



Cole Easdon

TRANSPORT & TRAVEL PLAN STATEMENT

Proposed Residential Development, Uplands, West Ashton Road, Trowbridge, Wiltshire on Behalf of Hills Homes Developments Limited

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1.0 INTRODUCTION

1.1 This *Transport Statement (TS)* has been prepared by Cole Easdon (CE) on behalf of Hills Homes Developments Ltd to support a planning application for residential development at West Ashton Road, Trowbridge, Wiltshire. The location of the site is illustrated on CE Plan 9740/200 [*Site Location Plan*] included within Appendix 1.

1.2 The planning application seeks permission for the demolition of the existing Upland House and the construction of 40 No. residential dwellings, together with the creation of public open spaces, landscaping and sustainable drainage features.

Scope of Study

1.3 This *TS* examines the traffic, transportation and highway implications associated with the proposed development. It reviews the local highway network, the site's accessibility by sustainable modes of travel, the proposed site access arrangements, and on-site parking provision, as well as the predicted level of vehicle trip generation. It also sets out a range of travel plan measures to promote sustainable travel choices for future residents.

1.4 This *TS* is structured as follows:

- Section 2.0 describes the site and surrounding highway network;
- Section 3.0 outlines the development proposals;
- Section 4.0 presents the accessibility and sustainability of the site;
- Section 5.0 assesses the predicted development trip generation;
- Section 6.0 outlines the travel plan measures; and
- Section 7.0 summarises with discussion and conclusion.

2.0 SITE DESCRIPTION & LOCAL HIGHWAY NETWORK

Site Description

- 2.1 The proposed development site comprises Upland House and an adjoining parcel of undeveloped land. As such, the site is currently partly in residential use and partly in greenfield / agricultural use. The site is located on the southeastern edge of the built-up area of Trowbridge, with Trowbridge town centre situated approximately 1.6km (1.0 mile) to the north-west of the site.
- 2.2 The site is broadly rectangular in shape and extends approximately 500m eastwards from West Ashton Road, which forms its western boundary. Existing residential development lies to the north and northeast of the site, while its southern boundary is formed by Blackball Brook with greenfield land beyond to the south.

Local Highway Network

Existing Access

- 2.3 The existing access arrangements comprise a private driveway serving Upland House from West Ashton Road, alongside a separate gated access serving the adjacent agricultural land. As part of the proposed development, these accesses will be removed and replaced with a single, consolidated priority T-junction onto West Ashton Road.

West Ashton Road

- 2.4 West Ashton Road is a local distributor road located on the eastern side of Trowbridge. It provides a connection between Trowbridge town centre and the village of West Ashton, extending for approximately 2.5km. The route connects with the A350 Yarnbrook Road to the southeast and the A361 County Way to the northwest.
- 2.5 In the vicinity of the site, West Ashton Road is a single carriageway subject to a 30mph speed limit. It includes footways on both sides and benefits from street lighting. An informal pedestrian crossing is located immediately to the north of the proposed site access, providing connectivity to footpath routes through Biss Meadow Country Park, which extend northwest towards Trowbridge town centre.

Leap Gate (B3105)

- 2.6 Leap Gate (B3105) is a relatively recent distributor road on the eastern edge of Trowbridge. It forms a key strategic link between West Ashton Road to the south and the A361 Hilperton Drive to the north, routing through the Castle Mead and Paxcroft Mead residential areas. The route serves as an orbital road around the eastern side of Trowbridge.

- 2.7 It is a wide single carriageway road with street lighting. Speed limits along the route vary between 30mph and 50mph. A shared footway/cycleway is provided along the western side of the road, separated from the carriageway by a wide grass verge.

A361 County Way

- 2.8 West Ashton Road connects to the A361 County Way via a roundabout junction located to the northwest of the site, close to Trowbridge town centre. County Way is a principal route forming part of the town's inner ring road around the southern and eastern parts of the town centre. To the west of the roundabout junction, County Way routes towards the town centre as a dual carriageway subject to a 40mph speed limit, with a footway provided on the southern side.

A350 Yarnbrook Road

- 2.9 West Ashton Road joins the A350 Yarnbrook Road to the southeast of the site via a signal-controlled crossroads junction. The A350 is a strategic north-south route linking the M4 (Junction 17) in the north to Poole on the south coast. Locally, it provides a connection to Westbury to the south and Melksham to the north of Trowbridge. In the vicinity of Trowbridge, the A350 is predominantly single carriageway and serves as a key transport corridor supporting regional connectivity.

Personal Injury Accidents (PIAs)

- 2.10 CE has obtained Personal Injury Accident (PIA) data for the most recent five-year period (01/07/2020 to 30/06/2025) from Wiltshire Constabulary. The accident study area comprises a stretch of West Ashton Road between the junction of Clarendon Road to the north and the roundabout junction with Leap Gate to the south (a distance of approximately 400m either side of the proposed development site access). The accident data is summarised below whilst the full accident data (including a plan showing the accident locations) is included within Appendix 3 of this Report.

Table 2.1: Personal Injury Accident Data

2020 (From 1 st July)	2021	2022	2023	2024	2025 (To 30 th June)
1	1	0	0	3	1

Severity	Slight	Serious	Fatal
Accidents	6	0	0
Casualties	8	0	0

Conditions	Dry	Wet	Ice / Frost	Light	Dark
	4	2	0	5	1

Type	<i>Car/Car</i>	<i>Car / Motorcycle</i>	<i>Car / Pedal Cycle</i>
	2	2	1
	<i>Car / Car/Car</i>		
	1		

- 2.11 From Table 2.1 it can be determined that there has been a total of six personal injury accidents during the study period within the study area, of which all six were classified as slight in severity, resulting in a total of eight casualties.
- 2.12 All six of the recorded PIAs occurred to the northwest of the site along West Ashton Road. Three occurred within the vicinity of the junction with Green Lane; two at the junction with Lodge Court; and the last at the access to Lodge Service Station. Of the three accidents that occurred close to the Green Lane junction, the first was a rear-end shunt accident resulting from a car travelling too fast, the driver failed to look properly and collided with the rear of a car waiting to turn right into a private driveway as well as the nearside of a car travelling in the opposite direction. A second incident was another rear-end shunt as the result of failure to look properly as the car in front slowed down for traffic. The third incident involved a collision between a car and a motorcyclist, the car was turning right into the Green Lane junction at the same time as the motorcyclist was filtering traffic. A possible cause is the car driver failing to signal.
- 2.13 Of the two PIA's that occurred at the junction with Lodge Court, the first was the result of a vehicle cutting a corner and colliding with a pedal cyclist on the pavement and the second incident was caused by a car driver failing to look properly and pulling out of the junction onto the main road into the path of an oncoming car.
- 2.14 The final PIA was recorded along West Ashton Road at the entrance to Lodge Service Station. The incident involved a car colliding with a motorcyclist when they both entered the main road at the same time, travelling in opposite directions. The incident was likely caused by the motorcyclist failing to look properly.
- 2.15 In summary, there have been six PIAs recorded within the study area and period, which are likely to be attributable to human/driver error rather than any geometric default in the highway network. CE therefore considers that there are no highway safety issues or concerns that would preclude the development as proposed.

3.0 PROPOSED DEVELOPMENT

3.1 The planning application proposes the demolition of the existing Upland House and the construction of a residential development comprising 40 No. dwellings, together with the creation of public open spaces, landscaping and sustainable drainage features. Refer to Drawing No. 3164/150 Rev F [*Proposed Site Plan*] (by Ian Sullivan Architecture Ltd) contained within Appendix 2.

3.2 The proposed development mix of 40 No. residential dwellings is split as follows:

Private Housing

- 8 No. two-bedroom houses;
- 13 No. three-bedroom houses; and
- 7 No. four-bedroom houses.

Affordable Housing

- 2 No. one-bedroom flats;
- 3 No. two-bedroom houses;
- 6 No. three-bedroom houses; and
- 1 No. four-bedroom house.

Proposed Access Arrangement

3.3 Access into the site will be provided by a new bellmouth junction on West Ashton Road, located towards the southwestern end of the site. The existing vehicle access serving Upland House will be closed off and landscaped. The new access will be a priority-controlled T-junction arrangement, with 6m radii and a 5.5m wide access road extending eastwards into the site. Refer to CE Plan 9740/201(B) [*Site Access Detail & Visibility Splays*] within Appendix 1.

Visibility Splays

3.4 In order to demonstrate that appropriate visibility splays can be achieved at the proposed access, 7-day Automatic Traffic Count (ATC) speed surveys were commissioned to record the 85th percentile vehicle approach speeds along West Ashton Road from each direction. The independent ATC speed surveys were undertaken by Road Data Services Ltd and took place during the week commencing 25th January 2025. The ATC results are contained within Appendix 4.

3.5 The 85th percentile speeds recorded were:

- Southeastbound: 32.8mph; and
- Northwestbound: 33.8mph.

- 3.6 The weather was recorded as dry during the one-week survey period and therefore the recorded vehicle speeds have been reduced to establish the wet weather speeds, as per the methodology set out in *Manual for Streets 2* (MfS2, 2012), which are as follows:
- Southeastbound: 30.3mph; and
 - Northwestbound: 31.3mph.
- 3.7 Using the same MfS2 methodology, the following Stopping Sight Distance (SSD) requirements have been calculated, taking full account of the approach gradients. Full details of the SSD calculations are included within Appendix 4.
- To the right (southeastbound approaching vehicles): SSD 45m; and
 - To the left (northwestbound approaching vehicles): SSD 46m.
- 3.8 CE Plan 9740/201(B) [*Site Access Detail & Visibility Splays*] contained within Appendix 1, demonstrates that the calculated visibility splays from a 2.4m set back distance into the site access can be achieved to the nearside kerb edge in both directions from the access position, in accordance with MfS2. The plan also demonstrates that the visibility splays fall within public highway or within land in control of the applicant (public highway records are included within Appendix 4).

Pedestrian Access

- 3.9 The *Proposed Site Plan* shows that the new bellmouth access will include a 2m wide footway on the northern side which will continue through the site on the northern side of the access road. Within the site, there are several pedestrian crossing points to enhance the site's pedestrian connectivity and provide links to the informal hoggin footpath routes within the green open space on the southern side of the built development.

Stage 1 Road Safety Audit

- 3.10 An independent *Stage 1 Road Safety Audit* in accordance with GG119 has been undertaken of the proposed access arrangement. The *Audit*, including the *Designer's Response* to matters raised, is contained within Appendix 5.
- 3.11 The road safety audit identified two potential safety issues. The first related to pedestrian crossing facilities across the new access bellmouth on West Ashton Road not being detailed on the access plan. The second issue related to the position of an existing gully on West Ashton Road potentially being within the junction carriageway as vehicles turn left into the junction, which may cause stability issues for two-wheeled vehicles. Both of these points have been acknowledged and fully addressed in the *Designer's Response* and the access plan has been

updated accordingly. The updated plan (CE Plan 9740/201(B) [*Site Access Detail & Visibility Splays*]) is included within Appendix 1.

Car Parking Provision

- 3.12 Car parking standards for the area are contained within Table 7.1 of Wiltshire Council's *Wiltshire Local Transport Plan 2011-2026 - Car Parking Strategy* (March 2015). The parking standards specify a minimum car parking requirement for residential developments.
- 3.13 The minimum parking standards are one space for one-bedroom dwellings, two spaces for two- and three-bedroom dwellings, and three spaces for dwellings comprising four or more bedrooms.
- 3.14 In addition to this, Wiltshire Council require one visitor space to be provided for every five dwellings. Garages can form part of the parking provision, providing they have internal dimensions of 6m x 3m.
- 3.15 The *Proposed Site Plan* in Appendix 2 illustrates that each housing type has a sufficient level of car parking that meets the abovementioned standards and eight visitor parking bays are provided across the site.
- 3.16 It is proposed that each dwelling will benefit from an electric vehicle (EV) charging point, either in the form of a wall-mounted or bollard charging station, in accordance with *Building Regulations Approved Document S: Infrastructure for the charging of electric vehicles* (June 2022).

Cycle Parking Provision

- 3.17 Appendix 4 of Wiltshire Council's *Local Transport Plan 2011-2026 – Cycling Strategy* contains the relevant cycle parking standards for the area. For residential developments, there is a minimum requirement for one covered space to be provided per bedroom for dwellings with up to three-bedrooms, and three covered spaces for four-bedroom dwellings. In addition, visitor cycle parking is to be provided on the basis of one space per 20 bedrooms.
- 3.18 The *Proposed Site Plan* in Appendix 2 shows that each dwelling will either be provided with a garage that meets the 6m x 3m internal dimensions, in which bicycles can be stored or a dedicated cycle store in their rear garden which can accommodate the required number of bicycles.

Swept Path Analysis

- 3.19 CE Plan 9740/202(A) [*Swept Path Analysis – Estate Car*] contained within Appendix 1, demonstrates that a large family-sized car can safely and efficiently enter and egress the proposed parking spaces associated with each dwelling.
- 3.20 In addition, CE Plan 9740/203(A) [*Swept Path Analysis – Delivery Vehicle*] contained within Appendix 1, shows that a supermarket-sized delivery vehicle can safely and efficiently turn in the turning areas provided within the private driveways.

Refuse Collection Arrangements

- 3.21 The *Proposed Site Plan* in Appendix 2 indicates that each dwelling will be provided with a bin store located within the respective rear gardens.
- 3.22 Refuse will be collected from the roadside along the site access road routing through the development. Bin collection points will be provided through the site in relevant locations for those respective plots to place refuse closer to the access roadside on collection day. CE Plan 9740/204(A) [*Swept Path Analysis – Refuse Vehicle*] contained within Appendix 1, demonstrates that a 10.8m long refuse vehicle can satisfactorily enter and egress the site using the new site access junction, as well as turn within the turning heads proposed within the site.

Fire Tender Access

- 3.23 CE Plan 9740/205(A) [*Swept Path Analysis – Fire Tender*] contained within Appendix 1, demonstrates the access and turning manoeuvre for a long wheel base (LWB) Dennis Sabre Fire Tender and confirms that access for a pumping appliance will be provided to within 45m of all dwellings, in accordance with *Building Regulations Approved Document B*.

4.0 ACCESSIBILITY & SUSTAINABILITY

4.1 This Section considers the accessibility of the site by sustainable modes of transport, specifically walking, cycling and public transport. It also identifies the locations of important day-to-day services and facilities, such as schools, shops and health facilities in relation to the site and considers how these facilities can be reached by sustainable modes of transport.

Access to Key Services

4.2 A number of local facilities can be found in close proximity to the proposed development site on West Ashton Road in Trowbridge. Table 4.1 below summarises the distance to the nearest amenities by type, including health facilities, retail, and travel.

Table 4.1: 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
Convenience Store	640m (0.4 miles)	640m (0.4 miles)	Premier Express, Paxcroft Stores, 4 Paxcroft Way, Trowbridge BA14 7DG
Post Office	1.7km (1.1 miles)	1.4 km (0.9 miles)	Trowbridge Post Office, 43-44 Fore St, Trowbridge BA14 8EJ
Supermarket	1.3km (0.8 miles)	965m (0.6 miles)	Tesco Extra, County Way, Trowbridge BA14 7AQ
Public House / Bar	2.4km (1.5 miles)	1.9km (1.2 miles)	Rose & Crown, St Georges Terrace, 36 Stallard St, Trowbridge BA14 9AA
Dentist	1.5km (0.9 miles)	1.3km (0.8 miles)	Dentalcare Trowbridge, The Clinic, The Halve, Trowbridge BA14 8SA
Doctors / GP	2.7km (1.7 miles)	2.3km (1.4 miles)	Trowbridge Health Centre, Hammersmith Flds, Trowbridge BA14 8LW
Pharmacy	1.3km (0.8 miles)	965m (0.6 miles)	Tesco Pharmacy, County Way, Trowbridge BA14 7AQ
Primary School	1.1km (0.7 miles)	965m (0.6 miles)	Willowbrook Primary School, Broadcloth Ln, Trowbridge BA14 7HE
Secondary School	2.9km (1.8 miles)	2.6km (1.6 miles)	The John of Gaunt School, Wingfield Rd, Trowbridge BA14 9EH
Gym	1.9km (1.2 miles)	1.5km (0.9 miles)	Anytime Fitness Trowbridge, unit c, 27 Fore St, Trowbridge BA14 8EW
Railway Station	2.7km (1.7 miles)	1.9km (1.2 miles)	Trowbridge, Stallard St, Trowbridge BA14 8HW

4.3 Table 4.1 shows that a number of local amenities, such as a primary school, a supermarket, pharmacy and dentist are located within 1.5km (0.9 miles) from the proposed development site. The remainder of local facilities located within the local area are all within a maximum 2.5km

(1.6 miles) distance by walking or cycling, which are also all shorter than the equivalent driving distances, promoting sustainable transport usage.

Walking

- 4.4 There is good quality pedestrian infrastructure within the local area, with footpaths and footways surrounding West Ashton Road, providing direct and convenient pedestrian access to key local services within the town. The proposed site includes a footway on the northern side of the access road which connects with West Ashton Road providing routes to Tesco Extra, Willowbrook Primary school, and a post office; all located within 1.5km of the site.
- 4.5 A Hoggin surfaced footpath is accessible on West Ashton Road immediately south of the proposed development access point, heading east to connect with Leap Gate as well as serving as a leisure route within the open space.
- 4.6 Figure 4.1 below illustrates the area accessible by a 20-minute walk from the site, which is based on an approximate walking speed of 1.4m/s and shows that the eastern side of Trowbridge town centre is within convenient walking distance of the site.

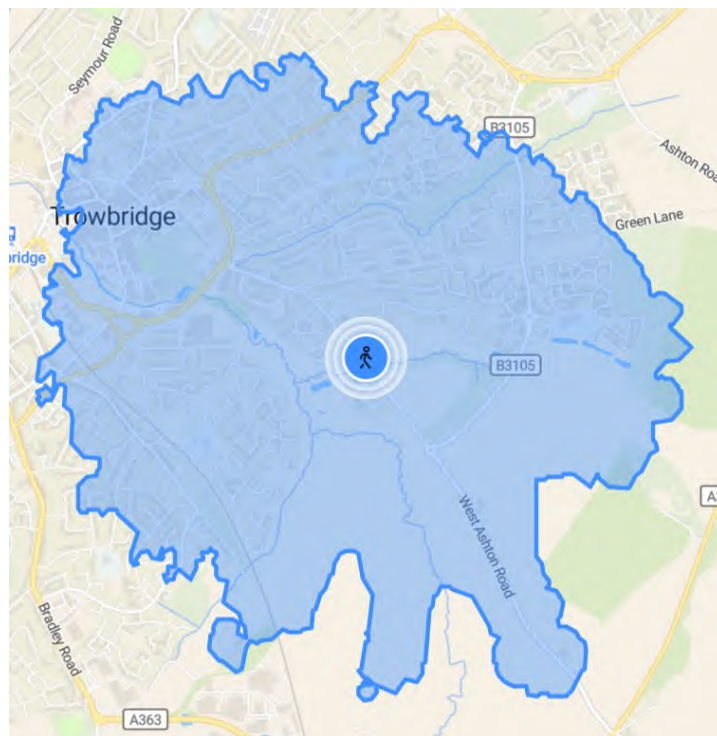


Figure 4.1: Walkable distance accessible from the site in 20 minutes
(Source: TravelTime.com)

Cycling

- 4.7 Local cycling within the area is accommodated via both on-street and off-street routes as illustrated in Figure 4.2.



Figure 4.2: Extract from Trowbridge cycle route map
(Source: ConnectingWiltshire.com)

- 4.8 Figure 4.3 below shows the area accessible by a 20-minute cycle from the site. This is based on an approximate cycle speed of 20kph (12.4mph) and suggests that the entire built-up area of Trowbridge as well as the southern edge of Bradford-on-Avon and outskirts of Westbury is accessible within a 20-minute cycle.



Figure 4.3: Cycle distance accessible from the site in 20 minutes
(Source: TravelTime.com)

- 4.9 All local amenities listed in Table 4.1 are accessible within a 20-minute cycle of the site (based on the abovementioned speed of 20kph).

Public Transport - Bus

- 4.10 The nearest bus stop to the application site, is located along the western side of West Ashton Road, opposite the BP petrol station, approximately 160m from the site access point.
- 4.11 This stop is served by the No. 66 bus service, which is operated by Frome Bus on a circular route. The No. 66 provides a regular service to Trowbridge Town Hall, which runs approximately every 30 minutes Monday to Friday and hourly on Saturdays. The No. 66 stops at Trowbridge Town Hall where connections to other bus services towards Warminster and Corsham are available.

Table 4.2: Local Bus Services in Close Proximity to the Development Site

Service No.	Route	Typical Frequency	Bus Stop
66	Trowbridge Town Hall – West Ashton Garage – Trowbridge Town Hall (circular route around Southeastern Trowbridge)	Monday – Friday = every 30 minutes Saturday = every 1 hour Sunday = No service	The Garage

Public Transport – Rail

- 4.12 The nearest railway station to the site is Trowbridge Train Station, located approximately 2km Northwest of the site. The No. 66 bus service described above, stops within an approximate 10-minute walk from the train station.
- 4.13 Trowbridge Train Station is served by Great Western Railway and provides regular services to Cardiff Central, London Paddington, Bristol Temple Meads, Bath Spa and Westbury approximately every half hour. Other regular services are also available to Weymouth, Portsmouth Harbour, Frome, Salisbury, Gloucester and Swindon.

Table 4.3: Summary of Train Services from Trowbridge Train Station

Destination	Typical Journey Time	Typical Frequency	Weekend Services
Cardiff Central	1h 40m	2 per hour	2 per hour on Saturday – 1 per hour on Sunday
London Paddington	2h	2 per hour	2 per hour on Saturday – 1 per hour on Sunday
Bristol Temple Meads	45mins	2 per hour	3 per hour on Saturday – 1 per hour on Sunday
Bath Spa	25mins	3 per hour	3 per hour on Saturday – 1 per hour on Sunday
Portsmouth Harbour	2h	1 per hour	1 per hour on Saturday and Sunday
Salisbury	40mins	2 per hour	1 per hour on Saturday and Sunday
Frome	20 mins	1 per hour	1 per hour on Saturday – 1 per 2 hours on Sunday
Weymouth	1h 45m	1 per 2 hours	1 per hour on Saturday – 1 per 1-2 hours on Sunday
Gloucester	1h 45m	1 per hour	2 per hour on Saturday and Sunday
Swindon	1h	1 per hour	2 per 2 hours on Saturday – 1 per 2 hours on Sunday
Westbury	10 mins	3-4 per hour	2-3 per hour on Saturday – 2 per hour on Sunday

- 4.14 Sheltered and secure cycle stands are available on both platforms of Trowbridge railway station. Bicycles can also be taken on all services from Trowbridge.

5.0 PREDICTED VEHICLE TRIP GENERATION

Proposed Trip Generation

- 5.1 In order to predict the level of trip generation associated with the proposed development, reference has been made to the *TRICS* database (Version 8.26.3) with the category '*Residential - Mixed Private / Affordable Housing*' selected.
- 5.2 During the filtering process, sites with 100 dwellings or more and/or located in the town centre or on the edge of the town centre were removed, as well as surveys undertaken over the weekend. The survey selection included sites within England (excluding London), Wales, and Scotland. This resulted in a total of 39 sites being selected after the initial filtering process. Following a review of each site, a further 12 sites were removed as:
- five had higher levels of local public transport provision;
 - five lacked local amenities in close proximity;
 - one was located near a holiday park; and
 - one had no local public transport provision.
- 5.3 The assessment and filtering process resulted in 27 survey sites being selected from the *TRICS* database with comparable characteristics to the development site.
- 5.4 The *TRICS* analysis resulted in predicted vehicle trip generation rates per dwelling for the proposed development. The derived average weekday AM and PM peak hour trip generation rates are summarised in Table 5.1, whilst the resulting volume of vehicle trips for the proposed residential development comprising 40 No. dwellings is provided in Table 5.2. The full *TRICS* data is included within Appendix 6 of this Report.

Table 5.1: Vehicle Trip Generation Rates for Proposed Residential Development (per dwelling)

Mixed Private/Affordable Housing	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	0.132	0.358	0.490
PM Peak Hour (17:00-18:00)	0.304	0.153	0.457
12-hour Day (07:00-19:00)	2.168	2.236	4.404

Table 5.2: Predicted Volume of Vehicle Trips for Proposed Residential Development (40 dwellings)

Mixed Private/Affordable Housing	Arrivals	Departures	Total
AM Peak Hour (08:00-09:00)	5 vph	14 vph	19 vph
PM Peak Hour (17:00-18:00)	12 vph	6 vph	18 vph
12-hour Day (07:00-19:00)	87 vpd	89 vpd	176 vpd

vph = vehicles per hour vpd = vehicles per day

- 5.5 Table 5.2 suggests that a total of 19 two-way vehicle movements could be generated in the AM peak and 18 two-way vehicle movements in the PM peak period. This is a modest level of trip generation, which equates to an average of just one vehicle movement every 3 minutes in the peak hour periods. This is unlikely to materially impact the operation of the local highway network, therefore, no further analysis is deemed necessary.

6.0 TRAVEL PLAN STATEMENT

- 6.1 This Section outlines a range of proposed Travel Plan measures that will be implemented to encourage residents to travel to and from the site using sustainable modes of transport. The proposed measures are considered appropriate in policy terms and proportionate to the scale of development. They also demonstrate the developer's commitment to reducing the impact of the development on the local highway network and the wider environment by promoting sustainable travel choices among future residents.

Measures

- 6.2 The developer will implement the following up-front measures to support sustainable travel:
- provision of cycle storage for residents in accordance with Wiltshire Council's cycle parking standards; and
 - distribution of a Travel Information Pack to each household.

Travel Information Pack

- 6.3 The Travel Information Pack will include the following:
- a statement from the developer confirming their commitment to sustainable travel;
 - information highlighting the health and wellbeing benefits of walking and cycling, with reference to relevant websites such as www.walkwheelcycletrust.org.uk and www.nhs.uk/live-well/exercise/exercise-health-benefits;
 - maps illustrating local walking and cycling routes, including connections to nearby services and facilities such as the nearest bus stops and shops;
 - details of local cycle training opportunities, cycle retailers and local walking/cycling groups;
 - information on car sharing schemes, including how to participate and the associated benefits;
 - site-specific public transport information, including local bus services, route maps, timetables, fares, and operator contact details;
 - details of relevant public transport apps and websites;
 - contact information for local taxi services. Using a taxi avoids the need to use a private car as means of travel and it can be shared with other residents and friends/family wherever possible; and
 - guidance on where to obtain further travel-related information.
- 6.4 The Travel Information Pack will also promote useful online resources, including the Connecting Wiltshire website, to support sustainable travel choices.

Minimising Single Occupancy Travel

- 6.5 Residents will be encouraged to use sustainable transport options through the information provided in the Travel Information Pack. The advantages of car sharing will also be highlighted.

Promotion of Walking & Cycling

- 6.6 The following measures will support walking and cycling:
- provision of safe and secure cycle parking facilities for each dwelling (to be secured via planning condition);
 - inclusion of maps within the Travel Information Pack showing local walking and cycling routes (both formal signed routes and cyclist recommended routes);
 - information on nearby amenities, including distances and estimated walking and cycling times; and
 - promotion of route-planning apps such as Go Jauntly, Plotaroute and Strava.
- 6.7 The Travel Information Pack will also emphasise the health and financial benefits of walking and cycling, including increased physical activity, reduced fuel costs and lower carbon emissions.
- 6.8 Cycle training is available in Wiltshire through the Bikeability programme, which offers progressive training levels ranging from traffic-free environments to on-road cycling. Training for children is typically delivered through schools, while adults can register independently. Further information regarding the different training sessions is available on Connecting Wiltshire's website, which will be promoted within the Travel Information Pack.

Promotion of Public Transport Use

- 6.9 The Travel Information Pack will include details of local bus services, including routes, timetables, and fare options such as season tickets.
- 6.10 Real-time bus information will also be promoted, enabling residents to check live arrival times and reduce waiting periods at bus stops. Many services are equipped with GPS tracking to provide accurate updates.
- 6.11 In addition, the Citymapper app will be promoted which allows users to plan their journey and visualise the amount of time spent walking and on public transport. The app also shows users the frequency of relevant public transport services and has a 'map' feature which directs users to their destination.

Other Measures

- 6.12 Although the aim of the *Travel Plan Statement* is to encourage a reduction in single occupancy car trips, the use of electric vehicles will also be encouraged to further improve environmental sustainability. EV charging points will be provided on-site, as outlined in Section 3.0.

Monitoring

- 6.13 Given the relatively small scale of the development, formal monitoring of travel behaviour through surveys is not considered necessary.
- 6.14 Travel Information Packs will be provided by the Developer at the sales stage, while physical measures such as cycle storage and EV charging infrastructure will be delivered during construction.

7.0 SUMMARY & CONCLUSIONS

- 7.1 This *Transport Statement* has been prepared by Cole Easdon Consultants Limited (CE) on behalf of Hills Homes Development Ltd to support a planning application for the construction of a residential development comprising 40 dwellings on land at Uplands, West Ashton Road, Trowbridge, Wiltshire.
- 7.2 This Report has considered the highway and transportation matters associated with the proposed development, including an appraisal of the local highway network and personal injury accident record, an analysis of the site's accessibility by sustainable transport modes and proximity to local services and facilities, parking provision and access arrangements, and the predicted vehicle trip generation.
- 7.3 The findings of this Report are summarised as follows:
- the application seeks permission for the construction of 40 dwellings;
 - the site is located on the southeastern edge of Trowbridge;
 - access into the site will be via a new priority-controlled T-junction arrangement on West Ashton Road;
 - visibility splays at the proposed site access have been calculated in accordance with recorded vehicle speeds on West Ashton Road and can be readily achieved in both directions;
 - the site access includes a 2m wide footway on the northern side continuing through the site;
 - the local highway network exhibits a good road safety record and there are no highway safety reasons to preclude the development as proposed;
 - car and cycle parking numbers proposed on site are compliant with the standards set out by Wiltshire Council;
 - each dwelling will contain a cycle store in their garden or will have a garage large enough to meet the requirements for cycle storage;
 - each dwelling will be provided with a bin store within their respective gardens and swept path analysis demonstrates that a refuse vehicle can safely negotiate around the site;
 - swept path analysis also shows that a family-sized car can enter and egress the proposed parking spaces safely and efficiently;
 - the site benefits from being located within an accessible location;
 - there is good quality walking infrastructure within the local area facilitating access to local amenities;

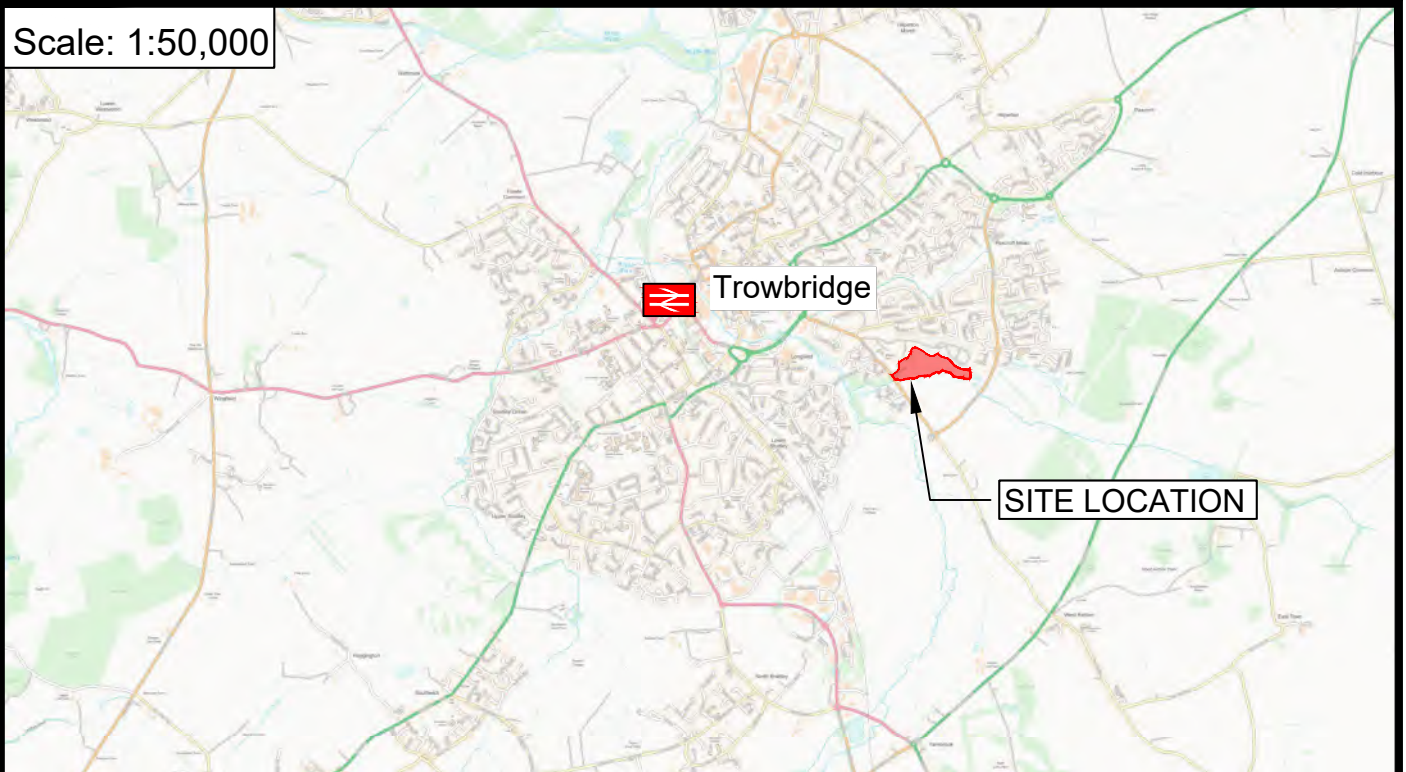
- there are nearby bus services that connect the site to Trowbridge town centre, including allowing for walkable access to Trowbridge train station which offers services to a wide range of destinations;
- an assessment of vehicle trip generation indicates that the proposed development is predicted to generate 19 and 18 two-way vehicle trips in the AM and PM peak hour periods respectively, which is unlikely to materially impact the operation of the existing local highway network; and
- a range of Travel Plan measures are proposed to encourage future residents of the site to travel to and from the site using sustainable modes of transport.

7.4 Based on the information provided above, and when assessing the proposal in the context of the *National Planning Policy Framework* (December 2024), it is concluded that there will be no severe residual cumulative impacts resulting from the development, nor an unacceptable impact on highway safety. Therefore, this application should not be prevented or refused on highway grounds.

Cole Easdon Consultants Limited
June 2026

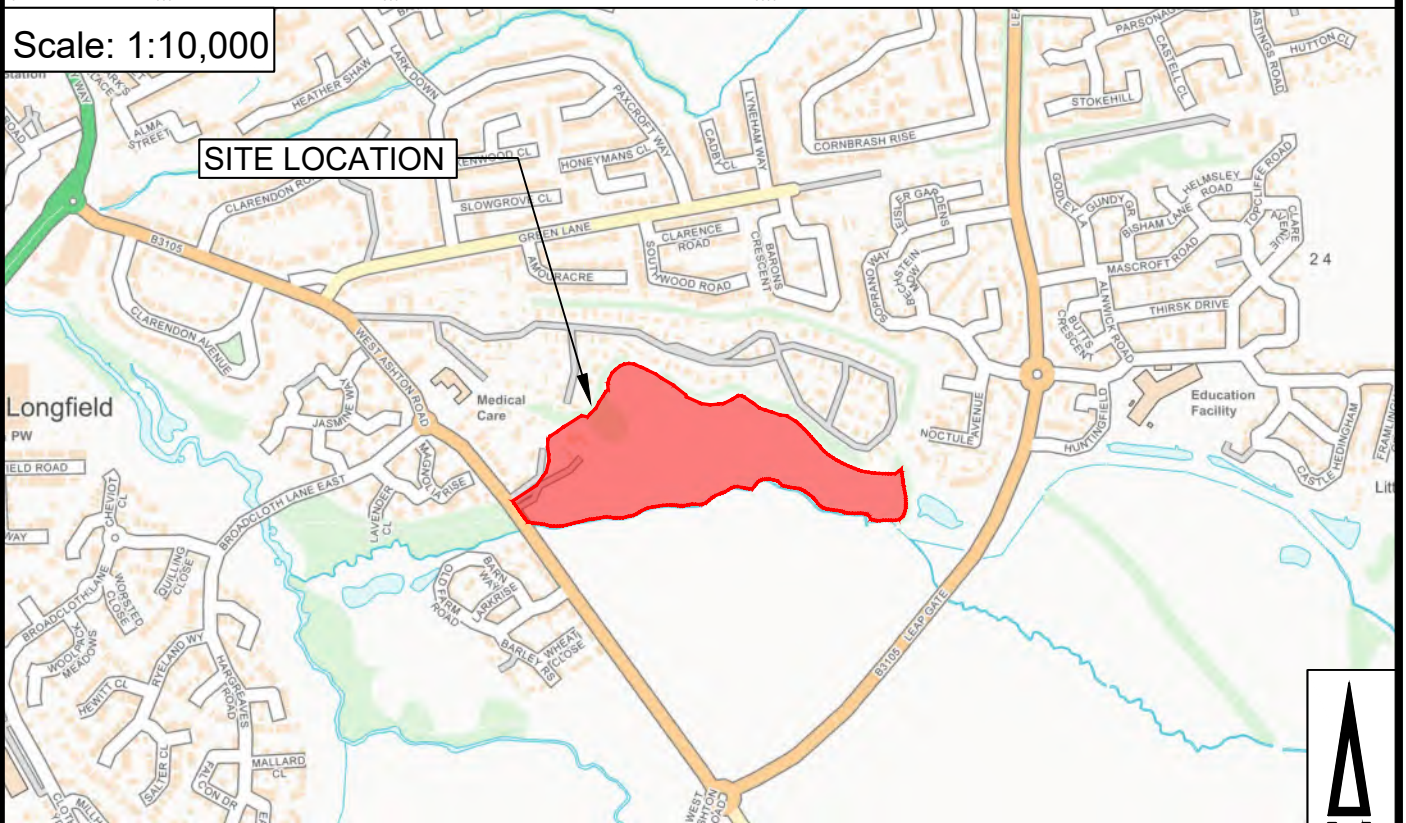
Appendix 1

Scale: 1:50,000



Scale 1:50,000
0 1000m 2500m 5000m

Scale: 1:10,000



Contains OS Data © Crown
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Scale 1:10,000
0 100m 250m 500m 1000m

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Job Title:

Uplands
Trowbridge
Wiltshire

Drawing Title:

Site Location Plan

Client:

Hills UK Ltd

Drawn By

MH

Checked By

CS

Date Drawn

April 2026

Drawing No.

9740/200

Drawing Status:

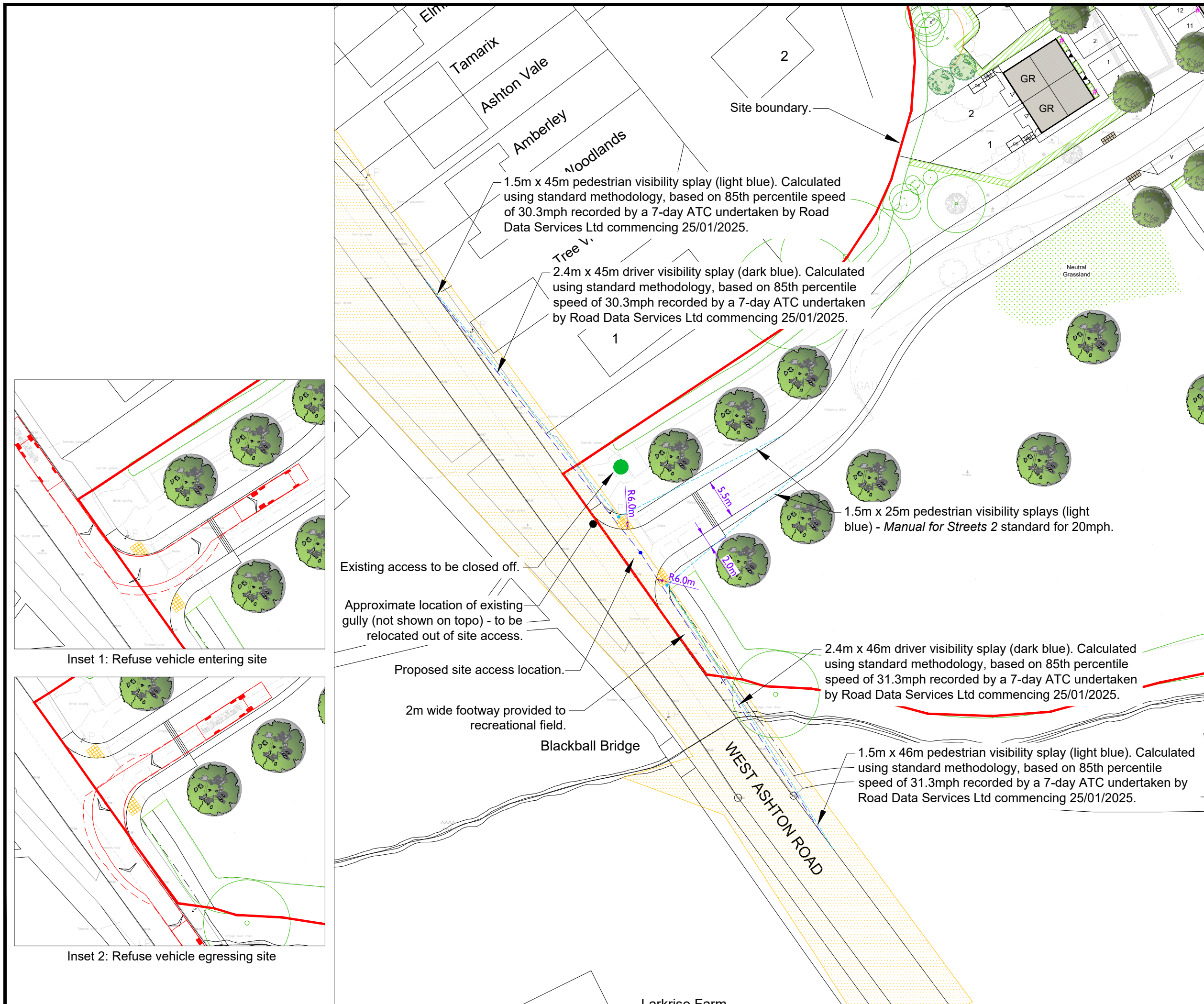
FOR COMMENT	
FOR PLANNING	
FOR TENDER	
FOR APPROVAL	
FOR CONSTRUCTION	
AS BUILT	

Scale

As Shown (A4)

Revision

-



N

Key:

Extent of Public Highway

Vehicle tyre tracks

Vehicle body overhang

10.8

4.18

4.32

3.5

Phoenix 2-23V (with Elite 2 6x2MS chassis) Wilts
Overall Length 10.800m
Overall Width 2.400m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.250m

REFERENCE DRAWINGS:

Drawing No.	Drawing Title	Revision	Date	Company
3164-150	Proposed Site Plan	F	30.04.2026	Ion Sullivan Architecture Ltd
APLS-0609-001	Topographic Survey	-	November 2017	AP Land Surveys

B	CH	30.06.26	Updated site layout
A	CH	20.04.26	Updated to RSA1 comments

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Client

Hills UK Ltd

Job Title

Uplands
Trowbridge
Wiltshire

Drawing Title

Site Access Detail & Visibility Splays

Drawing Status:

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

CONSTRUCTION AT CLIENT / CONTRACTOR RISK

Designed by:

CH

Checked by:

JBF

Date

February 2025

Scale

1:500 (A3)

Dwg. No.

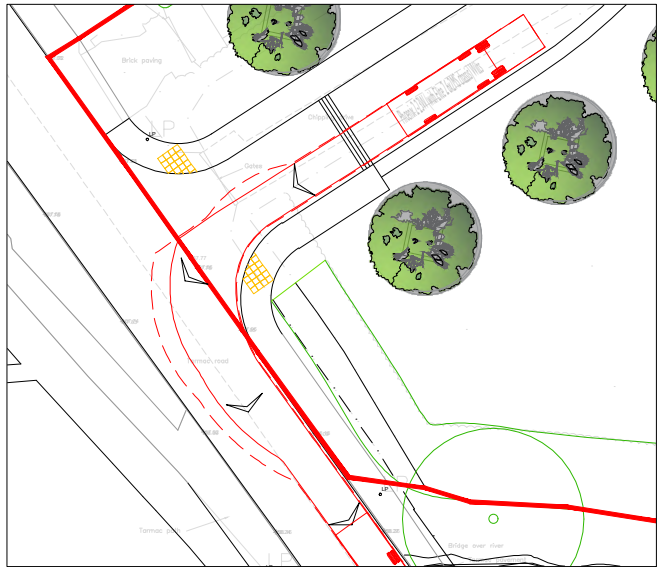
9740/201

Rev.

B



Inset 1: Refuse vehicle entering site



Inset 2: Refuse vehicle egressing site



Viewport 1: Estate car accessing parking space for Plot 3



Viewport 2: Estate car accessing parking space for Plot 6



Viewport 3: Estate car accessing parking space for Plot 13



Viewport 4: Estate car accessing parking space for Plot 23



Viewport 5: Estate car accessing parking space for Plot 26



Viewport 6: Estate car accessing parking space for Plot 34



Key:



Vehicle tyre tracks



Vehicle body overhang



Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

REFERENCE DRAWINGS:				
Drawing No.	Drawing Title	Revision	Date	Company
3164-150	Proposed Site Plan	F	30.04.2026	Ion Sullivan Architecture Ltd

A CH 30.06.26 Updated site layout

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Client
Hills UK Ltd

Job Title
Uplands
Trowbridge
Wiltshire

Drawing Title
Swept Path Analysis - Estate Car

Drawing Status:				
FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION
				AS BUILT

CONSTRUCTION AT CLIENT / CONTRACTOR RISK

Designed by:	CH	Drawn by:	CS	Checked by:
--------------	----	-----------	----	-------------

Date:	April 2026	Scale:	1:500 (A3)
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Dwg No:	9740/202	Rev:	A
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Viewport 1: Delivery van turning by Plot 7



Viewport 2: Delivery van turning by Plot 34



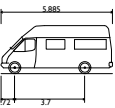
Key:



Vehicle tyre tracks



Vehicle body overhang



4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

REFERENCE DRAWINGS:				
Drawing No.	Drawing Title	Revision	Date	Company
3164-150	Proposed Site Plan	F	30.04.2026	Ian Sullivan Architecture Ltd

A CH 30.06.26 Updated site layout

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Client
Hills UK Ltd

Job Title
Uplands
Trowbridge
Wiltshire

Drawing Title
Swept Path Analysis - Delivery Van

Drawing Status:				
FOR COMMENT	FOR PLANNING	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION

CONSTRUCTION AT CLIENT / CONTRACTOR RISK

Designed by: CH Checked by: CS

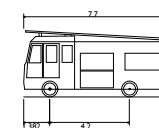
Date: April 2026 Scale: 1:500 (A3)

Dwg No. 9740/203 Rev. A



Key:

- Vehicle tyre tracks
- Vehicle body overhang
- 45m pumping radii



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.510m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

REFERENCE DRAWINGS:				
Drawing No.	Drawing Title	Revision	Date	Company
3164-150	Proposed Site Plan	F	30.04.2026	Ion Sullivan Architecture Ltd

A | CH | 30.06.26 | Updated site layout

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Client
Hills UK Ltd

Job Title
Uplands
Trowbridge
Wiltshire

Drawing Title
Swept Path Analysis - Fire Tender

Drawing Status:				
FOR COMMENT	FOR TENDER	FOR APPROVAL	FOR CONSTRUCTION	AS BUILT
CONSTRUCTION AT CLIENT / CONTRACTOR RISK				

Designed by: CH
Checked by: CS

Date: April 2026
Scale: 1:1,250 (A3)

Dwg No: 9740/205
Rev: A

Appendix 2

ECOLOGY



Denotes Wall Mounted Electric Vehicle Charging Station



Denotes Bollard Electric Vehicle Charging Station

Housetype Schedule: (NDSS COMPLIANT)
Private Housing

GR	2 Bed House	8 no
MI	3 Bed House	9 no
NE	3 Bed House	4 no
FO	4 Bed House	1 no
TI	4 Bed House	1 no
CH	4 Bed House	5 no

Total 28 no

Affordable Housing

1BF	1 Bed Flats	2 no
2BH	2 Bed House	3 no
3BH	3 Bed House	6 no
4BH	4 Bed House	1 no

Total 12 no

Total 40 no units

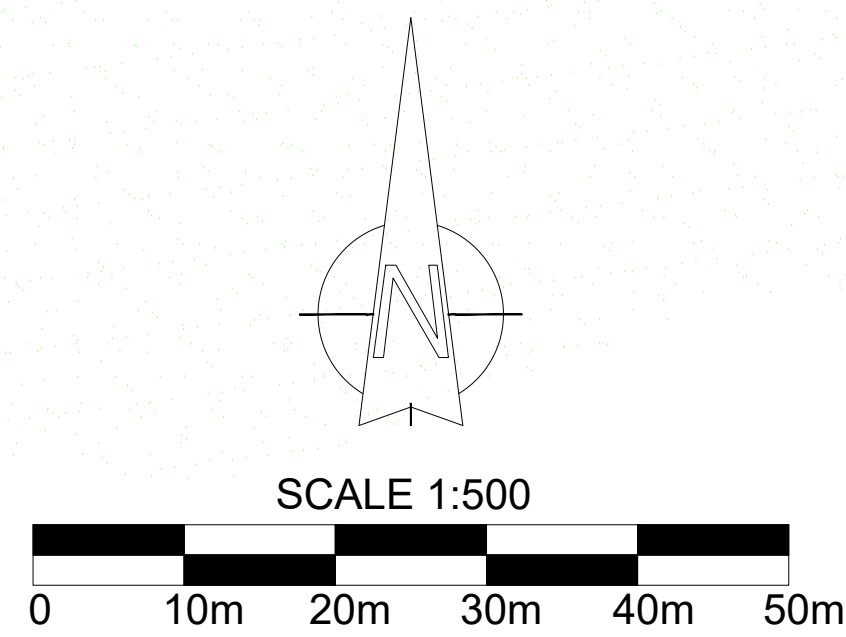
Site Area - 57,413m²

LEGEND

- Site Boundary
- Existing Indicative Tree Planting
- Existing Indicative Hedge / Shrub Planting
- Area to be Tarmac
- Area to be Shared Surface
- Area to be Permeable Block Paving
- Area to be Grass
- Area to be Neutral Grassland
- Area to be Modified Grassland
- Area to be Permeable Block Paving (Driveways Only)
- Denotes Paving Slabs
- Denotes LAP
- Denotes Hoggin Footpath
- Things to be removed
- Proposed Indicative Tree Planting (refer to Landscaping Plan)
- Proposed Indicative Hedge / Shrub Planting (refer to Landscaping Plan)
- 1.8m Screen Wall
- 1.8m Close Boarded Fence
- 600mm Knee Rail Fence
- Primary Access Door
- Secondary Access Door
- Access Gate
- Visitor Parking
- 1m Wide Block Setts
- Denotes Bin Storage
- Denotes Collection Point
- Denotes Cycle Storage
- Denotes Feature Window added to Housetypes



F	30.04.2026	Updated in accordance with latest Reckless Orchard soft landscaping design.
E	21.04.2026	Pedestrian crossover repositioned.
D	20.04.2026	Existing trees & hedges updated to match latest GE survey. Plots 13, 18 & 34 handed. Feature windows updated to match latest Housetypes. Plot 5 garage repositioned. Hoggin footpath added. Landscaping updated to match Reckless Orchard design. Housetype substitution for Plots 6, 7 & 16.
C	18.03.2026	Plots 11-12, 17, 18, 19, 29, 30 & 40 handed. Canopies updated to match latest Housetypes.
B	10.03.2026	Updated in accordance with latest clients comments.
A	05.03.2026	Updated in accordance with latest clients comments.
Rev	Date	Description



•All drawings are copyright
•Report all discrepancies to project administrator
•Do not scale drawing for construction purposes
•All dimensions to be checked on site

Project Title
**Uplands,
West Ashton Road,
Trowbridge,
BA14 6DW**

Client
Hills Homes Ltd

Ian Sullivan Architecture Ltd

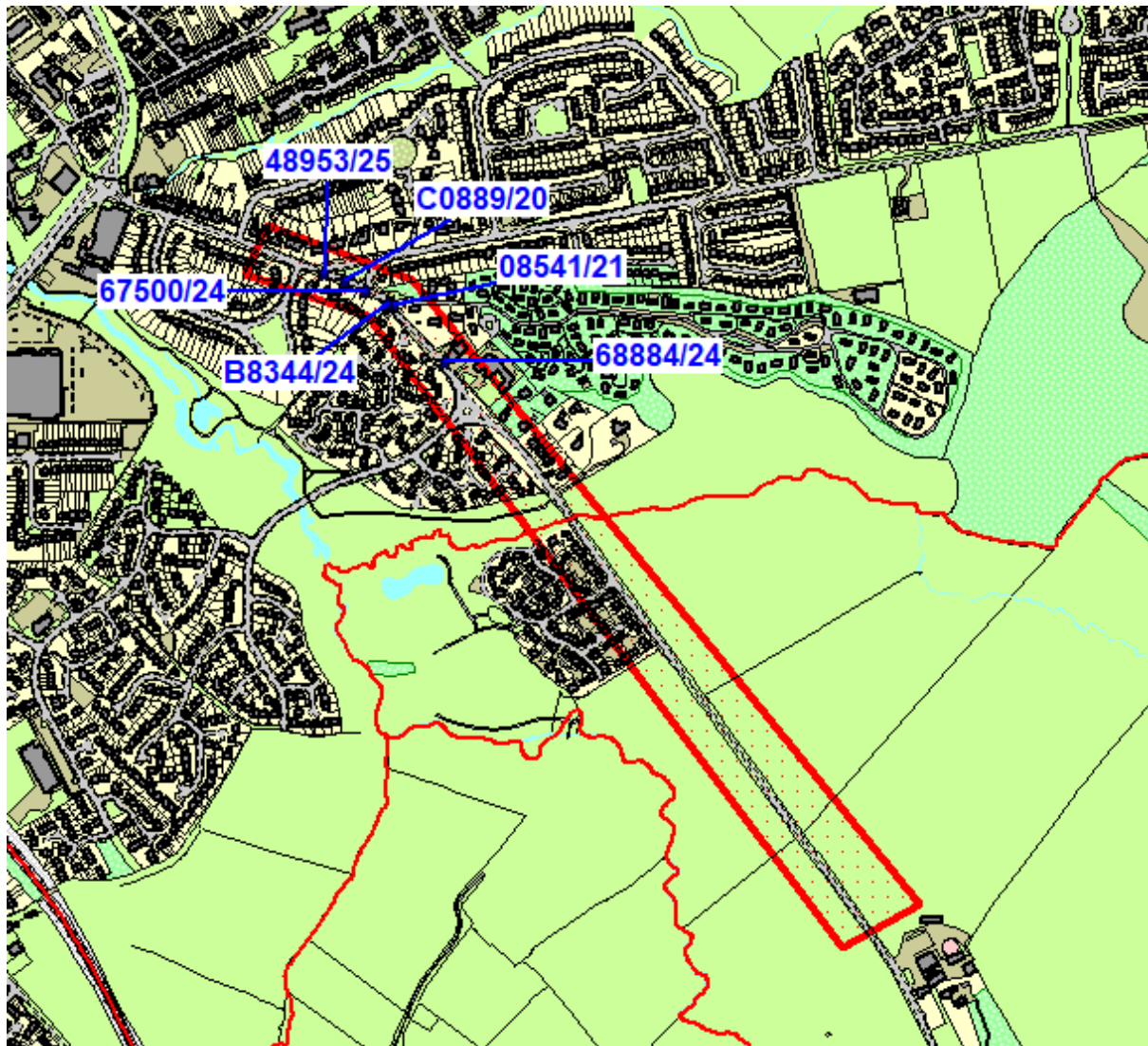
101 Victoria Road, Swindon, Wiltshire SN1 3BD
Tel/Fax: 01793 612663 - E-mail: ian.sullivan@btconnect.com

Drawing Title
PROPOSED SITE PLAN

Job No	Drawing No	Rev
3164	150	F
Scale	Drawn	Client
1 : 500 @ A0	CE	ISA
Date	Feb' 2026	

Appendix 3

Collisio Data Map – 01/07/2020-30/06/2025





Accidents between dates: 01/07/2020 and 30/06/2025

Notes:

Selection: ; Refined using Accidents within selected Polygons -ONE OFFS 8 (WEST ASHTON RD)

Selected Polygon:WEST ASHTON RD

08541/21	27/01/2021	Wednesday	1500	Daylight	Other	Vehs: 2	Cas: 1
Slight	Unclassified	Speed limit: 30		Unknown	Road surface Wet/Damp	E386449	N157631
Junction detail:	Private road/drive				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

WEST ASHTON ROAD, LODGE COURT, TROWBRIDGE, WILTSHIRE

V1 (CAR) TRAV SE. V2 (CYCLE) NW. V1 HAS CUT CORNER AND COLLIDED W/ N/S ON P/MENT. JT.

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

Vehicle 1	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Poor turn or manoeuvre	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car

Age: 57 Male

Turning left		VRM: V795MVY
Travelling NW - SE	Impact: Nearside	Breath test: Negative
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Vehicle hit but failed to stop
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Journey as part of work

Vehicle 2 : Pedal Cycle (Including pedal assisted electric bicycles)

Age: 38 Male

Going ahead other		VRM:
Travelling SE - NW	Impact: Nearside	Breath test: Negative
Location Lane: Footway/pavement	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Journey as part of work

Casualty 1: Driver / Rider

Age: 38 Male

Slight

Seatbelt: Not applicable

67500/24	10/06/2024		1448	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Slight	B 3105	Speed limit: 30		Single carriageway	Road surface Dry	E386414	N157651
Junction detail:	T or staggered junction				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

B3105 WEST ASHTON RD AT JCT WITH UC GREEN LANE, TROWBRIDGE. EM

V1 (CAR) TRAV NE. V2 (M/CYCLE) TRAV NW. V1 HAS GONE TO TURN RIGHT AT JCT AS V2 WAS FILTERING TRAFF. V2 COLLIDED FRONT WITH V1 O/S. EM

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

Vehicle 1	Possible	Failed to look properly	Vehicle 2	Possible	Travelling too fast for conditions
Vehicle 1	Possible	Failed to signal/Misleading signal	Vehicle 2	Possible	Failed to look properly
Vehicle 2	Possible	Stationary or parked vehicle	Not Coded	Not Coded	Not coded



Accidents between dates: 01/07/2020 and 30/06/2025

Notes:

Selection: ; Refined using Accidents within selected Polygons -ONE OFFS 8 (WEST ASHTON RD)

Vehicle 1 : Car		Age: 21 Male
Turning right		VRM: BT15GYE
Travelling SE - NE	Impact: Offside	Breath test: Negative
Location Lane: On main carriageway	Junction location: Mid Junction - on roundabout or main road	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Commuting to/from work

Vehicle 2 : Motorcycle over 500cc		Age: 46 Male
Overtaking stationary vehicle offside		VRM: GF17XAJ
Travelling SE - NW	Impact: Front	Breath test: Negative
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other

Casualty 1: Driver / Rider		Age: 46 Male	Slight
Seatbelt: Not applicable			

68884/24	08/06/2024	1700	Daylight	Fine - no high winds	Vehs: 2	Cas: 1
Slight	B 3105	Speed limit: 30	Single carriageway	Road surface Dry	E386515	N157557
Junction detail:	Private road/drive			Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled			Carriageway hazards: None		
Did officer attend:	Member of public reported at police station			Crossing control: None in 50m / not controlled		
				Special Conditions: None		

B3105 WEST ASHTON RD AT LODGE SERVICE STATION, TROWBRIDGE. EM

V1 (M/CYCLE) TRAV SE. V2 (CAR) TRAV NW. V1 HAS MOVED OFF TO ENTER C/WAY AS V1 HAS DONE THE SAME, CUTTING ACROSS V2. V1 COLLIDED N/S WITH V2 FRONT. V1 RIDER DISPLACED. EM

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

Vehicle 1	Possible	Failed to look properly	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Motor Cycle over 50 cc and up to 125cc		Age: 60 Male
Turning left		VRM: WN23FPG
Travelling NE - SE	Impact: Nearside	Breath test: Driver not seen at time of RTA
Location Lane: On main carriageway	Junction location: Entering main road	Hit and Run: Not hit and run
Skid: Overturned	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown
Casualty 1: Driver / Rider		Age: 60 Male
Seatbelt: Not applicable		Slight

Vehicle 2 : Car		Age: Unknown
Waiting to turn right		VRM:
Travelling NE - NW	Impact: Front	Breath test: Driver not seen at time of RTA
Location Lane: On main carriageway	Junction location: Entering main road	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown



INTERPRETED LISTING REPORT

Run on: 14/04/2026 08:49:40

Accidents between dates: 01/07/2020 and 30/06/2025

Selection: ; Refined using Accidents within selected Polygons -ONE OFFS 8 (WEST ASHTON RD)

Notes:

B8344/24	07/10/2024	1554	Daylight	Fine - no high winds	Vehs: 2	Cas: 2
Slight	Unclassified	Speed limit: 30	Single carriageway	Road surface Dry	E386442	N157634
Junction detail:	T or staggered junction			Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled			Carriageway hazards: None		
Did officer attend:	Officer attended the collision			Crossing control: None in 50m / not controlled		
				Special Conditions: None		

UC WEST ASHTON RD, AT JCT WITH LODGE COURT, TROWBRIDGE. SMO

V1(CAR) TRAV NW. V2(CAR) TRAV SE. V1 HAS PULLED OUT OF JCT INTO PATH OF V2. V1 HAS COLLIDED FRONT O/S WITH V2 FRONT O/S. SMO

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

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

Vehicle 1 : Car

Age: 60 Male

Turning right	VRM: WU72ZHZ
Travelling E - NW	Impact: Offside
Location Lane: On main carriageway	Junction location: Entering main road
Skid: Did not skid, jack-knife or overturn	No tow / articulation
Hit object In/Off c'way: None/None	Journey: Other

Casualty 2: Vehicle Passenger

Age: 60 Female

Slight

Seatbelt: Unknown

Vehicle 2 : Car

Age: 31 Female

Going ahead other	VRM: YH60WFF
Travelling NW - SE	Impact: Offside
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach
Skid: Did not skid, jack-knife or overturn	No tow / articulation
Hit object In/Off c'way: None/None	Journey: Other

Casualty 1: Driver / Rider

Age: 31 Female

Slight

Seatbelt: Unknown

48953/25	21/04/2025	1745	Daylight	Fine - no high winds	Vehs: 2	Cas: 2
Slight	C 49	Speed limit: 30	Single carriageway	Road surface Dry	E386360	N157672
Junction detail:	T or staggered junction			Crossing facilities: Pedestrian phase at traffic signal junction		
Junction Control:	Give way or Uncontrolled			Carriageway hazards: None		
Did officer attend:	Member of public reported via web			Crossing control: None in 50m / not controlled		
				Special Conditions: None		

C49 WEST ASHTON RD AT JCT WITH UC GREEN LNE, TROWBRIDGE. EM

V1 (CAR) AND V2 (CAR) TRAV SE. V2 SLOWED FOR TRAFF AND V1 FAILED TO SLOW. V1 COLLIDED FRONT WITH V2 REAR. V1 FTS. EM

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

Vehicle 1	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Vehicle 1	Very likely	Careless/Reckless/In a hurry	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded



Accidents between dates: 01/07/2020 and 30/06/2025

Notes:

Selection: ; Refined using Accidents within selected Polygons -ONE OFFS 8 (WEST ASHTON RD)

Vehicle 1 : Car		Age: Unknown
Going ahead other		VRM:
Travelling NW - SE	Impact: Front	Breath test: Driver not seen at time of RTA
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Vehicle hit but failed to stop
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown
Vehicle 2 : Car		Age: 31 Male
Slowing or Stopping		VRM: YH58JFE
Travelling NW - SE	Impact: Back	Breath test: Driver not seen at time of RTA
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Other
Casualty 1: Driver / Rider		Age: 31 Male Slight
Seatbelt: Worn but not independently confirmed		
Casualty 2: Vehicle Passenger		Age: 31 Female Slight
Seatbelt: Worn but not independently confirmed		

C0889/20	05/12/2020	Saturday	2000	Darkness: street lights present and lit	Fine - no high winds	Vehs: 3	Cas: 1
Slight	A 4	Speed limit: 40		Single carriageway	Road surface Wet/Damp	E386386	N157661
Junction detail:	T or staggered junction				Crossing facilities: No crossing facility within 50 metres		
Junction Control:	Give way or Uncontrolled				Carriageway hazards: None		
Did officer attend:	Officer attended the collision				Crossing control: None in 50m / not controlled		
					Special Conditions: None		

A4 WEST ASHTON ROAD, TROWBRIDGE, WILTSHIRE

V1 (CAR) TRAV E. V2 (CAR) TRAV E. V3 (CAR) STATIONARY. V3 WAITING TO TURN RIGHT INTO PRIVATE DRIVEWAY.

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

Vehicle 3	Very likely	Failed to look properly	Not Coded	Not Coded	Not coded
Vehicle 3	Very likely	Swerved	Not Coded	Not Coded	Not coded
Not Coded	Not Coded	Not coded	Not Coded	Not Coded	Not coded

Vehicle 1 : Car		Age: 29 Male
Slowing or Stopping		VRM: Y84MAW
Travelling NW - SE	Impact: Nearside	Breath test: Negative
Location Lane: On main carriageway	Junction location: Approaching junction/Parked at approach	Hit and Run: Not hit and run
Skid: Did not skid, jack-knife or overturn	No tow / articulation	Left hand drive: No
Hit object In/Off c'way: None/None		Journey: Unknown



INTERPRETED LISTING REPORT

Run on: 14/04/2026 08:49:40

Accidents between dates: 01/07/2020 and 30/06/2025

Notes:

Selection: ; Refined using Accidents within selected Polygons -ONE OFFS 8 (WEST ASHTON RD)

Vehicle 2 : Car

Age: 42 Male

Held up waiting to go ahead

VRM: WN67WOV

Travelling NW - SE

Impact: Offside

Breath test: Negative

Location Lane: On main carriageway

Junction location: Approaching
junction/Parked at approach

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

No tow / articulation

Left hand drive: No

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

Journey: Unknown

Casualty 1: Vehicle Passenger

Age: 18 Female

Slight

Seatbelt: Unknown

Vehicle 3 : Car

Age: 25 Male

Waiting to turn right

VRM: MX08ZZU

Travelling NW - SE

Impact: Back

Breath test: Negative

Location Lane: On main carriageway

Junction location: Approaching
junction/Parked at approach

Hit and Run: Not hit and run

Skid: Did not skid, jack-knife or overturn

No tow / articulation

Left hand drive: No

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

Journey: Unknown



Accidents between dates: 01/07/2020 and 30/06/2025

Selection: ; Refined using Accidents within selected Polygons -ONE OFFS 8 (WEST ASHTON RD)

Notes:

Accidents involving:

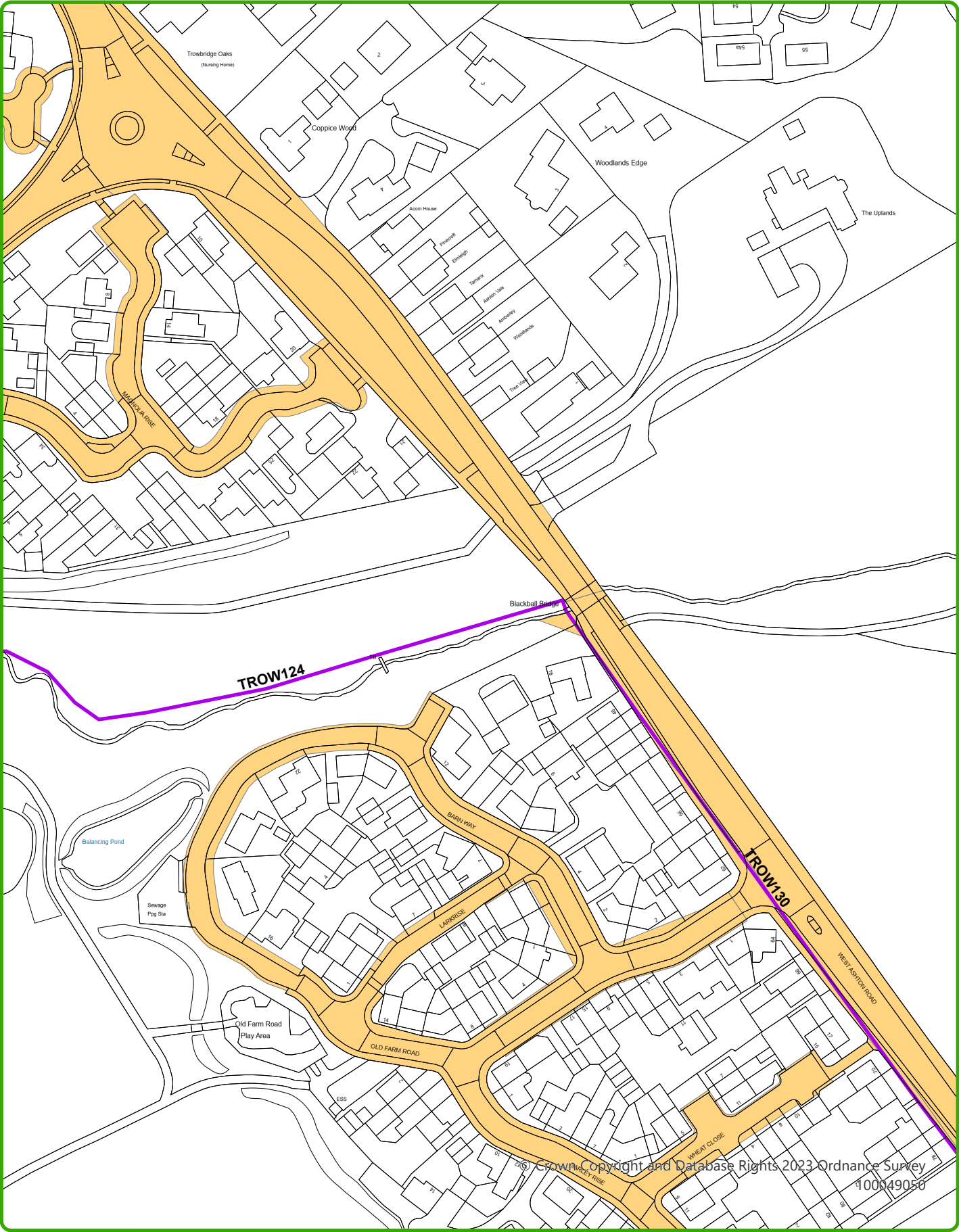
	Fatal	Serious	Slight	Total
Motor Vehicles Only	0	0	3	3
2-wheeled motor vehicles	0	0	2	2
Pedal Cycles	0	0	1	1
Horses & Other	0	0	0	0

Total Accidents	0	0	6	6
------------------------	----------	----------	----------	----------

Casualties:

	Fatal	Serious	Slight	Total
Vehicle Driver	0	0	2	2
Vehicle Passenger	0	0	3	3
Motorcycle rider	0	0	2	2
Cyclist	0	0	1	1
Pedestrians	0	0	0	0
Other	0	0	0	0
Total	0	0	8	8

Appendix 4



Please Note
The highway extent shown on this plan has been prepared for the property named above.
The extent shown cannot be relied upon for any highways that do not abut or serve the property.

Project Number: **9740**
Project Name: **Uplands, Trowbridge, Wiltshire**
Junction Location: **Proposed Site Access off West Ashton Road**
Speed Survey Source: **7-day ATC survey w/c 25/01/25 by Road Data Services Ltd**

Vehicle Category: **Light Vehicles***
Prepared By: **CH**
Checked By: **CC**
Date: **16/02/2025**

Direction 1 Orientation: **Southeastbound towards junction**
Direction 1 Approach Gradient: **-3%**
Direction 1 85th Percentile Wet-Weather Speed: **30.31mph**
SSD ($vt + v^2/2[d+0.1a]$): **43m** (rounded to nearest m)
SSD Including for Bonnet Length (2.4m): **45m** (rounded to nearest m)

Where:
 $v =$ **13.55m/s**
 $t =$ **1.5s**
 $d =$ **4.41m/s²**
 $a =$ **-3%**

Direction 2 Orientation: **Northwestbound towards junction**
Direction 2 Approach Gradient: **-1%**
Direction 2 85th Percentile Wet-Weather Speed: **31.31mph**
SSD ($vt + v^2/2[d+0.1a]$): **44m** (rounded to nearest m)
SSD Including for Bonnet Length (2.4m): **46m** (rounded to nearest m)

Where:
 $v =$ **14m/s**
 $t =$ **1.5s**
 $d =$ **4.41m/s²**
 $a =$ **-1%**

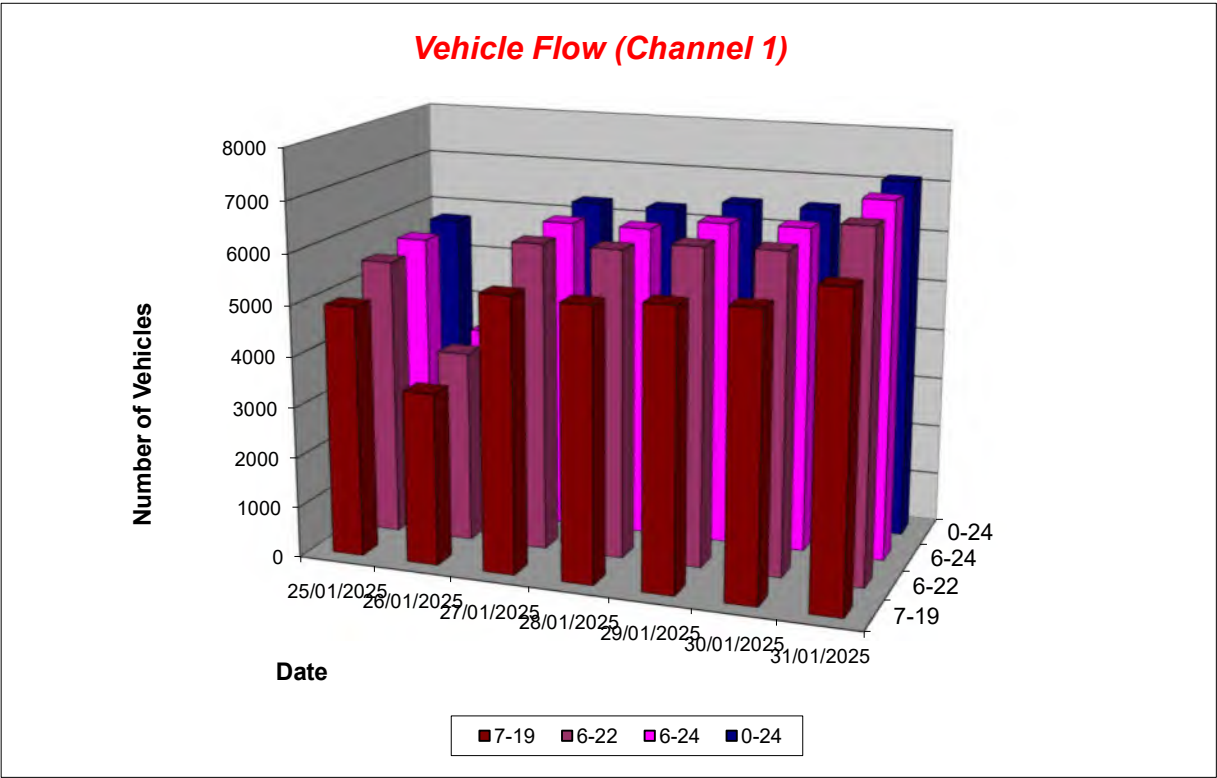
*Note: Manual for Streets 2 states in paragraph 10.1.8 that 'bus/HGV SSD should not need to be assessed when the combined proportion of HGV and bus traffic is less than 5% of traffic flow, subject to consideration of local circumstances'.

Trowbridge ATC 1, West Ashton Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northwestbound Vehicle Flow Week 1

Hr Ending	25/01/2025 Saturday	26/01/2025 Sunday	27/01/2025 Monday	28/01/2025 Tuesday	29/01/2025 Wednesday	30/01/2025 Thursday	31/01/2025 Friday	Weekday Average	Average
1	36	43	13	13	12	7	12	11	19
2	15	20	6	3	1	9	3	4	8
3	10	17	9	10	5	4	3	6	8
4	10	6	5	7	2	3	3	4	5
5	9	11	8	17	13	5	9	10	10
6	21	22	73	53	64	42	52	57	47
7	44	29	133	149	136	121	124	133	105
8	126	63	369	443	437	357	337	389	305
9	245	95	677	628	671	697	670	669	526
10	404	239	408	417	421	397	429	414	388
11	471	405	385	313	361	420	419	380	396
12	539	422	416	388	341	335	417	379	408
13	527	418	356	412	385	374	470	399	420
14	456	400	311	362	317	331	494	363	382
15	514	370	491	425	431	449	536	466	459
16	490	310	614	584	599	633	700	626	561
17	410	252	525	527	543	567	554	543	483
18	424	223	528	481	569	575	612	553	487
19	359	217	358	411	442	456	455	424	385
20	219	149	262	281	279	264	289	275	249
21	132	126	152	164	182	196	194	178	164
22	141	82	105	108	152	125	161	130	125
23	92	46	78	60	92	86	134	90	84
24	47	19	27	38	40	38	54	39	38
7-19	4965	3414	5438	5391	5517	5591	6093	5606	5201
6-22	5501	3800	6090	6093	6266	6297	6861	6321	5844
6-24	5640	3865	6195	6191	6398	6421	7049	6451	5966
0-24	5741	3984	6309	6294	6495	6491	7131	6544	6064



Trowbridge ATC 1, West Ashton Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northwestbound

Average Speed

Week 1

Hr Ending	25/01/2025 Saturday	26/01/2025 Sunday	27/01/2025 Monday	28/01/2025 Tuesday	29/01/2025 Wednesday	30/01/2025 Thursday	31/01/2025 Friday
1	26.1	25.0	28.0	25.5	23.9	29.4	25.8
2	23.6	26.8	28.7	28.2	29.3	29.5	27.1
3	24.9	26.9	22.4	27.2	24.5	23.7	26.2
4	26.5	26.2	27.5	29.2	29.0	28.1	26.8
5	23.9	28.0	25.3	25.6	25.5	27.2	24.4
6	24.6	26.7	25.6	25.0	24.4	24.3	24.9
7	25.7	27.6	23.8	24.4	24.5	23.6	24.8
8	24.8	25.5	23.3	23.7	23.8	23.2	23.7
9	24.4	24.6	15.6	17.7	17.2	15.5	17.7
10	24.8	24.3	23.9	24.1	23.3	23.7	23.5
11	23.2	23.3	22.6	22.3	22.2	22.7	22.4
12	23.2	23.6	22.8	22.5	22.4	22.3	22.1
13	24.0	24.0	22.9	23.1	23.4	23.1	23.4
14	22.8	24.1	23.5	23.7	24.4	23.6	23.9
15	23.0	24.1	22.9	23.0	23.4	22.7	22.9
16	23.3	23.9	21.9	21.6	20.5	22.1	20.8
17	24.1	23.2	22.4	22.3	22.1	22.4	22.1
18	22.8	23.6	22.4	22.7	22.4	22.6	22.4
19	23.0	23.7	23.1	22.9	22.7	23.4	22.7
20	23.8	24.1	23.6	23.9	23.1	23.5	23.6
21	25.0	24.4	24.8	24.8	23.7	25.4	23.7
22	24.3	25.4	25.0	24.4	23.6	25.2	23.9
23	24.8	24.8	24.6	23.9	24.0	24.5	24.4
24	25.1	25.7	26.3	24.3	24.8	25.3	26.0
10-12	23.2	23.5	22.7	22.4	22.3	22.5	22.3
14-16	23.1	24.0	22.4	22.2	21.7	22.3	21.7
0-24	23.6	24.0	22.3	22.6	22.3	22.3	22.4

Mean (ALL)	22.7
Weekday Inter-Peak	22.2

Channel 1 - Northwestbound

85th Percentile

Hr Ending	25/01/2025 Saturday	26/01/2025 Sunday	27/01/2025 Monday	28/01/2025 Tuesday	29/01/2025 Wednesday	30/01/2025 Thursday	31/01/2025 Friday
1	30.3	28.7	31.8	29.4	27.3	33.6	29.0
2	26.6	29.0	32.8	28.7	-	34.3	28.6
3	28.5	29.2	24.4	30.5	27.5	27.3	29.3
4	29.8	30.6	31.5	33.8	34.1	29.4	32.3
5	27.8	29.7	27.8	29.1	29.3	30.0	26.8
6	27.6	30.1	29.6	28.9	27.8	28.0	28.8
7	29.7	32.0	27.5	27.8	27.8	27.3	28.2
8	28.4	28.8	26.9	27.2	26.9	26.6	26.9
9	27.9	27.8	22.0	24.9	24.5	22.1	24.9
10	28.4	27.7	30.3	30.8	28.6	29.5	29.0
11	26.8	27.0	25.9	25.8	25.4	25.8	25.5
12	28.3	27.4	26.3	26.4	26.1	25.9	25.8
13	27.6	27.4	26.7	26.9	27.3	27.1	27.4
14	26.7	28.1	27.4	27.4	28.2	27.3	27.5
15	27.2	27.3	26.8	27.0	27.2	26.9	27.0
16	27.3	27.5	26.7	26.3	25.7	27.4	26.3
17	27.8	26.4	26.6	26.3	26.2	26.7	26.1
18	26.0	27.2	25.7	25.7	27.1	25.9	26.3
19	25.6	26.8	26.4	26.2	26.6	26.7	26.6
20	27.1	27.3	26.4	26.9	27.4	26.5	28.9
21	28.1	27.7	28.3	28.1	27.1	28.9	27.5
22	28.4	29.4	28.8	28.3	26.9	28.6	27.4
23	28.4	28.2	27.8	27.2	26.9	27.8	27.8
24	29.3	29.3	30.0	28.2	28.8	28.5	29.6
10-12	27.7	27.2	26.1	26.1	25.8	25.8	25.7
14-16	27.2	27.4	26.9	26.7	26.6	27.2	26.8
0-24	27.5	27.6	27.3	27.4	27.3	27.4	27.3

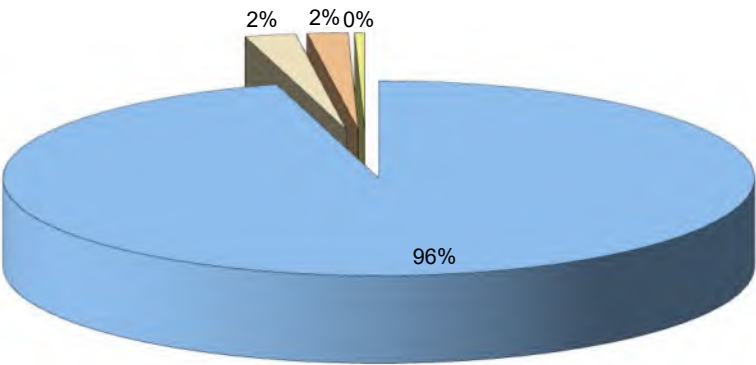
85th %ile (ALL)	27.5
Weekday Inter-Peak	26.5

Trowbridge ATC 1, West Ashton Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northwestbound			Vehicle Class		Week 1
Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
Day / Time					
25/01/2025					
7-19	4788	119	48	10	4965
6-22	5293	132	66	10	5501
6-24	5428	135	67	10	5640
0-24	5524	138	68	-11	5719
26/01/2025					
7-19	3305	40	63	6	3414
6-22	3669	44	77	10	3800
6-24	3732	44	78	11	3865
0-24	3846	47	79	12	3984
27/01/2025					
7-19	5169	118	117	34	5438
6-22	5797	128	129	36	6090
6-24	5900	129	130	36	6195
0-24	6005	133	132	39	6309
28/01/2025					
7-19	5128	132	96	35	5391
6-22	5807	144	106	36	6093
6-24	5903	145	107	36	6191
0-24	6004	146	107	37	6294
29/01/2025					
7-19	5255	144	86	32	5517
6-22	5970	152	110	34	6266
6-24	6099	153	112	34	6398
0-24	6195	154	112	34	6495
30/01/2025					
7-19	5308	133	121	29	5591
6-22	5985	142	138	32	6297
6-24	6105	144	139	33	6421
0-24	6170	146	141	34	6491
31/01/2025					
7-19	5813	153	90	37	6093
6-22	6562	160	101	38	6861
6-24	6743	163	104	39	7049
0-24	6824	164	104	39	7131
Average					
7-19	4967	120	89	26	5201
6-22	5583	129	104	28	5844
6-24	5701	130	105	28	5966
0-24	5795	133	106	26	6060

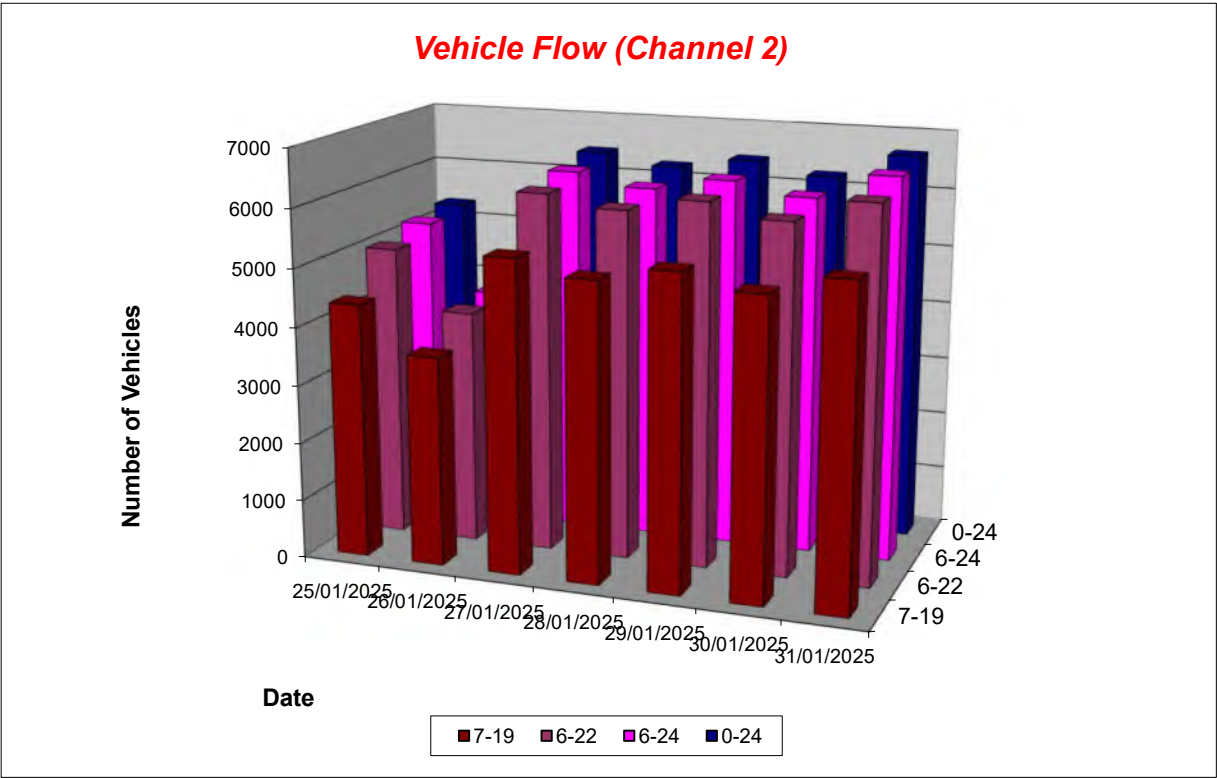
Total Vehicle Class Distribution



Trowbridge ATC 1, West Ashton Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southeastbound								Vehicle Flow	Week 1
Hr Ending	25/01/2025 Saturday	26/01/2025 Sunday	27/01/2025 Monday	28/01/2025 Tuesday	29/01/2025 Wednesday	30/01/2025 Thursday	31/01/2025 Friday	Weekday Average	Average
1	22	45	7	7	8	12	7	8	15
2	17	15	9	5	3	6	4	5	8
3	15	10	15	14	3	7	1	8	9
4	2	7	12	4	6	4	7	7	6
5	11	6	16	27	21	16	19	20	17
6	25	15	64	89	69	69	72	73	58
7	53	30	203	144	129	143	169	158	124
8	68	50	357	394	414	375	401	388	294
9	181	99	521	509	545	522	495	518	410
10	304	182	368	298	352	357	361	347	317
11	370	334	330	304	282	278	348	308	321
12	400	448	393	301	346	335	367	348	370
13	461	491	394	365	381	361	397	380	407
14	465	439	409	348	351	378	434	384	403
15	428	370	415	438	518	424	479	455	439
16	411	368	608	582	623	563	597	595	536
17	468	353	514	592	561	498	547	542	505
18	439	245	595	556	573	559	530	563	500
19	381	222	465	431	414	462	486	452	409
20	261	167	266	305	270	288	320	290	268
21	201	146	173	227	263	268	272	241	221
22	143	85	160	187	193	172	165	175	158
23	125	36	87	79	77	93	129	93	89
24	66	14	47	42	30	44	60	45	43
7-19	4376	3601	5369	5118	5360	5112	5442	5280	4911
6-22	5034	4029	6171	5981	6215	5983	6368	6144	5683
6-24	5225	4079	6305	6102	6322	6120	6557	6281	5816
0-24	5317	4177	6428	6248	6432	6234	6667	6402	5929



Trowbridge ATC 1, West Ashton Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southeastbound

Average Speed

Week 1

Hr Ending	25/01/2025 Saturday	26/01/2025 Sunday	27/01/2025 Monday	28/01/2025 Tuesday	29/01/2025 Wednesday	30/01/2025 Thursday	31/01/2025 Friday
1	29.8	31.2	31.4	31.6	27.7	29.2	36.5
2	33.7	29.2	30.0	29.0	27.5	30.4	26.8
3	32.0	31.0	30.3	33.0	35.1	30.9	33.2
4	30.5	32.4	26.9	32.4	31.7	23.3	31.9
5	27.2	33.5	30.5	29.0	31.1	30.6	30.5
6	30.7	28.5	29.9	30.6	31.0	31.0	30.2
7	31.6	31.0	29.7	30.6	30.0	30.5	30.0
8	29.4	30.7	27.9	28.6	28.2	28.2	28.4
9	29.0	29.0	26.7	27.8	28.2	26.7	27.9
10	28.9	28.8	28.4	28.7	28.6	28.8	28.5
11	28.8	27.4	28.0	27.9	27.9	28.2	27.7
12	28.8	28.6	28.4	28.3	27.8	28.1	28.2
13	28.6	28.7	28.1	28.4	28.2	28.4	27.8
14	28.9	29.2	29.0	28.6	28.7	28.7	28.9
15	28.3	29.2	28.5	28.3	28.2	28.7	28.2
16	28.5	29.6	27.7	27.9	27.5	27.7	27.4
17	29.1	29.1	27.9	28.0	28.7	28.0	28.7
18	29.2	28.7	27.4	27.4	28.1	27.6	28.1
19	29.2	29.3	28.8	28.7	28.8	28.8	29.0
20	29.9	29.5	29.9	29.8	29.3	29.6	29.3
21	30.7	28.8	30.3	30.0	30.3	30.4	30.5
22	30.7	29.6	29.2	28.8	30.9	29.3	30.4
23	30.9	28.2	29.4	28.8	31.7	29.5	30.7
24	32.7	29.9	31.5	32.4	30.0	31.8	31.7

10-12	28.8	28.1	28.2	28.1	27.9	28.1	27.9
14-16	28.4	29.4	28.0	28.1	27.8	28.1	27.8
0-24	29.2	29.0	28.3	28.5	28.6	28.4	28.6

Average (ALL)	28.6
Weekday Inter-Peak	28.0

Channel 2 - Southeastbound

85th Percentile

Hr Ending	25/01/2025 Saturday	26/01/2025 Sunday	27/01/2025 Monday	28/01/2025 Tuesday	29/01/2025 Wednesday	30/01/2025 Thursday	31/01/2025 Friday
1	33.4	36.5	33.9	34.3	30.1	31.7	45.0
2	40.1	33.3	34.3	33.3	32.1	33.5	32.0
3	38.9	35.3	35.9	38.2	38.6	35.9	-
4	33.4	39.9	33.8	33.1	32.7	28.3	33.2
5	29.4	36.6	36.8	36.1	38.7	36.8	37.2
6	35.4	32.0	34.5	35.1	34.9	35.2	34.0
7	35.0	35.4	34.6	35.4	34.5	35.2	34.3
8	34.0	35.9	31.8	32.6	32.3	31.5	32.4
9	33.8	33.9	30.7	31.8	32.1	30.6	32.0
10	32.8	33.3	32.8	32.7	33.1	33.0	32.7
11	33.0	31.7	31.3	31.0	31.2	31.9	30.8
12	32.5	32.3	33.1	33.1	32.3	32.9	32.9
13	32.9	32.3	33.1	33.6	32.9	33.0	33.0
14	32.6	33.1	32.7	32.3	32.3	32.6	32.8
15	32.3	33.6	31.8	31.6	31.4	32.0	31.3
16	32.1	33.4	31.9	32.3	31.4	32.0	31.4
17	33.0	33.0	32.6	32.4	32.8	32.5	32.6
18	32.8	33.0	31.2	31.2	31.5	31.4	31.4
19	32.8	33.9	32.5	32.4	32.1	32.4	32.3
20	34.1	32.8	33.6	33.5	33.5	33.2	32.9
21	35.0	33.3	34.3	34.2	34.5	34.2	34.3
22	35.5	34.4	33.3	32.4	35.0	34.0	34.9
23	34.7	31.5	33.4	32.7	35.8	33.8	35.3
24	38.2	35.6	35.3	36.1	34.8	35.8	36.3

10-12	32.8	32.1	32.4	32.1	31.9	32.4	31.9
14-16	32.2	33.5	31.9	32.1	31.4	32.0	31.4
0-24	33.3	33.2	32.5	32.7	32.7	32.6	32.7

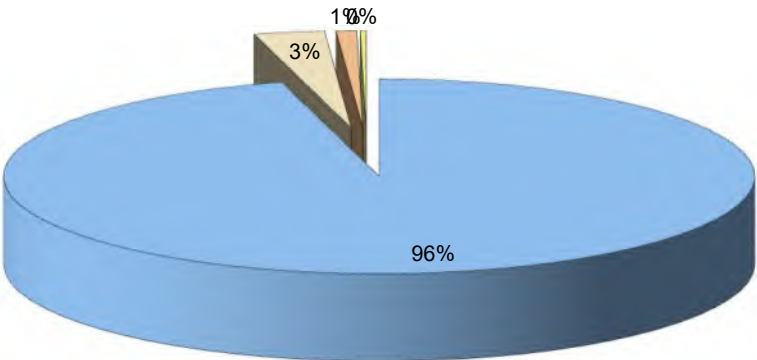
85th %ile (ALL)	32.7
Weekday Inter-Peak	31.9

Trowbridge ATC 1, West Ashton Road (Northern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southeastbound			Vehicle Class		Week 1
Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
Day / Time					
25/01/2025					
7-19	4239	97	35	5	4376
6-22	4879	110	39	6	5034
6-24	5089	111	39	6	5225
0-24	5159	113	39	6	5317
26/01/2025					
7-19	3465	103	29	4	3601
6-22	3876	117	31	5	4029
6-24	3925	118	31	5	4079
0-24	4019	121	32	5	4177
27/01/2025					
7-19	5159	149	47	14	5369
6-22	5913	185	53	20	6171
6-24	6043	188	54	20	6305
0-24	6154	198	55	21	6428
28/01/2025					
7-19	4889	168	48	13	5118
6-22	5697	217	52	15	5981
6-24	5814	221	52	15	6102
0-24	5949	227	56	16	6248
29/01/2025					
7-19	5137	157	52	14	5360
6-22	5966	173	60	16	6215
6-24	6068	176	60	18	6322
0-24	6168	180	65	19	6432
30/01/2025					
7-19	4891	162	42	17	5112
6-22	5722	195	45	21	5983
6-24	5852	201	46	21	6120
0-24	5955	211	46	22	6234
31/01/2025					
7-19	5197	172	58	15	5442
6-22	6084	199	69	16	6368
6-24	6268	203	69	17	6557
0-24	6365	210	74	18	6667
Average					
7-19	4711	144	44	12	4911
6-22	5448	171	50	14	5683
6-24	5577	174	50	15	5816
0-24	5681	180	52	15	5929

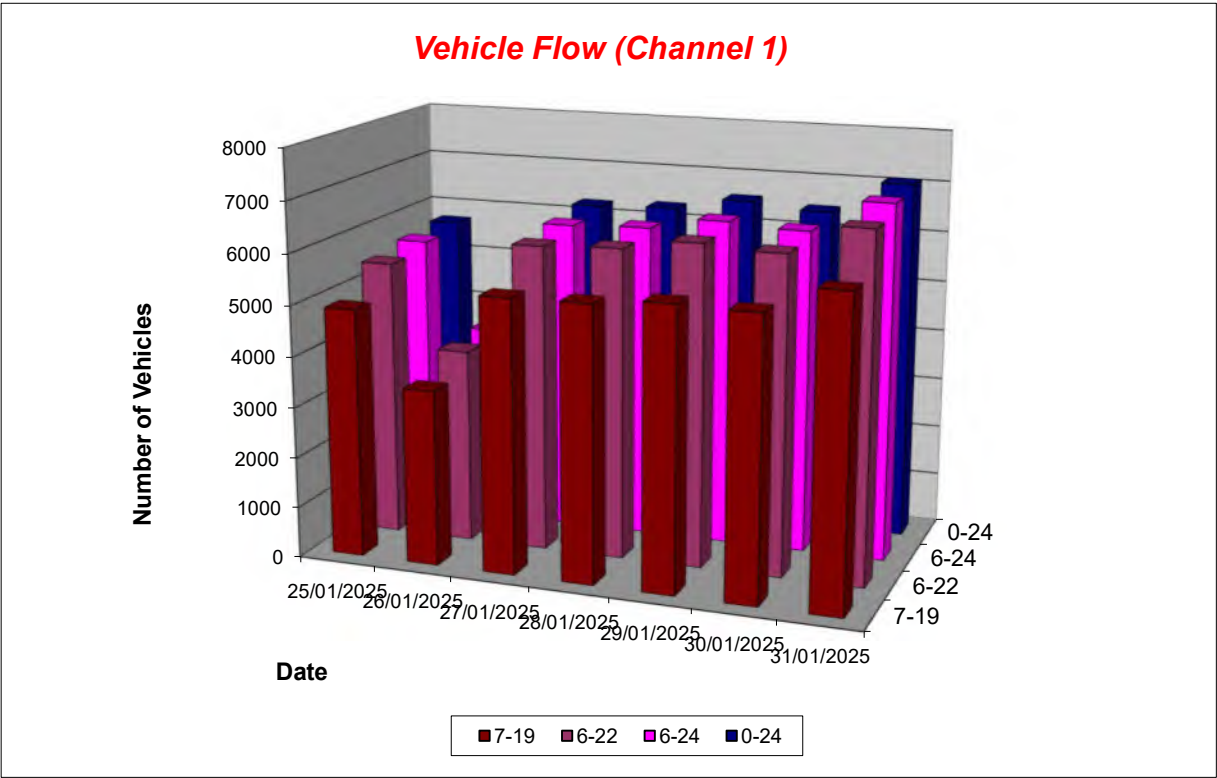
Total Vehicle Class Distribution



Trowbridge ATC 2, West Ashton Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northwestbound								Vehicle Flow	Week 1
Hr Ending	25/01/2025 Saturday	26/01/2025 Sunday	27/01/2025 Monday	28/01/2025 Tuesday	29/01/2025 Wednesday	30/01/2025 Thursday	31/01/2025 Friday	Weekday Average	Average
1	31	39	13	15	12	7	15	12	19
2	16	16	6	3	2	7	4	4	8
3	12	16	10	7	8	5	4	7	9
4	6	5	4	8	3	3	5	5	5
5	9	7	9	14	18	9	9	12	11
6	25	25	66	55	69	49	52	58	49
7	50	29	138	143	142	131	125	136	108
8	136	62	386	425	429	367	341	390	307
9	239	95	679	660	689	682	670	676	531
10	409	243	393	423	405	377	421	404	382
11	475	415	373	309	368	402	401	371	392
12	548	443	399	372	346	323	398	368	404
13	515	433	361	389	395	372	460	395	418
14	465	410	307	363	326	328	466	358	381
15	491	354	483	431	435	467	546	472	458
16	471	328	594	575	596	622	677	613	552
17	408	254	545	550	549	547	566	551	488
18	415	214	525	511	581	589	626	566	494
19	340	210	344	403	421	434	456	412	373
20	228	140	254	279	290	276	283	276	250
21	136	116	149	161	194	196	212	182	166
22	141	92	113	116	160	134	167	138	132
23	82	48	83	57	83	81	123	85	80
24	55	15	25	39	34	36	56	38	37
7-19	4912	3461	5389	5411	5540	5510	6028	5576	5179
6-22	5467	3838	6043	6110	6326	6247	6815	6308	5835
6-24	5604	3901	6151	6206	6443	6364	6994	6432	5952
0-24	5703	4009	6259	6308	6555	6444	7083	6530	6052



Trowbridge ATC 2, West Ashton Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northwestbound

Average Speed

Week 1

Hr Ending	25/01/2025 Saturday	26/01/2025 Sunday	27/01/2025 Monday	28/01/2025 Tuesday	29/01/2025 Wednesday	30/01/2025 Thursday	31/01/2025 Friday
1	31.8	31.6	32.6	32.0	32.9	34.0	34.1
2	35.0	33.7	32.2	35.0	37.0	33.1	27.9
3	31.8	34.1	31.1	34.2	32.4	32.3	27.2
4	33.0	35.3	37.3	33.6	34.1	32.2	31.2
5	31.9	34.2	31.4	33.7	32.1	33.2	32.8
6	31.2	31.1	32.1	30.7	31.3	30.2	31.0
7	32.4	33.6	29.8	30.1	30.8	30.8	30.8
8	30.6	31.7	28.5	29.2	29.6	29.4	29.1
9	30.2	30.8	22.8	24.8	28.1	28.7	28.7
10	30.1	30.0	29.1	28.0	29.0	29.6	29.7
11	29.1	28.6	28.9	28.4	28.7	29.1	28.6
12	29.6	29.0	29.0	29.1	28.7	29.9	29.1
13	29.9	29.4	28.8	29.0	28.1	29.6	29.2
14	29.8	29.0	29.8	29.1	29.3	29.5	28.7
15	29.3	28.8	28.8	29.3	29.1	29.3	28.6
16	29.6	29.3	28.2	27.9	28.1	28.5	28.2
17	29.4	29.4	28.6	27.2	28.1	28.2	28.6
18	28.8	29.0	28.4	28.2	28.4	28.2	28.2
19	29.2	29.2	29.0	28.8	29.2	28.4	29.0
20	30.0	30.2	29.6	29.2	29.2	29.0	29.9
21	31.2	30.2	29.8	30.4	29.9	30.4	30.1
22	30.2	30.5	29.1	31.0	30.4	29.6	29.6
23	31.0	29.9	31.0	31.0	31.7	31.8	31.8
24	31.1	31.4	31.0	32.5	32.3	32.1	30.8

10-12	29.3	28.8	29.0	28.8	28.7	29.4	28.9
14-16	29.4	29.0	28.4	28.5	28.5	28.8	28.4
0-24	29.7	29.4	28.3	28.4	28.9	29.1	29.0

Mean (ALL)

28.9

Weekday Inter-Peak

28.7

Channel 1 - Northwestbound

85th Percentile

Hr Ending	25/01/2025 Saturday	26/01/2025 Sunday	27/01/2025 Monday	28/01/2025 Tuesday	29/01/2025 Wednesday	30/01/2025 Thursday	31/01/2025 Friday
1	37.3	37.5	38.7	36.6	40.0	41.1	39.9
2	40.3	39.9	37.1	39.4	39.5	37.7	32.5
3	36.3	41.0	35.6	40.8	35.9	34.9	28.5
4	42.4	45.0	41.8	39.9	40.3	35.8	34.6
5	36.7	36.5	36.1	36.6	37.0	39.5	38.4
6	35.5	35.9	38.1	35.5	37.2	36.4	37.6
7	39.7	42.4	34.8	35.7	36.4	36.4	36.9
8	36.6	37.5	33.1	33.6	34.3	34.0	33.8
9	35.4	35.9	31.3	32.4	32.5	32.9	32.9
10	35.0	34.7	33.7	34.2	32.8	34.1	34.5
11	33.8	33.1	32.9	33.1	33.2	33.7	33.3
12	34.0	33.9	33.3	33.8	32.9	35.2	33.1
13	34.4	34.0	34.2	33.6	33.4	34.4	33.7
14	34.4	33.9	34.2	33.7	33.7	34.7	33.3
15	34.0	33.6	33.4	33.7	33.3	33.3	32.8
16	34.4	34.2	32.5	32.0	32.3	32.8	31.9
17	33.7	34.0	32.4	31.6	31.9	32.5	33.1
18	32.8	34.3	32.2	32.3	32.4	32.2	32.3
19	34.3	33.9	33.1	33.1	33.5	32.2	33.9
20	34.1	34.7	34.1	33.6	33.7	33.5	35.4
21	36.3	34.7	34.8	35.3	34.3	35.4	35.4
22	35.7	35.8	34.3	37.2	35.9	34.6	34.6
23	36.8	34.9	36.5	37.1	38.3	37.1	38.5
24	38.6	36.6	35.9	38.0	37.6	38.1	36.7

10-12	33.8	33.5	33.2	33.5	33.1	34.3	33.3
14-16	34.1	33.9	32.8	32.8	32.8	33.0	32.4
0-24	34.5	34.4	33.8	33.7	33.5	33.7	33.7

85th %ile (ALL)

33.8

Weekday Inter-Peak

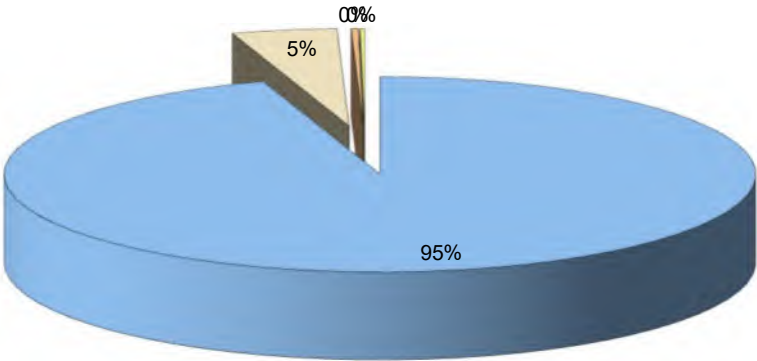
33.1

Trowbridge ATC 2, West Ashton Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 1 - Northwestbound			Vehicle Class		Week 1
Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
25/01/2025					
7-19	4749	140	7	16	4912
6-22	5293	150	8	16	5467
6-24	5426	153	8	17	5604
0-24	5522	155	9	-17	5669
26/01/2025					
7-19	3368	87	1	5	3461
6-22	3727	103	2	6	3838
6-24	3790	103	2	6	3901
0-24	3895	106	2	6	4009
27/01/2025					
7-19	5026	309	25	29	5389
6-22	5651	332	27	33	6043
6-24	5757	333	27	34	6151
0-24	5856	338	28	37	6259
28/01/2025					
7-19	5063	315	23	10	5411
6-22	5733	340	25	12	6110
6-24	5824	345	25	12	6206
0-24	5921	348	27	12	6308
29/01/2025					
7-19	5201	306	17	16	5540
6-22	5957	329	22	18	6326
6-24	6072	331	22	18	6443
0-24	6180	334	22	19	6555
30/01/2025					
7-19	5202	279	18	11	5510
6-22	5910	305	21	11	6247
6-24	6023	308	21	12	6364
0-24	6100	310	21	13	6444
31/01/2025					
7-19	5699	293	20	16	6028
6-22	6463	314	22	16	6815
6-24	6638	317	22	17	6994
0-24	6723	320	22	18	7083
Average					
7-19	4901	247	16	15	5179
6-22	5533	268	18	16	5835
6-24	5647	270	18	17	5952
0-24	5742	273	19	13	6047

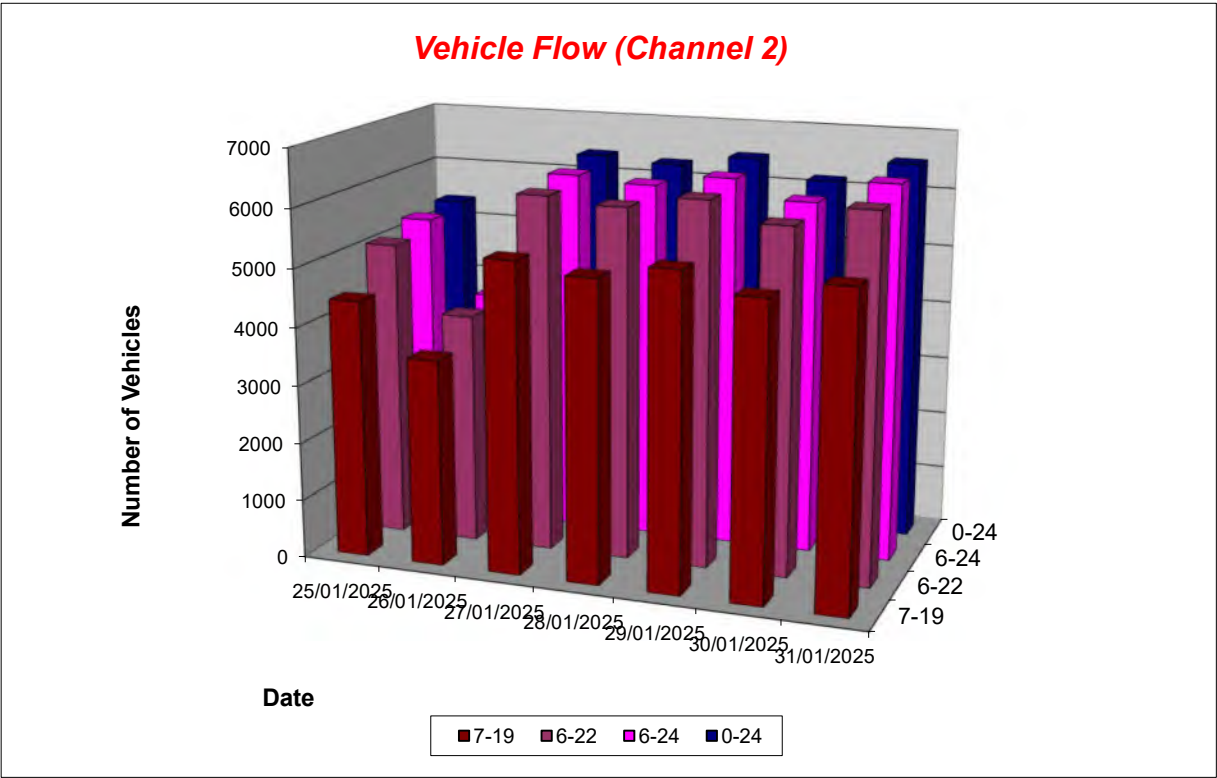
Total Vehicle Class Distribution



Trowbridge ATC 2, West Ashton Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southeastbound								Vehicle Flow	Week 1
Hr Ending	25/01/2025 Saturday	26/01/2025 Sunday	27/01/2025 Monday	28/01/2025 Tuesday	29/01/2025 Wednesday	30/01/2025 Thursday	31/01/2025 Friday	Weekday Average	Average
1	21	39	7	8	10	15	8	10	15
2	14	17	7	6	5	5	3	5	8
3	10	12	10	9	5	7	1	6	8
4	2	8	10	5	5	5	8	7	6
5	8	4	15	23	17	18	16	18	14
6	27	14	74	80	75	63	63	71	57
7	53	31	197	154	138	147	161	159	126
8	77	47	375	374	433	378	387	389	296
9	174	92	525	527	560	538	519	534	419
10	293	175	381	307	356	341	359	349	316
11	390	344	328	296	289	288	339	308	325
12	424	436	378	311	343	336	376	349	372
13	470	480	383	350	392	362	373	372	401
14	484	456	396	364	351	362	413	377	404
15	414	362	404	453	500	405	461	445	428
16	429	354	598	585	610	541	602	587	531
17	452	338	531	573	546	513	524	537	497
18	440	235	586	554	570	541	519	554	492
19	388	233	445	457	441	447	466	451	411
20	266	170	278	312	286	288	306	294	272
21	207	141	180	243	246	248	278	239	220
22	147	80	151	172	181	177	171	170	154
23	120	38	76	84	89	93	126	94	89
24	68	18	40	46	30	39	55	42	42
7-19	4435	3552	5330	5151	5391	5052	5338	5252	4893
6-22	5108	3974	6136	6032	6242	5912	6254	6115	5665
6-24	5296	4030	6252	6162	6361	6044	6435	6251	5797
0-24	5378	4124	6375	6293	6478	6157	6534	6367	5906



Trowbridge ATC 2, West Ashton Road (Southern Site)

Produced by Road Data Services Ltd.

Channel 2 - Southeastbound

Average Speed

Week 1

Hr Ending	25/01/2025 Saturday	26/01/2025 Sunday	27/01/2025 Monday	28/01/2025 Tuesday	29/01/2025 Wednesday	30/01/2025 Thursday	31/01/2025 Friday
1	39.3	38.7	42.3	43.7	43.2	38.9	39.8
2	41.6	40.8	37.7	46.3	40.0	41.3	43.3
3	43.3	44.5	41.1	44.3	41.2	46.1	33.2
4	48.7	46.7	40.6	48.2	41.3	40.8	46.6
5	38.5	47.4	39.3	40.7	38.6	42.0	45.1
6	40.6	38.8	41.3	38.0	39.6	40.2	40.0
7	43.3	40.9	38.2	40.5	40.1	40.1	38.6
8	37.5	40.3	36.4	35.7	36.1	36.4	35.3
9	38.6	37.9	33.3	34.5	33.8	34.8	34.3
10	36.6	37.6	35.7	35.0	34.6	35.7	35.4
11	35.9	34.4	35.0	34.9	34.6	35.6	34.7
12	36.0	34.0	35.1	34.8	34.8	36.2	35.3
13	36.0	34.0	35.4	34.6	34.4	37.0	36.6
14	35.9	33.9	35.6	35.8	35.4	36.6	35.3
15	35.8	35.4	33.8	34.7	35.0	35.4	34.9
16	35.7	36.4	33.9	34.4	33.5	34.4	34.0
17	34.5	34.9	33.8	33.6	33.7	33.9	34.4
18	34.1	34.8	32.7	33.5	34.0	35.1	33.9
19	36.0	36.6	35.1	34.4	34.0	34.7	34.3
20	36.8	36.6	35.4	36.3	35.4	34.9	36.0
21	37.9	36.6	35.6	35.6	37.2	36.9	37.1
22	35.9	38.1	35.9	38.3	36.2	36.9	37.7
23	37.0	37.2	37.2	36.2	36.6	33.8	38.1
24	40.7	38.8	40.3	37.8	41.8	40.5	40.5

10-12	35.9	34.1	35.1	34.8	34.7	35.9	35.0
14-16	35.7	35.9	33.8	34.5	34.2	34.8	34.4
0-24	36.1	35.5	34.9	35.1	34.9	35.6	35.3

Average (ALL)	35.3
Weekday Inter-Peak	34.6

Channel 2 - Southeastbound

85th Percentile

Hr Ending	25/01/2025 Saturday	26/01/2025 Sunday	27/01/2025 Monday	28/01/2025 Tuesday	29/01/2025 Wednesday	30/01/2025 Thursday	31/01/2025 Friday
1	48.0	47.7	49.5	53.1	53.0	49.6	46.2
2	49.0	48.5	44.9	59.1	46.5	45.9	52.4
3	50.7	57.3	51.3	53.4	51.2	53.7	-
4	65.1	58.3	46.3	49.2	44.1	43.9	51.7
5	47.1	52.9	48.2	49.9	46.7	50.9	53.1
6	47.8	47.0	49.2	44.3	46.5	48.6	46.3
7	50.7	50.5	44.2	46.5	47.4	47.1	45.5
8	45.4	47.9	42.9	42.3	42.2	43.0	41.0
9	46.3	43.4	39.2	41.3	40.2	41.4	39.8
10	43.6	45.0	41.6	41.6	40.6	42.2	41.8
11	42.7	39.8	40.5	40.7	41.0	42.0	41.0
12	41.9	40.3	41.8	41.3	40.7	43.1	41.4
13	42.5	40.1	41.8	41.1	40.7	44.7	43.3
14	41.6	39.6	42.0	41.8	41.5	44.5	42.2
15	42.1	41.2	39.6	41.2	40.6	41.5	41.2
16	42.6	43.2	39.4	40.2	38.8	40.3	39.8
17	41.8	41.7	39.2	39.6	39.7	40.7	40.1
18	39.8	41.5	38.2	39.0	39.9	41.0	39.5
19	42.4	43.5	40.4	41.1	39.7	40.0	40.0
20	43.8	43.0	41.7	41.9	41.8	41.7	43.2
21	44.8	43.6	41.1	42.3	44.3	42.9	43.4
22	42.2	44.7	42.5	44.3	42.9	43.7	44.4
23	44.5	44.6	46.2	43.1	43.6	40.7	45.7
24	51.6	48.6	46.4	45.6	52.1	48.5	48.4

10-12	42.2	40.1	41.2	40.9	40.8	42.6	41.2
14-16	42.3	42.2	39.4	40.6	39.7	40.8	40.5
0-24	43.0	42.2	41.1	41.6	41.2	42.4	41.7

85th %ile (ALL)	41.8
Weekday Inter-Peak	40.6

Trowbridge ATC 2, West Ashton Road (Southern Site)

Produced by Road Data Services Ltd.

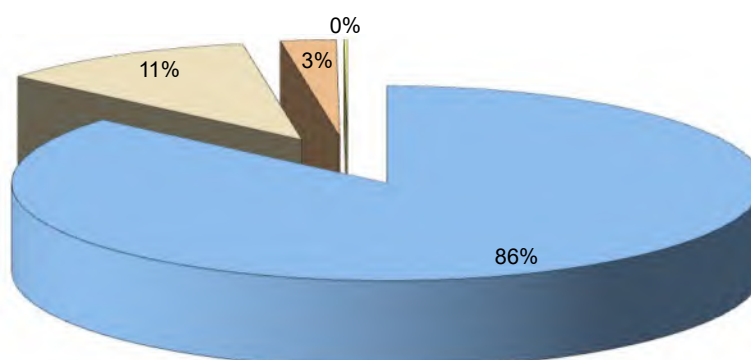
Channel 2 - Southeastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
25/01/2025					
7-19	3776	584	66	9	4435
6-22	4339	655	105	9	5108
6-24	4492	677	118	9	5296
0-24	4555	694	120	9	5378
26/01/2025					
7-19	3150	273	120	9	3552
6-22	3509	316	139	10	3974
6-24	3557	323	140	10	4030
0-24	3627	342	145	10	4124
27/01/2025					
7-19	4723	425	173	9	5330
6-22	5421	504	202	9	6136
6-24	5511	520	212	9	6252
0-24	5599	548	219	9	6375
28/01/2025					
7-19	4542	528	74	7	5151
6-22	5317	599	108	8	6032
6-24	5432	610	112	8	6162
0-24	5527	639	119	8	6293
29/01/2025					
7-19	4730	554	99	8	5391
6-22	5451	659	124	8	6242
6-24	5555	669	129	8	6361
0-24	5638	701	131	8	6478
30/01/2025					
7-19	4261	667	115	9	5052
6-22	4989	759	155	9	5912
6-24	5101	771	163	9	6044
0-24	5162	821	165	9	6157
31/01/2025					
7-19	4550	713	65	10	5338
6-22	5328	828	87	11	6254
6-24	5493	844	87	11	6435
0-24	5568	864	90	12	6534
Average					
7-19	4247	535	102	9	4893
6-22	4908	617	131	9	5665
6-24	5020	631	137	9	5797
0-24	5097	658	141	9	5906

Total Vehicle Class Distribution



Appendix 5



Cole Easdon

STAGE 1 ROAD SAFETY AUDIT

Uplands, Trowbridge, Wiltshire on Behalf of Hills Homes
Developments Ltd

Date: March 2026
Issue No. 1



DOCUMENT ISSUE RECORD

Client: Hills Homes Developments Ltd

Project: Uplands, Trowbridge, Wiltshire

Job Number: 9740

Document Title: Stage 1 Road Safety Audit

Issue No.	1			
Date	March 2026			
Description / Status	Formal Issue			
Prepared	P. Salmon MCIHT MSoRSA			
Technical Check	Peter Ronald IEng, AMICE, MCIHT, MSoRSA, (HA - RSA Cert of Comp).			
Authorised	J. B. Farmery MEng CEng MICE MCIHT ICE Health & Safety Registered			
Document Check				

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APPENDICES

Appendix 1 – Audit Reference Plans

1.0 INTRODUCTION

- 1.1 This *Stage 1 Road Safety Audit* has been prepared by Cole Easdon Consultants Limited (CE) at the request of Hills Homes Developments Ltd, and on behalf of the Overseeing Organisation: Wiltshire County Council.

Scope of Study

- 1.2 This *Stage 1 Road Safety Audit* Report identifies Problems and Recommendations with respect to the new access proposed at Uplands in Trowbridge, Wiltshire.

Audit Team

- 1.3 The *Stage 1 Road Safety Audit* has been carried out independently by Paul Salmon (Audit Team Leader) of Cole Easdon Consultants Ltd and Peter Ronald (Audit Team Member) of Traffic Management Consultants Ltd. The Audit Team has not been involved in the design of the scheme being audited or discussed any safety concerns raised in the Report with members of the Design Team.

Audit Site Visit

- 1.4 A day-time site visit was undertaken by the Audit Team on Friday 20th March 2026 at 10:30am. It was sunny and dry during the site visit. Moderate traffic was observed. Pedestrian movements were observed but no cyclist movements were observed.
- 1.5 This Report comments only on issues raised in carrying out the *Stage 1 Road Safety Audit*. The Auditors have examined and reported only on the road safety implications of the scheme arising from the review of the documents provided and the site visit. The Auditors have not examined or verified the compliance of the design with any other criteria.
- 1.6 All Road Safety Problems identified in this report are indicated in terms of their locations on the Audit Reference Plan shown within Appendix 1 at the rear of this report.
- 1.7 Personal injury accident data has not been provided for consideration within this Audit. A review of the Crashmap.co.uk website indicates no accidents have been reported within the area to be audited in the most recent five-year period., January 2020 to December 2024.
- 1.8 Copies of all Road Safety Audits must be retained. All comments and recommendations must be investigated, subsequent decisions/actions must be logged, and a formal record kept of all responses.

- 1.9 It is the Project Sponsor's responsibility to advise the Audit Team Leader if any Problem / Recommendation is not accepted. The Project Sponsor should then supply a copy of each signed Exception Report to the Audit Team Leader, for information.
- 1.10 The terms of reference of the audit are described in *GG 119 – Road Safety Audit from the Design Manual for Roads & Bridges*. Other guidance references are *Guidelines for the Safety Audit of Highway Schemes* published by the Institution of Highways and Transportation, and the *Traffic Signs Regulations and General Directions 2016*.

2.0 AUDIT BRIEF

- 2.1 The Audit Team were not provided with a formal *Audit Brief*.
- 2.2 The project relates to the proposed simple priority junction to provide access to land to the north-east of West Ashton Road, in Trowbridge, Wiltshire.
- 2.3 West Ashton Road is a two-way residential street. It has a system of street lighting and a 30mph speed limit.
- 2.4 Drawings provided to the Audit Team:
- 9740-201 - Site Access Detail & Vis Splays

3.0 PREVIOUS ROAD SAFETY AUDITS

- 3.1 No previous road safety audits have been undertaken on this scheme proposal.

4.0 AUDIT ASSESSMENT

Problem

- 4.1 Location: Proposed access
Summary: Risk of pedestrian injury

The scheme proposes to provide access to the wider residential scheme by means of a simple priority junction. This priority junction will introduce a break in the existing footway. No pedestrian crossing has been detailed at the junction to enable pedestrians to cross the proposed junction. Full height kerbs will cause problems for pedestrians wishing to cross this junction; particularly the visually impaired, wheel chair and push chair users.

Recommendation

- 4.1.1 Ensure suitable pedestrian crossing facilities are provided to allow pedestrians to continue along the footway.

Problem

- 4.2 Location: Proposed access
Summary: Risk of stability issues for two-wheeled vehicles

There are existing gullies along the northern edge of the carriageway of West Ashton Road in the vicinity of the proposed access that do not appear to have been shown on the drawing provided to the Audit Team. One of the existing gullies appears to be broadly where the northern transition point for the proposed junction kerb line will be. This may result in the gully being located within the carriageway as vehicles turn into the junction, particularly left turning two-wheeled vehicles. This may result in stability issues when turning in to the junction.

Recommendation

- 4.2.1 Determine the location of the existing gully, relocate as necessary.



Image 4.2 – Existing gully in carriageway

5.0 AUDIT STATEMENT

- 5.1 We certify that the drawings and other items listed have been examined with the objective of identifying any features of the design at the *Stage 1 Road Safety Audit* stage that could be removed or modified in order to improve the safety of the scheme. Issues identified have been noted in this Report together with any associated safety suggestions; these are recommended for consideration and implementation. Prior to the request to carry out this Audit, we have not been involved in the detailed design of this scheme.

Cole Easdon Consultants Limited
March 2026

6.0 DESIGNER'S & AUDITOR'S RESPONSE TO STAGE 1 ROAD SAFETY AUDIT

6.1 The issues categorised in this road safety audit as a 'Problem' are those causing serious concern and are summarised below. The purpose of this Section is for the scheme Designer or Overseeing Organisation to respond to the 'Problems'. Responses should be returned to Cole Easdon Consultants Limited. 'Commentary' points in this Report are made for the benefit of the Designer and are not referred to below.

Stage 1 Road Safety Audit - Designer's Road Safety Audit Response:

Problem Reference No	Summary of Road Problem	Designer's Response
4.1	Pedestrian crossing facilities not detailed	CE Plan 9740/201(A) [<i>Site Access Detail & Visibility Splays</i>] has been updated to include a tactile crossing point across the site access. Appropriate pedestrian visibility splays have been shown in accordance with the results of speed surveys and the design speed of the site.
4.2	Existing gully potentially within junction carriageway	No carriageway gullies were detailed on the topographical survey. CE Plan 9740/201(A) [<i>Site Access Detail & Visibility Splays</i>] has been updated to show the approximate location of the existing gully which lies on the outer edge of the access on the northern radii. This gully will be relocated away from the site access.

Designer's response prepared by:	
Name:	Chris Hall
Position:	Transport Consultant
Organisation:	Cole Easdon Consultants Ltd
Date:	20 th April 2026
Designer's response approved by:	
Name:	Caroline Shakespeare
Position:	Associate Director (Transport Planning)
Organisation:	Cole Easdon Consultants Ltd
Date:	24 th April 2026

Adopting Authority Response:

Problem Reference No.	Adopting Authority Response
4.1	
4.2	

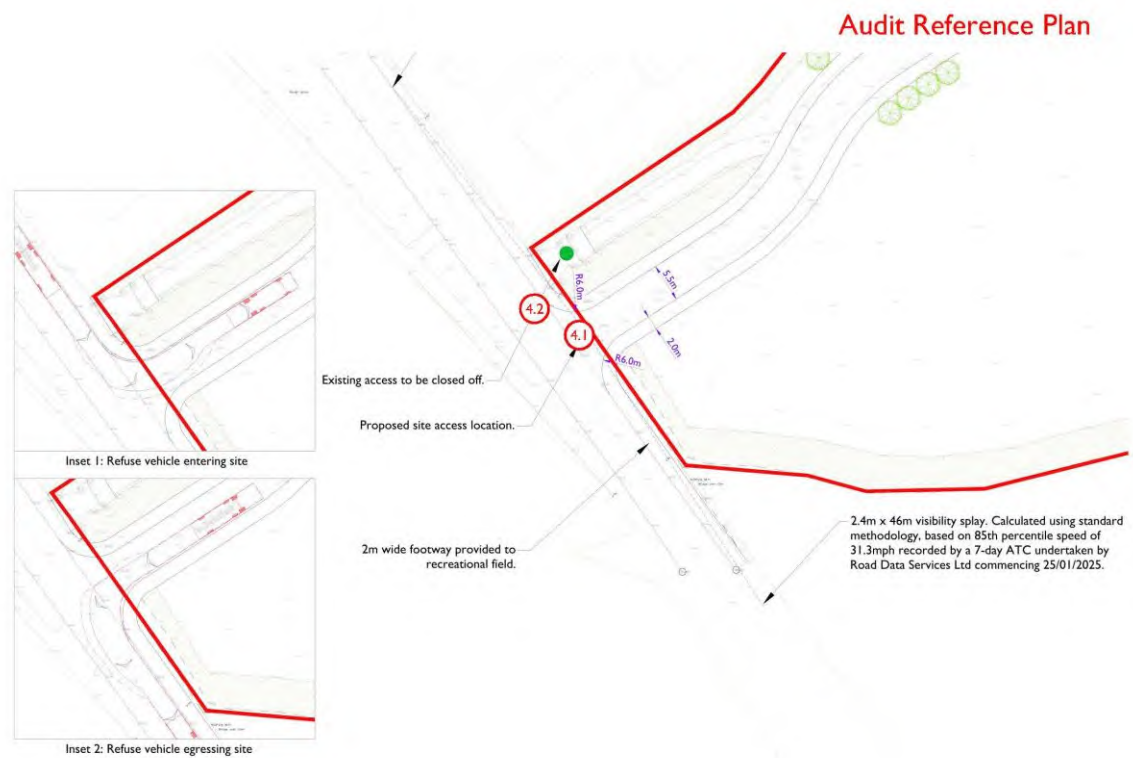
On behalf of the Overseeing Organisation, I certify that:
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
2) the agreed RSA actions will be progressed.

Name:	
Position:	
Organisation:	
Date:	

Audit Team Response (If required):

Problem Reference No.	Audit Team Response
4.1	
4.2	

Appendix 1



Appendix 6

Audit Code: 86a25cb3-2680-4a69-8b76-09a68a8a5f30

Filtering Summary:

Land Use: 03/M RESIDENTIAL/MIXED PRIVATE/NON-PRIVATE HOUSING

Selected Trip Rate Calculation Parameter Range: 14 - 100 DWELLS

Actual Trip Rate Calculation Parameter Range: 14 - 100 DWELLS

Date Range: Minimum: 01/01/2016 Maximum: 19/11/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 241 5900

Days of the week selected:

Friday	3
Monday	1
Thursday	8
Tuesday	4
Wednesday	11

Main Location Types selected:

Edge of Town	14
Neighbourhood Centre	8
Suburban Area	5

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	18
Servicing Vehicles Included	9

Population <1 Mile ranges selected:

1,001 to 5,000	9
10,001 to 15,000	5
20,001 to 25,000	1
25,001 to 50,000	3
5,001 to 10,000	9

Audit Code: 86a25cb3-2680-4a69-8b76-09a68a8a5f30

Population <5 Mile ranges selected:

100,001 to 125,000	3
125,001 to 250,000	5
25,001 to 50,000	9
250,001 to 500,000	2
5,001 to 25,000	2
50,001 to 75,000	3
75,001 to 100,000	3

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	5
1.1 to 1.5	18
1.6 to 2.0	4

PTAL Rating:

No PTAL Present	27
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Audit Code: 86a25cb3-2680-4a69-8b76-09a68a8a5f30

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: M - MIXED PRIVATE/NON-PRIVATE HOUSING

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	BU	BUCKINGHAMSHIRE	1 day
	CT	CENTRAL BEDFORDSHIRE	1 day
	ES	EAST SUSSEX	6 days
	HC	HAMPSHIRE	1 day
	HF	HERTFORDSHIRE	1 day
	OX	OXFORDSHIRE	1 day
	WS	WEST SUSSEX	5 days
03	SOUTH WEST		
	DC	DORSET	1 day
	DV	DEVON	1 day
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	2 days
	NF	NORFOLK	6 days
	SF	SUFFOLK	1 day

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

Audit Code: 86a25cb3-2680-4a69-8b76-09a68a8a5f30

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	14 to 100 (units:DWELLS)
Range Selected by User:	14 to 100 (units:DWELLS)
Parking Spaces Range:	15 - 1368

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 19/11/25

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

Selected survey days:	
Friday	3 days
Monday	1 days
Thursday	8 days
Tuesday	4 days
Wednesday	11 days

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

Selected survey types:	
Manual count	22
Direction ATC Count	5

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

Selected Locations:	
Edge of Town	14 days
Neighbourhood Centre	8 days
Suburban Area	5 days

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

Selected Location Sub Categories:	
Industrial Zone	1 days
Residential Zone	18 days
Village	8 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Excluded	2 days
Servicing vehicles Included	9 days
Servicing vehicles Unknown	16 days

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Secondary Filtering Selection:

Use Class:

C3	27 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

180 - 8100

Population within 1 mile:

1,001 to 5,000	9 surveys
10,001 to 15,000	5 surveys
20,001 to 25,000	1 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	9 surveys

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

Population within 5 miles:

100,001 to 125,000	3 surveys
125,001 to 250,000	5 surveys
25,001 to 50,000	9 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	3 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	5 surveys
1.1 to 1.5	18 surveys
1.6 to 2.0	4 surveys

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

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 surveys
No	1 surveys
Yes	22 surveys

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

PTAL Rating:

No PTAL Present	27 surveys
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This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

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

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LIST OF SITES relevant to selection parameters:

Site 1:	BU-03-M-01	Number of dwellings:	60.00 DWELLS
Development Name:	BLOCK OF FLATS	Survey Date:	06/09/2023
Location:	TAPLOW	Survey Day:	Wednesday
Postcode:	SL6 0FS		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	CA-03-M-01	Number of dwellings:	52.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	20/06/2018
Location:	WATERBEACH	Survey Day:	Wednesday
Postcode:	CB25 9GJ		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	CA-03-M-02	Number of dwellings:	87.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	26/05/2021
Location:	SOHAM	Survey Day:	Wednesday
Postcode:	CB7 5AH		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	CT-03-M-01	Number of dwellings:	75.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	28/06/2023
Location:	SHEFFORD	Survey Day:	Wednesday
Postcode:	SG17 5FA		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	DC-03-M-02	Number of dwellings:	37.00 DWELLS
Development Name:	TERRACED & BUNGALOWS	Survey Date:	16/09/2016
Location:	DORCHESTER	Survey Day:	Friday
Postcode:	DT1 1NW		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 6:	DV-03-M-02	Number of dwellings:	90.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	29/03/2019
Location:	TOTNES	Survey Day:	Friday
Postcode:	TQ9 5WY		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 7:	ES-03-M-09	Number of dwellings:	16.00 DWELLS
Development Name:	DETACHED/SEMI-DETACHED	Survey Date:	17/05/2017
Location:	NORTHAM	Survey Day:	Wednesday
Postcode:	TN31 6QQ		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 8:	ES-03-M-12	Number of dwellings:	93.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	21/06/2018
Location:	HAILSHAM	Survey Day:	Thursday
Postcode:	BN27 1PA		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

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Site 9:	ES-03-M-15	Number of dwellings:	80.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	13/03/2019
Location:	MARESFIELD	Survey Day:	Wednesday
Postcode:	TN22 2DJ		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 10:	ES-03-M-18	Number of dwellings:	75.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	15/06/2021
Location:	WIVELSFIELD GREEN	Survey Day:	Tuesday
Postcode:	RH17 7EW		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 11:	ES-03-M-23	Number of dwellings:	66.00 DWELLS
Development Name:	DETACHED & SEMI-DETACHED	Survey Date:	24/09/2024
Location:	HAILSHAM	Survey Day:	Tuesday
Postcode:	BN27 2RE		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 12:	ES-03-M-24	Number of dwellings:	38.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	01/10/2025
Location:	NEWICK	Survey Day:	Wednesday
Postcode:	BN8 4FX		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 13:	HC-03-M-23	Number of dwellings:	43.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	20/09/2023
Location:	HEDGE END	Survey Day:	Wednesday
Postcode:	SO30 0LE		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 14:	HF-03-M-03	Number of dwellings:	80.00 DWELLS
Development Name:	TERRACED & DETACHED	Survey Date:	03/11/2022
Location:	SAWBRIDGEWORTH	Survey Day:	Thursday
Postcode:	CM21 0DW		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 15:	NF-03-M-18	Number of dwellings:	86.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	11/10/2016
Location:	HARLESTON	Survey Day:	Tuesday
Postcode:	IP20 9GE		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 16:	NF-03-M-31	Number of dwellings:	48.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	05/10/2017
Location:	NEAR NORWICH	Survey Day:	Thursday
Postcode:	NR14 8FQ		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

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Site 17:	NF-03-M-38	Number of dwellings:	91.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	
Location:	PORINGLAND	Survey Day:	
Postcode:	NR14 7TS		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 18:	NF-03-M-47	Number of dwellings:	90.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	22/09/2021
Location:	ATTLEBOROUGH	Survey Day:	Wednesday
Postcode:	NR17 1FF		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 19:	NF-03-M-58	Number of dwellings:	100.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	21/09/2022
Location:	NEAR NORWICH	Survey Day:	Wednesday
Postcode:	NR14 7UP		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 20:	NF-03-M-63	Number of dwellings:	100.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	21/09/2022
Location:	NORTH WALSHAM	Survey Day:	Wednesday
Postcode:	NR28 0FW		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 21:	OX-03-M-01	Number of dwellings:	100.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	28/06/2018
Location:	THAME	Survey Day:	Thursday
Postcode:	OX9 3SD		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 22:	SF-03-M-01	Number of dwellings:	35.00 DWELLS
Development Name:	TERRACED & SEMI-DETACHED	Survey Date:	24/09/2020
Location:	NEAR IPSWICH	Survey Day:	Thursday
Postcode:	IP12 4UJ		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		
Site 23:	WS-03-M-13	Number of dwellings:	23.00 DWELLS
Development Name:	TERRACED & FLATS	Survey Date:	21/06/2016
Location:	WORTHING	Survey Day:	Tuesday
Postcode:	BN15 9NY		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 24:	WS-03-M-18	Number of dwellings:	86.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	17/10/2019
Location:	BOGNOR REGIS	Survey Day:	Thursday
Postcode:	PO21 5GB		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

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Site 25:	WS-03-M-19	Number of dwellings:	32.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	17/10/2019
Location:	BOGNOR REGIS	Survey Day:	Thursday
Postcode:	PO21 5GA		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 26:	WS-03-M-21	Number of dwellings:	57.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	14/11/2019
Location:	BRACKLESHAM BAY	Survey Day:	Thursday
Postcode:	PO20 8FN		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 27:	WS-03-M-24	Number of dwellings:	80.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	08/10/2021
Location:	NEAR CRAWLEY	Survey Day:	Friday
Postcode:	RH10 3YR		
Main Location Type:	Neighbourhood Centre		
Sub Location Type:	Village		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BD-03-M-01 14-03-2019	14-03-2019	Higher level of local public transport provision
BE-03-M-04 19-09-2018	19-09-2018	London site
BM-03-M-01 07-09-2022	07-09-2022	London site
BT-03-M-03 19-05-2016	19-05-2016	London site
BT-03-M-04 04-11-2021	04-11-2021	London site
CU-03-M-04 24-06-2016	24-06-2016	Higher level of local public transport provision
CV-03-M-01 22-05-2017	22-05-2017	Ireland site
DE-03-M-01 12-10-2016	12-10-2016	Northern Ireland site
EG-03-M-07 27-06-2023	27-06-2023	London site
EN-03-M-03 22-11-2023	22-11-2023	London site
ES-03-M-20 05-10-2021	05-10-2021	No local public transport provision
HD-03-M-04 08-06-2016	08-06-2016	London site
MG-03-M-01 16-11-2016	16-11-2016	Ireland site
NF-03-M-04 19-09-2019	19-09-2019	Located near a holiday park
NF-03-M-13 16-09-2019	16-09-2019	Lack of local amenities
NF-03-M-13 17-09-2019	17-09-2019	Lack of local amenities
NF-03-M-13 18-09-2019	18-09-2019	Lack of local amenities
NF-03-M-13 19-09-2019	19-09-2019	Lack of local amenities
NF-03-M-13 20-09-2019	20-09-2019	Lack of local amenities
NF-03-M-29 12-10-2017	12-10-2017	Lack of local amenities
NF-03-M-64 21-11-2024	21-11-2024	Higher level of local public transport provision
RD-03-M-01 10-03-2016	10-03-2016	London site
RD-03-M-02 24-06-2022	24-06-2022	London site
SO-03-M-01 16-09-2025	16-09-2025	Higher level of local public transport provision
SU-03-M-01 20-06-2024	20-06-2024	London site
WO-03-M-03 07-10-2020	07-10-2020	Lack of local amenities

Audit Code: 86a25cb3-2680-4a69-8b76-09a68a8a5f30

Site Ref	Survey Date	Reason for Deselection
WS-03-M-22 19-10-2020	19-10-2020	Higher level of local public transport provision
WS-03-M-23 13-10-2021	13-10-2021	Lack of local amenities
WS-03-M-28 11-10-2023	11-10-2023	Lack of local amenities

Audit Code: 86a25cb3-2680-4a69-8b76-09a68a8a5f30

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/NON-PRIVATE HOUSING

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	27	67	0.086	0.265	0.351
08:00-09:00	27	67	0.132	0.358	0.490
09:00-10:00	27	67	0.152	0.155	0.307
10:00-11:00	27	67	0.135	0.168	0.303
11:00-12:00	27	67	0.131	0.143	0.274
12:00-13:00	27	67	0.152	0.147	0.299
13:00-14:00	27	67	0.157	0.148	0.305
14:00-15:00	27	67	0.158	0.191	0.349
15:00-16:00	27	67	0.255	0.195	0.450
16:00-17:00	27	67	0.251	0.153	0.404
17:00-18:00	27	67	0.304	0.153	0.457
18:00-19:00	27	67	0.255	0.160	0.415
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.168	2.236	4.404

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

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

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Audit Code: 86a25cb3-2680-4a69-8b76-09a68a8a5f30

Parameter Summary:

Trip rate parameter range selected:	14 - 100 (units: DWELLS)
Survey date date range:	21/06/2016 - 01/10/2025
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	46
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.