

Proposed Redevelopment of Texaco Petrol Filling Station, Pickwick Road, Corsham **December 2025**

TRANSPORT STATEMENT

REPORT

DOCUMENT: Transport Statement

PROJECT: Proposed Redevelopment of Texaco Petrol Filling Station,
Pickwick Road, Corsham

CLIENT: Cliffe Property Investments Ltd

JOB NUMBER: 5024

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Property)\Docs\Reports\5024.TS01.docx

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Primary Author: TSB **Initialled:**

Contributor - **Initialled:**

Review By: TSB **Initialled:**

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1	11-12-25	First Draft	
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2	12-12-25	Revised Final	
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4			
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1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons have been instructed by the Cliffe Property Investments Ltd to advise on the traffic and transportation issues relating to a planning application at the existing Texaco Petrol Filling Station off the B3353 Pickwick Road in the Corsham area of Wiltshire.

'Demolition of existing petrol filling station shop and car wash and construction of replacement retail building, together with relocation of vac and air facilities, introduction of EV charging points and replacement of underground fuel storage tanks, pipework, forecourt drainage, interceptor, utilities infrastructure and associated works'.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and will form supplementary information to assist in the determination of a forthcoming planning application.

1.1.3 Following this introduction, Section 2 provides a description of the existing site and the development proposals.

1.1.4 Section 3 provides an assessment of the existing accessibility of the site by non-car modes, before Section 4 which considers the traffic impact of the proposed development along with the servicing implications of the proposals. Section 5 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The development site is located off the B3353 Pickwick Road in Corsham. The location of the site is shown in **Plan 1**.

2.1.2 The site is bound to the north, east and west by residential properties, whilst the B3353 Pickwick Road bounds the site to the south.

2.1.3 The site currently comprises of a Petrol Filling Station (PFS) with a total of 4 pumps, thus a provision for a total of 8 vehicles at any one time, an ancillary forecourt shop (100 square metres gross internal floor area) and a car wash. The PFS is operated by Texaco whilst the retail provision is operated by Asda Express.

2.1.4 Vehicular access is provided entry and exit only junctions off the B3353 Pickwick Road.

2.1.5 Servicing for the forecourt shop is currently undertaken within the service area located to the north of the existing building. Whilst petrol tankers unload within the forecourt, although clearly the frequency of these deliveries is fairly low.

2.1.6 Off-street car parking for the store is provided for to the west of the existing building. There are up to 4 parking spaces and there are currently no parking restrictions in operation on the existing car park. It should be noted that the existing parking spaces are not marked and this results in ad hoc parking within the site which impacts on the capacity of the car park.

2.1.7 The existing site plan is displayed in **Plan 2**.

2.2 Planning History

2.2.1 The application site has previously benefited from planning consent for the following development (Planning Ref: 20/03036/FUL).

“Demolition of existing retail kiosk and erection of replacement retail kiosk (Class A1); removal of associated car wash; reconfiguration of car parking layout and installation of replacement plant.”

- 2.2.2** Planning consent for the above proposals was granted on the 13th August 2020, Wiltshire County Council, the highways authority, offered no objections to the scheme and stated the following regarding the consented scheme.

“Accessibility has been discussed in the supporting transport statement and it is considered that due to the PFS and shop’s reasonably central location that it would be appropriate with regard to alternative modes other than the private car, namely, walking, cycling and public transport, it is deemed that there is good opportunity for customers and staff to travel by alternative modes.

It is not considered that the anticipated traffic generation from the proposals would be of significant material impact to the surrounding highway network.”

- 2.2.3** As will be detailed in this document, in terms of highways and transportation terms there minimal differences between the previously consented and proposed development schemes.

2.3 Development Proposals

- 2.3.1** The existing Asda unit has a total gross floor area of 100sqm, and it is proposed it to increase this by 239sqm, this will result in a foodstore with a gross floor area of 339qm. As part of the proposals the petrol pumps will be replaced but the number of pumps i.e. 4 will remain as existing.

- 2.3.2** The purpose of the replacement store is to enhance the existing experiences for customers and to improve the operation of the store by providing back of house facilities within the store. This will enable additional stock to be stored within the store. As such it is not anticipated that the extension will lead to a significant increase in customer numbers.

- 2.3.3** As part of the proposals the car parking provision for the store will be increased from 4 spaces and 1 parent and child space to 9 spaces (including 1 spaces for the mobility impaired and 2 EV charging spaces). The vehicular arrangements will remain as existing. To increase the parking provision on the site the existing Car Wash located on the northern section of the site will be removed. As part of the proposals, the existing vacuum and air/water space will be retained.

- 2.3.4** Parking for the proposed development has been assessed in accordance with the Maximum Parking Standards detailed in Wiltshire County Council (WCC) LTP 2011-2026 Car Park Strategy which was adopted in March 2011.
- 2.3.5** This document states that the Maximum Parking Standards for food retail developments with a gross floor area of less than 1000sqm is 1 space per 35 sqm of gross floor area.
- 2.3.6** The SPG has set maximum parking standards for proposed developments. Parking provision for proposed development should not exceed the maximum standard set out in the Car Park Strategy.
- 2.3.7** A parking provision below or in line with the maximum parking standard would be in accordance with WCC planning policy for parking. Applying the above standard to the proposed development with floor area of 339sqm results in a required maximum parking provision of 10 spaces.
- 2.3.8** Further information on the maximum parking standards is contained within Wiltshire Core Strategy which states the following in Core Policy 64 'Demand Management'.
- "Private non-residential parking standards – the provision of parking associated with new private non-residential development will be limited to maximum parking standards (except for disabled parking spaces)."*
- 2.3.9** The proposed development proposes a total of 9 parking spaces including 1 spaces for the mobility impaired and 2 EV charging spaces. Therefore, the proposed parking provision is accordance with local planning policy.
- 2.3.10** The redevelopment of the site will also involve the provision of cycle parking in the form of 3 Sheffield type stand which provide cycle parking for up to 6 cycles, this in excess of the minimum of 4 spaces as stated in Appendix 4 of the Wiltshire LTP.
- 2.3.11** The proposed site layout is shown in **Plan 3**.

- 2.3.12** The servicing arrangements will remain as existing i.e. to the west of the building, however, for completeness a swept path analysis has been undertaken using 12 metre rigid HGV and a 15.5 metre articulated Tanker. As can be seen from **Plan 4**, the site can be serviced in a safe and efficient manner, with vehicles entering and exiting the site in a forward gear.

3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 In order to accord with the policies of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

3.1.3 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.4 The accessibility of the proposed site has been considered by the following modes of transport:

- access on foot;
- access by cycle;
- access by bus; and

3.2 Access on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

3.2.2 Existing footways of around 2 metres in width are located to the immediate south of the site on the B3353 Pickwick Road, these footways provide pedestrian linkages to the nearby local residential areas of Pickwick and Corsham.

- 3.2.3** Within the Institution of Highways and Transportation (IHT) document, entitled “Guidelines for Providing for Journeys on Foot”, a distance of 800 metres is identified as the preferred maximum distance for town centres.
- 3.2.4** Good practice suggests that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DFT National Travel Survey of 2006 confirms that 78% of all trips less than a mile (1.6km) are carried out on foot.
- 3.2.5** In addition, within the ‘The Local Shop Report 2025’ which was produced by the Association of Convenience Stores (ACS) it states that the 64% of customers to local shops travel less than a quarter of a mile and that 58% of customers travel by foot. It also states that 53% of local shop staff walk to work and the average journey time is 12 minutes.
- 3.2.6** **Plan 5** shows the pedestrian catchment for 800 metres and 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 3.2.7** As can be seen, the 800-metre catchment includes the residential areas of Pickwick. Whilst the 2-kilometre catchment encompasses the majority of Pickwick along with large areas of Corsham, showing the proposed development is within walking distance of a large number of existing residential areas.
- 3.2.8** As illustrated, the development site benefits from being located within close proximity to the residential areas of Pickwick, which will provide the opportunity for customers and staff to travel to the proposed store by foot, therefore reducing the reliance on the private car.

3.3 Access by Cycle

- 3.3.1** A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Corsham, Neston, Giddeahall and Biddestone.

3.3.2 Route 254 is located 630 metres to the east from the centre of the site. This route follows part of the Wiltshire Cycleway through the South Wiltshire Downs.

3.3.3 National Route 403 is located 2.9 kilometres away from the centre of the site to the East and crosses the North Wessex Downs and Savernake Forest, linking Chippenham to Marlborough and the Kennet & Avon Canal.

3.3.4 The site can therefore be considered as being accessible by cycle.

3.4 Access by Bus

3.4.1 The nearest bus stop to the site is situated to the south of the centre of the site on the B3353 Pickwick road, approximately 30 metres from the centre of the site, consisting of a bus stop shelter with passing services shown.

3.4.2 Further stops are located to the west on the B3353 Pickwick Road, all bus stops within 400 metres of the site are shown on **Plan 5**. Safe pedestrian access to these bus stops is provided for via the existing pedestrian footways on the B3353 Pickwick Road.

3.4.3 A summary of the services available from these bus stops are provided in **Table 3.1** below.

Servic No	Route	Monday – Friday (per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
X31/231	Chippenham – Bath City Centre	1	1	1	1 service	Every 30 mins	Every 60 mins
	Bath City Centre - Chippenham	1	1	1	1 service	Every 30 mins	Every 60 mins

Table 3.1 Bus Service Provision in the Vicinity of the Site

3.4.4 As can be seen from Table 3.1, the bus stops located within 400 metres of the site provide up to 1 service per hour in each hour during weekdays and 2 services an hour each direction at weekends peak periods, these services provide access into Chippenham and Bath.

3.4.5 The bus services operate from around 0630 hours in the morning and run until around 2300 hours in the early hours, making travel by public transport an alternative to travelling by car for staff and customer trips i.e. on way to or from work.

3.4.6 It is therefore concluded that the proposed development site is accessible by bus.

3.5 Summary

3.5.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development. The following conclusions can be drawn from this section of the Report:

- The site is accessible by foot. The existing infrastructure will provide excellent pedestrian linkages with the surrounding areas within Pickwick.
- The site's location will encourage linked pedestrian trips for customers and staff between the proposed store and Pickwick.
- The site is accessible by cycle with a local cycle route located around 630 metres away from the centre of the site.
- The site is accessible by bus with services operating in the vicinity of the site from existing bus stops located on the B3353 Pickwick Road.

3.5.2 In the light of the above, it is considered that the site is accessible and caters for the needs of the developments customers and staff. As such, this will assist in promoting a choice of travel modes other than private car, as set out in NPPF.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Proposed Development

4.2.1 The proposals will result in the provision of a convenience store that has a gross sales area of 339sqm. The proposed extension results in approximately 239sqm of additional floorspace, this amount is fairly negligible taking account of the overall size of the store.

4.2.2 The purpose of the proposed extension is to improve the shopping experience for customers and to enable more stock to be stored within the unit itself through enhanced back of house and staff facilities. Any increases in trade at the store are likely to be result of increased basket spends as opposed to increases in footfall to the store, especially given the unit is attached to a PFS which will be a key generator of trade.

4.2.3 Notwithstanding the above, to assist the local highway authority with their consideration of the proposals, a robust assessment has been undertaken assuming that the proposed 239sqm will generate 100% new vehicular trips.

4.2.4 In order to establish the vehicular trip rates for the proposed development, reference has been made to the latest TRICS database. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Retail – Convenience Stores.
- Greater London and Republic of Ireland sites excluded.
- Range between 50 and 300sqm;
- Edge of Town Centre and Suburban Area locations; and

- Weekday surveys only.

4.2.5 A summary of the resulting trip rates and the likely level of trips that would occur as a result of the proposed apartments is included in **Table 6.1**, below, with the TRICS output being provided at **Appendix 3**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	9.526	9.353	22	21
	PM Peak Hour	11.412	10.802	26	25

Table 4.1 Proposed Convenience Store Uplift – Trip Rates and Traffic Generation

4.2.6 As can be seen from the above table, the proposed uplift in floorspace is predicted to result in 43 two-way vehicular trips during the weekday AM peak and 51 two-way trips during the weekday PM peak period.

4.2.7 Of course, given the land use type, the vast majority of the trips associated with the proposed development will not be new to the highway network. This is due to the linked nature of food retail shopping, the 'walk in' catchment of these types of local store and the presence of the Petrol Filling Station on the site.

Trip Types

4.2.8 For these trips the origin and destination zones are not the same and the retail use is an intermediate stop on a route between two trip ends. Linked trips can be further broken down into:

- Pass-by linked trips – these are linked trips already present on the road network directly adjacent to the site, where the retail use is an intermediate stop on the normal route taken.
- Diverted linked trips – these are similar to pass-by trips in that the retail use is an intermediate stop, but in this instance the trip is already present on the local road network but not the road(s) from which the site is taken;

- Cross visitation linked trips – these are trips that have multiple destinations, either within the proposed development site or with adjacent uses. In such instances it is customary to only ‘count’ that those trips once for the development as a whole i.e. the petrol filling station.

4.2.9 The B3353 Pickwick Road is a key route into and out of Corsham and is used by commuters travelling to the wider network i.e. the A4 Bath Road. Therefore, a large proportion of trade to the store will pass-by at the B3353 Pickwick Road site access junction.

4.2.10 In view of this, the following trip type proportions, and corresponding vehicle trips, have been adopted.

Trip Type	Trip Type Proportions		Trips			
	AM Peak	PM Peak	AM Peak		PM Peak	
			Arr	Dep	Arr	Dep
Primary Trips	30%	30%	7	6	8	7
Pass-by/Cross Visitation Trips	70%	70%	15	15	18	18
Total	100%	100%	22	21	26	25

Table 4.2 Proposed Convenience Store Uplift Trips by Type

4.2.11 As can be seen from the above, even based on the robust assumption regarding the uplift in trade, the proposals are forecast to result in an increase of between 13 and 15 two-way vehicle movements in the weekday peak periods. This increase would equate to just an additional vehicle movement every 4 minutes even during the peak periods.

4.2.12 It is therefore concluded that the proposed development will have a minimal impact on the operation of the local highway network, and that no further detailed analysis is required as part of this traffic impact analysis.

4.3 Accident Analysis

4.3.1 For the purpose of this report, an analysis of accident data has been carried out in the vicinity of the site which the proposed development will have an impact on. Accident data has been obtained from the Crashmap website (www.crashmap.co.uk) for the period 2020 to 2024.

4.3.2 According to the Crashmap data, no accidents took place along the site frontage.

4.3.3 The data shows 1 accident occurred at the Pickwick Road/Valley Road junction, which was classified as resulting in slight injury when a vehicle entered the roundabout into the path of an oncoming vehicle.

4.3.4 According to Crashmap, an accident took place along the B3353 Pickwick Road between the site and Olive Avenue, resulting in a slight injury being sustained.

4.3.5 The Crashmap output is contained within **Appendix 2**.

4.3.6 In view of this information, it can be concluded that the local highway network in the vicinity of the sites does not have an unduly poor safety record, and that there is no reason to assume that this situation should be significantly worsened as a consequence of the development proposals.

4.4 Traffic Impact Summary

4.4.1 The above has demonstrated that the proposed development will have a minimal impact on the local highway network.

5 CONCLUSIONS

5.1.1 This report has considered the traffic and transportation issues relating to the proposals to redevelop the Texaco Petrol Filling Station off the B3353 Pickwick Road in Corsham.

5.1.2 The following conclusions have been drawn with regard to the proposed development.

- The existing pedestrian infrastructure located in the vicinity of the site will enable safe pedestrian movement between the development site and the local services located within the surrounding areas of Corsham.
- The development will not result in any material increases in vehicle movements on the local highway network given the minimal increase in floor area.
- The development can be serviced in a safe and efficient manner.
- The parking provision within the site and the surrounding highway network will have sufficient capacity to accommodate the demand generated by the store and the proposals will not result in a severe impact on the operation of the local highway network.

5.1.3 Based on the above it is the conclusion of this Report that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

PLANS

Z:\projects\5024 Pickwick Road, Corsham (Cliffe Property)\GIS\Workspaces\5024-01.dwg



SITE LOCATION

CLIENT:

CLIFFE PROPERTY INVESTMENTS LTD

DRAWING TITLE:

101 PICKWOOD ROAD, CORSHAM

DRAWN:

DG

DATE:

10.12.25

CHECKED:

GM

DATE:

10.12.25

SCALES:

NTS @ A4

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

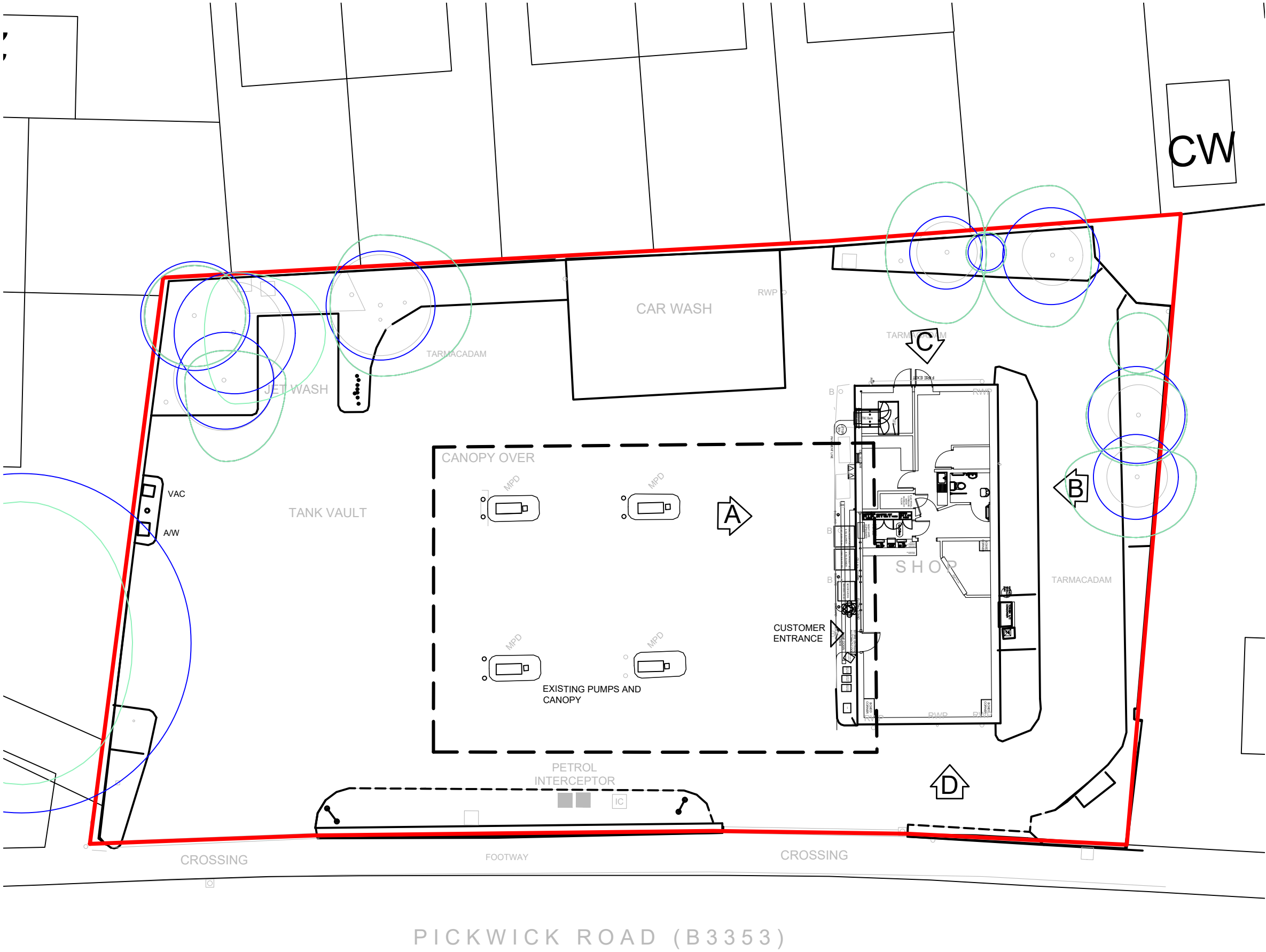
DRAWING NUMBER:

5024-01

REVISION:

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Eddisons



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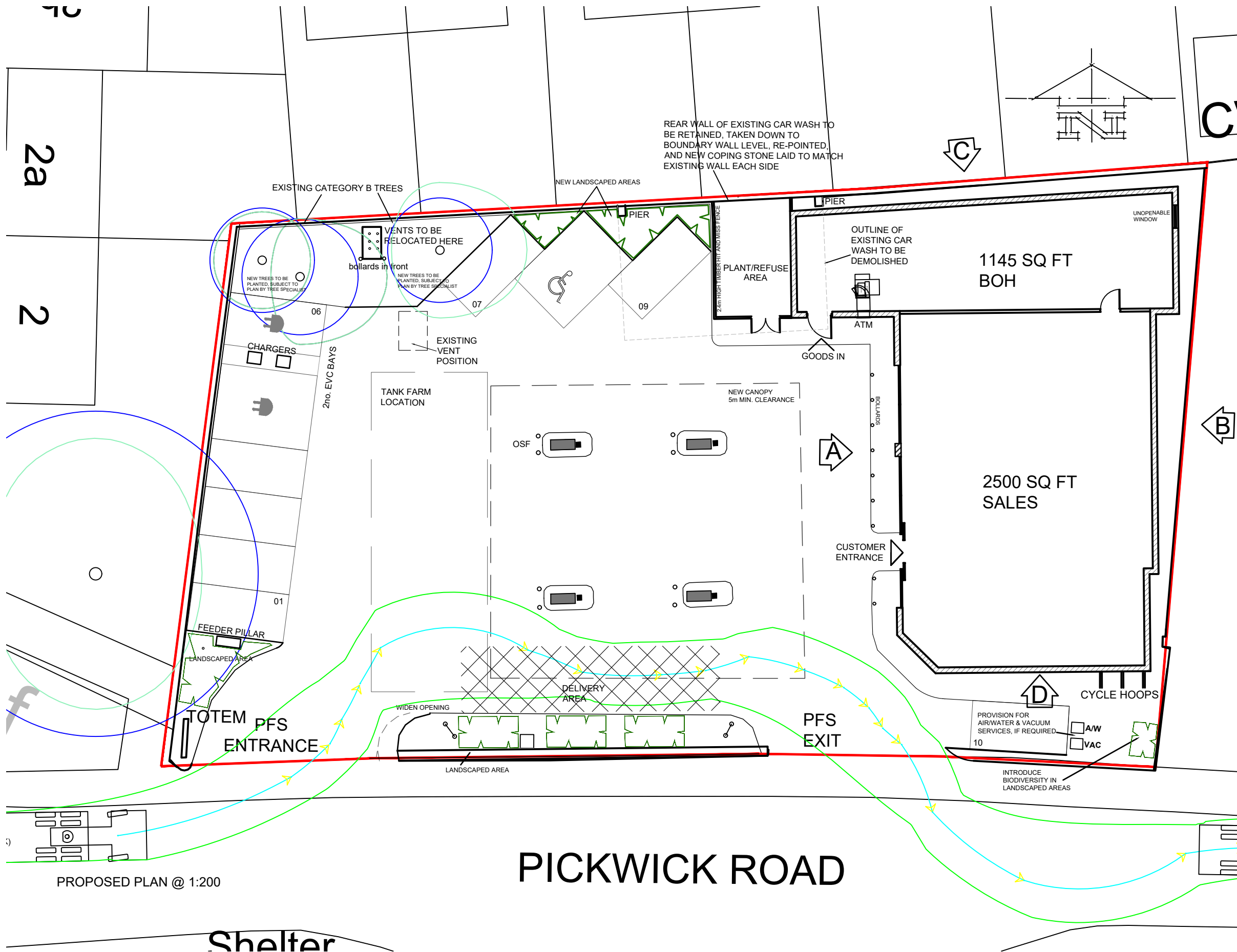
Wellsfield Associates
3 Tyms Way
Rayleigh
Essex
SS6 8DG

project
Petrol Filling Station
101 Pickwick Road
Corsham
Wiltshire
SN13 9DA
EXISTING PLAN

date OCT 25 drawn MCK

scale 1:200@ A3 drg no. 3989-02

SCALE 1:200
0m 1 2 3 4 5 6 7 8 9 10



REVISION

A.	PARKING CONFIGURATION AMENDED; DELIVERIES UPDATED	29.10.25
B.	CAT. B TREES DENOTED; DELIVERIES UPDATED	31.10.25
C.	SCHEME UPDATED FOLLOWING MEETING	25.11.25
D.	TANK FARM INDICATED; NOTES AMENDED	27.11.25

PLAN 3

NORTH

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Wellsfield Associates

3 Tyms Way
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SS6 8DG

project

Petrol Filling Station
101 Pickwick Road
Corsham
Wiltshire
SN13 9DA
PROPOSED PLAN

date

OCT 25

drawn

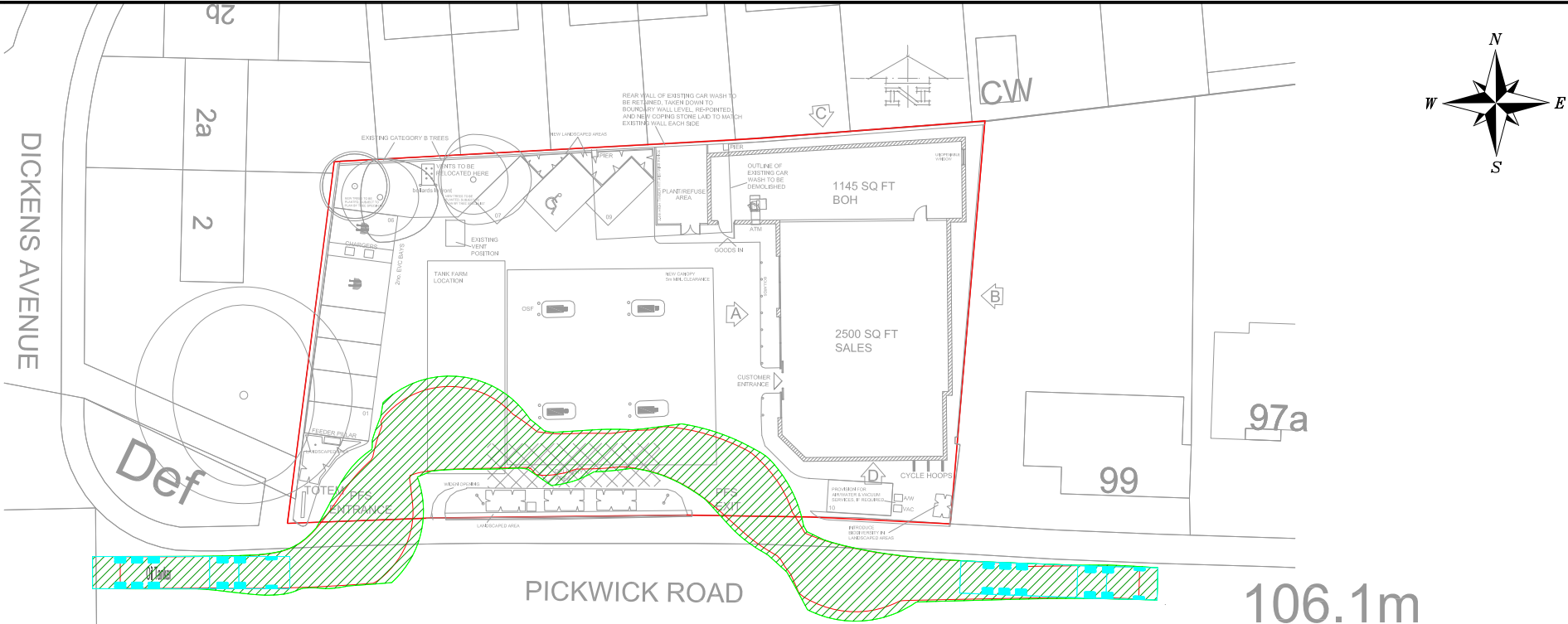
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scale

1:200 @ A3

drg no.

3989-04d



NOTES

PLAN 4

Oil Tanker
Overall Length 15.289m
Overall Width 2.500m
Overall Body Height 2.704m
Min Body Ground Clearance 0.419m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.670m

Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

CLIFFE INVESTMENT PROPERTIES LTD

PROJECT:

PICKWICK ROAD, CORSHAM

DRAWING TITLE:

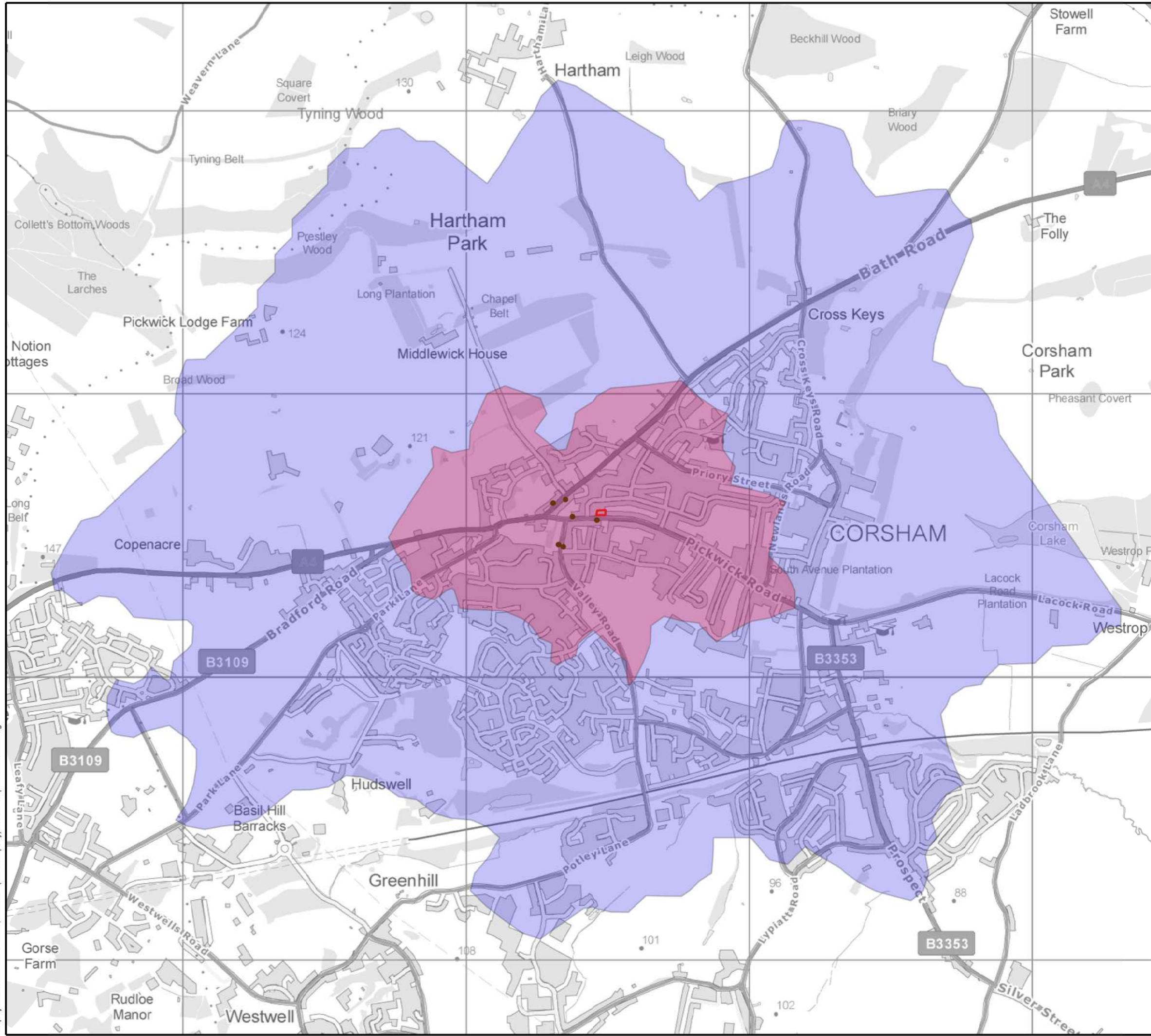
SWEPT PATH ANALYSIS

SCALES:

1:500 @ A3

DRAWN:	G M	CHECKED:	TSB	DATE:	DEC 25
Eddisons 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning					
DRAWING NUMBER: 5024-SP01				REVISION: -	





NOTES

PLAN 5

Site Location

800m Pedestrian Catchment

2km Pedestrian Catchment

Nearest Bus Stops

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
CLIFFE PROPERTY INVESTMENTS LTD

PROJECT:
101 PICKWOOD ROAD, CORSHAM

DRAWING TITLE:
800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:
NTS @ A3

DRAWN:	DG	CHECKED:	GM	DATE:	DEC 25
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APPENDICES

APPENDIX 1

TRICS Output – Convenience Store

Audit Code: a2f5ae9a-dfd1-4985-bffe-d2743eb704cf**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use: 01 - RETAIL

Category: O - CONVENIENCE STORE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 day
03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 day
	DC	DORSET	1 day
	PL	PLYMOUTH	1 day
	SD	SWINDON	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
05	EAST MIDLANDS		
	DY	DERBY	1 day
	LR	LEICESTER	1 day
	NN	NORTH NORTHAMPTONSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
11	SCOTLAND		
	AS	ABERDEENSHIRE	1 day
	FA	FALKIRK	1 day

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

Audit Code: a2f5ae9a-dfd1-4985-bffe-d2743eb704cf

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	70 to 300 (units:sqm)
Range Selected by User:	50 to 300 (units:sqm)
Parking Spaces Range:	0 - 127

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	29/09/06 to 16/11/24

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

Selected survey days:

Friday	5 days
Monday	2 days
Thursday	1 days
Wednesday	4 days

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

Selected survey types:

Manual count	12
Direction ATC Count	0

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

Selected Locations:

Edge of Town	1 days
Edge of Town Centre	3 days
Suburban Area	8 days

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

Selected Location Sub Categories:

Built-Up Zone	1 days
Residential Zone	11 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	2 days
Servicing vehicles Unknown	10 days

Audit Code: a2f5ae9a-dfd1-4985-bffe-d2743eb704cf

Secondary Filtering Selection:

Use Class:

E(a)	3 surveys
F2(a)	1 surveys
Not Known	8 surveys

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

Population within 500m Range:

1000 - 10409

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	4 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	5 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	2 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	3 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	5 surveys
1.1 to 1.5	7 surveys

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

Audit Code: a2f5ae9a-dfd1-4985-bffe-d2743eb704cf

Petrol filling station:

PFS is present at the site but is excluded from the count

12 surveys

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

No

12 surveys

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

No PTAL Present

12 surveys

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.***COVID-19 Restrictions:**

No

Audit Code: a2f5ae9a-dfd1-4985-bffe-d2743eb704cf

1	AS-01-O-01	CO-OP	ABERDEENSHIRE
REDCLOAK DRIVE STONEHAVEN Edge of Town Residential Zone Gross floor area: 275 sqm Survey date: Wednesday 20/04/2022			
			Survey Type: Manual
2	BA-01-O-01	CO-OP	BATH & NORTH EAST SOMERSET
JULIAN ROAD BATH Suburban Area Residential Zone Gross floor area: 165 sqm Survey date: Friday 29/09/2006			
			Survey Type: Manual
3	DC-01-O-01	LONDIS	DORSET
MAUD ROAD DORCHESTER Suburban Area Residential Zone Gross floor area: 176 sqm Survey date: Friday 04/07/2008			
			Survey Type: Manual
4	DY-01-O-01	SAINSBURY'S LOCAL	DERBY
NUNS STREET DERBY Edge of Town Centre Built-Up Zone Gross floor area: 204 sqm Survey date: Wednesday 25/09/2019			
			Survey Type: Manual
5	ES-01-O-01	ONE STOP	EAST SUSSEX
THE SIDINGS HASTINGS ORE VALLEY Suburban Area Residential Zone Gross floor area: 280 sqm Survey date: Wednesday 19/12/2012			
			Survey Type: Manual
6	FA-01-O-01	SPAR	FALKIRK
THORNHILL ROAD FALKIRK Suburban Area Residential Zone Gross floor area: 300 sqm Survey date:			
			Survey Type: Manual
7	LR-01-O-01	BEST ONE	LEICESTER
THE FAIRWAY LEICESTER AYLESTONE PARK Suburban Area Residential Zone Gross floor area: 220 sqm Survey date: Thursday 27/09/2012			
			Survey Type: Manual
8	NF-01-O-01	TESCO EXPRESS	NORFOLK
DEREHAM ROAD NORWICH			

Audit Code: a2f5ae9a-dfd1-4985-bffe-d2743eb704cf

Suburban Area

Residential Zone

Gross floor area: 298 sqm

Survey date: Friday 26/10/2012

Survey Type: Manual

9	NN-01-O-01	LONDIS	NORTH NORTHAMPTONSHIRE
ROCKINGHAM ROAD CORBY Edge of Town Centre Residential Zone Gross floor area: 120 sqm Survey date: Friday 21/11/2008			
Survey Type: Manual			

10	NY-01-O-02	SAINSBURY'S LOCAL	NORTH YORKSHIRE
COLD BATH ROAD HARROGATE Edge of Town Centre Residential Zone Gross floor area: 220 sqm Survey date:			
Survey Type: Manual			

11	PL-01-O-01	PREMIER	PLYMOUTH
MELROSE AVENUE PLYMOUTH Suburban Area Residential Zone Gross floor area: 70 sqm Survey date: Wednesday 18/07/2012			
Survey Type: Manual			

12	SD-01-O-01	ONE STOP	SWINDON
THE CIRCLE SWINDON Suburban Area Residential Zone Gross floor area: 292 sqm Survey date: Friday 23/09/2016			
Survey Type: Manual			

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CN-01-O-01	11-12-2012	Grt London or Ireland
HK-01-O-01	11-12-2012	Grt London or Ireland
KI-01-O-01	16-11-2017	Grt London or Ireland

Audit Code: a2f5ae9a-dfd1-4985-bffe-d2743eb704cf

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	1	204	0.490	0.000	0.490
06:00-07:00	4	213	5.047	4.812	9.859
07:00-08:00	11	211	8.578	7.759	16.337
08:00-09:00	11	211	9.526	9.353	18.879
09:00-10:00	11	211	8.491	7.974	16.465
10:00-11:00	12	218	6.412	5.992	12.404
11:00-12:00	12	218	6.985	7.252	14.237
12:00-13:00	12	218	8.779	8.397	17.176
13:00-14:00	12	218	6.985	6.908	13.893
14:00-15:00	12	218	8.588	8.321	16.909
15:00-16:00	12	218	8.588	8.740	17.328
16:00-17:00	12	218	11.069	10.153	21.222
17:00-18:00	12	218	11.412	10.802	22.214
18:00-19:00	12	218	11.069	11.527	22.596
19:00-20:00	12	218	10.229	10.878	21.107
20:00-21:00	9	233	5.208	6.307	11.515
21:00-22:00	4	250	2.595	3.992	6.587
22:00-23:00	1	204	3.922	3.431	7.353
23:00-00:00	1	204	1.961	2.451	4.412
Total Rates:			135.934	135.049	270.983

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

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

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Audit Code: a2f5ae9a-dfd1-4985-bffe-d2743eb704cf

Parameter Summary:

Trip rate parameter range selected:	50 - 300 (units: sqm)
Survey date date range:	29/09/2006 - 20/04/2022
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

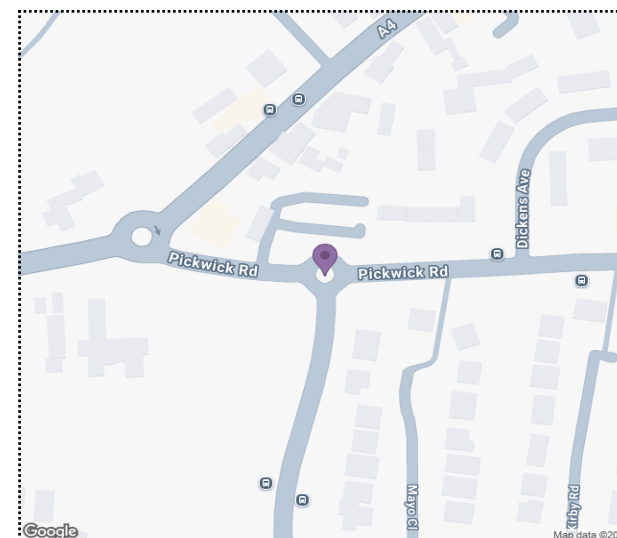
APPENDIX 2

Crashmap Data



Validated Data

Crash Date:	Friday, October 2, 2020	Time of Crash:	09:10:00	Crash Reference:	2020549915220
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	2
Local Authority:	Wiltshire			OS Grid Reference:	386350 170558
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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

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



Validated Data

Crash Date:

Friday, October 2, 2020

Time of Crash: 09:10:00

Crash Reference: 2020549915220

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Female	36 - 45	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	8	Female	66 - 75	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

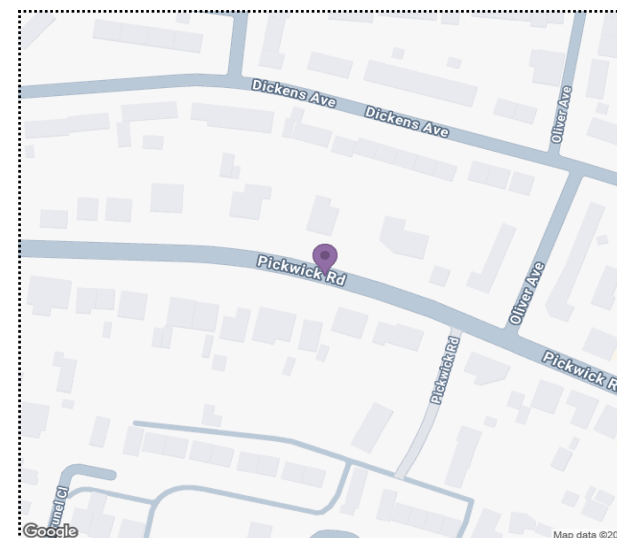
For more information about the data please visit: www.crashmap.co.uk/home/faq

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



Validated Data

Crash Date:	Tuesday, March 9, 2021	Time of Crash:	14:51:00	Crash Reference:	2021542256621
Highest Injury Severity:	Slight	Road Number:	B3351	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	2
Local Authority:	Wiltshire			OS Grid Reference:	386616 170551
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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

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Validated Data

Crash Date:

Tuesday, March 9, 2021

Time of Crash: 14:51:00

Crash Reference: 2021542256621

Vehicles Involved

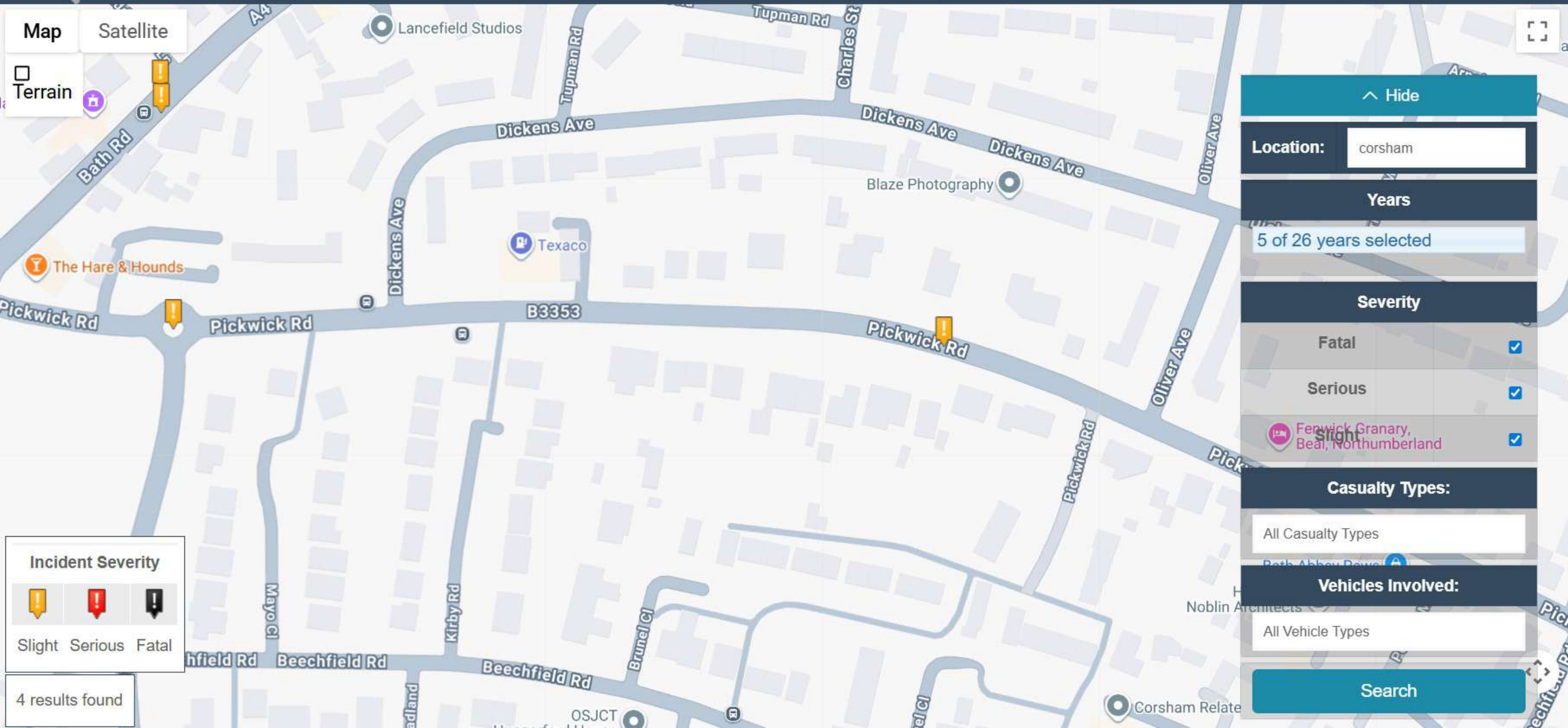
Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	4	Female	56 - 65	Vehicle is in the act of turning right	Offside	Unknown	None	None
2	Pedal cycle	-1	Male	46 - 55	Unknown	Nearside	Unknown	None	None

Casualties

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

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

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Map

Terrain

Incident Severity



Slight Serious Fatal

4 results found

Hide

Location: corsham

Years

5 of 26 years selected

Severity

Fatal



Serious



Slight



Ferwick Granary, Beal, Northumberland

Casualty Types:

All Casualty Types

Vehicles Involved:

All Vehicle Types

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