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PROPOSED RESIDENTIAL DEVELOPMENT, FIRST LANE, WHITLEY, WILTHSIRE

Transport Statement

December 2025

IMA-25-124

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1 Introduction

1.1 Overview

1.1.1 This Transport Statement has been produced by IMA Transport Planning Ltd on behalf of Mr S Rogers to support a planning application for development comprising 2 number 5 Bedroom dwellings on land off First Lane, Whitley to the west of the B33353 Corsham Road in Wiltshire.

1.1.2 A large part of the site will remain undeveloped.

1.1.3 The proposed scheme is of a scale that allows a Transport Statement to provide adequate information to support a planning application in outline, with access to be determined.

1.2 Scope of the Report

1.2.1 The existing site and the immediate surroundings are described, including the local transport infrastructure.

1.2.2 The development proposals are described, including details of access and parking provision. The likely level of travel demand is predicted and the implications for local transport infrastructure considered, with recommendations for mitigation where required.

2 Existing Site Information

2.1 Overview

2.1.1 This chapter describes the site, the existing site, the immediate surroundings and local transport infrastructure.

2.2 Site Location, Description & Surroundings

2.2.1 Whitley is in the civil parish of Melksham Without, Wiltshire. This parish was formed in the Local Government Act of 1894, when Whitley was united with the nearby settlements of Beanacre and Shaw, which are all primarily residential rural and agricultural communities.

2.2.2 The village is about 2 miles (3.2 km) northwest of Melksham on the B3353 Shaw to Corsham Road. Chippenham is 7.4 miles to the North and Bath 10 miles to the West.

2.2.3 The village amenities include a Pub with restaurant, village hall with reading facilities and a church. The nearby village of Shaw has C of E Primary School.

2.2.4 Site Location Plans are in Appendix A attached.

2.3 Local Transport Infrastructure

2.3.1 The B3353 Shaw to Corsham Road runs along the eastern edge of the site, linking to the A350 on the western edge of Melksham close to Melksham railway station (1.9 miles from the site) which has services operated by GWR running primarily hourly services between Swindon and Westbury.

2.3.2 The B3353 Shaw to Corsham Road and First Lane through Whiley are subject to a 30mph speed limit restriction.

2.3.3 There are no footways on the site frontage, just highway verges and ditches. A footway runs East to West along First Lane on the opposite side of the road from the site and provides adequate pedestrian access to the B3353 and Village. The village commences on the northern side of First Lane and the western edge of the site. There is a comprehensive network of footways with streetlighting available. The footway extends to the junction of the B3353 Shaw to Corsham Road, which also has a footway and access to bus stops, Shaw School and local housing fronting onto the B3353.

2.3.4 There are no formal facilities for cyclists in the village, but National Cycle Route 403 runs through Melksham to the southwest and route 254 runs through Atworth just to the West of Whitley. The local network of roads is suitable for cycling and connectivity to local villages, towns and National Cycle Route.

2.3.5 Two bus stops are located 140m from the proposed site entrance or a 1minute walk from the site on the junction of First Lane and the B3353 Shaw to Corsham Road. The stops are used by services 14, 271,271, 273, 68 and 69 which run services to the wider area, being Bath, Devizes, Corsham, Melksham, Bowerhill and Trowbridge.

2.4 Personal Injury Collision History

2.4.1 The website Crashmap.co.uk is a database of road traffic collisions collected by the police when an injury is recorded. The data is approved by the National Statistics Authority and reported on by the Department for Transport. The data shows each incident on a map, plotted to an accuracy of 10 metres.

2.4.2 The website shows a single injury recorded on the B3353 near the site in the last 10 years, occurring some 500m to the North of first Lane Junction and not related to the junction itself. The collision occurred in 2016 and involved two vehicles with slight injury to passengers.

2.4.3 There are no other records of collisions within the village or surrounding area with no pattern that suggests any inherent safety issues on the immediate local highway network, or any reasonable requirement for more detailed research.

3 Proposed Development

3.1 Overview

3.1.1 This chapter describes the development proposals, including details of access and parking provision.

3.1.2 The likely travel demand is predicted and the implications for local transport infrastructure considered, with recommendations for mitigation if required.

3.2 Development & Access Arrangements

3.2.1 The planning application as indicated proposes a development of 2 number 5-bedroom detached dwellings, arranged as illustrated on the Planning Layout located in Appendix B.

3.2.2 The development is proposed to be accessed by the formation of an adoptable junction, utilising a 4m and 4.5m entry kerb radius with a width of 5m leading to a 3m wide private access drive serving plots 1 and 2 with garaged parking and turning area. Appendix C contains the proposed layout for the site access.

3.2.3 A bin collection point is proposed at the entrance to the private driveway for plots 1 and 2 to utilise. Collection can then be from the edge of carriageway with refuse vehicle able to pull up across driveway to pick up.

3.2.4 Parking standards for the proposed residential development are as follows:

5-Bed Dwelling:	3 Car Parking Spaces.
Visitors:	0.2 Car Parking Spaces/Dwelling = 1space required which can be accommodated within the plot parking.

3.2.5 The County parking standards would be in line with the adopted standards (3 parking spaces per dwelling), with visitor parking accommodated within the development of on-street.

3.2.6 Secure cycle storage will be accommodated in the garages and they will be sized accordingly.

3.2.7 The site would be served from accesses onto First Lane with new junction formed in the location of the existing agricultural gateway, shown in the Masterplan in Appendix B, which shows the residential access at the western end of the site frontage.

3.2.8 An Automated Traffic Count and Speed survey was carried out between the 7th and 13th October 2020 and the summary of the survey findings can be seen in Appendix F. The full survey results in separate excel format will also be issued as an addendum to this Transport Statement.

3.2.9 It is noted that whilst a 30mph speed limit is in place within the village and B3353, we note that the recorded average speeds in the eastbound direction towards the B3353 is 22.4 mph and the 85th percentile speed is 27.2 mph. In the Westbound direction towards the village the average speed is 20.6 mph and the 85th percentile speed is 25.2 mph.

3.2.10 First Lane is an existing residential street immediately North of the site and village to the West so standards from Manual for Streets would normally apply.

3.2.11 The development will not extend the built frontage on First Lane as the proposed properties are set back within the development plot with landscaped hedging and verge retained.

3.2.12 Given the recorded average speed figures above we have therefore indicated on the layout contained in Appendix C the 2.4m x 43m vision splays, in line with Manual for Streets standards.

3.3 Predicted Travel & Parking Demand

3.3.1 Traffic predictions for the development have been derived using the TRICS (Trip Rate Information Computer System) database of traffic surveys, originally developed by a consortium of local highway authorities for the purpose of predicting traffic at development. It remains the industry-standard software for that purpose.

3.3.2 In addition to the TRICS-based forecasts, we intend to utilise the automated traffic count (ATC) survey data recorded along First Lane in October 2020, to provide context on existing traffic volumes. However, it should be noted that this data was collected during the period of easing COVID-19 restrictions, and the highway authority may consider the results unrepresentative of normal traffic conditions. The ATC data will be submitted as part of the application.

3.3.3 The TRICS database (version 8) has been used to predict car trip rates from the proposed scheme. Sites in England (excluding Greater London) with up to 30 units were included within the assessment.

3.3.4 The weekday vehicular trip predictions are summarised below for 2 houses, derived from the TRICS output in Appendix E.

Weekday	Trip Rate			Trip Generation		
Time Period	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
08:00-09:00	0.230	0.422	0.652	0	1	1
15:00-16:00	0.267	0.180	0.447	1	0	1
17:00-18:00	0.342	0.230	0.572	1	0	1
07:00-19:00	2.547	2.621	5.168	5	5	10

Table 1: Predicted Car Trip Rates and Trip Generations for 2 Houses

3.3.5 Over a daily (12-hour) period, the proposed development is predicted to generate 10 two-way trips, averaging under 2 movements an hour and equating to 2 movements per dwelling.

3.3.6 2 two-way trips are predicted for each of the morning and evening peak hours, equating to, on average, 1 additional vehicle at the site junction every 30 minutes, resulting in negligible change in traffic flows on First Lane.

3.3.7 The traffic would divide at the site access junction and for simplicity it is assumed that the turning proportions would for the majority be towards the B3353 Shaw to Corsham Road. We would presume a reasonable assumption is split between 20% into the village and 80% direct to B3353 junction and visa-versa for arrivals to the site. Therefore, in a 12hour period it is predicted that 4 vehicles would leave the site in the direction of the B3353 junction and 1 vehicle would leave the site in the direction of the village. For arrivals this would be 4 vehicles from the B3353 and 1 from the village over a 12hour period.

3.3.8 From the 24-hour 5 day and 7day average traffic movements both East and West it can be determined that existing traffic flows are similar in both directions, 312 and 290 Eastbound and 314 and 288 Westbound. Again, when looking at the volumetric figures over a 12hr 5 day period (284 movements eastbound, 282 movements westbound) the figures are similar equating to 24 cars every hour or one car every 2.5 mins in either direction during the 12 hour peak period on the 5 Day Average or 2.7 mins for 7 Day period.

3.3.9 The increase in traffic movements by the introduction of the 2 dwellings will therefore be negligible given the traffic survey data provided above and attached. If we take the 10 two-way new traffic movements a day to/from the development as indicated in the TRICS table above, during the 12hr 5 Day peak period and comparing to the volumetric figures for the

measured 12hr period (less than 2 traffic movements an hour two way or 1 every 30 minutes on average) it can be seen that there is an increase in traffic movements (two-way) over this period of 1.75% resulting from the development proposals.

3.3.10 In terms of peak hour movements on First Lane, the 5 day average shows 66 movements two-way in the morning peak hour and 62 movements two-way in the evening peak hour. The proposed development is predicted to add just 1 additional two-way movement in each of the morning and evening peak hours, a negligible increase of 1.5% and 1.6% respectively.

3.3.11 With regard to existing HGV and Bus traffic movements when reviewing the volumetric survey data for classification of existing HGV and possible mini Bus movements along First Lane, there are a recorded measurement of 1.7% for HGV and 0.0% for buses eastbound towards the B3353 Shaw to Corsham Road junction, and 1.4% HGV and 0.7% mini bus movements towards the village on the West bound survey data over the 12hr peak period. Over the 5 day average, the highest average number of LGVs recorded was 8 vehicles during the morning peak hour, with an average of 2 LGVs in the PM peak hour.

3.3.12 This reflects a very low level of access into and out of First Lane and the village for HGV or mini bus type vehicles over the peak periods. This would be reflective of the activity in the village and existing traffic and would not be impacted upon by the proposed development which would not significantly add to these figures.

3.3.13 Pedestrian access along First Lane is currently provided by the existing single footway on the northern side of the road and is suitable for existing and proposed use. Given that the proposed estate is shared surface, it is not currently deemed necessary to provide footway or uncontrolled crossing points although this can be provided if deemed necessary under advisement by the Council and provided if as part of the proposed works to the junction and scheme.

3.4 Transport Implications & Proposed Mitigation

3.4.1 The above figures show that the turning movements at the site accesses would be very low, therefore it is not proposed that a detailed assessment of the operation of the proposed junction is required as part of this Transport Statement.

3.4.2 It is important to note the width of First Lane varies and we have provided a drawing indicating widths at 10.00m intervals based upon the existing topographical survey along First Lane together with plan detailing a 4.10m offset from the northern existing kerb line (see appendix G). This plan indicates that First Lane from topographical survey data, once past the junction onto the B3353 varies (it is noted as being wider at the junction) in width between a minimum of 4.1m and maximum width of 4.76m at mid-point. This confirms that First Lane has a varying existing width and given its existing nature is not laid out like a new estate road, however given the recorded traffic counts and nature of traffic movements is not currently affected by the need for HGV's and cars to give way to each other in either an eastward or westward travel movement and the varying width of carriageway in the proximity to the B3352 junction the proposed development is considered not to impact on the existing movements of car or HGV's/Buses above the existing status.

3.4.3 Given that the HGV and Mini-bus surveyed bus movements are low (maximum of 8 LGVs two-way recorded in the busiest average weekday hour) there is no significant likelihood of a car and van meeting within vicinity of the development site, however should this be the case, there is a section on the frontage of the site of at least 15m where the width is just over 4.7m. This width is adequate for a car and LGV to pass.

3.5 Traffic Regulation Order (TRO)

3.5.1 In response to the Local Highway Authority consultation comments, it is acknowledged that a Traffic Regulation Order (TRO) to introduce no waiting restrictions on both sides of First Lane across the site frontage is considered necessary. This measure would prevent on-street parking in an area where carriageway widths vary and pinch points occur, thereby maintaining safe and efficient operation of the highway. The TRO would remove existing regular car parking along this section of First Lane and can be secured by condition, with the associated cost (approximately £6,000) to be met by the applicant.

4 Summary and Conclusions

4.1 Summary

4.1.1 This Transport Statement considers proposals for Mr. S Rogers to develop land to the South of First Lane Whitley and West of the B3353 Shaw Corsham Road in Wiltshire, to provide 2 number 5 bedroom dwellings.

4.1.2 The main points are summarised as follows:

(i) The site is open agricultural land on the Southern side of the built edge of the village of Whitley, with Shaw Primary School and the village amenities local to the site.

(ii) First Lane links to the B3353 which has good links into Melksham and Chippenham.

(iii) Good local transport links for bus and rail routes are available.

(iv) There is a 30mph speed limit on the B3353 passing the Junction with First Lane and Shaw Primary School, with 30mph limits within the village and surrounding area.

(v) A suitable footway is present to the northern side of First Lane and the site links to village amenities, with National Cycle Route 403 runs through Melksham to the southwest and route 254 runs through Atworth just the West of Whiley.

(vi) Personal Injury Accident data shows 1 collision occurring within the last 10 years within vicinity of the site, suggesting that there are no inherent safety issues on the immediate local highway network.

(vii) The development proposes 2 dwellings with associated parking for residents and visitors which are in line with local parking standards. Secure cycle storage will be accommodated in the garages and they will be sized accordingly.

(viii) Adequate visibility for the access can be provided onto First Lane to meet Manual for Streets standards (2.4m x 43m).

(ix) The additional traffic loading would be minimal with 10 two-way movements over a 12 hour period split evenly between arrivals and departures. 1 two-way movement is predicted in each of the peak hours, equating to >1 movement every 30 minutes during each of the peak hours.

(x) An Automated Traffic Count was undertaken in October 2020, which demonstrates that the proposed development does not significantly impact on either car or HGV/mini bus existing movements on First Lane.

(xi) Existing LGV flows along First Lane are very low, with 8 LGVS two way being the highest number recorded during the weekday average peak hour (AM peak). In the infrequent situation of a car meeting an LGV within vicinity of the site, the width of the carriageway is 4.7m for a length of 15m at the frontage of the site and this width is adequate for a car and LGV to pass.

4.2 Conclusion

4.2.1 National Planning Policy Framework (February 2019) states that development should not be prevented or refused on transport grounds unless residual impacts of development are severe.

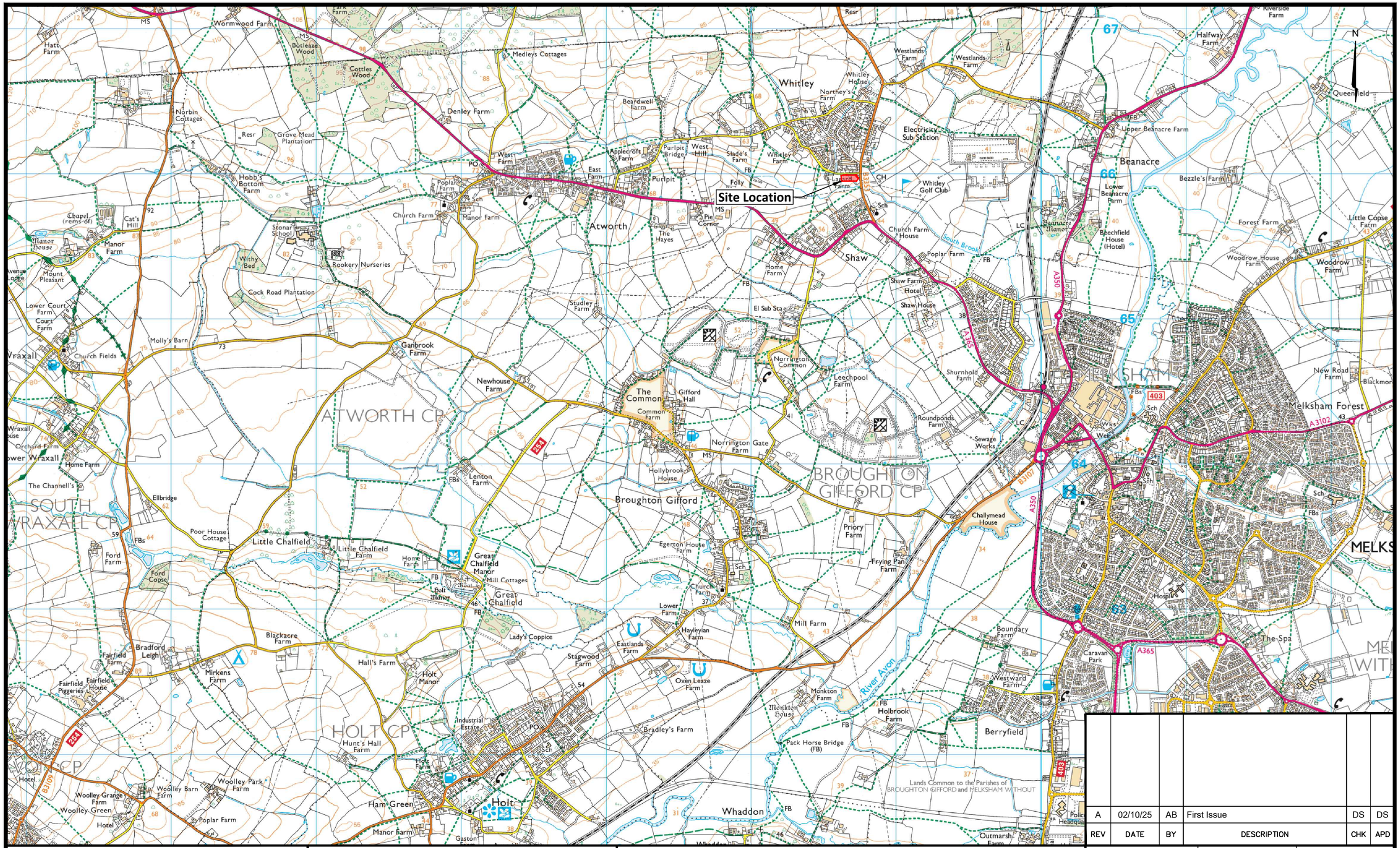
4.2.2 This Transport Statement demonstrates that the proposed development complies with the transport criteria set out by NPPF:

- The site is located where residents would be able to access day to day amenities without over reliance on car usage

- The additional vehicular travel demand will not result in an adverse impact upon the local highway network
- There are no safety issues on the local highway network within vicinity of the site.

Appendix A

Site Location Plans



REV	DATE	BY	DESCRIPTION	CHK	APD
A	02/10/25	AB	First Issue	DS	DS

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BATH BA1 2BT
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CLIENT: Mr S Rogers

PROJECT: First Lane, Whitley

TITLE: Site Location Plan

SCALE: (A3) NTS	CHECKED: DS	APPROVED: DS
CAD FILE: IMA-25-124-001.dwg	DESIGN/DRAWN: AB	DATE: October 2025
PROJECT No: IMA-25-124	DRAWING No: 001	REV: A

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Appendix B

Planning Layout Master Plan

ASHFORD HOMES
[SOUTH WESTERN] LIMITED

DORIC HOUSE MIDDLETON DRIVE
BRADFORD ON AVON
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TEL: 01225 791155
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E-MAIL: ahmail@ashford-homes.co.uk

B 30-10-25 update
A 27-10-25 update
revisions

Only figured dimensions are to be worked from. Discrepancies must be reported to Ashford Homes.

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project
FIRST LANE
WHITLEY

drawing name
PLANNING APPLICATION
ILLUSTRATIVE MASTER
PLAN

drawing no.	revision
WTY-023	B
scale	paper size
1:500	A3

date
06-08-2025

drawn by	approved by
SPM	

Appendix C

Junction Geometry

KEY:

- Site Boundary
- 2.4m x 43m Visibility Splays

This drawing has been based on survey information supplied by an independent surveying company. Whilst the information provided is believed to be accurate, IMA Transport Planning Ltd shall not be liable for any inaccuracies or deficiencies arising from it.

REV	DATE	BY	DESCRIPTION	CHK	APD
B	17/12/25	AB	Access junction widening	DS	DS
A	10/10/25	ND	First Issue	DS	DS

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CLIENT: Mr S Rogers

PROJECT: First Lane, Whitley

TITLE: Site Access and Junction Geometry

SCALE: (A3)	CHECKED:	APPROVED:
1:500	DS	DS
CAD FILE: IMA-25-124-004.dwg	DESIGN/DRAWN: AB	DATE: December 2025
PROJECT No: IMA-25-124	DRAWING No: 004	REV: B

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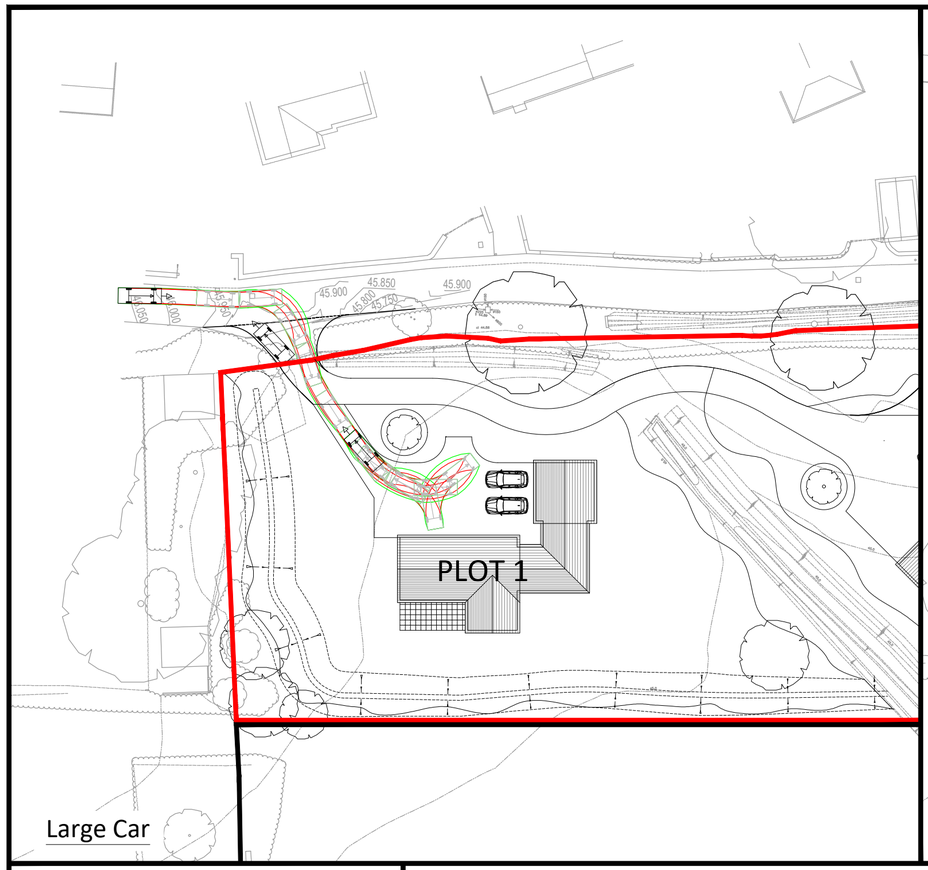
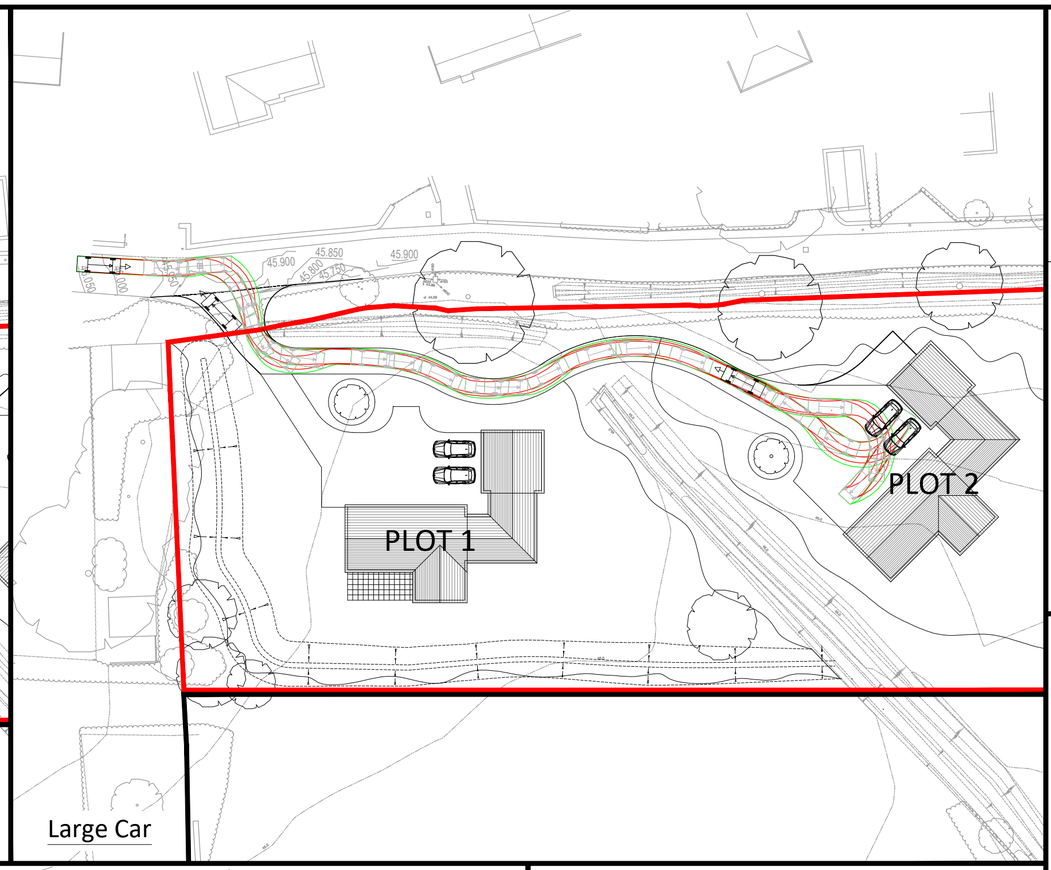
Appendix D

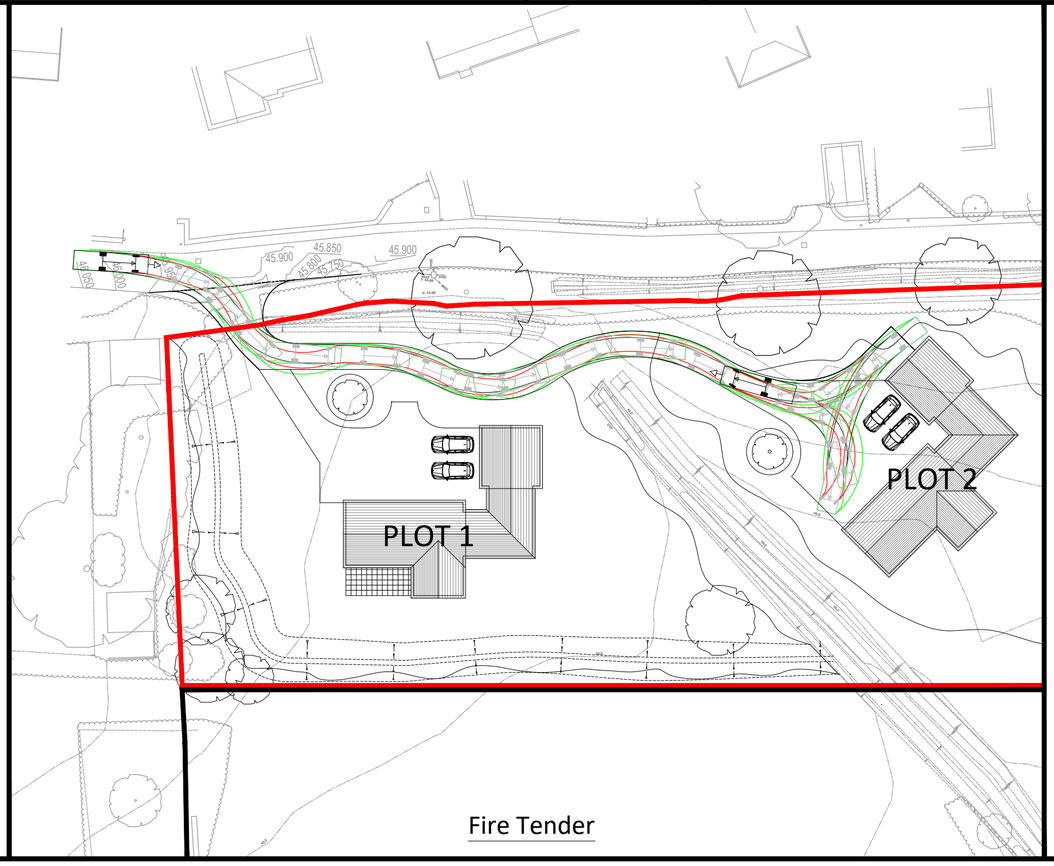
Vehicle Tracking



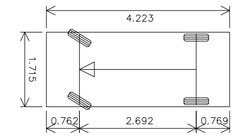
Large Car



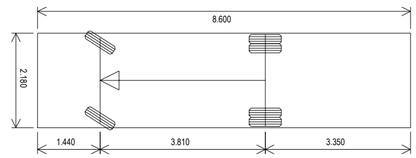
Large Car



Fire Tender



Vehicle name	Private Car
Description	Design Bulletin 32
Overall length (m)	4.223
Overall width (m)	1.715
Maximum track width (m)	1.699
Kerb to kerb radius (m)	7.930



Vehicle name	Fire Appliance
Description	Design Bulletin 32
Overall length (m)	8.600
Overall width (m)	2.180
Maximum track width (m)	2.121
Kerb to kerb radius (m)	7.910

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:
Planning

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CLIENT:
Mr S Rogers

PROJECT:
First Lane, Whitley

TITLE:
Vehicle Tracking

SCALE: (A2)	CHECKED:	APPROVED:
1:500	DS	DS
CAD FILE: IMA-25-124-005.dwg	DESIGN/DRAWN: AB	DATE: 17.12.2025

PROJECT No:	DRAWING No:	REV:
IMA-25-124	005	B

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Appendix E

TRICS

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 1 - 30 DWELLS

Actual Trip Rate Calculation Parameter Range: N/A DWELLS

Date Range: Minimum: 01/01/2016 Maximum: 29/09/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Monday	3
Thursday	2
Wednesday	4

Main Location Types selected:

Edge of Town	8
Edge of Town Centre	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	7
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

1,001 to 5,000	1
10,001 to 15,000	3
15,001 to 20,000	1
20,001 to 25,000	2
5,001 to 10,000	1
50,001 to 100,000	1

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Population <5 Mile ranges selected:

125,001 to 250,000	4
25,001 to 50,000	2
5,001 to 25,000	1
500,001 or More	1
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	7

PTAL Rating:

4 - Good	1
No PTAL Present	8

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	WF	WALTHAM FOREST	1 day
02	**SOUTH EAST**		
	BO	BEDFORD	1 day
	HF	HERTFORDSHIRE	1 day
	KC	KENT	1 day
	MW	MEDWAY	1 day
03	**SOUTH WEST**		
	DC	DORSET	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
06	**WEST MIDLANDS**		
	ST	STAFFORDSHIRE	1 day
10	**WALES**		
	VG	VALE OF GLAMORGAN	1 day

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

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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:	0.12 to 4.23 (units:DWELLS)
Range Selected by User:	1 to 30 (units:DWELLS)
Parking Spaces Range:	6 - 2696

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 29/09/25

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:

Monday	3 days
Thursday	2 days
Wednesday	4 days

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

Selected survey types:

Manual count	9
Direction ATC Count	0

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 undertaking using machines

Selected Locations:

Edge of Town	8 days
Edge of Town Centre	1 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

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	7 days
Servicing vehicles Included	2 days

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Secondary Filtering Selection:

Use Class:

C3	9 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:

0 - 8990

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	2 surveys
5,001 to 10,000	1 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

125,001 to 250,000	4 surveys
25,001 to 50,000	2 surveys
5,001 to 25,000	1 surveys
500,001 or More	1 surveys
75,001 to 100,000	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	2 surveys
1.1 to 1.5	7 surveys

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

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Petrol filling station:

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

Travel Plan:

No	5 surveys
Yes	4 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:

5 - Very good	1 surveys
No PTAL Present	8 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

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1	**BO-03-A-01**	**DETACHED HOUSES**	**BEDFORD**
CARNOUSTIE DRIVE BEDFORD GREAT DENHAM Edge of Town Residential Zone Site area: 4.23 hect			
Survey date: Thursday 15/10/2020			Survey Type: Manual
2	**DC-03-A-10**	**MIXED HOUSES**	**DORSET**
ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Site area: 1.4 hect			
Survey date: Wednesday 09/11/2022			Survey Type: Manual
3	**HF-03-A-05**	**TERRACED HOUSES**	**HERTFORDSHIRE**
HOLMSIDE RISE WATFORD SOUTH OXHEY Edge of Town Residential Zone Site area: 0.19 hect			
Survey date: Monday 05/06/2023			Survey Type: Manual
4	**KC-03-A-09**	**MIXED HOUSES & FLATS**	**KENT**
WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Site area: 1.11 hect			
Survey date: Wednesday 09/06/2021			Survey Type: Manual
5	**MW-03-A-02**	**MIXED HOUSES**	**MEDWAY**
OTTERHAM QUAY LANE RAINHAM Edge of Town Residential Zone Site area: 0.7 hect			
Survey date: Monday 06/06/2022			Survey Type: Manual
6	**NF-03-A-10**	**MIXED HOUSES & FLATS**	**NORFOLK**
HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Site area: 0.7 hect			
Survey date: Wednesday 12/09/2018			Survey Type: Manual
7	**ST-03-A-08**	**DETACHED HOUSES**	**STAFFORDSHIRE**
SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Site area: 0.8 hect			
Survey date: Wednesday 22/11/2017			Survey Type: Manual
8	**VG-03-A-01**	**SEMI-DETACHED & TERRACED**	**VALE OF GLAMORGAN**
ARTHUR STREET BARRY			

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Edge of Town
Residential Zone
Site area: 0.21 hect
Survey date: Monday 08/05/2017 Survey Type: Manual

9 **WF-03-A-02** **SEMI DETACHED & TERRACED** **WALTHAM FOREST**
PALMERSTON ROAD
WALTHAMSTOW
Edge of Town Centre
Residential Zone
Site area: 0.12 hect
Survey date: Thursday 06/06/2019 Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CC-03-A-01	25-05-2016	ireland
DN-03-A-06	10-10-2018	ireland
DN-03-A-07	29-05-2019	ireland
EN-03-A-02	14-09-2022	LONDON
LT-03-A-02	22-05-2017	IRELAND

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Period	Trips per 1 DWELLS DWELLS		
	Inbound	Outbound	Total
08:00-09:00	0.230	0.422	0.652
17:00-18:00	0.342	0.230	0.572

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**9**	**18**	**0.075**	**0.248**	**0.323**
08:00-09:00	**9**	**18**	**0.230**	**0.422**	**0.652**
09:00-10:00	**9**	**18**	**0.099**	**0.224**	**0.323**
10:00-11:00	**9**	**18**	**0.124**	**0.155**	**0.279**
11:00-12:00	**9**	**18**	**0.230**	**0.193**	**0.423**
12:00-13:00	**9**	**18**	**0.255**	**0.230**	**0.485**
13:00-14:00	**9**	**18**	**0.199**	**0.217**	**0.416**
14:00-15:00	**9**	**18**	**0.180**	**0.230**	**0.410**
15:00-16:00	**9**	**18**	**0.267**	**0.180**	**0.447**
16:00-17:00	**9**	**18**	**0.273**	**0.124**	**0.397**
17:00-18:00	**9**	**18**	**0.342**	**0.230**	**0.572**
18:00-19:00	**9**	**18**	**0.273**	**0.168**	**0.441**
19:00-20:00	**1**	**9**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**9**	**0.111**	**0.000**	**0.111**
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.658**	**2.621**	**5.279**

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

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

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Parameter Summary:

Trip rate parameter range selected:	1 - 30 (units: DWELLS)
Survey date date range:	08/05/2017 - 05/06/2023
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

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Appendix F

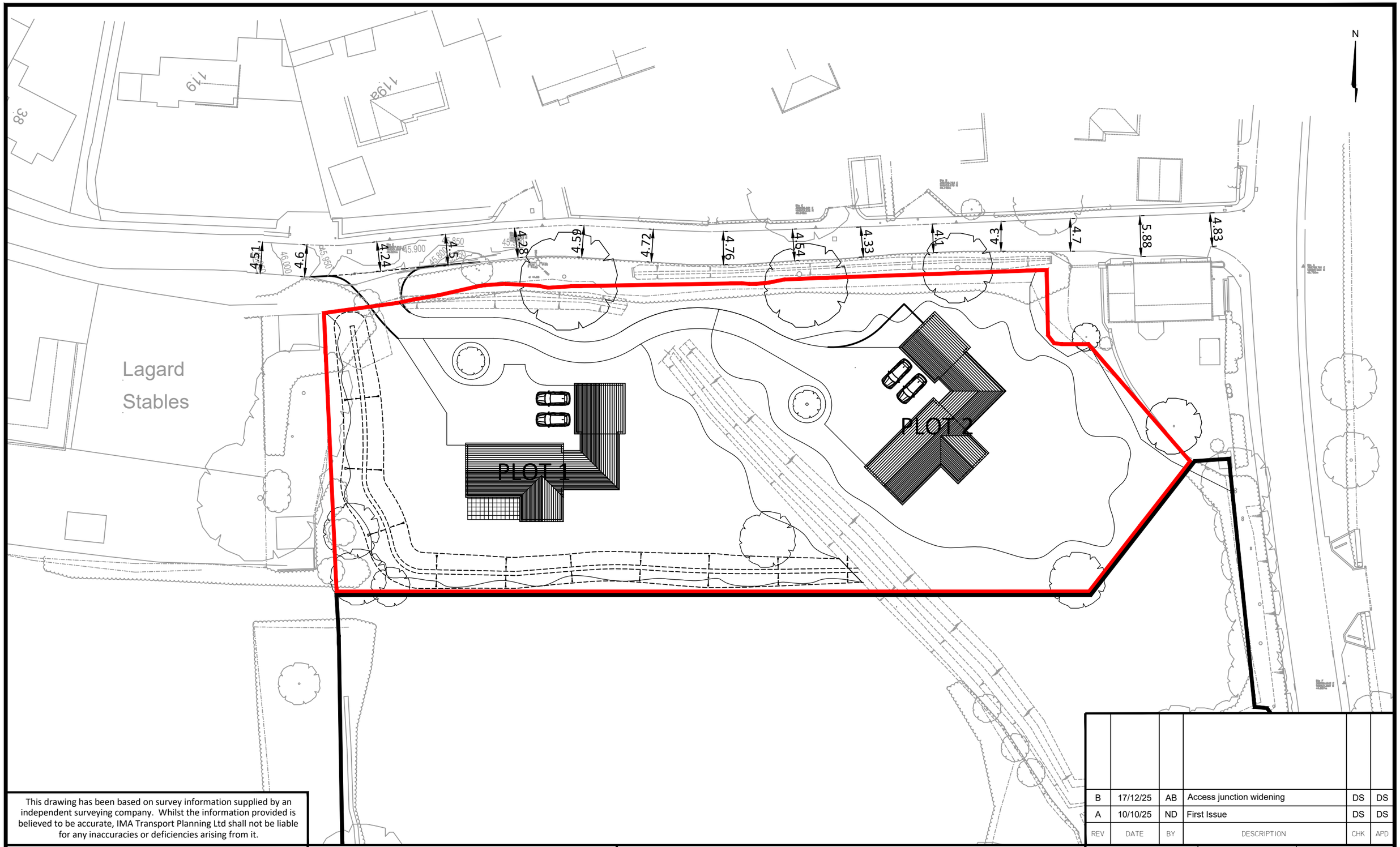
ATC Survey results

10120		WHITLEY								
		OCTOBER 2020								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 10120001	First Lane, Whitley att to T/P OSGR - ST 88723 66007	Channel: Eastbound	Wed 07-Oct-20	Tue 13-Oct-20	30	2033	312	290	27.2	22.4
		Channel: Westbound	Wed 07-Oct-20	Tue 13-Oct-20		2016	314	288	25.1	20.6

Data produced by
Auto Surveys Ltd

Appendix G

First Lane Section Measurements



This drawing has been based on survey information supplied by an independent surveying company. Whilst the information provided is believed to be accurate, IMA Transport Planning Ltd shall not be liable for any inaccuracies or deficiencies arising from it.

REV	DATE	BY	DESCRIPTION	CHK	APD
B	17/12/25	AB	Access junction widening	DS	DS
A	10/10/25	ND	First Issue	DS	DS

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BATH BA1 2BT
t: 01225 444 011
www.ima-tp.com

CLIENT: Mr S Rogers

PROJECT: First Lane, Whitley

TITLE: First Lane Road Widths

SCALE: (A3)	CHECKED:	APPROVED:
1:500	DS	DS
CAD FILE: IMA-25-124-006.dwg	DESIGN/DRAWN: ND	DATE: December 2025
PROJECT No: IMA-25-124	DRAWING No: 006	REV: B

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