxford Road along with streetlighting up to the junction with Stanier Road.



- 2.79 A vehicle crossover arrangement is provided at the entrance to Huws Gray Buildbase. The give-way line on the minor arm is set back behind the footway to avoid vehicles encroaching on the footway if pedestrians are approaching. This is presented at **Image 35**. As can be seen, the give-way lines were fading at the time of the site visit, however the potential to improve the lining at this location is limited as the access is expected to be privately owned.

Image 36 - Huws Gray Buildbase Crossover Arrangement



- 2.80 Pedestrians would turn left into Stanier Road, following the footway around the junction bellmouth. Stanier Road forms part of the Porte Marsh Industrial Estate and is therefore industrial by nature.
- 2.81 Pedestrian footways are provided on both sides of the carriageway on Stanier Road between Oxford Road and Porte Marsh Road. Streetlighting is also present on Stanier Road.



- 2.82 Bollards are present along the northern side of Stanier Road, which will deter drivers from parking on the pavement. This arrangement ensures that the footway is available for pedestrian use at all times. This is shown at **Image 36**.

Image 37 - Bollards on Stanier Road



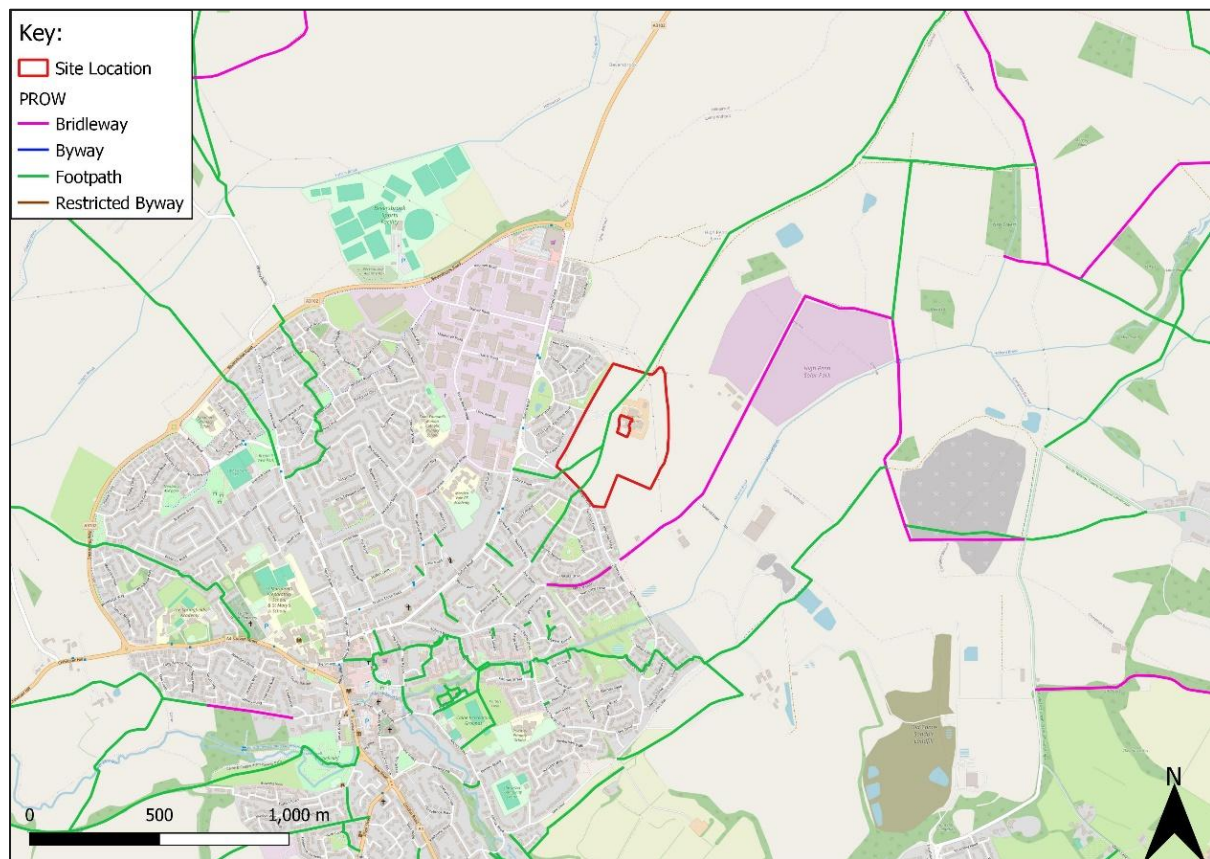
- 2.83 There are no provisions on this route between the site and Oxford Road employment area for cyclists, however the speed limit across the route is 30mph, with the exception of Oxford Road, which is subject to a 40mph speed limit and is traversed for a distance of 150m. Roads on this route are wide enough to accommodate both vehicles and cyclists and streetlighting is provided for the entire route.

Equestrians

- 2.84 Equestrians have not been considered within the audit. This is because equestrians are not relevant when considering connecting the site to its nearby amenities and it is unlikely that any equestrian users will ride within the vicinity of the site due to the lack of provision and it is not likely to change as an outcome of the proposed development. Public Right of Way (PRoW) data has been obtained from WC, which demonstrates the lack of nearby bridleways as shown in **Figure 2.7**.



Figure 2.7 – Local Public Rights of Way



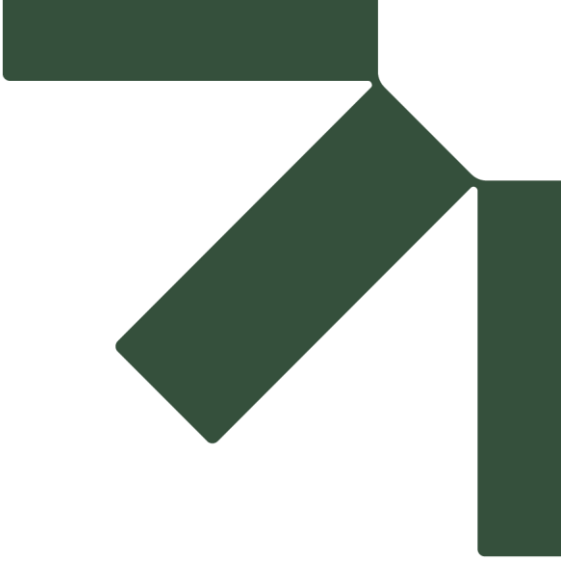
- 2.85 Whilst there is a bridleway situated to the east of the site, this is unlikely to be used for accessing any local amenities.



3.0 Summary of Recommended Improvements

- 3.1 This section provides a summary of the recommended improvements as identified during the site visit which would improve pedestrian and cycle travel in the vicinity of the site to key destinations.
- 3.2 To note, it is considered that existing network is of high quality and the proposed development is capable of coming forward without the delivery of the following pedestrian and cycle improvements.
- Provision of new crossing facilities at Sandpit Lane to facilitate those using PRow CLAN62 which operates through the site and onwards to the residential areas to the south west.
 - Provision of new crossing facilities at the Sandpit Lane / Oxford Road roundabout junction on the Sandpit Lane and Oxford Road (north) arm.
 - Provision of a new footway link on the western side of Oxford Road between the bus stops and the active travel link to the north.
- 3.3 It is considered that there is significant potential for journeys to be made from the proposed development on foot or by bicycle in the existing network. The suggested improvements would further cater for pedestrian and cycle travel and increase the already high sustainability credentials of the local area.





Appendix B Example Questionnaire

Residential Travel Plan

Land at Penn Hill Farm, Calne

Castlewood Properties Ventures Ltd

SLR Project No.: 422.065002.00001

17 November 2025



Section 1: About You

1. Please provide the first part of your home postcode (e.g. AB1)

2. How far do you live from your place of employment?

- | | |
|------------------------------------|-------------------------------------|
| ☐ 0 – 1 mile | ☐ 10 – 15 miles |
| ☐ 1 – 3 miles | ☐ 15 – 20 miles |
| ☐ 3 – 5 miles | ☐ 20 – 25 miles |
| ☐ 5 – 10 miles | ☐ Over 25 miles |

3. How do you normally travel to/from work? (please tick one box only)

- | | |
|--|--|
| ☐ Car as a driver (single occupancy) | ☐ Bus |
| ☐ Car as a driver (multiple occupancy) | ☐ Train |
| ☐ Car as a passenger | ☐ Motorcycle/Scooter |
| ☐ Walk | ☐ Taxi |
| ☐ Cycle | |

Other (please specify)

4. If you normally travel by car, if your car was out of action which alternative mode would you use?

- | | |
|--|--|
| ☐ Walk | ☐ Bus |
| ☐ Cycle | ☐ Train |
| ☐ Ask a friend/relative for a lift | ☐ Motorcycle/Scooter |
| ☐ Ask a work colleague for a lift | ☐ Taxi |
| ☐ Borrow/hire a car | |

Other (please specify)





5. Why don't you use this alternative mode every day?

Section 2: Car Sharing

6. Would you consider car sharing in the future?

- ☐ Yes
- ☐ No
- ☐ Maybe

7. If not, why not? (please tick all that apply)

- ☐ Limited car share options near me
- ☐ I have to go to other places on my way to/from work
- ☐ I don't work suitable hours for car sharing

Other (please specify)

8. What would make car sharing more attractive?

- ☐ Priority parkin
- ☐ I have to go to other places on my way to/from work
- ☐ I don't work suitable hours for car sharing

Other (please specify)





Section 3: Public Transport

9. Would you consider getting public transport to work in the future?

- ☐ Yes
- ☐ No
- ☐ Maybe

If not, why not? (please tick all that apply)

- ☐ The local services aren't frequent enough
- ☐ The journey time is too long
- ☐ The local bus stops are too far away from home/work
- ☐ The local station is too far away from home/work
- ☐ Public transport is more expensive than alternative modes

Other (please specify)

10. What would make public transport more attractive? (please tick all that apply)

- ☐ More frequent services
- ☐ More direct services
- ☐ Discounted services/season ticket loans

Other (please specify)





Section 4: Active Travel

11. Would you consider walking or cycling to work in the future?

- ☐ Yes
- ☐ No
- ☐ Maybe

12. If not, why not? (please tick all that apply)

- ☐ I live too far from work
- ☐ Poor quality cycle routes
- ☐ Poor quality walking routes
- ☐ Safety concerns
- ☐ I need my car for work

Other (please specify)

13. What would make walking or cycling more attractive? (please tick all that apply)

- ☐ Improved route quality
- ☐ Better lighting to improve safety
- ☐ Cycle purchase scheme
- ☐ More secure cycle parking at home

Other (please specify)

Thank You!

Thank you for taking the time to complete this questionnaire. Please use the space below to add any further comments in relation to your travel patterns.





Making Sustainability Happen