

Highway Development Control Consultation Response

Planning Application Ref : PL/2026/01361

Description /Location : The Bike School , London Road , Devizes

Date of response 21/04/26

Dear Jonathan

Thank you for the flexibility in relation to my response time. Given the interest in the proposal and location from locals and Members I wanted to spend a bit of time with my manager to discuss the proposal.

I have considered the information provided and have the following comments to make:

Traffic impact and modelling

I have looked through the TA several times and though traffic impacts have been modelled and outlined in TABLE 5.1 I am not able to see anywhere else in the document the definition of the outlined STREAMS and which directions A/B and C represent. Without this information I am not able to fully understand the capacity of the RHT lane (reflected in length of RHT lane) but also if there is a requirement for a RHT Ban . If analysis does indicate the benefit of a RHT Ban the applicant will be expected to model that impact on the Horton Road roundabout (figures currently suggest about 25% RHT out movements predicted).

Parking

I have attached the emerging Parking Standards Document. It should be noted that Wiltshire have now moved away from maximum standards to Optimum. This means that any application will need to fully demonstrate a reduction in the standards via discounting mechanism found within this document. I am of the opinion that this site does not lend itself to a reduction in parking numbers and that the proposed number of parking spaces is not fully justified in the current submission. Without an adequate amount of parking there is a risk for displaced parking on the nearby highway of Horton Road and the adjacent estate roads. The applicant should be looking to provide parking closer to the

emerging standards. With any discount fully supported by evidence in line with the discounting scheme.

Public Transport

There is a request from the Public Transport Team to bring forward some dedicated bus shelters in the location of the current bus stop, I note that this has been indicated on the drawing.

A contribution towards the local service is also likely to be required.

Non-Vehicle connectivity

The site is not located on an obvious route for pedestrians and as such there should be an effort by the applicant to ensure that the site brings forward a good level of new pedestrian /cycle infrastructure

I am unhappy with the internal arrangement for non-vehicle connections. The proposed access off Horton Road puts both cyclists and pedestrians into the path of reversing vehicles within the supermarket car-park and directly into the path of vehicles accessing the coffee and charging site location. The proposed internal path to the rear of the store is subjected to right angle bends and sandwiched between the store and the boundary . It then alights into the road where vehicles are accessing the drive through coffee and charging stations. This is not acceptable and the applicant should be ensuring that the design has a more considered arrangement through the site for pedestrians and cycles to include more direct routes with a clear presence of cyclists for vehicle users. The path should have a minimum width of 3.5m and with any road crossings being provided with a cycle priority crossover such as a Copenhagen crossing.

I note the proposed new footway/cycleway on the A361. This is welcomed but it should be LTN1/20 compliant and provide a suitable arrangement for both pedestrians and cyclists. As part of that design there MUST be at least 2m buffer between the carriageway edge and the shared use path. For the path itself there must be a minimum of 3.5m width.

The application shows an informal island crossing point on the A361. The principle of a new crossing point and extended shared use path on the western side of the A361 is welcomed and supported. The applicant should note the comments provided below by my Transportation Colleague

suggesting that this crossing should be a TOUCAN (a desire under the LCWIP). The current TA does not provide information in relation to pedestrian movements and or evidence of local desire for this connection and to ensure that the correct type of crossing is implemented the applicant should be providing an analysis of the number of predicted pedestrian movements at the crossing point . This must be a Pedestrian Mode analysis set between the hours of 7.00 and 19.00 highlighting the number of pedestrians per hour. The results will inform the type of crossing.

Modelling of pedestrian movements should also be extended to the Horton Road connection into the site. Depending on the results a consideration of a controlled crossing may be required.

I have attached the comments received from my Transportation colleague and you will note that my concerns are mirrored in their response. Please take some time to read through the specific comments raised (in the attached document) but I have also provided a summary below :

- *The crossing of London Road needs to be a signalised toucan crossing, an informal crossing point with tactiles etc is not suitable for crossing the busy A road. The speed limit will need to be reduced for the crossing.*
- *At the London Road access, cyclists also need to be accommodated.*
- *A pedestrian link is proposed to Hopton Park, this is welcomed but should be a cycle link as per the LCWIP route DC1-1.*
- *It is suggested that pedestrians will benefit from access through the site to connect Hopton Park with the Horton Rd residential areas, this is welcomed but the ped (and cycle) route through the proposed site will need to be improved as a continuous and desirable 3m route through the site.*
- *Upgrade Horton Rd roundabout to accommodate cyclists / peds.*
- *A contribution towards the LCWIP route identified along London Rd is being sought.*

Internal Layout:

A more direct, coherent and continuous route should be provided through the site, rather than added around the store and parking spaces.

Cycle access from the London Road side has not been included, however there is a desire to upgrade cycle infrastructure along London Road (to the north). This should be reflected in the crossing of London Road (toucan) and the access into and through the site.

Cycle parking is ok for the Aldi store.

Although the outline application is for a drive-through, I assume there will be some internal seating? Cycle parking should therefore be provided.

Contribution:

It is noted that the applicant has offered to provide an informal crossing of London Road and a 2m footway from the site entrance to the informal crossing on the site side, then a continuation of the 2m footway from the informal crossing to the Waller Road junction. This should be upgraded to a Toucan crossing on London Road with a reduction in speed limit, and a 3m shared use cycle path.

Route DC1-1 in the Devizes LCWIP identifies the need for a segregated 2-way cycle path along the entire length of London Road. I suggest that this development contributes towards the section between the roundabout (Horton Way) and the proposed new path (cycle path) as detailed above, a section of 300 metres.

*This has been calculated as **£145k** (£485 per metre x 300 metres using the: [Costs of highway works - Wiltshire Council](#)*

Summary

In the context of the proposed development (the full application for the supermarket and the outline application for the drive through coffee shop) it is agreed that a RHT /priority junction may be a workable access arrangement. However, to be fully happy that the details provided by the applicant do fully meet Wiltshire Highway standards (acknowledging that the RSA appears to not raise any overriding concerns) I need to be able to fully interrogate the figures provided.

As with the access arrangements, I will need a better understanding of the figures provided to fully assess the impact on the wider road network.

To ensure that the site goes some way to meet the intentions within Core Policies CP60 and CP61 the site must bring forward improved pedestrian and cycle improvements including wider improvements to include a crossing point. Whether this will be the informal crossing point , as shown on the submitted drawings, or a signalised crossing will be confirmed once additional information has been received.

I invite that applicant to address the below points with the submission of revised drawings for consideration.

1. Clarification of the Streams outlined in TABLE 5.1 .
2. Analysis and figures in relation to the number of pedestrian movements at the proposed crossing on the A361. (A Pedestrian Mode Analysis)

3. The continuation of a dedicated pedestrian route through the site – to meet the requirements of LTN 1/20 a minimum of 3.5m wide and separated from vehicular traffic.
4. An introduction of a minimum 2m wide grass buffer between the A361 road side path and the carriageway.
5. Revision of parking space numbers to be more in line with the emerging Parking Standards document – any reduction fully justified and demonstrated under the discounting scheme with in the document.
6. Up-grade to pedestrian facilities on the Horton Road roundabout to prioritise the non-vehicular connections.

With regards

Hannah Jones
HDM