



Cole Easdon

RESIDENTIAL TRAVEL PLAN

Elm Grove, Drynham Lane, Trowbridge, Wiltshire
on Behalf of Redrow Homes Limited

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1.0 INTRODUCTION

Brief

- 1.1 Cole Easdon Consultants Limited (CE) has been instructed by Redrow Homes Limited to prepare a *Residential Travel Plan (RTP)* to support an approved residential development at Elm Grove, Drynam Lane, Trowbridge, Wiltshire. Refer to CE Plan 10027-201 [*Site Location Plan*] contained within Appendix 1 of this Report.

Background

- 1.2 The site received outline planning consent (reference: 19/11459/OUT) in October 2022. Condition 26 requires that a full *TP* 'shall be submitted based on the framework travel plan included in the planning application' within three months of full occupation. The *Framework Travel Plan* was provided within Appendix H of the submitted *Transport Assessment* (November 2019) produced by Condon Drew Associates
- 1.3 The above planning approval was followed by a Reserved Matters application (reference: PL/2022/09435), which received planning consent in December 2024. The number of dwellings was reduced from 261 in the outline approval to 254.
- 1.4 This *RTP* is reflective of the scale of development proposed and demonstrates a commitment by the developer to limiting the impact of the development on both the local highway network and on the environment through encouraging the use of sustainable modes of travel amongst future residents of the development.
- 1.5 The *RTP* is produced in accordance with Wiltshire Council's (WC) *Development Related Travel Plan Guidance* document.

What is a *TP*?

- 1.6 A *TP* is a package of measures designed to reduce car usage originating from new development, by means of promoting alternative forms of transport to the car, together with the introduction of measures to reduce the need to travel by car in the first place. *TP*'s are an important tool to help deliver accessible, sustainable communities and offer clear benefits to all the parties involved: public, private and the community.
- 1.7 Paragraph 118 of the *National Planning Policy Framework (NPPF, February 2025)* sets out that all new developments which generate significant amounts of movement should be required to provide a *TP*.

- 1.8 The *TP* pyramid below helps demonstrate how successful plans are built on the firm foundations of a good location and site design. A *TP* should also combine hard measures; such as on-site cycle parking, as well as soft measures; such as travel advice in the form of a Travel Information Pack.

The travel plan pyramid



- 1.9 All of the associated measures within the *RTP* should be integrated into the design, marketing and occupation of the site.

Travel Plan Target Audience

- 1.10 In the first instance, this *RTP* should be read by Technical Officers of the Local Planning and Highway Authorities. More user friendly literature will be produced for residents and included in Travel Information Packs distributed to each household.

Scope of Study

- 1.11 The *TP* is structured as follows:
- Section 2.0 discusses the context of the development;
 - Section 3.0 discusses the accessibility of the development by sustainable travel modes;
 - Section 4.0 provides details of the trip generation and modal splits;
 - Section 5.0 sets out the *RTP* objectives;
 - Section 6.0 proposes the targets for the *RTP*;

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- Section 7.0 identifies the package of measures proposed for the development;
 - Section 8.0 discusses the monitoring and review programme for the *RTP*; and
 - Section 9.0 outlines the actions and programme for the *RTP*.

2.0 CONTEXT

Site Location

- 2.1 The site is located towards the southern edge of Trowbridge, Wiltshire. The majority of the site is located directly to the south of the existing built up area, with the remainder forming an infill of land between Drynham Lane and the railway line. Refer to CE Plan 10027-201 [*Site Location Plan*] contained within Appendix 1 of this Report.
- 2.2 The site is between 1.5km and 2.8km to the south of Trowbridge town centre (based on the location within the site).
- 2.3 The main body of the site is bounded by Drynham Lane to the northeast, southeast and southwest, with the northwestern boundary being formed by a recreation ground and the rear gardens of residential properties located on Lydiard Way and Alderton Way. The southwestern portion of the site is bounded by Drynham Lane to the northeast and northwest, the A363 (Bradley Road) to the southwest and by the White Horse Business Park to the southeast. The northeastern section of the site is a tapering strip of land bordered to the southwest and northwest by Drynham Road and to the northeast and southeast by the railway line.

Development Proposals

- 2.4 A total of 248 dwellings are now proposed. Refer to Drawing No. P22-1514_ENV_001(F) [*Landscape Masterplan*] (by Pegasus Group) contained within Appendix 2 of this Report.
- 2.5 Table 2.1 shows the residential schedule for the development.

Table 2.1: Development Schedule

Dwelling Size	Tenure	Number of Dwellings
One-bedroom Apartment	Affordable Rent	11
Two-bedroom Apartment	Affordable Rent	4
Two-bedroom Houses	Affordable Rent	15
	Shared Ownership	19
Three-bedroom Houses	Private	75
	Affordable Rent	11
	Shared Ownership	10
Four-bedroom Houses	Private	101
	Affordable Rent	2
TOTAL:		248

Car Parking

- 2.6 A total of 720 No. car parking spaces will be provided within the development, split between 640 No. spaces allocated to residents and 80 No. visitor spaces.
- 2.7 Of the residential parking, 156 No. of the residential units will feature a garage (each accommodating one vehicle). The remainder of the car parking spaces will be located on driveways. Each residential unit will be provided with access to one electric vehicle charging point.
- 2.8 Of the 80 No. visitor parking spaces, 6 No. spaces will be allocated for an allotment located towards the eastern edge of the development and 26 No. spaces will serve new sports pitches located towards the northeast of the development. The remaining 47 No. spaces will be available for visitors to the residential units. Refer to Drawing No. 1116(D) [*Parking Plan*] (by Place by Design) contained within Appendix 2 of this Report.
- 2.9 This level of parking is in accordance with the parking standards outlined in WC's *Car Parking Strategy* (March 2015).

Cycle Parking

- 2.10 Residential units with garages will be able to accommodate up to three bicycles each. Those houses that do not feature a garage will be provided with a secure cycle storage facility that can accommodate up to three bicycles each, located in the private garden area.
- 2.11 In addition, visitor cycle parking will be provided on-site in accordance with WC's *Cycling Strategy* (March 2014), which requires one visitor cycle space to be provided per 20 units. The aforementioned *Parking Plan* shows 11 No. pedestrian and cycle rest stop areas located throughout the development, which will also provide benches for pedestrians and cyclists to stop.

Access

- 2.12 A new access will be constructed through the development, connecting the Wiltshire Drive / Drynam Road junction at the northeastern corner of the site with the A363 (Bradley Road) located towards the southwestern corner of the site.
- 2.13 A new mini-roundabout junction will be created at the Wiltshire Drive / Drynam Road junction to facilitate access at the northeastern corner of the site. The access at the southwestern

corner of the site will be in the form of a priority junction off of the A363, with a ghost island right turn lane.

- 2.14 It is proposed to downgrade the current status of Drynham Lane and Drynham Road (southeast of the junction with Wiltshire Drive) to form a 'restricted byway' with access restricted to pedestrians, cyclists and horses. An exception to this will be a short-stretch around the southeastern edge of the site, where vehicular access will be maintained for existing residential properties. Access into these properties will be via a spur from the access road serving the development, with bollards in place to prevent traffic travelling along the existing routing of Drynham Lane towards the A363 or Wiltshire Drive.
- 2.15 An additional pedestrian footway will be created connecting the existing alignment of Drynham Lane, providing a more direct route across the centre of the site. This will connect onto pedestrian routes serving the existing greenspace towards the north of the site. These will provide direct routes from the development towards Wiltshire Drive and Campion Drive.
- 2.16 The site will also benefit from existing pedestrian routes that connect Drynham Lane with Alderton Way and Lydiard Way that will be retained as part of the development proposals.

3.0 ACCESS BY SUSTAINABLE MODES OF TRANSPORT

- 3.1 The proposed development benefits from good accessibility to nearby everyday services and facilities. The sustainability credentials of the site are further emphasised by the proximity to sustainable modes of transport, including walking, cycling and public transport. Each of these alternative modes of travel (to the private car) are detailed later in this Section in the context of the development.

Access to Key Services

- 3.2 Table 3.1 provides summary details of the nearest facilities (by type) to the proposed development site. Refer also to CE Plan 10027-209 [*Accessibility Plan*] within Appendix 1.

Table 3.1: Approximate Distances to Local Services from the Proposed Development Site

Description	Approx. Distance from Site by car		Approx. Distance from Site for walking/cycling		Local Service
	From Bradley Road	From Wiltshire Drive	From Bradley Road	From Wiltshire Drive	
Supermarket	1.3km (0.8 miles)	1.5km (1.0 miles)	1.3km (0.8 miles)	1.0km (0.6 miles)	ALDI, Bradley Rd, BA14 0QT
	2.6km (1.6 miles)	2.2km (1.4 miles)	2.3km (1.4 miles)	1.1km (0.7 miles)	M&S Foodhall, County Way, BA14 8FS
	3.3km (2.0 miles)	2.9km (1.8 miles)	2.5km (1.5 miles)	1.2km (0.8 miles)	Tesco Extra, County Way, BA14 7AQ
Convenience Store	1.2km (0.7 miles)	1.4km (0.9 miles)	850m (0.5 miles)	1.3km (0.8 miles)	One Stop, 4 Marston Rd, BA14 0LR
	1.4km (0.9 miles)	1.7km (1.0 miles)	1.3km (0.8 miles)	1.3km (0.8 miles)	Central, 100 College Rd, BA14 0EX
	1.7km (1.1 miles)	400m (0.2 miles)	1.7km (1.1 miles)	400m (0.2 miles)	Morrisons Daily, 96 Dursley Rd, BA14 0NS
Bank / Building Society	2.6km (1.6 miles)	2.2km (1.4 miles)	2.1km (1.3 miles)	1.1km (0.7 miles)	Barclays Local, County Hall, Bythesea Rd, BA14 8JQ
Gym / Leisure Facilities	550m (0.3 miles)	1.6km (1.0 miles)	400m (0.2 miles)	1.3km (0.8 miles)	PureGym Trowbridge, Trowbridge Retail Park, BA14 0AZ
	2.1km (1.3 miles)	1.7km (1.1 miles)	2.0km (1.3 miles)	1.6km (1.0 miles)	Trowbridge Sports Centre, Frome Rd, BA14 0DN
Hairdresser	1.3km (0.8 miles)	1.6km (1.0 miles)	550m (0.4 miles)	1.3km (0.8 miles)	Vanilla the Essence of Hair & Beauty, 59 Heddington Cl, BA14 0LH
	1.4km (0.9 miles)	1.7km (1.0 miles)	1.3km (0.8 miles)	1.4km (0.9 miles)	TLC & Co by Laura, 57a Sycamore Grove, BA14 0JH
Dentist	1.6km (1.0 miles)	3.0km (1.9 miles)	1.6km (1.0 miles)	2.7km (1.7 miles)	Cadby Dental, 23 The Rank, BA14 9RP
	2.2km (1.3 miles)	1.8km (1.1 miles)	2.0km (1.3 miles)	1.1km (0.7 miles)	Mortimer Dental Practice, 122 Mortimer St, BA14 8BN
	2.5km (1.6 miles)	2.1km (1.3 miles)	2.3km (1.4 miles)	1.4km (0.8 miles)	Bupa Dental Care, St Georges Terrace, BA14 9AA

Description	Approx. Distance from Site by car		Approx. Distance from Site for walking/cycling		Local Service
	From Bradley Road	From Wiltshire Drive	From Bradley Road	From Wiltshire Drive	
Doctors / GP	3.0km (1.8 miles)	2.6km (1.6 miles)	2.6km (1.6 miles)	2.1km (1.3 miles)	Trowbridge Health Centre, 72 Wingfield Rd, BA14 9EN
Pharmacy	3.3km (2.0 miles)	2.9km (1.8 miles)	2.5km (1.5 miles)	1.2km (0.8 miles)	Tesco Extra, County Way, BA14 7AQ
Library	2.6km (1.6 miles)	2.2km (1.4 miles)	2.1km (1.3 miles)	1.1km (0.7 miles)	Wiltshire Library and Information Service, 484 Bythesea Rd, BA14 8BS
Public House	850m (0.5 miles)	2.2km (1.4 miles)	800m (0.5 miles)	1.9km (1.2 miles)	Rising Sun, 61 Woodmarsh, BA14 0SB
	1.7km (1.1 miles)	350m (0.2 miles)	1.7km (1.0 miles)	350m (0.2 miles)	Dursley Arms, 104 Dursley Rd, BA14 0NS
Post Office	1.4km (0.9 miles)	1.7km (1.0 miles)	1.3km (0.8 miles)	1.3km (0.8 miles)	College Road Post Office, 100 College Rd, BA14 0EX
	1.7km (1.1 miles)	400m (0.2 miles)	1.7km (1.1 miles)	400m (0.2 miles)	Dursley Road Post Office, 96 Dursley Rd, BA14 0NS
Primary School	1.2km (0.8 miles)	650m (0.4 miles)	1.2km (0.7 miles)	550m (0.3 miles)	Holbrook Primary School, Holbrook Ln, BA14 0PS
	1.5km (0.9 miles)	1.7km (1.1 miles)	1.2km (0.7 miles)	1.5km (0.9 miles)	Grove Primary School, Hazel Grove, BA14 0JG
	3.3km (2.0 miles)	2.9km (1.8 miles)	1.9km (1.2 miles)	550m (0.3 miles)	Willowbrook Primary School, Broadcloth Ln, BA14 7HE
Secondary School	2.1km (1.3 miles)	1.8km (1.1 miles)	2.1km (1.3 miles)	1.6km (1.0 miles)	The Clarendon Academy, Frome Rd, BA14 0DJ
Sixth Form College	2.2km (1.4 miles)	2.3km (1.4 miles)	1.8km (1.1 miles)	1.9km (1.2 miles)	Wiltshire College & University Centre Trowbridge, College, BA14 0ES
Nursery School	1.0km (0.7 miles)	1.1km (0.7 miles)	850m (0.5 miles)	1.1km (0.7 miles)	Steps Ahead Day Nursery, Bradley Road, BA14 0RR
	1.2km (0.8 miles)	650m (0.4 miles)	1.2km (0.7 miles)	550m (0.3 miles)	Rainbow Early Years, Holbrook Ln, BA14 0PS

- 3.3 It can be seen from Table 3.1, that all of the local amenities are situated within 5.0km of the proposed development (from both the northeastern and southwestern accesses), so are easily accessible by cycling. All but one of the facilities is situated within 2.0km of the northeastern access (from Wiltshire Drive) and many of the facilities are situated within 2.0km of the southwestern access (from Bradley Road), meaning that they are easily accessible on foot.

Walking and Cycling

- 3.4 The central section of Drynam Lane is designated as a Byway (TROW132) while the east and west sections are adopted highway. The whole route between the Wiltshire Drive / Drynam Road junction and the Bradley Road / Woodmarsh roundabout is very lightly trafficked and is regularly used by pedestrians for walking dogs and similar leisure activities. The eastern section of Drynam Lane is also used by pedestrians and cyclists travelling between the southern parts of Trowbridge and the White Horse Business Park.

- 3.5 TROW132 continues northeast underneath the railway line where it connects with footpath TROW136 towards Diss Meadow Country Park. A walking route is then available through the country park into Trowbridge Town Park and Trowbridge town centre. This will also provide connections to development on the western edge of Trowbridge, where up to 2,500 new homes are proposed and within which the Public Rights of Way and pedestrian / cycle links are to be improved.
- 3.6 Footpath TROW 133 connects with TROW132 at the southeastern corner of Drynam Lane and runs parallel to the railway before entering into the White Horse Business Park. This route is regularly used by Business Park employees when travelling to and from southern Trowbridge and is generally of a standard that enables shared use with cyclists despite its current Public Footpath only designation. The route continues through the Business Park and provides a predominantly traffic free route towards North Bradley.
- 3.7 A public footpath connects Drynam Road to the northeast of the site with residential development in the Longfield area of Trowbridge. This route has been upgraded in recent years to a paved shared use path with street lighting.
- 3.8 Figure 3.1 below illustrates the walking distance that can be achieved within 20 minutes from the centre of the site (based on an appropriate walking speed of 14m/s) and includes the ALDI supermarket on Bradley Road, Trowbridge Retail Park, the White Horse Business Park, parts of North Bradley and most of Bradley Road, College Road and Dursley Road.

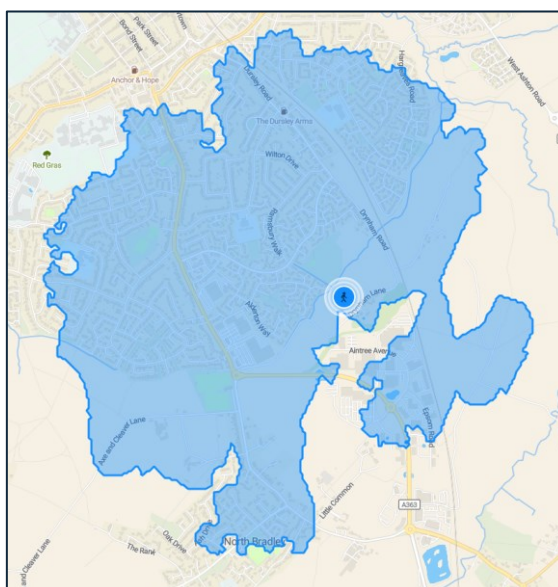


Figure 3.1: Walkable distance achievable within 20 minutes from the site
Source: traveltime.com

- 3.9 Drynam Lane, Drynam Road and Dursley Road are identified as advisory cycle routes by WC. These provide a route towards Trowbridge town centre and railway station, where they connect onto a National Cycle Network link route that provides a largely traffic free cycle route towards the north of Trowbridge, where a connection can be made onto National Cycle Network (NCN) Route 4. Refer to the Trowbridge Cycle Map included within Appendix 3 of this Report.
- 3.10 Apart from a small section within Bath, NCN Route 4 provides a largely traffic free route from Bristol in the west through to Devizes in the east and also serving the town of Bradford-on-Avon. Connections can be made onto other NCN Routes at Semington (Route 403 towards Melksham, Chippenham and Calne), at Bradford-on-Avon (Route 254 / Wiltshire Cycleway towards Corsham and Malmesbury) and at Dundas Aqueduct (Route 24 towards Radstock).
- 3.11 Figure 3.2 below illustrates the cycling distance that can be achieved within 20 minutes from the centre of the site. This covers the entire built up area of Trowbridge and extends into Westbury and the edge of Bradford-on-Avon.



Figure 3.2: Cycling distance achievable within 20 minutes from the site
Source: traveltime.com

Bus Services

- 3.12 The nearest bus stops to the development are located on Bradley Road (Spitfire Retail Park bus stop), approximately 210m to the west of the access from Bradley Road and on Southview

Road (Wilton Drive bus stop), approximately 140m to the northwest of the access from Wiltshire Drive / Drynham Road.

- 3.13 All bus stops feature a bus flag and bus timetable, with those on Bradley Road featuring raised kerbs (for pushchairs and wheelchairs). A summary of local bus services is provided within Table 3.2. Also refer to CE Plan 10027-209 [*Accessibility Plan*] included within Appendix 2 of this Report.

Table 3.2: Summary of bus services available in close proximity to the site¹

Service No.	Nearest Stop	Route	Approximate Frequency
D1 First Bus	Spitfire Retail Park	Bradley Road – Trowbridge Town Centre – Trowbridge Railway Station - Bradford-on-Avon – Winsley – Limpley Stoke – Bathampton – Bath	DAILY Daytime 1 bus per hour ²
		Bradley Road – North Bradley – Yarnbrook – Hawkeridge – Westbury – Chalford – Warminster – Boreham Fields	
60 Frome Bus	Wilton Drive ³	Trowbridge Town Centre – Dursley Road – Southview Road – Wiltshire Drive – Silver Street Lane – Marston Road – Upper Studley – Studley Green – Wiltshire College – College Road – Holbrook Lane – Dursley Road – Trowbridge Town Centre	WEEKDAYS Daytime 1 bus per hour
67 67A Frome Bus	Spitfire Retail Park	Bradley Road – Rutland Crescent (67) – Southview Road or Holbrook Lane (67A) – Dursley Road – Tesco Supermarket – Trowbridge Town Centre	WEEKDAYS Daytime (67) 5 return journeys SATURDAY Daytime (67A) 7 return journeys
		Bradley Road – North Bradley Village	
87 87A Faresaver	Spitfire Retail Park	Bradley Road – Wiltshire College (occasional journeys) - Trowbridge Town Centre	WEEKDAYS Daytime 5-6 return journeys SATURDAY Daytime 4-5 return journeys
		Bradley Road – White Horse Business Park – Heywood Village – Westbury – Bratton – Edington – Erlestoke – Great Cheverell – Potterne - Devizes	

- 3.14 Reference to Table 3.2 demonstrates that the proposed development is well connected to a number of destinations with regular bus services to Trowbridge town centre and railway station, Bradford-on-Avon, Bath, Westbury, Warminster and Devizes.

Rail Services

- 3.15 The nearest railway station to the development site is Trowbridge, located approximately 2.5km to the north of the site. The station can be accessed from the Bradley Road access via Bradley Road and Newtown in approximately 29 minutes on foot⁴ and approximately 13 minutes by

¹ As of September 2025.

² Evening services are available from Trowbridge Town Centre to Bath

³ Circular Service in 1 direction only. Travel via Upper Studley towards Trowbridge Town Centre

⁴ At 1.4m/s in accordance with Providing Journeys on Foot, CIHT

bicycle. From the Wiltshire Drive / Drynam Road access, Trowbridge railway station can be accessed in approximately 19 minutes on foot and in eight minutes by bicycle via Drynam Road, Dursley Road and Newtown.

- 3.16 Alternatively, bus service D1 stops close to the railway station up to every 60 minutes, with a journey time of approximately 15 minutes.
- 3.17 Trowbridge railway station is situated on the Wessex Mainline and is managed by GWR (Great Western Railway). Table 3.3 provides a summary of direct services available all of which are operated by GWR.

Table 3.3: Summary of direct train services from Trowbridge Railway Station⁵

Services	Approximate Frequency			First Train ⁶	Last Train ⁵
	Weekday	Saturday	Sunday		
Bristol Temple Meads via Bradford-on-Avon and Bath Spa	3 trains per hour	3 trains per hour	1-2 trains per hour	06:04	23:42
Additionally calling at Avoncliff and Freshford	1 train per hour	1 train per hour	1 train per hour	06:04	22:51
Additionally calling at Oldfield Park and Keynsham	2 trains per hour	2 trains per hour	1 train per hour	06:04	22:51
Extends to Filton Abbey Wood	2 trains per hour	2 trains per hour	1 train per hour	06:04	22:18
Extends to Cardiff Central via Newport	1 train per hour	1 train per hour	1 train per hour	06:04	22:18
Extends to Gloucester via Bristol Parkway and Yate	1 train per hour	1 train per hour	Change at Bristol	07:11 ⁷	17:09
Westbury	3-4 trains per hour	3-4 trains per hour	1-2 trains per hour	05:34	00:27
Extends to Salisbury via Warminster	2 trains per hour	2 trains per hour	1 train per hour	05:34	22:25
Extends to Portsmouth Harbour via Romsey, Southampton Central, Fareham, Cosham, Fratton and Portsmouth & Southsea	1 train per hour	1 train per hour	1 train per hour	05:34	22:25
Extends to Weymouth via Frome, Bruton, Castle Cary, Yeovil Pen Mill, Thornford, Chetnole, Maiden Newton, Dorchester West and Upwey	1 train every 2 hours	1 train every 2 hours	6 return journeys	08:40	21:31 ⁸
Swindon via Melksham and Chippenham	9 return journeys	9 return journeys	7 return journeys	07:11	21:22

⁵ As of September 2025

⁶ Weekdays. Earlier or later trains may operate at weekends.

⁷ The first journey to Gloucester operates via Swindon. The first journey to Bristol Parkway at Yate departs at 08:24

⁸ Last departure to Frome is at 00:27

Off peak journey time to	
Bradford-on-Avon	6 minutes
Westbury	8 minutes
Chippenham	19 minutes
Frome	20 minutes
Bath Spa	20-24 minutes
Bristol Temple Meads	35-43 minutes
Swindon	36 minutes
Salisbury	38 minutes
Yeovil Pen Mill	52 minutes
Southampton Central	1 hour 10 minutes
Newport	1 hour 12 minutes
Cardiff Central	1 hour 26 minutes
Dorchester	1 hour 28 minutes
Weymouth	1 hour 46 minutes
Gloucester	1 hour 47 minutes
Portsmouth Harbour	1 hour 58 minutes

- 3.18 As can be seen from Table 3.3, frequent train services are available to a number of destinations including Bradford-on-Avon, Bath Spa, Bristol Temple Meads, Westbury, Salisbury, Southampton Central, Portsmouth Harbour, Newport, Cardiff Central and Gloucester with regular services to Frome, Yeovil, Dorchester, Weymouth, Chippenham and Swindon.
- 3.19 The vast majority of services operate from early in the morning until late at night, so are useful for those that need to start or finish work at those times of day.
- 3.20 Sheltered and secure cycle stands are available on both platforms of Trowbridge railway station. Bicycles can also be taken on all services from Trowbridge.

Summary

- 3.21 This Section has demonstrated that the site is situated within an accessible location, with a number of local amenities such as a supermarket, primary schools, a gym, convenience stores, post offices, nursery schools and public houses all located in close proximity. The site is located within walking distance of nearby bus stops for travel towards Trowbridge town centre and railway station and a number of destinations beyond such as Westbury, Warminster and Devizes. Train services are accessible from Trowbridge railway station from which services towards Bristol, Bath, Westbury, Salisbury, Gloucester, South Wales and into Dorset and Hampshire can be accessed for employment and leisure purposes. As a result of this, future residents of the site will have the option to use sustainable modes of transport for their day-to-day journeys.

4.0 BASELINE TRAVEL INFORMATION

Predicted Future Vehicle Trip Generation

- 4.1 Section 5.0 of the *Transport Assessment* (November 2019) produced by Condon Drew Associates considers the likely vehicular trip generation of the proposed development. These are based on people trip generation rates obtained from the TRICS database (version 7.4.2).
- 4.2 Table 4.1 below shows the consented vehicular trip generation predicted to be generated during the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods, as well as between 07:00-19:00. At the time of preparing the abovementioned *Transport Assessment*, that prediction was based on a 280 dwelling development.

Table 4.1: Predicted Volume of Vehicle Trips for Proposed Residential Development (280 dwellings) – obtained from Table 5.3 of the TA

	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	30 vph	117 vph	147 vph
PM Peak Hour (17:00-18:00)	112 vph	65 vph	177 vph
Daily (07:00-19:00)	686 vpd	725 vpd	1,411 vpd

vph = vehicles per hour vpd = vehicles per day

- 4.3 This data has been pro-rated from 280 dwellings as shown in the *Transport Assessment* to 248 dwellings based on the number of dwellings being constructed at the development. This is shown in Table 4.2.

Table 4.2: Predicted Volume of Vehicle Trips for Proposed Residential Development (248 dwellings)

	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	27 vph	104 vph	131 vph
PM Peak Hour (17:00-18:00)	99 vph	58 vph	157 vph
Daily (07:00-19:00)	608 vpd	642 vpd	1,250 vpd

vph = vehicles per hour vpd = vehicles per day

- 4.4 Table 4.2 shows that the development is predicted to generate 131 No. and 157 No. two-way vehicle movements during the AM and PM peak hour periods respectively, with a total of 1,250 No. two-way vehicle movements generated between 07:00-19:00.

Modal Split

- 4.5 Travel to work data from the 2021 Census has been used to provide an indication of the modal split for the proposed development covering Wiltshire medium super output areas (MSOA) 035 and 037 as shown in Figure 4.1 below.

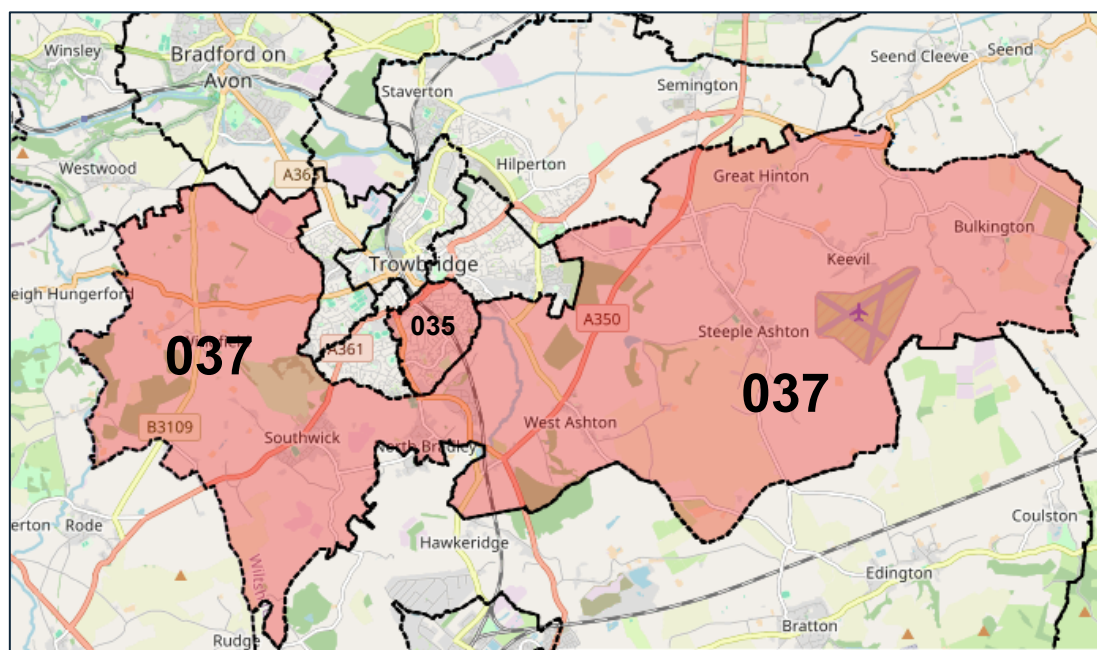


Figure 4.1: Wiltshire MSOA's 035 and 037
Source: Nomis

- 4.6 This data will be used to provide the initial baseline targets used in the *RTP*, which are detailed in Section 6.0 of this Report. Table 4.3 below details the derived percentage modal split.

Table 4.3: Residential Modal Split

Method of Travel to Work	Modal Share		
	Wiltshire 035	Wiltshire 037	Combined
Work mainly at or from home	24.5%	35.1%	29.3%
Underground, Metro, Light Rail or Tram	0.0%	0.1%	0.0%
Train	1.1%	0.6%	0.9%
Bus, minibus or coach	0.9%	0.5%	0.7%
Taxi	0.3%	0.3%	0.3%
Motorcycle, scooter or moped	0.5%	0.4%	0.5%
Driving a car or van	53.2%	54.0%	53.5%
Passenger in a car or van	5.6%	2.8%	4.4%
Bicycle	2.4%	1.1%	1.8%
On foot	10.6%	4.1%	7.7%
Other method of travel to work	0.9%	1.0%	0.9%
TOTAL	100%	100%	100%

Baseline Travel Surveys

- 4.7 In order to provide a more accurate reflection of travel patterns and modal splits, a baseline resident's travel survey will be carried out six months after first occupation or following 75% occupation (whichever comes first). The results of the survey will form the baseline modal split that will be used to set targets against through the lifespan of the *RTP*. The baseline survey may, for example, reveal a lower instance of people working from home.

5.0 TRAVEL PLAN OBJECTIVES

- 5.1 This Section identifies the proposed objectives for the *RTP*.
- 5.2 The headline objective for this *RTP* is as follows:
‘To reduce the number of new car borne trips, particularly single occupancy trips, on the local highway network resulting from the development and to encourage residents and their visitors to travel by sustainable modes such as walking, cycling and public transport’.
- 5.3 Beneath this headline objective, it is possible to identify a number of other sub-objectives as follows:
- A. establish a management regime for the *RTP*;
 - B. promote the development as a sustainable housing location;
 - C. promoting healthy lifestyles and sustainable, vibrant local communities by extending the benefits of the *RTP* through the local area where appropriate;
 - D. reducing the need to unnecessarily travel to and from the development and assisting those who need to travel to do so by sustainable means;
 - E. reducing the number of single occupancy car traffic movements to and from the development; and
 - F. ensure that all residents are provided with sufficient information and advice to allow and encourage those travelling to and from the development to walk, cycle, use public transport and car share in a safe and secure manner.
- 5.4 Delivery of this *RTP* will not only benefit future residents but will also contribute towards enhancing the environment of the wider community. This will be achieved through an increased number of residents walking, cycling or making use of the local public transport (helping to ensure the viability of existing bus services) as well as by reducing congestion and journey times and improving local air quality through reduced emissions.

6.0 TRAVEL PLAN TARGETS

- 6.1 Targets are measurable goals, which are set in order to assess whether the objectives of a *RTP* have been achieved. Targets have been set in relation to the objectives identified in the previous Section. The *RTP* will be monitored for a total period of five years, commencing at the time of the baseline surveys (to be undertaken six months after first occupation or following 75% occupation (whichever comes first)).
- 6.2 The DfT's document '*The essential guide to Travel Planning*' identifies that *TP* targets should be SMART:
- Specific;
 - Measurable;
 - Attainable;
 - Realistic; and
 - Time bound.
- 6.3 The following targets will cover the first five years of monitoring and apply to the surveyed baseline trips following occupation of the development:
- reduce the modal share proportion of single occupancy car trips by three percentage points by year three and by five percentage points by year five;
 - increase the total proportion of daily trips made by public transport, walking and cycling by three percentage points by year three and by five percentage points by year five; and
 - ensure that all residents are made aware of the *RTP* at the sales stage.

Modal Split Targets

- 6.4 Table 6.1 provides an indication of the projected modal split targets for all main modes of travel, using the 'Travel to Work' modal split information provided in Table 4.3. These will form the initial modal splits used in the *RTP*.

Table 6.1: Interim Residential Modal Shift Targets

Mode of Travel	Baseline Modal Split		Modal Split Targets		
			Year 1	Year 3	Year 5
	%		%	%	%
Driving a Car or Van	53.5%		52.5%	50.5%	48.5%
Public Transport Users	1.6%	11.1%	12.1%	14.1%	16.1%
Bicycle	1.8%				
On Foot	7.7%				
Passenger in a Car or Van	4.4%		4.4%	4.4%	4.4%
Work mainly at or from home	29.3%		29.3%	29.3%	29.3%
Other method of travel to work	1.7%		1.7%	1.7%	1.7%
TOTAL	100%		100%	100%	100%

-
- 6.5 The information presented in Table 6.1 is shown only as a guide. As mentioned in Paragraph 4.7, a baseline travel survey will be carried out approximately six months after first occupation or following 75% occupation (whichever comes first), the results of which will provide a definitive baseline modal split for the development. The modal splits will be reviewed against the targets shown in Paragraph 6.3, which may result in revised targets being introduced. This may also result in specific targets being introduced for sustainable modes, if it is considered necessary.
- 6.6 As can be seen in Table 6.1, a single target has been adopted covering public transport, walking and cycling. This provides flexibility, as in certain cases residents may all opt for the same sustainable mode when travelling (such as walking), whilst in others a mixture of modes may be chosen.
- 6.7 If the total growth in public transport, walking and cycling is by five percentage points by year five, the target will have been met for the *RTP*, irrespective of whether this is achieved through one of these modes only, or by all three.
- 6.8 The 2021 Census did not take into account car sharing trips. However, the *RTP* will need to encourage more people to make car sharing journeys instead of single occupancy car trips, particularly for those people where travel by other modes is not considered suitable. The target for car passenger trips will include trips made by car sharing.

7.0 TRAVEL PLAN MEASURES

- 7.1 This Section identifies the range of *RTP* measures that will be implemented to help achieve the identified objectives and targets from the previous Sections. It may be necessary to refine or modify some of the measures following discussions and negotiations with Wiltshire Council as the Planning and Highway Authority. These actions will contribute directly to the achievement of the modal shift outlined in Section 6.0.

Appointment of a Travel Plan Co-ordinator

- 7.2 The appointment of a Travel Plan Co-ordinator (TPC) is central to the successful implementation and management of the *RTP*. The TPC will act as the promoter of the components of the *RTP* to secure its implementation, as well as being the key contact point for residents.

- 7.3 The contact details for the TPC is as follows:

TPC Contact: Chris Curtis
Company: Cole Easdon Consultants
Address: Unit 2, York House, Edison Park, Dorcan Way, Swindon, Wiltshire, SN3 3RB
Telephone: 01793 619965
Email: ccurtis@coleeasdon.com

- 7.4 The key responsibilities to be undertaken by the TPC are set out below (though this is by no means an exhaustive list):

- acting as the main point of contact for the *RTP*;
- overseeing the implementation of the approved *RTP* and reporting against *RTP* targets and action plan delivered to WC;
- dealing with resident requests for information;
- liaising with the Local Planning and Highway Authority as appropriate;
- liaising with other external organisations, such as public transport operators;
- liaising with TPCs from nearby developments to collaborate ideas and measures; and
- generally assisting the developer with all matters relating to the *RTP*.

- 7.5 The TPC will be appointed for a minimum period of six years. This will cover the monitoring period (running for five years), plus the period prior to the commencement of monitoring, where a number of duties such as the production of Travel Information Packs and overseeing the introduction of a number of other measures takes place.

- 7.6 The TPC will work together with WC (as the Highway and Local Planning Authority) in order to promote the *RTP*.

Marketing and Promotion

- 7.7 It is essential that the *RTP* is effectively marketed and promoted to residents. This promotion takes place through having electronic contact with the TPC and the opportunity for them to discuss personalised travel planning (refer to Paragraph 7.12 below).
- 7.8 As well as explaining the various travel choices that are available, it is essential that the many benefits of sustainable travel are also promoted. These include potential improvements in personal fitness, reduced stress, reduced congestion etc.
- 7.9 Marketing and promotion will be undertaken using the following methods:
- the offer of personalised travel planning advice (via email); and
 - provision of Travel Information Packs issued to all residents.

Personalised Travel Planning

- 7.10 Personalised travel planning will be offered to each resident at the new development and will be promoted within the Travel Information Packs and baseline resident travel surveys. Residents can make contact through the TPC via email, who can direct them to sustainable travel information that fits their requirements. This may be information on specific bus and rail journeys, including fare information, through to information about relevant car sharing schemes.

Travel Information Pack

- 7.11 The first occupants of each new dwelling will be provided with a Travel Information Pack, which will contain a variety of travel and transport related information specific to the site including:
- a supporting statement from the developer confirming their commitment to the aims and objectives of the *RTP*;
 - information about the *RTP* and the benefits that this will bring such as less vehicular traffic, safer roads, as well as the obvious environmental benefits etc.;
 - maps showing local walking and cycling routes in relation to facilities such as the nearest bus stops, health centre, doctor's surgery, schools, pubs / restaurants, shopping, leisure facilities etc.;
 - approximate times and distances to and from local facilities and amenities;
 - site-specific public transport information – explaining which buses operate in close proximity to the site and which services can be taken to access specific facilities. Public transport route maps, timetables and fares of the local bus services will be included;

- promotion of the First Bus and My Trip real time bus apps and the Connecting Wiltshire (www.connectingwiltshire.co.uk), First Bus (www.firstbus.co.uk/bristol-bath-and-west), Faresaver (www.faresaver.co.uk), Frome Bus (www.fromebus.co.uk) and Traveline (www.traveline.info) websites;
- summary of railway services from Trowbridge railway station;
- information regarding the location of cycle parking facilities on site;
- details of cycle training available within the local area, cycle retailers and repairers;
- information promoting the health and fitness benefits of walking and cycling through the use of websites such as www.sustrans.org.uk and www.nhs.uk;
- information on schemes to reduce car usage and encourage greater use of walking, cycling and public transport;
- contact details of local taxi operators. Using a taxi avoids the need to use or own a private car and it can be shared with other residents wherever possible;
- information about other services available to support sustainable travel such as car sharing and home shopping delivery;
- contact details for the TPC;
- information about electric vehicles including locations of charging points;
- promotion of the reimbursement scheme offered to first time residents; and
- leaflets and promotional material from public transport operators and the local authority promoting cycling and car sharing.

7.12 The above information will need to be reviewed and updated on a regular basis by the TPC at least every six months, or as new information (such as changes to bus services or fares etc.) comes to light.

Sales and Induction

7.13 Sales staff will promote the accessibility of the site by public transport as well as the proximity of the walking and cycling routes towards key services. It will be important that staff are as informed as possible regarding the routing and frequency of local bus and rail services. Information regarding the sustainable travel options to the site could also be promoted through various social media outlets associated with the sales company, including their website.

7.14 Residents will be made aware of the existence of the *RTP* from the outset and the benefits that this will bring such as less vehicular traffic, safer roads, as well as the obvious environmental benefits etc.

Minimising Single Occupancy Travel

- 7.15 Due to the location of this development site, a mix of land uses and activities will be present in close proximity to the residential units. This includes retail facilities such as B&M and Home Bargains on Bradley Road to the west of the development, and employment opportunities such as those at the White Horse Business Park to the southeast of the development. This in itself will reduce the need to travel further afield where there is more attraction to travel by car, while at the same time creating a strong sense of place.
- 7.16 The Travel Information Pack will promote the benefits of home working and encourage residents to work at least one day at home per week where possible. Each dwelling within the development will have access to a broadband internet connection, which will enable residents to work from home, rather than travel to work where necessary.
- 7.17 Details of local car sharing schemes (such as Liftshare.com) including the benefits (reduced fuel consumption, cost saving and environmental benefits etc.) will be included as part of the Travel Information Packs issued to each household.
- 7.18 Car sharing may offer the greatest potential for influencing car journeys to workplace destinations. Trowbridge is located in close proximity to Bath and Salisbury as well as other towns in Western Wiltshire such as Westbury, Warminster, Melksham and Chippenham so has the potential to be popular with commuters from the development to these destinations.
- 7.19 Using a taxi avoids the need to use or own a private car and it can be shared with other residents wherever possible. Details of local taxi operators will be provided within the Travel Information Packs.
- 7.20 Details of supermarket retailers that offer home delivery services will be promoted within the Travel Information Packs, to encourage residents to make fewer trips by car.

Promotion of Walking & Cycling

- 7.21 The proposed development is well situated to offer good opportunities to encourage travel by sustainable modes. However, to further encourage sustainable travel by future residents, the TPC will approach local bike shops to try and secure a discount on the purchase of a new bicycle or bicycle equipment for new residents. If secured, this will be promoted within the Travel Information Pack.

-
- 7.22 Additionally, a 'Green Travel Voucher' will be offered to all first-time households to the value of £200. This will enable residents to purchase a new bicycle, bicycle equipment or walking equipment.
- 7.23 Walking and cycling distances to nearby facilities will be detailed within the Travel Information Pack. These will be specific to each phase of the development, as the walking and cycling distances are likely to vary from each access point into the development. These will be complemented with simple annotated maps showing the available walking and cycling routes to these facilities. The packs will also promote the health and financial benefits of walking and cycling through the additional exercise obtained, the money saved on petrol and the amount of CO₂ saved as a result of travelling less by car.
- 7.24 Details of walking route websites and apps, such as Go Jauntly will be included within the Travel Information Packs.
- 7.25 Those residents that use public transport as a means of travel will be encouraged to get off a stop earlier (where feasible) to increase the amount of walking they undertake.
- 7.26 In order to encourage cycling, adequate, secure and covered cycle parking will be provided for each dwelling. Details of this are provided within Section 2.0 of this Report.
- 7.27 As previously mentioned, A new access will be constructed through the development, connecting the Wiltshire Drive / Drynam Road junction at the northeastern corner of the site with the A363 (Bradley Road) located towards the southwestern corner of the site and these will be open for pedestrians and cyclists to use.
- 7.28 Additionally, It is proposed to downgrade the current status of Drynam Lane and Drynam Road (southeast of the junction with Wiltshire Drive) to form a 'restricted byway' with access restricted to pedestrians, cyclists and horses. An additional pedestrian footway will be created connecting the existing alignment of Drynam Lane, providing a more direct route across the centre of the site. This will connect onto pedestrian routes serving the existing greenspace towards the north of the site. These will provide direct routes from the development towards Wiltshire Drive and Campion Drive.
- 7.29 The site will also benefit from existing pedestrian routes that connect Drynam Lane with Alderton Way and Lydiard Way that will be retained as part of the development proposals.

7.30 These will connect the development with shops and facilities on Bradley Road and provide access towards Drynham Road and Dursley Road, which are identified as advisory cycle routes by WC and provide a route towards Trowbridge town centre and railway station.

7.31 Details of the Bikeability training courses provided by Connecting Wiltshire (www.connectingwiltshire.co.uk/getting-around/cycling/training) will be promoted within the Travel Information Packs. There are a variety of courses for adults and / or families that take place throughout the year which are aimed at different abilities.

Promotion of Public Transport Use

7.32 Full details of the available local bus and train services including timetables and maps will be included within the Travel Information Packs. Residents will also be provided with details of bus and rail fares, including any saver options, such as monthly tickets and Railcards. Any changes to bus and train services that are relevant to the development will be circulated to residents via the TPC.

7.33 Real-time bus and train travel information will also be promoted. This is available through the mobile phone applications provided by First Bus, My Trip, GWR (Great Western Railway) and National Rail Enquiries and also online through their respective websites and also on the Faresaver website. The 'real-time' facility allows users to find out exactly when their bus or train is due to arrive at their nearest stop avoiding the need to wait at bus stops or at railway stations for excessive amounts of time. Passengers can select their stop or station on their mobile phone or computer and leave within a reasonable time for their next journey. All buses and trains operated by First Bus, Faresaver and GWR are fitted with GPS tracking, which provides up to date information.

7.34 A 'Green Travel Voucher' will be offered to all first-time households to the value of £200. This will enable residents to purchase bus and rail season tickets.

Electric Vehicle Charging

7.35 Although the aim of the *RTP* is to encourage a reduction in single occupancy car trips, encouraging the use of electric vehicles and eco driving will help to make the development more sustainable and environmentally friendly, by reducing the levels of CO₂ emissions and other particulates.

7.36 In order to encourage a greater number of these vehicles within the development, each residential unit will be provided with access to one electric vehicle charging point.

8.0 MONITORING AND REVIEW

- 8.1 An essential element of the *RTP* is to monitor its success and progress over time. As such monitoring will be carried out on a regular basis to assess resident travel patterns and to determine whether the targets are being met. It will also allow the evaluation of the success of individual measures and combinations of measures and will contribute to the review and amendment of the plan. The following monitoring procedures will be implemented.

Travel Survey Timetable

- 8.2 In order to establish the travel patterns for the development and how resident travel compares to the targets identified in this document, travel surveys will be undertaken. These will be undertaken electronically, using the 'Survey Monkey' platform or similar. The travel surveys will be funded by the developer and organised by the TPC.
- 8.3 The surveys will be carried out approximately 6 months after first occupation or following 75% occupation (whichever comes first), with an incentive to each household to encourage participation. Flyers will be distributed to each household to promote the survey and the incentive, with a link to enable them to take part. An example residential travel survey is included within Appendix 3 of this Report. The survey will need to be approved by WC before monitoring commences.
- 8.4 Useful information will include:
- number of trips made by a particular mode, for a particular purpose (work, shopping, education etc);
 - number of bicycles owned by residents;
 - opportunities for car sharing within the development to and from their workplace;
 - changes in a resident's method of transport;
 - use of electric vehicles within the development; and
 - awareness of the *RTP*.
- 8.5 The baseline survey will also ask whether residents would be interested in receiving personalised travel planning.
- 8.6 Further surveys will be undertaken 12 months (Year 1), 36 months (Year 3) and 60 months (Year 5) after the baseline survey has been carried out respectively. In accordance with the *Framework Travel Plan*, a response rate of 40% will need to be achieved from the initial survey, otherwise a re-survey will be required three months after the initial survey.

Monitoring Report

- 8.7 The TPC will be required to prepare and submit a monitoring report within three months of each survey. The survey results and monitoring report will be submitted to WC for their review and comment and to agree any potential changes to targets and measures prior to the next survey.
- 8.8 Information contained within the monitoring report will include:
- a description of the development including a brief planning summary and development mix;
 - a summary of the approved *RTP* including objectives, targets, measures and proposed monitoring regime;
 - progress of the development, including number of dwellings constructed and occupied;
 - details of the measures that have been implemented to date;
 - setting out how the travel survey was launched;
 - results of the residents' travel survey questionnaire including:
 - the number of respondents and the response rate (based on occupied dwellings);
 - the demographic of respondents;
 - the number of cars and bicycles owned within a household;
 - the number of journeys carried out over an average week by mode and purpose;
 - observations on travel behaviour (such as reasons why a certain mode was used);
 - ways to encourage more sustainable travel; and
 - awareness of the *RTP*;
 - confirming the baseline and target modal split targets (baseline survey only); and
 - progress towards meeting the targets (all other surveys).
- 8.9 The objective of the review will be for the TPC and WC to assess the progress of the *RTP* against the identified targets, aims and objectives.
- 8.10 The report will also provide details of further actions that are being considered following the results of the residents' travel survey questionnaire used to monitor the success of the *RTP* and also any issues that have arisen that may prevent the implementation of existing or additional measures. Any changes to the *RTP* or its targets must be agreed with WC before they can be proceeded with.

Newsletter

- 8.11 In order to maintain interest in the *RTP*, residents will be kept up to date with the progress of the *RTP* and the results of the *Travel Plan* surveys in the form of newsletters. These will be issued on an annual basis.

9.0 ACTIONS & PROGRAMME FOR IMPLEMENTATION

9.1 Major milestones for the *RTP* are summarised below but do not represent a comprehensive list of every action or output required in this *TP*.

9.2 The objectives identified within Section 5.0 of the *RTP* are:

- A. establish a management regime for the *RTP*;
- B. promote the development as a sustainable housing location;
- C. promoting healthy lifestyles and sustainable, vibrant local communities by extending the benefits of the *RTP* through the local area where appropriate;
- D. reducing the need to unnecessarily travel to and from the development and assisting those who need to travel to do so by sustainable means;
- E. reducing the number of single occupancy car traffic movements to and from the development; and
- F. ensure that all residents are provided with sufficient information and advice to allow and encourage those travelling to and from the development to walk, cycle, use public transport and car share in a safe and secure manner.

9.3 Table 9.1 below provides a summary of the measures to be delivered as part of the *RTP* together with the relevant objectives that each action supports.

Table 9.1: Travel Plan Actions and Programme

Objective	Action	When / How Action Will be Achieved	Lead
A - F	<i>RTP</i> submitted to and approved by WC.	Prior to first occupation	Developer
A	Confirm appointment of TPC to WC.	Three months prior to first occupation	Developer
B - F	Prepare and collate material for Travel Information Packs.	Prior to first occupation	TPC
C - F	Contact local cycle retailers with a view to obtaining a discount for use by first time residents.	Prior to first occupation	TPC
C - F	Offer a 'Green Travel Voucher' to each first-time occupant towards the purchase of a bicycle, bicycle equipment, walking equipment, bus ticket and / or rail ticket	With Travel Information Pack	TPC
C - F	Provide secure and covered cycle facilities.	Prior to first occupation	Developer
B - F	Issue Travel Information Packs to residents, informing them of the <i>RTP</i> content, aims and measures.	Following first occupation	TPC
B - F	Provide personalised travel planning to residents.	Ongoing	TPC

Objective	Action	When / How Action Will be Achieved	Lead
A - F	Organise the baseline residents travel survey	6 months after first occupation (or 75% occupation)	TPC
A - F	Organise follow up travel surveys	12, 36 and 60 months after the baseline survey	TPC
A - F	Prepare Monitoring Report of surveys, identifying progress towards targets. Review targets and measures as necessary. Submit to WC for review. Publicise results to residents.	Within three months of surveys	TPC
A - F	<i>RTP</i> newsletter, in order to report successes and results and promote any sustainable travel events.	Annually	TPC
A - F	Keep records of occupants to ensure Travel Information Packs are issued correctly.	Ongoing	TPC

TPC = Travel Plan Co-ordinator
WC = Wiltshire Council

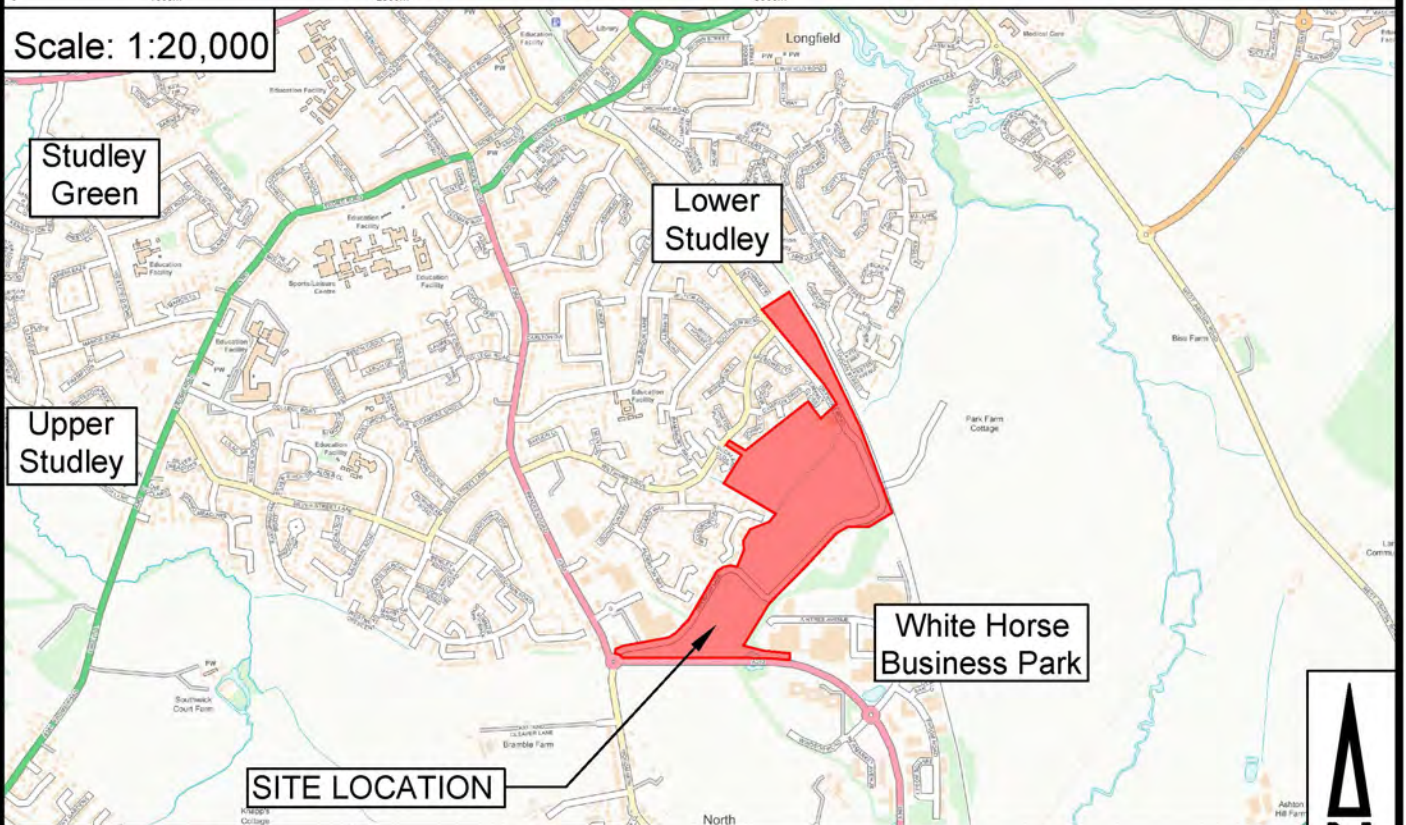
Cole Easdon Consultants Limited
January 2026

Appendix 1

Scale: 1:50,000



Scale: 1:20,000



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Scale 1:20,000

0 100m 250m 500m 1000m 2000m

Job Title:

Proposed Residential Development
Elm Grove, Drynham Lane
Trowbridge
Wiltshire

Drawing Title:

Site Location Plan

Client:

Redrow Homes Limited

Drawn By

CGC

Checked By

BF

Date Drawn

August 2024

Drawing No.

Plan 10027-201

Drawing Status:

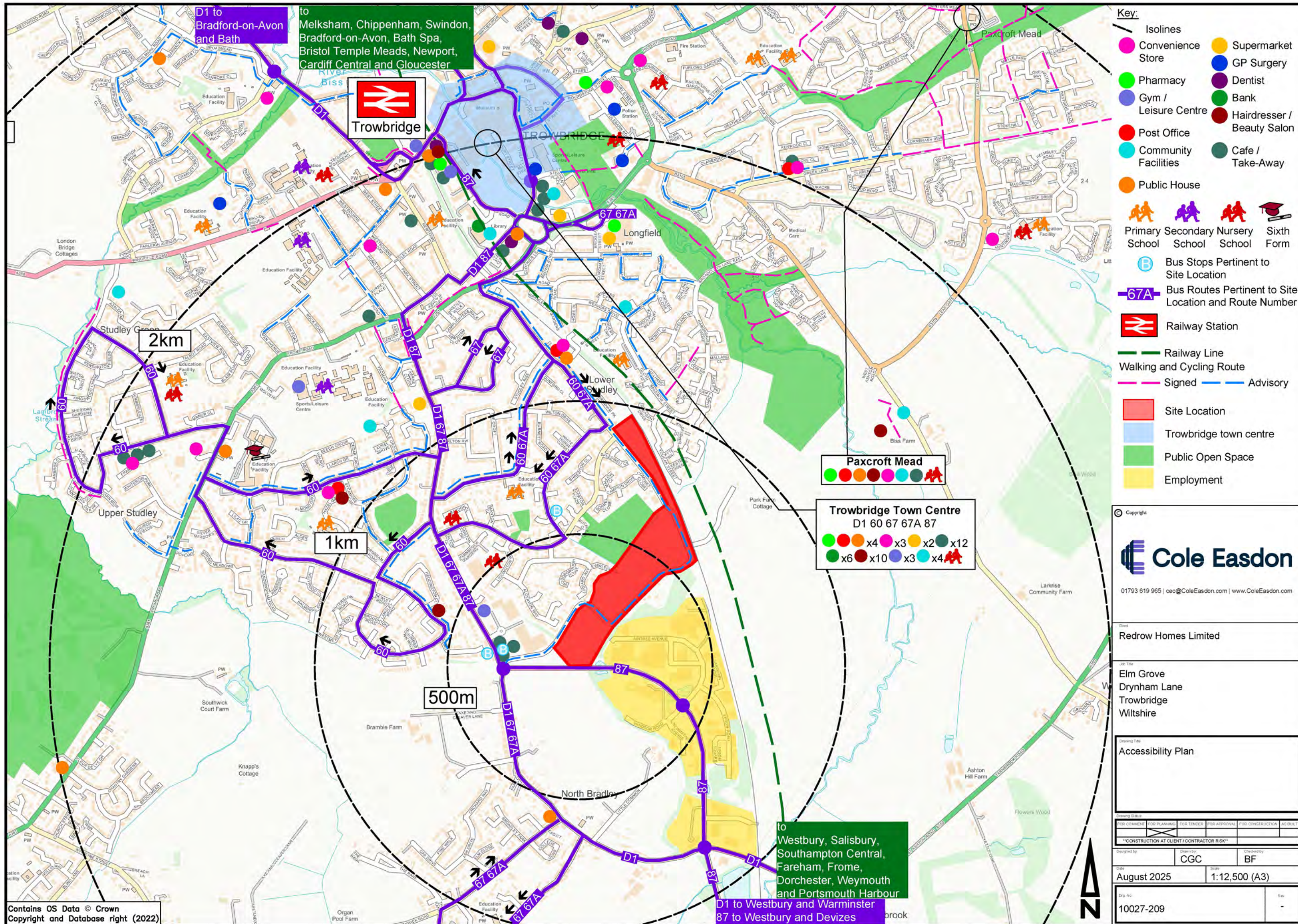
FOR COMMENT	
FOR PLANNING	
FOR TENDER	
FOR APPROVAL	
FOR CONSTRUCTION	
AS BUILT	

Scale

As Shown (A4)

Revision

-



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Client: Redrow Homes Limited

Site Title: Elm Grove, Drynham Lane, Trowbridge, Wiltshire

Drawing Title: Accessibility Plan

FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT

Designed by: CGC
 Checked by: BF

Date: August 2025
 Scale: 1:12,500 (A3)

Proj No: 10027-209

Appendix 2

Play Specification

- 1

Bubble Tunnel
Playdale (Ref: UT/BUB)
Age Range 18 months -


- 2

Embankment Scramble
Net
Playdale (Ref: EMSN)
Age Range 18 months -


- 3

Embankment Wide
Slide
Playdale (Ref: ESWS)
Age Range 18 months -


- 4

Inclusive Orbit
Playdale (Ref: IORB)
Age Range 3-14


- 5

Log Train
Playdale (Ref: LTR)
Age Range 18 months -
7 years


- 6

Playframe
Playdale (Ref: PF(P/S))
Age Range 3 - 12 years


- 7

Elephant Springer
Playdale (Ref: SPR/EL)
Age Range 18 months-
6 years


- 8

Timber 2 Bay Team
Swing
Playdale (Ref: TS/2)
Age Range 3 - 14 Years


- 9

Timber Seesaw
Playdale (Ref: TSAW)
Age Range 5 - 12 years


- 10

Boulders
Playdale (Ref:
NATURAL1)
Age Range 6 - 12 years


- 11

Tree stump
Playdale (Ref:
NATURAL1)
Age Range 6 - 12 years



DETAILED NEAP ARRANGEMENT - SCALE 1:200

- KEY



Site boundary



Existing vegetation to be retained to BS5837
- dashed line indicates root protection area



Existing vegetation to be removed



Proposed public open space tree planting



Proposed street tree planting



Proposed feature tree planting



Proposed orchard tree planting



Native woodland shrub planting



Native hedgerow planting



Native shrub planting tolerant of seasonally
wet soils



Semi-native shrub planting



Ornamental shrub planting



Marginal planting



Amenity grass



Sports pitches - specified in line with
SIO6 agreement



Area of proposed wildflower meadow



Area of proposed meadow grass



Area of damp grassland sown within
attenuation basins / open culverts



Area of bulb planting within grass



Proposed mounding gradient to be a
maximum of 1:3 with smooth flowing
contours



Proposed footpaths



Proposed attenuation basin



Proposed play safety surfacing - to be a
bound rubber mulch suitable for childrens
play as a mix of naturalistic colours e.g
green and brown



Proposed play equipment - refer to play
specification for details



Proposed naturalistic play equipment eg:
Logs and boulders



Proposed 1m high metal bow top railing to
the play space with 2no. 1 meter wide
(single leaf) self closing gates, opening
outwards and no. 3 meter (double leaf)
maintenance gate



Bench - to be natural hardwood timber
and roof fixed



Litter bin - to be mixed timber/steel litter
bin (roof fixed) of a simple contemporary
style to complement benches



Proposed notice board - to be located at
the playground entrance



Bike stand



Allotments - designed in line with SIO6
agreement



Allotment tap



1.8m high chain link fence around allotment
with lockable gates
- CONCEPT ON PLOT



Semi-ornamental hedge



Specimen shrub



Ornamental planting

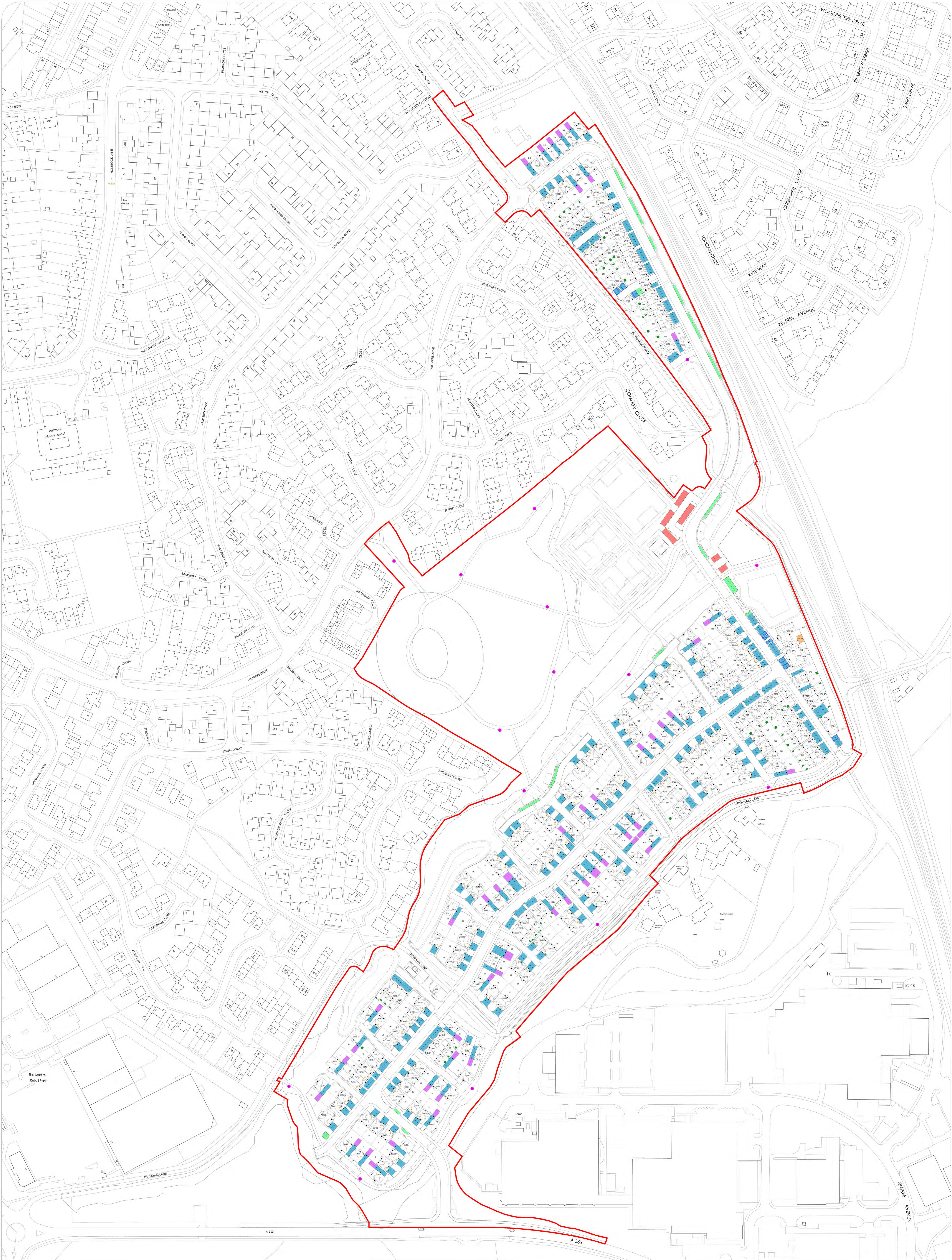


Amenity grass within front garden



Rear garden
- All hard and soft landscape elements have been designed in line with specifications as set out within the SIO6 agreement (ie sport pitch, play area, allotments), as well as Landscape Hardworks Detailing and Planting Bed Design guidance documents as provided by Wiltshire Council's landscape officer.

All hard and soft landscape elements are to be specified, implemented and maintained as per Wiltshire Council's Standard Specification for Adoption of Public Open Spaces as set out within the SIO6 agreement
- Revisions:
First Issue - 17/11/2022 IHW
A - (29/11/2022 IHW) Root protection area line amended
B - (13/01/2023 IHW) Proposals amended to suit revised housing, highways, engineering, lighting, pitches layouts. Treatment to Elm Grove and South View Farmhouse boundaries amended
C - (19/04/2024 VK) Proposals amended to suit revised layout L
D - (26/04/2024 IBD) Amended to suit revised lighting and engineering
E - (05/08/2024 IBD) Minor amends to POS and On-Plot tree positions
F - (03/09/2024 ARW) Minor amends to POS and On-Plot to suit revised site layout and drainage
- Landscape Masterplan
Elm Grove, Trowbridge
- Client: Redrow Homes (South West)
DRWG No: P22-1514_ENV_001 REV: F
Drawn by: IBD/ ARW Approved by: IBD
Date: 03/09/2024
Scale: 1:1000 @ AO
-
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Prepared By:



Rev.	Date	Description
A	02.01.23	Updated to Planning Layout 1110 (Rev A)
B	27.03.24	Updated to latest planning layout
C	29.04.24	Updated to latest planning layout (Rev H) and updated landscaping added
D	02.09.24	Updated to reflect the latest planning layout
E	11.10.22	
F		
G		
H		
I		
J		

Drawn by:
TK
TK
CB

Client:



Project:
Elm Grove, Trowbridge
Drawing:
Parking Plan

Project No:
1955

Drawing Status:
PLANNING

Drawn by:
TK

Checked by:
SH

Scale:
1:1000

Date:
11.10.22

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Scale: 1:1000

10 20 30 40 50 60 m



KEY

- Application boundary
- Garage
- Wing Garage
- Allocated space
- Parking space enlargement to meet M42 requirements
- Waste space
- Community parking
- Pedestrian and cycle rest stop area (including bench)
- Communal cycle store
- Waste cycle storage shed

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Appendix 3

Introduction

Welcome to the Residents Travel Survey. Thank you for taking the time to answer these questions, they shouldn't take longer than 5 minutes.

Section A: About You and Your Home

* 1. Are you:

☐ Male

☐ Female

* 2. Which age range do you fall into?

☐ Under 25

☐ 25 - 34

☐ 35 - 44

☐ 45 - 54

☐ 55 - 64

☐ 65 or Over

Section A: About You and Your Home

* 3. Do you own a car?

☐ Yes

☐ No

4. During a typical week (Monday to Friday), how many trips by each mode of travel do you make to and from your home? Please break down your answers by journey purpose.

For example, to drop a child off at school and return home is equivalent to two journeys. If you do this five days per week, and walked to and from the school, then you would have made 10 education purpose trips by walking during that week.

Notes: 'Education' trips include the school run. 'Car Share' means sharing a car with someone who doesn't live with you (e.g. a work colleague picking you up). 'Car (as passenger)' means the driver is someone who lives with you.

Complete only cells that apply.

	Work	Shopping	Education	Other (Please Specify Below)
Walk				
Cycle				
Bus				
Train				
Car Share				
Car (As Driver)				
Car (As Passenger)				
Motorcycle/Scooter				
Other (Please Specify Below)				

Please specify your other purpose trip(s), if any

Section B: About Your Travel To and From Home

* 5. Are you currently employed/self-employed?

☐ Yes

☐ No

Section B: About Your Travel To and From Home

6. Please provide the postcode for your place of work:

7. If a person living close to you at the development travels to the same destination for work, would you be willing for us to put you in contact with them so that you can make your own arrangements to car share?

If you answer 'Yes' please ensure that you also provide your contact details at the end of this survey.

☐ Yes

☐ No

Section B: About Your Travel To and From Home

* 8. Have you changed your most common mode of transport since moving to this development?

☐ Yes

☐ No

If Yes, what was the main reason for this change?

Section C: About Your Future Journeys

* 9. Which of the following changes would most encourage you to cycle for journeys in the local area? (If you already cycle, which would you most like to see?)

Tick all answers that apply.

- ☐ Safer, better lit cycle paths
- ☐ Improve cycle paths on the journey to town centre/rail station
- ☐ Improve cycle parking at this development
- ☐ Improve crossing facilities
- ☐ Improve cycle parking at local facilities (please specify below)
- ☐ None of the above
- ☐ Other (please specify below)

Comments

--

Section C: About Your Future Journeys

* 10. Which of the following changes would most encourage you to use public transport for journeys in the local area? (If you already travel by public transport, which would you most like to see?)

Tick all answers that apply.

- ☐ More direct bus routes
- ☐ More frequent bus services
- ☐ More frequent train services
- ☐ Better lighting at bus shelters and on footpaths
- ☐ More convenient bus drop-off points
- ☐ Better bus links to work from station
- ☐ Public transport information
- ☐ None of the above
- ☐ Other (please specify below)

Comments

Section C: About Your Future Journeys

* 11. Which of the following changes would most encourage you to walk for journeys in the local area? (If you already walk, which would you most like to see?)

Tick all answers that apply.

- ☐ Cleaner, better maintained footpaths at the development
- ☐ Better lighting along footpaths within the development
- ☐ More improved pedestrian crossing points
- ☐ Higher presence of security around the site
- ☐ Slower speed limits
- ☐ Better street lighting in the local area
- ☐ None of the above
- ☐ Other (please specify below)

Comments

--

Section C: About Your Future Journeys

* 12. Which of the following changes would most encourage you to car share for journeys in the local area?
(If you already car share, which would you most like to see?)

Tick all answers that apply.

- ☐ More help finding car share partners who have similar work patterns
- ☐ Free taxi home if let down by car sharer
- ☐ More information regarding car sharing i.e. benefits and cost savings
- ☐ None of the above
- ☐ Other (please specify below)

Comments

Section D: About the development Travel Plan

* 13. Did you know that this development operates a *Travel Plan*?

☐ Yes

☐ No

Section D: About the development Travel Plan

* 14. How did you know about the *Travel Plan*?

- ☐ During the sales process
- ☐ Word of mouth
- ☐ Development publication/newsletter/website
- ☐ Travel Plan Co-ordinator
- ☐ Other (please specify below)

Comments

Section D: About the development Travel Plan

* 15. Have you used (or do you plan to use) the cycle discount or bus/cycle vouchers made available to all residents within the development?

- ☐ I haven't used it (nor do I intend to use it)
- ☐ I have used the discount (or I intend to use it)

Section D: About the development Travel Plan

16. Please use the box below to provide any comments that you wish to make in relation to travel in the local area.

Thank you for taking the time to complete this survey.



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Cartography by Steer Davies Gleave August 2013

Scale 1:12,000

0 400 800 1,200 1,600 metres
0 5 10 15 20 minutes walk
0 1.5 3 4.5 6 minutes cycle

Key

- Cycle way/path (surfaced)
- Cycle way/path (unsurfaced)
- Recommended cycle route (on road)
- National Cycle Network
- Cycle Parking
- Pedestrian link(cyclists dismount)
- Footpaths
- Rail Station
- Information Centre
- Leisure Centre
- Police Station
- Hospital
- Council Offices
- Library
- Toilets
- Higher Education
- School

