

**Ashley Coombe,
Warminster**

PEDESTRIAN ROUTE AUDIT

Report prepared for
Rubix Land

March 2026

Report Reference 1973/4/A



ASHLEY HELME
ASSOCIATES



Pedestrian Route Audit

Ashley Coombe, Warminster

Client: Rubix Land
Report Ref: 1973/4/A
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Ashley Helme Associates Ltd

76 Washway Road
SALE, Manchester
M33 7RE

Telephone
0161 972 0552

aha@ashleyhelme.co.uk
www.ashleyhelme.co.uk

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Pedestrian Route Audit

Ashley Coombe, Warminster

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1 Introduction

1.1 Ashley Helme Associates Limited (AHA) are appointed by Rubix Land to provide transport advice to support a planning application for a residential development on land off Ashley Coombe, Warminster (henceforth referred to as the Site). The location of the Site is shown on Figure 1.1.

1.2 AHA has prepared the following documents:

- (i) Transport Assessment Report 1973/2/C;
- (ii) Travel Plan Report 1973/3/B.

1.3 The report provides an Audit of the pedestrian routes between the proposed development and the identified key amenities in Warminster.

1.4 Proposed Development

1.4.1 The Site is presently agricultural/ field land. The proposed development comprises a residential development of up to 77 dwellings.

1.4.2 Access to the proposed development will be provided by extending the residential road Ashley Coombe into the Site.

1.4.3 The proposed Access is shown on Drg No 1971/04. In addition to Ashley Coombe, residents will also have access to Public Right of Way (WARM58), which passes through the Site and provides a link to Lower Marsh Road.

1.5 Amenities and Assessment Routes

1.5.1 The key amenities and principal routes to be assessed are presented on Figure 1973/PR/1. The key amenities that are identified in Warminster are:

- (i) Bus stop (Ashley Place): Routes R1/R1A;
- (ii) Bus Stop & Shelter (Deverill Road): Route R1;
- (iii) Unmarked bus stop (Deverill Road): Route R1;
- (iv) Tesco Express: Routes R1/R1A/R2;
- (v) Sambourne C of E Primary School: Route R1/R1A/R3;
- (vi) Morrisons Supermarket: Routes R1/R1A;
- (vii) Town Centre: Routes R1/R3.

1.5.2 As set out in paragraph 1.4.3, residents of the development will also have access to PROW WARM58, but this will be unlit outside of the Site land and may not be a suitable route for all users,



particularly during the hours of darkness and in the winter months when the surface may become muddy. Therefore, this PROW is not included in the audit.

1.5.3 The bus stops, on Deverill Road and Ashley Place are included in the key amenities because they are the closest to the Site. Similarly, Sambourne Church of England Primary School is the closest school to the Site and the Tesco Express is the closest convenience store to the Site.

1.5.4 The identified routes between the Site and the key amenities comprise:

- (i) Route R1: Development Site – Asley Coombe – Ashley Place –
Deverill Road – Weymouth Street – Market Place;
- (ii) Route R1A: Ashley Place – Hillwood Lane – Deverill Road;
- (iii) Route R2: Fore Street – Brook Street – Masefield Road;
- (iv) Route R3: Sambourne Road – George Street.

1.5.5 Route R1 is the principal route between the Site and the key amenities with the others connecting to it to provide an alternative route or to one of the key amenities not located within the town centre.

1.6 Assessment

1.6.1 The report considers the pedestrian infrastructure along the routes set out above and identifies any issues associated with the pedestrian provision.

1.7 Scope of the Report

1.7.1 The scope of the report is set out below:

- (i) Pedestrian Trip Generation: Chapter 2;
- (ii) Route Audit & Issues: Chapter 3;
- (iii) Proposed Improvements: Chapter 4.

1.7.2 The conclusions of the report are presented in Chapter 5.



2 Pedestrian Trip Generation

2.1 Pedestrian Trips

- 2.1.1 The TA report (ref 1973/2/B) includes an estimate of the number of pedestrian trips generated by the proposed residential development and these are set out below:

	ARR	DEP	2-WAY
AM	3	8	11
PM	8	5	13
0700-1900	42	45	87.

- 2.1.3 The above estimates of the pedestrian trips generated by the proposed development are adopted for the purposes of the audit and provide the context for assessing the suitability of the existing pedestrian infrastructure.



3 Route Assessment

3.1 Route R1

- 3.1.1 Route R1 provides a link between the proposed development and Warminster Town Centre, also passing the bus stops on Deverill Road and the Morrison Supermarket on Weymouth Street. It comprises:

Development Site – Ashley Coombe – Ashley Place – Deverill Road – Weymouth Street – Market Place.

3.1.2 Ashley Coombe/Ashley Place

- 3.1.2.1 Ashley Coombes is a relatively modern access road, with footways on both sides of the carriageway. There is street lighting on Ashley Coombe.
- 3.1.2.2 There are dropped kerbs (these actually appear to be for the driveways) on Ashley Combe arm of the junction with Ashley Place, but no tactile paving.
- 3.1.2.3 Ashley Place is similar in nature to Ashley Coombes and also benefits from footway on both sides of the carriageway and street lighting.
- 3.1.2.4 There is a lack of dropped kerbs and tactile paving at the crossing point for the bus stop located on the west side of Ashley Place a short distance north of the junction with Ashley Coombe.
- 3.1.2.5 Ashley Place forms a right angle bend to the south of Ashley Coombe and forms a junction with a cul-de-sac road also called Ashley Place. There are no dropped kerbs or tactile paving at the crossing point on the minor arm of the junction.
- 3.1.2.6 Footway continues on both sides of Ashley Place for a distance of circa 55m after the bend and then the footway on the south side of Ashley Place terminates. There are no dropped kerbs or tactile paving at the point the footway terminates.
- 3.1.2.7 Ashley Place forms a priority-controlled junction with Deverill Road circa 40m west of the point the footway terminates on the south side of the carriageway. There is no footway on the south side of Ashley Place where it meets Deverill Road and a short section on the north side of the road. This terminates immediately north of the junction and there are no dropped kerbs or tactile paving.



3.1.2.8 The issues identified along Ashley Coombe and Ashley Place along Route R1 are set out below:

Issue Ref	Location	Issue
I1	Ashley Place/Ashley Coombe	No tactile paving on Ashley Coombe;
I2	Ashley Place/Ashley Coombe	No dropped kerbs or tactile paving on Ashley Place arms;
I3	Ashley Place/Ashley Place	No dropped kerbs or tactile paving;
I4	Ashley Place	No dropped kerbs or tactile paving at the footway termination point;
I5	Deverill Road/Ashley Place	No dropped kerbs or tactile paving.

3.1.3 Deverill Road/Weymouth Street

- 3.1.3.1 There is footway on the west side of Deverill Road at the junction with Ashley Place, but on the east side of the carriageway the footway terminates immediately after the junction. There is an unmarked bus stop on the east side of Deverill Road circa 70m north of Ashley Place and the lack of footway requires those accessing this bus stop to walk on the grass verge to use the bus stop.
- 3.1.3.2 Deverill Road forms a priority-controlled junction with Ludlow Close circa 40m north of Ashley Place. There are dropped kerbs on Ludlow Close, but no tactile paving.
- 3.1.3.3 Footway continues on the west side of Deverill Road only to the junction with Bradley Road and Hillwood Lane. There are dropped kerbs on Bradley Road, but no tactile paving (see Route R1A regarding Hillwood Lane).
- 3.1.3.4 Footway continues on the west side of the carriageway to the junction with Marsh Street. Immediately after the junction the footway recommences on the east side of the carriageway.
- 3.1.3.5 Deverill Road forms a junction with Chapel Street immediately after the junction with Marsh Street. There are dropped kerbs at the crossing point on Chapel Street, but no tactile paving.
- 3.1.3.6 The footway on the east side of Deverill Road terminates a short distance north of Chapel Street and there are no dropped kerbs or tactile paving at the crossing point.
- 3.1.3.7 Footway continues on the west side of Deverill Road to the junction with Fore Street, where footway on the east side recommences. There is an existing zebra crossing a short distance north of the junction. There are no dropped kerbs and tactile at the crossing point on Fore Street.



Furthermore, the pedestrian guard rail on the north side of Fore Street for a distance of 45m and also on the west side of Deverill Road for a distance of 25m. This requires pedestrians travelling along Deverill Road to either walk 45m west to cross Fore Street, cross Deverill Road before the zebra crossing (if heading north) or simply cross Fore Street and walk along the grass verge.

- 3.1.3.8 Footway continues on both sides of Deverill Road until Giles Hollow where the footway on the west side of the road terminates.
- 3.1.3.9 The footway continues on the east side of the road only and there is a circa 100m section where a barrier is in place due to the footway being lower than the carriageway. This reduces the effective width of the footway and it appears to be narrow in parts.
- 3.1.3.10 Footway recommences on the west side of Deverill Road in the vicinity of the Fox & Hounds Public House. There is a dropped kerb on the west side of Deverill Road at the entrance to the Public House, but there is no dropped kerb on the opposite side of the road and no tactile paving on either side.
- 3.1.3.11 The footway continues on both sides of Deverill Road to the junction with Sambourne Road. The footway on the west side of the road splits before the junction and the footway following the road edge terminates opposite the splitter island at the junction. There are no dropped kerbs or tactile paving at the crossing points in this location. There is a zebra crossing on Deverill Road north of the junction.
- 3.1.3.12 Deverill Road forms a priority-controlled junction with Upper Marsh Road circa 55m north of Sambourne Road and there are dropped kerbs and tactile paving on Upper Marsh Road at the crossing point.
- 3.1.3.13 Deverill Road changes name to Weymouth Street and footway continues on both sides of the carriageway to the Morrison Supermarket access junction. There are dropped kerbs on the access arm of the junction, but there is no tactile paving.
- 3.1.3.14 There is a pedestrian island on Weymouth Street circa 40m north of the Morrison access. There are dropped kerbs at the crossing point, but no tactile paving. There is another pedestrian island circa 70m further north on Weymouth Street. Dropped kerbs and tactile paving are present in this location.
- 3.1.3.15 A short distance north of the crossing, there is a service access to the Morrison store and there is a circa 20m break in the footway. There are dropped kerbs in this location, but no tactile paving.



- 3.1.3.16 Footway on both sides of Weymouth Street continues after the service access to the junction with Market Place. There are assisted pedestrian crossing facilities on all arms of the junction in this location.

3.1.4 Identified Issues

- 3.1.4.1 The issues identified along Deverill Road and Weymouth Street along Route R1 are set out below:

Issue Ref	Location	Issue
I6	Deverill Road	No footway on west side of the carriageway;
I7	Deverill Road/Ludlow Close	No tactile paving;
I8	Deverill Road/Bradley Road	No tactile paving;
I9	Deverill Road/Chapel Street	No tactile paving;
I10	Deverill Road	No dropped kerbs or tactile paving at the point the footway terminates north of Chapel Street;
I11	Deverill Road/Fore Street	Pedestrian guardrail hinders pedestrian movements;
I12	Deverill Road	Barrier reduces footway width;
I13	Deverill Road	No dropped kerb/tactile paving at the point the footway recommences near the Fox & Hounds;
I14	Deverill Road/Sambourne Road	No dropped kerbs or tactile paving at the crossing point on Sambourne Road;
I15	Weymouth Street/Morrisons	No tactile paving at crossing point on Morrison access arm;
I16	Weymouth Street	No tactile paving at the Morrison store service access.

3.2 R1A

- 3.2.1 Route R1A provides an alternative route to Deverill Road using Ashley Place and Hillwood Lane.

3.2.2 Ashley Place

- 3.2.2.1 There is footway on both sides of Ashley Place and street lighting is present. There is a short cul-de-sac road on the west side of Ashley Place circa 55m north of Ashley Coombe. There are no dropped kerbs or tactile paving at the crossing point in this location.



- 3.2.2.2 There are accesses to garages on both sides of Ashley Place circa 95m north of Ashley Coombe and footway terminates to accommodate these access points. There are no dropped kerbs or tactile paving in these locations.
- 3.2.2.3 Footway continues on both sides of Ashley Place until the junction with Hillwood Lane where the footway on the north side of the road terminates. There are no dropped kerbs or tactile paving in the vicinity of the termination point.
- 3.2.2.4 Footway continues on the south side of Hillwood Lane. There is a short cul-de-sac on the southside of Hillwood Lane circa 50m west of Ashley Place. There are no dropped kerbs or tactile paving at the crossing point.
- 3.2.2.5 Footway continues on the south side of Hillwood Lane until the junction with Deverill Lane, where it terminates. There are no dropped kerbs or tactile paving at the termination point.

3.2.3 Identified Issues

- 3.2.3.1 The issues identified along Ashley Place and Hillwood Lane along Route R1A are set out below:

Issue Ref	Location	Issue
I17	Ashley Place	No dropped kerbs or tactile paving at the crossing point on the cul-de-sac arm;
I18	Ashley Place	No dropped kerbs or tactile paving at the crossing point across the garage accesses;
I19	Ashley Place/Hillwood Lane	No dropped kerbs or tactile paving at the point the footway terminates;
I20	Hillwood Lane cul-de-sac	No dropped kerbs or tactile paving at the crossing point on the cul-de-sac arm;
I21	Deverill Road/Hillwood Lane	No dropped kerbs or tactile paving at the point the footway terminates.

3.3 Route R2

- 3.3.1 Route R2 provides a link between Route R1 at Deverill Road to the Tesco Express on Masfield Road, via Fore Street and Brook Street. It is recognised that Chapel Street may provide a slightly shorter route to Brook Street, but there is no footway on Chapel Street and on street parking occurs. Therefore, it does not appear to be a particularly attractive route for pedestrians. Consequently, Chapel Street does not form part of the Route R2 audit.



3.3.2 Fore Street/Brook Street

- 3.3.2.1 There is footway on both sides of Fore Street and street lighting is present.
- 3.3.2.2 Fore Street forms a priority-controlled junction with Bread Street circa 35m west of Deverill Road. There are no dropped kerbs or tactile paving at the crossing point on Bread Street.
- 3.3.2.3 Footway continues on both sides of Fore Street until the junction with Chapel Street. There are no dropped kerbs or tactile paving at the crossing point on Chapel Street (there is a dropped kerb on the west side of the road, but that is set back and is to allow vehicular access to Brook Close).
- 3.3.2.4 Fore Street changes name to Brook Street after the junction with Chapel Street and Footway continues on both sides of the carriageway until the junction with King Street. There are no dropped kerbs or tactile paving at the crossing point on King Street.
- 3.3.2.5 Footway continues on both sides of Brook Street to the junction with South Street. There are dropped kerbs at the crossing point on South Street, but tactile paving is absent.
- 3.3.2.6 Brook Street forms a five-arm roundabout junction with Broadway, Thornhill Road, Masfield Road and Pound Street immediately west of South Street. Dropped kerbs and tactile paving are present on each arm of the junction.

3.3.3 Identified Issues

- 3.3.3.1 The issues identified along Fore Street and Brook Street along Route R2 are set out below:

Issue Ref	Location	Issue
I22	Fore Street/Bread Street	No dropped kerbs or tactile paving at the crossing point on Bread Street;
I23	Fore Street/Chapel Street	No dropped kerbs or tactile paving at the crossing point on Chapel Street;
I24	Brook Street/King Street	No dropped kerbs or tactile paving at the crossing point on King Street;
I25	Brook Street/South Street	No tactile paving at the crossing point on South Street;



3.4 Route R3

3.4.1 Route R3 provides a link between Route R1 at the Weymouth Street/Sambourne Road junction and George Street in the Town Centre.

3.4.2 Sambourne Road

3.4.2.1 There is footway on both sides of Sambourne Road to the junction with The Beeches, though the footway on the east side of the road is initially set back some distance from the carriageway by a grassed area, before meeting the carriageway near the junction with the Beeches. There is a zebra crossing on Sambourne Road near the junction with the Beeches. The footway on the east side of the road terminates at the crossing.

3.4.2.2 There is a pedestrian crossover on The Beeches arm of the junction with Sambourne Road.

3.4.2.3 Footway continues on the west side of Sambourne Road to the north and there is a pedestrian crossover at the junction with West Parade.

3.4.2.4 Footway continues on the west side of the road for a distance circa 115m north of West Parade and then footway recommences on the east side of the road. There are no dropped kerbs or tactile paving at the crossing point.

3.4.2.5 Footway continues on both sides of Sambourne Road to the junction with Sambourne Gardens. There are no dropped kerbs or tactile paving at the crossing point.

3.4.2.6 Footway continues on both sides of Sambourne Road to the junction with Emwell Street and Coppice Close. There is a zebra crossing on Sambourne Road immediately south of the junction. There are dropped kerbs on Emwell Street, but tactile paving is absent. Similarly, whilst dropped kerbs are present on Coppice Close, there is no tactile paving.

3.4.2.7 Footway continues on both sides of Sambourne Road to the junction with George Street and Silver Street. There are dropped kerbs on the Sambourne Road arm of the junction, but no tactile paving.

3.4.2.8 There is a pedestrian island on George Street at the junction with Sambourne Road. Dropped kerbs and tactile paving is provide at this location.



3.4.3 Identified Issues

3.4.3.1 The issues identified along Sambourne Road along Route R3 are set out below:

Issue Ref	Location	Issue
I26	Sambourne Road	No dropped kerbs or tactile paving at the crossing point where the footway terminates/recommences;
I27	Sambourne Gardens	No dropped kerbs or tactile paving at the crossing point;
I28	Emwell Street	No tactile paving at the crossing point;
I29	Coppice Close	No tactile paving at the crossing point;
I30	Sambourne Road	No tactile paving at the crossing point at the junction with George Street;

3.5 Summary

3.5.1 The pedestrian routes audit has identified 30No issues and improvements are proposed in some locations. This is set out in Chapter 4.



4 Proposed Improvements

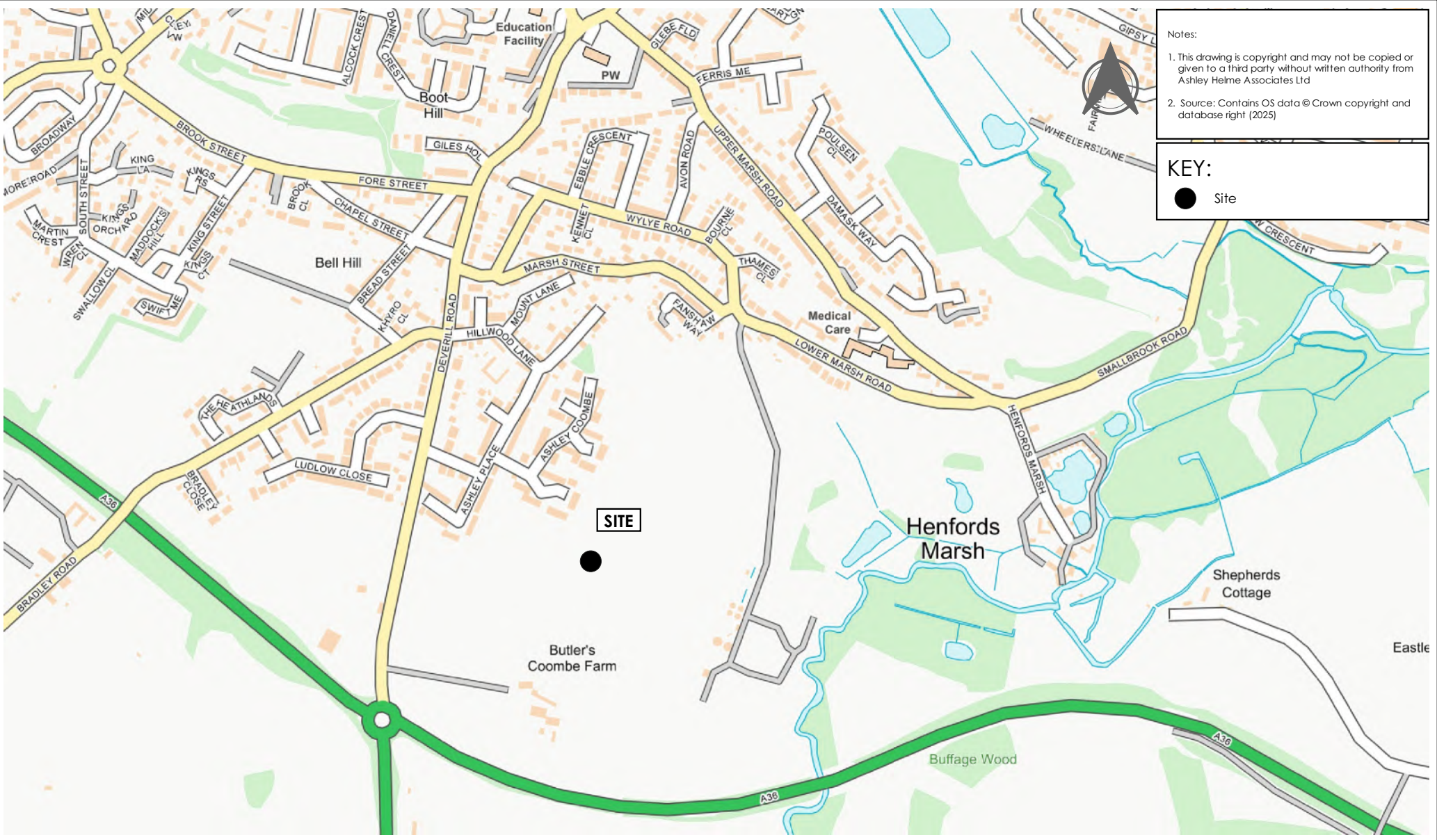
- 4.1 The audit of the pedestrian routes has identified 30No issues. It would not be reasonable to expect the proposed development to remedy every identified issue on the highway network, but there are opportunities to make some improvements.
- 4.2 Table 4.1 sets out the 30No issues identified in Chapter 3 and includes a response to each of these issues. Improvements are proposed at 11 locations where issues have been identified and these are set out in Drg No 1973/06.
- 4.3 It is considered that the proposed improvements indicated on Drg No 1973/06 suitably mitigates the impact of the proposed development and is proportionate to the development proposals.



5 Summary & Conclusions

- 5.1 Ashley Helme Associates Limited (AHA) are appointed by Rubix Land to provide transport advice to support a planning application for a residential development on land off Ashley Coombe, Warminster.
- 5.2 The report provides an Audit of the pedestrian routes between the proposed development and the identified key amenities in Warminster.
- 5.3 The key amenities and principal routes to be assessed are presented on Figure 1973/PR/1. The key amenities that are identified in Warminster are:
- (i) Bus stop (Ashley Place): Routes R1/R1A;
 - (ii) Bus Stop & Shelter (Deverill Road): Route R1;
 - (iii) Unmarked bus stop (Deverill Road): Route R1;
 - (iv) Tesco Express: Routes R1/R1A/R2;
 - (v) Sambourne C of E Primary School: Route R1/R1A/R3;
 - (vi) Morrisons Supermarket: Routes R1/R1A;
 - (vii) Town Centre: Routes R1/R3.
- 5.4 The audit of the pedestrian routes has identified 30No issues. It would not be reasonable to expect the proposed development to remedy every identified issue on the highway network, but there are opportunities to make some improvements.
- 5.5 Table 4.1 sets out the 30No issues identified in Chapter 3 and includes a response to each of these issues. Improvements are proposed at 11 locations where issues have been identified and these are set out in Drg No 1973/06.
- 5.6 It is considered that the proposed improvements indicated on Drg No 1973/06 suitably mitigates the impact of the proposed development and is proportionate to the development proposals.

Figures



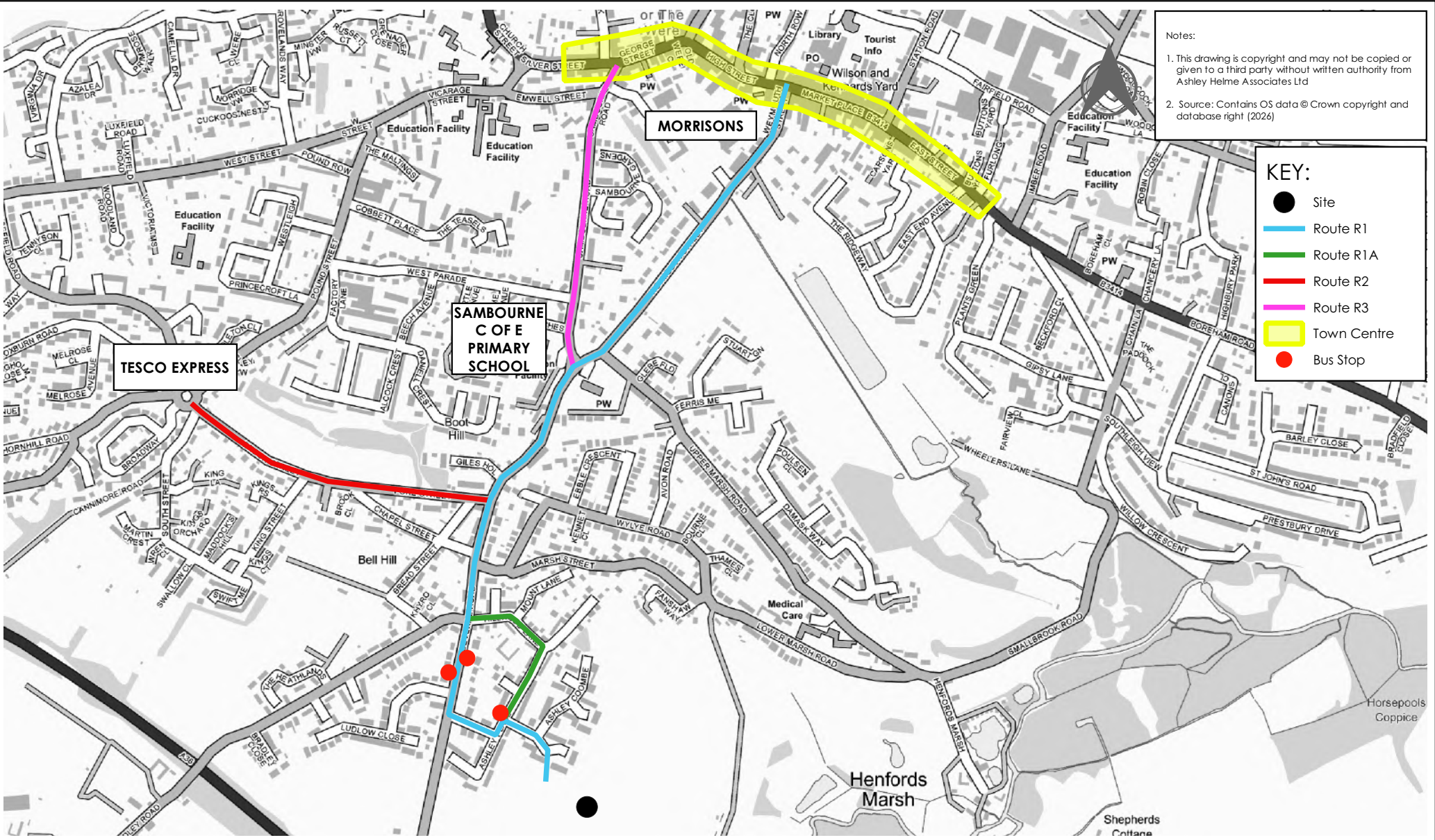
Project:	ASHLEY COOMBE, WARMINSTER
Client:	RUBIX LAND LTD

Title:	LOCATION PLAN
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FIGURE 1.1	
Date:	DEC 2025
Scale:	NTS



ASHLEY HELME
ASSOCIATES



Project:
ASHLEY COOMBE, WARMINSTER

Client:
RUBIX LAND LTD

Title:
WALK ROUTES TO LOCAL AMENITIES

FIGURE 1973/PR/1

Date:
FEBRUARY 2026

Scale:
NTS



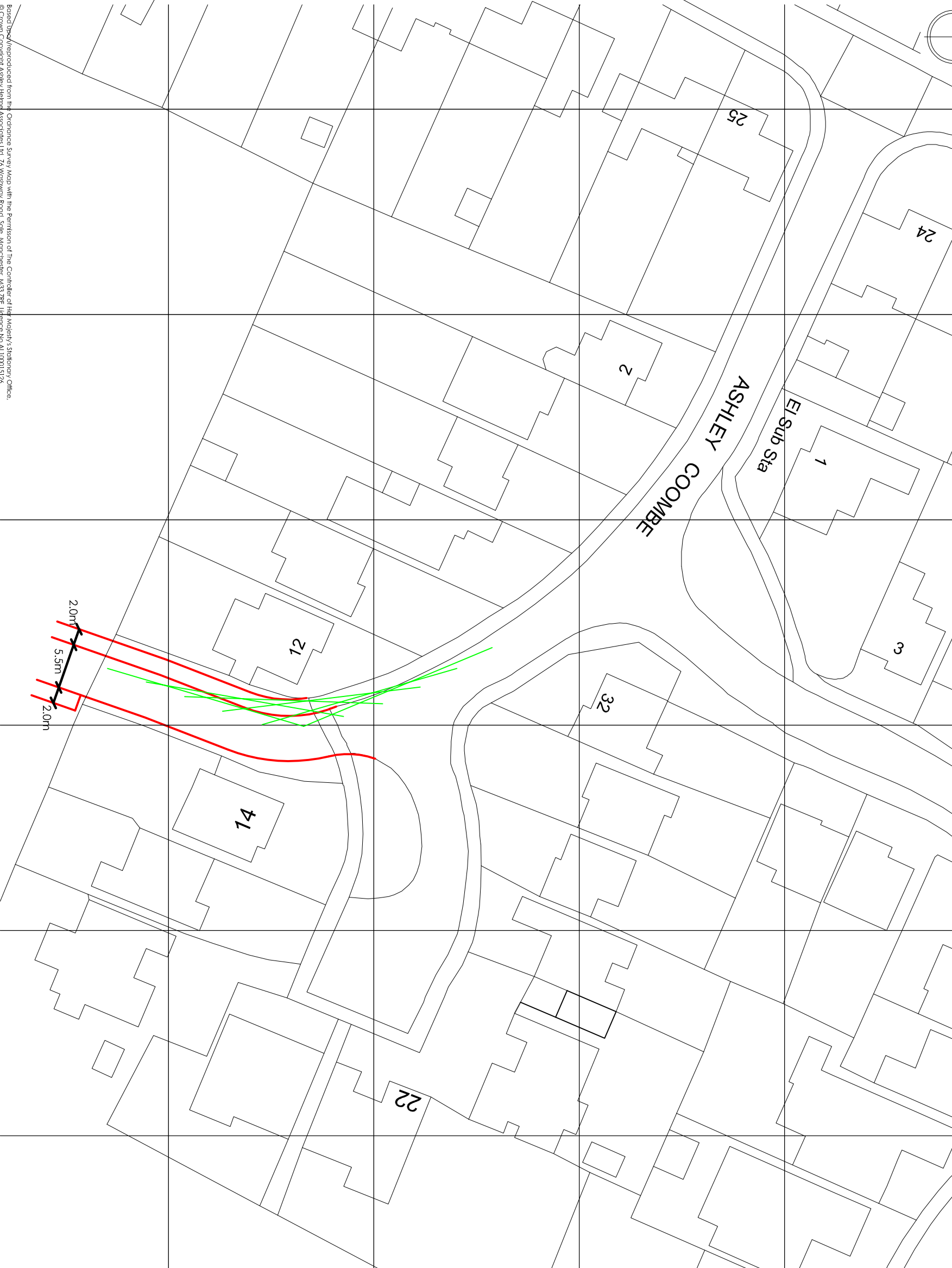
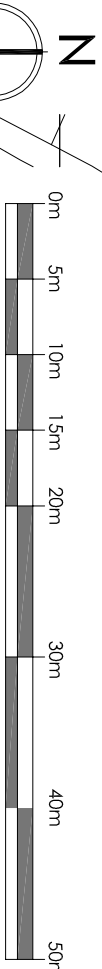
Tables

ISSUE REF	LOCATION	ISSUE	RESPONSE
I1	Ashley Place/Ashley Coombe	No tactile paving on Ashley Coombe;	It is not proposed to encourage pedestrians to use the R1A to access Deverill Road (see response to issue I21). Therefore, it is not proposed to introduce tactile paving in this location.
I2	Ashley Place/Ashley Coombe	No dropped kerbs or tactile paving on Ashley Place arms;	Dropped kerbs and tactile paving should be provided in this location. This is shown on Drg No 1973/06.
I3	Ashley Place/Ashley Place	No dropped kerbs or tactile paving;	Pedestrians are likely to be on the northern/western sie of Ashley Place in this location. Therefore, dropped kerbs and tactile paving is not proposed.
I4	Ashley Place	No dopped kerbs or tactile paving at the footway termination point;	Pedestrians are likely to be on the northern/western sie of Ashley Place in this location. Therefore, dropped kerbs and tactile paving is not proposed.
I5	Deverill Road/Ashley Place	No dropped kerbs or tactile paving	There is no footway on the south side of Ashley Place in this location, so there no requirement for dropped kerbs and tactile paving.
I6	Deverill Road	No footway on west side of the carriageway;	It is proposed to provide a short section of footway on the east side of Deverill Road, a bus shelter and hard standing and dropped kerbs and tactile pavingat the cossing point. This is shown on Drg No 1973/06
I7	Deverill Road/Ludlow Close	No tactile paving;	Dropped kerbs and tactile paving are proposed. These will be set back from the existing dropped kerb location to reduce the crossing distance. This is shown on Drg No 1973/06.
I8	Deverill Road/Bradley Road	No tactile paving	Dropped kerbs and tactile paving are proposed. These will be set back from the existing dropped kerb location to reduce the crossing distance. This is shown on Drg No 1973/06.
I9	Deverill Road/Chapel Street	No tactile paving;	Tactile paving are proposed at the existing dropped kerb locations. This is shown on Drg No 1973/06.
I10	Deverill Road	No dropped kerbs or tactile paving at the point the footway terminates north of Chapel Street;	Residents are likely to be on the west side of the carriageway at this point. Therefore, dropped kerbs and tactile paving is not proposed in this location.
I11	Deverill Road/Fore Street	Pedestrian guardrail hinders pedestrian movements;	Dropped kerbs and tactile paving are proposed. This is shown on Drg No 1973/06. It will also be necessary to create a break in the pedestrian guard railing on the north side of the road at this location.
I12	Deverill Road	Barrier reduces footway width;	There is limited opportunity for improvements in this loaction due to land constraints.
I13	Deverill Road	No dropped kerb/tactile paving at the point the footway recommences near the Fox & Hounds;	Whilst some residents may wish to cross the road to access the public house. These numbers are likely to be small and it is not considered sufficinetly justified to provide dropped kerbs and tactile paving in this location.
I14	Deverill Road/Sambourne Road	No dropped kerbs or tactile paving at the crossing point on Sambourne Road;	Residents of the Site would likely be on the east side of the road and can use the existing crossing a short distance north of this location to cross and acces the footway on Sambourne Road. Consequently, improvement are not proposed in this location.
I15	Weymouth Street/Morrisons	No tactile paving at crossing point on Morrison access arm;	Residents of the Site would probably be more likely to be on the east side of the road if going ahead and would not need to cross the access road at this location.
I16	Weymouth Street	No tactile paving at the Morrison store service access.	Residents of the Site would probably be more likely to be on the east side of the road if going ahead and would not need to cross the service access at this location.
I17	Ashey Place	No dropped kerbs or tactile paving at the crossing point on the cul-de-sac arm;	As set out previously, it is not proposed to encourage residents to use Route R1A to access Deverill Road. Consequently, no improvements are proposed.
I18	Ashey Place	No dropped kerbs or tactile paving at the crossing point across the garage accesses;	As set out previously, it is not proposed to encourage residents to use Route R1A to access Deverill Road. Consequently, no improvements are proposed.
I19	Ashley Place/Hillwood Lane	No dropped kerbs or tactile paving at the point the footway terminates;	As set out previously, it is not proposed to encourage residents to use Route R1A to access Deverill Road. Consequently, no improvements are proposed.
I20	Hillwood Lane cul-de-sac	No dropped kerbs or tactile paving at the crossing point on the cul-de-sac arm;	As set out previously, it is not proposed to encourage residents to use Route R1A to access Deverill Road. Consequently, no improvements are proposed.

I21	Deverill Road/Hillwood Lane	No dropped kerbs or tactile paving at the point the footway terminates.	It appears difficult to provide the additional footway on Deverill Road to achieve a suitable crossing point in this location, due to land constraints and level differences. Consequently, improvements are not proposed and it is also not proposed to encourage the use of Route R1A.
I22	Fore Street/Bread Street	No dropped kerbs or tactile paving at the crossing point on Bread Street;	Dropped kerbs and tactile paving are proposed. This is shown on Drg No 1973/06.
I23	Fore Street/Chapel Street	No dropped kerbs or tactile paving at the crossing point on Chapel Street;	Dropped kerbs and tactile paving are proposed. This is shown on Drg No 1973/06.
I24	Brook Street/King Street	No dropped kerbs or tactile paving at the crossing point on King Street;	Dropped kerbs and tactile paving are proposed. This is shown on Drg No 1973/06.
I25	Brook Street/South Street	No tactile paving at the crossing point on South Street	Tactile paving are proposed. This is shown on Drg No 1973/06.
I26	Sambourne Road	No dropped kerbs or tactile paving at the crossing point where the footway terminates/recommences;	Residents more likely to be on the West side of Sambourne Road at this location. Consequently, no improvements are proposed.
I27	Sambourne Gardens	No dropped kerbs or tactile paving at the crossing point;	Residents more likely to be on the West side of Sambourne Road at this location. Consequently, no improvements are proposed.
I28	Emwell Street	No tactile paving at the crossing point;	The existing zebra crossing located immediately south of Emwell Street provides an opportunity to cross Sambourne Road before the junction. This seems the most likely route to the amenities that are predominantly to the east of Sambourne Road at the junction with George Street. Consequently, improvements are not proposed.
I29	Coppice Close	No tactile paving at the crossing point.	Tactile paving are proposed. This is shown on Drg No 1973/06.
I30	Sambourne Road	No tactile paving at the crossing point at the junction with George Street.	The existing zebra crossing located immediately south of Emwell Street provides an opportunity to cross Sambourne Road before the junction with George. This seems the most likely route to the amenities that are predominantly to the east of Sambourne Road at the junction with George Street. Consequently, improvements are not proposed.

Table 4.1 Response to identified issues and proposed improvements

Drawings



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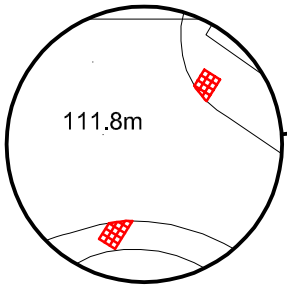
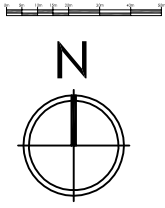
Key:

- Proposed kerbline
- 25m stopping sight distance

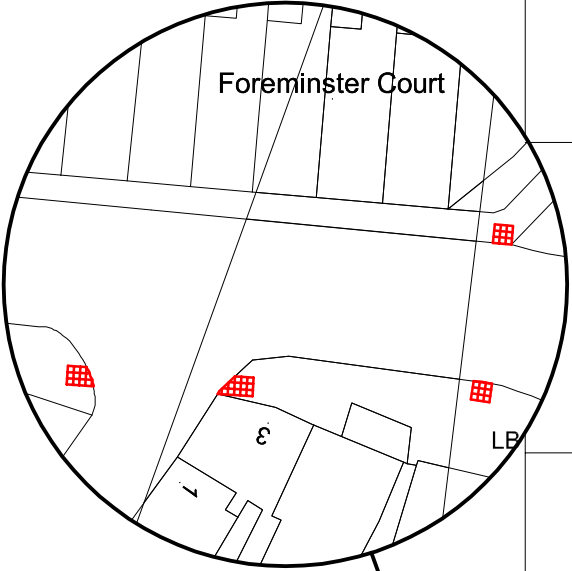
Project		Title	
ASHLEY COOMBE, WARMINSTER		PROPOSED ACCESS ARRANGEMENTS:	
Client		ASHLEY COOMBE	
Drawing No		Rev	
1973/04			
Date		Scale	
MARCH 2025		1:500@A3	
		Telephone	
Address		Email	
76 Washway Road, Sale, Manchester, M33 7RE		01 61 972 0552	
		www.ashleyhelme.co.uk	

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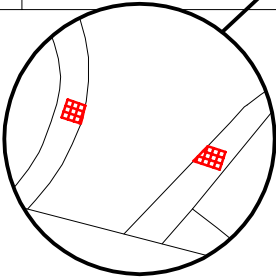
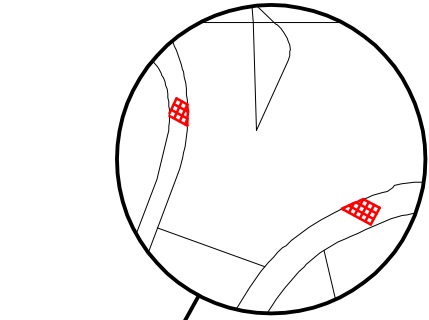


Introduce tactile paving at existing dropped kerbs

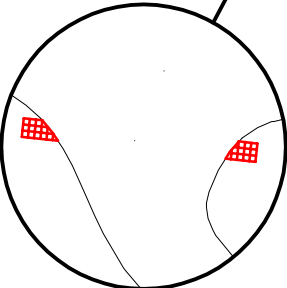


Introduce tactile paving at existing dropped kerbs

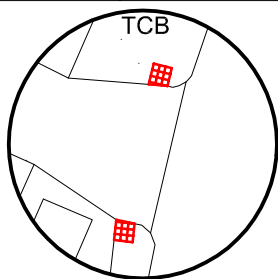
Introduce tactile paving at existing dropped kerbs on Bread Street. Introduce dropped kerbs and tactile paving on Fore Street and provide a break in teh existing guard rail



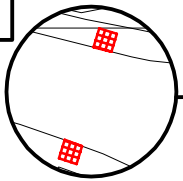
Introduce dropped kerbs and tactile paving



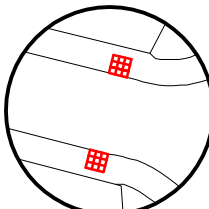
Introduce dropped kerbs and tactile paving



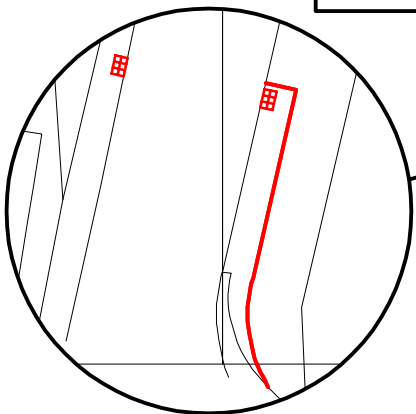
Introduce tactile paving at existing dropped kerbs



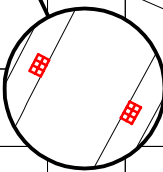
Introduce dropped kerbs and tactile paving



Introduce dropped kerbs and tactile paving



Introduce footway and dropped kerbs and tactile paving



Introduce dropped kerbs and tactile paving

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Project	ASHLEY COOMBE	Title	PROPOSED PEDESTRIAN IMPROVEMENTS	Drawing No	1973/06	Rev		 ASHLEY HELME ASSOCIATES	Telephone	0161 972 0552
Client	RUBIX LAND			Date	MARCH 2026	Scale	1:2500@A2		Email Website	aha@ashleyhelme.co.uk www.ashleyhelme.co.uk
								Address		76 Washway Road, Sale, Manchester, M33 7RE