

APPENDIX A. Illustrative Masterplan



Application boundary
Potential land for future restoration of the Canal

Notes/Revisions

Forest Farm, Chippenham
Gleeson Land

0 50 100 m

N

IMP

Status:	DRAFT	Drawn by:	JP	Checked by:	JP
Project Number:	227610	Scale @ A2:	1:2500	Date:	14/03/2024
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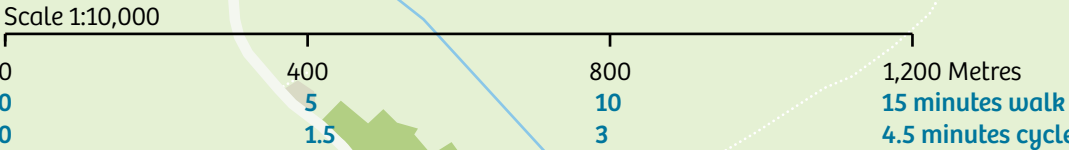
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APPENDIX B.

Wiltshire Council Chippenham Cycling Map



Key

Cycle way/path (surfaced)

Cycle way/path (unsurfaced)

Recommended cycle route (on road)

403

National Cycle Network

P

Cycle Parking

Pedestrian link (cyclists dismount)

Footpaths

Rail Station

Bus Station

i

Information Centre

Leisure Centre

Police Station

Hospital

Council Offices

Library

Toilets

Higher Education

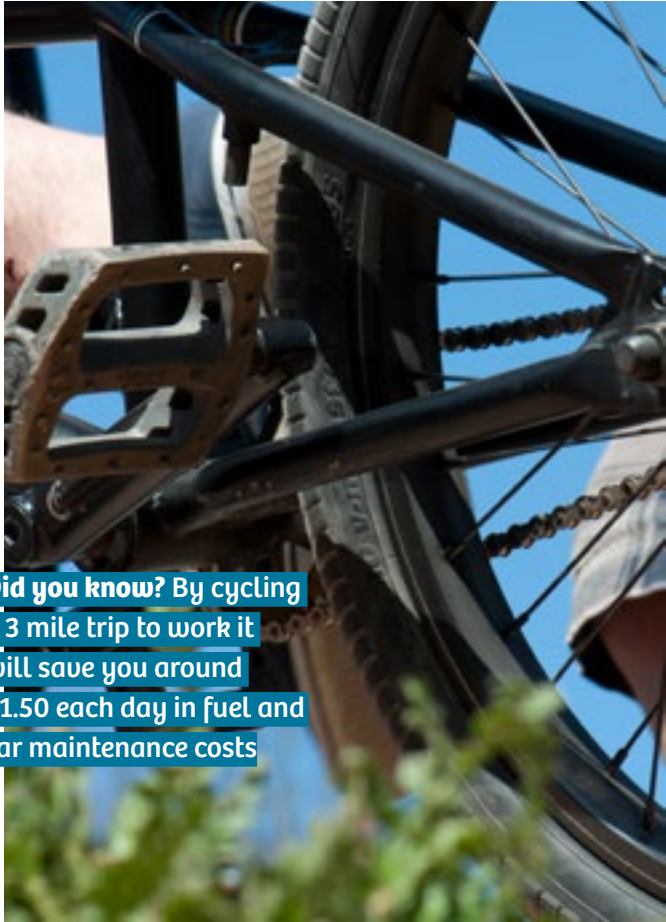
School





Why cycle?

Connecting Wiltshire is trying to encourage more people to cycle, whether it be to work, school, shopping or just for leisure. Not only can it improve your health and fitness, help the environment and beat congestion, but it can also save you money.



Did you know? By cycling a 3 mile trip to work it will save you around £1.50 each day in fuel and car maintenance costs

Cycling is a great way to introduce some exercise into your daily routine. It can also help reduce stress and is a great way to clear your head at the end of the day.

Code of conduct for shared use paths

When you are cycling, please:

- Give way to walkers and wheelchair users and leave them plenty of room.
- Take care around horse riders especially when approaching from behind.
- Be prepared to slow down or stop.
- Don't cycle at excessive speed.
- Be careful at junctions, bends, entrances or any other places where people could appear without warning.
- Don't assume that everyone can see or hear you.
- Use your bell or call out. Don't surprise people. Acknowledge those who give way to you.
- Keep to your side of any dividing line.
- Use lights when it gets dark or in dull weather. Carry a spare set of lights or batteries with you.

When you are walking, please:

- Listen for bells. Bells are not an order for you to get out of the way. They are to make you aware that cyclists are looking for a safe opportunity to pass.
- Allow cyclists to pass when it's safe. Remember cyclists need time to brake and stop.
- Keep your dog under control.
- Keep to your side of any dividing line. Please be tolerant where space is limited.

Keep your bike safe

- Buy a good lock and make sure you always lock the frame of the bike to the parking stand.
- Take removable lights with you.
- A good rule of thumb is that your lock should cost around 10% of the value of your bike, or to look out for 'Sold Secure' ratings.
- You can insure your bike on your home insurance policy or buy specialist cycle cover.
- Make sure you record your cycle frame number which will help you recover it if it's stolen.

Bike Maintenance

There are many friendly bike shops in Wiltshire who can help you keep your bike running smoothly.

Learning some basic bike maintenance is useful for keeping your bike in good condition:

Every time you use your bike

- Check the air pressure in your tyres and pump up if needed.
- Make sure your brakes are working

Weekly (for frequent cyclists)

- Oil your chain

Less frequently

- Oil any moving parts of the bike. Take care not to get oil on your brake pads or wheel rims.
- Check your brake pads for wear. They should contact squarely with the wheel rim not the tyre.
- Check the frame for damage and make sure any bolts are securely tightened.

It is worth making sure you carry some basic equipment with you on any rides such as repair patches, tyre levers and a pump and valve.



Why not try walking?

Walking is a great alternative to many forms of motorised transport. It is a terrific way to explore Wiltshire's many urban centres and take in the sights and sounds on foot. It can leave you feeling refreshed and energised before starting work and it also offers you valuable time to relax and unwind after a hard day in the office.

There are other benefits associated with walking; some of these might encourage you to start walking:

- Guaranteed arrival time
- No parking problems
- Time for you to relax and unwind
- Reduces congestion, good for the environment and your local area
- It is free

How can I make walking more fun?

- Find someone to walk with so you can chat as you walk
- Use an MP3 player so you can listen to your favourite music or podcasts as you go
- Use a pedometer to measure your average daily steps then steadily try to increase the amount

How can I fit walking into my day?

Walking is a great way of taking more exercise each day without having to greatly alter your daily routine. Have you considered....

- Walking to the shops
- Taking a regular walk with a friend
- Leaving the car behind for short journeys
- Walking the kids to school
- Getting off the bus a stop early and walking the rest of the journey
- Using the stairs instead of the lift
- Going for a stroll with family or friends after dinner

Do you only live a couple of miles from work?

Not sure how far it really is? Why not visit www.connectingwiltshire.co.uk to help plan your route, provide a journey time and distance and tell you how many calories you can burn on the way.



Chippenham
Cycle map

Leisure routes

Several of Sustrans' National Cycle Network (NCN) routes pass through Wiltshire:

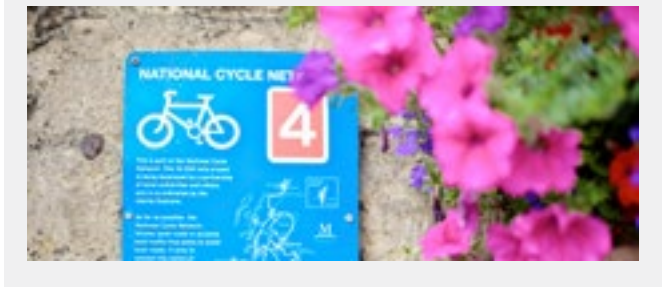
NCN 4 is a long distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St. Davids.

NCN 24 will run from Bath through Radstock and Frome in Somerset, then Warminster and Salisbury to join with NCN 23 at Eastleigh in Hampshire

NCN 45 will connect Salisbury in Wiltshire with Chester in Cheshire, via Swindon, Cirencester, Gloucester, Worcester and Whitchurch

There are also many local routes. The Wiltshire Cycleway is a circular route passing through many of Wiltshire's towns.

Look for the blue route signs or visit www.connectingwiltshire.co.uk



Time/Distance/Calorie Counter

The times and distances to the right are based on following the recommended cycle routes where possible and with a cycling speed of 10mph (this is an unhurried speed on the flat). If you cycle quicker, your journey time can be even shorter and you can burn more calories.

For time, distance, calorie information and gradient profiles for other cycle journeys, use our journey planner at www.connectingwiltshire.co.uk

	Town centre / Tourist Information	Rail station / Wiltshire College	Wiltshire Council Office (Monkton Park) / Olympiad Leisure Centre	Bus station / Library	Swindon & Wiltshire History Centre	Methuen Park	Bumpers Farm	Langley Park	Hardenhuish School / Sheldon School	Abbeyfield School
Town centre / Tourist Information										
Rail station / Wiltshire College	3 mins 0.50 miles 14 Cals									
Wiltshire Council Office (Monkton Park) / Olympiad Leisure Centre	3 mins 0.50 miles 14 Cals	<1.5 mins <0.25 miles <7 Cals								
Bus station / Library	1.5 mins 0.25 miles 7 Cals	4.5 mins 0.75 miles 21 Cals	3 mins 0.50 miles 14 Cals							
Swindon & Wiltshire History Centre	4.5 mins 0.75 miles 21 Cals	1.5 mins 0.25 miles 7 Cals	1.5 mins 0.25 miles 7 Cals	6 mins 1.0 miles 28 Cals						
Methuen Park	13.5 mins 2.25 miles 63 Cals	13.5 mins 2.25 miles 63 Cals	15 mins 2.5 miles 70 Cals	15 mins 2.5 miles 70 Cals	18 mins 3.0 miles 84 Cals					
Bumpers Farm	10.5 mins 1.75 miles 49 Cals	10.5 mins 1.75 miles 49 Cals	12 mins 2.0 miles 56 Cals	12 mins 2.0 miles 56 Cals	15 mins 2.5 miles 70 Cals	10.5 mins 1.75 miles 49 Cals				
Langley Park	7.5 mins 1.25 miles 35 Cals	7.5 mins 1.25 miles 35 Cals	9 mins 1.50 miles 42 Cals	10.5 mins 1.75 miles 49 Cals	10.5 mins 1.75 miles 49 Cals	16.5 mins 2.75 miles 77 Cals	12 mins 2.0 miles 56 Cals			
Hardenhuish School / Sheldon School	7.5 mins 1.25 miles 35 Cals	9 mins 1.50 miles 42 Cals	9 mins 1.50 miles 42 Cals	9 mins 1.50 miles 42 Cals	7.5 mins 1.25 miles 35 Cals	10.5 mins 1.75 miles 49 Cals	6 mins 1.0 miles 28 Cals	10.5 mins 1.75 miles 49 Cals		
Abbeyfield School	9 mins 1.50 miles 42 Cals	10.5 mins 1.75 miles 49 Cals	9 mins 1.50 miles 42 Cals	9 mins 1.50 miles 42 Cals	10.5 mins 1.75 miles 49 Cals	19.5 mins 3.25 miles 91 Cals	19.5 mins 3.25 miles 91 Cals	15 mins 2.5 miles 70 Cals	18 mins 3.0 miles 84 Cals	

Plan your journey and find information for all travel into and around Wiltshire at www.connectingwiltshire.co.uk. You can look up leisure cycling routes, find local cycling groups and cycle training, report problems on the roads, or find out about taking your bike on trains.

www.connectingwiltshire.co.uk
connectingwiltshire@wiltshire.gov.uk



Stay in the loop

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This leaflet has been produced by Steer Davies Gleave on behalf of Wiltshire Council.
Updated by Wiltshire Council - March 2015

APPENDIX C. Stagecoach Letter of Comfort

Cheltenham & Gloucester Omnibus Company Ltd T/A
Stagecoach
Third Floor
65 London Road
Gloucester
GL1 3HF

David Earl
iTransport LLP
The Square
Basing View
Basingstoke
RG21 4EB

RE: Forest Farm, Chippenham

Wednesday, 15 July 2026

Dear Mr Earl,

Further to our recent discussions regarding the above site, I can confirm that Stagecoach West supports the proposed development at the above site for approximately 600 dwellings and a local centre.

We understand that the withdrawn Wiltshire draft Local Plan previously identified the Forest Farm site as forming part of the South Chippenham allocation (Policy 7), which proposed a mixed-use development comprising approximately 2,520 dwellings, employment land, a district and local centres, education provision, and a transport corridor linking the A4 and the A350 (the Southern Distributor Road). The A4 London Road corridor forms the eastern/northern frontage of the site and there are existing bus stops at the site frontage.

Stagecoach West currently operates service 55 along the A4 corridor between Chippenham and Swindon, via Royal Wootton Bassett and Calne. This service operates up to every 20 minutes from Monday to Saturday and every 30 minutes on Sundays.

Based on the information provided, we consider that the 55 service would be suitable to serve the Forest Farm site and if the development came forward on its own then we would propose to serve the site from existing / improved stops on the A4 and not travel into the development. We consider the existing bus stop locations on the site frontage to be suitable for future residents of the Forest Farm site.

We further understand that a separate planning application is likely to be submitted (by another party) for further residential development and land for a new school to the west of Forest Farm and accessed from the A4 Pewsham Way.

If both sites came forward together, Stagecoach West would in principle be supportive of extending service 55 buses into the development. This would be subject to suitable road and bus stop infrastructure being delivered which enable the efficient and safe movement of people and buses along this section of route.

Where additional vehicle and driver resource is required, this will require sufficient levels of financial support until the route extension achieves commercial viability.

We look forward to continuing our engagement with you and other parties, including Wiltshire County Council, around the design and delivery of bus services for these developments in due course.

Yours Sincerely,



David O'Leary

Commercial Director

APPENDIX D. Personal Injury Accident Data

Details of Personal Injury Accidents for Period - 01/10/2018 to 30/09/2023 (60) months

Selection:

Notes:

Pewsham Area for i-transport

Police Ref.	Day Date	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									

B1256/18 Friday A342 DERRY HILL JCT WITH A4 Veh 1 Pedal cycle Going ahead LH bend SE to W Dri F 70 Slight
23/11/2018 BATH RD. PEWSHAM
A 342 1330hrs
Daylight
E 395,090 Wet/Damp
N 171,014 Fine without high winds
40 mph

V1 (P/CYCLE) TRAV W HAS TAKEN L/H BEND AT JCT, LOST CONTROL AND LEFT C/WAY ON O/S. RIDER HAS BEEN DISPLACED. IW

40793/19 Monday A4 NEW RD, JCT WITH A342 OLD Veh 1 Car U turn S to E
29/04/2019 DERRY HILL, CHIPPENHAM Veh 2 M/C > 500 cc Going ahead NW to E Dri M 38 Serious
A 4 0745hrs
Daylight
E 395,149 Dry
N 171,008 Fine without high winds
40 mph

V1 (CAR) TRAV NE, V2 (M/CYCLE) TRAV E. V2 TURNED RIGHT INTO PATH OF V2, V2 COLLIDED N/S V1, RIDER DISPLACED. TN

65006/19 Thursday A342 OLD DERRY HILL, JCT WITH A4 Veh 1 Car Wait go ahead held SE to NW
04/07/2019 LONDON RD. CHIPPENHAM Veh 2 Car Starting SE to NW FSP F 48 Slight
A 342 1850hrs
Daylight
E 395,066 Dry
N 171,004 Fine without high winds
40 mph

V1 (CAR) TRAV NW BEHIND V2 (CAR) TRAV NW. V2 WAITING AT JCT, V1 MOVED OFF COLLIDING REAR V2. TN

44243/20 Monday A4 PEWSHAM WAY, CHIPPENHAM, Veh 1 Car Going ahead S to N Dri M 59 Slight
11/05/2020 WILTSHIRE
A 4 1315hrs
Daylight
E 392,266 Dry
N 172,301 Fine without high winds
50 mph

V1 (CAR) TRAV N. V1 DRIVER FELL ASLEEP AT THE WHEEL, VEERED ONTO OPPOSITE SIDE OF THE ROAD AND SPUN AROUND. JT.

Details of Personal Injury Accidents for Period - 01/10/2018 to 30/09/2023 (60) months

Selection:

Notes:

Pewsham Area for i-transport

Police Ref.	Day	Location	Description	Vehicles							Casualties		
	Date			Veh No / Type / Manv / Dir / Class							Sex / Age / Sev		
	Road No.	Time											
	Grid Ref.	D/L											
		R.S.C	Weather										
	Speed												
		Account of Accident											
81649/20 A 4	Sunday	A4 LONDON ROAD, OLD DERRY		Veh 1	Car	Going ahead LH bend	N	to	SE	Dri	M	20 Fatal	
	16/08/2020	HILL, CALNE, WILTSHIRE		Veh 1	Car	Going ahead LH bend	N	to	SE	FSP	M	20 Fatal	
	0301hrs			Veh 1	Car	Going ahead LH bend	N	to	SE	RSP	M	19 Fatal	
	Darkness: street lights present and lit			Veh 1	Car	Going ahead LH bend	N	to	SE	RSP	M	19 Fatal	
E 394,988		Wet/Damp											
N 171,044		Fine without high winds											
		40 mph											
V1 (CAR) TRAV SE. V1 HAS LOST CONTROL OF CAR, CLIPPED CURB AND COLLIDED INTO A HEDGE AND THEN COLLIDED INTO A HOUSE. JT.													
06162/21 U	Wednesday	LONDON ROAD JCT WITH A4,		Veh 1	Car	Turning right	0	to	0				
	20/01/2021	CHIPPENHAM, WILTSHIRE		Veh 2	Car	Going ahead	0	to	0	Dri	M	51 Slight	
	1800hrs												
	Darkness: street lights present and lit												
E 393,715		Wet/Damp											
N 172,173		Raining without high winds											
		30 mph											
V1 (CAR) TRAV SE. V2 (CAR) TRAV SE. V1 HAS FAILED TO GIVE WAY TO V1 AND V1 COLLIDES O/S V2. JT.													
B0855/21 A 4	Saturday	A4 LONDON RD, AT JCT WITH 'THE		Veh 1	Car	Going ahead	N	to	SE	Dri	F	80 Slight	
	13/11/2021	PEWSHAM PUB', CHIPPENHAM. SMO		Veh 2	Car	Stopping	N	to	W				
	1348hrs												
	Daylight												
E 394,904		Dry											
N 171,139		Fine without high winds											
		40 mph											
V1(CAR) TRAV SE. V2(CAR) TRAV W. V2 HAS SLOWED TO TURN INTO JCT AND V1 HAS FAILED TO STOP IN TIME AND COLLIDED FRONT WITH V2 REAR. SMO													
B1464/21 A 4	Monday	A4 LONDON RD, AR RBT WITH C365		Veh 1	Car	Going ahead	SE	to	NW	Dri	F	59 Slight	
	15/11/2021	LONDON RD. CHIPPENHAM. SMO											
	1554hrs												
	Daylight												
E 393,715		Dry											
N 172,162		Fog or mist											
		50 mph											
V1(CAR) TRAV NW. V1 HAS LOST CONTROL AND DRIVEN ACROSS RBT. V1 DRIVER EXPERIENCED MEDICAL EPISODE. SMO													

Details of Personal Injury Accidents for Period - 01/10/2018 to 30/09/2023 (60) months

Selection:

Notes:

Pewsham Area for i-transport

Police Ref.	Day	Location Description	Vehicles					Casualties				
			Veh No	Type	Manv	Dir	Class	Sex / Age / Sev				
Road No.	Date											
Grid Ref.	Time											
	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
05008/22	Saturday	A4 LONDON RD, APPROX 30M W OF	Veh 1	Car		O/take m/veh o/side	W	to E	Dri	M	20	Serious
A 4	15/01/2022	WEDMORE FARM, PEWSHAM. SMO	Veh 2	Car		Going ahead	E	to W	Dri	F	31	Slight
	1935hrs		Veh 2	Car		Going ahead	E	to W	FSP	M	36	Slight
	Darkness: street lights present and lit		Veh 2	Car		Going ahead	E	to W	RSP	F	5	Slight
	Wet/Damp		Veh 3	Car		Going ahead	E	to W	Dri	M	38	Slight
E 394,251			Veh 3	Car		Going ahead	E	to W	RSP	F	33	Serious
N 171,789		Fine without high winds	Veh 3	Car		Going ahead	E	to W	FSP	F	27	Slight
		50 mph	Veh 3	Car		Going ahead	E	to W	RSP	M	9	Slight
			Veh 3	Car		Going ahead	E	to W	RSP	F	5	Slight
			Veh 3	Car		Going ahead	E	to W	RSP	F	1	Slight
V1(CAR) TRAV E. V2(CAR) TRAV W. V3(CAR) TRAV W. V1 HAS OVERTAKEN ON BLIND BEND. V2 HAS COME FROM OPPOSITE DIRECTION AND MOVED N/S TO AVOID. V1 HAS STRUCK O/S WITH V2 O/S CAUSING V2 TO SPIN. V1 HAS THEN COLLIDED WITH V3 FRONT CAUSING V1 AND V3 TO SPIN . SMO												
84246/22	Wednesday	A4 LONDON RD, AT JCT WITH	Veh 1	Car		Going ahead	SE	to NW				
A 4	10/08/2022	HYUNDAI GARAGE, CHIPPENHAM. SMO	Veh 2	Car		Wait to turn right	SE	to E	Dri	M	25	Slight
	1035hrs											
E 394,558		Daylight										
N 171,678		Dry										
		Fine without high winds										
		50 mph										
V1(CAR) TRAV E. V2(CAR) TRAV NW. V2 HAS BEEN WAITING TO TURN RIGHT INTO JCT. V1 HAS FAILED TO STOP IN TIME AND COLLIDED FRONT WITH V2 REAR. SMO												
A6907/22	Monday	A4 LONDON RD, AT JCT WITH EXIT	Veh 1	Car		Turning right	SW	to SE	Dri	M	79	Slight
A 4	10/10/2022	TO THE PEWSHAM PUB, DERRY HILL. SMO	Veh 2	Car		Going ahead	SE	to NW	Dri	F	64	Slight
	1120hrs											
E 394,907		Daylight										
N 171,135		Dry										
		Unknown										
		40 mph										
V1(CAR) TRAV SE. V2(CAR) TRAV NW. V1 HAS PULLED OUT OF JCT INTO PATH OF V2. V2 HAS STRUCK FRONT N/S WITH V1 O/S. SMO												
B0302/22	Wednesday	A4 PEWSHAM WAY, AT RBT WITH	Veh 1	Car		Going ahead	S	to N	Dri	F	54	Slight
A 4	19/10/2022	AVENUE LA FLECHE, CHIPPENHAM. SMO	Veh 2	Goods < 3.5t		Stopping	S	to N				
	0735hrs											
E 392,291		Daylight										
N 172,661		Dry										
		Fine without high winds										
		50 mph										
V1(CAR) TRAV N. V2(VAN) TRAV N. V2 HAS STOPPED AT RBT AND V1 HAS FAILED TO STOP IN TIME AND COLLIDED FRONT WITH V2 REAR. SMO												

Details of Personal Injury Accidents for Period - 01/10/2018 to 30/09/2023 (60) months

Selection:

Notes:

Pewsham Area for i-transport

Police Ref.	Day Date Time	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Grid Ref.	D/L	R.S.C	Weather	Speed	Account of Accident				

11820/23 Thursday A4 PEWSHAM WAY, AT JCT WITH Veh 1 Goods 3.5 - 7.5t Going ahead N to S
02/02/2023 WESTMEAD OPEN SPACE CARPARK, Veh 2 Car Wait to turn right N to W Dri F 38 Slight
A 4 1032hrs CHIPPENHAM. DST
Daylight
E 392,218 Dry
N 172,100 Fine without high winds
50 mph

V1(LORRY) TRAV S. V2(CAR) TRAV S. V2 HAS SLOWED TO TURN RIGHT. V1 HAS FAILED TO STOP AND COLLIDED FRONT WITH V2 REAR. DST

41148/23 Wednesday A342 OLD DERRY HILL, AT JCT WITH Veh 1 Goods < 3.5t Going ahead SE to NW Dri M 33 Slight
19/04/2023 A4 LONDON RD, CHIPPENHAM. SMO Veh 2 Car Wait go ahead held SE to NW Dri F 39 Slight
A 342 1432hrs
Daylight
E 395,100 Dry
N 170,996 Fine without high winds
40 mph

V1(VAN) TRAV NW. V2(CAR) TRAV NW. V2 HAS STOPPED AT JCT AND V1 HAS FAILED TO STOP AND COLLIDED FRONT WITH V2 REAR. SMO

66349/23 Saturday A4 PEWSHAM WAY, APPROX 115M S Veh 1 Car Going ahead S to N FSP M 19 Slight
24/06/2023 OF RBT WITH AVENUE LA FLECHE, Veh 2 Car Going ahead N to S
A 4 1852hrs CHIPPENHAM. SMO
Daylight
E 392,316 Dry
N 172,547 Fine without high winds
50 mph

V1(CAR0 TRAV N. V2(CAR) TRAV S. V1 HAS BEEN DISTRACTED IN VEHICLE AND COLLIDED FRONT WITH V2 FRONT TRAVELLING IN OPPOSITE DIRECTION. SMO

71299/23 Friday A4 LONDON RD, APPROX 75M SE OF Veh 1 Goods < 3.5t Going ahead SE to NW Dri M 61 Slight
07/07/2023 A4 PEWSHAM WAY, CHIPPENHAM. Veh 2 Car Going ahead NW to SE Dri F 60 Serious
A 4 1710hrs SMO
Daylight
E 393,790 Dry
N 172,118 Fine without high winds
50 mph

V1(VAN) TRAV NW. V2(CAR) TRAV SE. V1 HAS DRIFTED INTO ONCOMING V2 AND STRUCK FRONT WITH V2 FRONT. V1 HAS PUSHED V2 OFF THE C/WAY. SMO

Details of Personal Injury Accidents for Period -01/10/2018to 30/09/2023 (60) months

Selection:Notes:
Pewsham Area for i-transport

Police Ref.	Day Date	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age / Sev
Road No.	Time								
Grid Ref.	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								
79652/23	Saturday	A4 PEWSHAM WAY, AT RBT WITH	Veh 1	M/C < 125 cc	Stopping	SW to NE	Dri	M	18 Slight
A 4	29/07/2023	KING HENRY DR, CHIPPENHAM.							
	1150hrs	SMO							
	Daylight								
E 393,301	Wet/Damp								
N 171,583	Fine without high winds								
	50 mph								
V1(M/CYCLE) TRAV NE. V1 HAS SKID CAUSING V1 RIDER TO BE DISPLACED AND COLLIDE WITH LAMPOST O/S. SMO									

Accidents between dates 01/09/2024 and 30/06/2025 (10) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -ONE OFFS 2 ("Pewsham Way")

Selected Polygon:Pewsham Way

44835/25 12/04/2025 Time 1500 Vehicles 3 Casualties 5 Serious
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single carriageway
V1 (CAR), V2 (CAR) AND V3 (CAR) TRAV NW. V2 AND V3 STOPPED FOR TRAFF. V1 FAILED TO REACT. V1 COLLIDED
FRONT WITH V2 REAR PUSING V2 INTO V3 REAR. EM
Occurred on A4 DERRY HILL AT ENR TO HYUNDAI GARAGE, CHIPPENHAM. EM

Vehicle Reference 1 Car Going ahead
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 37 Breath test Negative
Vehicle direction SE to NW Driver Postcode SN14 0BE
FRV Not foreign registered vehicle Journey Other
Left hand drive No

Casualty Reference: 1 Age: 37 Male Driver/rider Severity: Slight

Seatbelt Worn and independently confirmed Cycle helmet Not a cyclist

Casualty Reference: 5 Age: 37 Female Passenger Severity: Slight

Seatbelt Worn and independently confirmed Cycle helmet Not a cyclist

Vehicle Reference 2 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 60 Breath test Negative
Vehicle direction SE to NW Driver Postcode SN11 9EU
FRV Not foreign registered vehicle Journey Other
Left hand drive No

Casualty Reference: 2 Age: 60 Female Driver/rider Severity: Slight

Seatbelt Worn and independently confirmed Cycle helmet Not a cyclist

Vehicle Reference 3 Car Waiting to go ahead but held up
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 49 Breath test Negative
Vehicle direction SE to NW Driver Postcode SN15 2GA
FRV Not foreign registered vehicle Journey Other
Left hand drive No

Casualty Reference: 3 Age: 49 Male Driver/rider Severity: Serious

Seatbelt Worn and independently confirmed Cycle helmet Not a cyclist

Casualty Reference: 4 Age: 48 Female Passenger Severity: Slight

Seatbelt Worn and independently confirmed Cycle helmet Not a cyclist

Accidents between dates 01/09/2024 and 30/06/2025 (10) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -ONE OFFS 2 ("Pewsham Way")

47341/25 18/04/2025 Time 0941 Vehicles 3 Casualties 2 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single carriageway
V1 (CAR), V2 (CAR) AND V3 (CAR) TRAV NW. V2 AND V3 SLOWED FOR TRAFF. V1 FAILED TO REACT. V1 COLLIDED
FRONT WITH V2 REAR CUASING V2 TO COLLIDE FRONT WITH V3 REAR. EM
Occurred on A4 LONDON RD AT JCT WITH C155, CALNE. EM

Vehicle Reference 1 Car Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 31 Breath test Driver not contacted
Vehicle direction SE to NW Driver Postcode SN10 9DU
FRV Not foreign registered vehicle Journey Other
Left hand drive No

Vehicle Reference 2 Car Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 37 Breath test Driver not contacted
Vehicle direction SE to NW Driver Postcode SN11 8BE
FRV Not foreign registered vehicle Journey Other
Left hand drive No

Vehicle Reference 3 Car Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 69 Breath test Driver not contacted
Vehicle direction SE to NW Driver Postcode SN11 8UJ
FRV Not foreign registered vehicle Journey Other
Left hand drive No

Casualty Reference: 1 Age: 69 Male Driver/rider Severity: Slight
Seatbelt Unknown Cycle helmet Not a cyclist
Casualty Reference: 2 Age: 69 Female Passenger Severity: Slight
Seatbelt Unknown Cycle helmet Not a cyclist

Accidents between dates 01/09/2024 and 30/06/2025 (10) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -ONE OFFS 2 ("Pewsham Way")

36450/25 25/03/2025 Time 1206 Vehicles 2 Casualties 1 Slight
Fine without high winds Road surface Dry Daylight
Special Conditions None Road Type Single carriageway
V1 (CAR) AND V2 (CAR) TRAV SE. V2 BRAKED FOR TRAFF AND V1 FAILED TO REACT. V1 COLLIDED FRONT WITH V2 REAR. EM
Occurred on A4 PEWSHAM WAY APPROX 130M NW OF CANAL RD RAB, CHIPPENHAM. EM

Vehicle Reference 1 Car Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Front Age of Driver 33 Breath test Not requested
Vehicle direction NW to SE Driver Postcode SN15 3YA
FRV Not foreign registered vehicle Journey Unknown
Left hand drive No
Casualty Reference: 1 Age: 33 Female Driver/rider Severity: Slight
Seatbelt Unknown Cycle helmet Not a cyclist

Vehicle Reference 2 Car Slowing or Stopping
Not in restricted lane No skidding, jack-knifing or overturning
First point of impact Back Age of Driver 42 Breath test Not requested
Vehicle direction NW to SE Driver Postcode SN15 3TL
FRV Not foreign registered vehicle Journey Unknown
Left hand drive No

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	2	3
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	1	2	3

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	4	5
Passenger	0	0	3	3
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	7	8

APPENDIX E. Stage 1 Road Safety Audit and Designer's Response

Cheltenham & Gloucester Omnibus Company Ltd T/A
Stagecoach
Third Floor
65 London Road
Gloucester
GL1 3HF

David Earl
iTransport LLP
The Square
Basing View
Basingstoke
RG21 4EB

RE: Forest Farm, Chippenham

Wednesday, 15 July 2026

Dear Mr Earl,

Further to our recent discussions regarding the above site, I can confirm that Stagecoach West supports the proposed development at the above site for approximately 600 dwellings and a local centre.

We understand that the withdrawn Wiltshire draft Local Plan previously identified the Forest Farm site as forming part of the South Chippenham allocation (Policy 7), which proposed a mixed-use development comprising approximately 2,520 dwellings, employment land, a district and local centres, education provision, and a transport corridor linking the A4 and the A350 (the Southern Distributor Road). The A4 London Road corridor forms the eastern/northern frontage of the site and there are existing bus stops at the site frontage.

Stagecoach West currently operates service 55 along the A4 corridor between Chippenham and Swindon, via Royal Wootton Bassett and Calne. This service operates up to every 20 minutes from Monday to Saturday and every 30 minutes on Sundays.

Based on the information provided, we consider that the 55 service would be suitable to serve the Forest Farm site and if the development came forward on its own then we would propose to serve the site from existing / improved stops on the A4 and not travel into the development. We consider the existing bus stop locations on the site frontage to be suitable for future residents of the Forest Farm site.

We further understand that a separate planning application is likely to be submitted (by another party) for further residential development and land for a new school to the west of Forest Farm and accessed from the A4 Pewsham Way.

If both sites came forward together, Stagecoach West would in principle be supportive of extending service 55 buses into the development. This would be subject to suitable road and bus stop infrastructure being delivered which enable the efficient and safe movement of people and buses along this section of route.

Where additional vehicle and driver resource is required, this will require sufficient levels of financial support until the route extension achieves commercial viability.

We look forward to continuing our engagement with you and other parties, including Wiltshire County Council, around the design and delivery of bus services for these developments in due course.

Yours Sincerely,



David O'Leary

Commercial Director

Road Safety Audit Report

Incorporating

Stage 1 Completion of Preliminary Design;

Design Organisation Response to items raised; and

Auditors View of Design Organisation Response.



Proposed Development Access Roundabout along and Primary Road off the A4 London Road Pewsham

Client:

i-Transport

Client reference:

ITB19912

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 4

Job no	RSA-24-140	Issue no	4	Date	June 2026
Prepared by	JJF	Verified by	ZB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-24/RSA-24-140-4				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	June 2026
Document reference and revision:	RSA-24-140-4
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	Wiltshire Council
Design Organisation:	i-Transport
Project Sponsor:	Gleeson Land

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	JJF			6 th January 2025
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	17 th January 2025
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			17 th January 2025
3	Design Organisation Response incorporated	David Earl on behalf of i-Transport			23 rd June 2026
4	Auditor's View of Design Organisation Response	JJF			25 th June 2026

Contents:

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4.0	Items Raised in this Stage 1 Road Safety Audit	5
	A.1 Alignment	
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	A.4 Walking, Cycling and Horse Riding	
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Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan
	A3	Documents and Drawings associated with the Design Organisation Response

2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed roundabout along and Primary Road off the A4 London Road east of Pewsham, Chippenham. The junction is to be formed with an inscribed circle diameter (ICD) of 50 metres and incorporates two lane entries as well as exits, which merge after circa 50 metres. The proposed roundabout is to be provided at a level 600mm below the existing carriageway with works undertaken to adjust the vertical alignment of the approaches, 50 metres in advance of the junction. The proposed Primary Road is to be 6.5 metres wide and terminate circa 140 metres from the roundabout, circa 15 metres past a simple priority junction which forms a turning head. The proposed simple priority junction is to serve a 6.5 metre wide development access road to the west. A 3.5 metre shared footway cycleway is to be provided along the south west side of the roundabout that is to continue along the proposed primary road and development access road. The scheme is to facilitate access to a proposed development of circa 600 dwellings as well as a local centre.
- 2.2 The Audit Brief does not identify that the proposals are subject to any Departures from Standard (DfS) whether or not related to strategic decisions.
- 2.3 This Road Safety Audit was undertaken during January 2025 in accordance with the Road Safety Audit Brief provided on the 24th December 2024 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Gleeson Land. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided, detailed at **Appendix A1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed. It has been confirmed that items such as surface water drainage, street lighting, existing and proposed signage as well as utilities to include mobile phone masts, are to be assessed during the detail design stage of the scheme and therefore any associated road safety concerns are only raised if fundamental.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications as well as experience accord with the requirements of GG119. The Audit Team consists of the following members:

Audit Team Leader

Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, National Highway RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member

Zane Beswick *MCIHT, MSoRSA*
Road Safety / Highway Engineer

- 2.5 The site visit associated with this Audit was undertaken during the morning of Thursday 9th January 2025 between the hours of 11:15 and 12:50. The site visit involved walking and

driving around the local highway network for a 95-minute period whilst observing local infrastructure and current traffic. The weather during the site visit was overcast, the road surface was dry and visibility was good. A pedestrian as well as a number of cyclists were observed during the site visit. Vehicular traffic was also observed to include motorcycles, cars, passenger service vehicles, emergency response vehicles and light as well as heavy goods vehicles. The traffic flow was moderate and free flowing albeit with platoons of traffic at times.

- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

Road Safety Audit Response Report

- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation / Project Sponsor as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation / Project Sponsor. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response, an Overseeing Organisation Response and an Agreed RSA Action.
- 2.8 Further, upon the request of the Design Organisation and following receipt of the Design Organisation Response with any associated drawings, the Road Safety Audit Team Leader has provided a further comment on any items raised. The "Auditor's View on the Design Organisation Response" is included within a row beneath each item, for clarity.
- 2.9 This is generally contained within a separate Road Safety Audit Response Report but is included within this document in order for the Audit Team to maintain a single record of all problems, recommendations, responses and agreed actions for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes as these are not provided as a matter of course.
- 2.10 The following statements should be signed below following completion of the relevant sections.

Design Organisation Statement

2.11 On behalf of the Design Organisation, I certify that:

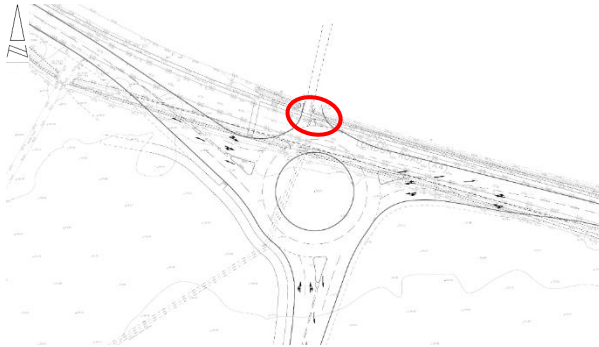
- 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:	David Earl
Signed	
Position:	Associate Partner
Organisation:	i-Transport
Date	23 rd June 2026

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

- 3.1 Fenley Road Safety Limited have not been made aware of any previous Road Safety Audits associated with the current proposals. Fenley Road Safety Limited have, however, undertaken a series of Stage 1 Road Safety Audits of proposed highway works with the associated development.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
A.1.1	PROBLEM
Location:	Existing access to Wedmore Farm
Summary:	The existing access may be required to fall to the proposed roundabout at an inappropriate gradient
Acc Type:	Vehicle overshoot type collision
The proposals include the provision of a roundabout along the A4 London Road at a location where an existing vehicular crossover is formed off the northern side of the carriageway. It is understood that the existing access serves a residential property and agricultural buildings known as Wedmore Farm. The scheme drawings identify that the existing access is to be served via a fourth arm off the northern side of the proposed roundabout that is to be provided at a level 600mm lower than the existing carriageway. It is noted that long sections of three approaches to the roundabout are provided which identify suitable gradients, however, a long section of the existing access to Wedmore Farm has not been supplied. The Audit Team have concerns that insufficient land is available between the proposed roundabout and property boundary to ensure that the link between the roundabout and private access is set at an appropriate gradient. An inappropriate gradient on approach to the give-way line of a roundabout could lead to overshoot type collisions with circulatory traffic.	
RECOMMENDATION:	
It is recommended that the proposed link is set at a suitable gradient.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15th January 2025	
Accept – The note regarding a 600mm level difference remained from a previous revision, this has now been removed and the levels checked. The northern arm is to be set at a maximum gradient of 4%.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25th June 2026	
Confirmation that the northern arm will be set at an appropriate gradient, addresses the road safety concern raised at this stage.	

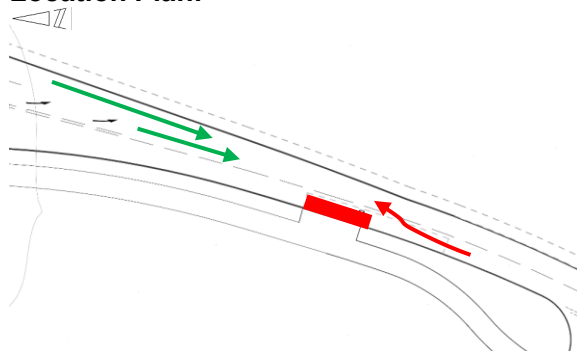
A.2	GENERAL
A.2.1	PROBLEM
Location:	Scheme
Summary:	The proposed infrastructure may not be adequate for the expected vehicles
Acc Type:	Vehicle sideswipe type collision
The proposals include the provision of a roundabout with a 50 metre inscribed circle diameter (ICD) and a single carriageway two-way Primary Road that is to be 6.5 metres wide that is to serve a development access road. The scheme drawings provided with the Audit Brief, do not include swept path analysis. Whilst the majority of the infrastructure appears to accord with standards, the Audit Team have concerns that the infrastructure at junctions, may be insufficient which could lead to sideswipe type collisions.	
RECOMMENDATION:	
It is recommended that the proposed works allow for the expected vehicular movements.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23 rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15 th January 2025	
Accept – The proposed roundabout has been developed to allow for all expected movements to include the turning manoeuvres of 16.5 metre articulated vehicles and an agricultural vehicle with a trailer turning into and out of Wedmore Farm to the north.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25 th June 2026	
Confirmation that the expected vehicles can be accommodated, addresses the road safety concern raised at this stage.	
A.2.2	PROBLEM
Location:	Proposed Primary Road
Summary:	Forward visibility around the northern bus stop is limited
Acc Type:	Vehicle head-on type collision
The scheme includes the provision of bus stops with associated bus cages along the proposed Primary Road that is to be subject to a 40mph speed limit and is accessed off the proposed A4 London Road at a roundabout. The Primary Road arm of the roundabout is to benefit from a two lane entry and exit with the exit merge to a single lane between circa 22 metres and 54 metres from the circulatory, respectively. The scheme drawing identifies that the northbound bus stop is	

to be situated circa 70 metres from the give-way line of the proposed roundabout. Whilst the presence of a merge on exit from the roundabout is acceptable, the Audit Team have concerns that the end of the merge is situated immediately adjacent to the bus stop and that a northbound motorist attempting to overtake a stationary bus will not appreciate and have limited visibility to any vehicles utilising the merge. Limited forward visibility around a bus stop could result in a motorist attempting to overtake a stationary bus when it is not safe to do so which could lead to head-on type collisions.

RECOMMENDATION:

It is recommended that the merge length is reduced.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15th January 2025

Accept – The southbound merge from the roundabout is not required for capacity purposes and has therefore been removed. Northbound traffic wishing to overtake a stationary bus would therefore have clear view of the single approach lane and should not undertake the manoeuvre unless it is safe.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25th June 2026

Confirmation that the merge has been removed should allow motorists to become aware of all approaching vehicles should they choose to overtake a stationary bus and addresses the road safety concern raised at this stage.

A.3 JUNCTIONS

A.3.1 PROBLEM

Location: Proposed roundabout

Summary: Eastbound motorists entering the roundabout may not appreciate the presence of the northern arm

Acc Type: Vehicle side and rear impact type collision

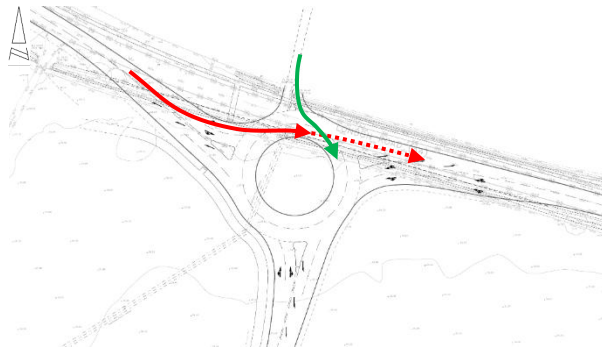
The A4 London Road is subject to a 50mph speed limit and allows access to a number of driveways serving both private dwellings and agricultural land. The proposals include the provision of a roundabout along the A4 London Road at the location of an existing vehicular crossover off the northern side of the carriageway. The vehicular crossover is to be upgraded to form the

northern arm to the roundabout, with a 10 metre exit and entry radii and a splitter island. The provision of a four arm roundabout along the A4 London Road is acceptable, however, it is noted that the A4 London Road arms of the roundabout are to be situated within the northern half resulting in minimal spacing between the western and northern arms. In accordance with the Highway Code, motorists should give priority to traffic approaching from the right, watch out for all other road users already on the roundabout as well as look forward before moving off. As such, motorists should not enter the circulatory from the northern arm as eastbound traffic approaches and eastbound motorists should not enter the roundabout if a vehicle has already exited the northern arm. The Audit Team have concerns, however, that an eastbound motorist may not become aware of the northern arm and could enter the roundabout whilst checking that no vehicles are approaching from the right without considering the potential for vehicles to enter from the northern arm, just 18 metres in front of them. It is understood that the achievable deflection limits the entry path to a 95 metres radius, however, the minimal spacing could result in a motorist entering the roundabout when it is not safe to do so and lead to side or rear impact type collisions.

RECOMMENDATION:

It is recommended that motorists are warned of the presence of the northern arm

Location Plan:

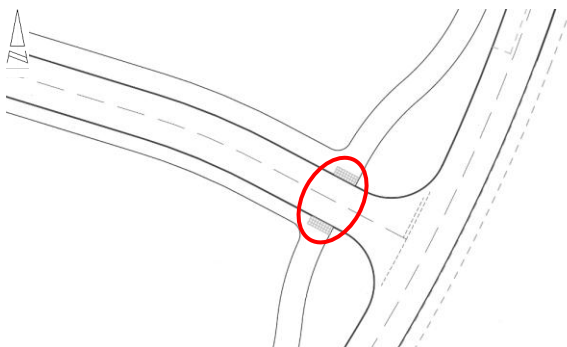


DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15th January 2025

Accept – The conflict angle of the northern arm accords with the requirements of CD116 as does the achievable visibility. Any vehicles exiting Wedmore Farm would be clearly visible to those approaching traffic from the west and should not proceed unless it is clear. Warning will be provided by means of map type advanced direction signs clearly indicating the presence of the northern arm.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25th June 2026

Confirmation that advance warning will be provided, addresses the road safety concern raised at this stage.

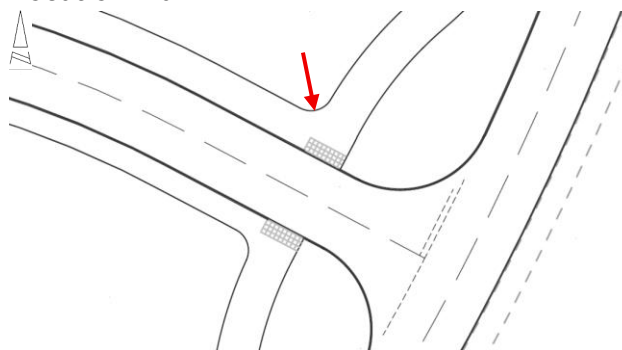
A.4	WALKING, CYCLING AND HORSE RIDING
A.4.3	PROBLEM
Location:	Proposed Development Access
Summary:	Cyclists are likely to continue straight across the uncontrolled crossings
Acc Type:	Vehicle to cyclist type collision
The proposals include the provision of a Primary Road that serves a development access via a simple priority junctions off the western side of the carriageway. A 3.5 metre wide shared footway cycleway is to be provided along the western side of the Primary Road. The scheme drawing illustrates that an uncontrolled crossing is to be provided over the proposed development access which should ensure that non-motorised users become aware of the live carriageway and wait to cross until it is safe to proceed. It is noted, however, that the uncontrolled crossings are in line with the shared footway cycleway. The Audit Team have concerns that non-motorised users, particularly cyclists, may continue without stopping / slowing to become aware of approaching vehicles which could lead to vehicle to non-motorised user type collisions.	
RECOMMENDATION:	
It is recommended that the uncontrolled crossings are upgraded to priority crossings.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23 rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15 th January 2025	
Accept – The nature of the crossings will be discussed with Wiltshire Council through the detailed design of the scheme.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25 th June 2026	
Confirmation that the nature of the crossing points will be further assessed at a later stage, addresses the road safety concern raised at this stage.	
A.4.4	PROBLEM
Location:	Proposed footway cycleway
Summary:	Cyclists may not be able to travel around the bends without dismounting
Acc Type:	Cyclist fall and personal injury
The proposals include the provision of a 3.5 metre shared footway cycleway that is to follow along the southwestern side of the proposed A4 London Road roundabout and to the west of the Primary	

Road, meeting a 3.0 metre shared footway cycleway that is to be provided to the north of the development access road. The provision of these facilities does not raise any road safety concerns as the footfall and cyclist flows are not expected to be considerable in this out of town centre location and should operate effectively with priority given to pedestrians where required, in accordance with the highway code. It is noted, however, that the cycle route follows a tight corner that accommodate radii below 4 metres. The Audit Team have concerns that a cyclist may not be able to travel around some of the corners without dismounting which could result in cyclist falls and lead to personal injuries.

RECOMMENDATION:

It is recommended that the proposed cycle route accommodates radii in excess of 4.0 metres.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15th January 2025

Accept – The corner radii around bends where a cycle route continues has been increased to 4m. The corner radii remains unchanged where cyclists are required to stop for example at the proposed controlled crossings.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25th June 2026

Confirmation that the radii along a cycle route have been increased to a minimum of 4 metres, addresses the road safety concern raised at this stage.

A.4.4 PROBLEM

Location: Proposed Primary Road and Development Access

Summary: Users may not become aware of the change in route characteristics

Acc Type: Cyclist to pedestrian type collision

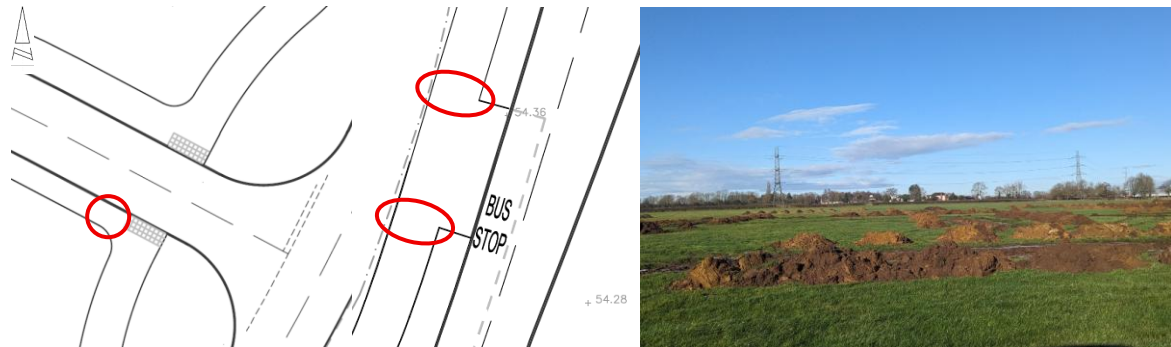
The proposals include the provision of a Primary Road that is to accommodate a northbound bus stop as well as a 3.5 metre shared footway cycleway to the west, and a development access that is to benefit from a 3.0 metre wide shared footway cycleway to the north with a 2.0 metre footway to the south. The scheme drawing illustrates that an uncontrolled crossing is to be provided across the proposed development access which benefits from tactile paving, however, no measures are provided to highlight the change in route characteristics between the footway to the south of the

development access and the shared footway cycleway of the Primary Road or to highlight the shared use route to pedestrians alighting a bus service. The Audit Team have concerns that pedestrians may unknowingly walk into the path of a cyclist and that cyclists may continue along the proposed footway which could lead to a cyclist to pedestrian type collision.

RECOMMENDATION:

It is recommended that measures are provided to highlight the change in route characteristics.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15th January 2025

Accept – Corduroy paving and signage will be provided.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25th June 2026

Confirmation that measures will be installed, addresses the road safety concern raised at this stage.

A.5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

A.5.1 PROBLEM

Location: Proposed roundabout

Summary: Vehicles may attempt to change lane on the circulatory when it is not safe to do so

Acc Type: Vehicle sideswipe type collision

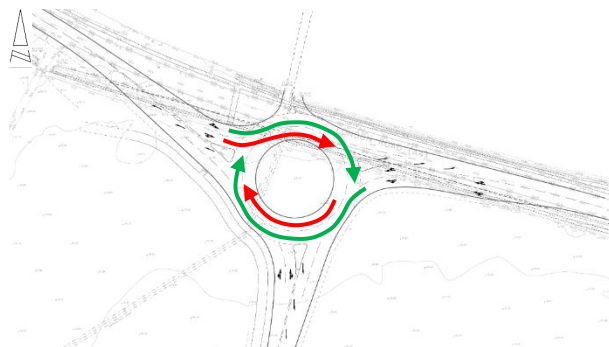
The proposals include the provision of a four arm roundabout along the A4 London Road that is to serve a proposed Primary Road to the south which is to take the form of a development spine road until such time as further land associated with an emerging allocation, comes forward. The scheme drawings illustrate that concentric road markings are to be provided dividing the circulatory into two lanes and highlighting that motorists should not cross into the adjacent lane unless it is safe to do so. The proposed roundabout is to accommodate two lane entries as well as two lane exits on all arms, except the northern minor arm which serves just Wedmore Farm. Each entry lane benefits from a straight ahead and turn arrow. Whilst the straight ahead left turn arrow is provided within lane 2 on approach to the give-way lines, the proposed concentric circulatory marking also allows for a right turn and conversely, a straight ahead right turn arrow is provided within lane 1 where the straight ahead movement is limited unless it is safe to cross the concentric

circulatory marking. The Audit Team have concerns that the proposed concentric road marking may lead to sideswipe type collisions as a result of lane changes when it is not safe to do so.

RECOMMENDATION:

It is recommended that the concentric-spiral circulatory markings are provided to guide motorists appropriately.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15th January 2025

Accept – The circulatory road markings can be revised to a Concentric Spiral markings which can be discussed further with Wiltshire Council through the detailed design of the scheme.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25th June 2026

Confirmation that the circulatory road markings will be further assessed at a later stage, addresses the road safety concern raised at this stage.

A.5.2 PROBLEM

Location: Proposed roundabout

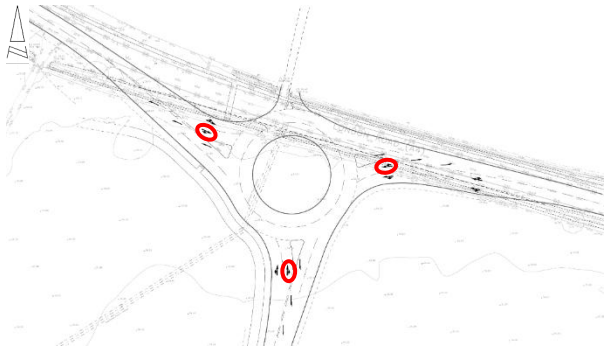
Summary: Motorists may turn right onto the circulatory

Acc Type: Vehicle head-on type collision

The proposals include the provision of a four arm roundabout along the A4 London Road that is to serve a proposed Primary Road. The scheme drawing illustrates that the main arms of the roundabout are to benefit from two lane entries that accommodate lane designation arrows to include straight ahead / left turn and straight ahead / right turn arrows. As stated within the Audit Brief, it is understood that map type directional signage, bollards and chevron signs are to be installed and included at the detail design stage. The Audit Team have concerns, however, that the presence of the right turn arrows could encourage motorists to turn right onto the circulatory carriageway which could lead to head-on type collisions.

RECOMMENDATION:

It is recommended that the right turn element of the arrows, are removed.

Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15th January 2025	
Accept – The proposed road markings are indicative at this stage and can be revised to remove the right turn arrows during the detailed design of the scheme. Chevron signs will be provided on the central island which will clearly indicate the expected direction of travel.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25th June 2026	
Confirmation that the road markings will be further assessed at a later stage, addresses the road safety concern raised at this stage.	

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 25th June 2026

Audit Team Member

Name: **Zane Beswick** *MCIHT, MSoRSA*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 15th January 2025

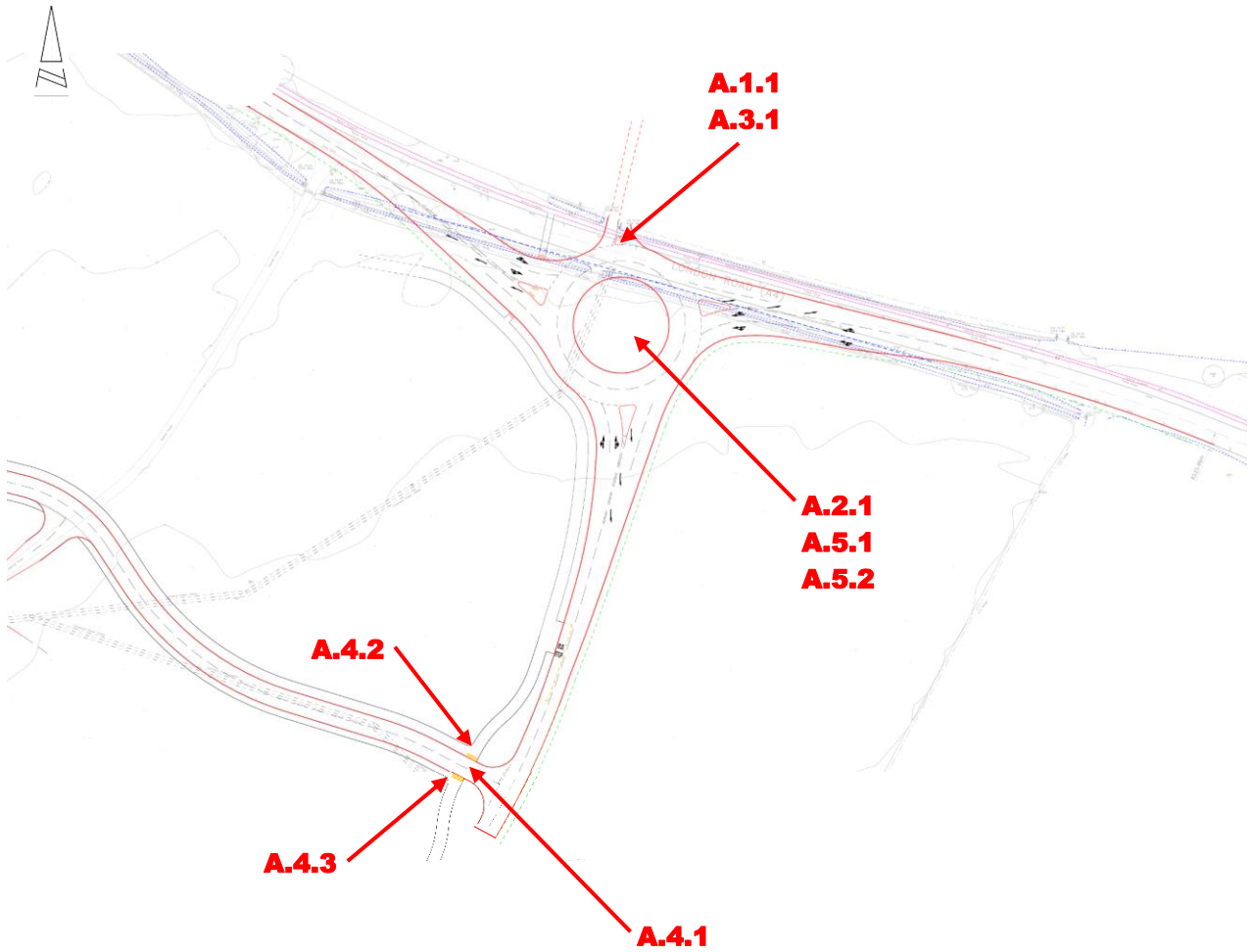
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	Email dated 23 rd Dec. '24		Stage 1 Road Safety Audit Brief
	ITB19912-001		Transport Assessment
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB19912-GA-001	A	Site Access Options From A4 London Road Option 1 – Roundabout Off-set from A4 London Road
	ITB19912-GA-006		Overview Plan
	ITB19912-GA-007	A	Site Access Roundabout
	ITB19912-GA-008	A	Proposed Site Network

Appendix A2

Item Location Plan



Appendix A3

Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB19912-GA-102	C	PROPOSED SITE ACCESS ARRANGEMENTS - NEW A4 LONDON ROAD
	ITB19912-GA-107	A	SITE ACCESS ARRANGEMENTS LONG SECTION
	ITB19912-GA-108	A	PRIMARY STREET LONG SECTION
	ITB19912-GA-109	-	SWEPT PATH ANALYSIS - 12.0m RIGID
	ITB19912-GA-110	-	SWEPT PATH ANALYSIS - FIRE APPLIANCE
	ITB19912-GA-111	-	SWEPT PATH ANALYSIS - TESCO DELIVERY
	ITB19912-GA-112	-	SWEPT PATH ANALYSIS - 12.0m RIGID
	ITB19912-GA-113	-	SWEPT PATH ANALYSIS - FIRE APPLIANCE
	ITB19912-GA-114	-	SWEPT PATH ANALYSIS TESCO HOME DELIVERY - ESTATE

fenley

Road Safety Audit Report

**Incorporating
Stage 1 Completion of Preliminary Design;
Design Organisation Response to items raised; and
Auditors View of Design Organisation Response.**



Proposed Highway Works along London Road Pewsham

Client:
i-Transport

Client reference:
ITB19912

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Report Status 4

Job no	RSA-24-194	Issue no	4	Date	June 2026
Prepared by	JJF	Verified by	ZB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-24/RSA-24-194-4				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	June 2026
Document reference and revision:	RSA-24-194-4
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	Wiltshire Council
Design Organisation:	i-Transport
Project Sponsor:	Gleeson Land

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	JJF			6 th January 2025
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	17 th January 2025
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			17 th January 2025
3	Design Organisation Response incorporated	David Earl on behalf of i-Transport			23 rd June 2026
4	Auditor's View of Design Organisation Response	JJF			25 th June 2026

Contents:

1.0	Project Details	1
2.0	Introduction	2
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4.0	Items Raised in this Stage 1 Road Safety Audit	5
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	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Traffic Signs, Carriageway Markings and Lighting	
5.0	Audit Team Statement	14

Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan
	A3	Documents and Drawings associated with the Design Organisation Response

2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of proposed highway works along the London Road, east of Pewsham, Chippenham. The highway works consist of two puffin crossings as well as the carriageway narrowing to allow for the introduction of a footway to the north of the carriageway, provision of bus cages and a segregated footway cycleway to the south of the carriageway. The scheme is to facilitate access between a proposed residential development and the local secondary school. The associated development is to consist of circa 600 dwellings as well as a local centre.
- 2.2 The Audit Brief does not identify that the proposals are subject to any Departures from Standard (DfS) or relaxations.
- 2.3 This Road Safety Audit was undertaken during January 2025 in accordance with the Road Safety Audit Brief provided on the 24th December 2024 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Gleeson Land. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided, detailed at **Appendix A1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed. It has been confirmed that items such as surface water drainage, street lighting, existing and proposed signage as well as utilities to include mobile phone masts, are to be assessed during the detail design stage of the scheme and therefore any associated road safety concerns are only raised if fundamental.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications as well as experience accord with the requirements of GG119. The Audit Team consists of the following members:

Audit Team Leader

Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, National Highway RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member

Zane Beswick *MCIHT, MSoRSA*
Road Safety / Highway Engineer

- 2.5 The site visit associated with this Audit was undertaken during the morning of Thursday 9th January 2025 between the hours of 11:15 and 12:50. The site visit involved walking and driving around the local highway network for a 95-minute period whilst observing local infrastructure and current traffic. The weather during the site visit was overcast, the road surface was dry and visibility was good. A pedestrian as well as a number of cyclists were observed during the site visit. Vehicular traffic was also observed to include motorcycles, cars, passenger service vehicles, emergency response vehicles and light as well as heavy

goods vehicles. The traffic flow was moderate and free flowing albeit with platoons of traffic at times.

- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

Road Safety Audit Response Report

- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation / Project Sponsor as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation / Project Sponsor. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response, an Overseeing Organisation Response and an Agreed RSA Action.
- 2.8 Further, upon the request of the Design Organisation and following receipt of the Design Organisation Response with any associated drawings, the Road Safety Audit Team Leader has provided a further comment on any items raised. The "Auditor's View on the Design Organisation Response" is included within a row beneath each item, for clarity.
- 2.9 This is generally contained within a separate Road Safety Audit Response Report but is included within this document in order for the Audit Team to maintain a single record of all problems, recommendations, responses and agreed actions for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes as these are not provided as a matter of course.

- 2.10 The following statements should be signed below following completion of the relevant sections.

Design Organisation Statement

- 2.11 On behalf of the Design Organisation, I certify that:

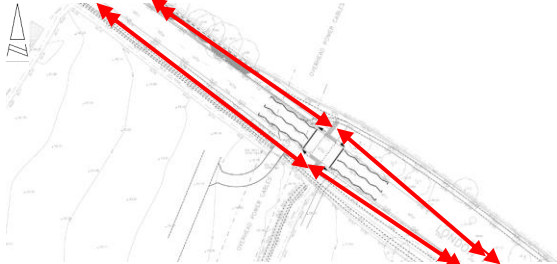
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

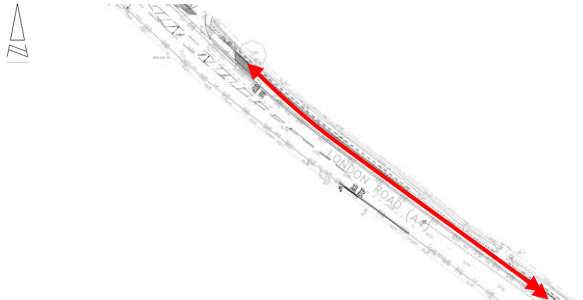
Name: David Earl
Signed 
Position: Associate Partner
Organisation: i-Transport
Date 23rd June 2026

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

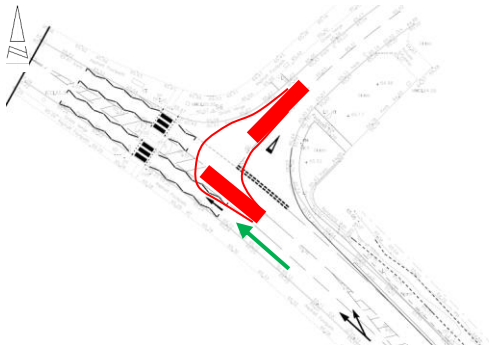
- 3.1 Fenley Road Safety Limited have not been made aware of any previous Road Safety Audits associated with the current proposals. Fenley Road Safety Limited have, however, undertaken a series of Stage 1 Road Safety Audits of proposed highway works with the associated development.

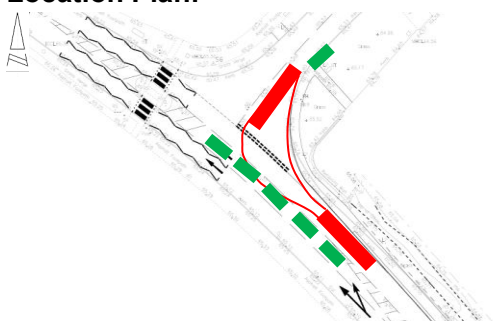
4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

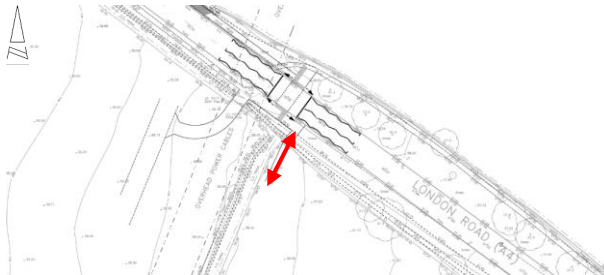
A.1	LOCAL ALIGNMENT
	<i>No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage</i>
A.2	GENERAL
A.2.1	PROBLEM
Location:	A4 London Road and Pewsham Way
Summary:	Tree canopies may limit the level of visibility achievable
Acc Type:	Vehicle to pedestrian / cyclist type collision
The A4 London Road and Pewsham Way accommodate a number of trees within the verges, some of which are mature with large canopies as well as young with low canopies. The proposals include the provision of controlled crossings at various places along the A4 which will allow non-motorised users to cross the 50mph carriageway. The scheme drawings illustrate motorist forward visibility envelopes to the associated traffic signal heads, however, no pedestrian and cyclist visibility splays have been illustrated. It is common for both pedestrians and cyclists to cross a carriageway, at a controlled crossing point when no approaching traffic is observed, without traffic being stopped. The Audit Team have concerns that visibility of approaching traffic for pedestrians and cyclists, could become limited by the presence of tree canopies. Limited pedestrian and cyclist visibility at a crossing point could result in a user attempting to cross the carriageway when it is not safe to do so into the path of an approaching vehicle and lead to vehicle to pedestrian / cyclist type collisions.	
RECOMMENDATION:	
It is recommended that appropriate pedestrian and cyclist visibility splays are achievable.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23 rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15 th January 2025	
Accept – The scheme drawings have been revised to illustrate visibility splays for non-motorised users.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25 th June 2026	
Confirmation that adequate visibility is achievable, addresses the road safety concern raised at this stage.	

A.2.2	PROBLEM
Location:	A4 London Road
Summary:	An insufficient margin is provided between the proposed footway and carriageway
Acc Type:	Pedestrian fall and personal injury / vehicle to pedestrian type collision
The A4 London Road is rural two-way single carriageway road that is subject to a 50mph speed limit. The proposals include the provision of a footway along part of the A4 London Road, where no footway is currently present. The scheme drawing illustrates that a safety margin is to be provided between the carriageway and proposed footway, however, the notes identify that the margin is to be just 500mm wide. The Audit Team have concerns that a 500mm margin is insufficient alongside a carriageway where traffic travels at speeds of 50mph and that the wind forces of a vehicle passing a user, particularly the young, vulnerable and inform, could destabilise a pedestrian and result in a fall and lead to personal injuries or a vehicle to pedestrian type collision.	
RECOMMENDATION:	
It is recommended that the width of the margin is increased in accordance with national guidance.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23 rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15 th January 2025	
Accept – A footway is present along the southern side of the A4 London Road at present, which is separated from the carriageway with a 0.5 metre grass safety margin to the east of property frontages where no safety margin is provided. It is intended that the speed limit of A4 London Road to the west of the proposed development access roundabout, will be reduced to 40mph, in which case the proposed 0.5 metre margin is adequate. No footway is currently provided along the northern side of the A4 London Road and therefore the proposals are a betterment and change the route characteristics and encourage lower speeds. The use of the route will be minimal as more direct routes are to be provided between the associated development and amenities to the east.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25 th June 2026	
<i>The provision of a 0.5 metre safety margin alongside a road with a speed limit of 40mph accords with National guidance.</i>	

A.2.3	PROBLEM
Location:	A4 London Road
Summary:	Cyclists are likely to utilise the proposed puffin crossing and footway
Acc Type:	Cyclist falls and personal injuries
The Stanley Park sports ground is situated to the north of the A4 London Road and can be accessed from the associated footway that is narrow in places. The proposals include the provision of two puffin crossings along the A4 London Road and retain the existing footway, adjacent to the Stanley Park sports ground. The scheme drawing illustrates the proposed links to the controlled crossing, are to consist of shared footway cycleways. The Audit Team have concerns that cyclists will attempt to utilise the proposed puffin crossing and existing footway in order to gain access between the associated development and Stanley Park. A puffin crossing is insufficient for a cyclist with low level controls as well as signals and is likely to be insufficient in width which could lead to falls and personal injuries.	
RECOMMENDATION:	
It is recommended that the controlled crossing is upgraded to a Toucan crossing and the existing footway is widened to allow access to Stanley Park and appropriate measures are provided to terminate the route appropriately.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15th January 2025	
Disagree – Cyclists will be guided to an alternative route. Pedestrians access to Stanley Park can be achieved off the existing footway via staggered barriers which are inadequately spaced for cyclists. Should a cyclists wish to access Stanley Park via this route, one would be required to dismount. The updated scheme design now only proposes one Puffin Crossing on A4 London Road.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 20th January 2025	
Confirmation that alternative routes will be achievable, addresses the road safety concern raised at this stage.	

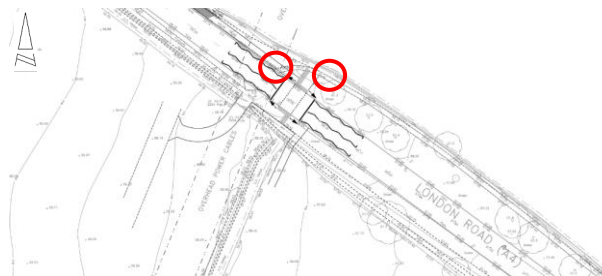
A.3	JUNCTIONS
A.3.1	PROBLEM
Location:	Junction of Stanley Lane with London Road
Summary:	Proposed right turn lane may not be adequate to accommodate large vehicles
Acc Type:	Vehicle head-on type collision
The junction of Stanley Lane with London Road benefits from a right turn lane which measures circa 3.5 metres wide and is understood to be utilised by coaches as well as heavy goods vehicles associated with the school that is accessed off Stanley Lane. The proposals include works to the junction and the scheme drawing highlights that the existing lane widths as 3.4 metre nearside lane and 3.0 metre right turn lane. Whilst the scheme drawing does not highlight that works are to be undertaken to have an impact on the existing geometric parameters of the junction, the Audit Team have concerns that the right turn lane is currently wider than 3.0 metres and that any reduction may have an impact on the space available to accommodate large vehicles without encroaching the adjacent lane which could lead to sideswipe type collisions.	
RECOMMENDATION:	
It is recommended that the proposed right turn lane is adequate for the expected vehicles.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23 rd June 2025 following formal issue of this Stage 1 Road Safety Audit on the 15 th January 2025	
Accept – The proposals will not amend the geometric parameters of the existing right turn lane which is adequate at present and will remain unchanged.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25 th June 2026	
Confirmation that the existing geometry is to remain unchanged, addresses the road safety concern raised at this stage.	

A.3.2	PROBLEM
Location:	Junction of Stanley Lane with London Road
Summary:	Reduced corner radius may limit large vehicle from exiting during peak times
Acc Type:	Vehicle sideswipe / rear end impact type collision
Stanley Lane allows access to a large school / sixth form that provides educational services to circa 1050 pupils from the Chippenham area. The existing junction of Stanley Lane with London Road is formed with a compound radius to the east which should allow large vehicles to exit to the east without encroaching outside the appropriate lane. The proposals include the provision of a footway around the eastern corner radius in order to provide a footway. Whilst the provision of a tighter exit corner radius at a priority junction would generally be acceptable, as large vehicles could temporarily encroach outside their lane when no traffic is observe and it is safe to do so, traffic is likely to be considerable during peak school times which would limit a large vehicle from encroaching outside the correct lane. The Audit Team have concerns that the presence of vehicles waiting to turn right into Stanley Lane may prevent a large vehicle from undertaking a left turn manoeuvre which could lead to sideswipe or rear end impact type collisions.	
RECOMMENDATION:	
It is recommended that the proposed radius allows for large vehicles to turn left without encroaching the right turn lane.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15th January 2025	
Accept – A taper is to remain, albeit slightly shorter in length. A swept path analysis has been undertaken and the proposed corner radii does not have an impact on existing movements at the junction. A large coach can turn left out of Stanley Lane without encroaching the right turn lane.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25th June 2026	
Confirmation that the current proposals allow for large vehicles to turn left without encroaching the right turn lane, addresses the road safety concern raised at this stage.	

A.4	WALKING, CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	A4 London Road
Summary:	A 2.0 metre shared footway cycleway may not be of adequate width
Acc Type:	Cyclist to pedestrian collision
The proposals include the provision of a shared footway cycleway link to the southeast of a proposed puffin crossing adjacent to the Stanley Park sports ground. The scheme drawing identifies that the link is to be just 2.0 metres wide. Whilst a 2.0 metre wide shared facility may be adequate when a low footfall and cycle flows are expected, the Audit Team have concerns that the link could observe high numbers at times which could lead to cyclist to pedestrian type collisions.	
RECOMMENDATION:	
It is recommended that the proposed link is adequate for the likely demand.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23 rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15 th January 2025	
Disagree – The 2.0 metre link is for pedestrians only, all cyclists will be guided to an alternative route.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25 th June 2026	
Confirmation that alternative cycle routes will be available, addresses the road safety concern raised at this stage.	
A.4.2	PROBLEM
Location:	A4 London Road
Summary:	No measures are proposed to highlight the change in route characteristics
Acc Type:	Cyclist to pedestrian type collision
The proposals include the provision of footways as well as shared footway cycleways along and in proximity of the A4 London Road. Whilst the various facilities are beneficial and will allow users to travel along a traffic free route, the Audit Team have concerns that no measures are provided to highlight the transition from a footway to a shared footway cycleway or the terminus of a cycle route where cyclists are to re-enter the carriageway which could lead to cyclist to pedestrian type collisions.	

RECOMMENDATION:

It is recommended that measures such as tactile paving, signage and on/off-slips are provided to highlight the change in route characteristics.

Location Plan:

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15th January 2025

Disagree – The proposed links to the controlled crossings are to be for pedestrians only, cyclists are to be encouraged to utilise alternative routes rather than those proposed in proximity to the A4 London Road.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25th June 2026

Confirmation that the routes in proximity of the A4 London Road, are for pedestrians only and that alternative routes will be available for cyclists, addresses the road safety concern raised at this stage.

A.4.3 PROBLEM

Location: A4 London Road

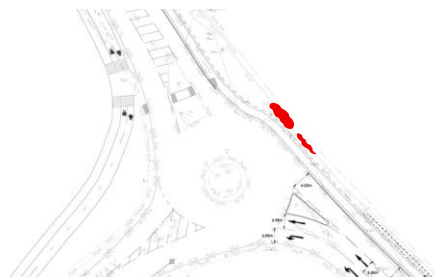
Summary: Intervisibility between a pedestrian and motorist may be limited

Acc Type: Vehicle to pedestrian type collision

The A4 London Road provides access to a number of private properties via vehicular crossovers both sides of the carriageway to include one off the northern side of the existing Pewsham Way / London Road roundabout. The proposals include the provision of a footway along the northern side of the London Road. The property boundaries associated with the two vehicular crossovers consist of dense vegetation. The Audit Team have concerns that the vegetation will limit the amount of intervisibility between a pedestrian and vehicle on exit from the properties which could lead to a vehicle to pedestrian type collision.

RECOMMENDATION:

It is recommended that adequate intervisibility is achievable.

Location Plan:

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15th January 2025

Accept – The scheme drawing has been updated to illustrate that 2 metre pedestrian visibility envelopes can be achieved and as such, pedestrians will become aware of a vehicle exiting the driveway and a motorists will become aware of a pedestrian approaching the vehicular crossover.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25th June 2026

Confirmation that adequate intervisibility is achievable, addresses the road safety concern raised at this stage.

A.4.4 PROBLEM

Location: Stanley Lane

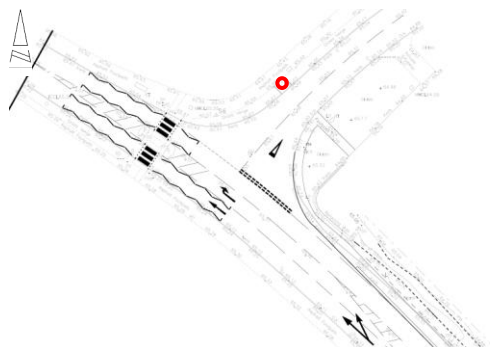
Summary: Existing street lighting column is situated within a proposed footway link

Acc Type: Pedestrian trip, fall and personal injury

Stanley Lane is subject to street lighting with columns situated both sides of the carriageway. The proposals include the provision of a footway that extends along the eastern side of Stanley Lane in the vicinity of its junction with London Road. The scheme drawing illustrates that an uncontrolled crossing point is to be provided at the location of an existing area of hardstanding to the east of Stanley Lane. Whilst the provision of an uncontrolled crossing is acceptable, the Audit Team have concerns that a street lighting column is present at this location, to the west of the carriageway, which could result in the need for a pedestrian to enter the verge to pass and lead to pedestrian trips, falls and personal injuries.

RECOMMENDATION:

It is recommended that the proposed uncontrolled crossing is relocated further north.

Location Plan:

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23 rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15 th January 2025	
Accept – The proposed uncontrolled crossing point has been relocated.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25 th June 2026	
Confirmation that the proposed uncontrolled crossing has been relocated, addresses the road safety concern raised at this stage.	
A.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed:

A blue ink signature of Jamie Fenning, written in a cursive style.

Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 25th June 2026

Audit Team Member

Name: **Zane Beswick** *MCIHT, MSoRSA*

Signed:

A blue ink signature of Zane Beswick, written in a cursive style.

Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 15th January 2025

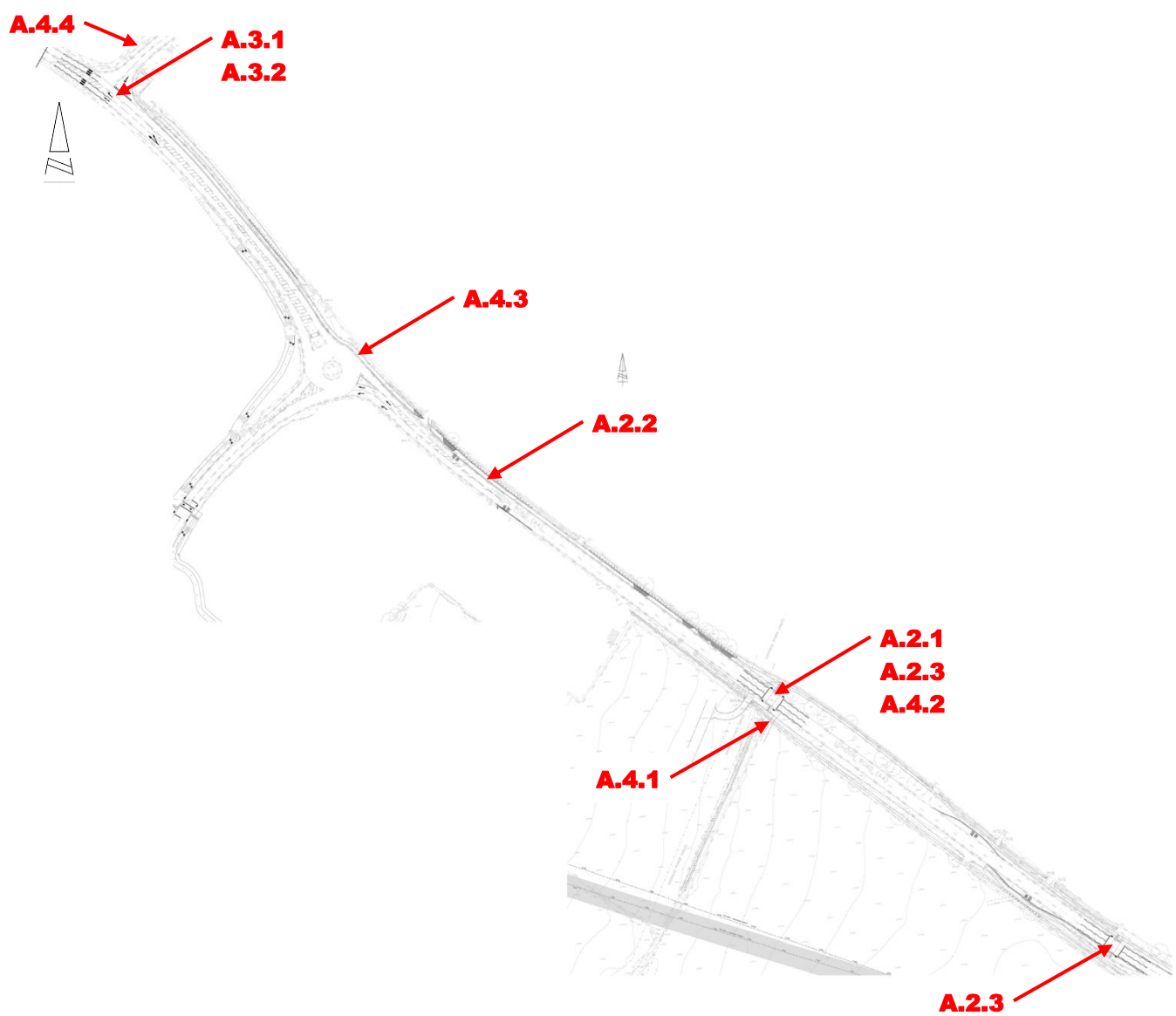
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	Email dated 23 rd Dec. '24		Stage 1 Road Safety Audit Brief
	ITB19912-001		Transport Assessment
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB19912-GA-001	A	Site Access Options From A4 London Road Option 1 – Roundabout Off-set from A4 London Road
	ITB19912-GA-006		Overview Plan
	ITB19912-GA-011	A	A4 London Road (1 of 2)
	ITB19912-GA-012	A	A4 London Road (2 of 2)
	ITB19912-GA-014	A	Highway Works London Road

Appendix A2

Item Location Plan



Appendix A3

Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB19912-GA-103	B	FOOTWAY IMPROVEMENTS ALONG A4 LONDON ROAD & PROPOSED PEWSHAM WAY PEDESTRIAN SHEET 1 OF 2
	ITB19912-GA-104	B	FOOTWAY IMPROVEMENTS ALONG A4 LONDON ROAD & PROPOSED PEWSHAM WAY PEDESTRIAN SHEET 2 OF 2

fenley

Road Safety Audit Report

Incorporating
Stage 1 Completion of Preliminary Design;
Design Organisation Response to items raised; and
Auditors View of Design Organisation Response.



Proposed Signalised Parallel Crossing over the A4 Pewsham Way Pewsham Chippenham

Client:
i-Transport

Client reference:
ITB19912

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Report Status 4

Job no	RSA-24-195	Issue no	4	Date	June 2026
Prepared by	JJF	Verified by	ZB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-24/RSA-24-195-4				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	June 2026
Document reference and revision:	RSA-24-195-4
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	Wiltshire Council
Design Organisation:	i-Transport
Project Sponsor:	Gleeson Land

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	JJF			6 th January 2025
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	17 th January 2025
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			17 th January 2025
3	Design Organisation Response incorporated	David Earl on behalf of i-Transport			23 rd June 2026
4	Auditor's View of Design Organisation Response	JJF			25 th June 2026

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Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan
	A3	Documents and Drawings associated with the Design Organisation Response

2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed signal controlled parallel crossing over the A4 Pewsham Way east of Pewsham, Chippenham. As part of the works, the existing footway to the west of Pewsham Way is to be widened to provide a segregated footway cycleway that is to continue to the north to link with the existing shared footway cycleway. The scheme is to facilitate access between a proposed residential development and the existing shared footway cycleway network serving the local secondary school. The associated development is to consist of circa 600 dwellings as well as a local centre.
- 2.2 The Audit Brief does not identify that the proposals are subject to any Departures from Standard (DfS) or relaxations.
- 2.3 This Road Safety Audit was undertaken during January 2025 in accordance with the Road Safety Audit Brief provided on the 24th December 2024 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Gleeson Land. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided, detailed at **Appendix A1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed. It has been confirmed that items such as surface water drainage, street lighting, existing and proposed signage as well as utilities to include mobile phone masts, are to be assessed during the detail design stage of the scheme and therefore any associated road safety concerns are only raised if fundamental.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications as well as experience accord with the requirements of GG119. The Audit Team consists of the following members:

Audit Team Leader

Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, National Highway RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member

Zane Beswick *MCIHT, MSoRSA*
Road Safety / Highway Engineer

- 2.5 The site visit associated with this Audit was undertaken during the morning of Thursday 9th January 2025 between the hours of 11:15 and 12:50. The site visit involved walking and driving around the local highway network for a 95-minute period whilst observing local infrastructure and current traffic. The weather during the site visit was overcast, the road surface was dry and visibility was good. A pedestrian as well as a number of cyclists were observed during the site visit. Vehicular traffic was also observed to include motorcycles, cars, passenger service vehicles, emergency response vehicles and light as well as heavy

goods vehicles. The traffic flow was moderate and free flowing albeit with platoons of traffic at times.

- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

Road Safety Audit Response Report

- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation / Project Sponsor as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation / Project Sponsor. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response, an Overseeing Organisation Response and an Agreed RSA Action.
- 2.8 Further, upon the request of the Design Organisation and following receipt of the Design Organisation Response with any associated drawings, the Road Safety Audit Team Leader has provided a further comment on any items raised. The "Auditor's View on the Design Organisation Response" is included within a row beneath each item, for clarity.
- 2.9 This is generally contained within a separate Road Safety Audit Response Report but is included within this document in order for the Audit Team to maintain a single record of all problems, recommendations, responses and agreed actions for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes as these are not provided as a matter of course.
- 2.10 The following statements should be signed below following completion of the relevant sections.

Design Organisation statement

2.11 On behalf of the Design 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 Overseeing Organisation.

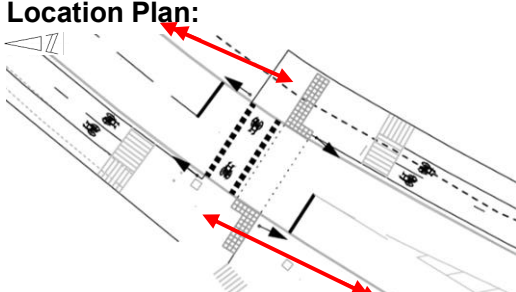
Name:	David Earl
Signed	
Position:	Associate Partner
Organisation:	i-Transport
Date	23 rd June 2026

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

- 3.1 Fenley Road Safety Limited have not been made aware of any previous Road Safety Audits associated with the current proposals. Fenley Road Safety Limited have, however, undertaken a series of Stage 1 Road Safety Audits of proposed highway works with the associated development.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
	<i>No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage</i>
A.2	GENERAL
A.2.1	PROBLEM
Location:	A4 Pewsham Way
Summary:	Embankment may fail
Acc Type:	Pedestrian / cyclist trip, fall and personal injury
In places, the A4 Pewsham Way is bounded to the east by an earth bund that measures circa 3.0 metres above the carriageway. The proposals include the provision of a signal controlled parallel crossing along Pewsham Way that is to allow access across the carriageway between a segregated footway cycleway link associated with the proposed development and the existing footway to the west which is to be upgraded to a segregated facility. The scheme drawing illustrates that the proposed link is to run parallel to the carriageway before following a 90° bend with minimal margin between the facility and existing earth bund. Whilst the alignment of the segregated facility is acceptable, the Audit Team have concerns that insufficient margin is present between the proposed shared facility and the earth bund to provide an adequate retaining structure. An inadequate retaining structure could fail and lead to trips, falls and personal injuries.	
RECOMMENDATION:	
It is recommended that an adequate retaining structure is provided.	
Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23 rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15 th January 2025	
Accept – The existing embankment will be adjusted accordingly. The S278 Boundary that is illustrated on the scheme drawing, has been amended to incorporate adequate area beyond the back edge of the segregated footway.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25 th June 2026	
Confirmation that the existing embankment will be adjusted, addresses the road safety concern raised at this stage.	
A.3	JUNCTIONS
	<i>No Road Safety Concerns regarding JUNCTIONS have been raised at this stage</i>

A.4	WALKING, CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	A4 Pewsham Way
Summary:	Non-motorised User visibility may be limited
Acc Type:	Vehicle to pedestrian / cyclist type collision
The A4 Pewsham Way is a two-way single carriageway road that is subject to a 50mph speed limit and accommodates a footway to the west in the vicinity of its junction with London Road that transitions to a footpath linking to Lodge Lane. The proposals include the provision of a signal controlled parallel crossing just to the south of where the footpath transitions to a footway. The scheme drawing illustrates forward visibility to the associated signal heads, based on the speed limit and likely speed of traffic exiting the existing Pewsham Way roundabout with London Road. Whilst the achievable level of forward visibility to the signal heads should be adequate, the Audit Team have concerns that pedestrian and cyclist visibility is limited. Both pedestrians and cyclists tend to cross at a controlled crossing point when no traffic is observed approaching and before the traffic signals indicate that it should be safe to do so and therefore a limited level of visibility could result in a user attempting to cross when it is not safe to do so, leading to a vehicle to pedestrian or cyclist type collision.	
RECOMMENDATION:	
It is recommended that adequate intervisibility is achievable.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15th January 2025	
Accept – Pedestrian and cyclist visibility splays have been added to the scheme drawing to illustrate that adequate invisibility is achievable. In addition, advanced warning signs are to be provided on each approach.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25 th June 2026	
Confirmation that adequate visibility is achievable and that warning signage will be provided, addresses the road safety concern raised at this stage.	
A.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed:

A blue ink signature of Jamie Fenning, written in a cursive style.

Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 25th June 2026

Audit Team Member

Name: **Zane Beswick** *MCIHT, MSoRSA*

Signed:

A blue ink signature of Zane Beswick, written in a cursive style.

Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 15th January 2025

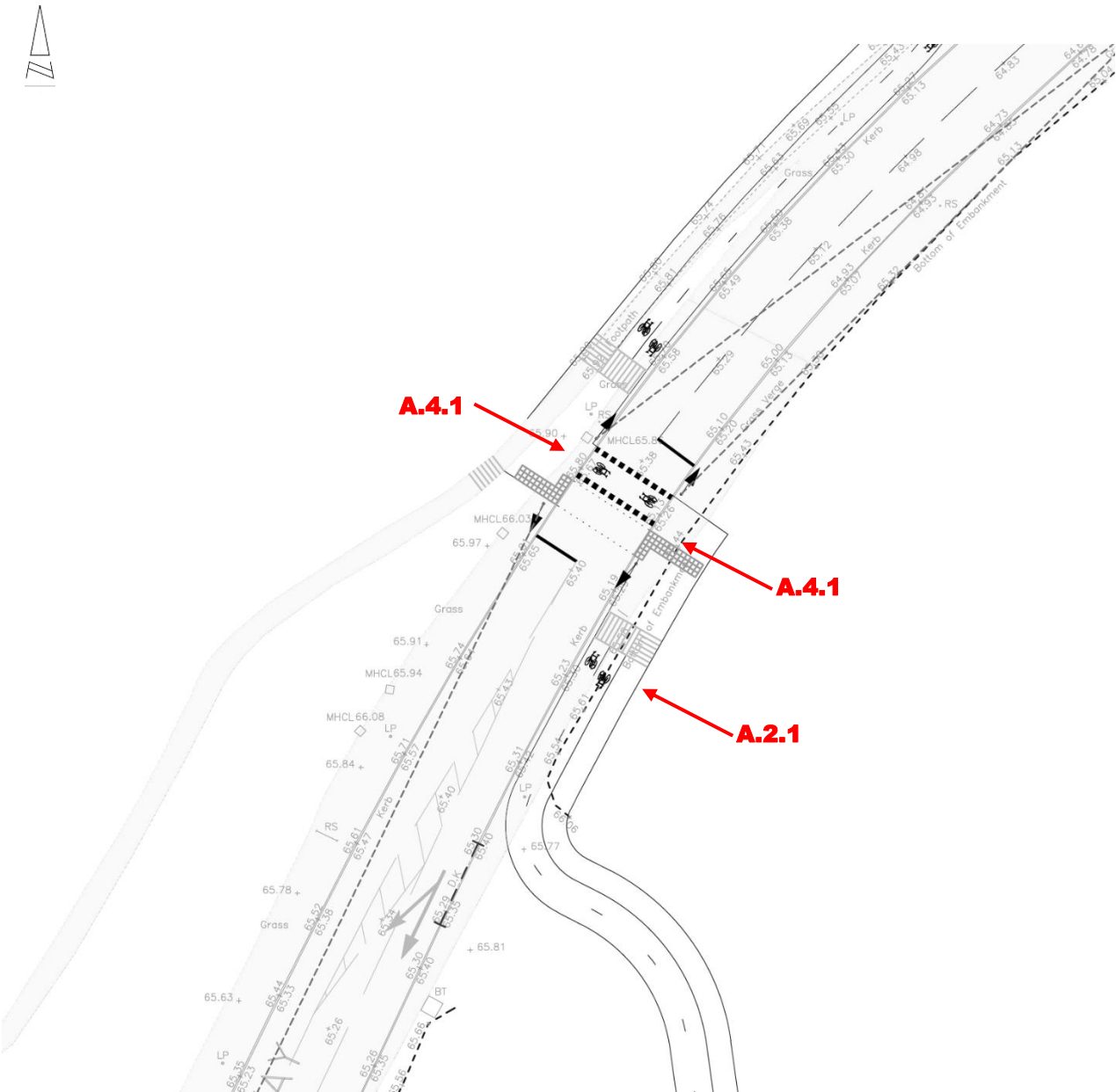
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	Email dated 23 rd Dec. '24		Stage 1 Road Safety Audit Brief
	ITB19912-001		Transport Assessment
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB19912-GA-006		Overview Plan
	ITB19912-GA-012	A	A4 London Road (2 of 2)

Appendix A2

Item Location Plan



Appendix A3

Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB19912-GA-104	B	FOOTWAY IMPROVEMENTS ALONG A4 LONDON ROAD & PROPOSED PEWSHAM WAY PEDESTRIAN/ CYCLE CONNECTION SHEET 2 OF 2

fenley

Road Safety Audit Report

**Incorporating
Stage 1 Completion of Preliminary Design;
Design Organisation Response to items raised; and
Auditors View of Design Organisation Response.**



Proposed Toucan Crossing over the A4 Pewsham Way Pewsham Chippenham

Client:
i-Transport

Client reference:
ITB19912

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 4

Job no	RSA-24-196	Issue no	4	Date	June 2026
Prepared by	JJF	Verified by	ZB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-24/RSA-24-196-4				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	June 2026
Document reference and revision:	RSA-24-196-4
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	Wiltshire Council
Design Organisation:	i-Transport
Project Sponsor:	Gleeson Land

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	JJF			6 th January 2025
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- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed toucan crossing over the A4 Pewsham Way east of Pewsham, Chippenham. As part of the works, the existing footpath link to Monks Way to the west is to be widened and upgraded to a shared footway cycleway. The scheme is to facilitate access between a proposed residential development and the existing shared footpath cyclepath to the west of Monks Way that allows access to a local primary school. The associated development is to consist of circa 600 dwellings as well as a local centre.
- 2.2 The Audit Brief does not identify that the proposals are subject to any Departures from Standard (DfS) or relaxations.
- 2.3 This Road Safety Audit was undertaken during January 2025 in accordance with the Road Safety Audit Brief provided on the 24th December 2024 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Gleeson Land. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided, detailed at **Appendix A1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed. It has been confirmed that items such as surface water drainage, street lighting, existing and proposed signage as well as utilities to include mobile phone masts, are to be assessed during the detail design stage of the scheme and therefore any associated road safety concerns are only raised if fundamental.
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Road Safety / Highway Engineer

Audit Team Member

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Road Safety / Highway Engineer

- 2.5 The site visit associated with this Audit was undertaken during the morning of Thursday 9th January 2025 between the hours of 11:15 and 12:50. The site visit involved walking and driving around the local highway network for a 95-minute period whilst observing local infrastructure and current traffic. The weather during the site visit was overcast, the road surface was dry and visibility was good. A pedestrian as well as a number of cyclists were observed during the site visit. Vehicular traffic was also observed to include motorcycles, cars, passenger service vehicles, emergency response vehicles and light as well as heavy

goods vehicles. The traffic flow was moderate and free flowing albeit with platoons of traffic at times.

- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

Road Safety Audit Response Report

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- 2.10 The following statements should be signed below following completion of the relevant sections.

Design Organisation statement

- 2.11 On behalf of the Design Organisation, I certify that:

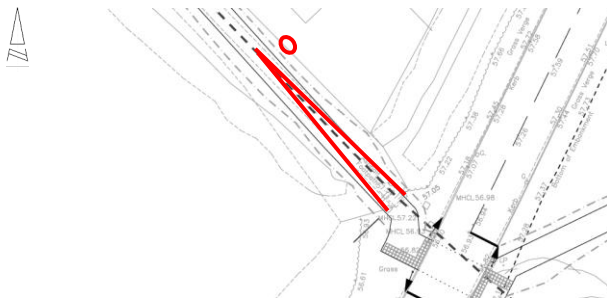
- 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name: David Earl
Signed 
Position: Associate Partner
Organisation: i-Transport
Date 23rd June 2026

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

- 3.1 Fenley Road Safety Limited have not been made aware of any previous Road Safety Audits associated with the current proposals. Fenley Road Safety Limited have, however, undertaken a series of Stage 1 Road Safety Audits of proposed highway works with the associated development.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
A.1.1	PROBLEM
Location:	A4 Pewsham Way
Summary:	Proposed shared facility may fall towards the carriageway at an inappropriate gradient
Acc Type:	Pedestrian / cyclist trip, fall and personal injury
The A4 Pewsham Way is set at a lower level than the existing footpath that links through to Monks Way that falls at a steep gradient on approach to the highway verge. The proposals include the upgrade of the existing footpath to a shared footpath cyclepath and the provision of a Toucan crossing across the A4 Pewsham Way. The Audit Brief and scheme drawing highlights that the vertical alignment of the existing footpath is to be adjusted to a suitable gradient. It is noted, however, that an existing gate is present to the land to the side of property no. 8 Ailesbury Close. The Audit Team have concerns that insufficient space is present between the A4 Peewsham Way and existing gate, to provide a suitable gradient along the shared footway cycleway link. A non-motorised user route set at an inappropriate gradient could lead to trips, falls and personal injuries as well as vehicle to user collisions should one loss control / fail to stop in time and inadvertently enter the carriageway, particularly during the freezing conditions.	
RECOMMENDATION:	
It is recommended that the proposed shared facility falls at a suitable gradient.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23 rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15 th January 2025	
Accept – A topographical survey has been undertaken which details the location of the existing gate. It is proposed to slope the proposed crossing point away from the A4 Pewsham Way at a gradient of 1 in 20 for 3m before increasing the gradient to 1 in 12 to tie in to the existing footpath before the garden gate. Whilst this 1 in 12 gradient is a steeper than recommended, the existing is currently set at a gradient of 1 in 8, so, it's an improvement over the existing.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25 th June 2026	
<i>A gradient of 1 in 12 is the absolute maximum recommended within Inclusive Mobility, however, this gradient is beyond many wheelchair users as well as the infirm without regular resting places</i>	

as well as a handrail and is therefore restrictive. There is a risk that users of wheeled devices such as wheelchairs, scooters and bicycles could loss control and topple / fall or inadvertently continue into the carriageway. It is therefore recommended that appropriate barriers are provided to force users to slow.

A.1.2 PROBLEM

Location: A4 Pewsham Way

Summary: Access to the existing public right of way may become restricted

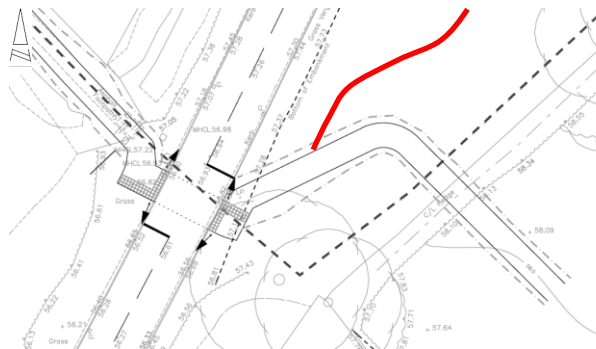
Acc Type: pedestrian trip, fall and personal injury

A public right of way that runs parallel to the A4 Pewsham Way is accommodated within the land to the east which is set at a higher level than the carriageway. The proposals include the provision of a shared footway cycleway link between the application site and Pewsham Way where a Toucan crossing is to be provided. The scheme drawing illustrates the location where access to the public right of way is to be provided, however, the Audit Team have concerns that the existing level of the public right of way will not allow for a connection with the proposed footway cycleway link as illustrated unless set at a steep gradient. An inappropriate gradient along a pedestrian public right of way could lead to trips, falls and personal injuries.

RECOMMENDATION:

It is recommended that the proposed right of way is adjusted accordingly.

Location Plan:



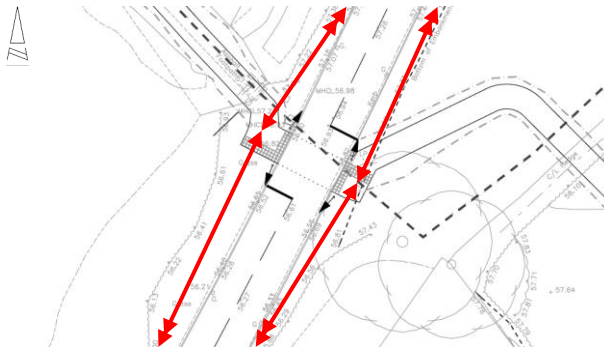
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15th January 2025

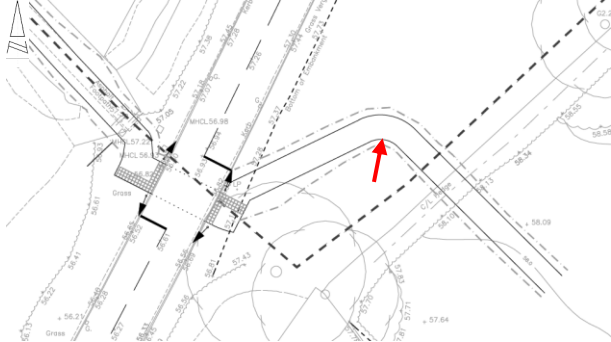
Accept – The shared footway cycleway link has been re-aligned to allow for the public right of way to be adjusted to ensure that it is set at an appropriate gradient.

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25th June 2026

Confirmation that the gradients will be adjusted accordingly, addresses the road safety concern raised at this stage.

A.2	GENERAL
A.2.1	PROBLEM
Location:	A4 Pewsham Way
Summary:	Northbound forward visibility may become limited
Acc Type:	Vehicle loss of control / to non-motorised user type collision
In the vicinity of the scheme, the A4 Pewsham Way is subject to a 50mph speed limit, follows a bend with a road centreline radius of circa 255 metres and accommodates minimal verge measuring circa 3 metres in places. The proposals include the provision of a Toucan crossing along Pewsham Way to the north of the bend in the road. The scheme drawing identifies that forward visibility of 160 metres is achievable to the offside signal head. Northbound motorists travelling at the speed limit of the road should therefore become aware of the controlled crossing at a safe distance, however, the Audit Team have concerns that the illustrated splay runs along the highway boundary in places and therefore any growth of vegetation into the public highway, would limit the level of visibility that is achievable. Limited visibility of a controlled crossing and associated signal heads could result in heavy braking and loss of control or vehicle to pedestrian type collisions.	
RECOMMENDATION:	
It is recommended that appropriate forward visibility of the signal heads is achievable at all times.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15 th January 2025	
Accept – All foliage and low hanging tree canopies will be cleared from the visibility splay to ensure that regrowth will not limit the level of visibility that is achievable. Advance warning signage is to be provided to further highlight the presence of the signalised crossing.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25 th June 2026	
Confirmation that adequate forward visibility will be achievable, addresses the road safety concern raised at this stage.	
A.3	JUNCTIONS
	No Road Safety Concerns regarding JUNCTIONS have been raised at this stage

A.4	WALKING, CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	A4 Pewsham Way
Summary:	Non-motorised User visibility may be limited
Acc Type:	Vehicle to pedestrian / cyclist type collision
The A4 Pewsham Way is a two-way single carriageway road that is subject to a 50mph speed limit and accommodates a footpath to the west which provides a link between a public right of way to the west of the carriageway and Monks Way to the east, which continues as a shared footpath cyclepath link to the centre of Pewsham. The proposals include the provision of a Toucan crossing where no crossing point is present and pedestrians wishing to gain access between the footpaths, are required to cross the carriageway at full height kerbs. The scheme drawing illustrates forward visibility to the associated signal heads based on the speed limit of Pewsham Way roundabout with London Road. Whilst the achievable level of forward visibility to the signal heads should be adequate, the Audit Team have concerns that pedestrian and cyclist visibility is limited. Both pedestrians and cyclists tend to cross at a controlled crossing point when no traffic is observed approaching and before the traffic signals indicate that it should safe to do and therefore a limited level of visibility could result in a user attempting to cross when it is not safe to do so and a vehicle to pedestrian / cyclist type collision.	
RECOMMENDATION:	
It is recommended that adequate intervisibility is achievable.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23 rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15 th January 2025	
Accept – Pedestrian and cyclist visibility splays have been added to the scheme drawing to illustrate that adequate invisibility is achievable. In addition, advanced warning signs are to be provided on each approach.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25 th June 2026	
Confirmation that intervisibility is achievable and that warning signage will be provided , addresses the road safety concern raised at this stage.	

A.4.2	PROBLEM
Location:	Proposed shared footway cycleway link
Summary:	Cyclists may not be able to travel around the proposed bends without dismounting
Acc Type:	Cyclist fall and personal injury
A footpath is present between Monks Way and Pewsham Way which continues as a public right of way through the land to the east of Pewsham Way. The proposal includes the upgrade of the existing footpath to a 3.0 metre wide shared footway cycleway as well as the provision of a new 3.0 metre wide shared footway cycleway link to a proposed development to the east of Pewsham Way. The footfall and cycle flows along this route are not expected to be significant and therefore provision of the shared route does not raise any road safety concerns and should operate effectively with priority given to pedestrians where required, in accordance with the highway code. It is noted, however, that the cycle route follows a number of tight corners with radii less than 4 metres. The Audit Team have concerns that a cyclist may not be able to travel around the bends without dismounting which could result in cyclist falls and lead to personal injuries.	
RECOMMENDATION:	
It is recommended that the proposed cycle route accommodates radii in excess of 4.0 metres.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 23 rd June 2026 following formal issue of this Stage 1 Road Safety Audit on the 15 th January 2025	
Accept – The shared footway cycleway link has been re-aligned. The corner radii around bends where a cycle route continues has been increased to 4m.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 25 th June 2026	
Confirmation that all radii along a cycle route will exceed 4 metres, addresses the road safety concern raised at this stage.	
A.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 25th June 2026

Audit Team Member

Name: **Zane Beswick** *MCIHT, MSoRSA*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 15th January 2025

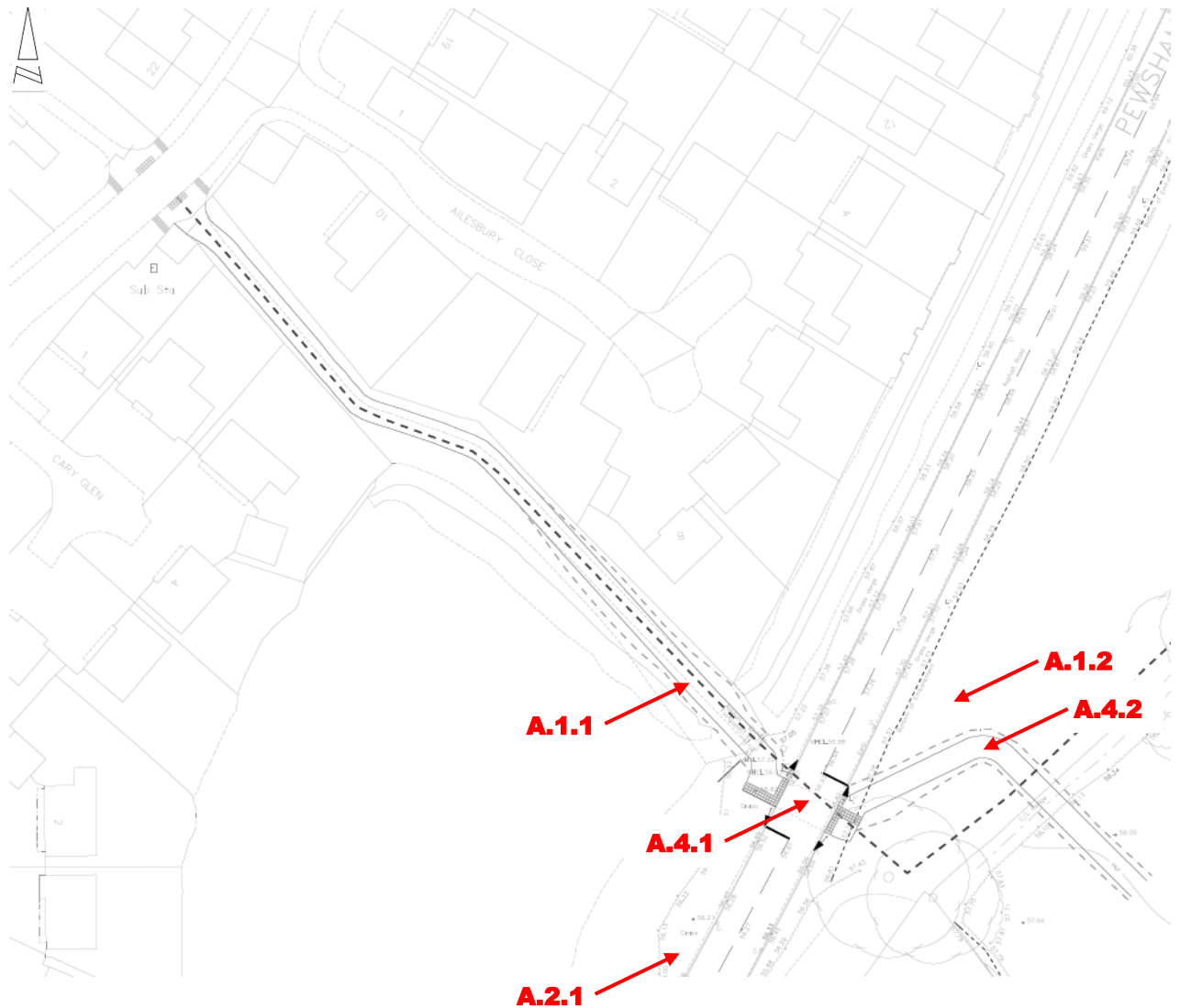
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	Email dated 23 rd Dec. '24		Stage 1 Road Safety Audit Brief
	ITB19912-001		Transport Assessment
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB19912-GA-006	-	Overview Plan
	ITB19912-GA-013	A	New Pewsham Way Crossing

Appendix A2

Item Location Plan



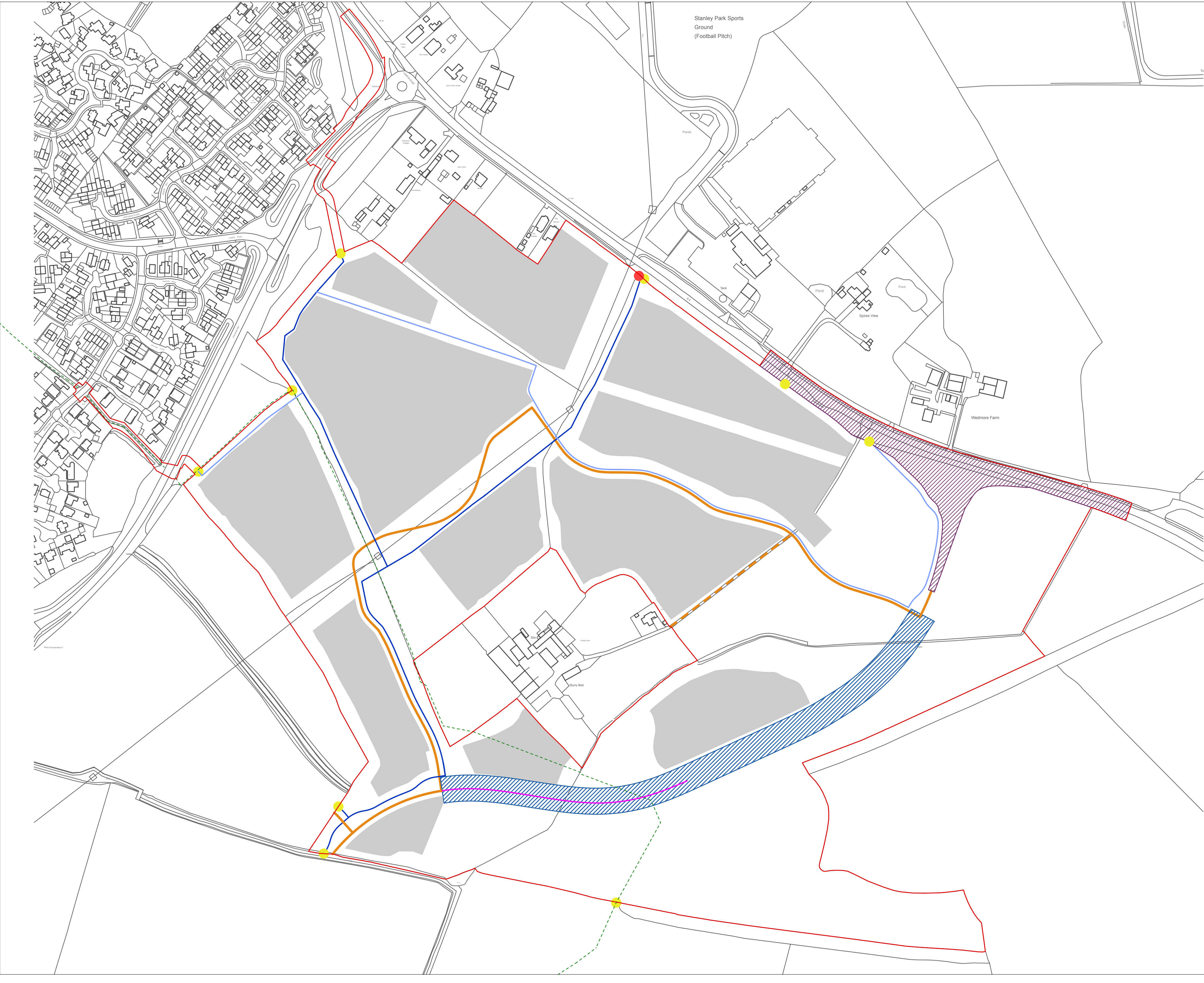
Appendix A3

Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB19912-GA-105	B	PROPOSED PEWSHAM WAY PEDESTRIAN/CYCLE CONNECTION TO PEWSHAM

fenley

APPENDIX F. Access and Movement Parameter Plan



- Application boundary
- Development area
- Safeguarded land for potential link road
(Precise location determined at detailed design stages +/- 10m of width and alignment shown. Refer to detailed application plans)
- Primary road
(precise location determined at detailed design stages +/- 10m of alignment shown)
- Farm track retained and improved
- Connector street
(precise location determined at detailed design stages +/- 10m of alignment shown)
- Pedestrian and/or cycle access point
(precise location determined at detailed design stages)
- Emergency access point
(precise location determined at detailed design stages)
- Vehicular access to include highways improvements
(precise location determined at detailed design stages +/- 10m of alignment shown. Refer to detailed application plans)
- Strategic shared foot/cycle path (5m)
(precise location determined at detailed design stages +/- 10m of alignment shown)
- Local shared foot/cycle path
(precise location determined at detailed design stages +/- 10m of alignment shown)
- Public Right of Ways

Notes/Revisions

Forest Farm, Chippenham
Gleeson Land

0 50 100 m

N

Parameter Plan Access and Movement

Status: DRAFT		Drawn by: FH	Checked by: IP
Project Number: 227610	Scale @ A2: 1:2500	Date: 23/10/2024	
Drawing Number: TOR-PP-004	Revision: A		

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APPENDIX G. TRICS Person Trip Generation Forecasts

Calculation Reference: AUDIT-236602-230919-0904

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days

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

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: No of Dwellings
 Actual Range: 790 to 1817 (units:)
 Range Selected by User: 750 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 22/09/22

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:

Tuesday	2 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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	4
Neighbourhood Centre (PPS6 Local Centre)	1

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:

Residential Zone	4
Village	1

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 Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

C3 5 days

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:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	4 days

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	1 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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.

Travel Plan:

Yes 5 days

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 5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	NF-03-A-08	MIXED HOUSES & FLATS	NORFOLK
	SIR ALFRED MUNNINGS RD		
	NEAR NORWICH		
	COSTESSEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	1817	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
2	NF-03-A-09	MIXED HOUSES & FLATS	NORFOLK
	ROUND HOUSE WAY		
	NORWICH		
	CRINGLEFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	984	
	Survey date: TUESDAY	24/09/19	Survey Type: MANUAL
3	NF-03-A-28	MIXED HOUSES & FLATS	NORFOLK
	ATLANTIC AVENUE		
	NORWICH		
	SPROWSTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	1146	
	Survey date: THURSDAY	22/09/22	Survey Type: MANUAL
4	SC-03-A-08	MIXED HOUSES	SURREY
	REIGATE ROAD		
	HORLEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	790	
	Survey date: WEDNESDAY	04/05/22	Survey Type: MANUAL
5	WS-03-A-11	MIXED HOUSES	WEST SUSSEX
	ELLIS ROAD		
	WEST HORSHAM		
	S BROADBRIDGE HEATH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	918	
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.68

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	5	1131	0.094	5	1131	0.530	5	1131	0.624
08:00 - 09:00	5	1131	0.194	5	1131	0.726	5	1131	0.920
09:00 - 10:00	5	1131	0.189	5	1131	0.248	5	1131	0.437
10:00 - 11:00	5	1131	0.164	5	1131	0.194	5	1131	0.358
11:00 - 12:00	5	1131	0.175	5	1131	0.164	5	1131	0.339
12:00 - 13:00	5	1131	0.199	5	1131	0.188	5	1131	0.387
13:00 - 14:00	5	1131	0.203	5	1131	0.172	5	1131	0.375
14:00 - 15:00	5	1131	0.247	5	1131	0.201	5	1131	0.448
15:00 - 16:00	5	1131	0.420	5	1131	0.224	5	1131	0.644
16:00 - 17:00	5	1131	0.442	5	1131	0.214	5	1131	0.656
17:00 - 18:00	5	1131	0.557	5	1131	0.241	5	1131	0.798
18:00 - 19:00	5	1131	0.479	5	1131	0.241	5	1131	0.720
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.363			3.343			6.706

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.*

Calculation Reference: AUDIT-236602-230922-0933

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05 EAST MIDLANDS
 LR LEICESTER 1 days

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

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: No of Dwellings
 Actual Range: 38 to 38 (units:)
 Range Selected by User: 14 to 280 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 22/10/21

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 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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:

Suburban Area (PPS6 Out of Centre) 1

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:

Residential Zone 1

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 Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C3

1 days

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:

All Surveys Included

Population within 1 mile:

50,001 to 100,000

1 days

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

Population within 5 miles:

250,001 to 500,000

1 days

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

1 days

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.

Travel Plan:

No

1 days

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

1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	LR-03-B-01 COLEMAN ROAD LEICESTER	SEMI-DETACHED & TERRACED	LEICESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/10/21	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.96

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	1	38	0.000	1	38	0.342	1	38	0.342
08:00 - 09:00	1	38	0.158	1	38	0.789	1	38	0.947
09:00 - 10:00	1	38	0.211	1	38	0.605	1	38	0.816
10:00 - 11:00	1	38	0.237	1	38	0.316	1	38	0.553
11:00 - 12:00	1	38	0.316	1	38	0.289	1	38	0.605
12:00 - 13:00	1	38	0.368	1	38	0.316	1	38	0.684
13:00 - 14:00	1	38	0.342	1	38	0.368	1	38	0.710
14:00 - 15:00	1	38	0.632	1	38	0.368	1	38	1.000
15:00 - 16:00	1	38	0.658	1	38	0.395	1	38	1.053
16:00 - 17:00	1	38	0.447	1	38	0.132	1	38	0.579
17:00 - 18:00	1	38	0.421	1	38	0.211	1	38	0.632
18:00 - 19:00	1	38	0.211	1	38	0.132	1	38	0.343
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.001			4.263			8.264

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.*

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

07 YORKSHIRE & NORTH LINCOLNSHIRE
 DR DONCASTER 1 days

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

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: Gross floor area
 Actual Range: 1645 to 1645 (units: sqm)
 Range Selected by User: 240 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 17/09/21

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 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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:

Neighbourhood Centre (PPS6 Local Centre) 1

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:

Residential Zone 1

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 Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

n/a 1 days

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:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
------------------	--------

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

Population within 5 miles:

125,001 to 250,000	1 days
--------------------	--------

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

Car ownership within 5 miles:

1.1 to 1.5	1 days
------------	--------

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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	1 days

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	1 days
----	--------

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	1 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DR-01-I-01	LOCAL SHOPS	DONCASTER
	EVERINGHAM ROAD		
	DONCASTER		
	CANTLEY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Gross floor area:	1645 sqm	
	Survey date: FRIDAY	17/09/21	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/I - SHOPPING CENTRE - LOCAL SHOPS
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.25

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
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	1	1645	1.520	1	1645	1.033	1	1645	2.553
07:00 - 08:00	1	1645	0.790	1	1645	0.790	1	1645	1.580
08:00 - 09:00	1	1645	2.979	1	1645	2.310	1	1645	5.289
09:00 - 10:00	1	1645	3.587	1	1645	3.100	1	1645	6.687
10:00 - 11:00	1	1645	3.769	1	1645	3.830	1	1645	7.599
11:00 - 12:00	1	1645	2.979	1	1645	3.161	1	1645	6.140
12:00 - 13:00	1	1645	2.675	1	1645	2.857	1	1645	5.532
13:00 - 14:00	1	1645	4.316	1	1645	4.195	1	1645	8.511
14:00 - 15:00	1	1645	2.492	1	1645	3.040	1	1645	5.532
15:00 - 16:00	1	1645	3.343	1	1645	3.404	1	1645	6.747
16:00 - 17:00	1	1645	3.891	1	1645	3.647	1	1645	7.538
17:00 - 18:00	1	1645	3.222	1	1645	4.073	1	1645	7.295
18:00 - 19:00	1	1645	2.249	1	1645	2.492	1	1645	4.741
19:00 - 20:00	1	1645	1.824	1	1645	1.945	1	1645	3.769
20:00 - 21:00	1	1645	0.790	1	1645	0.851	1	1645	1.641
21:00 - 22:00	1	1645	0.912	1	1645	0.973	1	1645	1.885
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			41.338			41.701			83.039

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.

Calculation Reference: AUDIT-236602-230920-0918

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : A - PRIMARY

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	KI KINGSTON	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
09	NORTH	
	TV TEES VALLEY	1 days

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

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: Number of pupils
Actual Range: 420 to 720 (units:)
Range Selected by User: 92 to 720 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/11/22

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:

Tuesday	2 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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:

Residential Zone	6
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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 Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

F1(a)

6 days

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:

All Surveys Included

Population within 1 mile:

5,001 to 10,000

1 days

10,001 to 15,000

1 days

15,001 to 20,000

1 days

20,001 to 25,000

1 days

50,001 to 100,000

2 days

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

Population within 5 miles:

50,001 to 75,000

1 days

100,001 to 125,000

2 days

125,001 to 250,000

1 days

250,001 to 500,000

2 days

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 days

1.1 to 1.5

1 days

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.

Travel Plan:

No

6 days

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

5 days

1b Very poor

1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BP-04-A-01 SEVERN ROAD BLACKPOOL SOUTH SHORE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of pupils: 449 Survey date: TUESDAY 27/09/16	PRIMARY SCHOOL BLACKPOOL	Survey Type: MANUAL
2	CW-04-A-03 TREVERBYN RISE PENRYN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 440 Survey date: THURSDAY 28/03/19	PRIMARY ACADEMY CORNWALL	Survey Type: MANUAL
3	KI-04-A-01 COOMBE HILL LANE WEST NEW MALDEN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 720 Survey date: THURSDAY 20/06/19	PRIMARY SCHOOL KINGSTON	Survey Type: MANUAL
4	NF-04-A-01 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 420 Survey date: WEDNESDAY 21/09/22	PRIMARY SCHOOL NORFOLK	Survey Type: MANUAL
5	TV-04-A-01 CLIFTON AVENUE BILLINGHAM Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of pupils: 538 Survey date: WEDNESDAY 25/05/22	PRIMARY SCHOOL TEES VALLEY	Survey Type: MANUAL
6	WK-04-A-01 PLANTAGENET DRIVE RUGBY Edge of Town Residential Zone Total Number of pupils: 420 Survey date: TUESDAY 15/11/22	C OF E JUNIOR SCHOOL WARWICKSHIRE	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CL-04-A-01	Size of school
TV-04-A-02	Size of school

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 2.56

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
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	6	498	0.118	6	498	0.011	6	498	0.129
08:00 - 09:00	6	498	1.087	6	498	0.216	6	498	1.303
09:00 - 10:00	6	498	0.066	6	498	0.032	6	498	0.098
10:00 - 11:00	6	498	0.020	6	498	0.023	6	498	0.043
11:00 - 12:00	6	498	0.040	6	498	0.041	6	498	0.081
12:00 - 13:00	6	498	0.039	6	498	0.035	6	498	0.074
13:00 - 14:00	6	498	0.014	6	498	0.027	6	498	0.041
14:00 - 15:00	6	498	0.079	6	498	0.073	6	498	0.152
15:00 - 16:00	6	498	0.156	6	498	0.972	6	498	1.128
16:00 - 17:00	6	498	0.034	6	498	0.184	6	498	0.218
17:00 - 18:00	6	498	0.004	6	498	0.045	6	498	0.049
18:00 - 19:00	6	498	0.001	6	498	0.013	6	498	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.658			1.672			3.330

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.*

APPENDIX H. Trip Generation Calculations

Development Quantum

Residential

420 dwellings Houses (Privately Owned)

180 dwellings Affordable

600 total dwellings

Local Centre

500 sqm

Person Trip Rates and Generation

Trip Rates (TRICS)

Land Use	Unit	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
		Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Houses (Privately Owned)	per dwelling	0.194	0.726	0.920	0.557	0.241	0.798
Houses (Affordable)	per dwelling	0.158	0.789	0.947	0.421	0.211	0.632
Local Centre	per 100 sqm	2.979	2.310	5.289	3.222	4.073	7.295

Trip Generation - Total Person Trips

Land Use	Quantum	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
		Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Houses (Privately Owned)	420	81	305	386	234	101	335
Houses (Affordable)	180	28	142	170	76	38	114
Local Centre	500	15	12	26	16	20	36

Residential Journey Purpose

Journey Purpose (TEMPro - Chippenham (Wiltshire 009/010/011/014 MSOA)) - Person Trips

Journey Purpose	AM Peak Period				PM Peak Period			
	%	Arrival	Departure	Two-way	%	Arrival	Departure	Two-way
Work	36.0%	40	161	200	32.0%	99	44	143
Employer Business	3.7%	4	17	21	3.9%	12	5	17
Education	36.2%	40	162	202	10.0%	31	14	45
Shopping	12.3%	14	55	68	20.3%	63	28	91
Personal Business	7.0%	8	31	39	8.7%	27	12	39
Recreation/Social	2.2%	2	10	12	10.0%	31	14	45
Visiting Friends and Relatives	1.6%	2	7	9	12.4%	38	17	56
Holiday/Day Trip	1.0%	1	4	5	2.8%	9	4	13
Total	100.0%	110	447	557	100.0%	310	139	449

Residential Commuting and Employers Business School TripsResidential Commuting and Employers Business Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Commuting & Employers Business	44	178	221	111	50	161

Internalisation (Wiltshire010 to Wiltshire 010 (2011 Census Journey to Work))

0.0% Internal
100.0% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	9.5%	11.1%	10.9%	14.1%	15.8%	15.5%
Cycle	2.3%	2.4%	2.5%	3.5%	3.4%	3.6%
Car Driver	71.1%	68.8%	69.8%	64.0%	61.9%	62.8%
Car Passenger	9.8%	11.5%	10.7%	9.8%	11.5%	10.7%
Bus/Coach	3.0%	2.9%	2.9%	4.5%	4.2%	4.1%
Rail	4.2%	3.2%	3.3%	4.2%	3.2%	3.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Employment) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	6	25	31	18	8	25
Cycle	2	6	8	4	2	5
Car Driver	28	114	142	69	31	100
Car Passenger	4	17	22	13	6	19
Bus/Coach	2	8	10	5	2	7
Rail	2	7	9	4	2	5
Total	44	178	221	111	50	161

Residential Nursery School TripsResidential Nursery School Trips

19.7% Education trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Residential to Nursery	8	32	40	6	3	9

Internalisation - AM Peak

0% Internal

100% External

Internalisation - PM Peak

50% Internal

50% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	42.1%	37.9%	41.5%	43.5%	40.2%	43.4%
Cycle	1.6%	1.4%	1.4%	1.7%	1.5%	1.5%
Car Driver	16.1%	26.2%	21.5%	14.4%	23.5%	19.3%
Car Passenger	34.9%	30.1%	30.8%	34.9%	30.1%	30.8%
Bus/Coach	4.8%	3.9%	4.2%	5.0%	4.1%	4.4%
Rail	0.5%	0.5%	0.6%	0.5%	0.5%	0.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Nursery) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	3	14	17	1	1	2
Cycle	0	1	1	0	0	0
Car Driver	1	5	6	1	0	1
Car Passenger	3	11	14	1	0	1
Bus/Coach	0	2	2	0	0	0
Rail	0	0	0	0	0	0
Total	8	32	40	3	1	4

Residential Primary School TripsResidential Primary School Trips

47.0% Education trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Residential to Primary School	19	76	95	15	7	21

Internalisation - AM Peak

0% Internal

100% External

Internalisation - PM Peak

0% Internal

100% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	42.1%	37.9%	41.5%	43.5%	40.2%	43.4%
Cycle	1.6%	1.4%	1.4%	1.7%	1.5%	1.5%
Car Driver	16.1%	26.2%	21.5%	14.4%	23.5%	19.3%
Car Passenger	34.9%	30.1%	30.8%	34.9%	30.1%	30.8%
Bus/Coach	4.8%	3.9%	4.2%	5.0%	4.1%	4.4%
Rail	0.5%	0.5%	0.6%	0.5%	0.5%	0.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Primary Schools) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	8	33	41	6	3	8
Cycle	0	1	2	0	0	0
Car Driver	3	11	14	3	2	5
Car Passenger	7	27	33	4	2	6
Bus/Coach	1	4	5	1	0	1
Rail	0	0	1	0	0	0
Total	19	76	95	15	7	21

Residential Secondary School TripsResidential Secondary School Trips

33.3% Education trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Secondary School	13	54	67	10	5	15

Internalisation - AM Peak

0% Internal
100% External

Internalisation - PM Peak

0% Internal
100% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	42.1%	37.9%	41.5%	43.5%	40.2%	43.4%
Cycle	1.6%	1.4%	1.4%	1.7%	1.5%	1.5%
Car Driver	16.1%	26.2%	21.5%	14.4%	23.5%	19.3%
Car Passenger	34.9%	30.1%	30.8%	34.9%	30.1%	30.8%
Bus/Coach	4.8%	3.9%	4.2%	5.0%	4.1%	4.4%
Rail	0.5%	0.5%	0.6%	0.5%	0.5%	0.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Secondary Schools) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	6	23	29	4	2	6
Cycle	0	1	1	0	0	0
Car Driver	2	8	10	2	1	4
Car Passenger	5	19	23	3	1	5
Bus/Coach	1	3	3	0	0	1
Rail	0	0	0	0	0	0
Total	13	54	67	10	5	15

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Residential Food Shopping TripsResidential Shopping Trips

51% Food Shopping Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Food Shopping	7	28	35	32	14	47

Internalisation (Gravity Model based on Population within 20-minute drive time)

18% Internal

82% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	26.2%	22.6%	22.8%	30.0%	26.6%	26.4%
Cycle	1.2%	1.1%	1.0%	1.4%	1.3%	1.2%
Car Driver	47.8%	47.3%	46.0%	43.0%	42.6%	41.4%
Car Passenger	18.9%	25.1%	23.7%	18.9%	25.1%	23.7%
Bus/Coach	5.5%	3.3%	5.8%	6.3%	3.8%	6.7%
Rail	0.4%	0.6%	0.7%	0.4%	0.6%	0.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Food Shops) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	2	7	9	7	3	10
Cycle	0	0	0	0	0	0
Car Driver	2	10	12	11	5	16
Car Passenger	1	4	5	7	3	10
Bus/Coach	0	1	2	1	0	1
Rail	0	0	0	0	0	0
Total	6	23	29	26	12	38

Residential Non-Food Shopping TripsResidential Non-Shopping Trips

49% Non-Food Shopping Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Non-Food Shopping	7	27	33	31	14	45

Internalisation

0% Internal
100% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	26.2%	22.6%	22.8%	30.0%	26.6%	26.4%
Cycle	1.2%	1.1%	1.0%	1.4%	1.3%	1.2%
Car Driver	47.8%	47.3%	46.0%	43.0%	42.6%	41.4%
Car Passenger	18.9%	25.1%	23.7%	18.9%	25.1%	23.7%
Bus/Coach	5.5%	3.3%	5.8%	6.3%	3.8%	6.7%
Rail	0.4%	0.6%	0.7%	0.4%	0.6%	0.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Non-Food Shops) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	2	8	10	8	4	12
Cycle	0	0	0	0	0	1
Car Driver	3	12	14	13	6	19
Car Passenger	1	5	6	8	3	11
Bus/Coach	0	2	2	1	1	2
Rail	0	0	0	0	0	0
Total	7	27	33	31	14	45

Residential Personal Business, Recreation/Social & Visiting Friends and Relatives TripsPersonal Business, Residential Recreation/Social & Visiting Friends and Relatives Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Personal Business, Recreation/Social & Visiting Friends and Relatives Trips	12	48	60	96	43	140

Internalisation

0% Internal
100% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	15.1%	18.1%	17.9%	18.6%	21.3%	21.3%
Cycle	1.6%	1.7%	1.5%	2.0%	2.0%	1.8%
Car Driver	46.7%	40.1%	43.7%	42.0%	36.1%	39.3%
Car Passenger	32.5%	36.0%	32.5%	32.5%	36.0%	32.5%
Bus/Coach	3.7%	3.2%	3.5%	4.5%	3.7%	4.1%
Rail	0.4%	0.9%	1.0%	0.4%	0.9%	1.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	2	9	11	21	9	30
Cycle	0	1	1	2	1	3
Car Driver	5	20	25	35	16	50
Car Passenger	4	16	20	35	16	50
Bus/Coach	1	2	3	4	2	5
Rail	0	0	0	1	0	1
Total	12	48	60	96	43	140

Residential Holiday and Day TripsResidential Holiday and Day Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Holiday and Day Trips	1	4	5	9	4	13

Internalisation

0% Internal
100% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	1.4%	3.3%	2.2%	2.3%	4.2%	3.0%
Cycle	4.6%	8.8%	7.0%	8.0%	11.3%	9.4%
Car Driver	61.2%	43.8%	44.9%	55.1%	39.5%	40.4%
Car Passenger	27.9%	38.7%	39.5%	27.9%	38.7%	39.5%
Bus/Coach	2.4%	3.2%	3.5%	4.2%	4.1%	4.7%
Rail	2.4%	2.3%	3.0%	2.4%	2.3%	3.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	0	0	0	0	0	1
Cycle	0	0	0	1	0	1
Car Driver	1	2	3	3	2	5
Car Passenger	0	1	1	3	2	5
Bus/Coach	0	0	0	0	0	1
Rail	0	0	0	0	0	0
Total	1	4	5	9	4	13

Total Residential External Trips**External (From Residential to External Destiantions) Multi-Modal Trip Generation (Vision Led)**

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	29	119	149	65	29	94
Cycle	3	11	13	8	3	11
Car Driver	45	181	226	138	62	200
Car Passenger	25	100	125	74	33	107
Bus/Coach	5	21	27	12	5	17
Rail	2	9	11	5	2	7
Total	109	442	551	301	135	436

Local Centre TripsLocal Centre Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Local Centre	15	12	26	16	20	36

External (From External Residential to On-Site Local Centre) Multi-Modal Trip Generation

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Local Centre	10	10	20	14	15	28

Modal Split - External

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	30.0%	26.6%	26.4%	33.5%	30.2%	29.6%
Cycle	1.4%	1.3%	1.2%	1.6%	1.4%	1.3%
Car Driver	43.0%	42.6%	41.4%	38.7%	38.3%	37.3%
Car Passenger	18.9%	25.1%	23.7%	18.9%	25.1%	23.7%
Bus/Coach	6.3%	3.8%	6.7%	7.0%	4.3%	7.5%
Rail	0.4%	0.6%	0.7%	0.4%	0.6%	0.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From External Residential to On-Site Local Centre) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	3	3	7	4	4	8
Cycle	0	0	0	0	0	0
Car Driver	4	4	8	5	6	11
Car Passenger	2	2	4	3	4	7
Bus/Coach	1	1	1	1	1	1
Rail	0	0	0	0	0	0
Total	10	10	20	14	15	28

Total Local Centre External Trips

External (From External Residential to On-Site Local Centre) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	3	3	7	4	4	8
Cycle	0	0	0	0	0	0
Car Driver	4	4	8	5	6	11
Car Passenger	2	2	4	3	4	7
Bus/Coach	1	1	1	1	1	1
Rail	0	0	0	0	0	0
Total	10	10	20	14	15	28

Total Development External Trips**External Multi-Modal Trip Generation (Trips to/from the site to/from external locations) (Vision Led)**

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	33	123	155	69	34	102
Cycle	3	11	14	8	4	12
Car Driver	48	185	234	143	68	210
Car Passenger	27	102	129	77	37	114
Bus/Coach	6	22	28	12	6	18
Rail	2	9	11	5	2	8
Total	119	452	571	314	150	464

Development Quantum

Residential

770 dwellings Houses (Privately Owned)

330 dwellings Affordable

1100 total dwellings

Education

2 FE Primary School (1x 2FE Schools)

Local Centre

400 sqm

Pupil Calculation

Nursery

0-2 years old	0.04 per dwelling
3-4 year old	0.09 per dwelling

Primary

4-11 years	0.31 per dwelling
11-18 years	0.22 per dwelling

1-bed exlcuded

30% discount at remaining affordable

770 dwellings Houses (Privately Owned)

330 dwellings Affordable

0 dwellings Flats/Apartments

Assume 40% Affordable 1-bed

50% flats 1-bed

Dwellings in Calculations

770 dwellings Houses (Privately Owned)

198 dwellings Affordable

0 dwellings Flats/Apartments

Pupils

Nursery

118 pupils 19.7%

Primary

282 pupils 47.0%

Secondary

200 pupils 33.3%

Information taken from:

X:\Projects\10000 Series Project Numbers\10015\ITB Land Forest Farm, Pewsham, Chippenham\Admin\Incoming Docs\Wiltshire Council\Wiltshire Council Developer Contributions Education Infrastructure S106 Methodology Revision2017.pdf

Person Trip Rates and Generation**Trip Rates (TRICS)**

Land Use	Unit	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
		Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Houses (Privately Owned)	per dwelling	0.194	0.726	0.920	0.557	0.241	0.798
Houses (Affordable)	per dwelling	0.158	0.789	0.947	0.421	0.211	0.632
Primary Schools	per pupil	1.087	0.216	1.303	0.004	0.045	0.049
Local Centre	per 100 sqm	2.979	2.310	5.289	3.222	4.073	7.295

Trip Generation - Total Person Trips

Land Use	Quantum	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
		Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Houses (Privately Owned)	770	149	559	708	429	186	614
Houses (Affordable)	330	52	260	313	139	70	209
Primary Schools	195	212	42	254	1	9	10
Local Centre	400	12	9	21	13	16	29

Residential Journey Purpose

Journey Purpose (TEMPro - Chippenham (Wiltshire 009/010/011/014 MSOA)) - Person Trips

Journey Purpose	AM Peak Period				PM Peak Period			
	%	Arrival	Departure	Two-way	%	Arrival	Departure	Two-way
Work	36.0%	73	295	368	32.0%	181	82	263
Employer Business	3.7%	8	31	38	3.9%	22	10	32
Education	36.2%	73	297	370	10.0%	57	25	82
Shopping	12.3%	25	101	126	20.3%	115	52	167
Personal Business	7.0%	14	57	72	8.7%	49	22	72
Recreation/Social	2.2%	4	18	22	10.0%	57	25	82
Visiting Friends and Relatives	1.6%	3	13	16	12.4%	70	32	102
Holiday/Day Trip	1.0%	2	8	10	2.8%	16	7	23
Total	100.0%	202	819	1,021	100.0%	568	255	823

Residential Commuting and Employers Business School TripsResidential Commuting and Employers Business Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Commuting & Employers Business	80	326	406	203	91	295

Internalisation (Wiltshire010 to Wiltshire 010 (2011 Census Journey to Work))

0.0% Internal
100.0% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	9.5%	11.1%	10.9%	14.1%	15.8%	15.5%
Cycle	2.3%	2.4%	2.5%	3.5%	3.4%	3.6%
Car Driver	71.1%	68.8%	69.8%	64.0%	61.9%	62.8%
Car Passenger	9.8%	11.5%	10.7%	9.8%	11.5%	10.7%
Bus/Coach	3.0%	2.9%	2.9%	4.5%	4.2%	4.1%
Rail	4.2%	3.2%	3.3%	4.2%	3.2%	3.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Employment) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	11	46	57	32	14	47
Cycle	3	11	14	7	3	10
Car Driver	51	208	260	126	57	183
Car Passenger	8	32	40	23	11	34
Bus/Coach	4	15	18	8	4	12
Rail	3	14	17	7	3	10
Total	80	326	406	203	91	295

Residential Nursery School TripsResidential Nursery School Trips

19.7% Education trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Residential to Nursery	14	58	73	11	5	16

Internalisation - AM Peak

0% Internal

100% External

Internalisation - PM Peak

50% Internal

50% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	42.1%	37.9%	41.5%	43.5%	40.2%	43.4%
Cycle	1.6%	1.4%	1.4%	1.7%	1.5%	1.5%
Car Driver	16.1%	26.2%	21.5%	14.4%	23.5%	19.3%
Car Passenger	34.9%	30.1%	30.8%	34.9%	30.1%	30.8%
Bus/Coach	4.8%	3.9%	4.2%	5.0%	4.1%	4.4%
Rail	0.5%	0.5%	0.6%	0.5%	0.5%	0.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Nursery) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	6	25	32	2	1	3
Cycle	0	1	1	0	0	0
Car Driver	2	8	11	1	1	2
Car Passenger	5	20	25	2	1	2
Bus/Coach	1	3	4	0	0	0
Rail	0	0	0	0	0	0
Total	14	58	73	6	3	8

Residential Primary School TripsResidential Primary School Trips

47.0% Education trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Residential to Primary School	34	139	174	27	12	39

Internalisation - AM Peak

80% Internal

20% External

Internalisation - PM Peak

50% Internal

50% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	42.1%	37.9%	41.5%	43.5%	40.2%	43.4%
Cycle	1.6%	1.4%	1.4%	1.7%	1.5%	1.5%
Car Driver	16.1%	26.2%	21.5%	14.4%	23.5%	19.3%
Car Passenger	34.9%	30.1%	30.8%	34.9%	30.1%	30.8%
Bus/Coach	4.8%	3.9%	4.2%	5.0%	4.1%	4.4%
Rail	0.5%	0.5%	0.6%	0.5%	0.5%	0.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Primary Schools) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	3	12	15	5	2	8
Cycle	0	0	1	0	0	0
Car Driver	1	4	5	3	1	5
Car Passenger	2	10	12	4	2	6
Bus/Coach	0	1	2	1	0	1
Rail	0	0	0	0	0	0
Total	7	28	35	13	6	19

Residential Secondary School TripsResidential Secondary School Trips

33.3% Education trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Secondary School	24	99	123	19	8	27

Internalisation - AM Peak

0% Internal
100% External

Internalisation - PM Peak

0% Internal
100% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	42.1%	37.9%	41.5%	43.5%	40.2%	43.4%
Cycle	1.6%	1.4%	1.4%	1.7%	1.5%	1.5%
Car Driver	16.1%	26.2%	21.5%	14.4%	23.5%	19.3%
Car Passenger	34.9%	30.1%	30.8%	34.9%	30.1%	30.8%
Bus/Coach	4.8%	3.9%	4.2%	5.0%	4.1%	4.4%
Rail	0.5%	0.5%	0.6%	0.5%	0.5%	0.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Secondary Schools) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	11	43	54	8	3	11
Cycle	0	2	2	0	0	0
Car Driver	4	14	18	4	2	6
Car Passenger	8	35	43	6	3	8
Bus/Coach	1	5	6	1	0	1
Rail	0	1	1	0	0	0
Total	24	99	123	19	8	27

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Residential Food Shopping TripsResidential Shopping Trips

51% Food Shopping Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Food Shopping	13	51	64	59	26	85

Internalisation (Gravity Model based on Population within 20-minute drive time)

18% Internal

82% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	26.2%	22.6%	22.8%	30.0%	26.6%	26.4%
Cycle	1.2%	1.1%	1.0%	1.4%	1.3%	1.2%
Car Driver	47.8%	47.3%	46.0%	43.0%	42.6%	41.4%
Car Passenger	18.9%	25.1%	23.7%	18.9%	25.1%	23.7%
Bus/Coach	5.5%	3.3%	5.8%	6.3%	3.8%	6.7%
Rail	0.4%	0.6%	0.7%	0.4%	0.6%	0.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Food Shops) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	3	13	16	13	6	19
Cycle	0	1	1	1	0	1
Car Driver	4	18	23	21	9	30
Car Passenger	2	8	10	12	5	18
Bus/Coach	1	3	3	2	1	3
Rail	0	0	0	0	0	0
Total	10	42	53	48	22	70

Residential Non-Food Shopping TripsResidential Non-Shopping Trips

49% Non-Food Shopping Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Non-Food Shopping	12	49	61	56	25	82

Internalisation

0% Internal
100% External

Modal Split

Travel Mode	External (TEMPPro)			External (TEMPPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	26.2%	22.6%	22.8%	30.0%	26.6%	26.4%
Cycle	1.2%	1.1%	1.0%	1.4%	1.3%	1.2%
Car Driver	47.8%	47.3%	46.0%	43.0%	42.6%	41.4%
Car Passenger	18.9%	25.1%	23.7%	18.9%	25.1%	23.7%
Bus/Coach	5.5%	3.3%	5.8%	6.3%	3.8%	6.7%
Rail	0.4%	0.6%	0.7%	0.4%	0.6%	0.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Non-Food Shops) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	4	15	18	15	7	22
Cycle	0	1	1	1	0	1
Car Driver	5	21	26	24	11	35
Car Passenger	2	9	12	14	6	21
Bus/Coach	1	3	4	2	1	3
Rail	0	0	0	0	0	0
Total	12	49	61	56	25	82

Residential Personal Business, Recreation/Social & Visiting Friends and Relatives TripsPersonal Business, Residential Recreation/Social & Visiting Friends and Relatives Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Personal Business, Recreation/Social & Visiting Friends and Relatives Trips	22	88	110	176	79	256

Internalisation

0% Internal
100% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	15.1%	18.1%	17.9%	18.6%	21.3%	21.3%
Cycle	1.6%	1.7%	1.5%	2.0%	2.0%	1.8%
Car Driver	46.7%	40.1%	43.7%	42.0%	36.1%	39.3%
Car Passenger	32.5%	36.0%	32.5%	32.5%	36.0%	32.5%
Bus/Coach	3.7%	3.2%	3.5%	4.5%	3.7%	4.1%
Rail	0.4%	0.9%	1.0%	0.4%	0.9%	1.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	4	16	20	38	17	54
Cycle	0	2	2	4	2	5
Car Driver	9	37	46	64	29	92
Car Passenger	7	29	36	63	29	92
Bus/Coach	1	4	5	7	3	10
Rail	0	0	0	2	1	2
Total	22	88	110	176	79	256

Residential Holiday and Day TripsResidential Holiday and Day Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Holiday and Day Trips	2	8	10	16	7	23

Internalisation

0% Internal
100% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	1.4%	3.3%	2.2%	2.3%	4.2%	3.0%
Cycle	4.6%	8.8%	7.0%	8.0%	11.3%	9.4%
Car Driver	61.2%	43.8%	44.9%	55.1%	39.5%	40.4%
Car Passenger	27.9%	38.7%	39.5%	27.9%	38.7%	39.5%
Bus/Coach	2.4%	3.2%	3.5%	4.2%	4.1%	4.7%
Rail	2.4%	2.3%	3.0%	2.4%	2.3%	3.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	0	0	0	1	0	1
Cycle	0	1	1	2	1	3
Car Driver	1	4	5	6	3	9
Car Passenger	1	2	3	6	3	9
Bus/Coach	0	0	0	1	0	1
Rail	0	0	0	0	0	1
Total	2	8	10	16	7	23

Total Residential External Trips**External (From Residential to External Destiantions) Multi-Modal Trip Generation (Vision Led)**

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	42	170	212	113	51	164
Cycle	4	18	22	14	6	20
Car Driver	78	316	394	249	112	362
Car Passenger	36	145	180	131	59	190
Bus/Coach	8	34	42	21	10	31
Rail	4	16	19	9	4	14
Total	172	699	870	538	242	780

Primary School Trips**Primary School Trips**

Development Primary School Pupils	282
Proportion Internal to Site	80%
Internal	225
Total Primary School Places on Site	420
Resulting External Primary School Pupils to Site	195

Remaining Primary School Trips - External

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Primary School	212	42	254	1	9	10

Modal Split - External

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	42.1%	37.9%	41.5%	43.5%	40.2%	43.4%
Cycle	1.6%	1.4%	1.4%	1.7%	1.5%	1.5%
Car Driver	16.1%	26.2%	21.5%	14.4%	23.5%	19.3%
Car Passenger	34.9%	30.1%	30.8%	34.9%	30.1%	30.8%
Bus/Coach	4.8%	3.9%	4.2%	5.0%	4.1%	4.4%
Rail	0.5%	0.5%	0.6%	0.5%	0.5%	0.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From External Residential to On-Site Primary Schools) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	92	18	110	0	4	4
Cycle	4	1	4	0	0	0
Car Driver	31	6	37	0	2	2
Car Passenger	74	15	89	0	3	3
Bus/Coach	11	2	13	0	0	0
Rail	1	0	1	0	0	0
Total	212	42	254	1	9	10

Total Education External Trips

External (From External Residential to On-Site Education Facilities) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	92	18	110	0	4	4
Cycle	4	1	4	0	0	0
Car Driver	31	6	37	0	2	2
Car Passenger	74	15	89	0	3	3
Bus/Coach	11	2	13	0	0	0
Rail	1	0	1	0	0	0
Total	212	42	254	1	9	10

Local Centre TripsLocal Centre Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Local Centre	12	9	21	13	16	29

External (From External Residential to On-Site Local Centre) Multi-Modal Trip Generation

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Local Centre	3	7	10	8	6	14

Modal Split - External

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	30.0%	26.6%	26.4%	33.5%	30.2%	29.6%
Cycle	1.4%	1.3%	1.2%	1.6%	1.4%	1.3%
Car Driver	43.0%	42.6%	41.4%	38.7%	38.3%	37.3%
Car Passenger	18.9%	25.1%	23.7%	18.9%	25.1%	23.7%
Bus/Coach	6.3%	3.8%	6.7%	7.0%	4.3%	7.5%
Rail	0.4%	0.6%	0.7%	0.4%	0.6%	0.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From External Residential to On-Site Local Centre) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	1	2	3	2	2	4
Cycle	0	0	0	0	0	0
Car Driver	1	3	4	3	2	5
Car Passenger	1	1	2	2	1	3
Bus/Coach	0	0	1	0	0	1
Rail	0	0	0	0	0	0
Total	3	7	10	8	6	14

Total Local Centre External Trips

External (From External Residential to On-Site Local Centre) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	1	2	3	2	2	4
Cycle	0	0	0	0	0	0
Car Driver	1	3	4	3	2	5
Car Passenger	1	1	2	2	1	3
Bus/Coach	0	0	1	0	0	1
Rail	0	0	0	0	0	0
Total	3	7	10	8	6	14

Total Development External Trips**External Multi-Modal Trip Generation (Trips to/from the site to/from external locations) (Vision Led)**

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	135	191	326	116	56	172
Cycle	8	19	27	14	7	21
Car Driver	109	325	434	253	116	369
Car Passenger	110	161	271	133	63	196
Bus/Coach	19	36	55	22	10	32
Rail	5	16	21	9	4	14
Total	386	748	1,134	547	256	804

Development Quantum

Residential

280 dwellings Houses (Privately Owned)

120 dwellings Affordable

400 total dwellings

Local Centre

500 sqm

Person Trip Rates and Generation

Trip Rates (TRICS)

Land Use	Unit	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
		Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Houses (Privately Owned)	per dwelling	0.194	0.726	0.920	0.557	0.241	0.798
Houses (Affordable)	per dwelling	0.158	0.789	0.947	0.421	0.211	0.632
Local Centre	per 100 sqm	2.979	2.310	5.289	3.222	4.073	7.295

Trip Generation - Total Person Trips

Land Use	Quantum	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
		Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Houses (Privately Owned)	280	54	203	258	156	67	223
Houses (Affordable)	120	19	95	114	51	25	76
Local Centre	500	15	12	26	16	20	36

Residential Journey Purpose

Journey Purpose (TEMPro - Chippenham (Wiltshire 009/010/011/014 MSOA)) - Person Trips

Journey Purpose	AM Peak Period				PM Peak Period			
	%	Arrival	Departure	Two-way	%	Arrival	Departure	Two-way
Work	36.0%	26	107	134	32.0%	66	30	96
Employer Business	3.7%	3	11	14	3.9%	8	4	12
Education	36.2%	27	108	134	10.0%	21	9	30
Shopping	12.3%	9	37	46	20.3%	42	19	61
Personal Business	7.0%	5	21	26	8.7%	18	8	26
Recreation/Social	2.2%	2	7	8	10.0%	21	9	30
Visiting Friends and Relatives	1.6%	1	5	6	12.4%	26	12	37
Holiday/Day Trip	1.0%	1	3	4	2.8%	6	3	8
Total	100.0%	73	298	371	100.0%	206	93	299

Residential Commuting and Employers Business School TripsResidential Commuting and Employers Business Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Commuting & Employers Business	29	118	148	74	33	107

Internalisation (Wiltshire010 to Wiltshire 010 (2011 Census Journey to Work))

0.0% Internal
100.0% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	9.5%	11.1%	10.9%	14.1%	15.8%	15.5%
Cycle	2.3%	2.4%	2.5%	3.5%	3.4%	3.6%
Car Driver	71.1%	68.8%	69.8%	64.0%	61.9%	62.8%
Car Passenger	9.8%	11.5%	10.7%	9.8%	11.5%	10.7%
Bus/Coach	3.0%	2.9%	2.9%	4.5%	4.2%	4.1%
Rail	4.2%	3.2%	3.3%	4.2%	3.2%	3.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Employment) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	4	17	21	12	5	17
Cycle	1	4	5	2	1	4
Car Driver	19	76	94	46	21	66
Car Passenger	3	12	14	9	4	12
Bus/Coach	1	5	7	3	1	4
Rail	1	5	6	2	1	3
Total	29	118	148	74	33	107

Residential Nursery School TripsResidential Nursery School Trips

19.7% Education trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Residential to Nursery	5	21	26	4	2	6

Internalisation - AM Peak

0% Internal

100% External

Internalisation - PM Peak

50% Internal

50% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	42.1%	37.9%	41.5%	43.5%	40.2%	43.4%
Cycle	1.6%	1.4%	1.4%	1.7%	1.5%	1.5%
Car Driver	16.1%	26.2%	21.5%	14.4%	23.5%	19.3%
Car Passenger	34.9%	30.1%	30.8%	34.9%	30.1%	30.8%
Bus/Coach	4.8%	3.9%	4.2%	5.0%	4.1%	4.4%
Rail	0.5%	0.5%	0.6%	0.5%	0.5%	0.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Nursery) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	2	9	12	1	0	1
Cycle	0	0	0	0	0	0
Car Driver	1	3	4	0	0	1
Car Passenger	2	7	9	1	0	1
Bus/Coach	0	1	1	0	0	0
Rail	0	0	0	0	0	0
Total	5	21	26	2	1	3

Residential Primary School TripsResidential Primary School Trips

47.0% Education trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Residential to Primary School	12	51	63	10	4	14

Internalisation - AM Peak

0% Internal

100% External

Internalisation - PM Peak

0% Internal

100% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	42.1%	37.9%	41.5%	43.5%	40.2%	43.4%
Cycle	1.6%	1.4%	1.4%	1.7%	1.5%	1.5%
Car Driver	16.1%	26.2%	21.5%	14.4%	23.5%	19.3%
Car Passenger	34.9%	30.1%	30.8%	34.9%	30.1%	30.8%
Bus/Coach	4.8%	3.9%	4.2%	5.0%	4.1%	4.4%
Rail	0.5%	0.5%	0.6%	0.5%	0.5%	0.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Primary Schools) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	5	22	27	4	2	6
Cycle	0	1	1	0	0	0
Car Driver	2	7	9	2	1	3
Car Passenger	4	18	22	3	1	4
Bus/Coach	1	3	3	0	0	1
Rail	0	0	0	0	0	0
Total	12	51	63	10	4	14

Residential Secondary School TripsResidential Secondary School Trips

33.3% Education trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Secondary School	9	36	45	7	3	10

Internalisation - AM Peak

0% Internal

100% External

Internalisation - PM Peak

0% Internal

100% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	42.1%	37.9%	41.5%	43.5%	40.2%	43.4%
Cycle	1.6%	1.4%	1.4%	1.7%	1.5%	1.5%
Car Driver	16.1%	26.2%	21.5%	14.4%	23.5%	19.3%
Car Passenger	34.9%	30.1%	30.8%	34.9%	30.1%	30.8%
Bus/Coach	4.8%	3.9%	4.2%	5.0%	4.1%	4.4%
Rail	0.5%	0.5%	0.6%	0.5%	0.5%	0.6%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Secondary Schools) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	4	16	19	3	1	4
Cycle	0	1	1	0	0	0
Car Driver	1	5	6	2	1	2
Car Passenger	3	13	16	2	1	3
Bus/Coach	0	2	2	0	0	0
Rail	0	0	0	0	0	0
Total	9	36	45	7	3	10

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Residential Food Shopping TripsResidential Shopping Trips

51% Food Shopping Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Food Shopping	5	19	23	21	10	31

Internalisation (Gravity Model based on Population within 20-minute drive time)

18% Internal

82% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	26.2%	22.6%	22.8%	30.0%	26.6%	26.4%
Cycle	1.2%	1.1%	1.0%	1.4%	1.3%	1.2%
Car Driver	47.8%	47.3%	46.0%	43.0%	42.6%	41.4%
Car Passenger	18.9%	25.1%	23.7%	18.9%	25.1%	23.7%
Bus/Coach	5.5%	3.3%	5.8%	6.3%	3.8%	6.7%
Rail	0.4%	0.6%	0.7%	0.4%	0.6%	0.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Food Shops) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	1	5	6	5	2	7
Cycle	0	0	0	0	0	0
Car Driver	2	7	8	7	3	11
Car Passenger	1	3	4	4	2	6
Bus/Coach	0	1	1	1	0	1
Rail	0	0	0	0	0	0
Total	4	15	19	18	8	25

Residential Non-Food Shopping TripsResidential Non-Shopping Trips

49% Non-Food Shopping Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Non-Food Shopping	4	18	22	21	9	30

Internalisation

0% Internal
100% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	26.2%	22.6%	22.8%	30.0%	26.6%	26.4%
Cycle	1.2%	1.1%	1.0%	1.4%	1.3%	1.2%
Car Driver	47.8%	47.3%	46.0%	43.0%	42.6%	41.4%
Car Passenger	18.9%	25.1%	23.7%	18.9%	25.1%	23.7%
Bus/Coach	5.5%	3.3%	5.8%	6.3%	3.8%	6.7%
Rail	0.4%	0.6%	0.7%	0.4%	0.6%	0.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External Non-Food Shops) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	1	5	7	5	2	8
Cycle	0	0	0	0	0	0
Car Driver	2	8	10	9	4	13
Car Passenger	1	3	4	5	2	7
Bus/Coach	0	1	1	1	0	1
Rail	0	0	0	0	0	0
Total	4	18	22	21	9	30

Residential Personal Business, Recreation/Social & Visiting Friends and Relatives TripsPersonal Business, Residential Recreation/Social & Visiting Friends and Relatives Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Personal Business, Recreation/Social & Visiting Friends and Relatives Trips	8	32	40	64	29	93

Internalisation

0% Internal
100% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	15.1%	18.1%	17.9%	18.6%	21.3%	21.3%
Cycle	1.6%	1.7%	1.5%	2.0%	2.0%	1.8%
Car Driver	46.7%	40.1%	43.7%	42.0%	36.1%	39.3%
Car Passenger	32.5%	36.0%	32.5%	32.5%	36.0%	32.5%
Bus/Coach	3.7%	3.2%	3.5%	4.5%	3.7%	4.1%
Rail	0.4%	0.9%	1.0%	0.4%	0.9%	1.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	1	6	7	14	6	20
Cycle	0	1	1	1	1	2
Car Driver	3	13	17	23	10	34
Car Passenger	3	10	13	23	10	33
Bus/Coach	0	1	2	2	1	3
Rail	0	0	0	1	0	1
Total	8	32	40	64	29	93

Residential Holiday and Day TripsResidential Holiday and Day Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Holiday and Day Trips	1	3	4	6	3	8

Internalisation

0% Internal
100% External

Modal Split

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	1.4%	3.3%	2.2%	2.3%	4.2%	3.0%
Cycle	4.6%	8.8%	7.0%	8.0%	11.3%	9.4%
Car Driver	61.2%	43.8%	44.9%	55.1%	39.5%	40.4%
Car Passenger	27.9%	38.7%	39.5%	27.9%	38.7%	39.5%
Bus/Coach	2.4%	3.2%	3.5%	4.2%	4.1%	4.7%
Rail	2.4%	2.3%	3.0%	2.4%	2.3%	3.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From Residential to External) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	0	0	0	0	0	0
Cycle	0	0	0	1	0	1
Car Driver	0	2	2	2	1	3
Car Passenger	0	1	1	2	1	3
Bus/Coach	0	0	0	0	0	0
Rail	0	0	0	0	0	0
Total	1	3	4	6	3	8

Total Residential External Trips**External (From Residential to External Destiantions) Multi-Modal Trip Generation (Vision Led)**

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	20	80	99	43	19	63
Cycle	2	7	9	5	2	7
Car Driver	30	121	151	92	41	133
Car Passenger	16	67	83	49	22	71
Bus/Coach	4	14	18	8	4	11
Rail	1	6	7	3	2	5
Total	72	295	367	201	90	291

Local Centre TripsLocal Centre Trips

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Local Centre	15	12	26	16	20	36

External (From External Residential to On-Site Local Centre) Multi-Modal Trip Generation

Journey Purpose	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Local Centre	12	11	22	14	17	31

Modal Split - External

Travel Mode	External (TEMPro)			External (TEMPro + Vision Led)		
	AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Walk	30.0%	26.6%	26.4%	33.5%	30.2%	29.6%
Cycle	1.4%	1.3%	1.2%	1.6%	1.4%	1.3%
Car Driver	43.0%	42.6%	41.4%	38.7%	38.3%	37.3%
Car Passenger	18.9%	25.1%	23.7%	18.9%	25.1%	23.7%
Bus/Coach	6.3%	3.8%	6.7%	7.0%	4.3%	7.5%
Rail	0.4%	0.6%	0.7%	0.4%	0.6%	0.7%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

External (From External Residential to On-Site Local Centre) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	4	4	7	4	5	9
Cycle	0	0	0	0	0	0
Car Driver	4	4	9	6	6	12
Car Passenger	2	2	4	4	4	8
Bus/Coach	1	1	2	1	1	1
Rail	0	0	0	0	0	0
Total	12	11	22	14	17	31

Total Local Centre External Trips

External (From External Residential to On-Site Local Centre) Multi-Modal Trip Generation (Vision Led)

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	4	4	7	4	5	9
Cycle	0	0	0	0	0	0
Car Driver	4	4	9	6	6	12
Car Passenger	2	2	4	4	4	8
Bus/Coach	1	1	2	1	1	1
Rail	0	0	0	0	0	0
Total	12	11	22	14	17	31

Total Development External Trips**External Multi-Modal Trip Generation (Trips to/from the site to/from external locations) (Vision Led)**

Travel Mode	AM Peak Hour (0800-0900)			PM Peak Hour (1700-1800)		
	Arrival	Departure	Two-way	Arrival	Departure	Two-way
Walk	23	83	107	48	24	72
Cycle	2	7	9	5	3	8
Car Driver	34	125	159	97	48	145
Car Passenger	19	69	87	53	26	79
Bus/Coach	4	15	19	9	4	13
Rail	1	6	7	4	2	5
Total	84	305	389	215	107	322