

Transport Assessment.

Outline Planning Application, With All Matters Reserved Except For The Main Point Of Access From Devizes Road, For The Demolition Of Existing Building, And Development Of Up To 80 Dwellings, Public Open Space, Drainage, Landscaping And Ancillary Works

On behalf of Redcliffe Homes Limited.

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1. Introduction

- 1.1. This Transport Assessment (TA) has been prepared by Pegasus Group on behalf of Redcliffe Homes Limited (The Applicant) in order to address the transport issues associated with the proposed development of land to the north of Devizes Road, Trowbridge, Wiltshire.
- 1.2. The proposal is for up to 80 dwellings, with all matters reserved except for the principal access point. Vehicular access to the scheme is proposed from a new fourth arm onto the A361 roundabout junction with Devizes Road.
- 1.3. The proposal is similar to planning application PL/2022/07977, submitted at the site in 2023, which sought full planning permission for 36 dwellings, with formation of new vehicular access onto the roundabout. The transport aspects of that application were supported by Pegasus Group and received no highway objection from the highway authority at Wiltshire Council. The scheme was refused on non-transport related grounds.
- 1.4. The following key transportation issues are addressed within this TA. It generally addresses the same scope of work agreed with the highway authority as part of the PL/2022/07977 scheme, which are:
 - i. The existing site context;
 - ii. a review of relevant transport policy;
 - iii. the relative accessibility of the scheme;
 - iv. the appropriateness of the development proposals, including access, parking, servicing arrangements and Heads of Terms; and
 - v. forecast vehicular trips generated by the development proposals and their relative impact.
- 1.5. This TA confirms that the proposed development is accessibly located and is within walking and cycling distance of a number of key facilities and amenities located within Hilperton, Paxcroft Mead, and Trowbridge.
- 1.6. This TA also confirms that there will be no material impact on the operation and safety of the local highway network.
- 1.7. It is concluded that there are no valid highway or transportation reasons which should prevent the proposed development of the site.

2. Relevant Policy and Guidance

2.1. Relevant transportation policies and guidance is set out in the following documents:

- i. National Planning Policy Framework (2024).
- ii. Draft National Planning Policy Framework (December 2025).
- iii. National Planning Practice Guidance (2014).
- iv. Manual for Streets (2007).
- v. Manual for Streets 2: Wider Application for the Principles (2010).
- vi. Wiltshire Core Strategy (which covers the period up to 2026) (2015).
- vii. Wiltshire Council Local Transport Plan 4 2025–2038 (2025).
- viii. Wiltshire Council Local Plan (2021); and
- ix. Wiltshire Local Plan Draft (to 2038)

2.2. The main objectives within the national and local policy guidance are to:

- i. reduce the need to travel;
- ii. reduce car dependency; and
- iii. encourage sustainable travel.

National Planning Policy Framework (2024)

2.3. In transport terms, paragraph 110 of the NPPF recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas. Paragraph 115 states in respect of specific applications for development that sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location, that safe and suitable access can be achieved for all users and that any significant impacts 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. Paragraph 116 states that development should only be refused on highway grounds where the residual cumulative impacts are severe.

2.4. Draft text for a consultation on a new NPPF was issued on 16 December 2025. It is not considered at this stage that the spirit of the transport objectives will significantly change, when compared to the currently adopted version.

- 2.5. In transport terms, the vision for the site is to make use of existing compatible services and transport infrastructure, facilitate active travel connections, and to influence future site users' travel habits through the implementation of a bespoke site Travel Plan that will help minimise single occupancy car travel. **Chapter 4** of this report confirms that the site is located within reasonable walking and cycling distance of a range of services and facilities that may be required on a daily basis. **Chapter 5** confirms that suitable access arrangements can be provided. **Chapters 6** and **7** confirm that the forecast trip impact associated with the development and the operation of the local highway network will not be materially affected in real terms.
- 2.6. The Residential Travel Plan submitted as part of the planning application sets out the target of reducing single occupancy vehicular travel by 10%, which is considered to appropriately fulfil the vision of the scheme.

Wiltshire Core Strategy (2015)

- 2.7. Core Policy 60 relates to sustainable transport and aims to reduce the need to travel particularly by private car as well as supporting the sustainable movement of people and goods.
- 2.8. Core Policies 61 and 62 relate to transport and new development. Core Policy 61 requires that new development should be accessibly designed and located to reduce the need to travel by private car and should promote sustainable travel. Core Policy 62 requires that new development proposals assess transport issues related to the proposed development via a Transportation Assessment. Sites that are likely to have significant transport implications should also produce a Travel Plan to reduce the potential impacts.
- 2.9. Core Policy 63 states that development growth in Wiltshire should be focused on the principal settlements of Chippenham, Trowbridge and Salisbury. These towns are identified as having enhanced strategic employment and service roles.

Wiltshire Local Plan Draft (to 2038)

- 2.10. The emerging Wiltshire Local Plan to 2038 sets out Wiltshire Council's vision for growth, including the provision of homes and employment needs for Wiltshire residents and businesses up to the year 2038. Draft Policy 53 includes the allocation of approximately 600 dwellings on land northeast of Hilperton. Figure 4.38 in the Wiltshire Draft Local Plan illustrates the area identified within the allocation and it includes the site that is subject of this planning application.

Wiltshire Council Local Transport Plan 4 2025–2038 (LTP4) (2025)

- 2.11. The Wiltshire Council LTP4 provides the strategic framework for delivering national and regional transport priorities from 2025 onwards. It sets out a long-term transport strategy including Walking and Cycling, Car Parking Strategy, and Travel Plan Guidance. The document supports the delivery of a safe and sustainable transport network.

3. Site Context & Local Highway Network

3.1. The site is located at Hilperton, approximately one kilometre southeast of Hilperton village centre and approximately 2.5 kilometres northeast of Trowbridge town centre. It is located on land to the immediate north of the roundabout junction between Devizes Road and the A361. It is also bound by residential dwellings to the east, open land to the north, Public Right of Way (PRoW) HILP 21 to the west and a public byway to the northwest. The location of the site in its wider geographical context is shown in **Figure 3.1**.

3.2. PRoWs including HILP 25 and 29 are located within the vicinity of site and are also shown in **Figure 3.1**.

Local Highway Network

A361

3.3. The A361 routes between Trowbridge town centre in the west and the A350 in the east. It has an approximate carriageway width of eight metres, is provided with street lighting and is subject to a 50mph speed limit within the vicinity of the site. A shared footway/cycleway generally measuring two to three metres wide routes along the northern side of the carriageway and is wider at the immediate site frontage.

Devizes Road

3.4. Devizes Road routes between the roundabout at the site frontage and the Devizes Road/Church Street/B3105 mini-roundabout in the west. Further to the west it connects to the A361/B3105/Hilperton Relief Road roundabout, known locally as the Hilperton Roundabout.

3.5. Devizes Road is a single carriageway road and measures approximately five metres wide. It is provided with street lightening and is subject to a 20mph speed limit. A speed table is located approximately 55 metres west of the site frontage.

3.6. There is a footway on the northern side of the carriageway measuring approximately 1.5 metres wide, which is segregated from the carriageway boundary in places by sections of grass verge.

3.7. There is a 7.5 tonne weight limit (except for loading) on Devizes Road within the vicinity of the site. This extends for approximately 1.3 kilometres between the roundabout junction with the A361 to the east and the Hilperton Roundabout to the west.

PRoW HILP 21

3.8. The east of the site is bound by PRoW HILP21. This is a vehicular lane classified as a Byway Open to All Traffic (BOAT) which measures approximately three metres wide. The lane is rural in nature with no street lighting provision. It connects the A361 in the south with Whaddon Lane in the north. It is subject to a 7.5 tonne weight limit.

Policy Background

- 3.9. Planning permission PL/2022/07977 for development at the site was previously refused on the 14th December 2023 for the demolition of an existing building (residential/stable block) and the erection of 36 dwellings, the formation of new vehicular access from the A361 and Devizes Road roundabout, landscaping, drainage and other associated infrastructure works at the land north of Devizes Road, Hilperton.
- 3.10. The highway authority raised no objections to the planning application, subject to the provision of a £92,000 contribution towards cycling and walking measures and £20,000 towards the delivery of a bus shelter and associated infrastructure on the north side of carriageway on the A361 near Paxcroft cottages/rugby club. The highway authority also requested pedestrian and cycle priority at the new roundabout arm, along with the *'...widening of the existing footway/cycleway serving the A361 north eastbound to a width no less than that [SIC] fronting Trowbridge Rugby Club to the north east of the site'*.
- 3.11. The Decision Notice at reason for refusal three confirmed the Council's view that the scheme did not deliver the necessary infrastructure partly to do with highway and public right of way improvements, however this was due to a lack of an agreed S106 legal agreement as opposed to an objection from the applicants to the contributions themselves.

Personal Injury Collision Data

- 3.12. Personal Injury Collision (PIC) data has been provided by Wiltshire Council for the most recent five-year period between December 2020 and November 2025 for a study area including the A361 and Devizes Road roundabout junction, approximately 600 metres of Devizes Road and approximately 400 metres of both A361 arms. The full PIC data, including a plot of the accident locations, is available at **Appendix A**.
- 3.13. The PIC data confirms that there have been five recorded collisions resulting in five slight injuries.
- 3.14. Incident 81111/23 occurred at the southern arm of the A361 and Devizes Road roundabout junction, and three further incidents with different causation factors (C1274/23, 59787/23, B4945/23) occurred to the east of the roundabout in different places on the A361 arm.
- 3.15. The PIC data indicates that there are no accident patterns or clusters within the vicinity of the site that would indicate an existing highway safety issue.

Recorded Traffic Flows

- 3.16. An independent Manual Classified Count (MCC) survey was carried out on Wednesday 10th December 2025 which recorded the vehicular movements between each arm of the roundabout. This was carried out between the hours of 07:00–10:00 and 16:00–19:00, in order to record the wider AM and PM peak periods. The records are contained at **Appendix B**. A summary of the traffic flows is provided in **Table 3.1** and **Table 3.2**, respectively.

Table 3.1 –Existing A361/Devizes Road Roundabout Traffic Flows (AM Peak)

From/To	A361 (E)	A361 (S)	Devizes Road
AM Peak (08:00–09:00)			
A361 (E)	5	814	6
A361 (S)	837	2	20
Devizes Road	6	26	0

Table 3.2 –Existing A361/Devizes Road Roundabout Traffic Flows (PM Peak)

From/To	A361 (E)	A361 (S)	Devizes Road
PM Peak (17:00–18:00)			
A361 (E)	7	841	6
A361 (S)	694	3	31
Devizes Road	8	11	0

- 3.17. The Transport Assessment produced in September 2022 for the previous similar planning application included MCC surveys that were carried out at the A361/Devizes Road Roundabout between Thursday 12 May 2022 and Wednesday 18 May 2022. The MCC surveys carried out in May 2022 recorded 1,333 vehicle movements in the AM peak compared to 1,698 vehicle movements in the AM peak in 2025. In 2022, a total of 1,253 vehicle movements were recorded in the PM peak in comparison to 1,601 vehicle movements in the PM peak of 2025.

4. Accessibility

Guidance on Walking

- 4.1. The Department for Transport (DfT) document *Manual for Streets* (2007) states at paragraph 4.4.1 that walking offers the greatest potential to replace short car trips, particularly those under two kilometres. This equates to approximately a 25 minute walk based upon an average walking speed of 80 metres per minute. It is acknowledged that this is not an upper limit to the distance which people will travel on foot.
- 4.2. The Chartered Institution of Highways and Transportation (CIHT) 'Planning for Walking' (2015) document states that around 80% of journeys under one mile (1.6km) are made on foot, and around 26% of journeys between one and two miles (1.6–3.2km) are made on foot. This indicates that walking up to two miles is a realistic choice for most people.
- 4.3. The National Travel Survey 2024 dataset NTS 0308 'Average number of trips and distance travelled by trip length and main mode' for 2023 suggests that on average, 81% of trips under one mile (1.6 kilometres) are made by foot and 36% of trips between one and two miles (1.6–3.2 kilometres) are made on foot. This indicates that walking trips up to two miles are a realistic choice for many members of the public.
- 4.4. The Department for Education (DfE) 'Travel to School for Children of Compulsory School Age' document (2024) suggests that school children will only be eligible for free school transport if a scheme is beyond a safe walking distance of 3.2 kilometres (two miles) for those aged up to eight years old, and 4.8 kilometres (three miles) for children aged between eight and 16 years old. On this basis, it is typically reasonable to consider that a number of children will walk to schools within these distances.

Guidance on Cycling

- 4.5. The DfT Local Transport Note 1/20 *Cycle Infrastructure* (July 2020) states at paragraph 2.2.2 that *'two out of every three personal trips are less than five miles (eight kilometres) in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking'*. This distance equates to approximately a 30-minute cycle journey, based upon an average cycling speed of 270 metres a minute¹.
- 4.6. The CIHT 'Planning for Cycling' document sets out at page four that the bicycle is a potential mode of transport for all journeys under five miles. It also states at page four the majority of cycling trips are for shorter distances, with 80% of all cycle trips being less than five miles. However, this is broadly reflective of trip lengths by all modes, with 67% of all trips being under five miles. It is considered that this should not be taken as a maximum, as some will choose to cycle further to facilities, work or for leisure.

¹ Local Transport Note 1/20 'Cycle Infrastructure Design' (July 2020).

Guidance on Public Transport

- 4.7. LTN 1/20 suggests at paragraph 11.6.5 that '*high-quality interurban bus routes or limited stop express routes*' can draw users from further than a 10-minute walking distance (800 metres, assuming 80 metres per minute).
- 4.8. Public Transport Access Levels (PTAL) provide Transport for London (TfL) with a preferred measure of the accessibility of an area to the public transport network. A maximum of 640 metres is typically used for access to buses, equating to around an eight-minute walk. Although the proposed development is not in London, this demonstrates that shorter distances are not necessarily achievable in all places, even in London.
- 4.9. The National Travel Survey 2024 dataset NTS 0308 'Average number of trips and distance travelled by trip length and main mode' suggests that on average, 64% of local bus trips outside London are up to five miles (eight kilometres) and that 88% of local bus trips are under 10 miles (16 kilometres). This indicates that the majority of local bus journeys are contained within a 10 mile radius, on average.

Existing Pedestrian and Cycle Facilities

- 4.10. Footway provision within the vicinity of the site is considered to be suitable to accommodate the new development as set out in **Chapter 3**. The footway provision leading west towards Hilperton and Trowbridge town centre is provided on at least one side of Devizes Road, Hilperton Road A361 and Church Street and is lit. There are dropped kerbs provided at crossing points.
- 4.11. A shared footway/cycleway is provided along the southern site boundary. The shared footway/cycleway connects to a dropped kerb and tactile paved crossing point located on Devizes Road approximately 50 metres west of the site and continues through sections of residential developments located to the south of Devizes Road, providing continuous pedestrian and cycle access to The Mead Primary School.
- 4.12. A copy of the Trowbridge Cycle Map, produced by Wiltshire Council, which shows surfaced and unsurfaced cycleway/paths and recommended cycle routes is included in **Appendix C**.
- 4.13. There are no PRow routes which cross the site. However, there are a number of PRowS including HILP 21, HILP 25 and HILP 29 which surround the site. The routes are shown on **Figure 3.1**.
- 4.14. National Cycle Network (NCN) Route 4 is accessible approximately 1.5 kilometres to the north of the proposed scheme access point. NCN 4 is a long-distance cycle route from London to Fishguard in Wales with sections of traffic free and surfaced paths. Locally it provides access between Devizes and Trowbridge.

Public Transport Provision

Bus

- 4.15. The closest bus stops to the site are the Paxcroft Farm bus stop (to the northeast) and the Helps Well Road stop (to the south). The Paxcroft Farm bus stop is located approximately 380 metres walking distance from the centre of the site, and the Helps Well Road stops are located approximately 470 metres walking distance from the centre of the site.

- 4.16. Both stops are located on the A361 carriageway. The Paxcroft Farm bus stops are provided with a flag and pole.
- 4.17. Both the Helps Well Road bus stops are provided with shelters, seating areas, and timetable information. Both stops are serviced by bus routes 49, X34, X84, X49, and X85 which are operated by Faresaver and Stagecoach.
- 4.18. A summary of the bus service provision available is provided in **Table 4.1**.

Table 4.1 – Bus Service Summary

Service	Route	First Bus/Last Bus	Frequency (minutes)		
			Weekday	Saturday	Sunday
49	Swindon – Trowbridge	06:18/17:25	30	60	60
	Trowbridge – Swindon	06:48/19:00			
X34	Frome – Chippenham	06:45/17:30	45	60	60
	Chippenham – Frome	07:02/17:30	30		
X84	Semington–Bath	09:45	Once per Day (Fridays Only)	–	–
	Bath–Semington	12:55			
X85	Semington – Bath	09:45	Once per Day (Tuesdays Only)	–	–
	Bath – Semington	12:55			
X49	Devizes – Trowbridge Wiltshire College	08:15/08:47	Once per Day (School days only)	–	–

- 4.19. Since the previous similar application, there has been no material change to the bus services provided.
- 4.20. The first 49 service to Swindon departs the Paxcroft Farm bus stop at 06:48 and arrives in Swindon at 08:18. The final service departs Swindon at 19:00 and arrives at the Paxcroft Farm bus stop at 19:19. The first service towards Trowbridge departs at 06:18 and arrives in Trowbridge at 06:26. The final service returning from Trowbridge departs at 17:25 and arrives at the Paxcroft Farm bus stop at 18:51.
- 4.21. The first X34 service towards Frome departs the Paxcroft Farm bus stop at 07:02 and arrives in Frome at 07:40. The final service returning from Frome departs at 17:30 and arrives to the Paxcroft Farm bus stop at 18:10. The first service to Chippenham departs at 06:45 and arrives in Chippenham at 07:26. The final service departing Chippenham is at 17:30 and arrives at the Paxcroft Farm bus stop at 18:10.
- 4.22. The X84 service operates between Bath and Semington once per day on Fridays only. The first service departs at 09:45 and arrives in Bath at 10:53. The final bus returning from Bath departs at 12:55 and arrives at the Paxcroft Farm bus stop at 14:13.

- 4.23. The first X85 service towards Bath departs the Paxcroft Farm bus stop at 09:45 and arrives at 10:45. The final service returning from Bath departs at 12:55 and arrives at the Paxcroft Farm bus stop at 14:17.

Rail

- 4.24. Trowbridge Railway Station is the closest railway station to the site, located approximately 3.7 kilometres southwest of the site. The station provides 117 car parking spaces, with five accessible spaces. Additionally, there are 70 sheltered cycle parking spaces. Car parking charges apply, with Daily, Off Peak, Saturday, Sunday, Weekly, Monthly and Annual tickets available.
- 4.25. The station is served by the Great Western Railway and Southwestern Railway lines which provide regular services to and from Frome, Gloucester, Portsmouth Harbour, Cardiff Central and Bristol and the destinations in between, at approximately one-hour intervals.
- 4.26. Trowbridge Railway Station is served by bus services 49 and the X34. The bus journey time from the Paxcroft Farm and Helps Well Road bus stops using the bus route X34 is approximately 27 minutes.

Community Transport

- 4.27. The site is covered by the Trowbridge Area Community Link Transport service which is a charity that provides demand-responsive transport for the residents of Trowbridge, Semington, Great Hinton, Steeple Ashton, Hilperton, Keevil, North Bradley, Southwick and West Ashton. This is a door-to-door service to help local residents attend medical appointments, shopping or visiting friends and family which operates Monday to Friday between 09:00–16:30 (excluding bank holidays) at no set cost, however donations to the charity are encouraged.

Proximity to Local Service and Amenities

- 4.28. There is a mix of services, facilities, amenities and public transport opportunities generally required on a daily basis located within walking and cycling distance of the site. It is accepted that the time it takes people to walk or cycle to these distances will depend on the individual's level of health and fitness and will therefore vary from person to person.
- 4.29. A summary of the local services and facilities, including distance, walking and cycling times from the centre of the site is shown in **Table 4.2**. The locations of the closest facilities and amenities are shown in **Figure 3.1**. The routes are considered to be generally flat or on gentle gradients.

Table 4.2– Local Facilities and Amenities

Service/Facility	Distance (kilometres)	Location	Walking Time (minutes)	Cycling Time (minutes)	Approximate Bus Journey Time (minutes ²)
Employment					
Canal Road Industrial Estate	3200	Avon Way	–	12	5+11+9
Doric Business Centre	3400	Avon Way	–	13	4+10+10
Education					
The Mead Primary School	1400	Hackett Place	18	5	4+2+9
Busy Bees Nursey	1500	Hackett Place	19	6	4+2+7
St Michaels Pre-School	1500	Whaddon Lane	19	6	4+5+3
Hilperton C of E Primary School	2700	Newleaze	–	9	4+7+7
Bellefield Primary School	3300	Windermere Road	–	11	4+13+10
St Augustine’s Catholic College	6800	Wingfield Road	–	23	4+20+7
The John of Gaunt School	6900	Wingfield Road	–	24	4+20+7
Personal Business					
Paxcroft Café	500	A361 Layby	7	2	–
Paxcroft Pharmacy	1500	Hackett Place	19	6	4+2+7
Roundstone Doctors Surgery	3000	Polebarn Road	–	11	4+14+10
Oriental Dragon Chinese Takeaway	3200	Paxcroft Way	–	13	4+13+18
Harris, Hill & Gibbons Veterinary Group	3200	Paxcroft Way	–	13	4+13+19
Leisure/Retail					
Trowbridge Rugby Football Club	200	A361	3	1	–
Movevolution Fitness Centre	350	A361	4	1	–
St Michael and Angels Church	1400	The Knap	18	5	4+6+4
Budgens Store	1500	Hackett Place	19	6	4+2+7
Hilperton Village Hall	1500	Whaddon Lane	19	6	4+6+2
Hilperton Play Park	1500	Whaddon Lane	19	6	4+6+3
Paxcroft Mead Community Centre	1500	Hackett Place	19	6	4+2+7
Public Transport					
Paxcroft Farm Bus Stop	500	A361	8	2	–
Trowbridge Train Station	3700	Stallard Street	–	17	4+19+3

² Based on time walking to bus stop + bus journey time + time walking to destination derived from Google. These use the nearest bus routes to the site (specified in Table 4.2).

- 4.30. A number of major supermarkets also provide an online shopping and home delivery service, which deliver to Hilperton. Use of these services will reduce the need for residents to travel.

Conclusions

- 4.31. The site is considered to be located within appropriate walking and cycling distance, and within bus journey time, of a number of local services and amenities located within Paxcroft Mead and Hilperton including a primary school, a children's nurse, a village hall and community centre. It is also located within appropriate walking distance of bus stops.
- 4.32. The existing footway and cycle networks are considered to provide safe and appropriate pedestrian and cycle routes between the site and the local amenities and facilities, including bus stops and connections onto Trowbridge town centre.
- 4.33. The site is located within reasonable distance of Trowbridge Railway Station, which provides access to a wider range of services and employment opportunities located in nearby towns, as well as major conurbations such as Bristol and Bath. This provides the opportunity for sustainable travel.
- 4.34. It is concluded that the site is accessibly located providing a realistic choice of alternative sustainable transport options to single occupancy car travel.

5. Development Proposals

- 5.1. The development proposal is for up to 80 residential dwellings which will include a minimum of 30% affordable housing. An indicative layout is provided as part of the wider planning submission.

Proposed Access Arrangements

- 5.2. Principal access for all modes of transport is at a new fourth arm of the A361/Devizes Road roundabout, as shown in **Figure 5.1**. The connection at the new arm has been designed with a 7.3 metre wide carriageway and with three metre wide footway/cycleways. A pedestrian refuge island with tactile paving is also proposed for crossing the site access.
- 5.3. A Road Safety Audit was carried out in March 2023 for the proposed access off the A361/Devizes Road roundabout. It confirmed no road safety issues. The RSA Brief and audit are included at **Appendix D**.
- 5.4. **Figure 5.1** also illustrates a Swept Path Assessment for a 11.3 metre refuse vehicle. This is the largest typical refuse vehicle set out at Appendix A of the Wiltshire Council Waste Storage and Collection Guidance for Developers document. It is the largest vehicle anticipated to be accessing the site on a regular basis.
- 5.5. Shared footway/cycleways are proposed to be located on both sides of the principal carriageway at the access point. A pedestrian footpath connection is also provided to the northeast of the site that links it with PRoW Byway HILP21 on Whaddon Lane.

Internal Layout

- 5.6. It is currently anticipated that the internal layout will be offered for adoption to the local highway authority.
- 5.7. The layout will ultimately be devised to prioritise pedestrian and cycle movement as appropriate, and this would be addressed through a reserved matters submission in due course.
- 5.8. At this stage, it is anticipated that the spine road forming the primary street corridor will measure 7.3 metres wide. A three metre wide footway/cycleway will be provided on one side of the carriageway and a two metre wide footway on one side. The footway/cycleways on each side of the road would be separated from the road by three metre wide grass verges. In total the primary street corridor will measure 18.3 metres wide. The design rationale of this is to facilitate any future development to the north coming forward as part of the wider emerging allocation.
- 5.9. The internal layout will be designed to accommodate an emergency vehicle and a local refuse vehicle entering, manoeuvring and egressing the various internal roads. This will also be addressed at the reserved matters stage.

Parking Arrangements

- 5.10. The proposed scheme is anticipated to provide car and cycle parking levels generally in accordance with prevailing Wiltshire Council guidance on parking ratios at the time of a reserved matters application.

Car Parking

- 5.11. Suggested car parking ratios are set out within the Wiltshire Council Car Parking Strategy, which are summarised in **Table 5.1**. It is noted that the Council only considers garages within the overall number of parking spaces when there are overriding design considerations.

Table 5.1 – Suggested Vehicle Parking Ratios

Bedrooms	Minimum Spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor Parking	0.2 spaces per dwelling (unallocated)

- 5.12. All properties are proposed to be equipped with an Ultra-Low Emission Vehicles (ULEV) charging point, as required to reflect national expectations.

Cycle Parking

- 5.13. The suggested cycle parking ratios are set out in the Wiltshire Council Cycle Strategy, which are summarised in **Table 5.2**.

Table 5.2 – Suggested Cycle Parking Ratios

Bedrooms	Minimum Spaces
3	1 covered space
4	3 covered spaces
Visitor Parking	1 visitor parking space per 20 bedrooms

- 5.14. Cycle parking will be provided within the curtilage of each dwelling, either within garages or sheds.
- 5.15. Visitor cycle parking is anticipated to be accommodated with private curtilages because the visitors will be specific to individual house holders.

Framework Residential Travel Plan

- 5.16. A Framework Residential Travel Plan (FRTTP) is provided as part of the wider planning submission. The aim of this document is to encourage modal shift of future residents from single occupancy vehicular travel to sustainable travel modes, such as by rail, walking and cycling through measures and initiatives that would be implemented on site. This could include physical measures such as additional pedestrian and cycle links to the site, as well as promotional and informative measures such as the provision of Travel Information Packs to residents upon first occupation. It is anticipated that this will affect a 10% modal shift from single occupancy vehicle travel.
- 5.17. Resident travel patterns are proposed be monitored for the first five years from the point of 80% occupation to understand travel habits and any barriers to sustainable travel.
- 5.18. The details of the implementation of this document can be secured via an appropriately worded planning condition or a Section 106 Agreement.

Off-site Highway Improvements

- 5.19. The Applicant is willing in principle to agree to the provision of the same final contributions that were agreed with the highway authority for the previous similar scheme at £92,000 contribution towards cycling and walking measures and £20,000 for towards the delivery of a bus shelter and associated infrastructure on the north side of carriageway on the A361 near Paxcroft cottages/rugby club. The Applicant is also willing to provide reasonable footway widening between the site on the A31 and Trowbridge Rugby Club within the extent of Highway Maintainable at Public Expense. Whilst the highway authority sought pedestrian and cycle priority at the new roundabout arm in respect to the last planning application, it is considered that a more conventional vehicular junction is appropriate for this scheme given the larger scale of the development.

Future Access Design

- 5.20. It is proposed that the land to accommodate the indicative access design at **Appendix E** as far as it is controlled by The Applicant will be safeguarded as part of the development proposals.
- 5.21. With reference to the option for a wider development identified by Wiltshire Council as an allocation to the north of the site and further to discussions with Wiltshire Council highway officers as part of the previous PL/2022/07977 application, an indicative future access design for the A361/Devizes Road roundabout has been considered, which could accommodate additional traffic associated with a portion of the potential wider scheme. For the avoidance of doubt, this scheme is not proposed as part of this planning submission, but only to inform the highway authority about what might be possible to be bought forward in conjunction with the wider scheme. The indicative scheme is shown at **Appendix E**.

6. Forecast Trip Impact

- 6.1. The trip rates agreed during scoping discussion for the PL/2022/07977 application (which received no highway objection) have been used as the basis of trip impact assessment. The TRICS data is included at **Appendix F** and is summarised below in **Table 6.1**.

Table 6.1 – Vehicle Trip Rates and Trip Numbers for 80 Dwellings (Houses Privately Owned)

80 Dwellings	AM Peak (08:00–09:00)			PM Peak (17:00–18:00)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Trip Rate	0.138	0.376	0.514	0.318	0.128	0.446
Trip No.	11	30	41	25	10	36

- 6.2. **Table 6.1** forecasts that 80 residential dwellings could be associated with up to around 41 two-way total vehicle movements in the AM peak and 36 two-way total vehicle movements in the PM peak. This would equate to around one new vehicle trip every two minutes, on average.

'Vision-Led' Case

- 6.3. It is anticipated that a 'vision-led' case could affect a minimum 10% modal shift from vehicle trips. This would align with the objectives of the Travel Plan. The forecast 'vision-led' scheme would reduce the total vehicular trips to 37 two-way trips in the AM peak and 33 two-way trips in the PM peak.

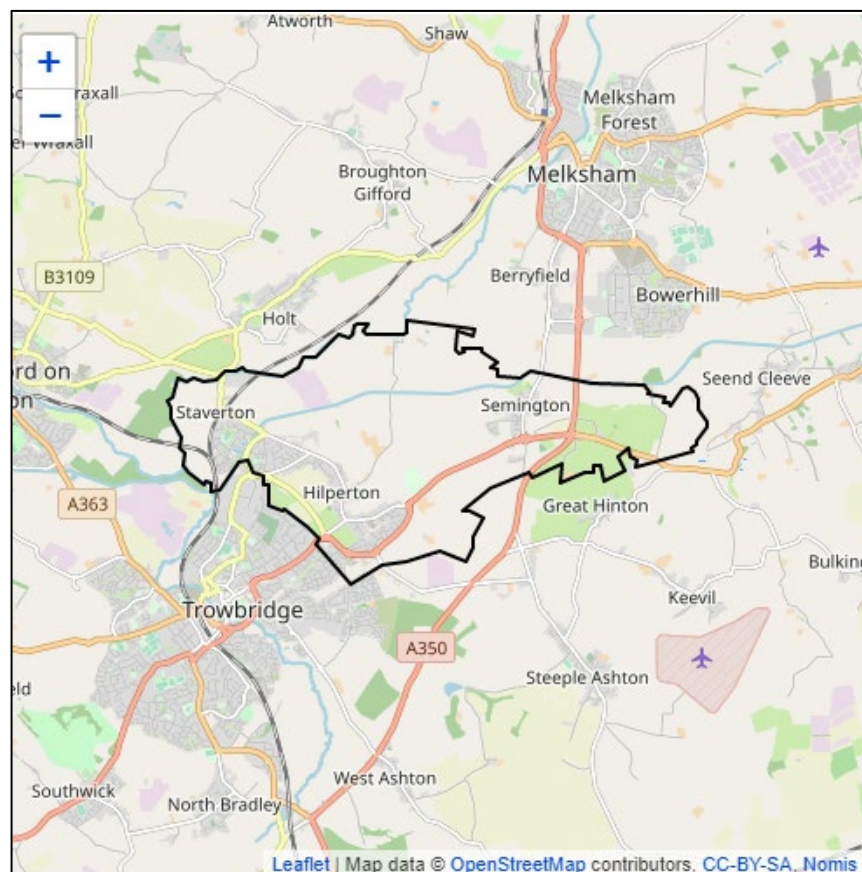
7. Junction Capacity Assessment

- 7.1. A junction capacity assessment has been undertaken for the proposed site access arrangement. The existing traffic flows at the junction have been derived from a MCC survey, as detailed in **Chapter 3** and the forecast traffic flows have been applied as detail in set out in **Table 6.1**.

Trip Assignment

- 7.2. The forecast vehicular trips have been assigned based on an assessment of the Census 2011 WU03EW 'Location of usual residence and place of work by method of travel to work (Middle Super Output Area (MSOA) level)' dataset for the local area of Wiltshire O30. The data was filtered to display trips by car or van only for destinations with 10 or more journeys. This resulted in 35 MSOA workplace destinations. This is used as a proxy for all trip assignment and is considered suitable given the relatively low scale of the scheme. The area covered by the Wiltshire O30 MSOA is shown in **Plate 7.1**.

Plate 7.1 – Wiltshire O30 Middle Super Output Area



- 7.3. The location in which each of the 35 workplace MSOA destinations have been determined, with the percentage of trips associated with each destination assigned in the direction of each MSOA from the site. The likely turning distribution percentage to and from the site has been derived from this data. The full dataset is included at **Appendix G**.

Future Assessment Years and Growth Rates

- 7.4. The baseline traffic flows have been growthed using TEMPro growth rates to 2031, to five years after the year of submission of the planning application. The growth rates are summarised at **Table 7.1**. A base year of 2025 has been applied on the basis that the recorded traffic flows were recorded in December 2025.
- 7.5. For the purpose of deriving growth rates, the Wiltshire 030 MSOA has been used, with the local highway network set as A-road types.

Table 7.1 – TEMPro Growth Rates

	AM Peak	PM Peak
2025 – 2031	1.0477	1.0476

- 7.6. The 2031 future year plus proposed development has been assessed for the AM and PM peak hours at the junction.
- 7.7. Traffic Flow Diagrams have been set up for the AM and PM peak scenarios, with the diagrams included at **Appendix H**.

Junction Capacity Assessments

- 7.8. The industry standard Junctions 11 ARCADY modelling software has been used to assess the development traffic impact at the junction.

Definition of Modelling Terms

RFC – Ratio Flow to Capacity

- 7.9. The ratio of flow to capacity provides a measure of the utilised capacity of a junction approach arm. Arms exceeding a ratio of 0.85 (i.e. 85% capacity utilised) are considered to be approaching capacity at times within the modelling period. Junction arms exceeding a ratio of 1.00 (i.e. 100% capacity utilised) are considered to be over capacity and are characterised as typically having heavy volumes of queued traffic at peak times.
- 7.10. Results that exceed RFCs of 1.00 are associated with queue lengths that are subject to exponential growth. For this reason, queue lengths attributed to overcapacity approach arms should be considered indicative rather than representative.

Queue Length

- 7.11. The queue length stated in the capacity assessment results represents the average maximum queue lengths in vehicles on each arm across the peak hour. They are therefore indicative of queuing extent at the busiest times within the peak hour.

Modelling Results

- 7.12. The full modelling results for the proposed site access is shown in **Figure 5.1** and are included at **Appendix I** and summarised in **Table 7.2**.

Table 7.2 –Site Access (80 Dwellings) Modelling Results

Arm	AM		PM	
	Queue (veh)	RFC	Queue (veh)	RFC
	2031 Base			
A361 East	0.90	0.49	1.00	0.49
A361 South	0.80	0.45	0.60	0.37
Devizes Road	0.00	0.04	0.00	0.02
	2031 + Proposed Development			
A361 East	1.00	0.52	1.10	0.52
A361 South	0.90	0.48	0.70	0.40
Devizes Road	0.00	0.04	0.00	0.02
Proposed Fourth Arm Site Access	0.10	0.05	0.00	0.01

- 7.13. It is concluded that the traffic numbers generated by the development proposal will not have a material effect in real terms on the safety or operation of the local highway network.

8. Summary and Conclusions

- 8.1. This Transportation Assessment has been prepared by Pegasus Group on behalf of Redcliffe Homes Limited to address the transport issues associated with the proposed residential development of land to the North of Devizes Road, Trowbridge, Wiltshire. The proposed development is for up to 80 dwellings with vehicular access to the site proposed from a new fourth arm onto the adjacent roundabout junction with the A361.
- 8.2. It is concluded that suitable access arrangements for all modes can be achieved. Pedestrian and cycle access can be provided which link the site with Hilperton, local bus stops and other facilities generally required on a daily basis. It is also concluded that suitable mitigation measures can be provided through final contributions towards off-site highway works and through the provision of a Framework Residential Travel Plan to encourage more sustainable travel.
- 8.3. It is concluded that the traffic numbers generated by the development proposal will not have a material effect in real terms on the safety or operation of the local highway network.
- 8.4. It is finally concluded that there are no transportation reasons why the development proposal should not be permitted.



Figures

The map displays a network of roads including Marsh Road, Hilpert Drive, Devizes Road, and the A361. Key locations are marked with icons: a red bus stop icon near Hilpert Marsh, a green bus stop icon near Paxcroft, and a red bus stop icon near Paxcroft Mead. Specific points of interest are labeled with yellow boxes: 'PRoW HILP20' near Whaddon Lane, 'PRoW HILP21' near Devizes Road, 'PRoW HILP25' near Paxcroft, and 'PRoW HILP29' near Hilpert Marsh. Other labels include 'Hilpert Marsh', 'Paxcroft', 'Hilpert Drive', 'A361', 'Paxcroft Mead', 'Paxcroft Brook', 'Brook Farm', 'Crossways Farm', 'Stourton Farm', 'Withywood Farm', 'Woodside Farm', 'Green Lane Wood', 'Smith's Well Wood', 'Woodside', '24', 'Hilpert Marsh', 'Education Facility', 'Fire Station', 'Lower Paxcroft Farm', 'High Ridge Stables', 'The Bassetts', 'Knoll Farm', 'Maylands Farm'.

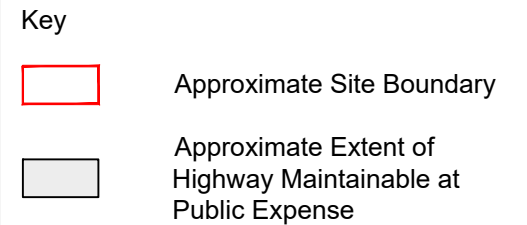
Local Walking Routes

PEGASUS GROUP

Technical site plan showing a proposed road layout with various annotations and dimensions. The plan includes a red line indicating a boundary or alignment, and a blue line indicating a proposed path. Key features and dimensions include:

- 3.0m footway/cycleway**: Indicated by a black line with arrows.
- 3.0m verge**: Indicated by a black line with arrows.
- 7.3m**: A dimension across a section of the road.
- 2.0m footway**: Indicated by a black line with arrows.
- 3.0m verge**: Indicated by a black line with arrows.
- New arm geometry:**
 - Entry radii of 15m
 - Exit radii of 20m
 - Entry width of 4.5m
 - Exit width of 5m
- Proposed 2.4m wide tactile paved crossing to refuge island**: Indicated by a dashed line.
- R15.0m**: Radius of curvature for a section of the road.
- R20.0m**: Radius of curvature for a section of the road.
- 4.5m**: A dimension across a section of the road.
- 5.0m**: A dimension across a section of the road.
- R81.5m**: Radius of curvature for a section of the road.
- Max entry deflection**: Indicated by a blue line.

The plan also shows various other features such as trees, shrubs, and a hedge bank. The background is a light grey color, and the text is in black.



LAND NORTH OF DEVIZES ROAD, HILPERTON

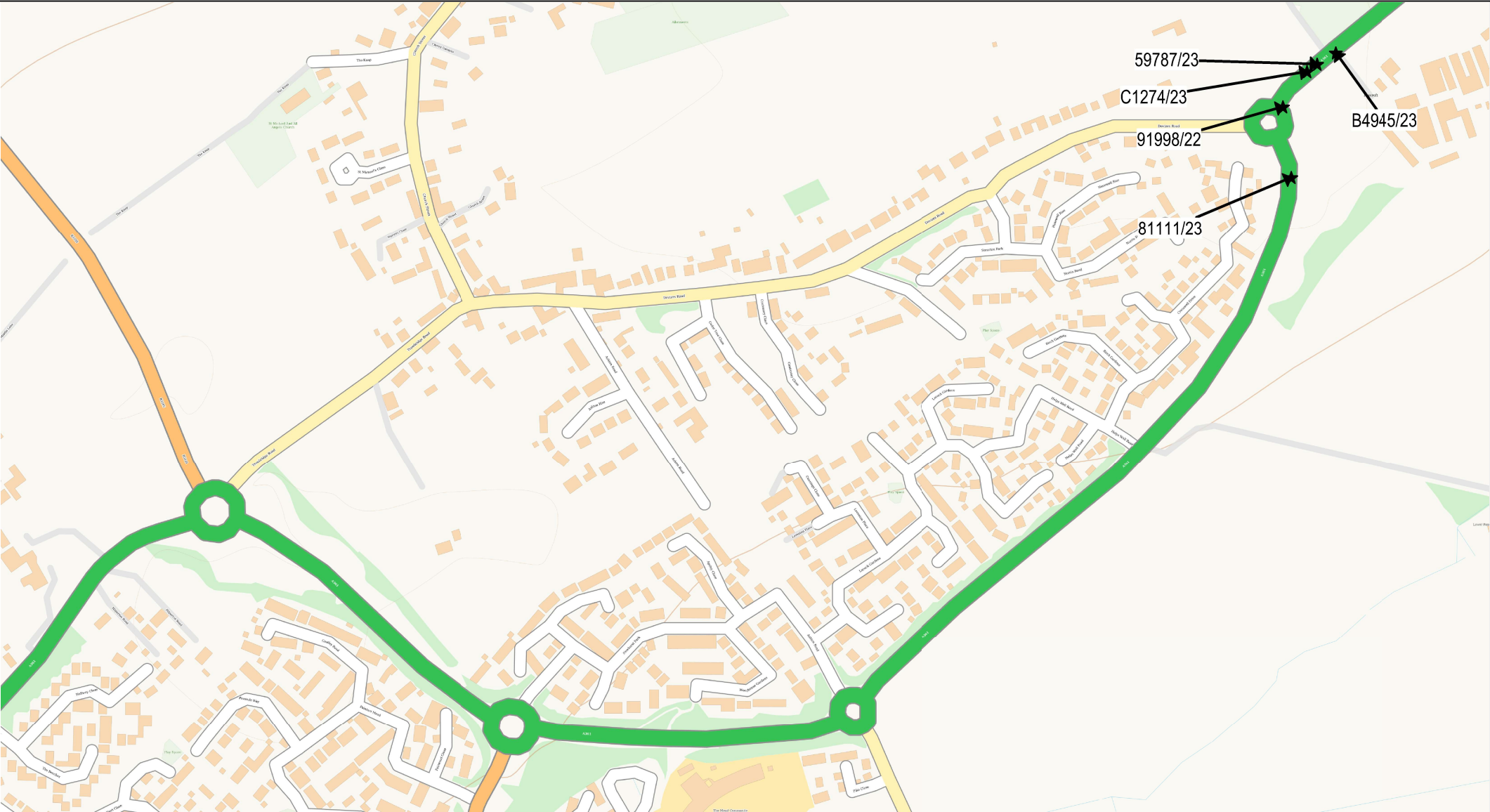
DATE:	SCALE:	DRAWING STATUS	REVISION
16/01/2026	1:500@A3	SK	B

DRAWN BY: AS APPROVED BY: CMR OFFICE: BRS

PEGASUS GROUP



Appendix A



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Wiltshire
COUNCIL

Hilperton

SCALE	1 : 5720
DATE	27/11/2025
DRAWING No.	
DRAWN BY	



INTERPRETED LISTING REPORT

Run on: 27/11/2025 13:04:09

Accidents between dates: 01/12/2020 and 21/11/2025
Selection: Selected using Manual Selection

Notes: Hilpertown

91998/22	31/08/2022	Wednesday	1300	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Slight	A 361	Speed limit: 50		Roundabout	Road surface Dry	E388163	N159229
Junction detail:	Normal roundabout				Crossing facilities: Central refuge - no other controls		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A361 DEVIZES RD, AT RBT WITH A361 HILPERTON DR, TROWBRIDGE. SMO

V1(M/CYCLE) TRAV S. V2(VAN) TRAV S. V1 HAS FAILED TO STOP IN TIME AND COLLIDED FRONT WITH V2 REAR. V1 RIDER DISPLACED. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Following too close	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Failed to judge other persons path or speed	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Sudden braking	Not Coded	Not Coded	Not coded

Vehicle 1 : Motorcycle over 500cc

Age: 59 Male

SN10 5UE

Turning left

VRM: VE10AFF

Travelling NE - S

Impact: Front

Breath test: Negative

Location Lane: On main carriageway

Junction location: Entering roundabout

Hit and Run: Not hit and run

Skid: Skidded

No tow / articulation

Left hand drive: No

Hit object In/Off c'way: None/None

Journey: Commuting to/from work

Casualty 1: Driver / Rider

Age: 59 Male

SN10 5UE

Slight

Seatbelt: Not applicable

Vehicle 2 : Van / Goods 3.5 tonnes mgw and under

Age: 31 Female

SN9 5ET

Waiting to turn left

VRM: BN05NGU

Travelling NE - S

Impact: Back

Breath test: Negative

Location Lane: On main carriageway

Junction location: Entering roundabout

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

No tow / articulation

Left hand drive: No

Hit object In/Off c'way: None/None

Journey: Commuting to/from work

59787/23	08/06/2023	Thursday	0745	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Slight	A 361	Speed limit: 50		Single carriageway	Road surface Dry	E388200	N159275
Junction detail:	Staggered or T Junction				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A361 PAXCROFT, APPROX 20M SW OF PAXCROFT FARM, TROWBRIDGE. SMO

V1(CAR) TRAV NE. V2(CYCLE) TRAV SE. V1 HAS ATTEMPTED TO OVERTAKE V2. AT SAME TIME, V2 HAS INDICATED TO TURN RIGHT. V1 HAS STRUCK N/S WITH V2 O/S CAUSING V2 RIDER TO BE DISPLACED. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 2	Possible	Failed to look properly	Not Coded	Not Coded	Not coded
Vehicle 1	Possible	Failed to judge other persons path or speed	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded



INTERPRETED LISTING REPORT

Run on: 27/11/2025 13:04:09

Accidents between dates: 01/12/2020 and 21/11/2025
Selection: Selected using Manual Selection

Notes: Hilperton

Vehicle 1 : Car	Age: 54 Male	BA14 8AA
Overtaking moving vehicle on offside		VRM: NK18FVE
Travelling SW - NE	Impact: Nearside	Breath test: Negative
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Commuting to/from work
Vehicle 2 : Pedal Cycle (Including pedal assisted electric bicycles)	Age: 45 Male	BA14 7RY
Turning right		VRM:
Travelling SW - SE	Impact: Offside	Breath test: Not applicable
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Commuting to/from work
Casualty 1: Driver / Rider	Age: 45 Male	BA14 7RY Slight
Seatbelt: Not applicable		

81111/23	02/08/2023	Wednesday	1419	Daylight	Raining - no high winds	Vehs: 1	Cas: 1
Slight	A 361	Speed limit: 30		Roundabout	Road surface Wet/Damp	E388172	N159153
Junction detail:	Normal roundabout				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A361 HILPERTON DR, APPROX 20M S OF RBT WITH PAXCROFT, TROWBRIDGE. SMO
V1(M/CYCLE) TRAV N. V1 HAS SLIPPED ON APPROACH TO RBT CAUSING V1 RIDER TO BE DISPLACED. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Slippery road (due to weather)	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Motorcycle - unknown cc	Age: 32 Male	SN12 6PB
Going ahead other		VRM: FR13YZZ
Travelling S - N	Impact: Nearside	Breath test: Negative
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Skidded	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other
Casualty 1: Driver / Rider	Age: 32 Male	SN12 6PB Slight
Seatbelt: Not applicable		

B4945/23	30/10/2023	Monday	1711	Darkness: no street lighting	Fine - no high winds	Vehs: 2	Cas: 1
Slight	A 361	Speed limit: 50		Single carriageway	Road surface Wet/Damp	E388220	N159287
Junction detail:	Private road/drive				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		



Accidents between dates: 01/12/2020 and 21/11/2025
Selection: Selected using Manual Selection

Notes: Hilpertont

A361 PAXCROFT, AT JCT WITH PAXCROFT FARM, TROWBRIDGE. SMO

V1(CAR) TRAV NE. V2(M/CYCLE) TRAV SW. V1 HAS PULLED OUT OF D/WAY INTO PATH OF V2. V2 HAS COLLIDED FRONT WITH V1 FRONT O/S. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Failed to look properly	Vehicle 2	Very likely	Rider wearing dark clothing
Vehicle 1	Very likely	Failed to judge other persons path or speed	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Poor turn or manoeuvre	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: 51 Female	SN11 9BA
Turning right		VRM: VA459LH
Travelling SE - NE	Impact: Offside	Breath test: Negative
Location Lane: On main carriageway	Junction location: Entering main road	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Commuting to/from work
Vehicle 2 : Motor Cycle over 50 cc and up to 125cc	Age: 22 Male	BA14 7QW
Going ahead other		VRM: YK14CNX
Travelling NE - SW	Impact: Front	Breath test: Negative
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Commuting to/from work
Casualty 1: Driver / Rider	Age: 22 Male	BA14 7QW Slight
Seatbelt: Not applicable		

C1274/23	16/11/2023	Thursday	0722	Daylight	Raining - no high winds	Vehs: 3	Cas: 1
Slight	A 361	Speed limit: 50		Single carriageway	Road surface Wet/Damp	E388189	N159267
Junction detail:	Not at or within 20M				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Not at junction				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A361 HILPERTON DR, OUTSIDE TROWBRIDGE RUGBY CLUB, TROWBRIDGE. SMO

V1(CAR) TRAV NE. V2(CAR) TRAV NE. V3(VAN) TRAV NE. V3 HAS BEEN STATIONARY. V2 HAS STOPPED BEHIND V3. V1 HAS FAILED TO STOP AND COLLIDED FRONT WITH V2 REAR CAUSING V2 TO SHUNT FOWARD INTO V3 REAR. SMO

Contributory/Road Safety factors and confidence of the Officer recording the collision information ***WARNING: FACTOR DATA IS SUBJECTIVE***

Vehicle 1	Very likely	Sudden braking	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car	Age: 34 Female	BA2 1RD
Going ahead other		VRM: WK54FVF
Travelling SW - NE	Impact: Front	Breath test: Negative
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Journey as part of work



INTERPRETED LISTING REPORT

Run on: 27/11/2025 13:04:09

Accidents between dates: 01/12/2020 and 21/11/2025
Selection: Selected using Manual Selection

Notes: Hilperton

Vehicle 2 : Car	Age: 34 Male	BA14 OHA
Held up waiting to go ahead		VRM: FG72MVW
Travelling SW - NE	Impact: Back	Breath test: Negative
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Journey as part of work
Casualty 1: Driver / Rider	Age: 34 Male	BA14 OHA Slight
Seatbelt: Worn and independently confirmed		
Vehicle 3 : Van / Goods 3.5 tonnes mgw and under	Age: 25 Male	BA14 OEU
Held up waiting to go ahead		VRM: YR72ZBN
Travelling SW - NE	Impact: Back	Breath test: Negative
Location Lane: On main carriageway	Junction location: Not at, or within 20M of Jct	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Journey as part of work



Accidents between dates: 01/12/2020 and 21/11/2025
Selection: Selected using Manual Selection

Notes: Hilperton

Accidents involving:

	Fatal	Serious	Slight	Total
Motor Vehicles Only	0	0	1	1
2-wheeled motor vehicles	0	0	3	3
Pedal Cycles	0	0	1	1
Horses & Other	0	0	0	0

Total Accidents	0	0	5	5
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Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	0	0	1	1
Vehicle Passenger	0	0	0	0
Motorcycle rider	0	0	3	3
Cyclist	0	0	1	1
Pedestrians	0	0	0	0
Other	0	0	0	0
Total	0	0	5	5



Appendix B

Trowbridge, Wednesday 10th December 2025

Junction: 1
Approach: A361



	Ahead to A361 Hilpertown Road					Right to Devizes Road					U-Turn				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	75	8	1	84	95.4	0	0	0	0	0.0	0	0	0	0	0.0
07:15 - 07:30	117	5	1	123	130.5	2	0	0	2	2.0	0	0	0	0	0.0
07:30 - 07:45	177	12	0	189	204.6	0	1	0	1	2.3	0	0	0	0	0.0
07:45 - 08:00	218	6	1	225	233.8	1	0	0	1	1.0	1	1	0	2	3.3
Hourly Total	587	31	3	621	664.3	3	1	0	4	5.3	1	1	0	2	3.3
08:00 - 08:15	202	7	1	210	220.1	1	0	0	1	1.0	0	0	0	0	0.0
08:15 - 08:30	217	7	1	225	235.1	0	1	0	1	2.3	1	0	0	1	1.0
08:30 - 08:45	168	6	3	177	187.8	0	0	0	0	0.0	2	0	0	2	2.0
08:45 - 09:00	198	3	1	202	206.9	3	1	0	4	5.3	2	0	0	2	2.0
Hourly Total	785	23	6	814	849.9	4	2	0	6	8.6	5	0	0	5	5.0
09:00 - 09:15	159	8	0	167	177.4	0	0	0	0	0.0	2	0	0	2	2.0
09:15 - 09:30	168	15	3	186	208.5	1	0	0	1	1.0	4	0	0	4	4.0
09:30 - 09:45	129	9	1	139	151.7	1	0	0	1	1.0	1	0	0	1	1.0
09:45 - 10:00	128	3	0	131	134.9	1	0	0	1	1.0	0	0	0	0	0.0
Hourly Total	584	35	4	623	672.5	3	0	0	3	3.0	7	0	0	7	7.0

TOTAL	1956	89	13	2058	2186.7	10	3	0	13	16.9	13	1	0	14	15.3
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16:00 - 16:15	181	4	2	187	194.2	4	0	0	4	4.0	2	0	0	2	2.0
16:15 - 16:30	224	1	0	225	226.3	1	0	0	1	1.0	0	0	0	0	0.0
16:30 - 16:45	193	3	2	198	203.9	1	0	0	1	1.0	4	0	0	4	4.0
16:45 - 17:00	198	5	0	203	209.5	5	0	0	5	5.0	1	0	0	1	1.0
Hourly Total	796	13	4	813	833.9	11	0	0	11	11.0	7	0	0	7	7.0
17:00 - 17:15	227	5	3	235	244.5	2	0	0	2	2.0	2	0	0	2	2.0
17:15 - 17:30	208	4	0	212	217.2	3	0	0	3	3.0	0	0	0	0	0.0
17:30 - 17:45	212	4	1	217	223.2	1	0	0	1	1.0	2	0	0	2	2.0
17:45 - 18:00	176	0	1	177	178.0	1	0	0	1	1.0	3	0	0	3	3.0
Hourly Total	823	13	5	841	862.9	7	0	0	7	7.0	7	0	0	7	7.0
18:00 - 18:15	202	3	0	205	208.9	3	0	0	3	3.0	2	0	0	2	2.0
18:15 - 18:30	155	3	1	159	163.9	1	0	0	1	1.0	1	0	0	1	1.0
18:30 - 18:45	138	0	1	139	140.0	2	0	0	2	2.0	1	0	0	1	1.0
18:45 - 19:00	124	2	1	127	130.6	0	0	0	0	0.0	3	0	0	3	3.0
Hourly Total	619	8	3	630	643.4	6	0	0	6	6.0	7	0	0	7	7.0

TOTAL	2238	34	12	2284	2340.2	24	0	0	24	24.0	21	0	0	21	21.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Trowbridge, Wednesday 10th December 2025

Junction: 1
Approach: A361 Hilperton Road



	Left to Devizes Road					Ahead to A361					U-Turn				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	159	12	0	171	186.6	0	0	0	0	0.0
07:15 - 07:30	0	0	0	0	0.0	194	4	0	198	203.2	1	0	0	1	1.0
07:30 - 07:45	1	0	0	1	1.0	203	4	3	210	218.2	0	0	0	0	0.0
07:45 - 08:00	3	0	0	3	3.0	205	6	1	212	220.8	1	0	0	1	1.0
Hourly Total	4	0	0	4	4.0	761	26	4	791	828.8	2	0	0	2	2.0
08:00 - 08:15	3	0	0	3	3.0	212	6	2	220	229.8	0	0	0	0	0.0
08:15 - 08:30	4	0	0	4	4.0	240	3	1	244	248.9	1	0	0	1	1.0
08:30 - 08:45	7	0	0	7	7.0	184	10	0	194	207.0	0	0	1	1	2.0
08:45 - 09:00	6	0	0	6	6.0	171	6	2	179	188.8	0	0	0	0	0.0
Hourly Total	20	0	0	20	20.0	807	25	5	837	874.5	1	0	1	2	3.0
09:00 - 09:15	0	0	0	0	0.0	153	5	3	161	170.5	0	0	0	0	0.0
09:15 - 09:30	2	0	0	2	2.0	111	8	1	120	131.4	1	0	0	1	1.0
09:30 - 09:45	1	0	0	1	1.0	114	4	0	118	123.2	0	0	0	0	0.0
09:45 - 10:00	3	0	0	3	3.0	128	7	1	136	146.1	1	0	0	1	1.0
Hourly Total	6	0	0	6	6.0	506	24	5	535	571.2	2	0	0	2	2.0

TOTAL	30	0	0	30	30.0	2074	75	14	2163	2274.5	5	0	1	6	7.0
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16:00 - 16:15	4	0	0	4	4.0	149	0	0	149	149.0	0	0	0	0	0.0
16:15 - 16:30	6	0	0	6	6.0	199	4	1	204	210.2	3	0	0	3	3.0
16:30 - 16:45	5	0	0	5	5.0	192	4	1	197	203.2	0	0	0	0	0.0
16:45 - 17:00	5	0	0	5	5.0	180	3	1	184	188.9	0	0	0	0	0.0
Hourly Total	20	0	0	20	20.0	720	11	3	734	751.3	3	0	0	3	3.0
17:00 - 17:15	9	0	0	9	9.0	161	0	0	161	161.0	0	0	0	0	0.0
17:15 - 17:30	5	0	0	5	5.0	187	1	0	188	189.3	0	0	0	0	0.0
17:30 - 17:45	11	0	0	11	11.0	179	2	2	183	187.6	1	0	0	1	1.0
17:45 - 18:00	6	0	0	6	6.0	158	3	1	162	166.9	2	0	0	2	2.0
Hourly Total	31	0	0	31	31.0	685	6	3	694	704.8	3	0	0	3	3.0
18:00 - 18:15	3	0	0	3	3.0	144	2	1	147	150.6	1	0	0	1	1.0
18:15 - 18:30	3	0	0	3	3.0	132	1	1	134	136.3	0	0	0	0	0.0
18:30 - 18:45	4	0	0	4	4.0	138	1	1	140	142.3	0	0	0	0	0.0
18:45 - 19:00	12	0	0	12	12.0	121	7	0	128	137.1	0	0	0	0	0.0
Hourly Total	22	0	0	22	22.0	535	11	3	549	566.3	1	0	0	1	1.0

TOTAL	73	0	0	73	73.0	1940	28	9	1977	2022.4	7	0	0	7	7.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Trowbridge, Wednesday 10th December 2025

Junction: 1
Approach: Devizes Road



TIME	Left to A361					Right to A361 Hilperton Road				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	3	0	0	3	3.0
07:15 - 07:30	3	0	0	3	3.0	6	0	0	6	6.0
07:30 - 07:45	2	0	0	2	2.0	4	0	0	4	4.0
07:45 - 08:00	2	0	0	2	2.0	12	0	0	12	12.0
Hourly Total	7	0	0	7	7.0	25	0	0	25	25.0
08:00 - 08:15	2	0	0	2	2.0	6	0	0	6	6.0
08:15 - 08:30	1	0	0	1	1.0	3	1	0	4	5.3
08:30 - 08:45	0	0	0	0	0.0	10	0	0	10	10.0
08:45 - 09:00	2	1	0	3	4.3	6	0	0	6	6.0
Hourly Total	5	1	0	6	7.3	25	1	0	26	27.3
09:00 - 09:15	1	1	0	2	3.3	3	0	0	3	3.0
09:15 - 09:30	0	0	0	0	0.0	3	0	0	3	3.0
09:30 - 09:45	3	0	0	3	3.0	10	0	0	10	10.0
09:45 - 10:00	2	0	0	2	2.0	2	0	0	2	2.0
Hourly Total	6	1	0	7	8.3	18	0	0	18	18.0

TOTAL	18	2	0	20	22.6	68	1	0	69	70.3
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16:00 - 16:15	2	0	0	2	2.0	8	0	0	8	8.0
16:15 - 16:30	1	0	0	1	1.0	3	0	0	3	3.0
16:30 - 16:45	0	0	0	0	0.0	6	0	0	6	6.0
16:45 - 17:00	3	0	0	3	3.0	3	0	0	3	3.0
Hourly Total	6	0	0	6	6.0	20	0	0	20	20.0
17:00 - 17:15	2	0	0	2	2.0	4	0	0	4	4.0
17:15 - 17:30	2	0	0	2	2.0	3	0	0	3	3.0
17:30 - 17:45	2	0	0	2	2.0	2	0	0	2	2.0
17:45 - 18:00	2	0	0	2	2.0	2	0	0	2	2.0
Hourly Total	8	0	0	8	8.0	11	0	0	11	11.0
18:00 - 18:15	1	0	0	1	1.0	5	0	0	5	5.0
18:15 - 18:30	0	0	0	0	0.0	7	0	0	7	7.0
18:30 - 18:45	2	0	0	2	2.0	5	0	0	5	5.0
18:45 - 19:00	0	0	0	0	0.0	8	0	0	8	8.0
Hourly Total	3	0	0	3	3.0	25	0	0	25	25.0

TOTAL	17	0	0	17	17.0	56	0	0	56	56.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

From:

1) 07:00

To:

1) 10:00

Class:

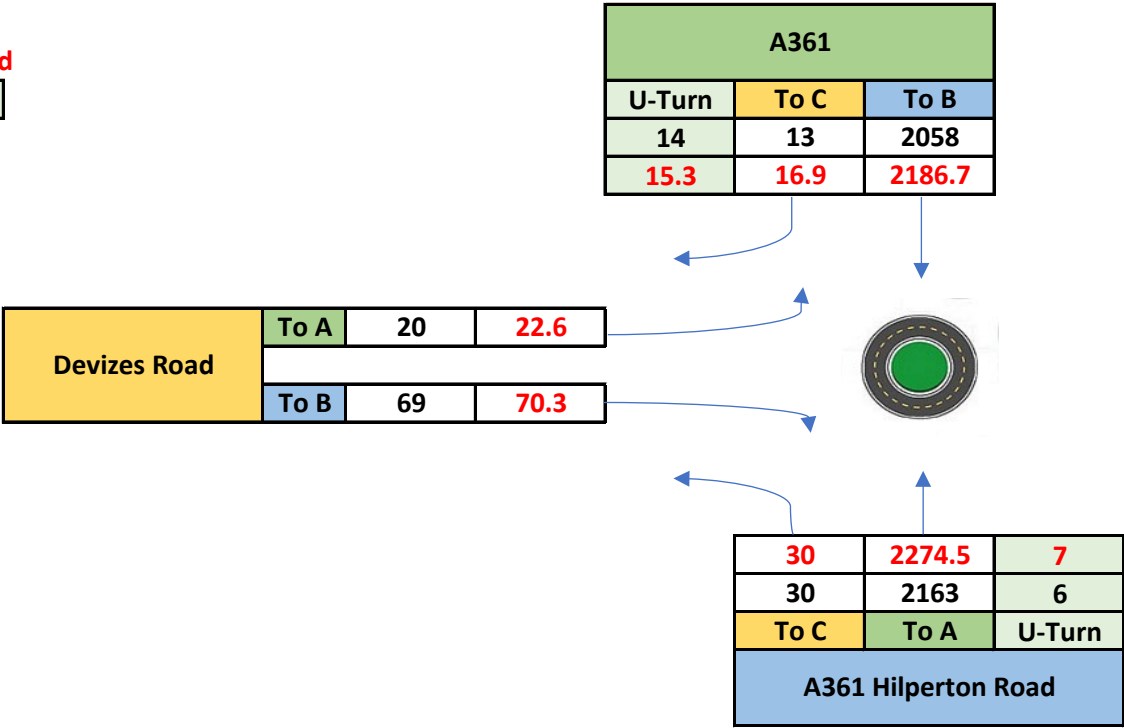
All Vehicles

Show Peak Hour:

Show PCUs:

Show Session 2

PCUs in red
U-Turn



Trowbridge, Wednesday 10th December 2025

Site 1

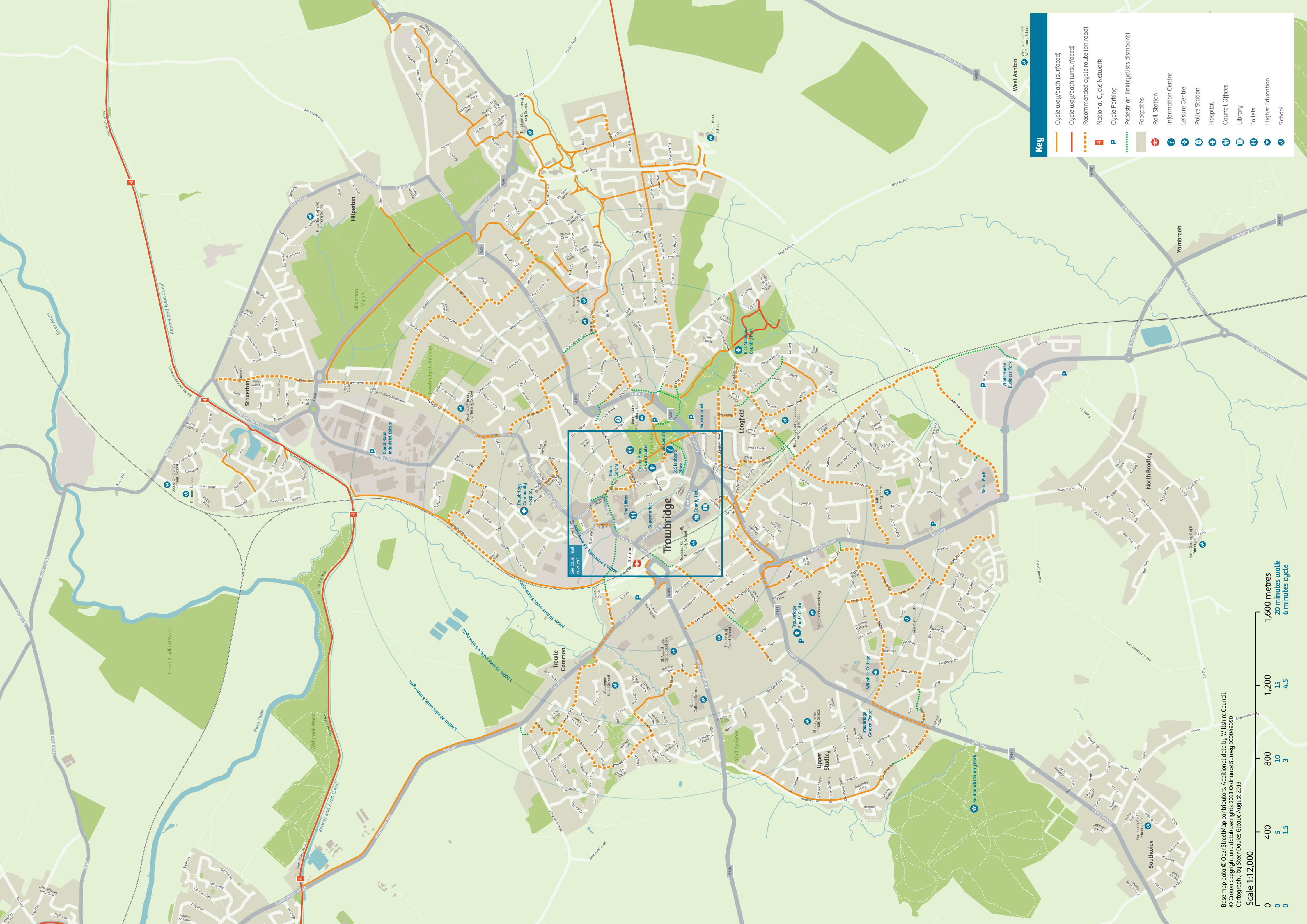
Queues are stationary vehicles each 5 minutes
LANE 1 is nearside lane



A361			A361 Hilperton Road		Devizes Road	
TIME	LANE 1	LANE 2	LANE 1	LANE 2	LANE 1	LANE 2
07:00	0	0	0	0	0	0
07:05	0	0	0	0	0	0
07:10	0	0	0	0	0	0
07:15	0	0	0	0	0	0
07:20	0	0	0	0	0	0
07:25	0	0	0	0	0	0
07:30	0	0	0	0	0	0
07:35	0	0	0	0	0	0
07:40	0	0	0	0	0	0
07:45	0	0	0	0	0	0
07:50	0	0	0	0	0	0
07:55	0	0	0	0	0	0
08:00	0	0	0	0	0	1
08:05	0	0	0	0	0	0
08:10	0	0	0	0	0	0
08:15	0	0	0	0	0	0
08:20	0	0	0	0	0	0
08:25	0	0	0	0	0	0
08:30	0	0	0	0	0	0
08:35	0	0	0	0	0	0
08:40	0	0	0	0	0	0
08:45	0	0	0	0	0	0
08:50	0	0	0	0	1	0
08:55	0	0	0	0	0	0
09:00	0	0	0	0	0	0
09:05	0	0	0	0	0	0
09:10	0	0	0	0	0	0
09:15	0	0	0	0	0	0
09:20	0	0	0	0	0	0
09:25	0	0	0	0	0	0
09:30	0	0	0	0	0	0
09:35	0	0	0	0	0	0
09:40	0	0	0	0	0	0
09:45	0	0	0	0	0	0
09:50	0	0	0	0	0	0
09:55	0	0	0	0	0	0
10:00	0	0	0	0	0	0
16:00	0	0	0	0	0	0
16:05	0	0	0	0	0	0
16:10	0	0	0	0	0	0
16:15	0	0	0	0	0	0
16:20	0	0	0	0	0	0
16:25	0	0	0	0	0	1
16:30	0	0	0	0	0	0
16:35	0	0	0	0	0	0
16:40	0	0	0	0	0	0
16:45	0	0	0	0	0	0
16:50	0	0	0	0	0	0
16:55	0	0	0	0	0	0
17:00	0	0	0	0	0	0
17:05	0	0	0	0	0	0
17:10	0	0	0	0	0	0
17:15	0	0	0	0	0	0
17:20	0	0	0	0	0	0
17:25	0	0	0	0	0	0
17:30	0	0	0	0	0	0
17:35	0	0	0	0	0	0
17:40	0	0	0	0	0	0
17:45	0	0	0	0	0	0
17:50	0	0	0	0	0	0
17:55	0	0	0	0	0	0
18:00	0	0	0	0	0	0
18:05	0	0	0	0	0	0
18:10	0	0	0	0	0	0
18:15	0	0	0	0	0	0
18:20	0	0	0	0	0	0
18:25	0	0	0	0	0	0
18:30	0	0	0	0	0	0
18:35	0	0	0	0	0	0
18:40	0	0	0	0	0	0
18:45	0	0	0	0	0	0
18:50	0	0	0	0	0	0
18:55	0	0	0	0	0	0
19:00	0	0	0	0	0	0

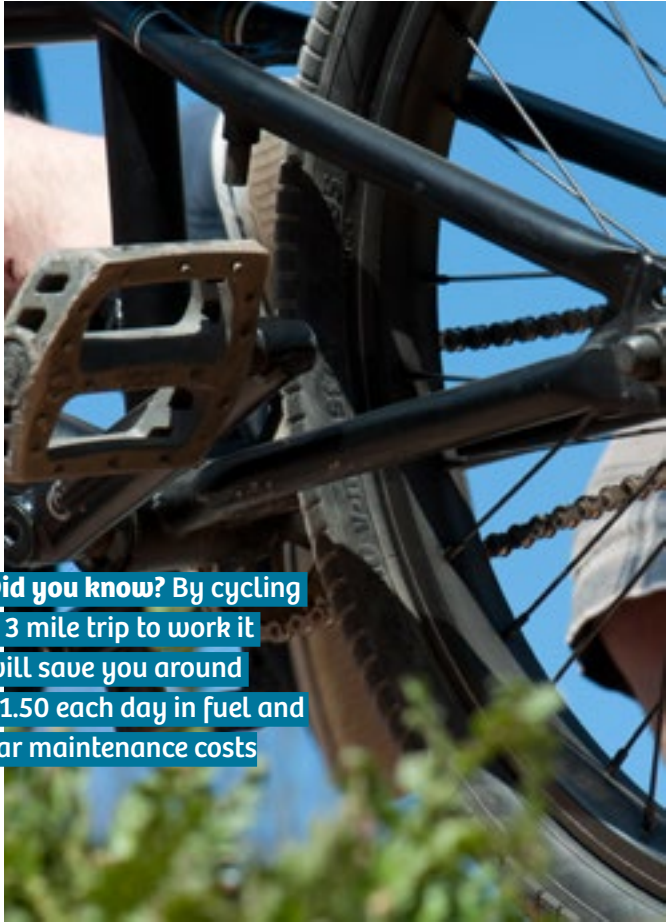


Appendix C



Why cycle?

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



Did you know? By cycling a 3 mile trip to work it will save you around £1.50 each day in fuel and car maintenance costs

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

Code of conduct for shared use paths

When you are cycling, please:

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

When you are walking, please:

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

Keep your bike safe

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

Bike Maintenance

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

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

Every time you use your bike

- Check the air pressure in your tyres and pump up if needed.
- Make sure your brakes are working

Weekly (for frequent cyclists)

- Oil your chain

Less frequently

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

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



Why not try walking?

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

There are other benefits associated with walking; some of these might encourage you to start walking:

- Guaranteed arrival time
- No parking problems
- Time for you to relax and unwind
- Reduces congestion, good for the environment and your local area
- It is free

How can I make walking more fun?

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

How can I fit walking into my day?

Walking is a great way of taking more exercise each day without having to greatly alter your daily routine. Have you considered....

- Walking to the shops
- Taking a regular walk with a friend
- Leaving the car behind for short journeys
- Walking the kids to school
- Getting off the bus a stop early and walking the rest of the journey
- Using the stairs instead of the lift
- Going for a stroll with family or friends after dinner

Do you only live a couple of miles from work?

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



Trowbridge Cycle map

Leisure routes

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

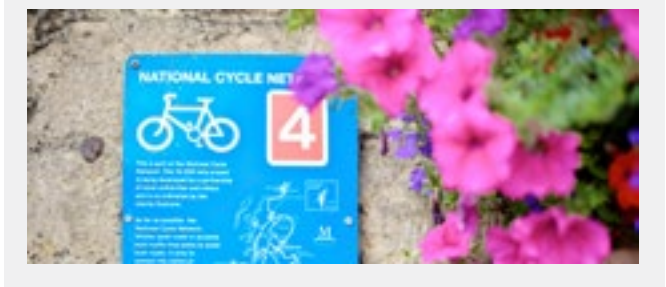
NCN 4 is a long distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St. Davids.

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

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

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

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



Time/Distance/Calorie Counter

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

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

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

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

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



Stay in the Loop

@connectingwilts
 www.facebook.com/connectingwiltshire



Appendix D

ROAD SAFETY AUDIT BRIEF

Project Summary	
Date:	25/01/2023
Document Reference:	P22-0991TR_RSA BRIEF
Prepared by:	Pegasus Group
On Behalf of:	Redcliffe Homes Ltd (the developer)
AUTHORISATION SHEET	
Project:	Devizes Road, Hilperton
Report title:	Stage 1 Road Safety Audit Brief – Hilperton
PREPARED BY:	
Name:	Lydia Hyde
Signed:	
Organisation:	Pegasus Group
Date:	15/02/2022
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:	
Name:	
Signed:	
Organisation:	
Date:	

ROAD SAFETY AUDIT BRIEF

General Details				
Highway Scheme Name & Road Number		Scheme One – Devizes Road, Trowbridge		
Type of Scheme <i>e.g. new road scheme, smart motorway, junction improvement, traffic signs and road markings improvement, traffic calming, etc.</i>				
New proposed access junction for construction and permanent traffic off the south of Toucan Street.				
RSA Stage <i>Tick as appropriate ✓</i>	1	✓	2	3
	Interim			4
Overseeing Organisation Details		Design Organisation Details		
		Pegasus Planning Group Ltd First Floor, South Wing Equinox North Great Park Road Almondsbury Bristol BS32 4QL		
Police Contact Details (RSA3 Only)		Maintaining Agent Contact Details		
N/A				
RSA Team Membership				
Terms of Reference <i>Make reference to relevant DMRB documents and other guidance where appropriate.</i>				
DMRB, GG 119, TSRGD 2016, LTN 1/07, TAL 7/93, MfS, MfS2, South Gloucestershire Council Road Safety Audit Procedure May 2020.				

ROAD SAFETY AUDIT BRIEF

Scheme Details
Scheme Description/Objective
General <i>Define the extents of the RSA, include a brief scheme description, the scheme objectives, a start date for construction if known and a completion date. In addition, for stage 4 RSAs, confirm when all related traffic management has been removed.</i> This Road Safety Audit Stage 1 brief has been prepared on behalf of Redcliffe Homes Ltd (the developer) in respect of the proposed highway works associated with the development of land to the north of Devizes Road, Hilperton, Trowbridge. The development proposal comprises 37 residential dwellings with vehicular access proposed from a new fourth arm onto the Devizes Road / A361 roundabout junction at the southern border of the site. A site location plan is included at Figure 3.1. It is proposed to provide a 7.3 metre wide carriageway into the site, with 15 metre radii onto the roundabout. Both the entry and egress at the arm is proposed to be accommodated within a single lane. It is proposed that there will be a shared footway/cycleway on each side of the carriageway continuing from the extant provision on Devizes Road into the site. Pedestrian crossing facilities are proposed at the junction in the form of 2.4 metre wide tactile paving with dropped kerbs and a pedestrian refuge. It is also proposed that there will be a minor realignment of the western arm of the roundabout (Devizes Road) to accommodate the fourth arm.
Design Standards Applied to the Scheme Design <i>For example, DMRB.</i> DMRB, MfS, MfS2
Design Speeds <i>Provide details of applied and/or existing design speeds.</i> 50mph – existing on A361, 20mph – existing on Devizes Road and proposed new access
Speed Limits <i>State whether mandatory or advisory, available speed data.</i> 50mph on A361, 20mph on Devizes Road
Existing Traffic Flows/Queues <i>To include current automatic traffic counter (ATC) data, up-to-date turning count and queue information etc.</i> Manual Classified Count (MCC) traffic survey has been undertaken in May 2022 for the A361 / Devizes Road roundabout junction between the hours of 0700-1000 and 1600-1900. The full results are included at Appendix A, and a summary of the two-way flow on each arm is below: AM Peak (0800 – 0900) A361 (E) – 1315 A361 (S) – 1241 Devizes Road – 110 PM Peak (1700 – 1800)

ROAD SAFETY AUDIT BRIEF

A361 (E) – 1229 A361 (S) – 1156 Devizes Road – 121
Forecast Traffic Flows <i>Where available and relevant, provide future traffic flow data including vehicle proportions.</i>
The proposed development is forecast to be associated with 19 two-way vehicular movements in the AM Peak and 17 two-way vehicular movements in the PM Peak. The distribution of the trips are shown in Traffic Flow Diagrams included at Appendix B , which include for the addition of the trips into the forecasted 2027 future year scenario.
Pedestrian, Cyclist & Equestrian Desire Lines <i>Include details of pedestrian, cyclist and equestrian movements in the vicinity of the scheme and, when applicable the relevant walking, cycling and horse-riding assessment and review reports HD 42/17 [Ref 7.1].</i>
The proposed new roundabout arm will include a three metre wide shared cycleway/footway to link to the extant provision at the Devizes Road / A361 roundabout.
Environmental Constraints <i>Include all environmental constraints within the scheme extents, for example sites of special scientific interest (SSSI), conservation areas, listed properties etc.</i>
None

Locality
Description of Locality <i>Include all environmental constraints within the scheme extents, e.g. (SSSI), conservation areas, listed properties etc.</i>
The site is bound by the A361 / Devizes Road roundabout junction to the south, residential dwellings to the west, an access track to the east and open (allocated) land to the north.
General Description <i>Include road network, road type, relevant land uses etc.</i>
The A361 is a single carriageway road measuring around nine metres wide and is lit into Trowbridge. A shared footway/cycleway is located on the northern side of the A361 (E). The A361 links between the A350 in the east and into central Trowbridge to the west. Devizes Road is a single carriageway measuring around 5.5 metres wide, predominantly serving residential dwellings. It is lit and provides a footway on the northern side of the carriageway. There are sections of vehicular footway crossover at dwelling access points and a discontinuous verge is aligned between the carriageway and the footway for the majority of its length. Speed tables are provided at approximate 50 metre intervals along the carriageway.
Relevant Factors Which May Affect Road Safety <i>Factors known to the Design Organisation and considered as part of the design. This should also include anything that would not be immediately obvious to the RSA Team – such as school crossing patrols and large events, for example.</i>

Analysis

ROAD SAFETY AUDIT BRIEF

Collision Data Analysis <i>Stages 1, 2, and 3 provide a summary of road traffic collision data covering both the extent of the scheme and the adjoining sections of highway. As a minimum, the most recent 36 month of data. At Stage 4, provide 12 months of post-opening validated road traffic collision data. Raw data should be provided as an appendix.</i>												
Personal Injury Accident (PIA) data has been obtained for the local highway network from Wiltshire Council for the five year period up to the end of September 2021. The study area included the A361 / Devizes Road roundabout junction, approximately 600 metres of Devizes Road and approximately 400 metres of both A361 arms. The PIA data and plot is contained at Appendix C .												
Departures from Standards <i>Include status details, i.e. approved/pending/rejected, and any design strategy records produced for improvements to existing trunk roads and motorways.</i>												
-												
Previous Road Safety Audit Stage Reports, Road Safety Audit Response Reports & Evidence of Agreed Actions <i>Attach previous reports to the RSA Brief, or provide an explanation where these are not available.</i>												
n/a												
Strategic Decisions <i>Includes items outside the scope of this RSA, which will not change irrespective of the RSA, for example route choice, junction type, approved departures from standard.</i>												
n/a												
List of Included Documents and Drawings <i>For example: previous RSA reports; Design Responses; Departures; Road Traffic Collision Data; Walking, Cycling and Horse-Riding Assessment and Reviews. This could include any relevant operational data such as damage-only collision data or incident logs. This list could be included as an attachment to the RSA Brief or a hyperlink to a shared electronic location where the RSA Brief information has been collated.</i>												
Documents												
<table border="1"><thead><tr><th>Reference/Revision</th><th>Title</th><th>Date</th></tr></thead><tbody><tr><td>Appendix A</td><td>Manual Classification Count Traffic Survey</td><td>May 2022</td></tr><tr><td>Appendix B</td><td>Traffic Flow Diagrams</td><td>26/05/2022</td></tr><tr><td>Appendix C</td><td>Personal Injury Accident Data</td><td>04/05/2022</td></tr></tbody></table>	Reference/Revision	Title	Date	Appendix A	Manual Classification Count Traffic Survey	May 2022	Appendix B	Traffic Flow Diagrams	26/05/2022	Appendix C	Personal Injury Accident Data	04/05/2022
Reference/Revision	Title	Date										
Appendix A	Manual Classification Count Traffic Survey	May 2022										
Appendix B	Traffic Flow Diagrams	26/05/2022										
Appendix C	Personal Injury Accident Data	04/05/2022										
Drawings												
<table border="1"><thead><tr><th>Reference/Revision</th><th>Title</th><th>Date</th></tr></thead><tbody><tr><td>P22-0991_Figure 3.1</td><td>SITE LOCATION, FACILITIES AND AMENITIES PLAN</td><td>20/09/2022</td></tr><tr><td>P22-0991_Figure 5.1</td><td>PROPOSED SITE ACCESS ARRANGEMENTS</td><td>13/05/2022</td></tr></tbody></table>	Reference/Revision	Title	Date	P22-0991_Figure 3.1	SITE LOCATION, FACILITIES AND AMENITIES PLAN	20/09/2022	P22-0991_Figure 5.1	PROPOSED SITE ACCESS ARRANGEMENTS	13/05/2022			
Reference/Revision	Title	Date										
P22-0991_Figure 3.1	SITE LOCATION, FACILITIES AND AMENITIES PLAN	20/09/2022										
P22-0991_Figure 5.1	PROPOSED SITE ACCESS ARRANGEMENTS	13/05/2022										

Checklist
Tick all that are included and provide reasons for those that are not included.

ROAD SAFETY AUDIT BRIEF

Site Location plan	✓	Scale Layout Plans	
Departures and Relaxations from Standards		Construction/Typical Details	
Previous RSA Reports		Previous RSA Response Reports & Evidence of Agreed Actions	
Collision Data and Collision Data Analysis	✓	Road Traffic Collision Plot	✓
Traffic Signal Staging		Traffic Counts	✓
Speed Surveys		Pedestrian, Cyclist, Horse-Riding Desire Lines & Volumes	
Walking, Cycling and Horse-Riding Assessment & Reviews		Items Outside the Scope of the RSA/Strategic Decisions	
Other Factors that may Impact Upon Road Safety	✓	Design Speeds/Speed Limits	✓
Design Standards Used	✓	Adjacent Land Uses	✓

Departures and Relaxations from Standards – No departures or relaxations.

Construction/Typical Details – None provided.

Previous RSA Reports – No previous RSAs undertaken.

Previous RSA Response Reports & Evidence of Agreed Actions – No previous RSAs undertaken.

Collision Data and Collision Data Analysis – No accidents recorded within close proximity of junction.

Road Traffic Collision Plot – No accidents recorded within close proximity of junction.

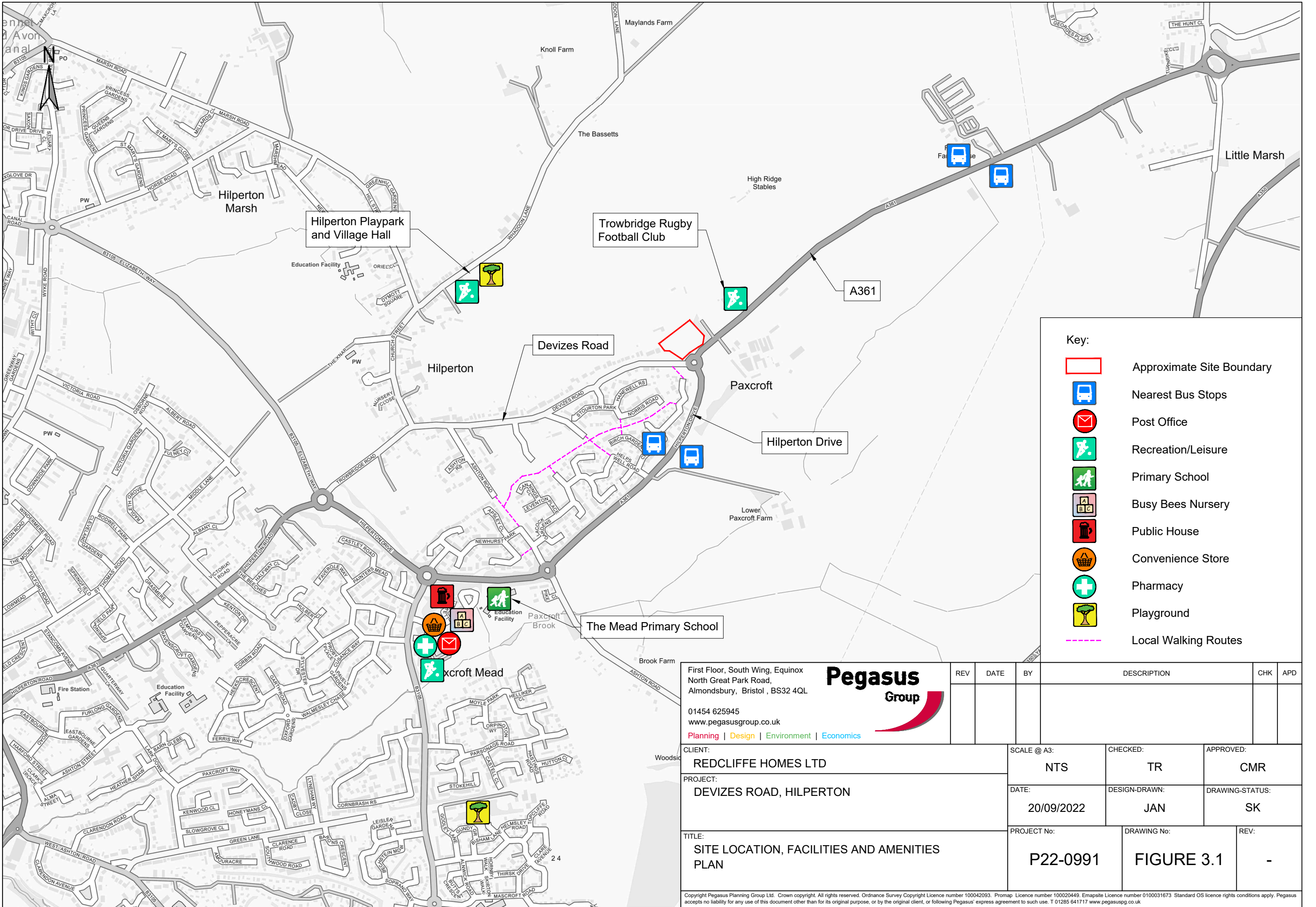
Traffic Signal Staging – Non signalised junction.

Pedestrian, Cyclist, Horse-Riding Desire Lines & Volumes – Unknown.

Walking, Cycling and Horse-Riding Assessment & Reviews – None provided.

Items Outside the Scope of the RSA/Strategic Decisions – None provided.

X:\BRISTOL PROJECTS\BRISTOL - LIVE PROJECTS\P22\P22-0901-1000\P22-0901 - REDCLIFFE HOMES - DEVIZES ROAD, HILPERTON\05 PG WORK\06 DRAWINGS\06 TR\06 FIGURES\P22-0901_L FIGURE 3.1.DWG



Hilperton, Thursday 12th May 2022

Junction: 1
Approach: A361 East



Queues Measured as Stationary Vehicles (Maximum Queue every 5 Minutes)

TIME	A361 East left turn to A361 Hilperton Road South					A361 East right turn to Devizes Road West				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	98	2	1	101	104.6	3	0	0	3	3.0
07:15 - 07:30	112	5	0	117	123.5	3	0	0	3	3.0
07:30 - 07:45	115	4	0	119	124.2	4	0	0	4	4.0
07:45 - 08:00	142	5	1	148	155.5	8	0	0	8	8.0
Hourly Total	467	16	2	485	507.8	18	0	0	18	18.0
08:00 - 08:15	138	2	2	142	146.6	10	0	0	10	10.0
08:15 - 08:30	140	4	2	146	153.2	9	0	0	9	9.0
08:30 - 08:45	137	3	1	141	145.9	7	0	0	7	7.0
08:45 - 09:00	155	1	0	156	157.3	17	0	0	17	17.0
Hourly Total	570	10	5	585	603.0	43	0	0	43	43.0
09:00 - 09:15	132	2	1	135	138.6	13	0	0	13	13.0
09:15 - 09:30	100	4	1	105	111.2	10	0	0	10	10.0
09:30 - 09:45	96	1	0	97	98.3	8	0	0	8	8.0
09:45 - 10:00	92	2	1	95	98.6	6	0	0	6	6.0
Hourly Total	420	9	3	432	446.7	37	0	0	37	37.0
TOTAL	1457	35	10	1502	1557.5	98	0	0	98	98.0

16:00 - 16:15	109	2	0	111	113.6	8	0	0	8	8.0
16:15 - 16:30	126	4	1	131	137.2	11	0	0	11	11.0
16:30 - 16:45	133	0	0	133	133.0	7	0	0	7	7.0
16:45 - 17:00	137	5	1	143	150.5	14	0	0	14	14.0
Hourly Total	505	11	2	518	534.3	40	0	0	40	40.0
17:00 - 17:15	144	3	0	147	150.9	12	0	0	12	12.0
17:15 - 17:30	150	1	1	152	154.3	9	0	0	9	9.0
17:30 - 17:45	152	3	0	155	158.9	15	0	0	15	15.0
17:45 - 18:00	138	0	1	139	140.0	13	0	0	13	13.0
Hourly Total	584	7	2	593	604.1	49	0	0	49	49.0
18:00 - 18:15	162	2	1	165	168.6	16	0	0	16	16.0
18:15 - 18:30	140	1	0	141	142.3	9	0	0	9	9.0
18:30 - 18:45	122	1	0	123	124.3	6	0	0	6	6.0
18:45 - 19:00	114	0	0	114	114.0	6	0	0	6	6.0
Hourly Total	538	4	1	543	549.2	37	0	0	37	37.0
TOTAL	1627	22	5	1654	1687.6	126	0	0	126	126.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	0
715	0
720	0
725	0
730	2
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	0
840	0
845	0
850	0
855	0
900	0
905	0
910	0
915	0
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0

TIME	Queue Lengths (Vehicles)
1600	0
1605	0
1610	0
1615	0
1620	0
1625	0
1630	0
1635	0
1640	0
1645	0
1650	0
1655	0
1700	0
1705	2
1710	0
1715	0
1720	0
1725	0
1730	0
1735	0
1740	2
1745	0
1750	0
1755	0
1800	0
1805	0
1810	0
1815	0
1820	0
1825	0
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0

Hilperton, Thursday 12th May 2022

Junction: 1
Approach: A361 Hilperton Drive South



Queues Measured as Stationary Vehicles (Maximum Queue every 5 Minutes)

TIME	A361 Hilperton Drive left turn to Devizes Road West					A361 Hilperton Drive right turn to A361 East				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	0.0	139	1	1	141	143.3
07:15 - 07:30	1	0	0	1	1.0	147	4	0	151	156.2
07:30 - 07:45	0	0	0	0	0.0	169	2	1	172	175.6
07:45 - 08:00	1	0	0	1	1.0	191	2	1	194	197.6
Hourly Total	2	0	0	2	2.0	646	9	3	658	672.7
08:00 - 08:15	4	0	0	4	4.0	161	4	1	166	172.2
08:15 - 08:30	2	0	0	2	2.0	162	3	2	167	172.9
08:30 - 08:45	3	0	0	3	3.0	159	1	1	161	163.3
08:45 - 09:00	6	0	0	6	6.0	136	6	2	144	153.8
Hourly Total	15	0	0	15	15.0	618	14	6	638	662.2
09:00 - 09:15	3	0	0	3	3.0	129	4	0	133	138.2
09:15 - 09:30	1	0	0	1	1.0	117	3	1	121	125.9
09:30 - 09:45	2	0	0	2	2.0	120	2	1	123	126.6
09:45 - 10:00	0	0	0	0	0.0	104	2	0	106	108.6
Hourly Total	6	0	0	6	6.0	470	11	2	483	499.3
TOTAL	23	0	0	23	23.0	1734	34	11	1779	1834.2

16:00 - 16:15	0	0	0	0	0.0	102	2	1	105	108.6
16:15 - 16:30	3	0	0	3	3.0	114	5	0	119	125.5
16:30 - 16:45	1	0	0	1	1.0	108	1	1	110	112.3
16:45 - 17:00	2	0	0	2	2.0	133	2	0	135	137.6
Hourly Total	6	0	0	6	6.0	457	10	2	469	484.0
17:00 - 17:15	1	0	0	1	1.0	129	3	1	133	137.9
17:15 - 17:30	4	0	0	4	4.0	127	3	2	132	137.9
17:30 - 17:45	1	0	0	1	1.0	141	0	0	141	141.0
17:45 - 18:00	2	0	0	2	2.0	130	2	1	133	136.6
Hourly Total	8	0	0	8	8.0	527	8	4	539	553.4
18:00 - 18:15	3	0	0	3	3.0	127	1	1	129	131.3
18:15 - 18:30	0	0	0	0	0.0	122	1	0	123	124.3
18:30 - 18:45	1	0	0	1	1.0	117	2	0	119	121.6
18:45 - 19:00	1	0	0	1	1.0	91	1	0	92	93.3
Hourly Total	5	0	0	5	5.0	457	5	1	463	470.5
TOTAL	19	0	0	19	19.0	1441	23	7	1471	1507.9

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	0
715	0
720	0
725	0
730	0
735	0
740	0
745	0
750	0
755	0
800	0
805	0
810	0
815	0
820	0
825	0
830	0
835	2
840	0
845	3
850	0
855	2
900	2
905	0
910	0
915	2
920	0
925	0
930	0
935	0
940	0
945	0
950	0
955	0

TIME	Queue Lengths (Vehicles)
1600	0
1605	0
1610	0
1615	0
1620	0
1625	0
1630	0
1635	0
1640	0
1645	0
1650	2
1655	3
1700	0
1705	0
1710	0
1715	0
1720	2
1725	0
1730	0
1735	0
1740	3
1745	0
1750	2
1755	0
1800	0
1805	0
1810	0
1815	0
1820	0
1825	0
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0

Hilperton, Thursday 12th May 2022

Junction: 1
Approach: Devizes Road West



Queues Measured as Stationary Vehicles (Maximum Queue every 5 Minutes)

Devizes Road West left turn to A361 East						Devizes Road West right turn to A361 Hilperton Road South					
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	
07:00 - 07:15	8	0	0	8	8.0	0	0	0	0	0.0	
07:15 - 07:30	11	0	0	11	11.0	2	0	0	2	2.0	
07:30 - 07:45	10	0	0	10	10.0	1	0	0	1	1.0	
07:45 - 08:00	13	0	0	13	13.0	4	0	0	4	4.0	
Hourly Total	42	0	0	42	42.0	7	0	0	7	7.0	
08:00 - 08:15	15	0	0	15	15.0	0	0	0	0	0.0	
08:15 - 08:30	11	0	0	11	11.0	1	0	0	1	1.0	
08:30 - 08:45	9	0	0	9	9.0	2	0	0	2	2.0	
08:45 - 09:00	14	0	0	14	14.0	0	0	0	0	0.0	
Hourly Total	49	0	0	49	49.0	3	0	0	3	3.0	
09:00 - 09:15	12	0	0	12	12.0	1	0	0	1	1.0	
09:15 - 09:30	11	0	0	11	11.0	2	0	0	2	2.0	
09:30 - 09:45	7	0	0	7	7.0	1	0	0	1	1.0	
09:45 - 10:00	7	0	0	7	7.0	1	0	0	1	1.0	
Hourly Total	37	0	0	37	37.0	5	0	0	5	5.0	
TOTAL	128	0	0	128	128.0	15	0	0	15	15.0	

16:00 - 16:15	9	0	0	9	9.0	2	0	0	2	2.0	
16:15 - 16:30	10	0	0	10	10.0	4	0	0	4	4.0	
16:30 - 16:45	7	0	0	7	7.0	0	0	0	0	0.0	
16:45 - 17:00	7	0	0	7	7.0	3	0	0	3	3.0	
Hourly Total	33	0	0	33	33.0	9	0	0	9	9.0	
17:00 - 17:15	13	0	0	13	13.0	6	0	0	6	6.0	
17:15 - 17:30	16	0	0	16	16.0	3	0	0	3	3.0	
17:30 - 17:45	11	0	0	11	11.0	2	0	0	2	2.0	
17:45 - 18:00	8	0	0	8	8.0	5	0	0	5	5.0	
Hourly Total	48	0	0	48	48.0	16	0	0	16	16.0	
18:00 - 18:15	14	0	0	14	14.0	1	0	0	1	1.0	
18:15 - 18:30	9	0	0	9	9.0	3	0	0	3	3.0	
18:30 - 18:45	7	0	0	7	7.0	3	0	0	3	3.0	
18:45 - 19:00	5	0	0	5	5.0	1	0	0	1	1.0	
Hourly Total	35	0	0	35	35.0	8	0	0	8	8.0	
TOTAL	116	0	0	116	116.0	33	0	0	33	33.0	

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TIME	Queue Lengths (Vehicles)
700	0
705	0
710	2
715	0
720	2
725	0
730	0
735	3
740	2
745	0
750	0
755	0
800	0
805	0
810	4
815	0
820	2
825	2
830	3
835	0
840	0
845	2
850	2
855	0
900	2
905	0
910	2
915	0
920	0
925	0
930	2
935	0
940	2
945	0
950	2
955	2

TIME	Queue Lengths (Vehicles)
1600	0
1605	0
1610	2
1615	0
1620	0
1625	0
1630	2
1635	0
1640	0
1645	0
1650	0
1655	0
1700	0
1705	3
1710	0
1715	0
1720	0
1725	2
1730	2
1735	0
1740	0
1745	2
1750	0
1755	0
1800	0
1805	2
1810	0
1815	0
1820	0
1825	0
1830	0
1835	0
1840	0
1845	0
1850	0
1855	0

Hilperton, Thursday 12th May 2022

From:

1) 07:00

To:

1) 10:00

Class:

All Vehicles

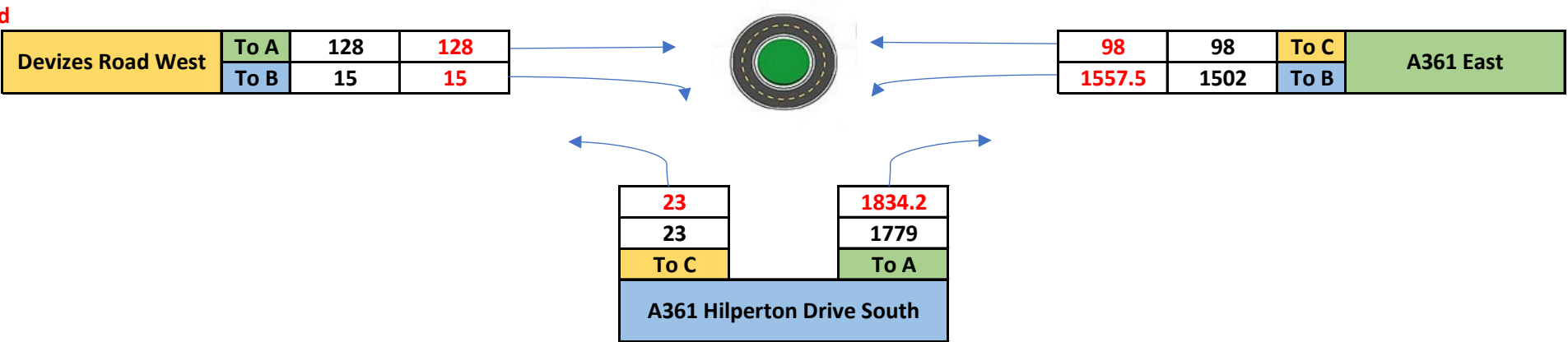
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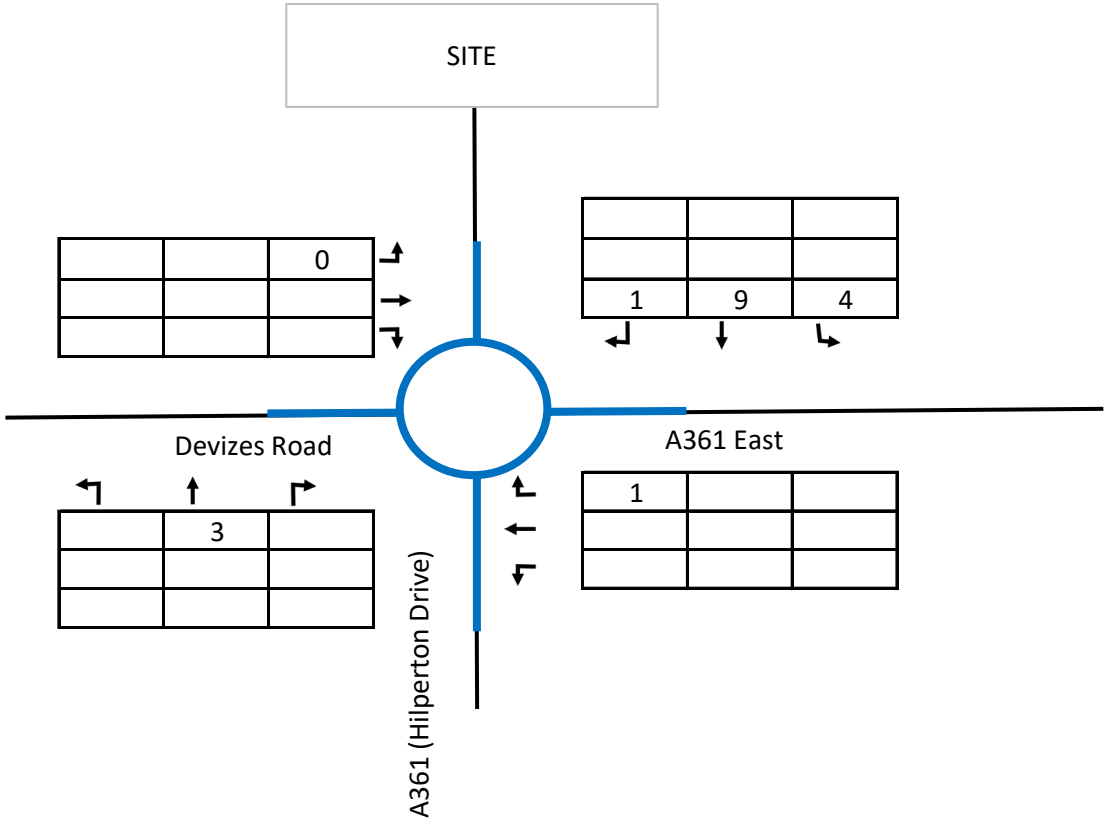
Show PCUs:

Show Session 2



PCUs in red

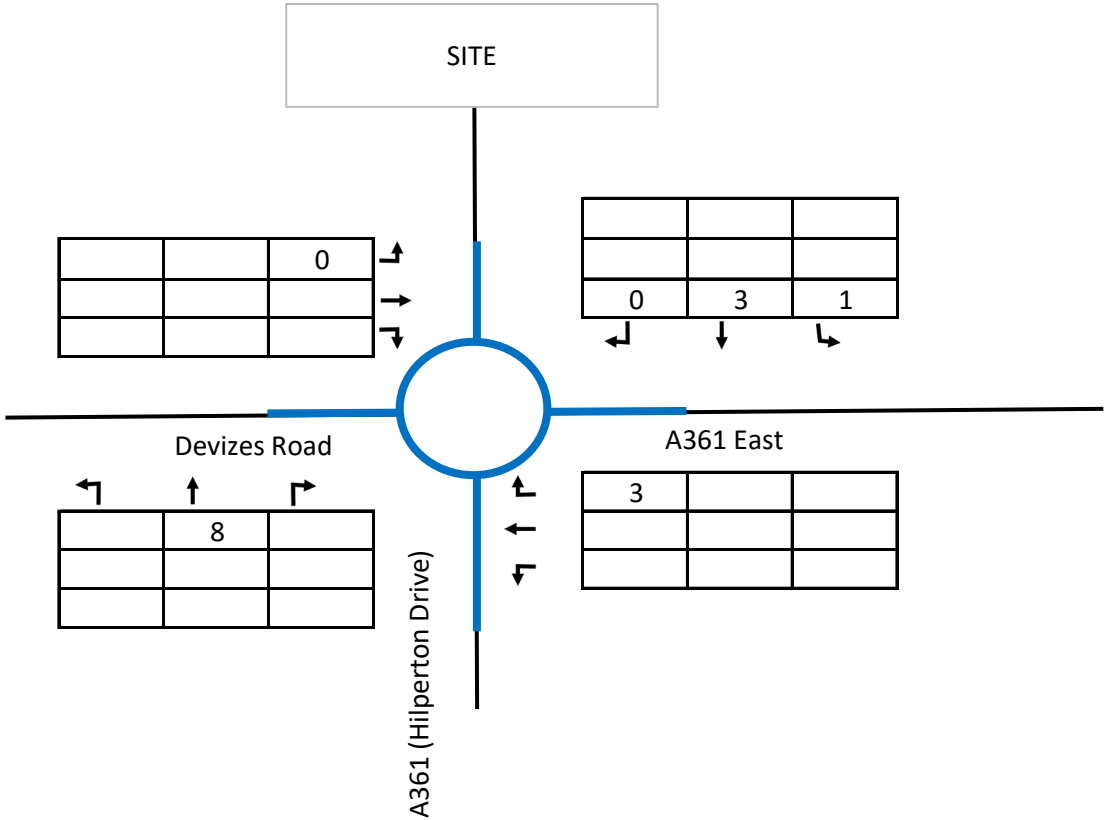




TITLE	Development AM		
DATE CREATED	26-May-22		
CREATED BY	JB	CHECKED BY	AS
REVISION	-		

ASSUMPTIONS:

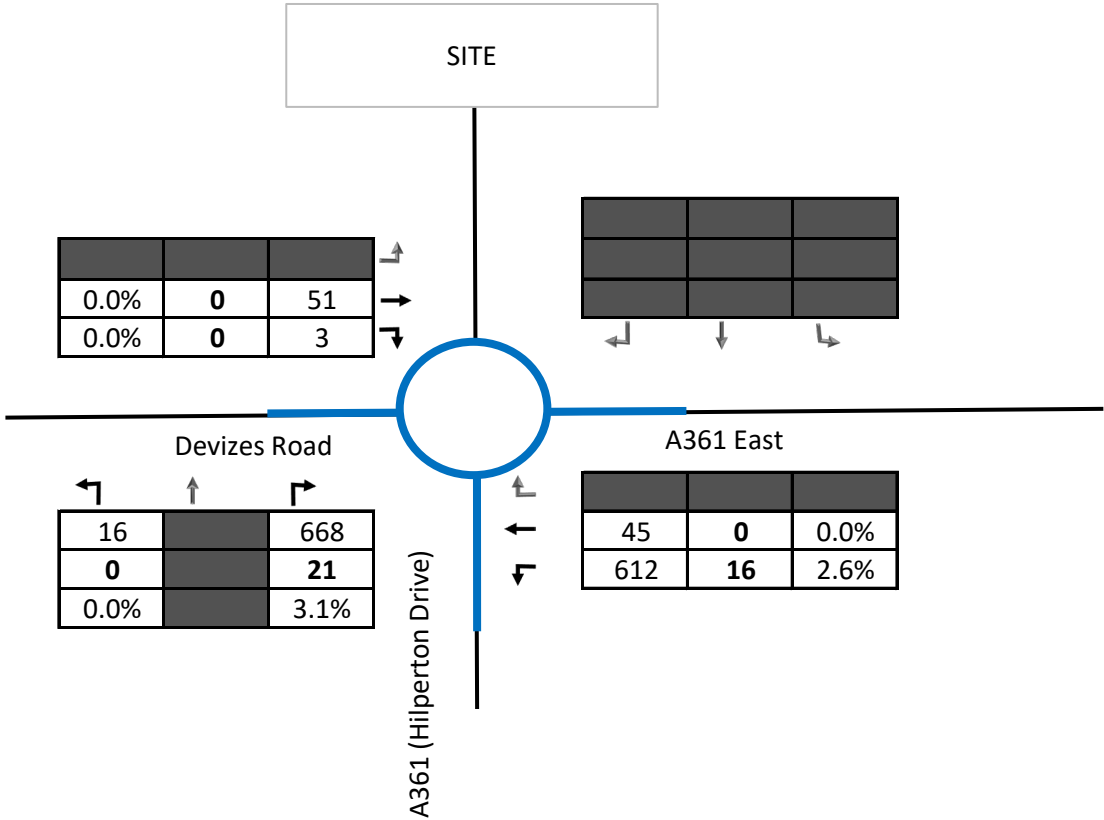
	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	IN	OUT	2WAY	IN	OUT	2WAY
Trip No.	5	14	19	12	5	17



TITLE	Development PM		
DATE CREATED	26-May-22		
CREATED BY	JB	CHECKED BY	AS
REVISION	-		

ASSUMPTIONS:

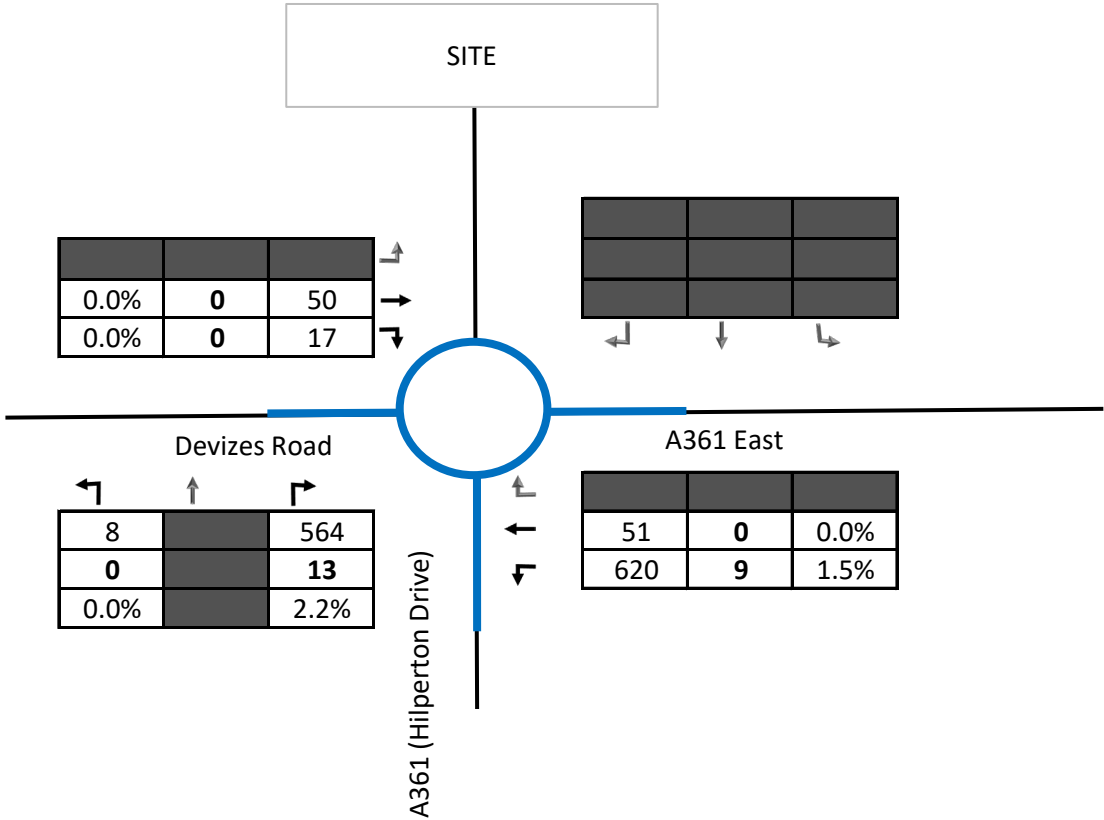
	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	IN	OUT	2WAY	IN	OUT	2WAY
Trip No.	5	14	19	12	5	17



TITLE	2027 Base AM (0800-0900)		
DATE CREATED	26-May-22		
CREATED BY	JB	CHECKED BY	AS
REVISION	-		

KEY	
0	Vehicles
0	HGVs
0%	HGV Mix

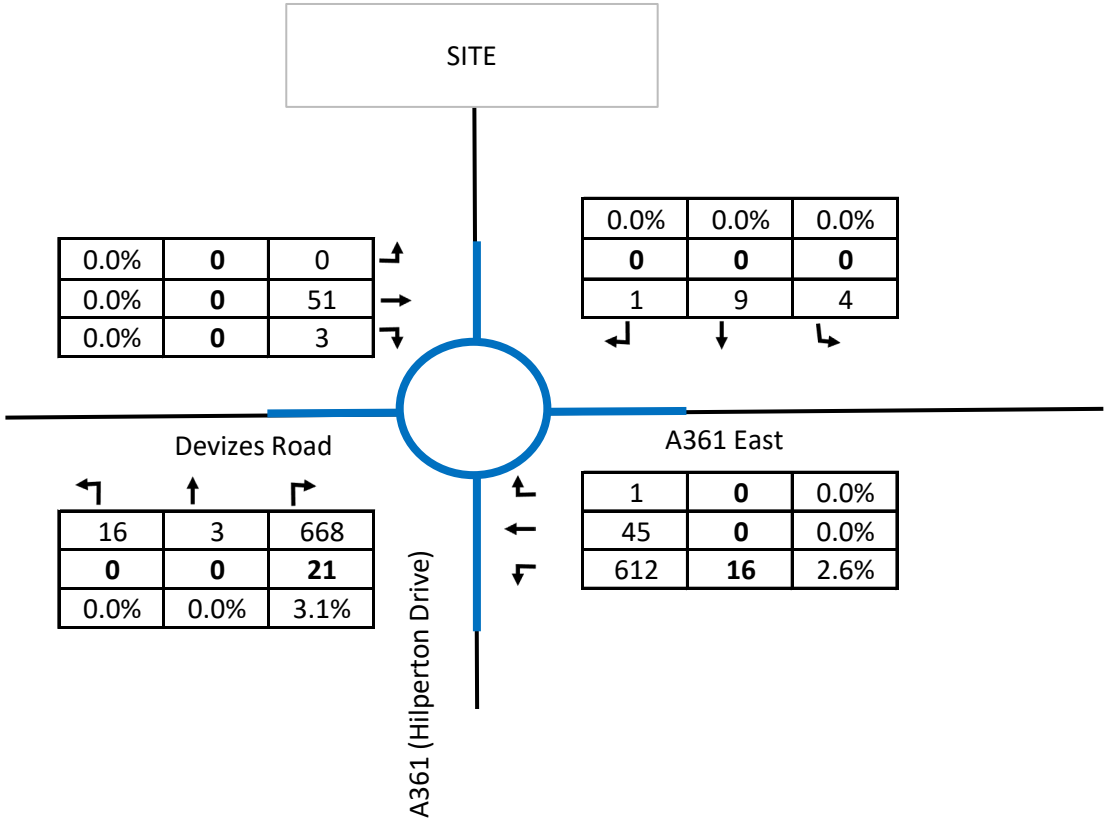
ASSUMPTIONS:
2022-2027 Wiltshire 030
NTM AF15 Dataset Urban Principal
AM 1.0464



TITLE	2027 Base PM (1700-1800)		
DATE CREATED	26-May-22		
CREATED BY	JB	CHECKED BY	AS
REVISION	-		

KEY	
0	Vehicles
0	HGVs
0%	HGV Mix

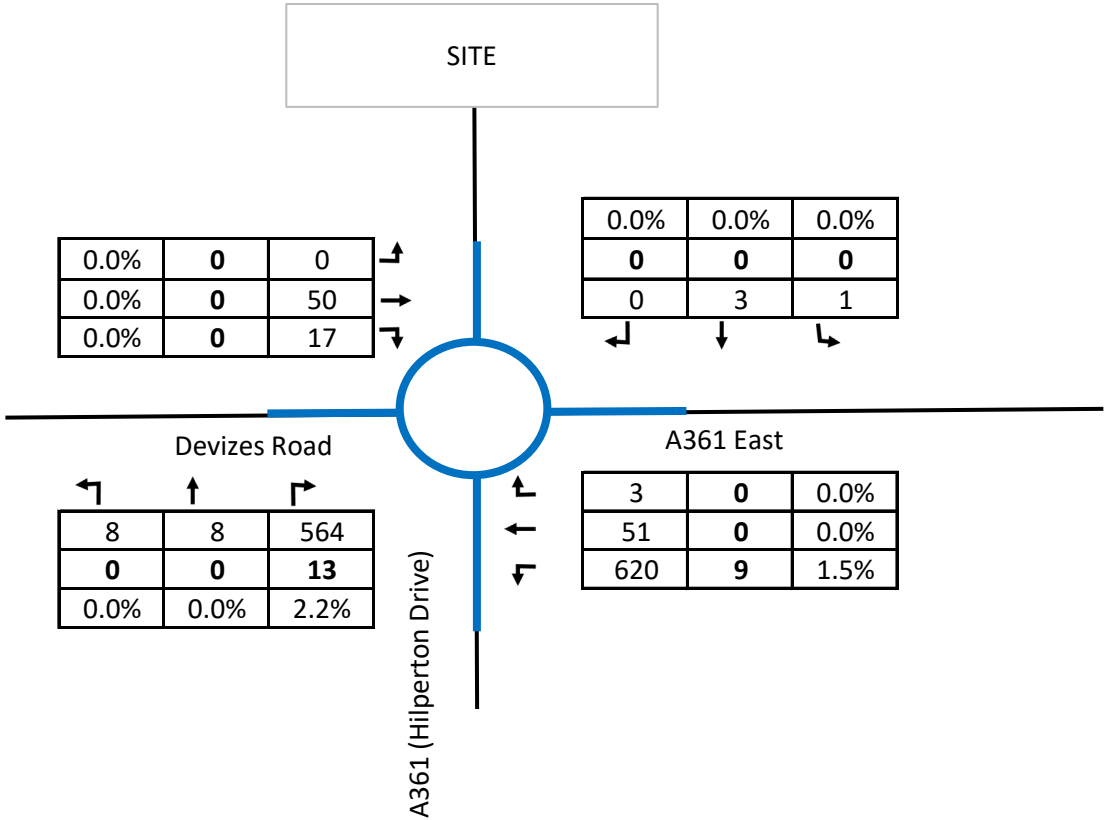
ASSUMPTIONS:
2022-2027 Wiltshire 030
NTM AF15 Dataset Urban Principal
PM 1.0456



TITLE	2027 Base + Development AM		
DATE CREATED	26-May-22		
CREATED BY	JB	CHECKED BY	AS
REVISION	-		

KEY	
0	Vehicles
0	HGVs
0%	HGV Mix

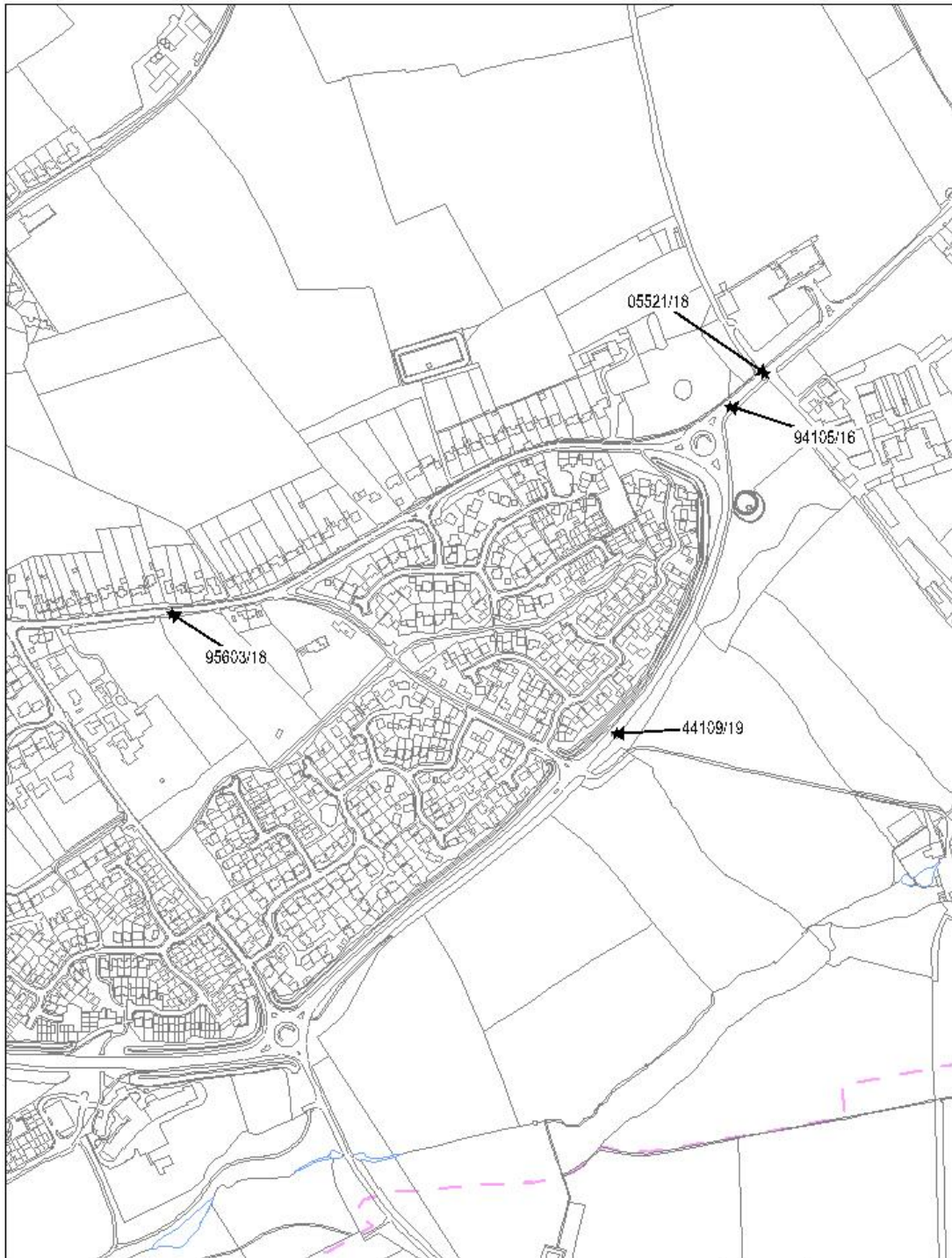
ASSUMPTIONS:



TITLE	2027 Base + Development PM		
DATE CREATED	26-May-22		
CREATED BY	JB	CHECKED BY	AS
REVISION	-		

KEY	
0	Vehicles
0	HGVs
0%	HGV Mix

ASSUMPTIONS:



SCALE	1 : 5410
DATE	04/05/2022
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/10/2016 to 30/09/2021 (60) months

Selection:

Selected using Pre-defined Query :

Notes:

Hilpertont Area for Pegasus

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
Grid Ref.	Time									
	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
94105/16	Wednesday	A361 DEVIZES RD APPROX 25M NE	Veh 1	M/C < 125 cc	Stopping	NE to SW	Dri	F	31	Slight
A 361	19/10/2016	OF RBT WITH C393 DEVIZES RD,								
E 388,176	1657hrs	HILPERTON								
N 159,251	Daylight									
	Wet/Damp									
	Raining without high winds									
	50 mph									
V1 (M/CYCLE) TRAV SW. AS V1 SLOWED APPROACHING RBT THE BACK WHEEL HAS SKIDDED ON OIL DEPOSIT ON ROAD, DISPLACING THE RIDER & CAUSING THE M/CYCLE TO FALL ON RIDER. KB										
05521/18	Thursday	A361 DEVIZES RD JCT WITH	Veh 1	Car	O/take m/veh o/side	SW to	NE			
A 361	18/01/2018	ENTRANCE TO 'PAXCROFT FARM',	Veh 2	Taxi	Turning right	SW to	SE	Dri	M	71
E 388,214	1009hrs	HILPERTON								
N 159,287	Daylight									
	Wet/Damp									
	Fine without high winds									
	50 mph									
V2 (TAXI) TRAV NE SLOWED & BEGAN TO TURN RIGHT AT JCT. V1 (CAR) TRAV NE BEHIND V2 STARTED TO OVERTAKE V2 FAILING TO SEE V2 TURN. V1 HIT O/SIDE OF V2 CAUSING V1 & V2 TO LEAVE C/WAY O/SIDE. V1 HIT A FENCE & TREE. V2 WENT THRU FENCE & HEDGE INTO GARDEN. KB										
95603/18	Tuesday	A361 DEVIZES RD O/S 192.	Veh 1	Car	Turning right	W to	N			
A 361	09/10/2018	HILPERTON	Veh 2	Pedal cycle	Going ahead	W to	E	Dri	M	51
E 387,577	1620hrs									
N 159,029	Daylight									
	Dry									
	Fine without high winds									
	30 mph									
V1 (VAN) TRAV W HAS SLOWED AND TURNED RIGHT TO A PRIVATE DRIVEWAY. V2 (P/CYCLE) TRAV BEHIND V1 HAS TRIED TO O/TAKE ON O/S WHEN VAN HAD SLOWED TO A STOP. IW										
44109/19	Wednesday	A361 HILPERTON DR, APPROX 60M NE	Veh 1	Car	O/take s/veh o/side	SW to	NE	Ped	M	14
A 361	08/05/2019	OF JCT WITH HELPSWELL RD,								
E 388,054	1620hrs	HILPERTON								
N 158,901	Daylight									
	Dry									
	Fine without high winds									
	50 mph									
V1 (CAR) TRAV NE, CAS1 (PED) TRAV SE. V1 CONTRAVINED KEEP LEFT SIGN WHEN O/TAKING BUS O/S & COLLIDED FRONT CAS1 ON PED X/ING. TN										

Devizes Road, Hilperton Proposed Residential Development Access



Road Safety Audit Stage 1

on behalf of Pegasus Group

Andy Paul BEng (Hons); MCIHT
HE RSA Cert Comp
Road Safety and Highway
Engineering Consultant

Devizes Road, Hilperton, Trowbridge

Road Safety Audit Stage 1

1 Introduction

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on an access to a proposed residential development off the A361 / Devizes Road roundabout, Hilperton, Trowbridge, Wiltshire, on behalf of Pegasus Group. The audit was carried out on 14th March 2023 in the office of Mr Paul.
- 1.2 The Audit Team members were as follows:
- Andy Paul, BEng (Hons), MCIHT
HE Approved Certificate of Competence
Road Safety and Highway Engineering Consultant
- Duncan Lord, IEng, FIHEHE Approved Certificate of Competence
Road Safety and Highway Engineering Consultant
- 1.3 The audit comprised an examination of the drawings and other information relating to the scheme supplied by the design office, which are listed in **Appendix A**. The audit team visited the site together on Tuesday 28th February 2023 at 12.30pm, when the weather was cloudy and dry. Traffic flows were low and pedestrian / cyclist flows were low.
- 1.4 The proposed scheme consists of the provision of a fourth arm off the existing roundabout at the junction of the A361 / Devizes Road, Trowbridge to provide access to a proposed residential development.
- 1.5 The terms of reference of the audit are as described in Standard GG 119. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.
- 1.6 All comments and recommendations are referenced to the design drawing and the locations have been indicated on the plan in **Appendix B**.
- 1.7 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

Items resulting from this Stage 1 Audit

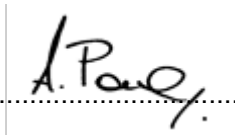
2.1 No road safety issues were identified during this audit.

3 Audit Team Statement

We certify that the terms of reference of the audit are as described in Standard GG 119.

Audit Team Leader

Andy Paul - BEng (Hons), MCIHT
HE Approved Certificate of Competence
Road Safety and Highway Engineering Consultant

Signed 

Date 14th March 2023.....

Audit Team Member

Duncan Lord, IEng, FIHE
HE Approved Certificate of Competence
Road Safety and Highway Engineering Consultant

Signed 

Date 14th March 2023.....

APPENDIX A

Information Provided

List of Drawings Examined:

Drg. No P22-0991 Figure 3.1

Drg. No P22-0991 Figure 5.1

Other Information Provided:

Road Safety Audit Brief including scheme drawings as listed above



Appendix E



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Appendix F

Calculation Reference: AUDIT-563501-220609-0619

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	FA FALKIRK	1 days
	HI HIGHLAND	1 days

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

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: No of Dwellings
 Actual Range: 16 to 71 (units:)
 Range Selected by User: 10 to 80 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 19/11/21

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

Selected survey days:

Monday	4 days
Tuesday	2 days
Wednesday	3 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

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

Selected Location Sub Categories:

Residential Zone 17

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

Secondary Filtering selection:

Use Class:

C3 17 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days

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 days
1.1 to 1.5	12 days

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

Travel Plan:

No 17 days

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

PTAL Rating:

No PTAL Present 17 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BD-03-A-03 CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Total No of Dwellings: 30 Survey date: THURSDAY 15/10/20	BEDFORDSHIRE	Survey Type: MANUAL
2	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 50 Survey date: TUESDAY 28/03/17	DURHAM	Survey Type: MANUAL
3	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: 57 Survey date: FRIDAY 19/10/18	DURHAM	Survey Type: MANUAL
4	DV-03-A-03 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 70 Survey date: MONDAY 28/09/15	DEVON	Survey Type: MANUAL
5	FA-03-A-01 MANDELA AVENUE FALKIRK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 37 Survey date: THURSDAY 30/05/13	FALKIRK	Survey Type: MANUAL
6	HI-03-A-14 KING BRUDE ROAD INVERNESS SCORGUIE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 40 Survey date: WEDNESDAY 23/03/16	HIGHLAND	Survey Type: MANUAL
7	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: 32 Survey date: FRIDAY 17/11/17	LANCASHIRE	Survey Type: MANUAL
8	LN-03-A-03 ROOKERY LANE LINCOLN BOULTHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 22 Survey date: TUESDAY 18/09/12	LINCOLNSHIRE	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-03-A-09	MIXED HOUSING		NORTH YORKSHIRE
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	52		
	Survey date: MONDAY	16/09/13	Survey Type: MANUAL	
10	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	23		
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL	
11	PS-03-A-02	DETACHED / SEMI-DETACHED		POWYS
	GUNROG ROAD			
	WELSHPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL	
12	SC-03-A-04	DETACHED & TERRACED		SURREY
	HIGH ROAD			
	BYFLEET			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	71		
	Survey date: THURSDAY	23/01/14	Survey Type: MANUAL	
13	SH-03-A-05	SEMI-DETACHED / TERRACED		SHROPSHIRE
	SANDCROFT			
	TELFORD			
	SUTTON HILL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL	
14	SM-03-A-01	DETACHED & SEMI		SOMERSET
	WEMBDON ROAD			
	BRIDGWATER			
	NORTHFIELD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	33		
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL	
15	SY-03-A-01	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	A19 BENTLEY ROAD			
	DONCASTER			
	BENTLEY RISE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL	
16	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	16		
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

17 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone

Total No of Dwellings: 27

Survey date: THURSDAY

22/09/16

Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-A-05	Detached
CH-03-A-08	Detached Houses
CH-03-A-09	Terraced
DC-03-A-08	Bungalows
DV-03-A-01	Terraced
KC-03-A-03	Flats
MS-03-A-03	Detached Houses
NF-03-A-01	Bungalows
NF-03-A-03	Detached Houses
NF-03-A-25	Flats
NT-03-A-08	Detached Houses
NY-03-A-08	Terraced
NY-03-A-13	Terraced
PK-03-A-01	Bungalows
SF-03-A-05	Detached
SH-03-A-06	Bungalows
ST-03-A-08	Detached Houses
VG-03-A-01	Terraced
WK-03-A-02	Bungalows
WK-03-A-03	Detached Houses
WK-03-A-04	Detached Houses
WO-03-A-07	Flats

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	41	0.070	17	41	0.273	17	41	0.343
08:00 - 09:00	17	41	0.138	17	41	0.376	17	41	0.514
09:00 - 10:00	17	41	0.164	17	41	0.203	17	41	0.367
10:00 - 11:00	17	41	0.128	17	41	0.158	17	41	0.286
11:00 - 12:00	17	41	0.158	17	41	0.151	17	41	0.309
12:00 - 13:00	17	41	0.193	17	41	0.158	17	41	0.351
13:00 - 14:00	17	41	0.155	17	41	0.158	17	41	0.313
14:00 - 15:00	17	41	0.157	17	41	0.191	17	41	0.348
15:00 - 16:00	17	41	0.256	17	41	0.174	17	41	0.430
16:00 - 17:00	17	41	0.254	17	41	0.157	17	41	0.411
17:00 - 18:00	17	41	0.318	17	41	0.128	17	41	0.446
18:00 - 19:00	17	41	0.226	17	41	0.131	17	41	0.357
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.217			2.258			4.475

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

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

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Parameter summary

Trip rate parameter range selected:	16 - 71 (units:)
Survey date range:	01/01/10 - 19/11/21
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	22

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.

Pegasus PG Great Park Road Bristol

Licence No: 563501

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	41	0.006	17	41	0.006	17	41	0.012
08:00 - 09:00	17	41	0.007	17	41	0.007	17	41	0.014
09:00 - 10:00	17	41	0.009	17	41	0.007	17	41	0.016
10:00 - 11:00	17	41	0.003	17	41	0.004	17	41	0.007
11:00 - 12:00	17	41	0.004	17	41	0.004	17	41	0.008
12:00 - 13:00	17	41	0.003	17	41	0.003	17	41	0.006
13:00 - 14:00	17	41	0.004	17	41	0.004	17	41	0.008
14:00 - 15:00	17	41	0.006	17	41	0.004	17	41	0.010
15:00 - 16:00	17	41	0.004	17	41	0.006	17	41	0.010
16:00 - 17:00	17	41	0.001	17	41	0.001	17	41	0.002
17:00 - 18:00	17	41	0.001	17	41	0.001	17	41	0.002
18:00 - 19:00	17	41	0.004	17	41	0.004	17	41	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.051			0.103

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	41	0.000	17	41	0.000	17	41	0.000
08:00 - 09:00	17	41	0.000	17	41	0.000	17	41	0.000
09:00 - 10:00	17	41	0.003	17	41	0.003	17	41	0.006
10:00 - 11:00	17	41	0.001	17	41	0.001	17	41	0.002
11:00 - 12:00	17	41	0.001	17	41	0.000	17	41	0.001
12:00 - 13:00	17	41	0.000	17	41	0.000	17	41	0.000
13:00 - 14:00	17	41	0.001	17	41	0.000	17	41	0.001
14:00 - 15:00	17	41	0.000	17	41	0.001	17	41	0.001
15:00 - 16:00	17	41	0.000	17	41	0.001	17	41	0.001
16:00 - 17:00	17	41	0.001	17	41	0.001	17	41	0.002
17:00 - 18:00	17	41	0.000	17	41	0.000	17	41	0.000
18:00 - 19:00	17	41	0.000	17	41	0.000	17	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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.

Pegasus PG Great Park Road Bristol

Licence No: 563501

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	41	0.000	17	41	0.000	17	41	0.000
08:00 - 09:00	17	41	0.004	17	41	0.004	17	41	0.008
09:00 - 10:00	17	41	0.000	17	41	0.000	17	41	0.000
10:00 - 11:00	17	41	0.000	17	41	0.000	17	41	0.000
11:00 - 12:00	17	41	0.003	17	41	0.003	17	41	0.006
12:00 - 13:00	17	41	0.000	17	41	0.000	17	41	0.000
13:00 - 14:00	17	41	0.000	17	41	0.000	17	41	0.000
14:00 - 15:00	17	41	0.001	17	41	0.001	17	41	0.002
15:00 - 16:00	17	41	0.003	17	41	0.003	17	41	0.006
16:00 - 17:00	17	41	0.000	17	41	0.000	17	41	0.000
17:00 - 18:00	17	41	0.000	17	41	0.000	17	41	0.000
18:00 - 19:00	17	41	0.000	17	41	0.000	17	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	41	0.009	17	41	0.026	17	41	0.035
08:00 - 09:00	17	41	0.003	17	41	0.022	17	41	0.025
09:00 - 10:00	17	41	0.003	17	41	0.010	17	41	0.013
10:00 - 11:00	17	41	0.006	17	41	0.004	17	41	0.010
11:00 - 12:00	17	41	0.001	17	41	0.004	17	41	0.005
12:00 - 13:00	17	41	0.004	17	41	0.007	17	41	0.011
13:00 - 14:00	17	41	0.004	17	41	0.001	17	41	0.005
14:00 - 15:00	17	41	0.006	17	41	0.006	17	41	0.012
15:00 - 16:00	17	41	0.023	17	41	0.001	17	41	0.024
16:00 - 17:00	17	41	0.014	17	41	0.006	17	41	0.020
17:00 - 18:00	17	41	0.022	17	41	0.004	17	41	0.026
18:00 - 19:00	17	41	0.014	17	41	0.007	17	41	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.098			0.207

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.

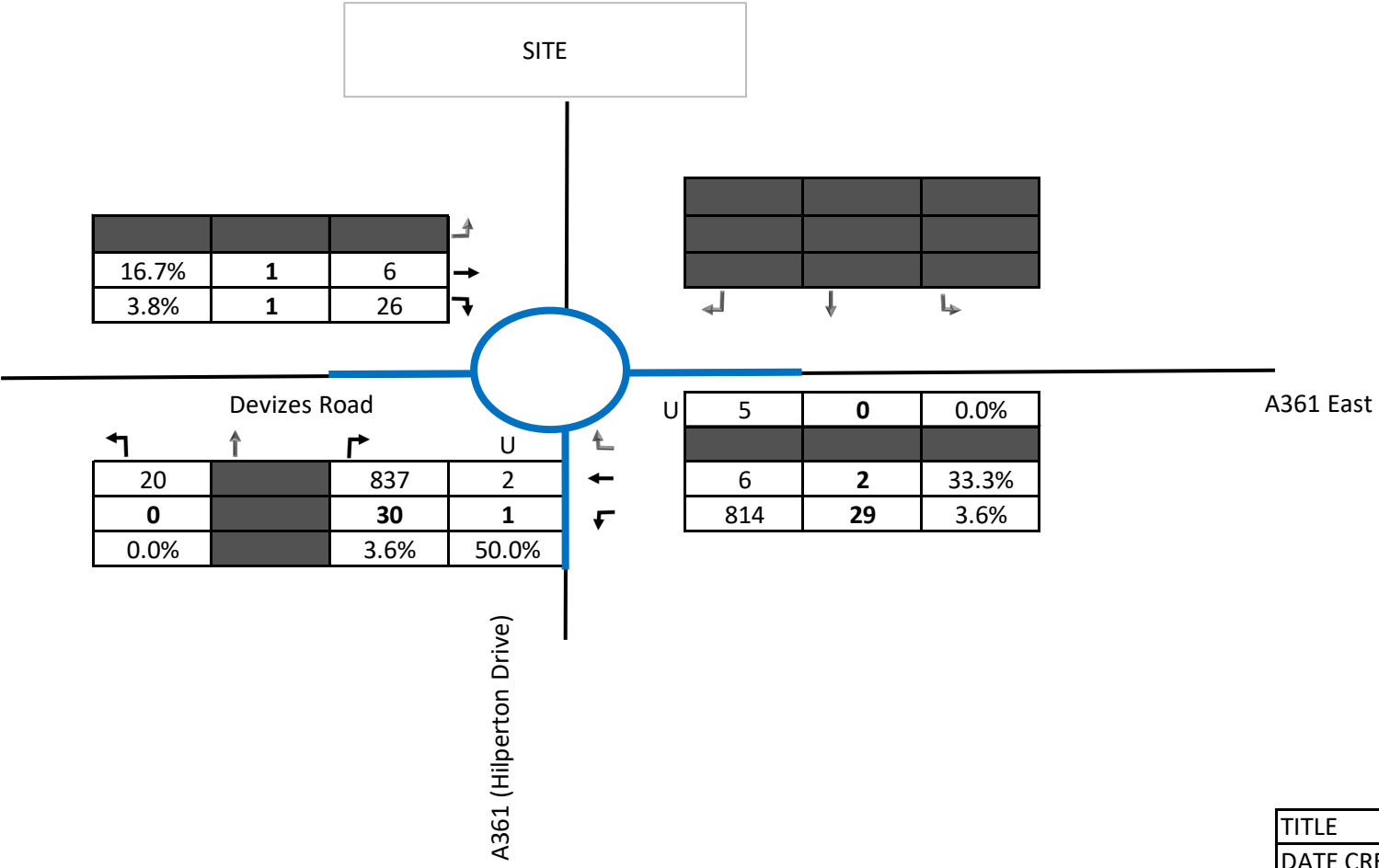


Appendix G

place of work	Driving a car or van	%	A361 East	A361 Hilperton Road	Devizes Road
E02006684 : Wiltshire 031	411	17%			17%
Bath and North East Somerset	312	13%			13%
E02006689 : Wiltshire 037	177	7%			7%
E02006679 : Wiltshire 021	116	5%	5%		
E02006680 : Wiltshire 022	92	4%	4%		
E02006660 : Wiltshire 018	92	4%	4%		
E02006687 : Wiltshire 035	91	4%			4%
E02006683 : Wiltshire 030	89	4%			4%
South Gloucestershire	87	4%	2%		
E02006685 : Wiltshire 032	74	3%			3%
E02006682 : Wiltshire 027	69	3%			3%
E02006691 : Wiltshire 040	63	3%			3%
Mendip	61	3%			3%
E02006690 : Wiltshire 039	59	2%			2%
Bristol, City of	52	2%			2%
Swindon	49	2%	2%		
E02006637 : Wiltshire 025	47	2%	2%		
E02006688 : Wiltshire 036	40	2%			2%
E02006659 : Wiltshire 017	39	2%	1%		1%
E02006681 : Wiltshire 023	38	2%			2%
E02006654 : Wiltshire 011	35	1%	1%		
E02006653 : Wiltshire 010	34	1%	1%		
E02006638 : Wiltshire 026	34	1%	1%		
E02006695 : Wiltshire 047	27	1%			1%
E02006639 : Wiltshire 028	27	1%	1%		
E02006641 : Wiltshire 034	24	1%	1%		
E02006652 : Wiltshire 009	22	1%	1%		
E02006686 : Wiltshire 033	21	1%			1%
E02006694 : Wiltshire 044	19	1%			1%
E02006692 : Wiltshire 042	17	1%			1%
E02006655 : Wiltshire 013	16	1%	1%		
Test Valley	13	1%	1%		
E02006657 : Wiltshire 015	12	1%	1%		
E02006650 : Wiltshire 007	11	0%	0%		
E02006678 : Wiltshire 020	10	0%	0%		
Sum		100%	29%	67%	4%

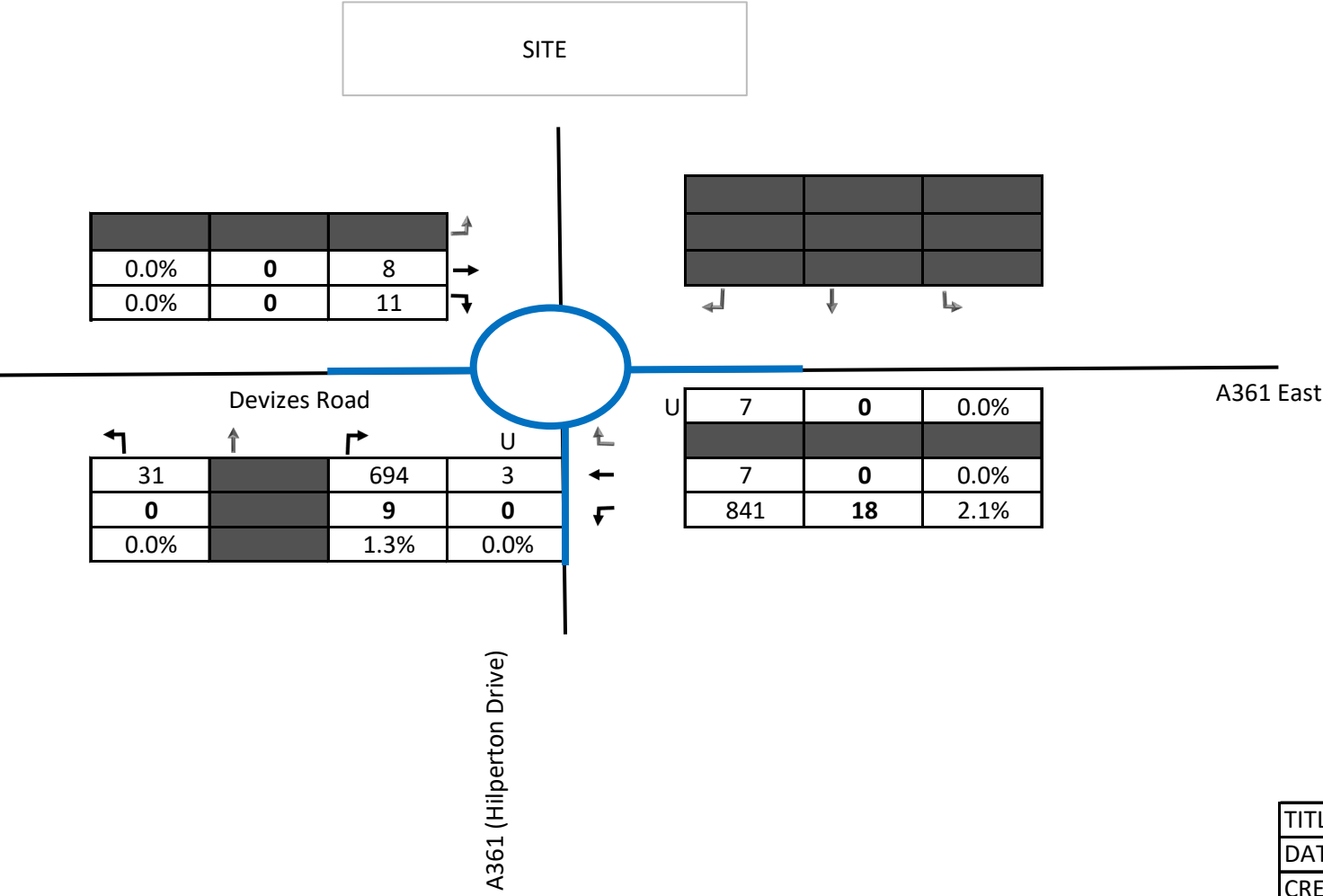


Appendix H



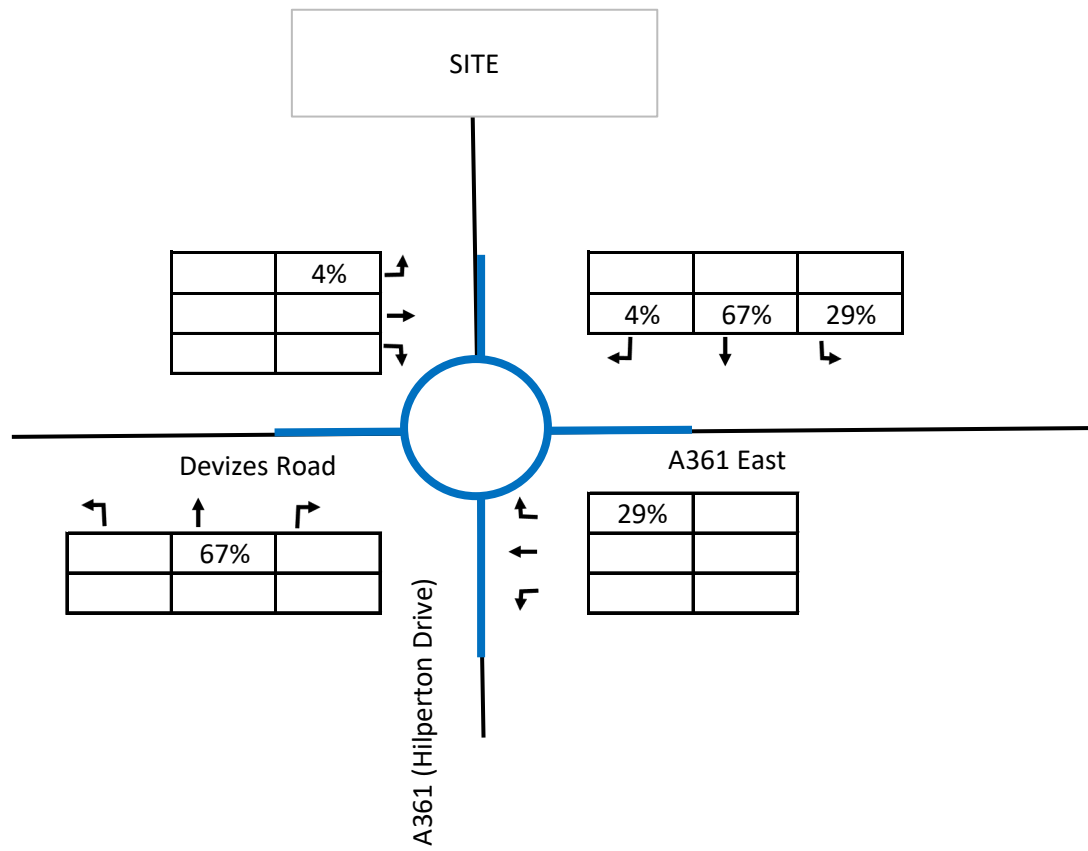
TITLE	2025 Base AM (0800-0900)		
DATE CREATED	12-Jan-26		
CREATED BY	EB	CHECKED BY	AS
REVISION	-		

KEY	
0	Vehicles
0	HGVs
0%	HGV Mix



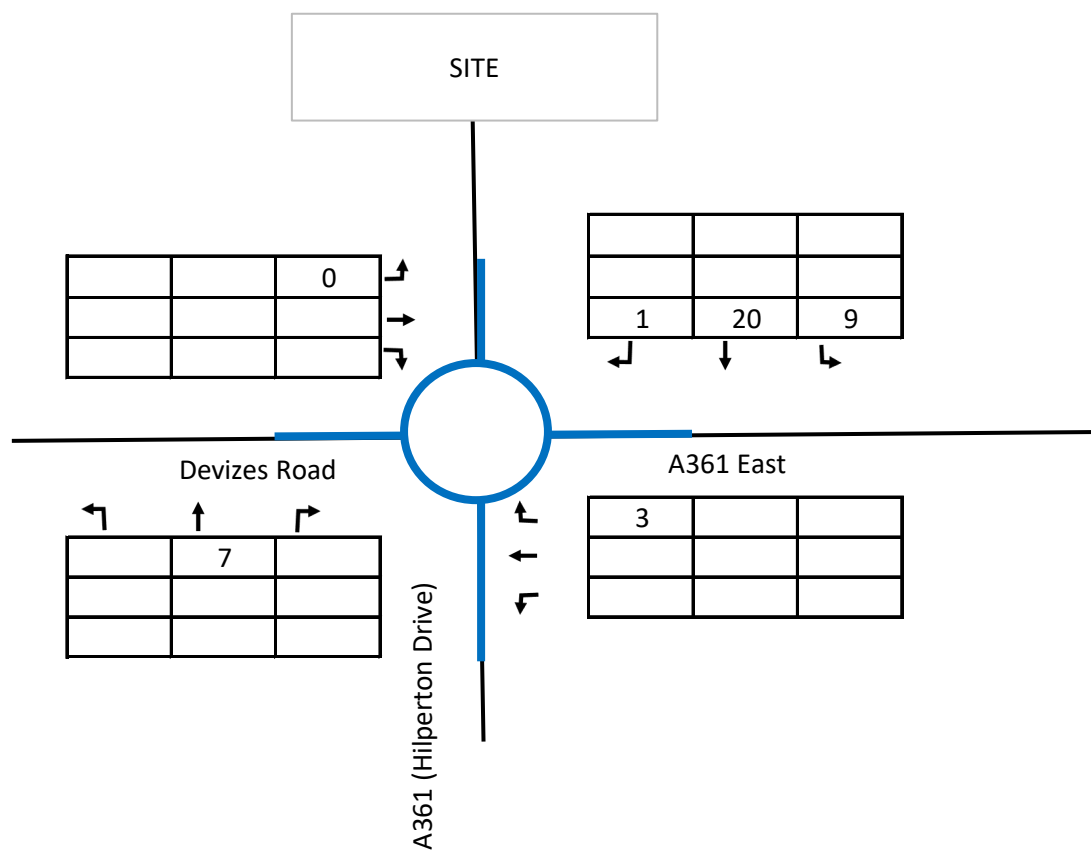
TITLE	2025 Base PM (1700-1800)		
DATE CREATED	12-Jan-26		
CREATED BY	EB	CHECKED BY	AS
REVISION	-		

KEY	
0	Vehicles
0	HGVs
0%	HGV Mix



TITLE	Development Distribution		
DATE CREATED	12-Jan-26		
CREATED BY	EB	CHECKED BY	AS
REVISION	-		

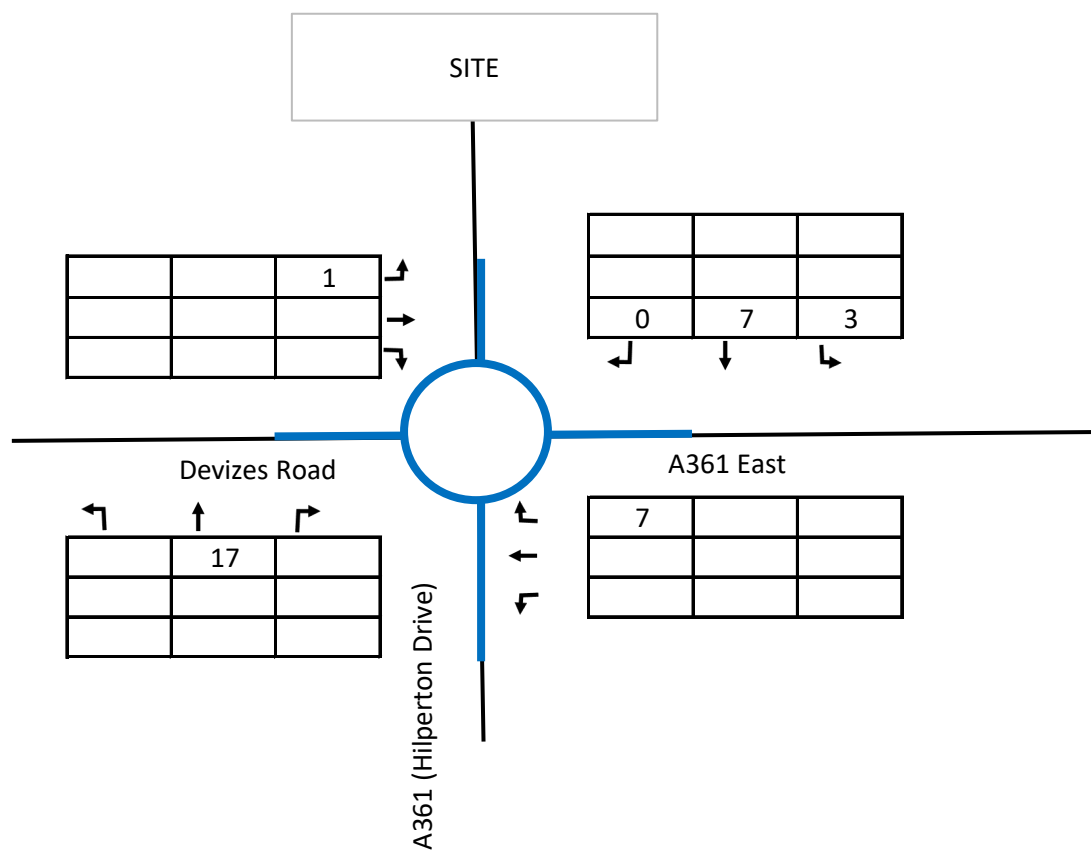
ASSUMPTIONS:
Based on 2011 Census JtW
Wiltshire 030



TITLE	Development AM		
DATE CREATED	12-Jan-26		
CREATED BY	EB	CHECKED BY	AS
REVISION	-		

ASSUMPTIONS:

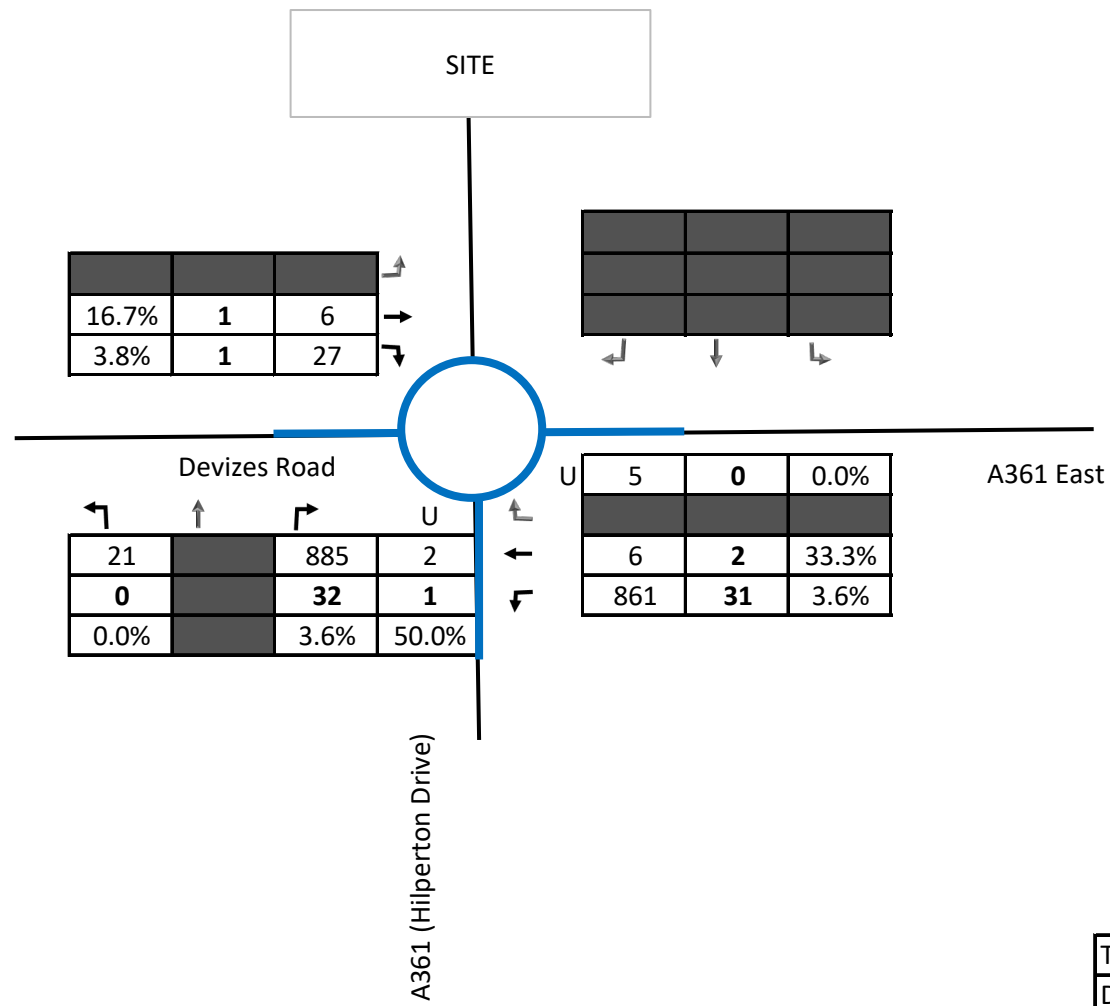
	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	IN	OUT	2WAY	IN	OUT	2WAY
Trip No.	11	30	41			



TITLE	Development PM		
DATE CREATED	12-Jan-26		
CREATED BY	EB	CHECKED BY	AS
REVISION	-		

ASSUMPTIONS:

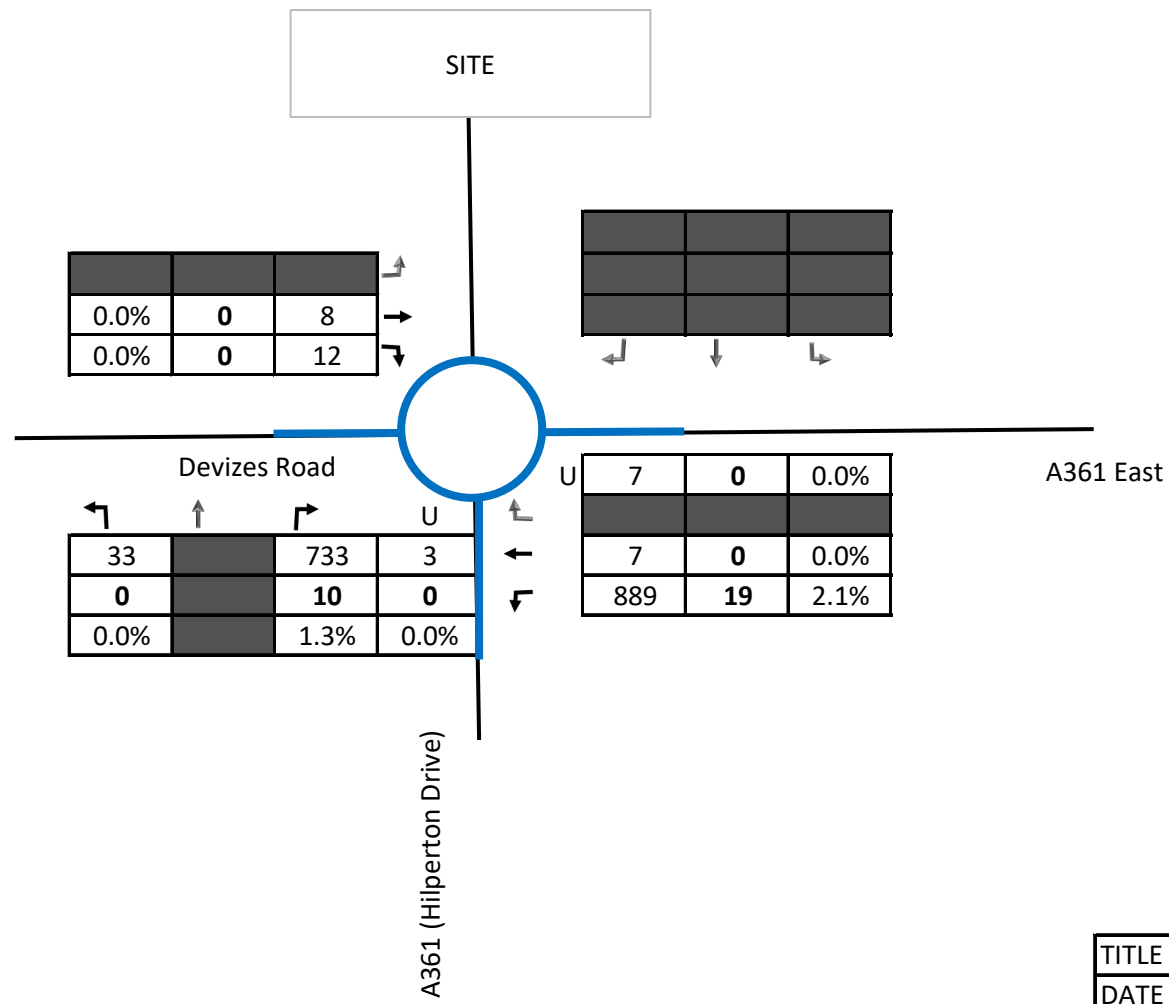
	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	IN	OUT	2WAY	IN	OUT	2WAY
Trip No.				25	10	36



TITLE	2031 Base AM (0800-0900)		
DATE CREATED	12-Jan-26		
CREATED BY	EB	CHECKED BY	AS
REVISION	-		

KEY	
0	Vehicles
0	HGVs
0%	HGV Mix

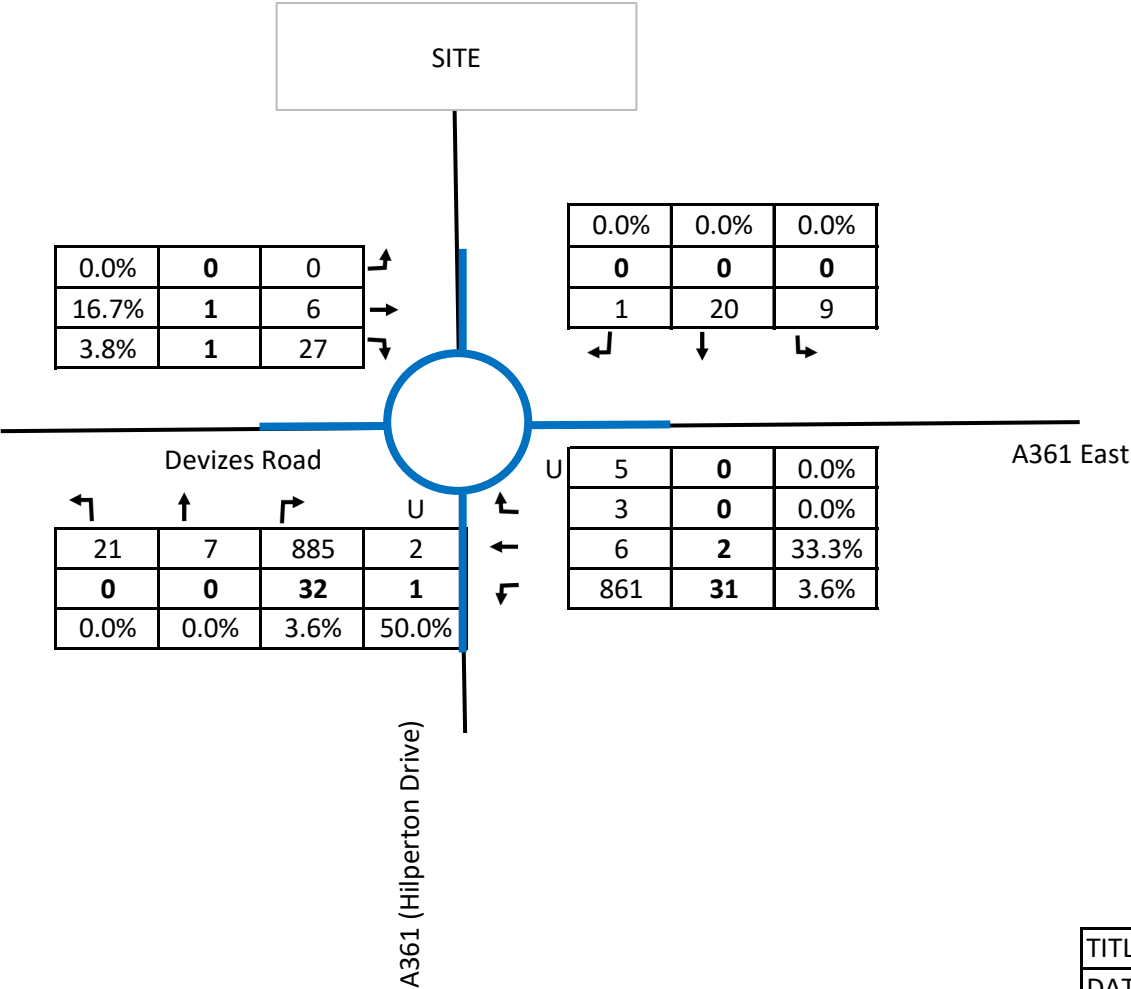
ASSUMPTIONS:
 2025-2031 Wiltshire 030
 NRTP 2022 Core Dataset A Road
 AM 1.0477



TITLE	2031 Base PM (1700-1800)		
DATE CREATED	12-Jan-26		
CREATED BY	EB	CHECKED BY	AS
REVISION	-		

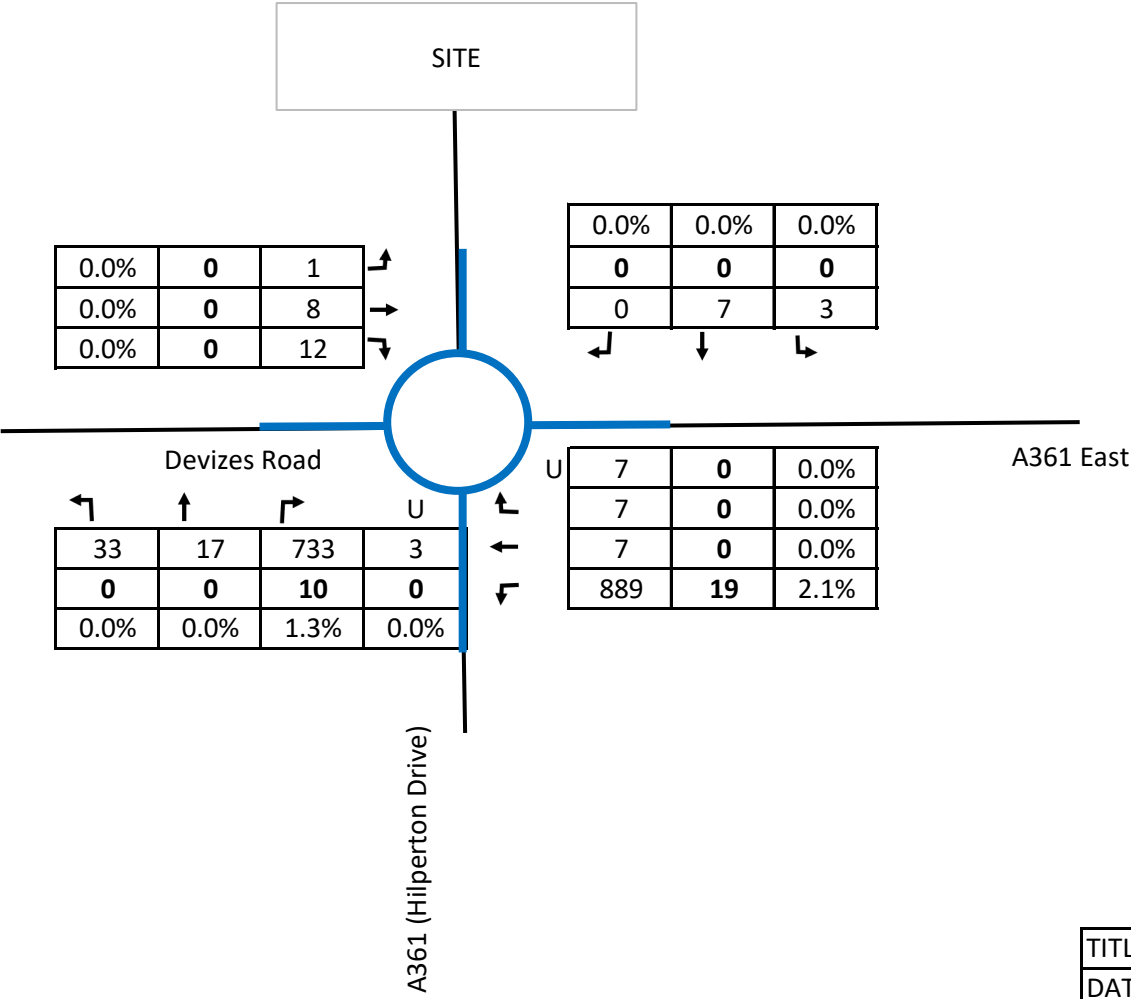
KEY	
0	Vehicles
0	HGVs
0%	HGV Mix

ASSUMPTIONS:
 2025-2031 Wiltshire 030
 NRTP 2022 Core Dataset A Road
 PM 1.0476



TITLE	2031 Base + Development AM		
DATE CREATED	12-Jan-26		
CREATED BY	EB	CHECKED BY	AS
REVISION	-		

KEY	
0	Vehicles
0	HGVs
0%	HGV Mix



TITLE	2031 Base + Development PM		
DATE CREATED	12-Jan-26		
CREATED BY	EB	CHECKED BY	AS
REVISION	-		

KEY	
0	Vehicles
0	HGVs
0%	HGV Mix



Appendix I

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: Import of A631 Access rbt.j11

Path: X:\Bristol Projects\Bristol - Live Projects\P22\P22-0901-1000\P22-0991 - REDCLIFFE HOMES - DEVIZES ROAD, HILPERTON\03 Research\09 TR\02 Base Data\2026\Junction Modelling\2031 Base+ Dev

Report generation date: 26/01/2026 09:27:16

»D3 - 2031 | +Dev | AM

»D4 - 2031 | +Dev | PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2031 - +Dev								
1 - A361 East	1.1	4.00	0.52	A	1.1	3.94	0.52	A
2 - A361 South	0.9	3.25	0.48	A	0.7	2.78	0.40	A
3 - Devizes Road	0.0	4.56	0.04	A	0.0	3.87	0.02	A
4 - Site Access	0.1	5.92	0.05	A	0.0	4.87	0.01	A

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

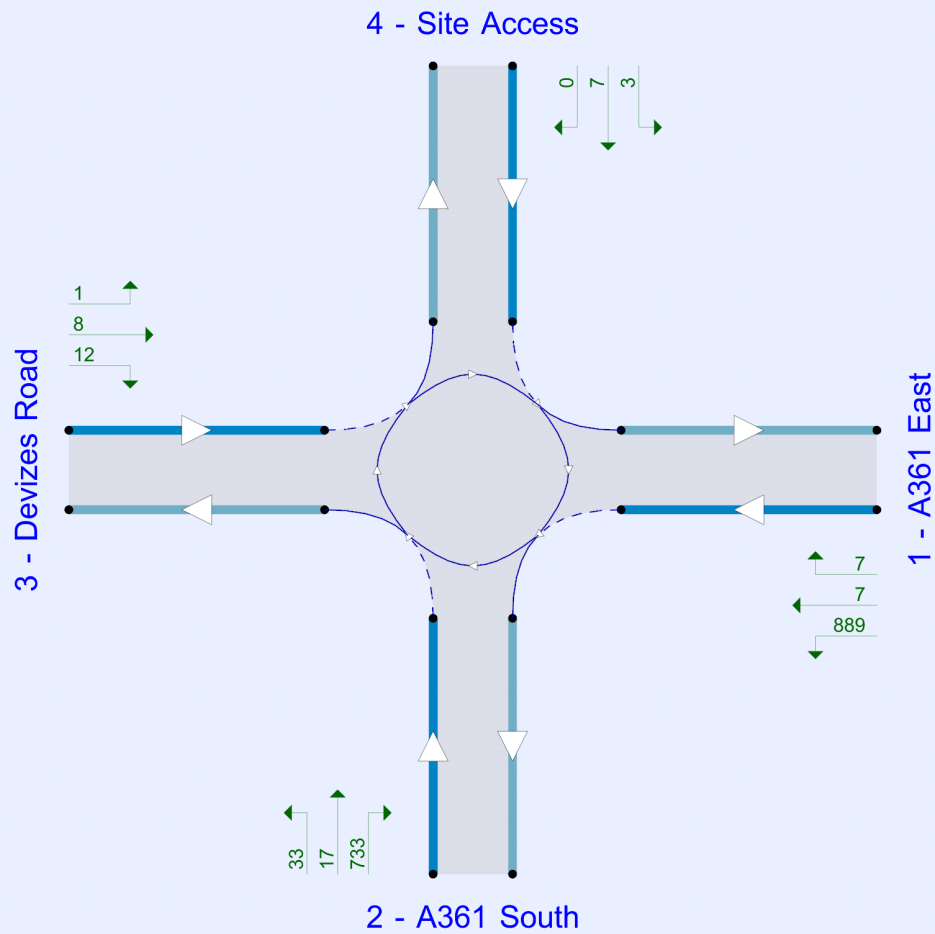
File summary

File Description

Title	
Location	
Site number	
Date	12/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	PEGASUSGROUP\Jenny.Bennett
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	mph	Veh	Veh	perHour	s	-Min	perMin



Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	+Dev	AM	ONE HOUR	00:00	01:30	15	✓
D4	2031	+Dev	PM	ONE HOUR	00:00	01:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D3 - 2031 | +Dev | 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, 4	3.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.67	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 East		
2	A361 South		
3	Devizes Road		
4	Site Access		

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 - A361 East	3.90	8.00	14.6	19.3	44.8	8.0		
2 - A361 South	3.47	8.50	26.7	67.6	44.8	11.0		
3 - Devizes Road	2.70	7.20	12.3	15.0	44.8	25.0		
4 - Site Access	3.65	4.50	1.3	15.0	44.8	21.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 East	0.704	1973
2 - A361 South	0.757	2203
3 - Devizes Road	0.579	1448
4 - Site Access	0.537	1207

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)	Run automatically
D3	2031	+Dev	AM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 East		ONE HOUR	✓	875	100.000
2 - A361 South		ONE HOUR	✓	915	100.000
3 - Devizes Road		ONE HOUR	✓	33	100.000
4 - Site Access		ONE HOUR	✓	30	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		1 - A361 East	2 - A361 South	3 - Devizes Road	4 - Site Access
From	1 - A361 East	5	861	6	3
	2 - A361 South	885	2	21	7
	3 - Devizes Road	6	27	0	0
	4 - Site Access	9	20	1	0

Proportions

	To				
		1 - A361 East	2 - A361 South	3 - Devizes Road	4 - Site Access
From	1 - A361 East	0.01	0.98	0.01	0.00
	2 - A361 South	0.97	0.00	0.02	0.01
	3 - Devizes Road	0.18	0.82	0.00	0.00
	4 - Site Access	0.30	0.67	0.03	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
		1 - A361 East	2 - A361 South	3 - Devizes Road	4 - Site Access
From	1 - A361 East	0	4	33	0
	2 - A361 South	4	50	0	0
	3 - Devizes Road	17	0	0	0
	4 - Site Access	0	0	0	0

Average PCU Per Veh

	To				
		1 - A361 East	2 - A361 South	3 - Devizes Road	4 - Site Access
From	1 - A361 East	1.000	1.036	1.333	1.000
	2 - A361 South	1.036	1.500	1.000	1.000
	3 - Devizes Road	1.167	1.000	1.000	1.000
	4 - Site Access	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - A361 East	659	684
	2 - A361 South	689	714
	3 - Devizes Road	25	26
	4 - Site Access	23	23
00:15-00:30	1 - A361 East	787	816
	2 - A361 South	823	852
	3 - Devizes Road	30	31
	4 - Site Access	27	27
00:30-00:45	1 - A361 East	963	1000
	2 - A361 South	1007	1044
	3 - Devizes Road	36	37
	4 - Site Access	33	33
00:45-01:00	1 - A361 East	963	1000
	2 - A361 South	1007	1044
	3 - Devizes Road	36	37
	4 - Site Access	33	33
01:00-01:15	1 - A361 East	787	816
	2 - A361 South	823	852
	3 - Devizes Road	30	31
	4 - Site Access	27	27
01:15-01:30	1 - A361 East	659	684
	2 - A361 South	689	714
	3 - Devizes Road	25	26
	4 - Site Access	23	23

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A361 East	0.52	4.00	1.1	A	803	1204
2 - A361 South	0.48	3.25	0.9	A	840	1259
3 - Devizes Road	0.04	4.56	0.0	A	30	45
4 - Site Access	0.05	5.92	0.1	A	28	41

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	659	165	37	1875	0.351	657	679	0.0	0.5	2.949	A
2 - A361 South	689	172	11	2118	0.325	687	683	0.0	0.5	2.513	A
3 - Devizes Road	25	6	677	1010	0.025	25	21	0.0	0.0	3.651	A
4 - Site Access	23	6	694	821	0.028	22	8	0.0	0.0	4.509	A

00:15 - 00:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	787	197	45	1870	0.421	786	813	0.5	0.7	3.319	A
2 - A361 South	823	206	13	2116	0.389	822	817	0.5	0.6	2.781	A
3 - Devizes Road	30	7	810	933	0.032	30	25	0.0	0.0	3.985	A
4 - Site Access	27	7	831	745	0.036	27	9	0.0	0.0	5.014	A

00:30 - 00:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	963	241	55	1863	0.517	962	995	0.7	1.1	3.989	A
2 - A361 South	1007	252	16	2113	0.477	1006	1001	0.6	0.9	3.249	A
3 - Devizes Road	36	9	992	827	0.044	36	31	0.0	0.0	4.553	A
4 - Site Access	33	8	1017	641	0.052	33	11	0.0	0.1	5.918	A

00:45 - 01:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	963	241	55	1863	0.517	963	996	1.1	1.1	4.000	A
2 - A361 South	1007	252	17	2113	0.477	1007	1002	0.9	0.9	3.254	A
3 - Devizes Road	36	9	993	826	0.044	36	31	0.0	0.0	4.557	A
4 - Site Access	33	8	1018	641	0.052	33	11	0.1	0.1	5.924	A

01:00 - 01:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	787	197	45	1870	0.421	788	815	1.1	0.7	3.332	A
2 - A361 South	823	206	14	2116	0.389	824	819	0.9	0.6	2.788	A
3 - Devizes Road	30	7	812	932	0.032	30	25	0.0	0.0	3.990	A
4 - Site Access	27	7	833	744	0.036	27	9	0.1	0.0	5.021	A

01:15 - 01:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	659	165	38	1875	0.351	659	682	0.7	0.5	2.964	A
2 - A361 South	689	172	11	2117	0.325	689	686	0.6	0.5	2.523	A
3 - Devizes Road	25	6	680	1009	0.025	25	21	0.0	0.0	3.660	A
4 - Site Access	23	6	697	819	0.028	23	8	0.0	0.0	4.518	A

D4 - 2031 | +Dev | 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, 4	3.42	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.42	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)	Run automatically
D4	2031	+Dev	PM	ONE HOUR	00:00	01:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 East		ONE HOUR	✓	910	100.000
2 - A361 South		ONE HOUR	✓	786	100.000
3 - Devizes Road		ONE HOUR	✓	21	100.000
4 - Site Access		ONE HOUR	✓	10	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		1 - A361 East	2 - A361 South	3 - Devizes Road	4 - Site Access
	1 - A361 East	7	889	7	7
	2 - A361 South	733	3	33	17
	3 - Devizes Road	8	12	0	1
	4 - Site Access	3	7	0	0

Proportions

	To				
From		1 - A361 East	2 - A361 South	3 - Devizes Road	4 - Site Access
	1 - A361 East	0.01	0.98	0.01	0.01
	2 - A361 South	0.93	0.00	0.04	0.02
	3 - Devizes Road	0.38	0.57	0.00	0.05
	4 - Site Access	0.30	0.70	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To				
From		1 - A361 East	2 - A361 South	3 - Devizes Road	4 - Site Access
	1 - A361 East	0	2	0	0
	2 - A361 South	1	0	0	0
	3 - Devizes Road	0	0	0	0
	4 - Site Access	0	0	0	0

Average PCU Per Veh

	To				
From		1 - A361 East	2 - A361 South	3 - Devizes Road	4 - Site Access
	1 - A361 East	1.000	1.021	1.000	1.000
	2 - A361 South	1.013	1.000	1.000	1.000
	3 - Devizes Road	1.000	1.000	1.000	1.000
	4 - Site Access	1.000	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
00:00-00:15	1 - A361 East	685	699
	2 - A361 South	592	599
	3 - Devizes Road	16	16
	4 - Site Access	8	8
00:15-00:30	1 - A361 East	818	835
	2 - A361 South	707	715
	3 - Devizes Road	19	19
	4 - Site Access	9	9
00:30-00:45	1 - A361 East	1002	1022
	2 - A361 South	865	876
	3 - Devizes Road	23	23
	4 - Site Access	11	11
00:45-01:00	1 - A361 East	1002	1022
	2 - A361 South	865	876
	3 - Devizes Road	23	23
	4 - Site Access	11	11
01:00-01:15	1 - A361 East	818	835
	2 - A361 South	707	715
	3 - Devizes Road	19	19
	4 - Site Access	9	9
01:15-01:30	1 - A361 East	685	699
	2 - A361 South	592	599
	3 - Devizes Road	16	16
	4 - Site Access	8	8

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A361 East	0.52	3.94	1.1	A	835	1253
2 - A361 South	0.40	2.78	0.7	A	721	1082
3 - Devizes Road	0.02	3.87	0.0	A	19	29
4 - Site Access	0.01	4.87	0.0	A	9	14

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	685	171	17	1922	0.356	683	564	0.0	0.6	2.901	A
2 - A361 South	592	148	16	2165	0.273	590	684	0.0	0.4	2.284	A
3 - Devizes Road	16	4	576	1110	0.014	16	30	0.0	0.0	3.289	A
4 - Site Access	8	2	573	896	0.008	7	19	0.0	0.0	4.052	A

00:15 - 00:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	818	205	20	1920	0.426	817	675	0.6	0.7	3.264	A
2 - A361 South	707	177	19	2163	0.327	706	818	0.4	0.5	2.471	A
3 - Devizes Road	19	5	689	1043	0.018	19	36	0.0	0.0	3.512	A
4 - Site Access	9	2	685	835	0.011	9	22	0.0	0.0	4.359	A

00:30 - 00:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	1002	250	24	1917	0.523	1001	826	0.7	1.1	3.924	A
2 - A361 South	865	216	23	2160	0.401	865	1002	0.5	0.7	2.778	A
3 - Devizes Road	23	6	844	953	0.024	23	44	0.0	0.0	3.872	A
4 - Site Access	11	3	839	751	0.015	11	27	0.0	0.0	4.864	A

00:45 - 01:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	1002	250	24	1917	0.523	1002	827	1.1	1.1	3.935	A
2 - A361 South	865	216	23	2160	0.401	865	1003	0.7	0.7	2.781	A
3 - Devizes Road	23	6	844	952	0.024	23	44	0.0	0.0	3.874	A
4 - Site Access	11	3	840	751	0.015	11	28	0.0	0.0	4.866	A

01:00 - 01:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	818	205	20	1920	0.426	819	676	1.1	0.7	3.275	A
2 - A361 South	707	177	19	2163	0.327	707	820	0.7	0.5	2.474	A
3 - Devizes Road	19	5	690	1043	0.018	19	36	0.0	0.0	3.515	A
4 - Site Access	9	2	687	834	0.011	9	23	0.0	0.0	4.365	A

01:15 - 01:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	685	171	17	1922	0.356	686	566	0.7	0.6	2.916	A
2 - A361 South	592	148	16	2165	0.273	592	687	0.5	0.4	2.290	A
3 - Devizes Road	16	4	578	1109	0.014	16	30	0.0	0.0	3.295	A
4 - Site Access	8	2	575	895	0.008	8	19	0.0	0.0	4.057	A

Junctions 11							
ARCADY 11 - Roundabout Module							
Version: 11.1.0.2307							
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Filename: Import of A631 Existing rbt - issue.j11

Path: X:\Bristol Projects\Bristol - Live Projects\P22\P22-0901-1000\P22-0991 - REDCLIFFE HOMES - DEVIZES ROAD, HILPERTON\03 Research\09 TR\02 Base Data\2026\Junction Modelling

Report generation date: 30/01/2026 14:38:35

»D3 - 2031 | Base | AM

»D4 - 2031 | Base | PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
2031 - Base								
1 - A361 East	1.0	3.92	0.51	A	1.1	3.88	0.52	A
2 - A361 Hilpertont Drive	0.9	3.22	0.47	A	0.6	2.73	0.39	A
3 - Devizes Road	0.0	4.17	0.04	A	0.0	3.52	0.02	A

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

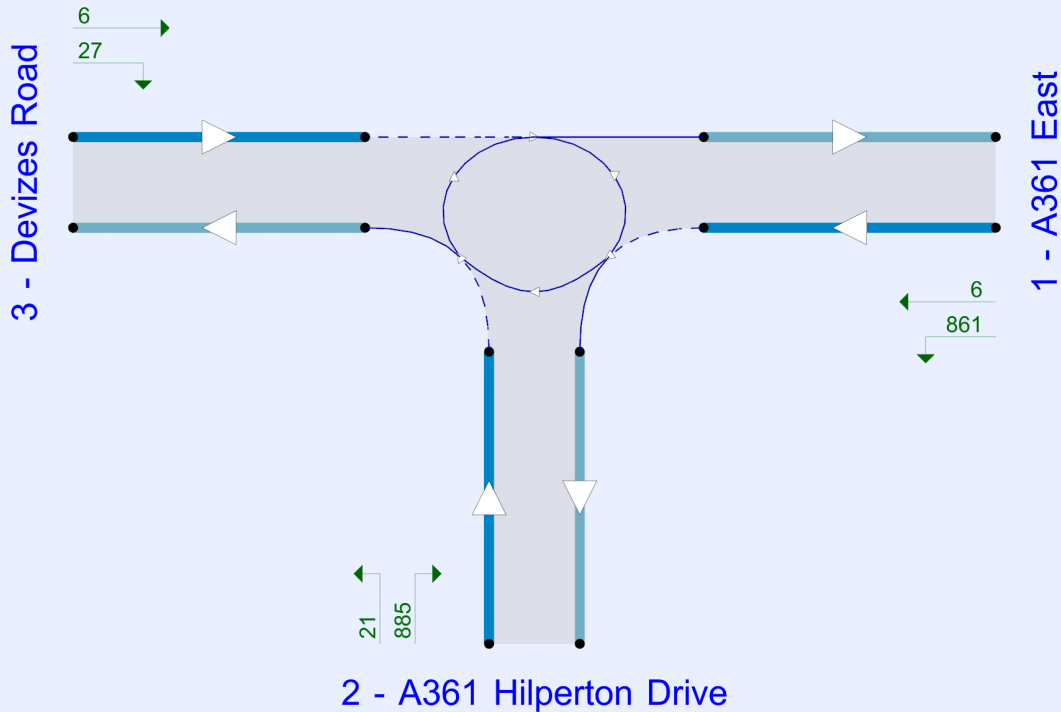
File summary

File Description

Title	A361 Roundabout
Location	Hilpertont
Site number	
Date	26/01/2026
Version	-
Status	-
Identifier	
Client	
Jobnumber	P22-0991
Enumerator	PEGASUSGROUP\Jenny.Bennett
Description	Existing Arrangement

Units

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



Flows show original traffic demand (Veh/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D3 - 2031 | 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	3.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.58	A

Arms

Arms

Arm	Name	Description	No give-way line
1	A361 East		
2	A361 Hilperton Drive		
3	Devizes Road		

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 - A361 East	3.90	8.00	14.6	19.3	44.8	8.0		
2 - A361 Hilperton Drive	3.47	8.50	26.7	67.6	44.8	11.0		
3 - Devizes Road	2.70	7.20	12.3	32.2	44.8	12.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - A361 East	0.704	1973
2 - A361 Hilperton Drive	0.757	2203
3 - Devizes Road	0.626	1563

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)	Run automatically
D3	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 East		ONE HOUR	✓	872	100.000
2 - A361 Hilperton Drive		ONE HOUR	✓	908	100.000
3 - Devizes Road		ONE HOUR	✓	33	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - A361 East	2 - A361 Hilperton Drive	3 - Devizes Road
	1 - A361 East	5	861	6
	2 - A361 Hilperton Drive	885	2	21
	3 - Devizes Road	6	27	0

Proportions

From	To			
		1 - A361 East	2 - A361 Hilperton Drive	3 - Devizes Road
	1 - A361 East	0.01	0.99	0.01
	2 - A361 Hilperton Drive	0.97	0.00	0.02
	3 - Devizes Road	0.18	0.82	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		1 - A361 East	2 - A361 Hilperton Drive	3 - Devizes Road
	1 - A361 East	0	4	33
	2 - A361 Hilperton Drive	4	50	0
	3 - Devizes Road	17	0	0

Average PCU Per Veh

From	To			
		1 - A361 East	2 - A361 Hilperton Drive	3 - Devizes Road
	1 - A361 East	1.000	1.036	1.333
	2 - A361 Hilperton Drive	1.036	1.500	1.000
	3 - Devizes Road	1.167	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	1 - A361 East	656	681
	2 - A361 Hilperton Drive	684	708
	3 - Devizes Road	25	26
08:00-08:15	1 - A361 East	784	814
	2 - A361 Hilperton Drive	816	846
	3 - Devizes Road	30	31
08:15-08:30	1 - A361 East	960	996
	2 - A361 Hilperton Drive	1000	1036
	3 - Devizes Road	36	37
08:30-08:45	1 - A361 East	960	996
	2 - A361 Hilperton Drive	1000	1036
	3 - Devizes Road	36	37
08:45-09:00	1 - A361 East	784	814
	2 - A361 Hilperton Drive	816	846
	3 - Devizes Road	30	31
09:00-09:15	1 - A361 East	656	681
	2 - A361 Hilperton Drive	684	708
	3 - Devizes Road	25	26

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A361 East	0.51	3.92	1.0	A	800	1200
2 - A361 Hilperton Drive	0.47	3.22	0.9	A	833	1250
3 - Devizes Road	0.04	4.17	0.0	A	30	45

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	656	164	22	1886	0.348	654	673	0.0	0.5	2.918	A
2 - A361 Hilperton Drive	684	171	8	2119	0.323	682	668	0.0	0.5	2.501	A
3 - Devizes Road	25	6	670	1096	0.023	25	20	0.0	0.0	3.361	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	784	196	26	1883	0.416	783	805	0.5	0.7	3.272	A
2 - A361 Hilperton Drive	816	204	10	2118	0.385	816	799	0.5	0.6	2.763	A
3 - Devizes Road	30	7	801	1013	0.029	30	24	0.0	0.0	3.660	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	960	240	32	1879	0.511	959	985	0.7	1.0	3.908	A
2 - A361 Hilperton Drive	1000	250	12	2116	0.473	999	979	0.6	0.9	3.219	A
3 - Devizes Road	36	9	981	900	0.040	36	30	0.0	0.0	4.170	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	960	240	32	1879	0.511	960	986	1.0	1.0	3.919	A
2 - A361 Hilperton Drive	1000	250	12	2116	0.473	1000	980	0.9	0.9	3.224	A
3 - Devizes Road	36	9	982	899	0.040	36	30	0.0	0.0	4.173	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	784	196	26	1883	0.416	785	807	1.0	0.7	3.283	A
2 - A361 Hilperton Drive	816	204	10	2118	0.385	817	801	0.9	0.6	2.772	A
3 - Devizes Road	30	7	803	1012	0.029	30	24	0.0	0.0	3.668	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	656	164	22	1886	0.348	657	675	0.7	0.5	2.933	A
2 - A361 Hilpertown Drive	684	171	8	2119	0.323	684	671	0.6	0.5	2.511	A
3 - Devizes Road	25	6	672	1094	0.023	25	20	0.0	0.0	3.366	A

D4 - 2031 | 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	3.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.36	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)	Run automatically
D4	2031	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1 - A361 East		ONE HOUR	✓	903	100.000
2 - A361 Hilperton Drive		ONE HOUR	✓	769	100.000
3 - Devizes Road		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		1 - A361 East	2 - A361 Hilperton Drive	3 - Devizes Road
	1 - A361 East	7	889	7
	2 - A361 Hilperton Drive	733	3	33
	3 - Devizes Road	8	12	0

Proportions

From	To			
		1 - A361 East	2 - A361 Hilperton Drive	3 - Devizes Road
	1 - A361 East	0.01	0.98	0.01
	2 - A361 Hilperton Drive	0.95	0.00	0.04
	3 - Devizes Road	0.40	0.60	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		1 - A361 East	2 - A361 Hilperton Drive	3 - Devizes Road
	1 - A361 East	0	2	0
	2 - A361 Hilperton Drive	1	0	0
	3 - Devizes Road	0	0	0

Average PCU Per Veh

From	To			
		1 - A361 East	2 - A361 Hilperton Drive	3 - Devizes Road
	1 - A361 East	1.000	1.021	1.000
	2 - A361 Hilperton Drive	1.013	1.000	1.000
	3 - Devizes Road	1.000	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	1 - A361 East	680	694
	2 - A361 Hilperton Drive	579	586
	3 - Devizes Road	15	15
17:00-17:15	1 - A361 East	812	829
	2 - A361 Hilperton Drive	691	700
	3 - Devizes Road	18	18
17:15-17:30	1 - A361 East	994	1015
	2 - A361 Hilperton Drive	847	857
	3 - Devizes Road	22	22
17:30-17:45	1 - A361 East	994	1015
	2 - A361 Hilperton Drive	847	857
	3 - Devizes Road	22	22
17:45-18:00	1 - A361 East	812	829
	2 - A361 Hilperton Drive	691	700
	3 - Devizes Road	18	18
18:00-18:15	1 - A361 East	680	694
	2 - A361 Hilperton Drive	579	586
	3 - Devizes Road	15	15

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
1 - A361 East	0.52	3.88	1.1	A	829	1243
2 - A361 Hilperton Drive	0.39	2.73	0.6	A	706	1058
3 - Devizes Road	0.02	3.52	0.0	A	18	28

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	680	170	11	1925	0.353	678	562	0.0	0.5	2.881	A
2 - A361 Hilperton Drive	579	145	11	2168	0.267	577	678	0.0	0.4	2.260	A
3 - Devizes Road	15	4	558	1210	0.012	15	30	0.0	0.0	3.012	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	812	203	13	1924	0.422	811	672	0.5	0.7	3.234	A
2 - A361 Hilperton Drive	691	173	13	2167	0.319	691	812	0.4	0.5	2.439	A
3 - Devizes Road	18	4	668	1140	0.016	18	36	0.0	0.0	3.206	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	994	249	16	1922	0.517	993	823	0.7	1.1	3.871	A
2 - A361 Hilpertown Drive	847	212	15	2165	0.391	846	994	0.5	0.6	2.728	A
3 - Devizes Road	22	6	817	1045	0.021	22	44	0.0	0.0	3.517	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	994	249	17	1922	0.517	994	824	1.1	1.1	3.881	A
2 - A361 Hilpertown Drive	847	212	15	2165	0.391	847	995	0.6	0.6	2.730	A
3 - Devizes Road	22	6	818	1045	0.021	22	44	0.0	0.0	3.518	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	812	203	14	1924	0.422	813	673	1.1	0.7	3.244	A
2 - A361 Hilpertown Drive	691	173	13	2167	0.319	692	814	0.6	0.5	2.443	A
3 - Devizes Road	18	4	669	1140	0.016	18	36	0.0	0.0	3.208	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - A361 East	680	170	11	1925	0.353	681	564	0.7	0.5	2.893	A
2 - A361 Hilpertown Drive	579	145	11	2168	0.267	579	681	0.5	0.4	2.265	A
3 - Devizes Road	15	4	560	1209	0.012	15	30	0.0	0.0	3.015	A

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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