

LAND SOUTH OF COATE ROAD, DEVIZES

TECHNICAL NOTE DEALING WITH VEHICLE MOVEMENTS THROUGH THE VILLAGES

Document Control

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Introduction

1. This technical note dealing with vehicle movements through the villages has been prepared by PFA Consulting on behalf of Robert Hitchins Limited in support of a planning application for a residential development of up to 175 dwellings on Land South of Coate Road, Devizes in Wiltshire (Wiltshire Council Reference: PL/2026/01963).
2. PFA Consulting produced a Transport Assessment and Residential Travel Plan in support of the planning application in accordance with the National Planning Policy Framework (NPPF) and associated Planning Practice Guidance.
3. On 6 May, Wiltshire Council's Highways Development Management officer, wrote to PFA Consulting by email to request additional information in respect of traffic movements in an easterly direction along Coate Road and in particular peak hour movements through the villages of Coate, Horton and Etchilhampton.
4. This technical note therefore addresses traffic distribution and assignment, and the potential vehicle movements through the villages, as requested by Wiltshire Council, followed by concluding comments.

Traffic Distribution and Assignment

5. As set out in the Transport Assessment an assessment has been undertaken using outputs from the NOTIS traffic distribution software package, which utilises the 2011 Census journey to work data to assign traffic to the surrounding highway network. Full details of the process and calculations are set out in the Transport Assessment. The NOTIS distribution reflects the most attractive routes to destinations to the east of the site, which would be via Windsor Drive, the A361 London Road and Horton Road or via Windsor Drive and the A342. However, it is acknowledged that a few occasional local trips may be made via the lanes to the east of the site rather than travelling exclusively via Windsor Drive.
6. The assignment of the proposed development trips onto the highway network was shown in Figures 5.3 & 5.4 of the Transport Assessment. These have been reproduced as **Figures 1 & 2** in this technical note for ease of reference.

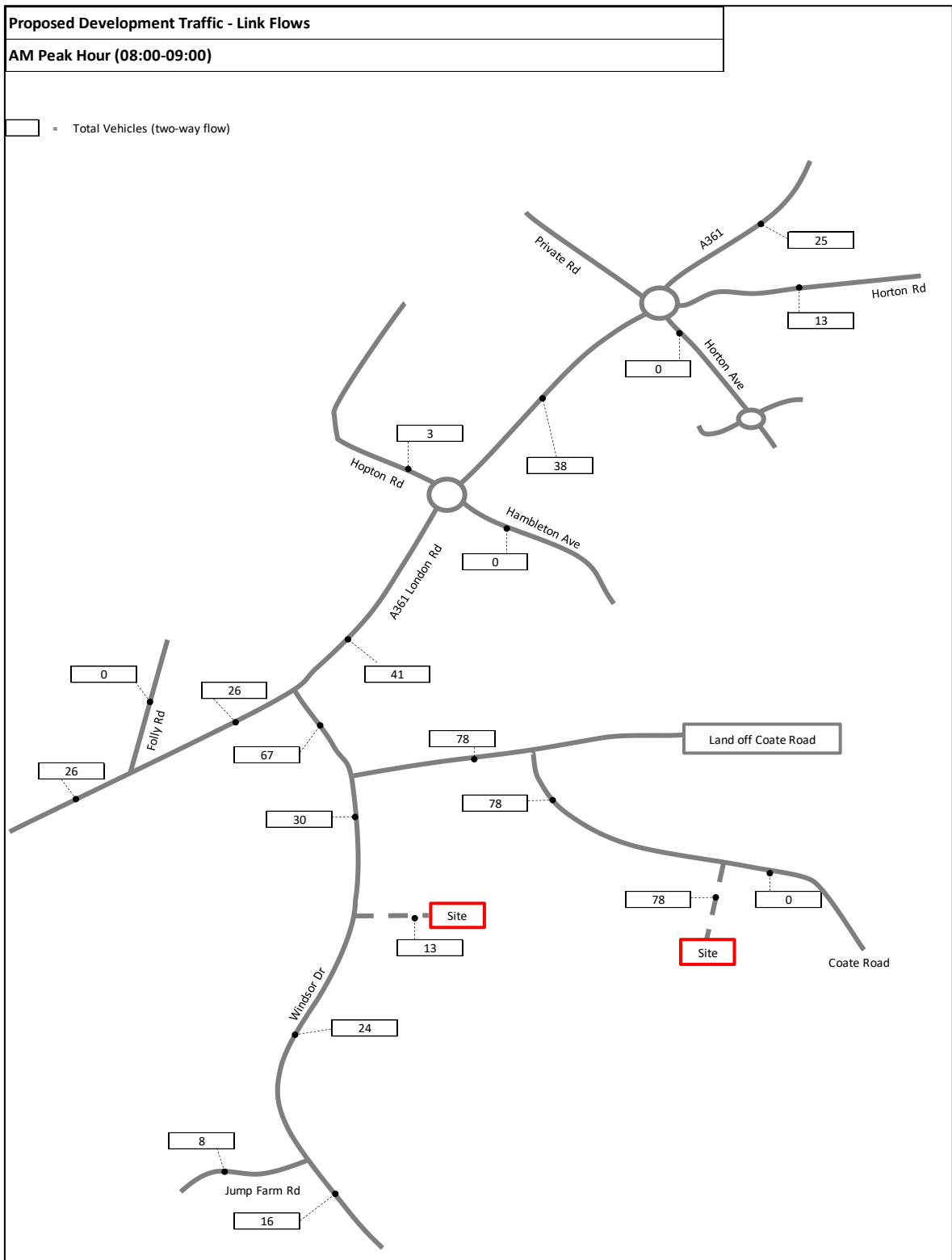


Figure 1: Development Traffic Flows – AM Peak Hour
(Transport Assessment Figure 5.3)

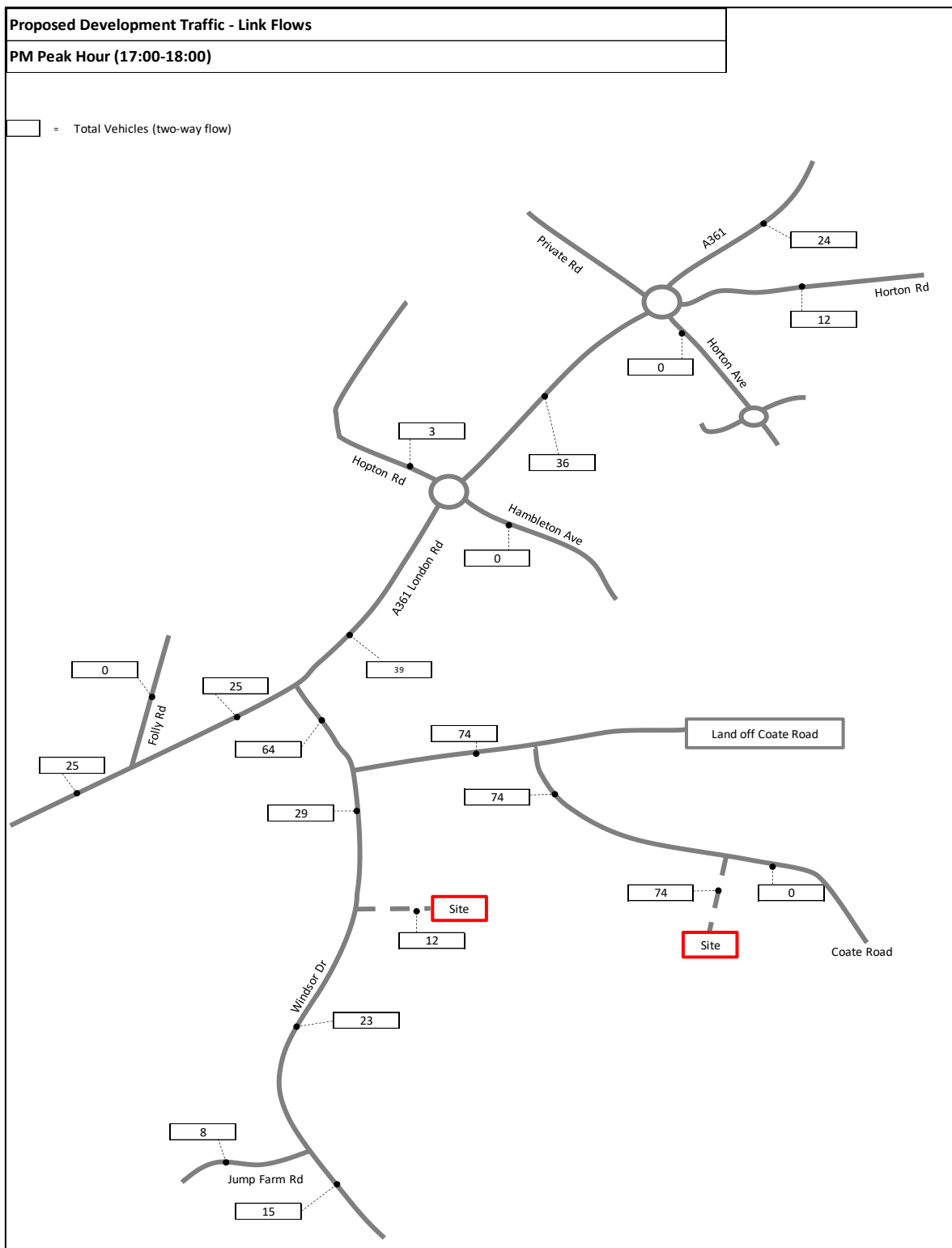


Figure 2: Development Traffic Flows – PM Peak Hour

(Transport Assessment Figure 5.4)

7. It can be seen that the assignment of trips based on the NOTIS assessment would result in 13 and 12 vehicle movements on Horton Road in the AM and PM peak hours respectively. It can also be seen that there would be 16 and 15 vehicle movements on Windsor Drive to the south of Jump Farm Road (Windsor Drive south) in the AM and PM peak hours respectively. A small proportion of these trips may travel via the lanes and villages to the east of the site. The NOTIS assessment has therefore been interrogated in greater detail to provide an indication of the number of trips that may travel via the lanes and villages to the east of the site as set out below.

Vehicle Movements Through the Villages

8. From an interrogation of the NOTIS assessment contained in Appendix J of the Transport Assessment, the majority of trips assigned to Horton Road, around 80%, were to Census Middle Super Output Area (MSOA) 034. See **Figure 3** of MSOA areas. MSOA 034 covers a generally rural area but also part of Hopton Road Industrial Estate and the majority of these trips would therefore be likely be contained within the urban area of Devizes. The other circa 20% of trips assigned to Horton Road were to MSOA 024, which covers Pewsey. On this basis circa 20% of the trips assigned to Horton Road could potentially travel via the lanes and villages to the east of the site. This would amount to around 3 vehicle movements in the AM and peak hour and around 2 vehicle movements in the PM peak hour.
9. Of the trips assigned to Windsor Drive south, around 30%, would be 'internal trips' to destinations within Devizes. The other 70% would be to MSOA 038 and also Andover, Winchester, Tidworth, Ludgershall, Bulford Camp and Amesbury to the south east of the site. On this basis circa 70% of the trips assigned to Windsor Drive south could potentially travel via the lanes and villages to the east of the site. This would amount to around 11 vehicle movements in both the AM and PM peak hours.

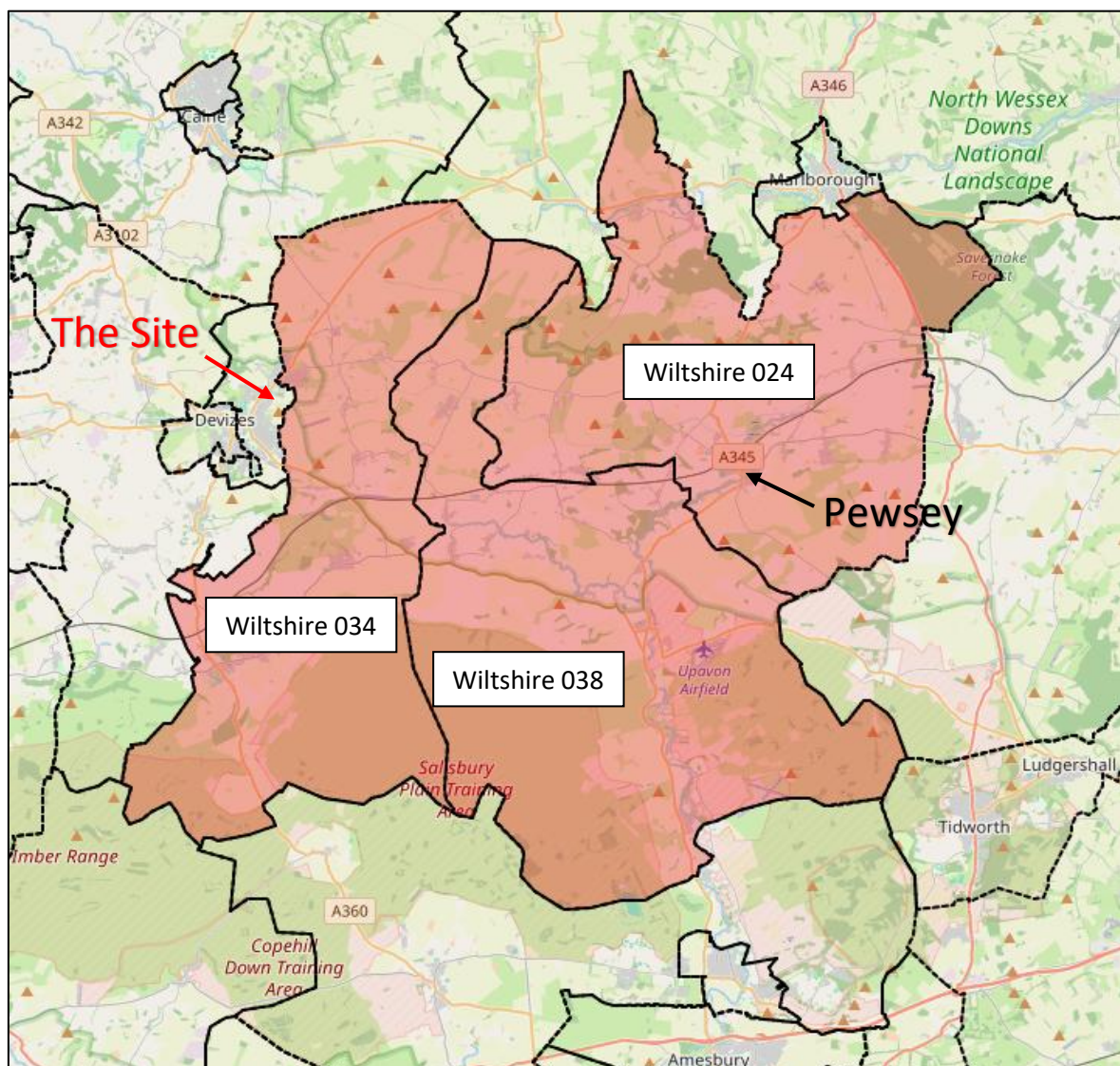


Figure 3: MSOAs – Wiltshire 024, Wiltshire 034 and Wiltshire 038

10. Not all of the above vehicles would travel via the lanes and villages as the majority would travel via Windsor Drive, particularly movements to/from the south east. It is therefore necessary to consider the routes that could be taken and to take a view on likely route choice. Five routes have been considered as shown in **Figure 4** below.

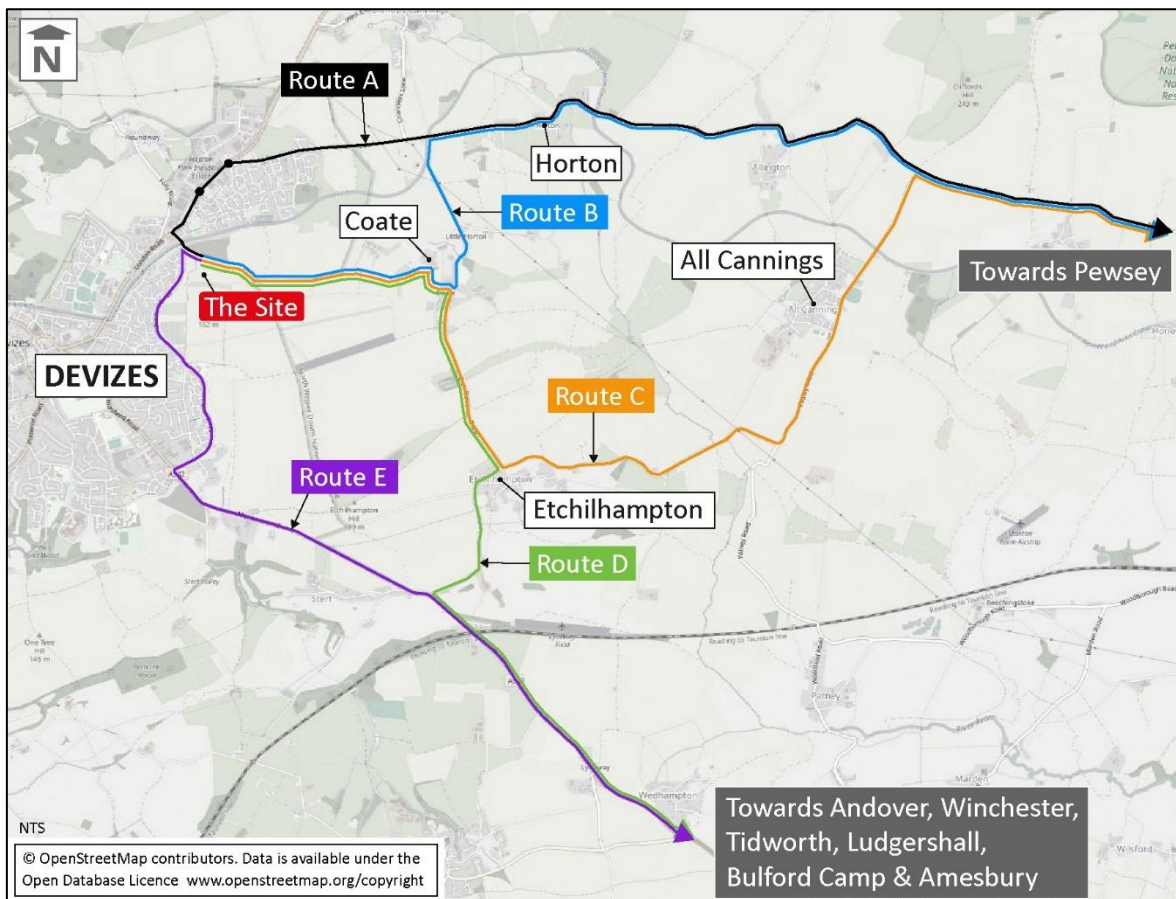


Figure 4: Potential Routes to destinations to the East and South East of the Site

11. As set out above, the vehicle assignment in the Transport Assessment would result in around 3 vehicle movements in the AM and peak hour and around 2 vehicle movements in the PM peak hour travelling via Route A towards Pewsey. These vehicle movements may take Route B to avoid London Road or Route C if travelling via All Cannings Primary School as part of a multi-purpose trip. It is therefore considered reasonable to work on the basis that the 3 movements in the AM peak hour could split equally between the Routes A, B and C and the 2 movements in the PM peak hour could split equally between routes B and C (this represents a 'worst case' for the lanes and villages).
12. The vehicle assignment in the Transport Assessment would result in around 11 vehicle movements in both the AM and PM peak hours via Route E towards Andover, Winchester, Tidworth, Ludgershall, Bulford Camp & Amesbury to the south east. These vehicle movements may take Route D, although this is considered likely to only be a very small number given that Windsor Drive and the A342 are wider and faster roads than the lanes and do not suffer from traffic congestion at peak times. It is therefore considered reasonable to work on the basis that 10% or 1 vehicle in both the AM and PM peak hours may travel along Route D.
13. **Table 1** shows the above vehicle movements on each of the five routes.

Table 1: Estimated Total Vehicle Movements by Route

Route	Total Vehicle Movements	
	AM Peak Hour	PM Peak Hour
A	1	0
B	1	1
C	1	1
D	1	1
E	10	10
Total	14	13

Note: Excludes 'internal trips' to destinations within Devizes

14. **Table 2** shows the resulting vehicle movements through the villages of Horton, Coate, Etchilhampton and All Cannings.

Table 2: Estimated Vehicle Movements Through the Villages

Village	Total Development Trips	
	AM Peak Hour	PM Peak Hour
Horton (Routes A+B)	2	1
Coate (Routes B+C+D)	3	3
Etchilhampton (Routes C+D)	2	2
All Cannings (Route C)	1	1

Concluding Comments

15. This technical note provides the results of a detailed examination of the distribution and assignment of traffic from 'Land south of Coate Road', to establish the likely number of vehicle movements that could be expected to route through the villages of Coate, Horton, Etchilhampton & All Cannings. The results show that there would only be a relatively small amount of additional traffic passing through the villages at peak times; these additional movements would not have a material impact on the operation or safety of the local highway in the context of paragraph 116 of the NPPF.