

**LAND AT KINGS ARMS, HILPERTON MARSH,
WILTSHIRE, BA14 7NZ**

**Erection of seven dwellings together with
associated access works**

TRANSPORT STATEMENT

PREPARED FOR

DORIC DEVELOPMENTS (BATH) LTD



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CONTENTS

1	INTRODUCTION	1
2	EXISTING CONDITIONS	3
3	EXISTING NON-CAR ACCESSIBILITY	7
4	DEVELOPMENT PROPOSALS	13
5	PREDICTED TRIP GENERATION AND TRAFFIC IMPACT	16
6	SUMMARY AND CONCLUSIONS	18

FIGURES

FIGURE 1.1	Site Location	Page 1
FIGURE 2.1	Local Highway Network	Page 3
FIGURE 2.2	Annotated Extract from 'CrashMap' Website	Page 6
FIGURE 3.1	Annotated Extract from Public Rights of Way Map	Page 8

TABLES

TABLE 2.1	Results of ATC Survey on Hammond Way	Page 5
TABLE 3.1	Guidelines for Walking Distances	Page 9
TABLE 3.2	Walking Distances to Services and Facilities	Page 10
TABLE 5.1	Predicted Residential Vehicle Trips	Page 16

APPENDICES

APPENDIX A	Automatic Traffic Counter Survey Results
APPENDIX B	Connecting Wiltshire Trowbridge Cycle Map
APPENDIX C	Proposed Site Layout Plan
APPENDIX D	Proposed Site Access Junction
APPENDIX E	Visibility Splay Calculations
APPENDIX F	Swept Path Assessment of Turning Head
APPENDIX G	TRICS Datasheets

1 INTRODUCTION

Brief

- 1.1 Miles White Transport Ltd (MWT) has been appointed by Doric Developments (Bath) Ltd to prepare a Transport Statement relating to the proposed development of seven residential dwellings on land to the rear of the former Kings Arms Public House, Hilpert Marsh, near Trowbridge, Wiltshire. The location of the site in the context of Trowbridge and the local area is shown in **Figure 1.1** below.

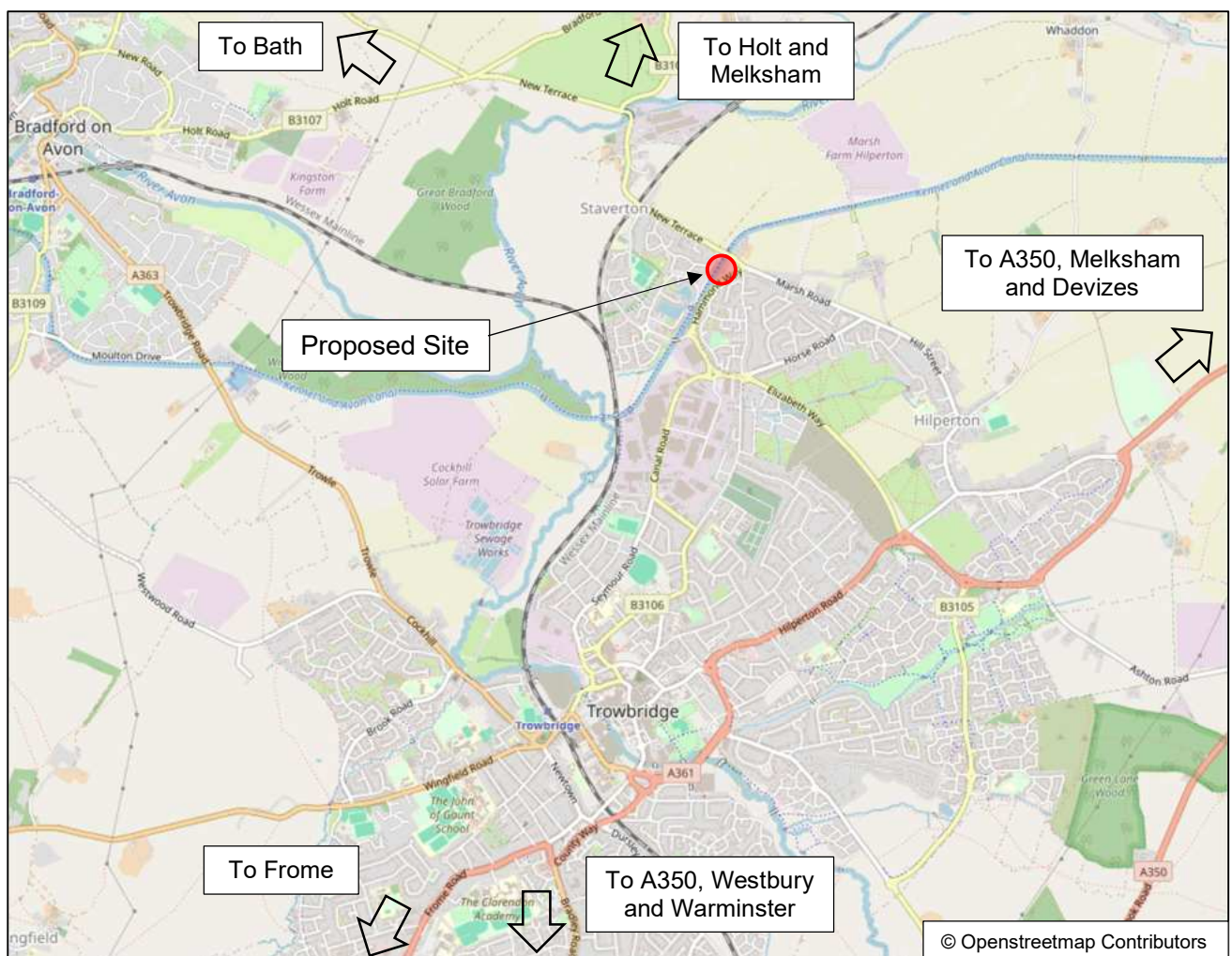


FIGURE 1.1: Site Location

- 1.2 This report covers the transport issues associated with the proposed development and is structured as follows:

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- Section 2 describes the existing highway network in the vicinity of the site and identifies existing traffic flow and road safety conditions.
 - Section 3 identifies the existing accessibility of the site by non-car modes of travel namely walking, cycling and public transport.
 - Section 4 details the transport aspects of the development proposals and in particular the proposed site access arrangements and the proposed parking provision.
 - Section 5 identifies the predicted trip generation associated with the development proposals and the resulting traffic impact.
 - Finally, Section 6 presents a summary of the report and identifies the main conclusions that can be drawn.
- 1.3 It should be noted that the site forms the car park of the former Kings Arms Public House but does not include the Public House building itself. A separate application to convert the existing building to a residential use is likely to be submitted by the developer of that site shortly.

2 EXISTING CONDITIONS

Site Description

- 2.1 The proposed development site is currently the car park to the former Kings Arms Public House and is within the built environment of the Hilpert Marsh area at the northern edge of Trowbridge. The site is bounded to the northeast by the B3105 Marsh Road, to the east by the existing Kings Arms Public House building, to the southeast by the B3105 Hammond Way, and to the northwest by a boundary fence with adjacent dwellings beyond.

Local Highway Network

- 2.2 The highway network in the context of Trowbridge is shown in Figure 1.1 while the local highway network in the vicinity of the proposed site is shown in **Figure 2.1** below.

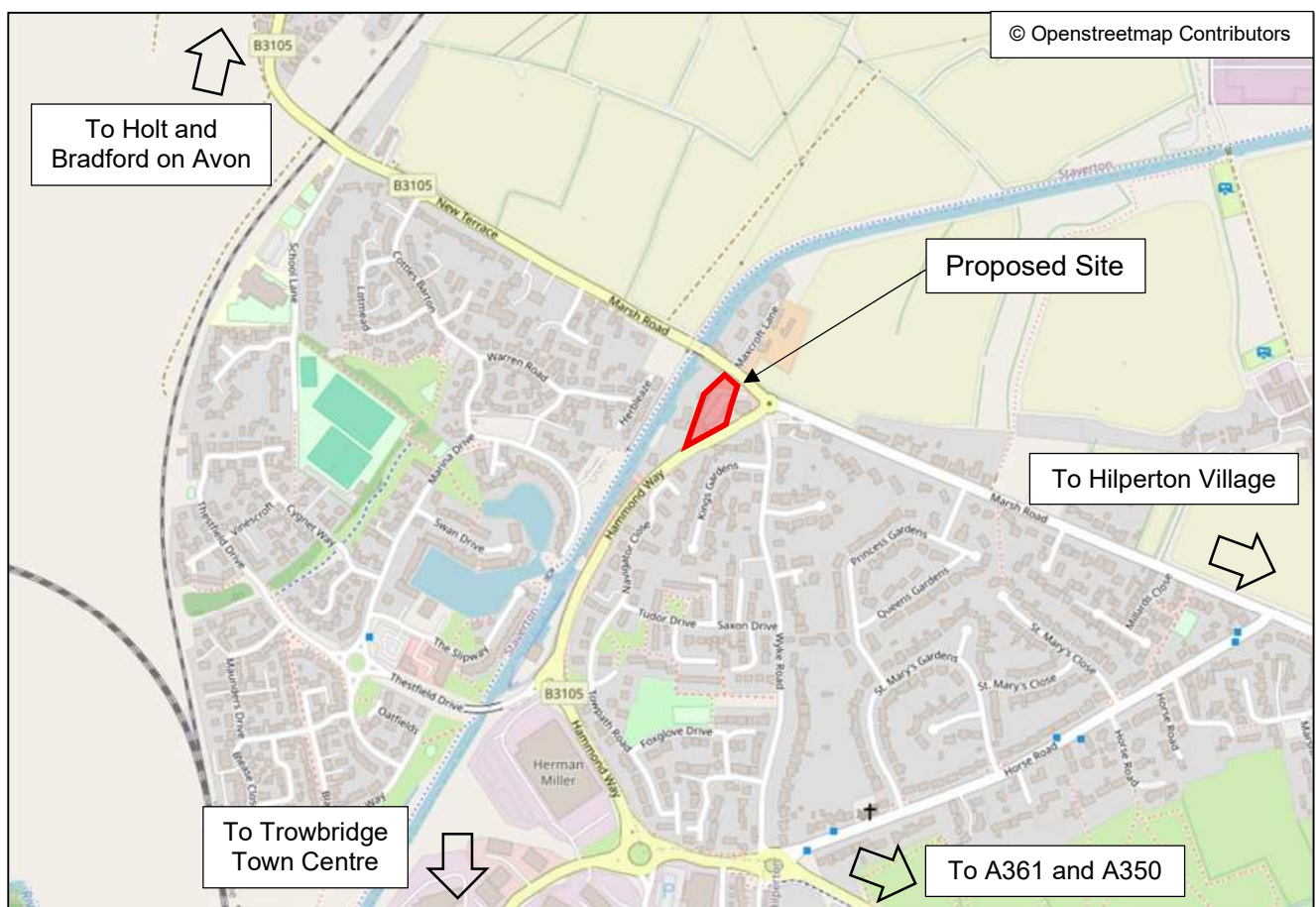


FIGURE 2.1: Local Highway Network

- 2.3 The site is currently accessed from the B3105 Hammond Way via a 5.5m wide drop kerb verge crossover located in the southwest corner of the site. Visibility when emerging from the existing access is very good given its location on the outside of a slight bend and the presence of a generous nearside verge.
- 2.4 The principal element of the highway network in the vicinity of the site is the B3105 that runs along the southeast and northeast frontages of the site as Hammond Way and Marsh Road respectively. These two roads meet at a three-arm mini-roundabout located immediately east of the Public House building.
- 2.5 Hammond Way has a 7.3m carriageway width with street lighting and a 30mph speed limit. It has a gently curving horizontal alignment and a broadly level vertical alignment. It leads south towards the Canal Road Industrial Estate and Trowbridge town centre beyond. It also becomes Elizabeth Way and links to the A361 Hilperton Drive which allows for onward movements towards the A350 north-south corridor, Melksham, Westbury and Devizes (via the A361).
- 2.6 The section of Marsh Road leading northwest from the Kings Arms mini-roundabout has a carriageway width of approximately 6.5m and again has street lighting and a 30mph street limit. The horizontal alignment is generally straight however the road passes over a humpback bridge of the Kennet and Avon canal before levelling out as it continues on towards Staverton. Travelling in this direction drivers can access the B3106 and B3107 to Holt and Melksham, the B3107 towards Bradford on Avon and the A363 towards Bath.
- 2.7 Marsh Road also leads southeast away from the Kings Arms mini-roundabout and passes through Hilperton village. This section was formerly the B3105 before construction of Elizabeth Way which in effect now provides a bypass function to the village centre. The carriageway is generally straight and level with a 6.5m width and street lighting. It has a 30mph speed limit and is subject to a 7.5t 'except for loading' weight restriction.

Existing Traffic Flows

- 2.8 An Automatic Traffic Counter (ATC) survey has been undertaken on Hammond Way immediately to the northeast of the existing site access junction and was in place between Wednesday September 17th and Tuesday September 23rd 2025. The results are attached in full as **Appendix A** and are summarised in **Table 2.1** overleaf.

	To Northeast	To Southwest	Two-way
AM Peak 08:00 to 09:00 (weekday average)	451	410	860
PM Peak 16:00 to 17:00 (weekday average)	404	501	904
Daily (weekday average)	5,438	5,244	10,682
Average Speed	29.5 mph	28.9 mph	29.2 mph
85 th percentile speed	34.1 mph	32.9 mph	33.6 mph
Proportion OGV1, OGV2 and Bus	14.7%	12.7%	13.8%

TABLE 2.1: Results of ATC Survey on Hammond Way

- 2.9 Traffic flows are relatively high at an average of approximately 10,700 two-way vehicles per weekday with an average of approximately 900 in the highway peak hours. Directional flows show a slight bias towards the northeast in the morning peak and towards the southwest in the evening peak which is likely associated with commuter trips to and from the Bath direction.
- 2.10 Average traffic speeds are very slightly below the 30mph speed limit that applies with the 85th percentile speeds (used for design purposes) being higher at approximately 34mph. In general speeds are moderated by the presence of the Marsh Road mini-roundabout which is located approximately 70m from the ATC location.
- 2.11 Vehicle classification is broadly as expected given the B3105 is a signed lorry route to and from the A363 and Bath which allows drivers to avoid the weight restriction over the bridge in Bradford on Avon town centre.
- 2.12 Recent observations during the highway peak hours identified that minor queuing occurs at the mini-roundabout however this is occasional, short lived and does not cause significant delays. Often the queuing is linked to the platooning effect of the traffic signals on the B3105 where it crosses the bridge over the River Avon.

Existing Highway Safety Record

- 2.13 Personal Injury Collision (PIC) data for the local highway network has been identified through the 'CrashMap' website. The location of the recorded collisions is shown in **Figure 2.2** overleaf which is an annotated extract from the website covering the roads and junctions in the immediate vicinity of the site.

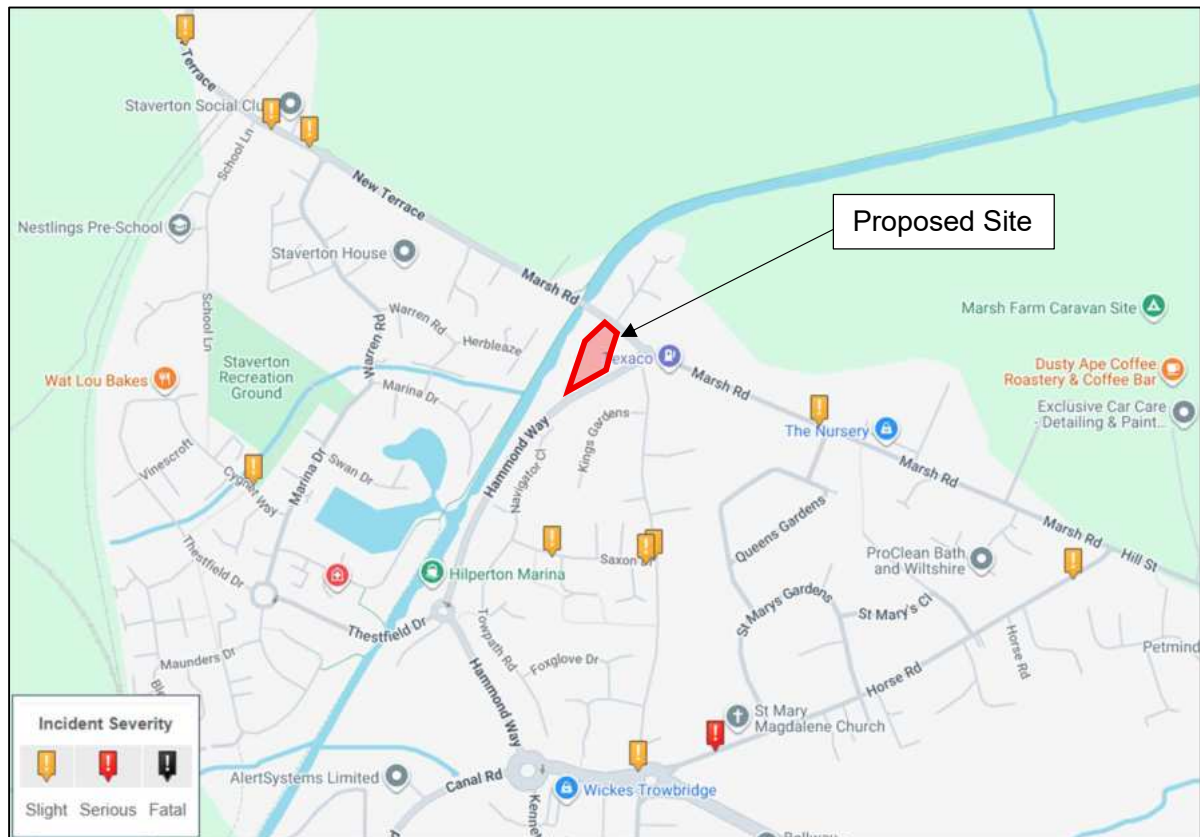


FIGURE 2.2: Annotated Extract from 'CrashMap' Website

- 2.14 This identifies that no personal injury collisions have been recorded at the site access junction, at the mini-roundabout, or on the sections of Hammond Way or Marsh Road in the immediate vicinity of the site over the latest five year period for which data is available. The closest collision to the site occurred on Marsh Road to the southeast of the site but still approximately 300m from the site itself.
- 2.15 There may also have been 'damage only' collisions within the local area but detailed records of such occurrences are not taken by the emergency services, so such information is unknown.
- 2.16 The above suggests that the local roads and junctions in the vicinity of the site operate relatively safely particularly given the approximately 10,700 vehicles that typically use Hammond Way each day.

3 EXISTING NON-CAR ACCESSIBILITY

Introduction

- 3.1 The development proposals comprise seven new residential properties. This section of the report therefore reviews the accessibility of the site by sustainable modes of transport in the context of the proposed land use. The accessibility of a site is important as it is likely to impact on the number of private car trips made to and from the site and the localised impacts of the additional traffic associated with the development.
- 3.2 In general, it should be noted that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. Cycling also has the potential to substitute for short car trips, particularly those under 5km. Both modes of travel have the potential to form part of a longer journey by public transport.

Walking

- 3.3 There is no footway on the northwest side of the B3105 Hammond Way as it runs along the site frontage. There is however a good standard approximately 1.8m wide footway on the southeast side of Hammond Way which leads to Marsh Road in one direction and towards Canal Road and beyond in the other.
- 3.4 Marsh Road towards the northwest benefits from a short length of footway on its southern side however this ends opposite the Maxcroft Lane side road junction. It also has a reasonable standard footway of approximately 1.5m width that is continuous along its northern side crossing the Kennet and Avon canal via a separate footbridge.
- 3.5 Marsh Road towards the southeast has footways of approximately 1.5m width on both sides although the northern footway ends approximately 300m from the mini-roundabout. Pedestrians can also access the footways beside Wyke Road which forms a stub end immediately to the south of the mini-roundabout. These Wyke Road footways connect with those beside Hammond Way and Marsh Road and provide an alternative walking route towards Trowbridge town centre.
- 3.6 There are no controlled crossing facilities in the vicinity of the site although there are various drop kerb crossing points that link between the Kings Arms site and the Hammond Road, Marsh Road and Wyke Road footways.

- 3.7 One of these allows pedestrians to cross Hammond Way on its immediate approach to the mini-roundabout while another crosses the southeast Marsh Road approach using the kerbed splitter island as a central refuge. It is noted that none of the available crossing points benefits from tactile paving.
- 3.8 In addition to the existing footways there are also a number of Public Footpaths (purple), Bridleways (green) and other pedestrian links (red) in the local area which are identified in **Figure 3.1** below. This is an annotated extract from the Public Rights of Way map available on the Wiltshire Council website.

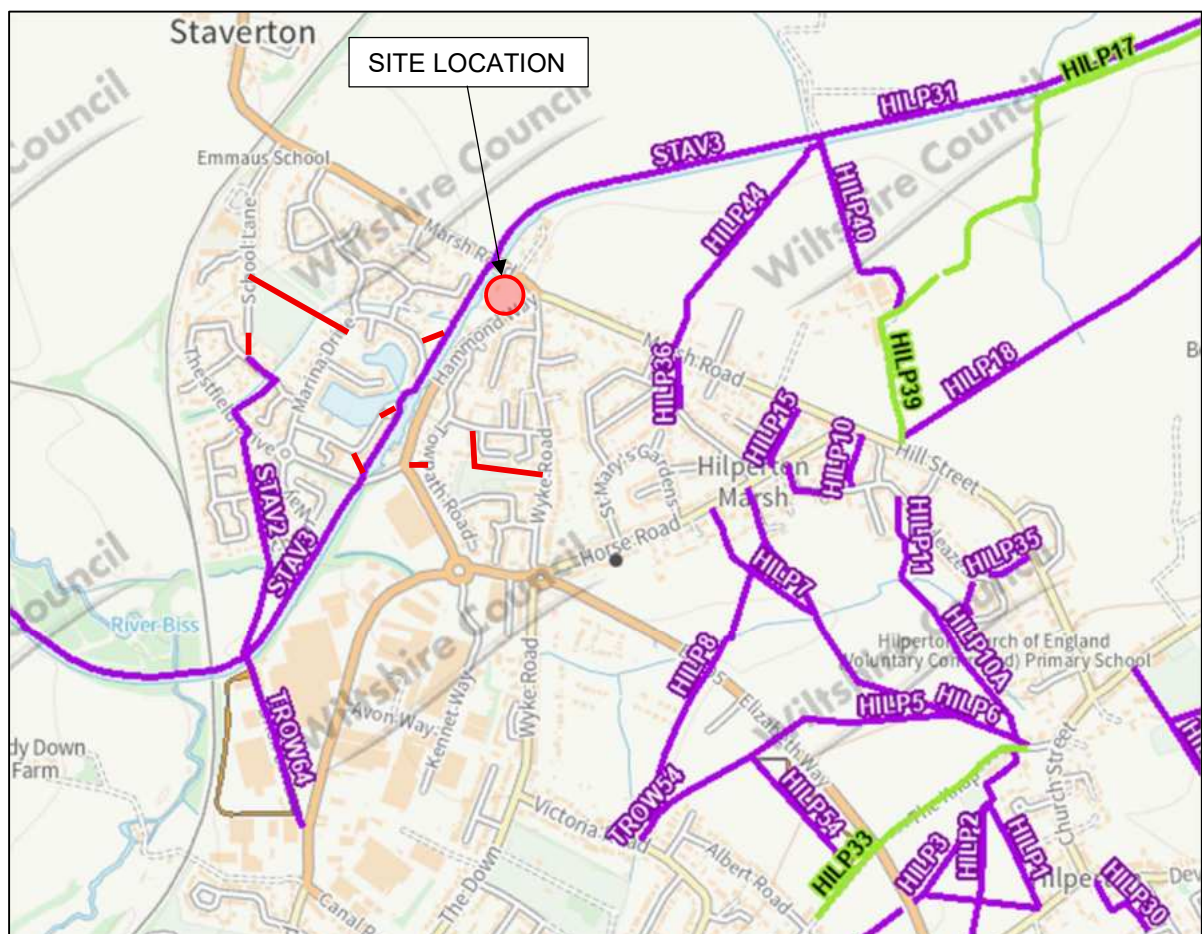


FIGURE 3.1: Annotated Extract from Public Rights of Way Map

- 3.9 Public Footpath STAV3 follows the towpath of the Kennet and Avon canal and can be accessed from the Marsh Road footway via a car free ramp approximately 100m from the site. The towpath is a popular leisure route but also forms a utility function as an alternative walking route to the local facilities available in the Staverton Marina area.

- 3.10 Various other Public Footpaths and pedestrian links also serve to reduce the walking distance to services and facilities when compared to following the footways beside the local roads.
- 3.11 Acceptable walking distances vary considerably depending on factors such as fitness, land topography and the attractiveness of the walking routes available. However, the Chartered Institution of Highways and Transportation (CIHT) in their document 'Guidelines for Providing for Journeys on Foot (2002)', state the acceptability of walking distances to various attractions. These are identified in **Table 3.1** below but it should be noted that the distances are presented as guidelines and are not definitive requirements.

Destination	Desirable	Acceptable	Preferred Maximum
Town Centres	200m (3 mins)	400m (5 mins)	800m (10 mins)
Commuting, Education, Sightseeing	500m (6 mins)	1,000m (12 mins)	2,000m (25 mins)
Elsewhere	400m (5 mins)	800m (10 mins)	1,200m (14 mins)

TABLE 3.1: Guidelines for Walking Distances

- 3.12 A more recent report by CIHT (Planning for Walking, March 2015) notes that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot with this having changed little in 30 years.
- 3.13 A selection of the available local services and facilities is identified in **Table 3.2** overleaf with the Table also showing the walking distance and time (based on 1.4m/s walking speed) between the centre of the proposed site and the identified location via the shortest publicly available route.
- 3.14 Most of the local services and facilities are available within the preferred maximum walking distances meaning it is highly likely that future residents will access them primarily on foot. It must also be noted that internet shopping with home delivery operates extensively within the local area which further reduces the need to travel especially by car.
- 3.15 Employment is also well catered for locally with the Canal Road and Marsh Farm Industrial Estates being nearby and accessible on foot and by cycle.

Service / Facility / Employment	Walking Distance	Walking Time
Convenience Store (Marsh Road)	110m	1.3 mins
Post Office (Marsh Road)	110m	1.3 mins
Hilperton Garden Centre (Marsh Road)	445m	5.3 mins
Staverton Social Club (New Terrace)	580m	6.9 mins
Staverton Recreation Ground (Cygnet Way)	700m	8.3 mins
Staverton Village Hall (Cygnet Way)	740m	8.8 mins
Dental Practice (The Slipway)	750m	8.9 mins
Staverton Primary School (School Lane)	800m	9.5 mins
Nestlings Pre-school (School Lane)	800m	9.5 mins
Canal Road Industrial Estate (Avon Way)	1,050m	12.5 mins
Marsh Farm Industrial Estate (Hill Street)	1,150m	12.5 mins
Hilperton Primary School (Newleaze)	1,400m	16.7 mins
Lidl Foodstore (Canal Road)	1,420m	16.9 mins
Trowbridge Medical Centre (Hammersmith Fields)	2,000m	23.8 mins
Trowbridge Town Centre (Fore Street)	2,400m	28.6 mins

TABLE 3.2: Walking Distances to Services and Facilities

Cycling

- 3.16 The whole of the Trowbridge built up area and all the services, facilities, education, leisure and employment opportunities it provides is within 5km of the proposed site with this distance usually taken as being appropriate for regular cycling trips. Most of Bradford on Avon is also within a 5km cycling distance as are the villages of Holt and Semington.
- 3.17 It is also noted that Local Transport Note 1/20: Cycle Infrastructure Design, states “*Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people...*” This could therefore increase the appropriate cycling distance to 8km (5 miles) which then expands to include the whole of Bradford on Avon, significant parts of Melksham plus other villages such as Keevil, Steeple Ashton, North Bradley and Southwick.
- 3.18 The towpath of the Kennet and Avon canal forms Route 4 of the National Cycle Network (NCN) which in a local context connects Bradford on Avon in one direction with Melksham in the other. Dedicated cycle paths lead off the towpath and connect with Canal Road and with Stallard Street in Trowbridge town centre. As above, the towpath can be accessed within approximately 100m of the site.

- 3.19 For completeness, the 'Connecting Wiltshire' cycle map of Trowbridge is attached as **Appendix B** and provides greater detail on the cycle routes available both in terms of formal cycle paths and recommended on road cycle routes. This identifies that Wyke Road and the Down are recommended cycle routes towards the town centre.

Public Transport

- 3.20 The nearest bus stops to the site are located beside Cottles Barton approximately 525m walking distance from the centre of the site. These are slightly beyond the 400m distance identified within the CIHT guidance document 'Planning for Public Transport in Developments' but remain readily accessible.
- 3.21 The infrastructure available at the stops is good comprising a lit shelter with bench seating and timetable information that serves both directions of travel plus bus boarder kerbs to assist boarding and alighting.
- 3.22 Services that run from the Cottles Barton stops are limited to the 68 / 68A / 69 route variants. These combine to provide up to 10 services per day Monday to Saturday that link Staverton to and from Trowbridge town centre. The first bus towards the town centre departs at 08:04 on weekdays with the last back from the town centre arriving at the stops at 17:27. These timings are conducive for use for commuting and when accessing the Trowbridge secondary schools. Saturday services start at 08:45 and end at 17:37.
- 3.23 Although not overly frequent (typically hourly), the available bus services do offer a viable travel option when accessing the Trowbridge town centre area.
- 3.24 Trowbridge railway station is located approximately 2.8km from the centre of the proposed site. This is beyond a reasonable walking distance (2km) but well within an appropriate cycling distance (5km). The station provides 70 covered cycle parking spaces which helps facilitate access to the station by bicycle. The available bus services also pass in close proximity to the station.
- 3.25 There are typically three to four train services in both directions per hour across the day with these providing direct rail links to Bath Spa, Bristol Temple Meads, Chippenham, Swindon, Salisbury, Southampton, Portsmouth, Yeovil, Weymouth and all stations in between. There are also occasional direct services to London Waterloo.

Summary

- 3.26 The proposed development will offer future residents an excellent opportunity to travel by sustainable modes when accessing the local services and facilities available within the Hilperton, Staverton and wider Trowbridge area. Public transport also offers good opportunities for non-car travel to other towns and cities in the region.

4 DEVELOPMENT PROPOSALS

Proposed Site Layout

- 4.1 The proposed development consists of seven new residential dwellings within the car park area of a former Public House, as illustrated on the Architect's site layout plan attached as **Appendix C**. Of the seven dwellings, four will have two bedrooms and three will have three bedrooms.

Vehicle Access

- 4.2 All properties will take vehicle access via a simple priority T junction with the B3105 Hammond Way. Kerb radii of 6m will connect the on-site access road to the existing Hammond Way kerb lines in both directions. The proposed layout of the site access junction is shown on the plan attached as **Appendix D**.
- 4.3 Within the site the access will have a carriageway width of 4.8m and an adjacent 2m service strip which will combine to create a shared space environment.
- 4.4 The required visibility splays at the access junction have been calculated through use of the formula contained in Section 10 of the design guide 'Manual for Streets 2'. The recorded 85th percentile traffic speeds recorded through the ATC relate to stopping sight distances of 57m for traffic heading in a north easterly direction and 54m for those heading in a south westerly direction. For completeness, the calculations are attached as **Appendix E**.
- 4.5 The Appendix D plan clearly demonstrates that the required visibility splays are readily available in both directions.

Pedestrian Access

- 4.6 The scale of the proposed development is such that formal footway provision within the site and linking to each dwelling is not required. Paragraph 7.2.14 of the design guide 'Manual for Streets' identifies that shared surface streets are likely to work well in short lengths or where they form cul-de-sacs; where the volume of motor traffic is below 100 vehicles per hour (peak); and where parking is controlled or takes place in designated areas. All three of these criteria are met within the proposed site.
- 4.7 Connections to the existing off site pedestrian infrastructure will be provided in three locations, namely:

- A short length of new 2m footway along the northwest Hammond Way verge and linking the site to a new drop kerb crossing point (with tactile paving) to the existing footway on the southeast side of Hammond Way. This will cater for pedestrians walking to and from Canal Road and beyond.
 - A short length of new 2m footway along the northwest Hammond Way verge connecting to the existing footway that runs across the front of the former Public House building. An existing drop kerb crossing will be improved and provided with tactile paving to cater for pedestrians walking to and from the local convenience store, Wyke Road and Marsh Road (southeast).
 - An opening in the boundary wall across the northern frontage of the site to allow easy access to the existing footway beside Marsh Road (northwest). A drop kerb crossing point with tactile paving will be introduced to allow pedestrians to access the existing footway on the opposite side of Marsh Road for walking movements to or from the canal towpath and Staverton.
- 4.8 The above pedestrian facilities will ensure that the site is permeable and well connected to the existing off site pedestrian infrastructure. This in turn will help encourage future residents to walk and reduce the reliance on the private car.

Car and Cycle Parking

- 4.9 The proposals will provide car and cycle parking that accords fully with the adopted Wiltshire Council Car Parking Strategy (March 2015) and the adopted Wiltshire Council Cycling Strategy (March 2014).
- 4.10 The two bedroom dwellings will each be provided with two allocated car parking spaces. The three bedroom dwellings will also be provided with two allocated spaces but with one of these provided within a garage. Where provided, the garages will have minimum internal dimensions of 6m by 3m to comply with the Wiltshire requirements.
- 4.11 Two visitor parking spaces will also be provided to comply with the required one visitor space per five dwellings standard however there may also be informal opportunities to park beside the on-site access road without blocking other vehicle movements.

-
- 4.12 Each dwelling will be provided with an Electric Vehicle Charging Point installed in accordance with Part S of the Building Regulations. This will help facilitate a reduction in vehicle emissions and accords with the Government's commitment to phase out the sale of petrol and diesel cars by 2030.
- 4.13 Covered and secure cycle parking will be provided in accordance with the Wiltshire Council standards, i.e. one space per bedroom to a maximum of three. This parking will be accommodated either within the garages (where provided) or within appropriately sized garden sheds or similar structures.

Servicing

- 4.14 It is envisaged that refuse and recycling collections will be made from the kerbside of each dwelling with the collection vehicles accessing the site to and from Hammond Way. The resident and operative 'carry distances' will therefore comply with the respective 30m and 10m values identified in the Council's 'Waste storage and collection: guidance for developers' Supplementary Planning Document.
- 4.15 As identified previously, the site layout will include a new turning head with the plan attached as **Appendix F** demonstrating that the turning requirements of the Council's standard 11.3m Refuse Collection Vehicle (RCV) can be appropriately accommodated. It is not known at this stage whether the access road and turning head will be offered for adoption however, if they remain private, they will be constructed to an adoptable standard and an appropriate indemnity agreement provided to the Council.
- 4.16 The proposed layout ensures that fire appliances can easily get within the prescribed 45m distance of each property which accords fully with Building Regulations. The dimensions and turning requirements of a fire appliance are less onerous than those of an 11.3m RCV therefore a separate swept path analysis for a fire appliance has not been provided.

5 PREDICTED TRIP GENERATION AND TRAFFIC IMPACT

Trip Rates and Generation

- 5.1 The TRICS trip rate database has been interrogated to identify likely traffic flows associated with the proposed seven dwellings. The search parameters have been adjusted where appropriate to ensure the results represent the site location and nature of the proposals as accurately as possible while still retaining sufficient survey sites to enable a robust average to be taken.
- 5.2 In summary the search parameters used are:
- Land use: Residential. Category: Houses Privately Owned.
 - Development size between five and 50 residential units.
 - Edge of Town and Village location.
 - Bedrooms per property between two and five.
 - Parking spaces per property between two and four.
 - Population within 1 mile of between 1,000 and 15,000, and population within 5 miles of between 5,000 and 75,000.
- 5.3 The average vehicle trip rates generated from the above parameters are identified in **Table 5.1** below with the TRICS output being attached as **Appendix G**.

Residential	AM Peak Hour (08:00 to 09:00)		PM Peak Hour (17:00 to 18:00)		12 Hour Day
	Arrive	Depart	Arrive	Depart	Two-Way
Trip Rate per Property	0.209	0.432	0.352	0.216	5.600
7 Properties	2	4	3	2	40

TABLE 5.1: Predicted Residential Vehicle Trips

- 5.4 The above demonstrates that when rounding up to the nearest whole number, the seven dwellings would likely generate two arrivals and four departures in the AM peak hour, three arrivals and two departures in the PM peak hour and approximately 40 two-way vehicle movements across a 12 hour day.

Traffic Impact

- 5.5 An increase of just six vehicle movements through the Hammond Way / site access junction in the highway peak hours is clearly negligible.
- 5.6 This level of flow increase will have a minimal impact on the operation and safety of Hammond Way, Marsh Road or the mini-roundabout junction between the two. It is also likely to fall within the existing day to day traffic flow variations the local highway network experiences. One extra vehicle travelling in one direction or the other every 10 minutes on average during the highway peak periods can in no way be considered 'severe' in the context of paragraph 116 of the National Planning Policy Framework. A more detailed assessment of traffic impact or junction capacity is not considered necessary.
- 5.7 The six vehicles per hour on the site access road falls well below the 100 vehicles per hour identified by Manual for Streets as the upper limit of acceptability for a shared surface street. This confirms that a shared space environment within the site is appropriate.
- 5.8 The above represents a scenario where there is no fallback position associated with the existing uses of the site. In this case the proposals redevelop the car park of the former Kings Arms public house and, subject to a minor repositioning, will in effect retain the existing car park access junction. The site would historically have generated numerous vehicle arrivals and departures per day and potentially many more than the 40 two-way vehicle movements identified in Table 5.1. Again, this reiterates that the traffic impact of the proposals will be minimal and a more detailed assessment of junction capacity or similar is not required.

6 SUMMARY AND CONCLUSIONS

- 6.1 This Transport Statement has been prepared in support of a planning application for the development of seven residential dwellings on the car park of the former Kings Arms Public House, Hilperton Marsh, Wiltshire.
- 6.2 The report reviews the standard of the existing highway network, the non-car accessibility of the site, the vehicle access arrangements and the effects of the likely increase in traffic flows on the operation of the local highway network.
- 6.3 In summary, this report identifies that:
- The site is located within Hilperton Marsh at the northern extent of the wider Trowbridge built-up area with convenient road access to the local and regional highway network. Collision data identifies that the local highway network currently operates relatively safely.
 - There are a good range of local services and amenities within an appropriate walking distance of the site including convenience shopping, primary schools and a wide range of employment opportunities. These can be accessed safely via existing footways, crossings and Public Rights of Way.
 - Cycling allows access to the whole of Trowbridge together with parts of Bradford on Avon and Melksham. The towpath of the Kennet and Avon canal forms part of NCN Route 4 and provides a traffic free cycle route to local destinations.
 - Public transport provision in the vicinity of the site is reasonable and based primarily on an hourly service that links to and from Trowbridge town centre.
 - Vehicle access will be taken from Hammond Way via a simple priority T junction before transitioning to a shared surface street once within the site. Appropriate levels of visibility will be available to and from the access. A new turning head of appropriate dimensions will be provided within the site to cater for the turning requirements of larger vehicles.
 - Pedestrian links to the existing off-site footways will be provided to cater for walking movements southwest towards Canal Road and beyond, northeast towards the local convenience store, Wyke Road and Marsh Road, and northwest towards the canal towpath and Staverton.

- The site will provide appropriate levels of car and cycle parking in full accordance with the Wiltshire Council standards, including for the charging of electric vehicles.
 - Traffic generation associated with the development proposals will amount to approximately six two-way vehicles in the worst-case highway peak hour and approximately 40 two-way vehicles across a 12 hour day, i.e., an average of one extra vehicle travelling in one direction or the other every 10 minutes during the worst-case peak hour.
 - The traffic impact of the proposal will be extremely small and will have no material effect on the operational capacity or safety of the local highway network. This is particularly the case given the fallback position of the site as the car park for a Public House. A more detailed assessment of junction capacity is considered unnecessary.
- 6.4 Paragraph 116 of the December 2024 National Planning Policy Framework, states that *“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”*
- 6.5 This report has demonstrated that the proposed development will not have an unacceptable impact on highway safety and will not have a ‘severe’ residual cumulative impact on the road network. As such, it is considered that there are no highway reasons that would warrant withholding planning permission for the proposed development of seven residential dwellings on the land at Kings Arms, Hilperton Marsh site.

APPENDICES

APPENDIX A

Automatic Traffic Counter Survey Results

Hilpertown ATC, B3105 Hammond Way



Direction: Northeastbound

Hour Beginning	Wed 17/09/2025	Thu 18/09/2025	Fri 19/09/2025	Sat 20/09/2025	Sun 21/09/2025	Mon 22/09/2025	Tue 23/09/2025	5-Day Ave.	7-Day Ave.
00:00	7	11	9	22	15	8	8	9	11
01:00	6	5	7	9	10	2	4	5	6
02:00	6	7	13	10	5	10	8	9	8
03:00	10	13	9	4	8	16	14	12	11
04:00	38	30	25	11	14	36	26	31	26
05:00	107	89	97	30	34	104	102	100	80
06:00	251	282	224	77	57	246	286	258	203
07:00	511	540	494	173	96	541	531	523	412
08:00	453	481	429	260	152	448	442	451	381
09:00	343	365	409	366	240	351	342	362	345
10:00	375	340	326	383	363	365	368	355	360
11:00	355	364	385	367	354	343	351	360	360
12:00	353	367	392	385	352	377	362	370	370
13:00	374	387	435	363	309	352	364	382	369
14:00	372	401	416	273	288	383	381	391	359
15:00	381	391	426	266	281	419	411	406	368
16:00	379	418	419	253	191	378	424	404	352
17:00	356	375	348	238	178	332	399	362	318
18:00	244	281	257	201	121	242	219	249	224
19:00	146	175	164	118	114	180	196	172	156
20:00	98	106	89	75	73	109	109	102	94
21:00	61	78	61	67	35	64	63	65	61
22:00	38	42	64	54	18	41	19	41	39
23:00	20	28	14	30	11	22	19	21	21
Total	4496	4710	4736	3528	2925	4531	4594	4613	4217
12H(7-19)	5052	5351	5274	3865	3204	5130	5248	5211	4732
16H(6-22)	5110	5421	5352	3949	3233	5193	5286	5272	4792
24H(0-24)	5284	5576	5512	4035	3319	5369	5448	5438	4935
AM Peak	07:00-07:59 511	07:00-07:59 540	07:00-07:59 494	10:00-10:59 383	10:00-10:59 363	07:00-07:59 541	07:00-07:59 531	07:00-07:59 523	07:00-07:59 412
PM Peak	15:00-15:59 381	16:00-16:59 418	13:00-13:59 435	12:00-12:59 385	12:00-12:59 352	15:00-15:59 419	15:00-15:59 424	15:00-15:59 406	12:00-12:59 370

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Direction: Southwestbound

Hour Beginning	Wed 17/09/2025	Thu 18/09/2025	Fri 19/09/2025	Sat 20/09/2025	Sun 21/09/2025	Mon 22/09/2025	Tue 23/09/2025	5-Day Ave.	7-Day Ave.
00:00	13	24	18	33	34	10	19	17	22
01:00	15	17	11	14	17	8	7	12	13
02:00	9	9	11	13	10	7	5	8	9
03:00	7	8	7	10	10	14	11	9	10
04:00	6	11	11	6	8	3	11	8	8
05:00	43	40	44	28	21	37	42	41	36
06:00	77	79	63	40	27	78	96	79	66
07:00	238	268	264	85	55	226	247	249	198
08:00	403	419	416	169	64	420	390	410	326
09:00	330	316	351	259	175	372	331	340	305
10:00	316	316	299	295	249	331	334	319	306
11:00	316	301	308	324	298	319	299	309	309
12:00	310	349	358	305	317	345	311	335	328
13:00	308	372	378	334	318	320	306	337	334
14:00	370	403	466	342	316	368	408	403	382
15:00	465	458	542	309	309	509	487	492	440
16:00	496	507	509	283	236	479	513	501	432
17:00	469	515	442	317	236	504	491	484	425
18:00	392	351	288	228	184	365	370	353	311
19:00	230	212	183	159	140	177	207	202	187
20:00	136	148	135	100	113	118	129	133	126
21:00	99	97	80	85	69	99	103	96	90
22:00	70	85	96	73	34	47	71	74	68
23:00	35	44	49	54	16	26	20	35	35
Total	4413	4575	4621	3250	2757	4558	4487	4531	4094
12H(7-19)	4955	5111	5082	3634	3106	5030	5022	5040	4563
16H(6-22)	5060	5240	5227	3761	3156	5103	5113	5149	4666
24H(0-24)	5153	5349	5329	3865	3256	5182	5208	5244	4763
AM Peak	08:00-08:59 403	08:00-08:59 419	08:00-08:59 416	11:00-11:59 324	11:00-11:59 298	08:00-08:59 420	08:00-08:59 390	08:00-08:59 410	08:00-08:59 326
PM Peak	16:00-16:59 496	17:00-17:59 515	15:00-15:59 542	14:00-14:59 342	13:00-13:59 318	15:00-15:59 509	16:00-16:59 513	16:00-16:59 501	15:00-15:59 440

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Direction: Total Flow

Hour Beginning	Wed 17/09/2025	Thu 18/09/2025	Fri 19/09/2025	Sat 20/09/2025	Sun 21/09/2025	Mon 22/09/2025	Tue 23/09/2025	5-Day Ave.	7-Day Ave.
00:00	20	35	27	55	49	18	27	25	33
01:00	21	22	18	23	27	10	11	16	19
02:00	15	16	24	23	15	17	13	17	18
03:00	17	21	16	14	18	30	25	22	20
04:00	44	41	36	17	22	39	37	39	34
05:00	150	129	141	58	55	141	144	141	117
06:00	328	361	287	117	84	324	382	336	269
07:00	749	808	758	258	151	767	778	772	610
08:00	856	900	845	429	216	868	832	860	707
09:00	673	681	760	625	415	723	673	702	650
10:00	691	656	625	678	612	696	702	674	666
11:00	671	665	693	691	652	662	650	668	669
12:00	663	716	750	690	669	722	673	705	698
13:00	682	759	813	697	627	672	670	719	703
14:00	742	804	882	615	604	751	789	794	741
15:00	846	849	968	575	590	928	898	898	808
16:00	875	925	928	536	427	857	937	904	784
17:00	825	890	790	555	414	836	890	846	743
18:00	636	632	545	429	305	607	589	602	535
19:00	376	387	347	277	254	357	403	374	343
20:00	234	254	224	175	186	227	238	235	220
21:00	160	175	141	152	104	163	166	161	152
22:00	108	127	160	127	52	88	90	115	107
23:00	55	72	63	84	27	48	39	55	55
Total	8909	9285	9357	6778	5682	9089	9081	9144	8312
12H(7-19)	10007	10462	10356	7499	6310	10160	10270	10251	9295
16H(6-22)	10170	10661	10579	7710	6389	10296	10399	10421	9458
24H(0-24)	10437	10925	10841	7900	6575	10551	10656	10682	9698
AM Peak	08:00-08:59 856	08:00-08:59 900	08:00-08:59 845	11:00-11:59 691	11:00-11:59 652	08:00-08:59 868	08:00-08:59 832	08:00-08:59 860	08:00-08:59 707
PM Peak	16:00-16:59 875	16:00-16:59 925	15:00-15:59 968	13:00-13:59 697	12:00-12:59 669	15:00-15:59 928	16:00-16:59 937	16:00-16:59 904	15:00-15:59 808

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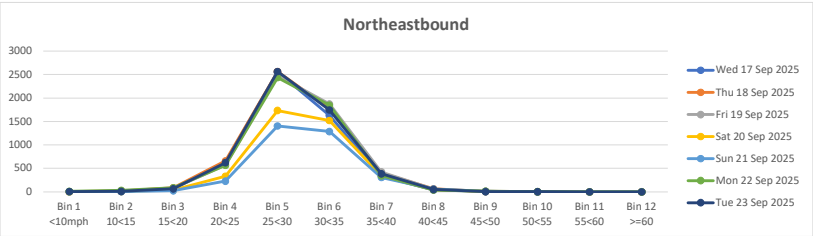


Hilpertont ATC, B3105 Hammond Way

Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 17 Sep 2025	5284	33.7	29.1	4.4	5	10	62	632	2553	1630	335	41	14	2	0	0
Thu 18 Sep 2025	5576	33.9	29.2	4.6	2	20	88	657	2564	1776	396	64	8	1	0	0
Fri 19 Sep 2025	5512	34.3	29.5	4.6	6	5	76	574	2477	1873	425	60	11	1	1	3
Sat 20 Sep 2025	4035	34.5	29.9	4.5	1	11	38	333	1734	1521	336	46	11	4	0	0
Sun 21 Sep 2025	3319	34.8	30.2	4.4	3	5	22	226	1403	1286	306	58	10	0	0	0
Mon 22 Sep 2025	5369	34.0	29.2	4.6	9	34	88	563	2432	1845	343	41	12	2	0	0
Tue 23 Sep 2025	5448	33.8	29.2	4.4	6	9	64	623	2562	1746	383	49	3	3	0	0
5 Day Ave.	5438	33.9	29.2	4.5	6	16	76	610	2518	1774	376	51	10	2	0	1
7 Day Ave.	4935	34.1	29.5	4.5	5	13	63	515	2246	1668	361	51	10	2	0	0

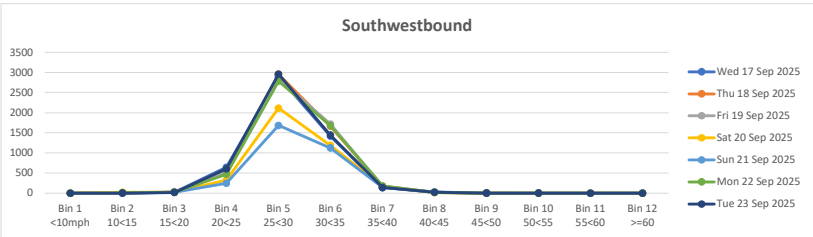
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Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 17 Sep 2025	5153	32.4	28.6	3.7	1	4	23	645	2892	1417	143	23	2	3	0	0
Thu 18 Sep 2025	5349	32.8	28.9	3.7	0	8	22	497	2953	1663	176	23	4	3	0	0
Fri 19 Sep 2025	5329	33.1	29.0	3.9	0	8	35	526	2843	1714	168	19	7	4	0	5
Sat 20 Sep 2025	3865	33.1	29.0	4.0	0	23	23	328	2112	1189	165	18	4	3	0	0
Sun 21 Sep 2025	3256	33.5	29.4	4.0	0	4	24	246	1683	1121	140	30	5	1	2	0
Mon 22 Sep 2025	5182	32.9	29.0	3.7	2	12	28	473	2782	1680	183	19	3	0	0	0
Tue 23 Sep 2025	5208	32.5	28.6	3.7	2	4	21	605	2958	1443	141	25	6	3	0	0
5 Day Ave.	5244	32.7	28.8	3.8	1	7	26	549	2886	1583	162	22	4	3	0	1
7 Day Ave.	4763	32.9	28.9	3.8	1	9	25	474	2603	1461	159	22	4	2	0	1

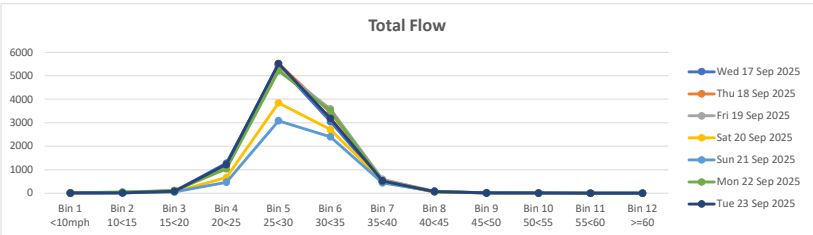
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Wed 17 Sep 2025	10437	33.1	28.8	4.1	6	14	85	1277	5445	3047	478	64	16	5	0	0
Thu 18 Sep 2025	10925	33.4	29.1	4.2	2	28	110	1154	5517	3439	572	87	12	4	0	0
Fri 19 Sep 2025	10841	33.7	29.2	4.3	6	13	111	1100	5320	3587	593	79	18	5	1	8
Sat 20 Sep 2025	7900	33.9	29.5	4.2	1	34	61	661	3846	2710	501	64	15	7	0	0
Sun 21 Sep 2025	6575	34.2	29.8	4.2	3	9	46	472	3086	2407	446	88	15	1	2	0
Mon 22 Sep 2025	10551	33.5	29.1	4.2	11	46	116	1036	5214	3525	526	60	15	2	0	0
Tue 23 Sep 2025	10656	33.2	28.9	4.1	8	13	85	1228	5520	3189	524	74	9	6	0	0
5 Day Ave.	10682	33.4	29.0	4.2	7	23	101	1159	5403	3357	539	73	14	4	0	2
7 Day Ave.	9698	33.6	29.2	4.2	5	22	88	990	4850	3129	520	74	14	4	0	1

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Hilpert ATC, B3105 Hammond Way

Direction: Northeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 17 Sep 2025	5284	4429	767	55	33
Thu 18 Sep 2025	5576	4672	796	74	34
Fri 19 Sep 2025	5512	4653	777	46	36
Sat 20 Sep 2025	4035	3598	412	13	12
Sun 21 Sep 2025	3319	3028	277	12	2
Mon 22 Sep 2025	5369	4500	792	49	28
Tue 23 Sep 2025	5448	4577	787	53	31
5 Day Ave.	5438	4566	784	55	32
7 Day Ave.	4935	4208	658	43	25

Direction: Southwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 17 Sep 2025	5153	4402	668	57	26
Thu 18 Sep 2025	5349	4630	622	67	30
Fri 19 Sep 2025	5329	4564	680	60	25
Sat 20 Sep 2025	3865	3535	307	16	7
Sun 21 Sep 2025	3256	3040	199	14	3
Mon 22 Sep 2025	5182	4444	667	52	19
Tue 23 Sep 2025	5208	4484	654	45	25
5 Day Ave.	5244	4505	658	56	25
7 Day Ave.	4763	4157	542	44	19

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 17 Sep 2025	10437	8831	1435	112	59
Thu 18 Sep 2025	10925	9302	1418	141	64
Fri 19 Sep 2025	10841	9217	1457	106	61
Sat 20 Sep 2025	7900	7133	719	29	19
Sun 21 Sep 2025	6575	6068	476	26	5
Mon 22 Sep 2025	10551	8944	1459	101	47
Tue 23 Sep 2025	10656	9061	1441	98	56
5 Day Ave.	10682	9071	1442	112	57
7 Day Ave.	9698	8365	1201	88	44

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 17 Sep 2025	100.0%	83.8%	14.5%	1.0%	0.6%
Thu 18 Sep 2025	100.0%	83.8%	14.3%	1.3%	0.6%
Fri 19 Sep 2025	100.0%	84.4%	14.1%	0.8%	0.7%
Sat 20 Sep 2025	100.0%	89.2%	10.2%	0.3%	0.3%
Sun 21 Sep 2025	100.0%	91.2%	8.3%	0.4%	0.1%
Mon 22 Sep 2025	100.0%	83.8%	14.8%	0.9%	0.5%
Tue 23 Sep 2025	100.0%	84.0%	14.4%	1.0%	0.6%
5 Day Ave.	100.0%	84.0%	14.4%	1.0%	0.6%
7 Day Ave.	100.0%	85.3%	13.3%	0.9%	0.5%

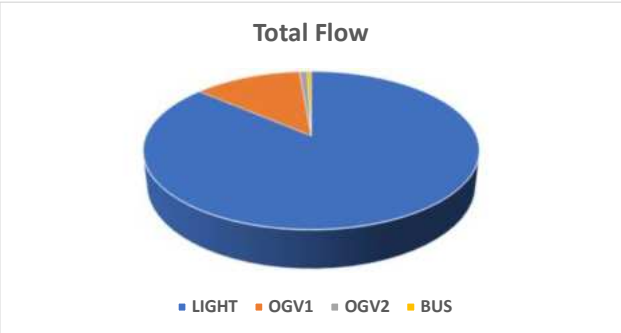
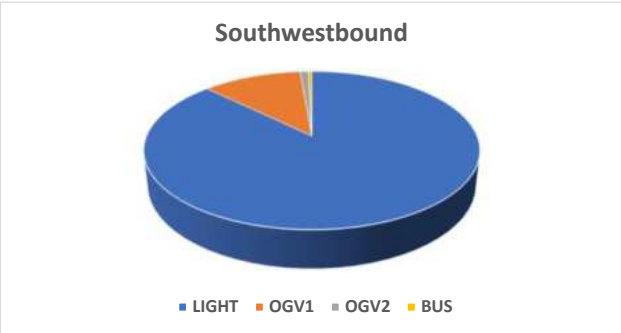
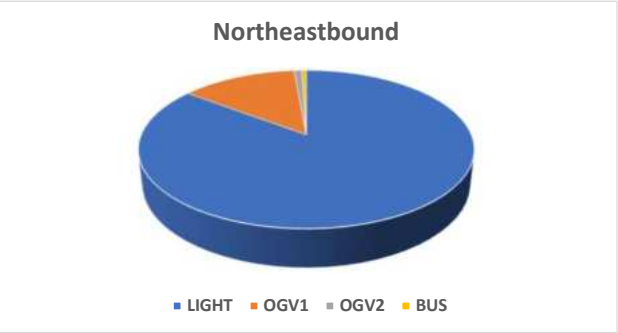
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	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 17 Sep 2025	100.0%	85.4%	13.0%	1.1%	0.5%
Thu 18 Sep 2025	100.0%	86.6%	11.6%	1.3%	0.6%
Fri 19 Sep 2025	100.0%	85.6%	12.8%	1.1%	0.5%
Sat 20 Sep 2025	100.0%	91.5%	7.9%	0.4%	0.2%
Sun 21 Sep 2025	100.0%	93.4%	6.1%	0.4%	0.1%
Mon 22 Sep 2025	100.0%	85.8%	12.9%	1.0%	0.4%
Tue 23 Sep 2025	100.0%	86.1%	12.6%	0.9%	0.5%
5 Day Ave.	100.0%	85.9%	12.6%	1.1%	0.5%
7 Day Ave.	100.0%	87.3%	11.4%	0.9%	0.4%

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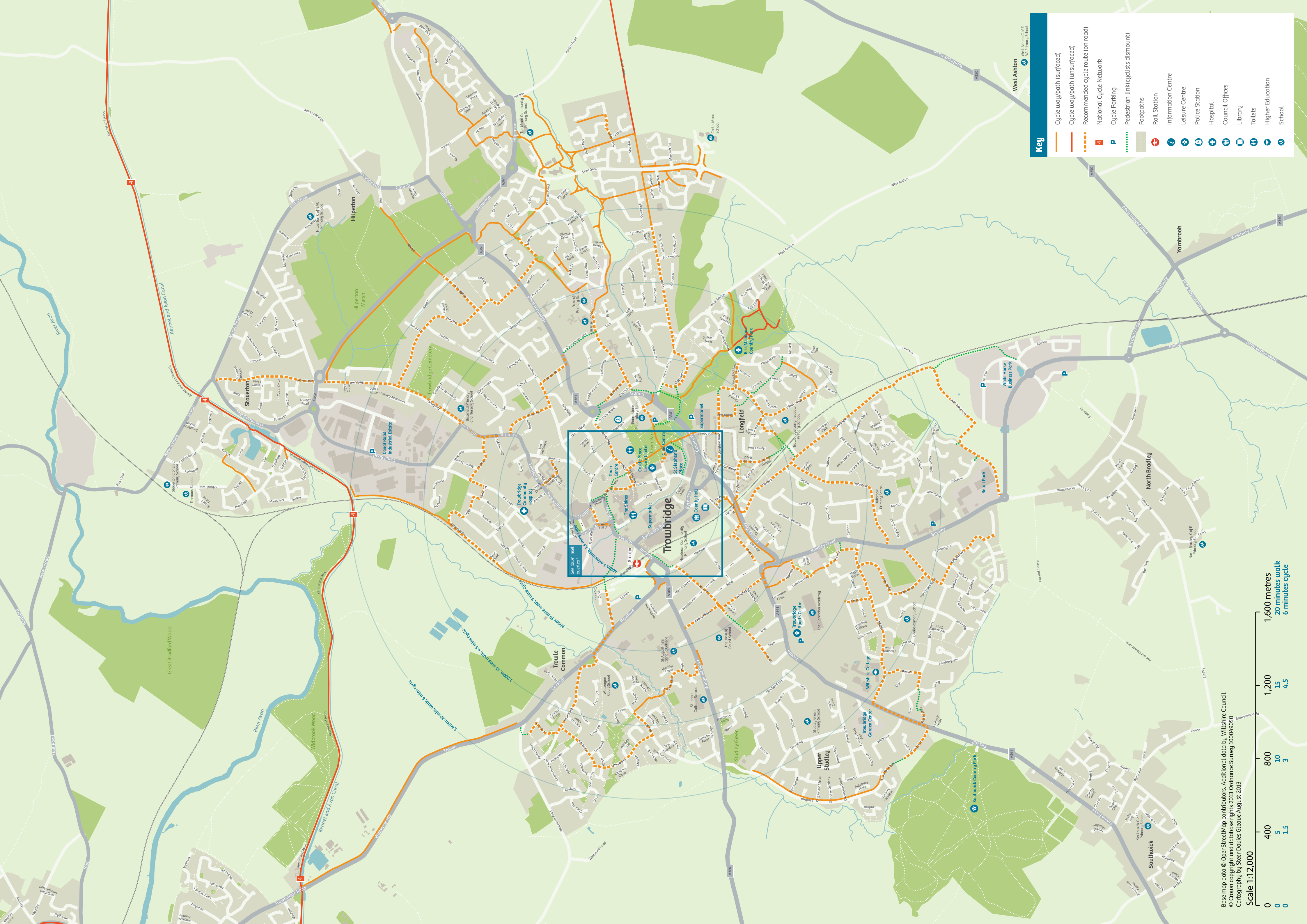
	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 17 Sep 2025	100.0%	84.6%	13.7%	1.1%	0.6%
Thu 18 Sep 2025	100.0%	85.1%	13.0%	1.3%	0.6%
Fri 19 Sep 2025	100.0%	85.0%	13.4%	1.0%	0.6%
Sat 20 Sep 2025	100.0%	90.3%	9.1%	0.4%	0.2%
Sun 21 Sep 2025	100.0%	92.3%	7.2%	0.4%	0.1%
Mon 22 Sep 2025	100.0%	84.8%	13.8%	1.0%	0.4%
Tue 23 Sep 2025	100.0%	85.0%	13.5%	0.9%	0.5%
5 Day Ave.	100.0%	84.9%	13.5%	1.0%	0.5%
7 Day Ave.	100.0%	86.3%	12.4%	0.9%	0.5%

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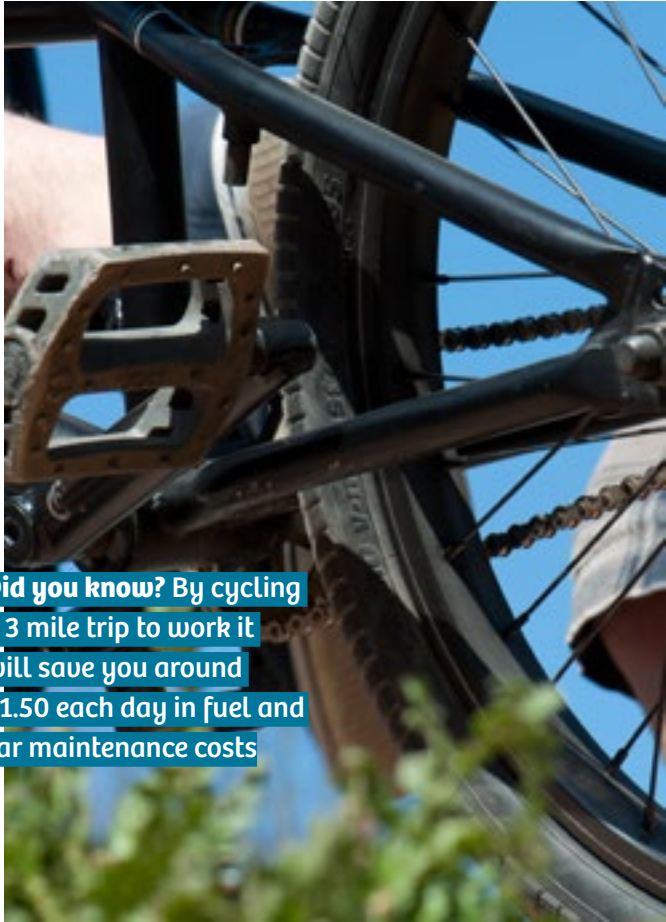
APPENDIX B

Connecting Wiltshire Trowbridge Cycle Map



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.



Trowbridge
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	Rail station	Wiltshire Council Office (County Hall/Library)	White Horse Business Park	Canal Road Industrial Estate	Castle Place Leisure Centre/ Tourist Information	Clarendon Academy/ Sports Centre	The John of Gaunt School/ St Augustine's Catholic College	Wiltshire College
Town Centre									
Rail station	3 mins 0.5 miles 14 cals								
Wiltshire Council Office (County Hall/Library)	3 mins 0.5 miles 14 cals	3 mins 0.5 miles 14 cals							
White Horse Business Park	10.5 mins 1.75 miles 49 cals	10.5 mins 1.75 miles 49 cals	9 mins 1.5 miles 42 cals						
Canal Road Industrial Estate	9 mins 1.5 miles 42 cals	6 mins 1 miles 28 cals	10.5 mins 1.75 miles 49 cals	18 mins 3 miles 84 cals					
Castle Place Leisure Centre/ Civic Centre/ Tourist Information	1.5 mins 0.25 miles 7 cals	3 mins 0.5 miles 14 cals	1.5 mins 0.25 miles 7 cals	10.5 mins 1.75 miles 49 cals	9 mins 1.5 miles 42 cals				
Clarendon Academy/Sports Centre	7.5 mins 1.25 miles 35 cals	4.5 mins 0.75 miles 21 cals	6 mins 1 miles 28 cals	10.5 mins 1.75 miles 49 cals	10.5 mins 1.75 miles 49 cals	7.5 mins 1.25 miles 35 cals			
The John of Gaunt School/ St Augustine's Catholic College	9 mins 1.5 miles 42 cals	3 mins 0.5 miles 14 cals	6 mins 1 miles 28 cals	10.5 mins 1.75 miles 49 cals	9 mins 1.5 miles 42 cals	7.5 mins 1.25 miles 35 cals	3 mins 0.5 miles 14 cals		
Wiltshire College	10.5 mins 1.75 miles 49 cals	9 mins 1.5 miles 42 cals	9 mins 1.5 miles 42 cals	12 mins 2 miles 56 cals	15 mins 2.5 miles 70 cals	10.5 mins 1.75 miles 49 cals	3 mins 0.5 miles 14 cals	7.5 mins 1.25 miles 35 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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 www.facebook.com/connectingwiltshire



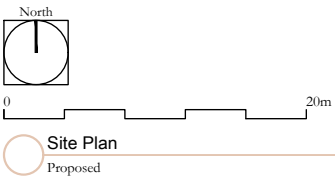
This leaflet has been produced by Steer Davies Gleave on behalf of Wiltshire Council.
Updated by Wiltshire Council - March 2015

APPENDIX C

Proposed Site Layout Plan

LEGEND

- Site Boundary
- Tarmac surfaces
- Block paved roads/footpaths
- Private gardens
- Soft landscaping areas
- Paving slabs
- Dark grey colour roof tiles
- Terracotta colour roof tiles
- New trees
- Native hedgerows
- 1.8m high brick boundary walls
- 1.8m high close boarded fence
- Root protection areas



TEA ARCHITECTS
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Bath
BA2 4BA
www.tea-architects.co.uk

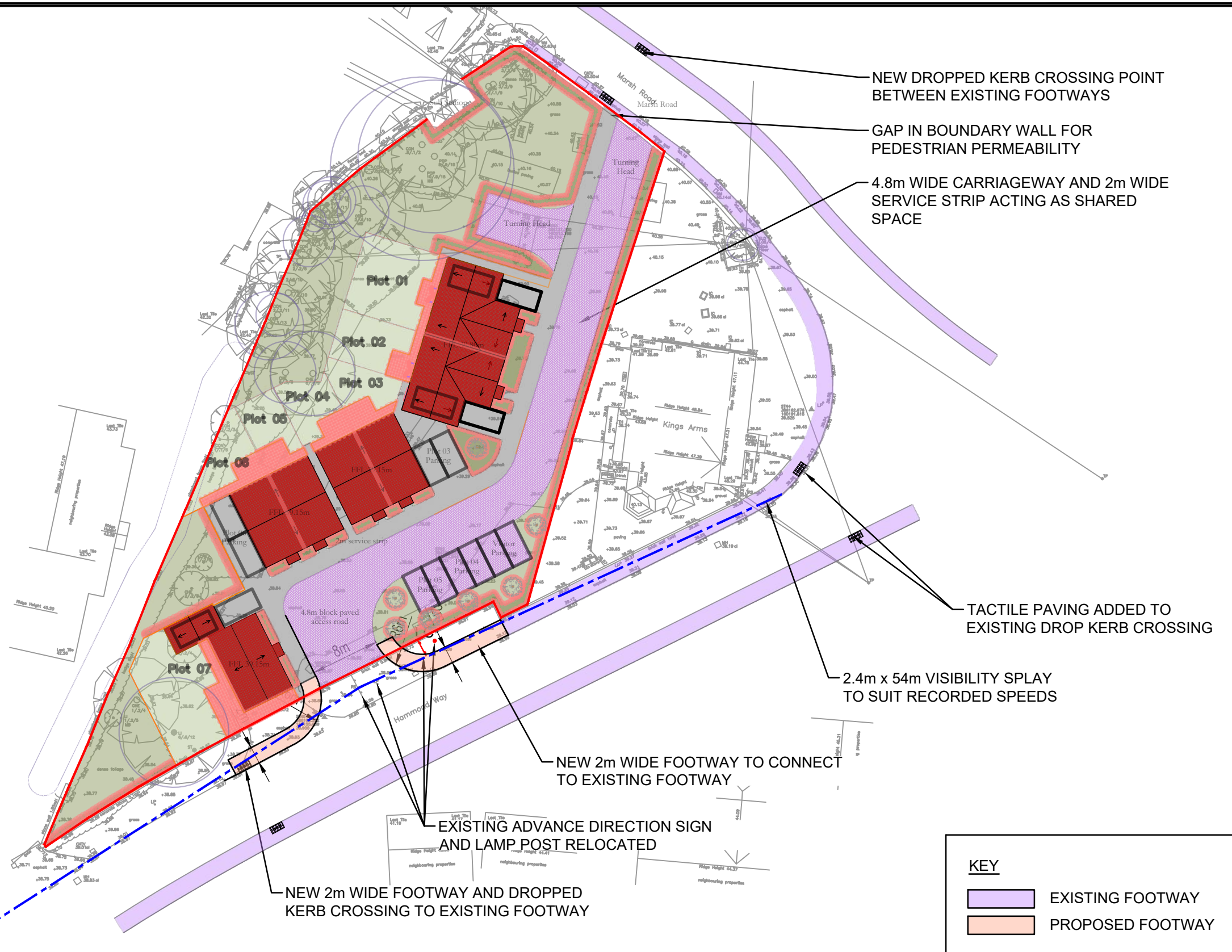
Do not scale, use only figured dimensions unless for planning purposes. Dimensions are displayed in millimetres unless stated otherwise. All dimensions and setting out are to be checked on site prior to starting work, report any discrepancies immediately. This drawing is not to be used for either the valuation or purchase of a property or building site.

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Project Name:	Kings Arms, Staverton
Drawing Title:	Site Plan - Proposed
Project Number:	2435
Drawing No:	010
Revision:	H
Date:	22/06/2026
Status:	Planning
Scale @ A3 HORIZONTAL	1:500

APPENDIX D

Proposed Site Access Junction



REV	DETAILS	DRAWN	CHECKED	DATE	NOTES:	PROJECT:	CLIENT:
A	PLAN REVISED TO SUIT LATEST ARCHITECT'S LAYOUT	SLW	CDM	23.06.2026	1. This drawing is for illustrative purposes only and not for construction. 2. This drawing is to be read and printed in colour. 051025 SCALE 1:500	LAND TO THE REAR OF KINGS ARMS, HILPERTON	DORIC DEVELOPMENTS (BATH) LTD
						DRAWING TITLE: PROPOSED SITE ACCESS ARRANGEMENTS	MILES WHITE TRANSPORT
		DRAWN:	CHECKED:	DATE:	SCALES:	SHEET SIZE:	DRAWING NUMBER:
		SLW	CDM	03.12.2025	1:500	A3	25112-GA01
							REVISION:
							A

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APPENDIX E

Visibility Splay Calculations

HAMMOND WAY, HILPERTON MARSH
Northeastbound traffic

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + v^2/2(d+0.1a)$

v = Speed of vehicle (m/s)

t = driver perception-reaction time (seconds)

d = deceleration rate (m/s)

a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below (see also the note)

34.1 mph 15.244 m/s

v = 15.244 m/s

t = 1.5 taken from MfS2 table 10.1

d = 3.679 Vehicle type HGV's

a = 0.00% +ve for upgrades and -ve for downgrades

SSD = 54 m

SSD adjusted for bonnet
length (MfS only) = 57 m (SSD + 2.4m)

Conversions

mph 34.1 to kph 54.9

kph to mph 0.0

Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles	1.5	0.450 g	MfS2
	HGV's	1.5	0.375 g	MfS2
	Buses	1.5	0.375 g	MfS2
Above 60kph	All vehicles 1	2	0.375 g (Absolute minimum)	TD9/93
	All vehicles 2	2	0.250 g (Desirable minimum)	TD9/93

NOTE: To convert dry weather spot speed to the wet weather journey speed deduct 4kph for single carriageways, 8kph for dual carriageways.

HAMMOND WAY, HILPERTON MARSH
Southwestbound traffic

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + v^2/2(d+0.1a)$

v = Speed of vehicle (m/s)

t = driver perception-reaction time (seconds)

d = deceleration rate (m/s)

a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below (see also the note)

32.9 mph 14.708 m/s

v = 14.708 m/s

t = 1.5 taken from MfS2 table 10.1

d = 3.679 Vehicle type HGV's

a = 0.00% +ve for upgrades and -ve for downgrades

SSD = 51 m

SSD adjusted for bonnet
length (MfS only) = 54 m (SSD + 2.4m)

Conversions

mph 32.9 to kph 52.9

kph to mph 0.0

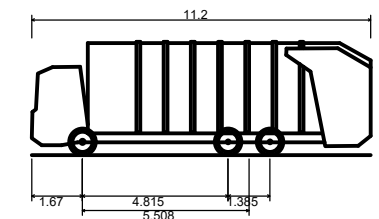
Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles	1.5	0.450 g	MfS2
	HGV's	1.5	0.375 g	MfS2
	Buses	1.5	0.375 g	MfS2
Above 60kph	All vehicles 1	2	0.375 g (Absolute minimum)	TD9/93
	All vehicles 2	2	0.250 g (Desirable minimum)	TD9/93

NOTE: To convert dry weather spot speed to the wet weather journey speed deduct 4kph for single carriageways, 8kph for dual carriageways.

APPENDIX F

Swept Path Assessment of Turning Head



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

11.2m LARGE REFUSE VEHICLE PROFILE
(SCALE 1:250)

REV	DETAILS	DRAWN	CHECKED	DATE	NOTES: 1. This drawing is for illustrative purposes only and not for construction. 2. This drawing is to be read and printed in colour. 0 5 10 25 50m SCALE 1:500	PROJECT:	CLIENT:					
A	PLAN REVISED TO SUIT LATEST LAYOUT & TRACKING REVISITED	SLW	CDM	24.10.2025		LAND TO THE REAR OF KINGS ARMS, HILPERTON	DORIC DEVELOPMENTS (BATH) LTD					
B	PLAN REVISED TO SUIT LATEST LAYOUT & TRACKING REVISITED	SLW	CDM	11.11.2025		DRAWING TITLE:	MILES  WHITE TRANSPORT					
C	PLAN REVISED TO SUIT LATEST LAYOUT & TRACKING REVISITED	SLW	CDM	23.06.2026								
						DRAWN:	CHECKED:	DATE:	SCALES:	SHEET SIZE:	DRAWING NUMBER:	REVISION:
						SLW	CDM	08.09.2025	1:500	A3	25112-SPA01	C

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APPENDIX G

TRICS Datasheets



Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 5 - 50 DWELLS

Actual Trip Rate Calculation Parameter Range: 0.1 - 202 DWELLS

Date Range: Minimum: 05/05/1987 Maximum: 30/06/2025

Parking Spaces Range: 6 100

Parking Spaces Per Dwelling Range: 2 4

Bedrooms Per Dwelling Range: 0 5

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 237 3456

Days of the week selected:

Thursday	3
Tuesday	2
Wednesday	8

Main Location Types selected:

Edge of Town	9
Neighbourhood Centre	4

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	12
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

1,001 to 5,000	6
10,001 to 15,000	3
5,001 to 10,000	4

Population <5 Mile ranges selected:

25,001 to 50,000	8
5,001 to 25,000	4
50,001 to 75,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	4
1.1 to 1.5	8
1.6 to 2.0	1

PTAL Rating:

No PTAL Present	13
-----------------	----

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
	KC	KENT	1 day
03	SOUTH WEST		
	DC	DORSET	1 day
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
	NF	NORFOLK	3 days
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 day
09	NORTH		
	IM	ISLE OF MAN	1 day
14	LEINSTER		
	CC	CARLOW	1 day
17	ULSTER (NORTHERN IRELAND)		
	DE	DERRY	1 day

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:	DWELLS
Actual Range:	0.1 to 202 (units:DWELLS)
Range Selected by User:	5 to 50 (units:DWELLS)
Parking Spaces Range:	6 - 100

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	05/05/87 to 30/06/25

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

Selected survey days:

Thursday	3 days
Tuesday	2 days
Wednesday	8 days

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

Selected survey types:

Manual count	12
Direction ATC Count	1

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	9 days
Neighbourhood Centre	4 days

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

Selected Location Sub Categories:

Residential Zone	9 days
Village	4 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	11 days

Secondary Filtering Selection:

Use Class:

C3	13 surveys
----	------------

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:

237 - 3456

Population within 1 mile:

1,001 to 5,000	6 surveys
10,001 to 15,000	3 surveys
5,001 to 10,000	4 surveys

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

Population within 5 miles:

25,001 to 50,000	8 surveys
5,001 to 25,000	4 surveys
50,001 to 75,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	8 surveys
1.6 to 2.0	1 surveys

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



Petrol filling station:

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

Travel Plan:

No	7 surveys
Yes	6 surveys

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

PTAL Rating:

No PTAL Present	13 surveys
-----------------	------------

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

COVID-19 Restrictions:

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

1 FIELD END NEAR ELY WITCHFORD Neighbourhood Centre Village Site area: 1.19 hect Survey date: Thursday 27/05/2021	CA-03-A-07	MIXED HOUSES	CAMBRIDGESHIRE	Survey Type: Manual
2 R417 ANTHY ROAD CARLOW Edge of Town Residential Zone Site area: 1.4500000476837158 hect Survey date: Wednesday 25/05/2016	CC-03-A-01	DETACHED HOUSES	CARLOW	Survey Type: Manual
3 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Site area: 1.399999976158142 hect Survey date: Wednesday 09/11/2022	DC-03-A-10	MIXED HOUSES	DORSET	Survey Type: Manual
4 GREENHALL HIGHWAY COLERAINE Edge of Town Residential Zone Site area: 1.600000023841858 hect Survey date: Thursday 19/05/2022	DE-03-A-04	SEMI-DETACHED & TERRACED	DERRY	Survey Type: Manual
5 BISHOPS LANE RINGMER Neighbourhood Centre Village Site area: 0.9900000095367432 hect Survey date: Wednesday 16/06/2021	ES-03-A-06	MIXED HOUSES	EAST SUSSEX	Survey Type: Manual
6 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Site area: 0.51 hect Survey date: Wednesday 06/11/2024	ES-03-A-20	DETACHED & SEMI-DETACHED	EAST SUSSEX	Survey Type: Manual
7 BALLAKILLOWEY ROAD COLBY BALLAKILLOWEY Neighbourhood Centre Village Site area: 2.119999885559082 hect Survey date: Tuesday 21/05/2024	IM-03-A-01	MIXED HOUSES	ISLE OF MAN	Survey Type: Manual
8 WESTERN LINK FAVERSHAM DAVINGTON	KC-03-A-09	MIXED HOUSES & FLATS	KENT	

Edge of Town Residential Zone Site area: 1.1100000143051147 hect Survey date: Wednesday 09/06/2021				Survey Type: Manual
9	LE-03-A-01	DETACHED	LEICESTERSHIRE	
REDWOOD AVENUE MELTON MOWBRAY Edge of Town Residential Zone Site area: 0.4000000059604645 hect Survey date: Tuesday 03/05/2005				Survey Type: Manual
10	NF-03-A-03	DETACHED HOUSES	NORFOLK	
HALING WAY THETFORD Edge of Town Residential Zone Site area: 0.6299999952316284 hect Survey date: Wednesday 16/09/2015				Survey Type: Manual
11	NF-03-A-05	MIXED HOUSES	NORFOLK	
HEATH DRIVE HOLT Edge of Town Residential Zone Site area: 1.5700000524520874 hect Survey date: Thursday 19/09/2019				Survey Type: Manual
12	NF-03-A-10	MIXED HOUSES & FLATS	NORFOLK	
HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Site area: 0.699999988079071 hect Survey date: Wednesday 12/09/2018				Survey Type: Manual
13	SF-03-A-08	MIXED HOUSES	SUFFOLK	
STANNINGFIELD ROAD NEAR BURY ST EDMUNDS GREAT WHELNETHAM Neighbourhood Centre Village Site area: 2.339200019836426 hect Survey date: Wednesday 16/09/2020				Survey Type: Manual

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 8 DWELLS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated 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	13	23	0.070	0.558	0.279	2.233	0.349	2.791
08:00-09:00	13	23	0.209	1.674	0.432	3.455	0.641	5.129
09:00-10:00	13	23	0.173	1.382	0.229	1.834	0.402	3.216
10:00-11:00	13	23	0.169	1.355	0.223	1.781	0.392	3.136
11:00-12:00	13	23	0.259	2.073	0.219	1.754	0.478	3.827
12:00-13:00	13	23	0.179	1.435	0.206	1.648	0.385	3.083
13:00-14:00	13	23	0.196	1.568	0.199	1.595	0.395	3.163
14:00-15:00	13	23	0.193	1.542	0.226	1.807	0.419	3.349
15:00-16:00	13	23	0.392	3.136	0.246	1.967	0.638	5.103
16:00-17:00	13	23	0.312	2.498	0.209	1.674	0.521	4.172
17:00-18:00	13	23	0.352	2.817	0.216	1.728	0.568	4.545
18:00-19:00	13	23	0.249	1.993	0.163	1.302	0.412	3.295
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			2.753	22.033	2.847	22.777	5.600	44.811

Parameter Summary:

Trip rate parameter range selected:	5 - 50 (units: DWELLS)
Survey date date range:	03/05/2005 - 06/11/2024
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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