



Peter Evans Partnership
**Transport Planning
& Highway Consultants**

Colerne Industrial and Storage Park Proposed Residential Development

Kemble Business Park LLP

Transport Assessment

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1.0 INTRODUCTION

1.1 Introduction

- 1.1.1 This Transport Assessment (TA) has been prepared to accompany an outline planning application except for access to Wiltshire Council (WC) to develop 150 residential dwellings on land to the north of Bath Road, Colerne. The residential scheme would replace the existing storage hangars on the site.
- 1.1 A TA Scoping report was submitted as part of the overall pre-application submission to WC in January 2026. The Scoping set out the matters proposed to be assessed in the TA to accompany the forthcoming planning application with a view to agreeing existing and proposed traffic generation and distribution, the form of the site access junction on to Bath Road, and potential offsite improvements on Bath Road / The Dene, Ford, with WC and on Bannerdown Road in Batheaston with Bath and North East Somerset Council (BANES).
- 1.1.2 The application site is occupied by three hangars used for storage and has been subject to a number of planning applications. Hangars 18 and 20 have planning consent from 2013 for conversion from B8 use to a residential and commercial use (planning ref: N/11/03148/FUL). Hangar 19 has planning consent from 2013 for conversion from B8 use to 26 'live work' units (planning ref: N/13/01567/FUL). The use of the site for residential is therefore accepted.
- 1.1.3 The most recent application for the site planning ref: 16/01972/OUT sought permission for the development of up to 136 dwellings, 10 retirement homes and 1,000sqm of B1 office space. However, the application was withdrawn in early 2015.
- 1.1.4 Whilst the site has planning permission for residential and commercial development it still retains an unrestricted B8 use which would also allow for the external areas of the site to be used for storage.

1.2 Aim of Assessment

- 1.2.1 This TA provides an analysis of transport and highways matters concerning the proposed residential development. A review of national and local policy is undertaken, including parking standards. The assessment considers the accessibility of the site by all modes of transport. The layout and access arrangements are appraised and an assessment of the traffic impact on the local road network is undertaken. This is in accordance with the requirements set out in the pre-application responses.

1.1 Contents

1.1.1 The Assessment continues:

- Section 2 with a description of the existing transport context, including details of the existing site use;
- Section 3 with a review of the relevant local and national planning policy;
- Section 4 with a description of the transport elements of the proposals, including details of access, layout and proposed traffic generation;
- Section 5 with an appraisal of the proposals from the transport perspective; and
- Section 6 with a conclusion.

2.0 TRANSPORT CONTEXT

2.1 Strategic Location

- 2.1.1 The site was formerly part of RAF Colerne on the northern side of Colerne village in Wiltshire, as shown at Appendix 1. The site is in private ownership and is known as Colerne Industrial and Storage Park. Colerne Airfield is still owned by the Ministry of Defence (MoD) and part of it is now used as the Azimghur Barracks Army base.
- 2.1.2 Colerne is some 11km north east of Bath, 14km west of Chippenham and 8.5km northwest of Corsham. The A4 passes some 3km to the south of the site and provides a main link between Bath and Chippenham via Corsham. The A420 between Bristol and Chippenham passes some 3.5km north of the site.
- 2.1.3 Bannerdown Road / Roman Road is some 1.9km to the west of the site and connects Batheaston to the south west of the site and the A420 to the north. North of Bath Road the road is Fosse Way to the A420 along the western boundary of the former RAF Colerne.
- 2.1.4 Four primary routes link Colerne to the main road network, consisting of two routes to the A420 via Shoe and Ford, and two to the A4 via Batheaston and Box. These include:
- A420 at The Shoe via Bath Road;
 - A420 at Ford via Bath Road;
 - A4 at Batheaston via Bath Road, Bannerdown Road, Roman Road, and London Road East; and
 - A4 at Box via Bath Road, Bannerdown Road, Road Hill, and Mill Lane.
- 2.1.5 There are also country lanes south from Colerne towards Box and Corsham.

2.2 Local Highway

- 2.2.1 The site is to the south of the former RAF Colerne with Totts Lane to the east, undeveloped land to the west and Bath Road to the south as shown at Appendix 2.
- 2.2.2 The existing access to the site is via a west-east road along the perimeter of the airfield to a priority junction with Bath Road, some 1km west of the site. The access road meets Bath Road at an acute angle.
- 2.2.3 Bath Road is some 6m wide in the vicinity of the site with a speed limit of 40mph from a point 60m west of Totts Lane and continuing to the east. At this point the speed limit in the westbound direction changes to 50mph and continues 300m to where it changes to the national speed limit.

- 2.2.4 Silver Street meets Bath Road at a cross roads junction with Totts Lane to the east of the site. Silver Street continues south from the junction and connects Bath Road with the High Street in Colerne. Totts Lane is a single track cul-de-sac road which provides access to two residential properties and undeveloped land to the east of the site.

2.3 Local Facilities, Amenities and Employment

- 2.3.1 Colerne High Street is some 350m to the south of the site. A range of shops and services are provided along the High Street including a convenience store, a post office, doctor's surgery, public houses and a cafe.
- 2.3.2 The Firs Surgery is some 160m south west of the site.
- 2.3.3 Colerne CoE Primary School is some 370m to the east of the site on Quarry Lane. The nearest secondary schools are The Corsham School in Corsham some 9km to the east of the site and Sheldon School some 12km east of the site in Chippenham. Wiltshire College and University Centre are also in Chippenham. There are a number of public and private schools in Bath including Ralph Allen School as well as the University of Bath.
- 2.3.4 A playing field, tennis courts, a children's play area, skate park and allotments are approximately 250m to the south west of the site, south of Bath Road, adjacent to Green Lane. Colerne Rugby Football Club (RFC) is some 400m south west of the site on the north side of Bath Road.
- 2.3.5 Colerne Village Hall is some 450m east of the site on Martins Croft. This regularly holds a number of local activities, clubs and activities for people of all ages.
- 2.3.6 Luckham Park country house and estate is some 1.9km north east of the site on Bath Road in Thickwood. It has a restaurant, hotel, spa and holds weddings and events. Euridge Manor is some 2km north east of the site near Thickwood and also provides hotel accommodation and holds corporate events and weddings.
- 2.3.7 Local employment includes Azimghur Barracks and at Octavia wine services to the south west of the site adjacent to Colerne RFC. SABIS Educational Summer Camp is based at Hardwick Hall which is some 3km north west of the site to the west of Fosse Way. At Oaks Farm on Road Hill there are a number of industrial businesses including NSN Engineering Services. There are small service, leisure / tourism, agricultural and industrial businesses in The Shoe, along the A420 between The Shoe and Marshfield and in Box.
- 2.3.8 WC owns the former Calder House Independent School site in Thickwood. It is now known as The Northwood Centre and will operate as a satellite campus of an existing Wiltshire special needs school.

2.3.9 Further employment is at Castle Combe some 6.5km north east of the site with the Racing Circuit and The Manor House hotel as well as tourist and leisure facilities. There is a large MoD presence in Corsham and a wide range of employment opportunities in Bath and Chippenham.

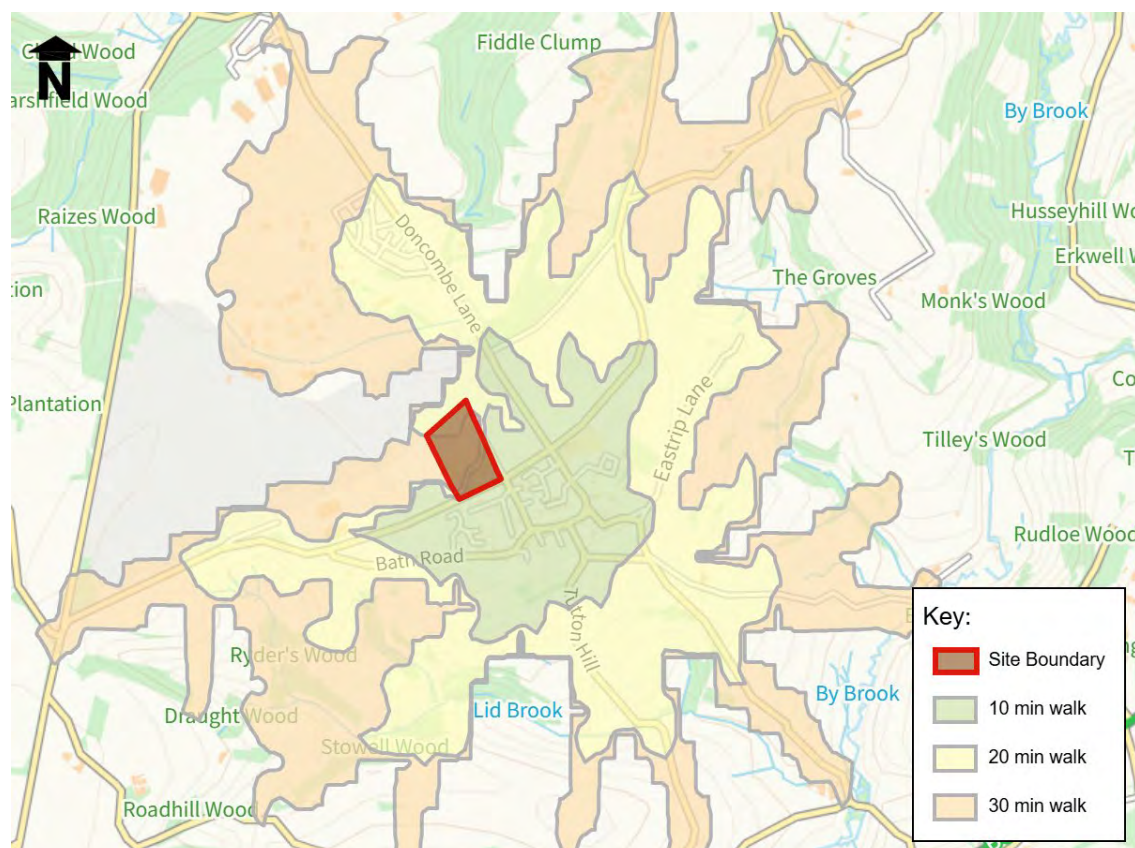
2.4 Active Travel

2.4.1 Footways are generally provided adjacent to local roads in Colerne including on Bath Road, High Street, Quarry Lane, Silver Street and Doncombe Lane.

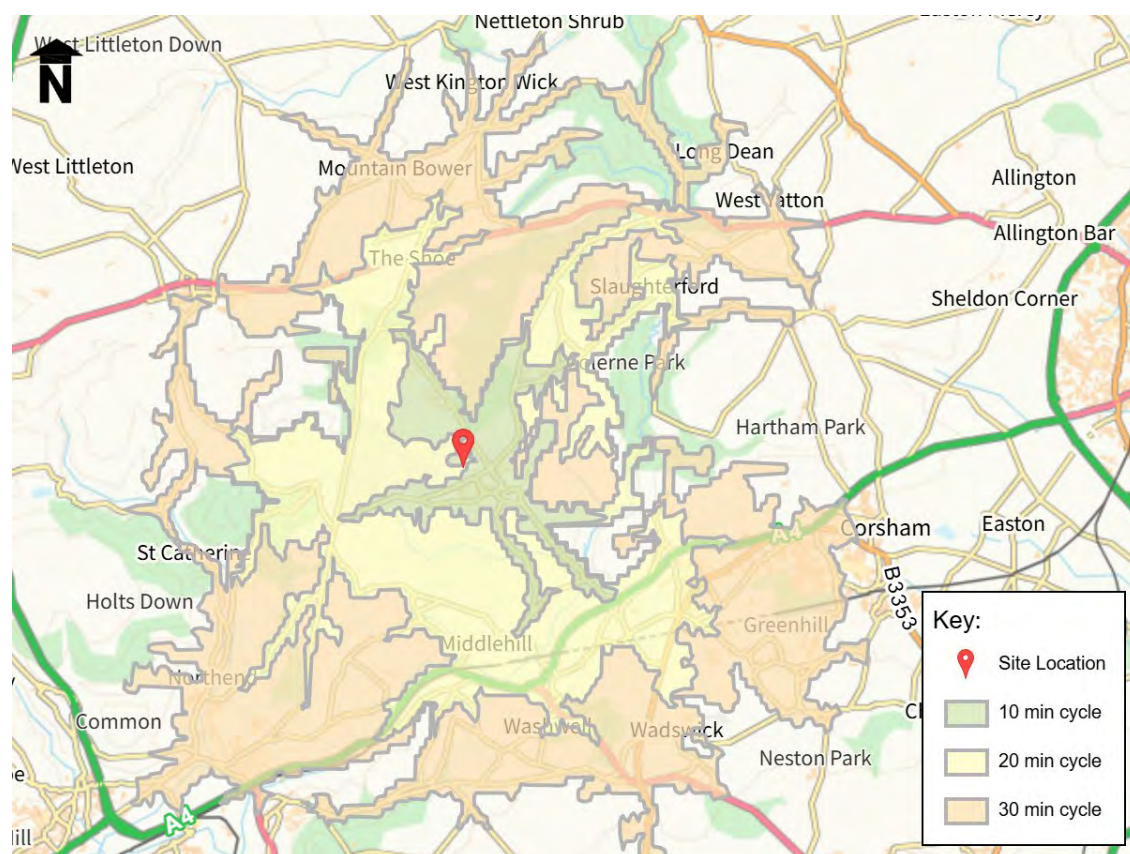
2.4.2 An approximate 1.5m wide footway is provided along the southern side of Bath Road between the playing field / skate park on Green Lane and Quarry Lane. There is a short path between Bath Road and the playing fields and Green Lane. There is no footway on the north side of Bath Road adjacent to the site.

2.4.3 A footway is provided on Silver Street for some 150m south of Bath Road with the footway continuing again some 180m south of Bath Road. There is a footway on Quarry Street and on Doncombe Lane between Bath Road and Azimghur Barracks. There is also a footway on the south side of Bath Road between Quarry Lane and Thickwood Lane.

2.4.4 The indicative extent of pedestrian accessibility from the site access on Bath Road is shown below.



- 2.4.5 Traffic flows and speeds within Colerne village are low and walking and cycling regularly occurs on the roads.
- 2.4.6 No designated cycle routes are provided on local roads around Colerne.
- 2.4.7 The indicative extent of cycle accessibility from the site access on Bath Road is shown below.



Public Rights of Way (PRoW)

- 2.4.8 Public footpath COLE15 connects the Colerne Industrial Park access road, south of the Former RAF Colerne, with Bath Road, some 110m west of the site. The footpath continues south of Bath Road for some 225m south along Green Lane to Bath Road within the village.
- 2.4.9 Public footpath COLE2 is some 230m east of the site, running north east to meet Public Bridleway COLE49, which continues west to meet Doncombe Lane some 225m north east of the site.
- 2.4.10 Public footpath COLE11 originates just east of the Colerne Industrial Park access road on Bath Road and continues south east to meet footpath COLE12 and the network of footpaths to the south west of Colerne.

2.4.11 A map of the PRoW is shown at Appendix 3.

2.5 Public Transport

Bus Services

- 2.5.1 The nearest bus stops are provided on Quarry Lane outside Colerne Primary School some 150m south east of the site. There are further bus stops adjacent to the Church of St. John the Baptist some 550m to the south east close to the village centre. These serve bus services 228 and 636.
- 2.5.2 Bus service 228 (Faresaver) operates between Colerne and Bath city centre approximately every two hours during the day Monday to Saturday. The first bus in the morning arrives in Bath city centre at around 08:00 and also stops at Ralph Allen School in Claverton Down, Bath. A wide range of local and regional rail and bus services are accessible from Bath rail and bus stations respectively.
- 2.5.3 Service 636 (Faresaver) operates Monday to Friday between Chippenham and Marshfield with three services per day towards Chippenham stopping at Colerne and one services per day towards Marshfield stopping at Colerne. Two service towards Chippenham also stops in Corsham. The bus services to Chippenham also stop at Sheldon secondary school in Chippenham and Chippenham bus and railway station. A wide range of local and regional rail and bus services are accessible from Chippenham rail and bus stations respectively.
- 2.5.4 Both these bus services also stop at Thickwood and Azimghur Barracks. The bus service summary is shown at Appendix 4.

Coach Services

- 2.5.5 National Express coach services operate from Bath and Chippenham bus stations, with stops also on the A4 at Box, Rudloe and Corsham. The service is to London Heathrow and London Victoria.

Rail Services

- 2.5.6 Bath Spa railway station is some 9.4m to the south west of the site and is served by Great Western Railway. Trains operate half hourly between London Paddington and Bristol Temple Meads/Weston-super-Mare/Taunton, hourly between Cardiff Central and Portsmouth Harbour and from Gloucester to Weymouth with two hourly services between Bristol Temple Meads and Oxford. Bath Spa railway station is served by the 228 bus service.

- 2.5.7 Chippenham railway station is some 11km to the east of the site and is also served by Great Western Railway. The GWR services from Bath Spa calling between London Paddington and Bristol Temple Meads/Weston-super-Mare/Taunton and Bristol Temple Meads and Oxford call at Chippenham. Further two hourly services are provided between Swindon and Westbury. Service 636 calls at Waitrose in Chippenham, a 9 minute walk south of Chippenham railway station.

2.6 Key Routes to the Main Road Network

Route 1

- 2.6.1 Route 1 is to the A420 at The Shoe via Bath Road. There are two potential routes from the site and Bath Road, one to the east of the former RAF Colerne via Doncombe Lane / Doncombe Hill and one to the west of the former RAF Colerne via Fosse Way. Both these routes meet to the north of the former RAF Colerne and continue northwards to the A420.
- 2.6.2 To the east, Doncombe Lane is some 5-6m wide, narrowing to some 3m wide at the northern edge of the former RAF Colerne, where it becomes Doncombe Hill. Doncombe Hill continues for some 330m to a priority junction with Fosse Way. There are passing places on Doncombe Hill. These roads are subject to the national speed limit.
- 2.6.3 To the west, Bath Road meets Bannerdown Road / Fosse Way at a priority junction some 1.75km from the site. Fosse Way continues north for some 2.7km before meeting Doncombe Hill at a priority junction. Fosse Way is some 4-5m wide. These roads are subject to the national speed limit.
- 2.6.4 Fosse Way continues north from the priority junction with Doncombe Hill for some 1km to meet the A420 at a crossroad junction as one of the minor arms. Fosse Way is some 4-5m wide. It is subject to the national speed limit and has a 7.5 tonne weight restriction, except for access, between Doncombe Hill and the A420.

Route 2

- 2.6.5 Route 2 is to the A420 at Ford via Bath Road. Bath Road is generally some 5-6m wide with a 40mph speed limit in the eastbound direction before increasing to the national speed limit some 445m east of the site. Bath Road reduces to a 30mph speed limit in the village of Ford, continuing on as The Dene to meet the A420 at a simple priority junction. Short sections of Bath Road/The Dene narrow to around 3-4m where there is informal one way working. This route is signed as being unsuitable for Heavy Goods Vehicles (HGVs).

Route 3

- 2.6.6 Route 3 is to the A4 at Batheaston via Bath Road, Bannerdown Road, Roman Road and London Road East. Bath Road is some 5-6m wide with a 50mph/40mph speed limit in the vicinity of the site, increasing to the national speed limit some 140m west of the site. Bath Road continues south as both Roman Road and Bannerdown Road. Bannerdown Road reduces to a 30mph speed limit some 4.3km south west of the site entering Batheaston before reducing down to a 20mph speed limit a further 400m south west. London Road East has a 30mph speed limit and meets the A4 at a four arm roundabout.

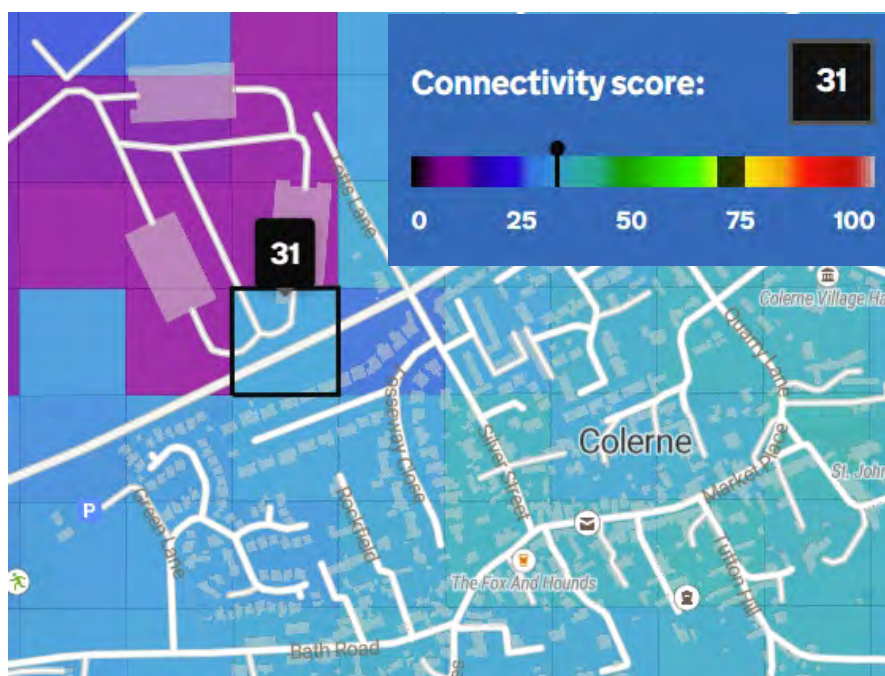
Route 4

- 2.6.7 Route 4 to the A4 at Box via Bath Road, Bannerdown Road, Road Hill and Mill Lane. Bath Road is some 5-6m wide with a 50mph/40mph speed limit in the vicinity of the site, increasing to the national speed limit some 140m west of the site. Bannerdown Road meets Road Hill some 2km south west of the site at a simple priority junction. Road Hill is some 4-5m wide and it continues south as Mill Lane at Ditteridge before meeting the A4 in Box at a priority junction, some 2.8km south of the site. Mill Lane is signed as being unsuitable for HGVs.

DfT Connectivity Tool

2.6.8 The DfT Connectivity Tool is an online mapping platform that measures the ability for people to access everyday destinations by walking, cycling and public transport. It can generate a connectivity score for an individual location between 1 – 100, relative to similar urban or rural locations. The site at Colerne achieves an overall connectivity score of 31, indicating a good level of sustainable accessibility for a rural village.

2.6.9 The village of Colerne has an overall connectivity score of 35.



2.6.10 The matrix table below shows the connectivity score to each destination by mode of transport:

	Destination						
Mode Of Transport	Overall	Education	Leisure	Health	Shopping	Residential	Workplaces
Overall (except driving)	32	25	37	9	35	39	30
Public transport	30	29	35	14	29	34	29
Walking	31	22	36	3	39	40	21
Cycling	49	31	52	22	54	57	49
Driving	74	60	71	57	77	80	74

2.6.11 The Connectivity Tool also groups the connectivity score into individual bands for each local authority. In Wiltshire the site score is rated 'B'.

2.7 Safety Record

- 2.7.1 Personal injury accident data has been provided by CrashMap for the latest available five year period between January 2020 and December 2024. Data from CrashMap is approved by the National Statistics Authority and is reported on by the Department for Transport each year.
- 2.7.2 The data covers Bath Road from Bannerdown Road / Fosse Way to the Doncombe Lane/Quarry Lane crossroads and include the village of Colerne. A total of 12 personal injury accident records were recorded within the study area.
- 2.7.3 Five personal injury accidents have occurred at or close to the Bath Road / Bannerdown Road / Fosse Way junction, all of slight severity. The accidents include:
- One vehicle lost control and left the carriageway, colliding with a telegraph pole/electricity pole, resulting in an injury to the driver. This occurred in daylight hours, in dry weather but with wet road surface conditions;
 - One vehicle lost control and left the carriageway, colliding with a tree, resulting in an injury to four occupants. This occurred during darkness, in dry weather but with wet road surface conditions;
 - A passenger on a bus or coach obtained an injury, but no collision was reported and no further information was available;
 - One vehicle lost control and left the carriageway, colliding with a tree resulting in an injury to two occupants. This occurred in darkness, in dry weather and with dry road surface conditions; and
 - One vehicle lost control and left the carriageway, colliding with a wall or fence, resulting in an injury to the driver. This occurred in darkness, in wet weather and with wet road surface conditions.
- 2.7.4 One slight injury was recorded at the Colerne Industrial Park site access on Bath Road as a result of a car and a goods vehicle colliding head-on. This occurred during daylight hours and in dry weather and dry road surface conditions.
- 2.7.5 One slight injury was recorded on Bath Road some 250m east of the Colerne Industrial Park site access as a result of a vehicle leaving the road and colliding with a telegraph/electricity pole. This occurred during daylight hours, in dry weather but with wet road surface conditions.
- 2.7.6 Two personal injury accidents were recorded at the Bath Road/Doncombe Lane/Quarry Lane crossroads. The accidents include:
- One slight injury involving a collision between two vehicles manoeuvring at the junction. This occurred during daylight hours, in dry weather but with wet road surface conditions; and

- One serious injury involving a vehicle in the process of turning right out of Quarry Lane colliding with a cyclist on Bath Road. This occurred during daylight hours and in dry weather and dry road surface conditions.

2.7.7 In the village of Colerne, a total of three accidents were recorded, including:

- One serious injury involving a pedestrian being struck by a vehicle in the act of turning left on Watergates. This occurred in daylight hours and in dry weather and dry road surface conditions;
- One slight injury involving a cyclist colliding with the side of a vehicle on Chapel Path close to its junction with High Street. This occurred during daylight hours and in dry weather and dry road surface conditions; and
- One slight injury involving a vehicle turning right from Martins Croft onto Quarry Lane losing control and colliding with a wall/fence. A vehicle on Quarry Lane was not struck by the car but was involved in a collision with a wall/fence as part of the incident. This occurred during the hours of darkness in dry weather and dry road surface conditions.

2.7.8 A plan of the accident locations is provided at Appendix 5.

2.8 Existing Traffic

- 2.8.1 A one week Automatic Traffic Count (ATC) survey was carried out along Bath Road at the proposed site access between 15th - 21st January 2026. It recorded the following average hourly traffic flows over a five-day weekday period:

AM Average Hourly Traffic Flows					
Traffic Flows (Vehicles)	06:00-07:00	07:00-08:00	08:00-09:00*	09:00-10:00	11:00-12:00
Bath Road Eastbound	22	60	99	59	56
Bath Road Westbound	30	115	115	74	52
Two-Way	52	175	214	133	107

*Peak hour

PM Average Hourly Traffic Flows					
Traffic Flows (Vehicles)	12:00-13:00	15:00 - 16:00	16:00 - 17:00*	17:00 - 18:00	18:00 - 19:00
Bath Road Eastbound	61	82	107	105	70
Bath Road Westbound	49	69	78	70	47
Two Way	109	151	185	175	117

*Peak hour

- 2.8.2 The ATC also recorded traffic speeds past the site on Bath Road. The average 85th percentile speeds recorded during typical free flow time periods, were 44.5mph eastbound and 44.9mph westbound.

2.9 Former RAF Colerne Airfield

- 2.9.1 The site is to the south of the former RAF Colerne. RAF Colerne was an active RAF base between 1940 and 1976, before being transferred to the army and known as Azimghur Barracks. Up to several thousand personnel would have been based at RAF Colerne and it was the main base for maintenance of the RAF's Hercules aircraft fleet before its transfer to the army. The site has subsequently served as a base for a range of army units and as a training facility. It is currently the base for 21 Signal Regiment, an electronic warfare and signals intelligence regiment. There are several hundred people currently stationed at Azimghur Barracks including army personnel and civilian support staff.

- 2.9.2 It is the intention that the army will vacate the site in late 2020s, although parts of the site would be safeguarded by the MoD. However, there are currently no formal proposals or local plan allocation, to support the redevelopment of the site.

2.10 Existing Use of the Site

- 2.10.1 The site is the Colerne Industrial and Storage Park, which comprises three former aircraft hangars and associated hardstanding for external storage. The total existing commercial floor space is approximately 14,382sqm and the whole site is some 7.12 hectares. Hangar 18 is in the northern part of the site with Hangars 19 and 20 in the eastern and western parts, respectively.
- 2.10.2 Access from Bath Road to the Colerne Industrial and Storage Park including the development site is provided at a priority junction some 1.2km west of the site. The access road joins Bath Road at an acute angle and on a gradient. The full extent of the junction is also not serviced. Drivers travelling to / from the east have to broadly perform a U-turn from / to the access road.
- 2.10.3 The hangars have previously provided storage facilities for a carpet supplier, a wine merchant, a tyre company and a charity supplying furniture. Currently Hangar 19 is occupied by Leafield Logistics & Technical Services Ltd, as a storage and distribution unit for naval parts and equipment.

Planning History

- 2.10.4 In November 2010 planning permission was granted for conversion of Hangar 19 to provide 26 'live work' units. This permission was renewed in 2013.
- 2.10.5 Hangar 18 was granted planning consent in April 2013 to provide a total of 26 residential units and 400sqm of B1 employment use. The same consent was also granted to Hangar 20 as part of the same planning approval.
- 2.10.6 There have been three subsequent planning applications, the most recent in 2017 (ref. 17/11623/OUT), seeking the development of the site for residential dwellings, retirement / care homes and office space on the site, but these were all withdrawn before determination.
- 2.10.7 Whilst the site has had planning permission for a mixed residential and commercial development, it still retains an unrestricted B8 use which would also allow for the external areas of the site to be used for storage.

Existing Site Traffic Generation

- 2.10.8 TRICS sites in England (excl London), Wales and Scotland in edge of town locations with a population of less than 100,000 people within five miles have been considered. Only sites between 2,500sqm and 20,000sqm were selected as these would be more representative of the hanger floor area at the Colerne site. The review has determined the following vehicle trip rates with the output data provided at Appendix 6:

Existing B8 Site Use	'Warehousing – Commercial' Vehicle Trip Rates (per 100sqm)		
	Arrivals	Departures	Two-Way
Morning Peak Hour	0.216	0.152	0.368
Evening Peak Hour	0.146	0.234	0.380

- 2.10.9 The TRICS information also contains the trip rates for goods vehicles:

Existing B8 Site Use	'Warehousing – Commercial' Goods Vehicle Trip Rates (per 100sqm)		
	Arrivals	Departures	Two-Way
Morning Peak Hour	0.053	0.088	0.141
Evening Peak Hour	0.091	0.078	0.139

- 2.10.10 Based on the above trip rates, the existing hangars could generate the following traffic:

Existing B8 Site Use	'Warehousing – Commercial' Vehicle Trips (Goods Vehicles)		
	Arrivals	Departures	Two-Way
Morning Peak Hour	31	22	53(21)
Evening Peak Hour	21	34	55(20)

- 2.10.11 These trip rates do not take into account of the external site area that is and can be used for storage.

2.11 Permitted Site Traffic Generation

2.11.1 The site previously received planning permission to convert the B8 use to residential and commercial uses. These permissions were associated with the following number of vehicle trips:

Hangers 18 and 20	Residential and Commercial Vehicle Trips (Goods Vehicles)		
	Arrivals	Departures	Two-Way
Morning Peak Hour	21	24	45
Evening Peak Hour	22	25	47

Hanger 19	Live-Work Vehicle Trips (Goods Vehicles)		
	Arrivals	Departures	Two-Way
Morning Peak Hour	8	11	19
Evening Peak Hour	14	6	20

2.11.2 The following table summarises the total combined peak hour trip generation at the permitted site access:-

Proposed Development	Live-Work	Proposed Vehicle Trips		
		Arrivals	Departures	Two-Way
Morning Peak Hour		29	35	64
Evening Peak Hour		36	31	67

2.12 Local Car Ownership

2.12.1 The existing car ownership of local residents has been reviewed using the 2011 Census data and based on the following Mid-Layer Super Output Areas (MSOA) as the best representation of the settlements of Colerne, North Colerne and the surrounding airfield:

- oa2011:E00162843
- oa2011:E00162844
- oa2011:E00162846
- oa2011:E00162847
- oa2011:E00162848
- oa2011:E00162849
- oa2011:E00162850
- oa2011:E00166450
- oa2011:E00166451

2.12.2 The average car ownership for the output areas is:

Local car ownership – Colerne	
Number of cars	2011 Census Residents
No car	8.1%
One car	39.8%
Two cars	41.8%
Three cars	7.3%
Four cars	3%

2.12.3 The average number of cars per dwelling is 1.6.

2.13 Discussions with Highway Officers and PRow Officers

Wiltshire Council

2.13.1 Discussions between Peter Evans Partnership (PEP) and highway officers at WC have been undertaken over the course of the previous planning applications and as part of the pre-application process for the new proposals on the site.

2.13.2 As a result of the discussions, the following highway related matters should be considered:

- the provision of a simple priority junction access arrangement could be acceptable for the level of development proposed;
- vehicular visibility splays in line with the speed limit would need to be provided;

- the new development proposals should not give rise to an intensification in vehicular traffic above that of the previously consented schemes;
- consideration should be given to improvements on Bath Road in the Ford area;
- improvements to sustainable transport would need to be considered as part of the application. Previously the highway officer confirmed that a contribution of £20,000 per year over three years would be acceptable; and
- the roads and highway network relating to Colerne, in terms of the standard and capacity for significant additional housing and vehicle movements, is a constraint.

PRoW Officer

2.13.3 The public right of way (PRoW) officer at WC provided comments on the previous planning applications as well as the new proposals for the site. These comments included:

- this application should provide/contribute to part of the missing PRoW link connecting the proposed development to Doncombe Lane at its junction with COLE49 to the north east and with Bath Road and COLE10 to the west. This should be a new bridleway through the Public Open Space to Primrose House at the western end of the site access road. The Council would work with others including the MOD to allow the route to be provided on the land outside the developer land ownership; and
- pedestrian access should be provided from Totts Lane into the development and should link to the new potential bridleway and be provided as either a bridleway or as a shared use path.

Bath and North East Somerset Council

2.13.4 The highway authority at BANES provided comments on previous planning applications during the consultation period. These comments included consideration of:

- the development traffic impact at the Bannerdown roundabout junction as well as development distribution;
- construction traffic on the local road network;
- the existing and proposed future operations of Colerne Airfield and how the current proposal fits with the longer term strategy for the airfield; and
- consider the Census 2011 data to determine how commuters travel to their workplace.

Colerne Parish Council

2.13.5 Colerne Parish Council provided comments on the previous planning applications as well as the new proposals for the site. These comments included consideration of:

- Provision of a roundabout at the entrance to the site as this will have the effect of slowing traffic on the 40mph stretch;
- Public transport to Bath is minimal with just one bus per week to Chippenham;
- Tutton Hill is a very narrow minor road, with significant congestion problems. This road would never be suitable for any additional traffic;
- Whilst pedestrians will be able to walk to the bus stop in Quarry Lane along footways, the bus stop at the junction of the High Street and Silver Street has limited footway access. No footways exist in Silver Street; and
- Public transport to Corsham does not exist, and that to Bath is minimal with just one bus per week to Chippenham which should be improved. Historically, a £20,000 contribution was agreed with WC. However, the buses have reduced in frequency since this previous agreement.

3.0 RELEVANT PLANNING AND TRANSPORT POLICY AND GUIDANCE

3.1 National Planning Policy

- 3.1.1 The latest update of the National Planning Policy Framework (NPPF) was published in August 2026. NPPF 2026 retains an overarching objective to achieve sustainable development and National Policy S3 notes that *'Decisions on development proposals should apply a presumption in favour of sustainable development'* (S3 (1)).
- 3.1.2 Chapter 5 sets out the policies to meet the challenge of climate change and support the transition to net zero by 2050. This includes in Policy CC2 Mitigation of Climate Change which notes proposals should make sure that *'sustainable patterns of movement are prioritised, opportunities are taken to improve walking, wheeling, cycling and public transport, and infrastructure is provided to support the transition to zero-emission vehicles'* (CC2 (1)(a)). The document notes that schemes should *'Support good access to facilities in order to limit the need to travel'* (CC2 (1)(b)).
- 3.1.3 Delivery of housing is set out in Chapter 6, noting at policy HO4: Land for strategic site development strategic sites for housing led development should be supported by the necessary infrastructure as set out in policies TR1 and TR3, and support a sustainable community by providing sufficient access to services and employment, including by sustainable transport modes.
- 3.1.4 At the plan making stage, Policy TR1 identifies that development should be located where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure (TR1(1)(b)). The DfT Connectivity Tool should be used to inform the assessment alongside other qualitative and quantitative information.
- 3.1.5 Policy TR2 notes that local parking standards should align with the transport vision for the plan and opportunities to promote sustainable transport (TR2(1)). Maximum standards for car parking should be set including where they will support efforts to encourage the use of sustainable transport modes and where they are necessary for managing the local road network (TR2(2)). Parking standards should also take into account matters such as the connectivity of development by different modes of transport, opportunities for improvements in walking, wheeling, cycling and public transport, car ownership levels, provide sufficient space for electric vehicle charging and to address specific business requirements (TR2(3)).

3.1.6 Street design and access is considered at Policy TR4, noting that MfS and the Design and Placemaking planning practice guidance should be consulted, with proposals:

- giving priority to walking, wheeling, and cycling both within a site and connecting to the neighbouring area (TR4 (1)(a));
- incorporating or contributing to infrastructure to provide suitable pedestrian and segregated cycle routes which are lit, suitable cycle parking, and good quality waiting facilities at public transport (TR4 (1)(b));
- creating *'places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility)'*. Noting to minimise conflict between pedestrians, cyclists and vehicles, and *'meet the needs of disabled people, older people and children in relation to all modes of transport'* (TR4 (1)(c));
- providing efficient delivery of goods, and ease of access for service and emergency service vehicles (TR4 (1)(d));
- providing suitable parking for all transport modes, including charging of electric vehicles, taking into account the connectivity of the development and locally set standards (TR4 (1)(e)).

3.1.7 Policy TR6 sets out the requirements for assessment transport impact as follows:

'1. Development proposals that are likely to generate significant amounts of movement should be supported by:

- a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and
- b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.

4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.'

Design Manual for Roads and Bridges (DMRB)

- 3.1.8 DMRB documents CD109 'Highway link design', CD123 'Geometric design of at grade priority and signal controlled junctions' set out guidance on an appropriate design of carriageways and junctions for motorways and trunk roads and has been reviewed as part of this assessment.
- 3.1.9 The document goes on to state the visibility distance along the carriageway should be based on stopping sight distance, which Table 2.10 notes that for a 40mph speed, this is 120m, and for 50mph the distance is 160m.
- 3.1.10 Para 2.12 notes that:

'Priority junctions shall include a major road central treatment when the minor road flow exceeds 300 vehicles 2-way annual average daily traffic (AADT), or the major road flow exceeds 13,000 vehicles 2-way AADT.'

Manual for Streets (MfS)

- 3.1.11 MfS was published in 2007 by the Department for Transport, the Department of Communities and Local Government and the Welsh Assembly Government.
- 3.1.12 MfS is the national design guide and was based on extensive research which identified that many of the criteria then routinely applied in street design were based on questionable or outdated practice.
- 3.1.13 MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' walking distance (around 800 metres) which residents may access comfortably on foot.
- 3.1.14 Junction visibility is discussed in Section 7, stating that an 'x' distance of 2.4m should normally be provided back from the give way line at junctions in built-up areas as this represents a reasonable maximum distance between the front of the car and the driver's eye (paragraph 7.7.6). The document goes on to state the 'y' visibility distance along the carriageway should be based on stopping sight distance, which table 7.1 notes that for a 30mph speed this is 43m, and for 37mph the distance is 59m.
- 3.1.15 A further report, Manual for Streets 2, was published subsequently to extend similar principles to roads other than residential streets.

3.2 Local Planning Policy and Guidance

Wiltshire Council Core Strategy 2015

- 3.2.1 The Wiltshire Core Strategy Development Plan was formally adopted on 20th January 2015 and provides a planning policy framework for Wiltshire for the period up to 2026. WC had submitted a new draft local plan for examination in November 2024, but the examination was postponed in November 2025 and the Inspector's requested that WC withdraw the plan from examination. WC has formally agreed to do this and preparation of the new Local Plan will have to recommence.
- 3.2.2 Core Policy 60 of the adopted Development Plan indicates that the council will encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire by planning developments in accessible locations, maintaining and improving the public transport network and promoting sustainable travel.
- 3.2.3 Core Policy 61 states that development should be located and designed to reduce the need to travel and to encourage the use of sustainable transport alternatives. A safe access on the public highway must be provided along with a suitable design for servicing. Consideration should be given to the transport users according to the following hierarchy:
- *'visually impaired and other disabled people;*
 - *pedestrians;*
 - *cyclists;*
 - *public transport;*
 - *goods vehicles'*
 - *powered two-wheelers; and*
 - *private cars.'*
- 3.2.4 Core Policy 62 deals with traffic impact stating that *'developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both construction and operational stages.'*

Wiltshire Local Transport Plan 4 (LTP4)

- 3.2.5 LTP4 was approved in March 2025. However, the car parking standards are set out within the Car Parking Strategy appended to LTP3. For residential development the minimum parking standards are:
- 1 bed unit = 1 space
 - 2-3 bed unit = 2 space
 - 4 + bed unit = 3 spaces

- 3.2.6 Unallocated visitor parking should be provided at a minimum of 0.2 spaces per unit.
- 3.2.7 The Wiltshire Council Cycle Strategy adopted in March 2014 sets out the minimum cycle parking requirements for development:
- 1 covered space per bedroom for up to 3 bedroom dwellings;
 - 3 covered spaces per unit for 4 bedroom dwellings; and
 - 4 covered spaces per unit for 5 bedroom dwelling.
- 3.2.8 Visitor spaces are based on 1 space per 20 bedrooms.

3.3 COLERNE NEIGHBOURHOOD PLAN

- 3.3.1 The Colerne Neighbourhood Plan 2021-2036 was adopted in March 2022. There is no specific reference to the site within the Plan.
- 3.3.2 The Plan references the MoD announcement in 2019 that the airfield would be disposed of by 2025 and the Azimghur Barracks closed. There have been no announcements about the future of the Satellite Ground Station and it is presumed that it will remain and will continue to need HGV access and safeguarding for the foreseeable future.
- 3.3.3 In Policy CHWB3: Walking and Cycling, new footway and cycling links are illustrated along Totts Lane and along the northern boundary of the site and site access road, between Bath Road and Doncombe Lane.

3.4 CIHT Guidance

- 3.4.1 The Chartered Institute of Highways and Transportation (CIHT) published 'Guidelines for Providing for Journeys on Foot' in 2000. This document indicates that the average length of a walking journey is 1km. The report also provides advice on acceptable walking distances to various facilities.
- 3.4.2 The suggested distances are provided in Table 3.2 of the document as set out below:

	Suggested Acceptable Walking Distance (metres)		
	Town centres	Commuting/School	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 3.4.3 For new developments it is also important to anticipate desire lines and associated crossing locations. The attractiveness of walking would be affected by the ease of pedestrian access to the site and the location of buildings and access arrangements within the site.

Local Transport Note (LTN) 1/20 Cycle Infrastructure Design

- 3.4.4 The Department for Transport suggest in LTN 1/20: ‘Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.’ (para 2.2.2).

4.0 DEVELOPMENT PROPOSALS

4.1 Scheme Proposals

4.1.1 The proposals for the site consist of the provision of up to 150 residential units. The proposed site would have a mix of dwelling types including:

- 44 x 2 bedroom houses;
- 87 x 3 bedroom houses; and
- 19 x 4 bedroom houses;

4.1.2 A mix of market and affordable units would be provided and this would be agreed as part of the application. Car parking would be confirmed as part of the reserved matters application.

4.1.3 The proposed masterplan is shown at Appendix 7.

4.2 Site Access

4.2.1 Vehicular access to the site would be provided at a new, simple priority junction on Bath Road some 145m west of the Silver Street junction. A 6m wide access with 10m junction radii is proposed with visibility splays of 2.4m x 120m to the left and 2.4m x 160m to the right corresponding to the 40mph and 50mph speed limits respectively. In practice visibility to 160m is in any event also achievable to the left.

4.2.2 Pedestrian footways are proposed along both sides of the vehicular access and on the north side of Bath Road along the site frontage. Pedestrian crossing islands are also proposed on Bath Road to link with the existing facilities and footway on the southern side of the carriageway.

4.2.3 Totts Lane would provide an active travel route from the site to Silver Street. The developer would undertake the works and fund the necessary orders for a new PRoW. A new east - west PRoW would be allowed for along the northern part of the site, with connections from the residential development provided as well as to existing rights of way. The extent of the east-west right of way to be built and contributed to as part of the application would be agreed as part of a S106 agreement.

4.2.4 The proposed site access and associated works is shown at Appendix 8.

4.3 Parking

Car Parking

- 4.3.1 Car parking would be provided in accordance with Wiltshire Council's Local Transport Plan 3 (LTP3) Car Parking Strategy and in consideration of Census local car ownership data. Some 240 parking spaces would be required based on local car ownership levels. The detail of the parking provision would be provided at the reserved matters stage.

Cycle Parking

- 4.3.2 Cycle parking would be provided in accordance with Wiltshire Council's Local Transport Plan 3 (LTP3) Cycle Strategy parking standards. The detail would be provided at the reserved matters stage.

4.4 Offsite Works

Active Travel

- 4.1 A footway will be provided on the north side of Bath Road some 15m west of the access to some 100m west of Doncombe Lane. Dropped kerbs, tactile paving and a refuge island would be provided either side of the access, connecting to the existing footway on the south side of Bath Road.
- 4.2 A puffin crossing with tactile paving could be provided on Bath Road some 220m east of the site. The proposed pedestrian facilities are shown on the drawing at Appendix 9. This is a matter for further discussions with WC.
- 4.4.2 The PRoW officer has suggested a new east - west footpath south of the taxiways to the north of the site between Doncombe Lane public right of way COLE49 and public right of way COLE11 near Primrose House to the west of the site. The developer, subject to discussions, could make available 620m of land, and a contribution, which would link with the MOD land to provide part of this route. This is a matter for further discussions with WC.

Bath Road Traffic Calming

4.4.3 Proposed traffic calming measures on Bath Road to the east of the site include:

- Surface changes at the Bath Road/Totts Lane/Silver Street junction and the Doncombe Lane/Bath Road junction;
- Two sets of carriageways narrowing with paved surfaces and priority for south-west bound traffic, located approximately 80m and 230m east of the site; and
- A carriageway narrowing with a paved surface and priority for north-east bound traffic, 330m east of the site.

Ford

4.4.4 A range of traffic calming measures are being considered on The Dene at Ford, these include:

- 30mph roundels on The Dene;
- 40mph roundels on red surfacing, either side of The Dene/A420 junction;
- 3.5m wide carriageway narrowing and priority to southwest traffic 65m south west of The Dene/A420 junction; and
- Slow road markings on the approach to the Ford.

Batheaston

4.4.5 A similar scheme could also be considered on Bannerdown Road near the London Road East roundabout and would be discussed with BANES.

4.4.6 The offsite improvements around Ford and Batheaston would be subject to detailed discussions and would also need to take into account the traffic impact.

4.4.7 The traffic calming measures are shown at Appendix 11.

4.5 Traffic Generation

- 4.5.1 The TRICS National Database 8.26.3 was used to determine the likely vehicle trips to the proposed residential development for the years 2015 to 2025. The analysis focused on privately owned housing sites in edge of town locations with populations under 75,000 within five miles. Similar sites in England (excluding London), Wales, and Scotland were selected for comparison. The peak hour trip rates determined by TRICS are set out below, with the full TRICS output provided at Appendix 10:

	TRICS Private House Vehicle Trip Rates (per dwelling)		
	Arrivals	Departures	Two-way
Morning Peak Hour 0800-0900	0.129	0.335	0.464
Evening Peak Hour 1700-1800	0.317	0.166	0.483

	Proposed Residential Vehicle Traffic Generation Up to 150 Dwellings		
	Arrivals	Departures	Two-way
Morning Peak Hour 0800-0900	19	50	69
Evening Peak Hour 1700-1800	48	25	73

4.6 Traffic Flow Comparison

- 4.6.1 A comparison between the peak hour traffic for the existing warehousing trip generation and the proposed residential uses identifies a net increase in the level of traffic that would be associated with the development site:

Weekday	Vehicular Traffic Comparison (Vehicles two way)		
	Existing Use	Proposed Development	Net Increase
Morning Peak Hour	53	69	16
Evening Peak Hour	55	73	18

- 4.6.2 A comparison between the peak hour traffic for the permitted scheme trip generation and the proposed residential uses identifies a net increase in the level of traffic that would be associated with the development site:

Weekday	Vehicular Traffic Comparison (Vehicles two-way)		
	Previous Permitted Scheme	Proposed Development	Net Increase
Morning Peak Hour	64	69	5
Evening Peak Hour	67	73	6

4.7 Traffic Distribution

- 4.7.1 A review of the 2011 Census data has been undertaken for the Middle Super Output Area (MSOA) Wiltshire 017, which includes the site, Colerne, Box, Box Hill and Rudloe, to determine the distribution of vehicle trips by local residents to work places as well as employees working in the local area.
- 4.7.2 The data identifies that 36% of residents in the Wiltshire 017 MSOA also work in the same area. This includes around 16% that work from home and on this basis, it is likely that a number of the new residents at the proposed development would also work from home thereby reducing the overall traffic generation of the development. In practice the likelihood is that there would be higher levels of home working post pandemic.
- 4.7.3 A review of the surrounding road network identifies four main vehicular routes from Colerne for local residents driving to work:
- east via Ford to the A420 for links to Chippenham and the M4 east;
 - north via either Doncombe Lane or Roman Road to the A420 at The Shoe for travelling to the M4 west and Bristol;
 - south west via Roman Road to Batheaston for travelling to Bath; and
 - south east via Box for travelling to Box and Corsham. A number of these routes are rural roads and therefore many residents may travel via Roman Road and Road Hill instead of using the lanes immediately to the south of Colerne.

4.7.4 Based on this review the following distribution of resident vehicle trips to and from the site is proposed:

- 24% east via Ford to the A420;
- 14% north via either Doncombe Lane or Roman Road to the A420 at Shoe, although assume a 50/50 split;
- 28% south west via Roman Road to Batheaston with a 50/50 split onto the A46 at London Road junction and Brandford Road roundabout;
- 25% south east via Box, assume these vehicles would typically travel via Roman Road south and on to Road Hill given the rural nature of the lanes to the south of Colerne.
- 9% local traffic of which 5% would travel east and 4% west.

4.7.5 The distribution would give the following peak hour traffic movements for residents of the site on the local roads:

Route	AM Peak Hour	PM Peak Hour
A420 Ford	17	17
A420 The Shoe	10	10
Roman Road Batheaston	19	20
Roman Road/Road Hill	17	18
Local Trips	6	8
Total	69	73

4.7.6 The distribution based on the net increase of traffic from the proposed development to the existing use would give the following peak hour traffic movements for residents of the site on the local roads:

Route	AM Peak Hour	PM Peak Hour
A420 Ford	4	4
A420 The Shoe	3	2
Roman Road Batheaston	4	5
Roman Road/Road Hill	4	4
Local Trips	1	3
Total	16	18

- 4.7.7 The distribution based on the net increase of traffic from the proposed development to the previous permitted scheme would give the following peak hour traffic movements for residents of the site on the local roads:

Route	AM Peak Hour	PM Peak Hour
A420 Ford	2	1
A420 The Shoe	1	1
Roman Road Batheaston	2	1
Roman Road/Road Hill	1	1
Local Trips	0	2
Total	5	6

4.8 Travel Plan

- 4.8.1 A Residential TP has been prepared for the residential dwellings proposed. These are submitted separately with the relevant planning applications.

- 4.8.2 The TP includes:

- appointment of a Travel Plan Coordinator;
- provision of travel information to staff / residents;
- provision of cycle parking, showers, and lockers within the employment use;
- provision of electric vehicle charging points;
- provision of walking, cycling, public transport and car sharing measures;
- promotion of travel initiatives to staff and residents; and
- methodology for travel surveys to monitor the TPs.

4.9 Public Transport Contributions

- 4.9.1 Historically, providing a contribution to public transport enhancements was agreed and this is a matter for further discussion with WC.

4.10 Construction Management

4.10.1 As part of the application, a Construction Management Plan (CMP) could be provided if required, and this can be dealt with as part of a planning condition. Typical measures include:

- Travel Plan for construction staff;
- Lorry routing;
- Site security and safety;
- Noise abatement;
- Hours of operation including lorry movements;
- Wheel washing; and
- Street cleaning.

4.10.2 The number of large construction vehicles to the site is anticipated to be no more than 30 per day during peak periods of the build. An updated estimation of likely daily HGV deliveries will be provided when the contractor is appointed.

5.0 TRANSPORT APPRAISAL

5.1 Approach

5.1.1 Our appraisal of the proposed development assesses:

- accessibility by means of transport other than the car;
- traffic impact of the development on the local road network;
- suitability of the access to serve the development; and
- safety appraisal of the proposals;
- consistency with policy; and
- matters raised by Officers and the Parish Council.

5.2 Accessibility

Facilities, Amenities and Employment

- 5.2.1 The site is on the edge of an existing village with a reasonable range of facilities and amenities, such as a school, shop, leisure and recreation that would be required by residents on a regular basis. These can be reached by walking and cycling.
- 5.2.2 There is a range of large and small scale employment opportunities such as at Luckham Park, Euridge Manor and Azimghur Barracks which are within a 30 minute walk or a 14 minute cycle and a short drive are additional employment opportunities at Castle Combe, Marshfield, The Shoe and in Box.
- 5.2.3 Employment, education and wider attractions for residents at the site are in Bath, Corsham and Chippenham which are accessible by bus. There are railway stations, regional bus services and coach services also available from these locations, providing connections to destinations further afield.
- 5.2.4 Whilst Colerne is a village, it does have a range of services and there is the opportunity for residents at the proposed development to access local facilities, amenities and employment by walking, cycling and by bus.

Pedestrians and Cyclists

- 5.2.5 The CIHT 'Guidelines for Providing for Journeys on Foot' indicates that for commuting the acceptable walk distance is 1km with the preferred maximum 2km (table 3.2).
- 5.2.6 LTN 2/08 'Cycle Infrastructure Design indicates typical cycling distances of three to five miles (5km-8km) for utility and commuter cycle journeys respectively.

- 5.2.7 The whole of Colerne is within a 1km walking distance of the site, therefore enabling residents to walk to local facilities and for local employees to walk to work. The surrounding villages of Marshfield, Box and Rudloe are within a 5km cycling journey with parts of Batheaston and Corsham also within this cycling distance.
- 5.2.8 Footway improvements would be provided along Bath Road and an active travel route on Totts Lane to connect the site to the local footway network providing pedestrian access to the local shops, services and primary school. This is consistent with local and national policy to encourage travel by foot and cycle instead of the private car.
- 5.2.9 Uncontrolled crossing points will be provided on either side of site access, with a puffin crossing provided east of the site on the route to Colerne CoE Primary School.

5.3 Accessibility by Public Transport

- 5.3.1 Bus services operate in Colerne stopping within 150m of the site. The frequency of this service is typical of Wiltshire and many villages in the country, but the services do allow for journeys to be made to employment, education including secondary, retail, leisure and other purposes in nearby villages, as well as Bath, Corsham and Chippenham.
- 5.3.2 The introduction of the new residential development would increase bus patronage maintaining the viability of the services.
- 5.3.3 The 228 bus service would enable residents to reach Bath before 09:00 in the morning and return after 17:00, suitable for commuting purposes. The service also stops at Ralph Allen secondary school. There are bus journeys to and from Bath during the day and on Saturday suitable for other journey purposes such as retail, leisure, visiting family and friends and personal business. The bus also stops close to Bath Spa railway station and Bath bus station.
- 5.3.4 The 636 bus service would enable residents to reach Chippenham town centre before 08:30 in the morning and return after 17:00, suitable for commuting purposes. The service also stops at Sheldon secondary school. The bus also stops at Chippenham bus and railway station.
- 5.3.5 The provision of the new footways along Bath Road would connect the site to the existing footway network providing pedestrian accessibility to the local bus stops.
- 5.3.6 Previously, the highway officer confirmed that a public transport contribution of £20,000 per year over three years would be acceptable to improve and maintain existing services in the local area. The applicant would be prepared to contribute towards bus service improvements in principle which is a matter for further discussion with WC.

DfT Connectivity Tool

- 5.3.7 The DfT Connectivity Tool, found the site achieves an overall connectivity score of 31. The village of Colerne has an overall connectivity score of 35.
- 5.3.8 In practice, the site and village of Colerne have the attributes of a rural village. The site and the village of Colerne score within the top 60th percentile of similar rural village locations across the country.

5.4 Site Access

- 5.4.1 Vehicular access to the site is proposed from a new 6m wide simple priority junction off Bath Road some 145m south of the Silver Street junction. This was previously agreed by the highway officer at Wiltshire Council as part of the existing planning consent.
- 5.4.2 Visibility splays of 2.4m x 120m to the left and 2.4m x 160m to the right would be provided. These correspond to the 40mph and 50mph speed limits respectively on Bath Road and accord with DMRB guidance. In practice visibility to 160m would in any event be provided to the left.
- 5.4.3 The redevelopment of the site and provision of a new access with appropriate junction geometry and visibility on Bath Road, would reduce traffic that would use the existing substandard junction between the Colerne Industrial and Storage Park access and Bath Road.

5.5 Parking

Car and Cycle Parking

- 5.5.1 Car and cycle parking for the development would be provided in accordance with the Wiltshire Council parking standards contained within the LTP car and cycle parking strategies.

5.6 Servicing

- 5.6.1 Vehicle swept path analysis of the internal site access road would be undertaken at the detailed design stage and submitted as part of the reserved matters application on approval of the outline scheme. In any event the outline illustrative scheme would allow service vehicles to enter and leave the site in a forward gear.

5.7 Traffic Flow Comparison

- 5.7.1 Comparing the historic permitted trip rate and existing warehousing trip generation with the proposed development identifies a slight increase in traffic, as shown in the tables below:

Weekday	Vehicular Traffic Comparison (Vehicles two-way)		
	Permitted Scheme	Proposed Development	Net Difference
Morning Peak Hour	64	69	5
Evening Peak Hour	67	73	6

Weekday	Vehicular Traffic Comparison (Vehicles two-way)		
	Existing Use	Proposed Development	Net Difference
Morning Peak Hour	53	69	16
Evening Peak Hour	55	73	18

- 5.7.2 Overall, the proposed development would be associated with up to one vehicle approximately every 40 seconds above, whereas the existing and permitted uses on the site would be associated with up to one vehicle approximately every 60 seconds. The increase is not significant.
- 5.7.3 The change in use on the site between the existing warehousing/storage and proposed residential scheme would reduce HGV movements in and out of the site as well as travelling on the local roads and at the substandard access junction with Bath Road. The existing warehouses could generate over 200 HGV movements across the day. Removing this would be both a benefit to the local and wider road networks around Colerne.

5.8 Junction Capacity Testing

- 5.8.1 This section reviews the impact of the traffic associated with the development proposals on the local road network, in terms of junction capacity. The capacity testing has considered the following scenarios:
- 2026 Baseline
 - 2029 Baseline
 - 2029 Baseline plus development
 - 2034 Baseline
 - 2034 Baseline plus development

Assessment Methodology

- 5.8.2 The proposed junction capacity of local junctions has been undertaken using the industry standard software, Junctions 9 for priority junctions.
- 5.8.3 Traffic engineers typically use a ratio of flow to capacity (RFC) of 0.85 for priority junctions. This is the measure of the extent to which the junction would operate in comparison with the theoretical capacity. Junctions can still operate satisfactorily with a higher RFC or negative PRC. In such cases a detailed examination of the results is required.

Junctions Assessed

- 5.8.4 The capacity of the site access has been assessed for a larger scheme of 175 dwellings:

Year	Time	Scenario	Max RFC	Associated Max Queue Length
2026	AM Peak	Baseline	0.06	0.1
		Baseline + Proposed	0.10	0.1
	PM Peak	Baseline	0.05	0.1
		Baseline + Proposed	0.06	0.1
2029	AM Peak	Baseline	0.06	0.1
		Baseline + Proposed	0.11	0.1
	PM Peak	Baseline	0.05	0.1
		Baseline + Proposed	0.06	0.1
2034	AM Peak	Baseline	0.07	0.1
		Baseline + Proposed	0.11	0.1
	PM Peak	Baseline	0.05	0.1
		Baseline + Proposed	0.06	0.1

- 5.8.5 The capacity testing undertaken indicates that the site access onto Bath Road would operate well within capacity in the morning and evening peak in 2029 and 2034 in both opening and future year scenarios. A maximum RFC of some 0.11 would occur in the morning peak hour under the development proposals with an associated queue length of less than a single vehicle across all future scenarios.

5.9 Traffic Impact on Wider Road Network

- 5.9.1 The site would generate a net increase of 16 and 18 vehicle trips at the morning and evening peak respectively compared to the existing site use. The net increase in vehicles is distributed as follows:

Route	AM Peak Hour	PM Peak Hour
A420 Ford	4	4
A420 The Shoe	3	2
London Road junction	4	5
Roman Road/Road Hill	4	4
Local Trips	1	3
Total	16	18

- 5.9.2 The site would generate a net increase of five and six vehicle trips at the morning and evening peak respectively compared to the previous permitted scheme. The net increase in vehicles is distributed as follows:

Route	Residential Vehicle Flows (two-way)	
	AM Peak Hour	PM Peak Hour
A420 Ford	2	1
A420 The Shoe	1	1
London Road junction	2	1
Roman Road/Road Hill	1	1
Local Trips	0	2
Total	5	6

- 5.9.3 A net increase of two and six vehicles, compared to the previous permitted scheme and the existing use respectively, at the peaks would travel to the Bannerdown Road / London Road East mini roundabout in Batheaston. This equates to a vehicle every 30 and 10 minutes respectively. This would not have a material impact on either roundabout.
- 5.9.4 Overall, the development is anticipated to result in only a marginal increase in traffic flow on the surrounding network as the traffic would be distributed across a number of roads. Potential traffic calming measures are proposed on particular routes. The traffic would therefore not have a severe impact on the operation or safety of the local highway network.

5.10 Safety

- 5.10.1 Half of the accidents were a result of vehicles solely colliding with objects off the highway, four of which were during wet conditions.
- 5.10.2 Only one slight accident was recorded at the existing site access on Bath Road with the three accidents recorded occurring at different locations within the village of Colerne.
- 5.10.3 The nature of the incidents does not suggest there is an existing highway safety concern in the local area. Only one slight accident occurred near the site access.
- 5.10.4 The traffic associated with the proposed development would not affect road safety conditions.

5.11 Response to Transport Comments

5.11.1 The residual matters raised the previous schemes have also been addressed:

Wiltshire Council Comment	PEP Appraisal
The provision of a simple priority junction access arrangement could be acceptable for the level of development proposed	The proposed site access is provided in the form of a simple priority junction. The level of development traffic and existing flows on Bath Road would not warrant the provision of a right turn lane or roundabout.
Vehicular visibility splays in line with the speed limit would need to be provided	The visibility splays proposed are 2.4m x 160m which complies with DMRB requirements for a 50mph road.
The new development proposals should not give rise to an intensification in vehicular traffic above that of the previously consented schemes	The proposed development would not give rise to an intensification in vehicular traffic when compared to the existing use of the site and the consented schemes. The change of use on the site would significantly reduce HGV traffic on the road network.
Consideration should be given to improvements on Bath Road in the Ford area	A net increase of five and three vehicles would travel to the A420 at Ford and Shoe respectively would travel to the A420 at Shoe and Ford at peak times compared to the existing site use. This would not have a material impact. Traffic calming improvements at Ford would improve road safety conditions through the village subject to detailed discussions.
Improvements to sustainable transport would need to be considered as part of the application. Previously the highway officer confirmed that a contribution of £20,000 per year over three years would be acceptable	Sustainable transport measures including the pedestrian links to existing footways, rights of way improvements and bus stops and cycle parking are proposed as part of the development, as well as the provision of a public transport contribution. Ongoing discussions with the highway officer would be undertaken regarding the public transport contribution to enhance the existing public transport services within the local area.
The roads and highway network relating to Colerne, in terms of the standard and capacity for significant additional housing and vehicle movements, is a constraint and should not give rise to an intensification in vehicular traffic above that of the previously consented schemes	The site would generate a net increase of 16 and 18 vehicle trips at the morning and evening peak respectively compared to the existing use, and a net increase of five and six vehicle trips at the morning and evening peak respectively compared to the previous permitted scheme. This level of traffic increase would not have a material impact on the surrounding road network.
The development traffic impact at the Bannerdown roundabout junction as well as development distribution	A net increase of five and one two-way vehicles would travel to the Batheaston and Box routes in peak compared to the existing site use and the previously permitted scheme respectively. This would not have a material impact.

Bath and North East Somerset Council	
The development traffic impact at the Bannerdown roundabout junction as well as development distribution; Construction traffic on the local road network	It is predicted that only 28% of residential vehicular trips would be made to the Bannerdown Road/London Road East roundabout, located some 6km south-west of the application site. This equates to a maximum net increase of up to five two way vehicle movements, equivalent to one vehicle movement every 12 minutes, and would not result in a material impact in capacity terms.
Consider the Census 2011 data to determine how commuters travel to their workplace.	Further similar residential sites are now included within the TRICS compared to the previous Transport Assessment; therefore, trip rates based on Census 2011 data are not required.
The existing and proposed future operations of Colerne Airfield and how the current proposal fits with the longer term strategy for the airfield	RAF Colerne remains in use as a military airfield at the time of this Transport Assessment. No change in aviation movements has been confirmed, and any future proposals would be subject to separate planning consideration and a separate transport assessment.
Construction traffic on the local road network	The construction phase of the development is typically dealt with by a suitably worded condition requiring the provision of a CTMP. It is expected that no more than 30 vehicles per day would travel to/from the site during peak periods of the build; this is less than the existing 211 two-way goods vehicles associated with the existing site use.
PRoW Officer	
This application should provide/contribute to part of the missing prowl link connecting the proposed development to Doncombe Lane at its junction with COLE49 to the north east and with Bath Road and COLE10 to the west. This should be a new bridleway through the Public Open Space to Primrose House at the western end of the site access road. The Council would work with others including the MOD to allow the route to be provided on the land outside the developer land ownership; and	The developer, subject to discussions, could make available a 3.5m wide by 620m of land which would link the PRoW COLE49 and COLE11, providing a continuous route as per the PRoW officer's aspirations.
Pedestrian access should be provided from Totts Lane into the development and should link to the new potential bridleway and be provided as either a bridleway or as a shared use path.	Totts Lane would provide an active travel route from the site to Silver Street. The developer would undertake the works and fund the necessary orders.

Colerne Parish Council	
Provision of a roundabout at the entrance to the site as this will have the effect of slowing traffic on the 40mph stretch;	The proposed site access is provided in the form of a simple priority junction. The level of development traffic and existing flows on Bath Road would not warrant the provision of a right turn lane or roundabout;
Public transport to Bath is minimal with just one bus per week to Chippenham	Bus services to Bath operate every two hours with three services to Chippenham and two to Marshfield during the week. A financial contribution, to be agreed with WC, over the course of three years would be used for improvements to sustainable transport.
Tutton Hill is a very narrow minor road, with significant congestion problems. This road would never be suitable for any additional traffic;	Tutton Hill is a very narrow minor road, and is unlikely to be a route to the A4, instead traffic would travel to the A4 via Bath Road, Bannerdown Road, Road Hill, and Mill Lane;
Improvements to sustainable transport would need to be considered as part of the application. Previously the highway officer confirmed that a contribution of £20,000 per year over three years would be acceptable; and	There are buses every two hours to Bath with the first service from 07:27, and two return services to Chippenham. A financial contribution would be paid each year over three years to improve and maintain existing services in the local area.
Whilst pedestrians will be able to walk to the bus stop in Quarry Lane along footways, the bus stop at the junction of the High Street and Silver Street has limited footway access. No footways exist in Silver Street; and	Silver Street has a 30m stretch of footway missing on the east side; however no pedestrian accidents have been recorded in this area. A continuous footway is provided from the site and along Quarry Lane and Market Place to High Street;

5.12 Wider Transport Benefits of Scheme

- 5.12.1 The site would help provide a key link in the aspiration to provide a new east - west footpath south of the taxiways to the north of the site between Doncombe Lane public right of way COLE49 and public right of way COLE11 near Primrose House to the west of the site. It would also provide a link via the site and Totts Lane between Silverstreet/Bath Road and potential new PROW that could link COLE 11 and 49.

5.13 Policy Appraisal

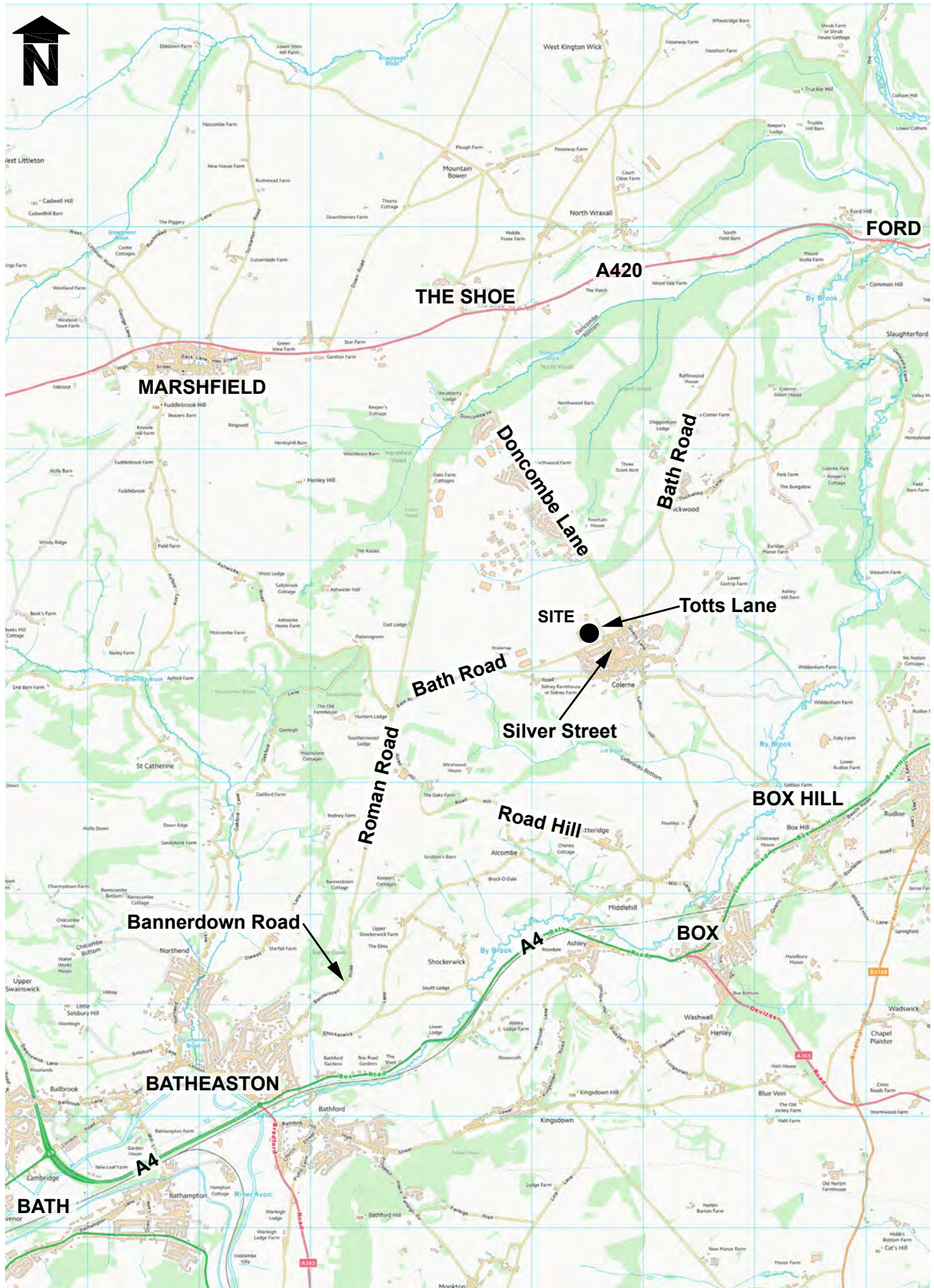
- 5.13.1 The scheme is assessed against the national and local planning policy set out in Section 3. The NPPF was published in August 2026 and National Policy S3(1) establishes a presumption in favour of sustainable development. NPPF Policy HO4 requires housing development to be supported by necessary infrastructure and sustainable transport access. The proposed development would support services in Colerne.
- 5.13.2 The site is well connected to local facilities by sustainable means as set out in PSP11 and CIHT guidance and is consistent with NPPF Policy CC2(1)(b). The DfT Connectivity Tool is used as per NPPF Policy TR1 and records a score of 31, a good connectivity compared to rural village locations across the UK based on the local attributes and in band B within Wiltshire. However, the DFT Connectivity Tool does not account for the financial contribution to improvements to sustainable transport as part of the application.
- 5.13.3 The sustainable travel measures proposed, including the provision of cycle parking on site and footway improvements on Bath Road, would provide a benefit to both existing and future residents in the local area. These measures to promote sustainable travel are consistent with the NPPF Policy CC2(1)(a). A bus contribution is proposed in agreement with WC. Whilst Colerne is a rural village, it does have a range of services and there is the opportunity for residents at the proposed development to access local facilities, amenities and employment by walking, cycling and by bus. By providing the link to Totts Lane and the potential to link to COLE 11 and 49, the site would be integrated into the surrounding area.
- 5.13.4 A footway is proposed on the north side of Bath Road, with uncontrolled crossings either side of the site access and an active travel route via Totts Lane connecting the site to the existing footway network. This accords with NPPF Policy CC2(1)(a) and Core Strategy Core Policy 61.
- 5.13.5 A puffin crossing is proposed to the east of the site access providing a pedestrian route to the bus stops on Quarry Lane, some 150m from the site. Covered cycle parking would be provided on site in accordance with the Wiltshire Council Cycle Strategy. This is consistent with NPPF Policies TR4(1)(a) and TR4(1)(b).
- 5.13.6 New east to west Public Right of Way links are proposed along Totts Lane and the northern boundary of the site, consistent with Colerne Neighbourhood Plan 2021-2036 Policy CHWB3.
- 5.13.7 The Wiltshire Local Plan encourage development on sites where the need to travel can be minimised and where appropriate use of more sustainable travel methods can be encouraged. This can be achieved with the proposed development.

-
- 5.13.8 Local facilities are within walking and cycling distance of the site including a primary school and with bus stops also within a suitable walking distance providing access to employment, secondary and college education, meaning that the site location would enable the use of non-car modes of travel in line with NPPF Policy CC2(1)(b) and Core Strategy policies CP60, CP61.
 - 5.13.9 Safe and suitable access would be available for all users of the development in line with NPPF Policy TR4(1)(d) and Core Strategy policies CP61, CP62.
 - 5.13.10 The internal layout of the site will be designed to satisfactorily accommodate refuse and emergency service vehicles in accordance with NPPF Policy TR4(1)(d) and Core Strategy policy CP61.
 - 5.13.11 The proposed car parking provision and visitor parking will be provided in accordance with LTP3 Car Parking Strategy document and Policy TR2, as will be sufficient to accommodate the anticipated parking demand based on the 2011 census car ownership data for the local area. The provision of cycle parking and visitor parking will also be in line with NPPF TR2 and with LTP3 a Car Parking Strategy document.
 - 5.13.12 The provision of the traffic calming measures on Bath Road within Colerne and at Ford would further reduce speeds around the site and school, which accords with Core Strategy policies CP60 and NPPF Policy TR6.
 - 5.13.13 The provision of the footway along Bath Road and a toucan crossing to the school provides a safer route to the primary school in line with Core Strategy policies CP60, CP61, and NPPF Policy TR6.
 - 5.13.14 The scheme proposals would not have an unacceptable impact on highway safety and there would be no material traffic impact. Therefore, it should not be prevented or refused on highway grounds, in accordance with NPPF Policy TR6.

6.0 CONCLUSIONS

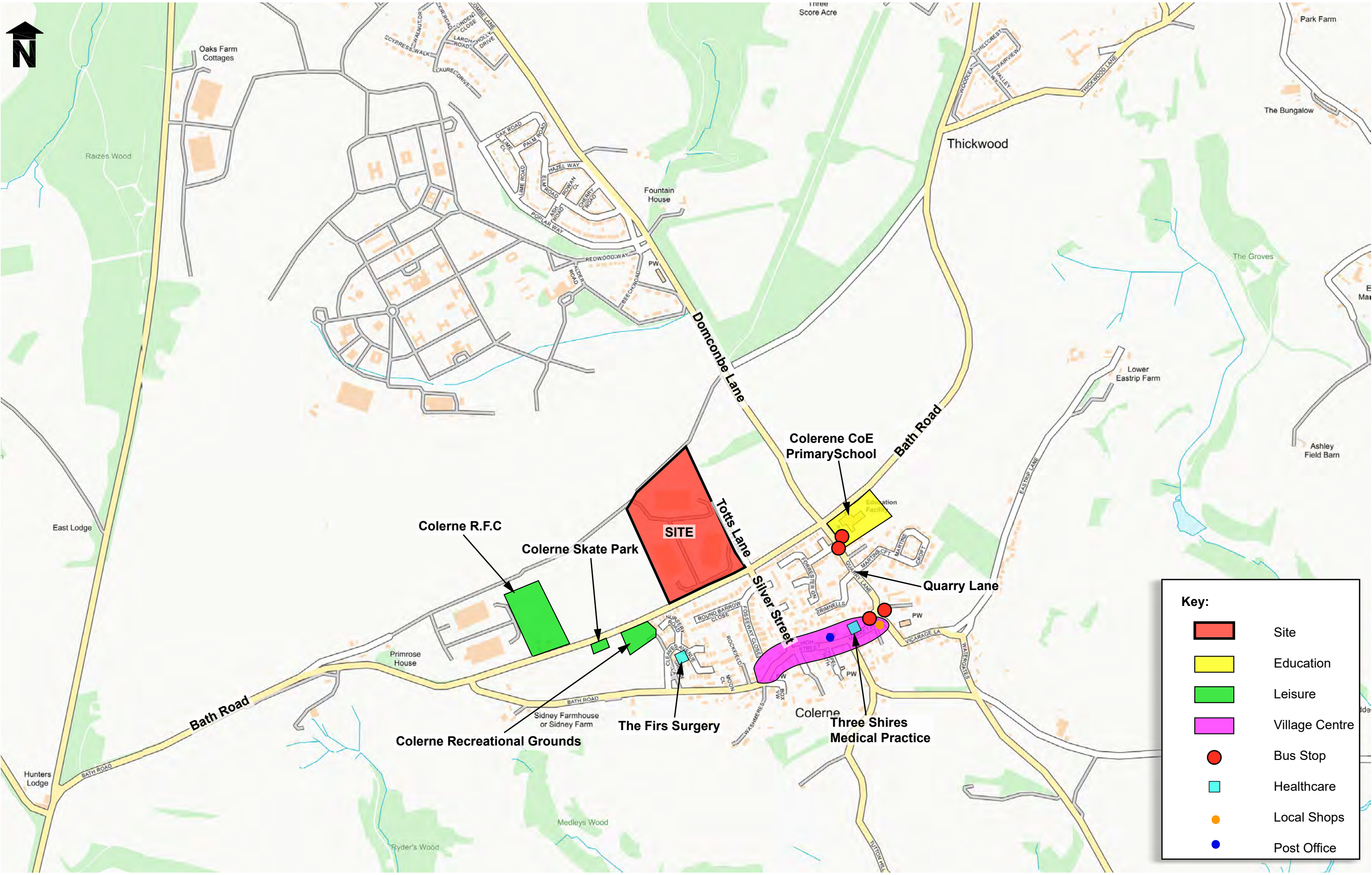
- 6.1 This TA has demonstrated that the site is well located to local facilities, which, together with proposed connections to existing infrastructure and proximity to public transport services would ensure future residents would have opportunities to travel by sustainable modes.
- 6.2 The site is within an appropriate walking/cycling distance of local facilities such as bus stops, primary school and village shop. A wider range of employment, education and other facilities and amenities are accessible by bus or short car journey.
- 6.3 The proposed site access has previously been agreed with WC as part of previous applications and would be satisfactory to serve the levels of traffic and types of vehicles using it with suitable visibility splays to be provided.
- 6.4 The DfT Connectivity Tool records a score of 31, in the 60th percentile of rural villages.
- 6.5 The site access allows for suitable pedestrian access, with a further pedestrian access points proposed.
- 6.6 The provision of a residential development would significantly reduce HGV movements on the local road network which is a significant highway operation and safety benefit.
- 6.7 The car and cycle parking provision would be provided in accordance with guidance provided in the Wiltshire parking and cycling strategies.
- 6.8 The highway works including new pedestrian footway and crossing points would improve local pedestrian and safety conditions and benefit both the development site and the existing users of the local highway network with further works at Ford reducing vehicle speeds.
- 6.9 The traffic analysis has confirmed there would be no material impact on the safety or operation of the local highway network as a result of the development proposals.
- 6.10 The proposed development meets National and Local Policy and guidance and provides opportunities for sustainable transport modes and a suitable access to the site for all people/transportation modes with improvements to the surrounding local road network.
- 6.11 The NPPF states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. The impact from the proposed development would not be severe.

1 : 50,000 @ A4



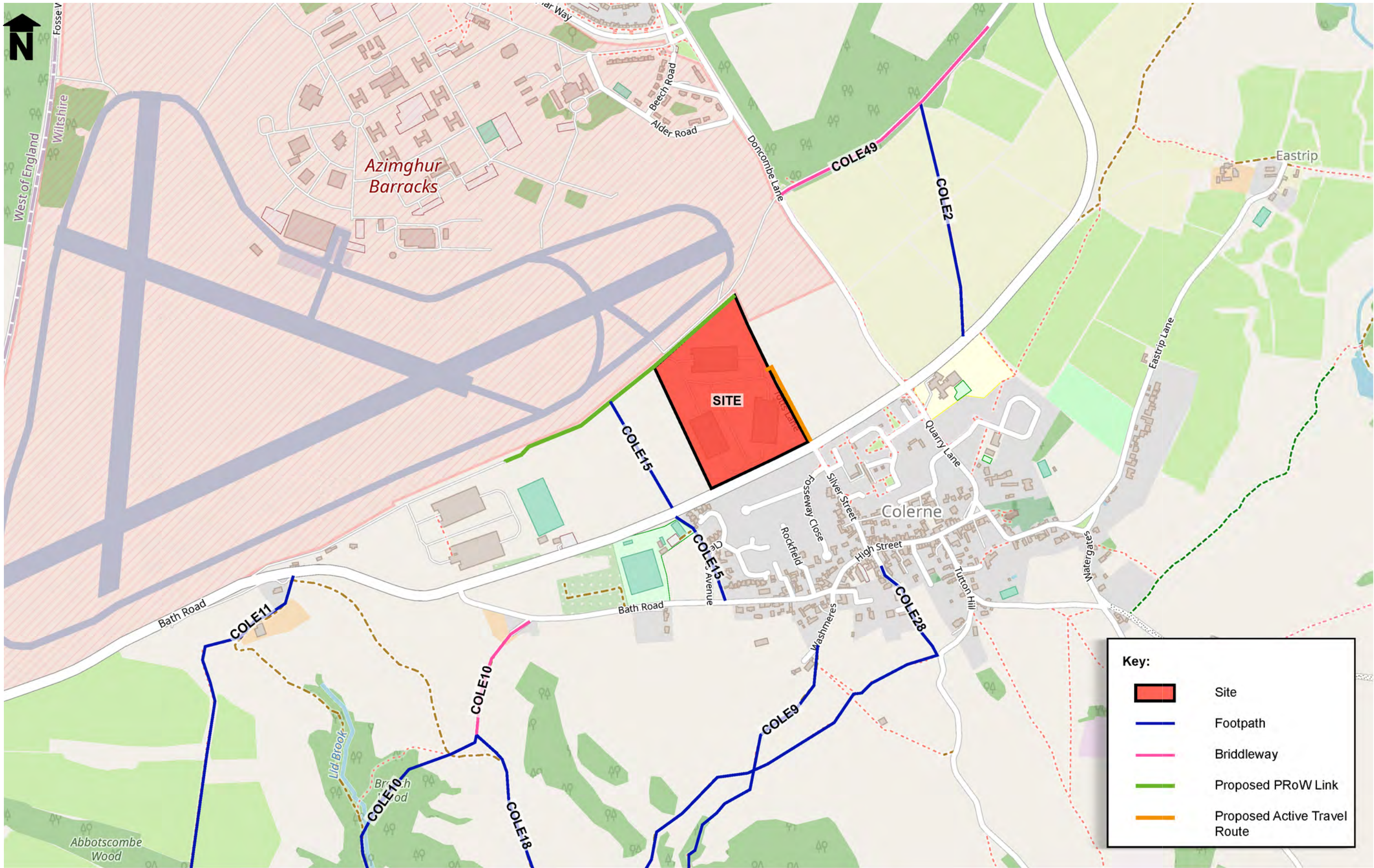
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1 : 10,000 @ A3



N.T.S. @ A3

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Services 228 & X86 to Ralph Allen School

Effective from 30th August 2026

	X86	228
Box, Post Office	07:20	-
Bathford, Dovers Park Bus Shelter	07:32	-
Stambridge	07:38	-
London Road, Lambridge	07:50	07:51
London Road, Snow Hill	-	07:56
Dorchester Street, stop Bk	-	08:12
Ralph Allen School	08:09	08:24

	X86	X86
Ralph Allen School	15:25	15:25
London Road, Snow Hill	15:43	15:43
London Road, Lambridge	15:48	15:48
Stambridge	15:55	-
Bathford, Dovers Park Bus Shelter	15:59	-
Box Cemetery	16:09	-

Buses will serve all recognised bus stops along the route.
This service is open to members of the general public.

Fares	Day single	Day return	11 journey	Week	Month
All stops to Ralph Allen School	£3.00	£4.00	£30.00	£18.50	£65

* month tickets are only available on mobile ticketing.

Multi-Operator ticket	Day	Week
BathRider	£6.10	£25.20

(not available on mobile ticketing)

Faresaver

Wiltshire's family bus company



Service 635 Marshfield - Biddestone - Chippenham

Service 636 Colerne - Corsham - Chippenham

Effective from 30th August 2026

Service number	635	636	635	636	635	636
	M-F	M-F	M-F	M-F	M-F	M-F
	SD	SD				
Marshfield, Almshouses	07:30	-	09:25	-	12:06	-
Marshfield, Withymead Estate	07:35	-	09:29	-	12:10	-
Upper Wraxall, Bus shelter	07:38	-	09:31	-	12:12	-
Colerne, Pinewood Way	-	07:35	-	10:23	-	13:48
Colerne, Barracks	-	07:38	-	10:25	-	13:50
Colerne, Church	-	07:45	-	10:30	-	13:55
Thickwood, Valley Way	-	07:48	-	10:33	-	13:58
Ford, Park Lane	07:42	07:53	09:34	10:38	12:15	14:03
Biddestone, Pond	07:48	-	09:39	10:43	12:20	14:08
Corsham, Newlands Road, Co-Op	-	-	-	10:50	-	14:15
Chippenham, Sainsburys	-	-	-	10:58	-	14:23
Willowbank, Hathaway Medical Centre	07:55	08:01	09:46	-	12:27	-
Sheldon School, Coach Park	08:00	08:06	-	-	-	-
Chippenham, Railway Station	◆	08:20#	R	-	R	-
Chippenham Town Bridge, Rivo Lounge	◆	08:23#	R	-	R	-
Chippenham, Bus Station	◆	08:30#	09:55	11:05	12:36	14:30
Service number	636	635	636	636	635	636
	M-F	M-F	M-F	M-F	M-F	M-F
				SD	SD	
Chippenham, Town Bridge, Bath Road	-	-	-	-	-	16:55
Chippenham, Railway Station	-	-	-	-	-	17:00
Chippenham, Bus Station - Bay 5	10:00	11:40	13:10	14:50	-	17:10
Chippenham, Town Bridge, Bath Road	-	11:43	-	14:56	-	-
Chippenham, Railway Station	-	11:46	-	14:58	-	-
Sheldon School, Coach Park	-	-	-	15:10	15:10	-
Willowbank, Hathaway Medical Centre	10:06	11:50	-	15:15	15:15	17:23
Chippenham, Sainsburys	-	-	13:17	-	-	-
Corsham, Newlands Road, Co-Op	-	-	13:25	-	-	-
Biddestone, Pond	-	R	13:32	-	15:22	R
Ford, Park Lane	10:12	11:56	13:36	15:24	15:28	R
Thickwood, turn	10:17	-	13:40	15:28	-	R
Colerne, Church	-	-	-	15:34	-	R
Colerne, Barracks	-	-	-	15:37	-	R
Colerne, Pinewood Way	10:21	-	13:46	15:39	-	R
Upper Wraxall, opposite bus shelter	-	12:00	-	-	15:35	R
Marshfield, Almshouses	-	12:05	-	-	15:45	R

Key:

R = Calls at these points if requested by passengers already onboard the bus

SD = Operates on schooldays only

= Operates as service X37 to Town Centre and Lackham College on School & College Days only

◆ = Transfer onto X37 at Sheldon for onward travel to Town Centre and Lackham College

M-F = These services operate on weekdays only, sorry, there is no Saturday, Sunday or Bank Holiday service.

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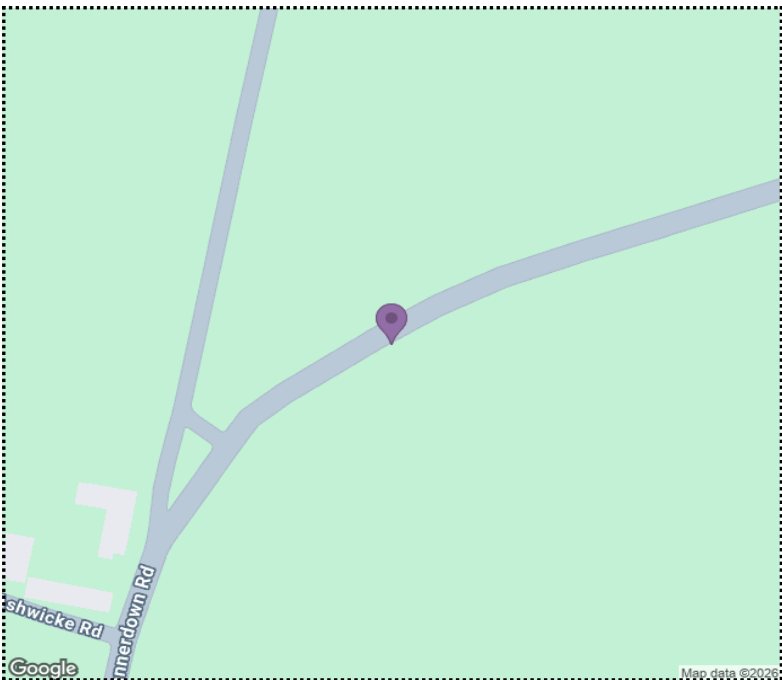
myTrip



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Validated Data

Crash Date:	Wednesday, December 4, 2024	Time of Crash:	15:30:00	Crash Reference:	202454E508524
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	1
Local Authority:	Wiltshire			OS Grid Reference:	379825 170723
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Validated Data

Crash Date:

Wednesday, December 4, 2024

Time of Crash: 15:30:00

Crash Reference: 202454E508524

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17 or more passenger seats)	17	Male	66 - 75	Unknown	Did not impact	Missing	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	11 - 15	Unknown or other	Unknown or other

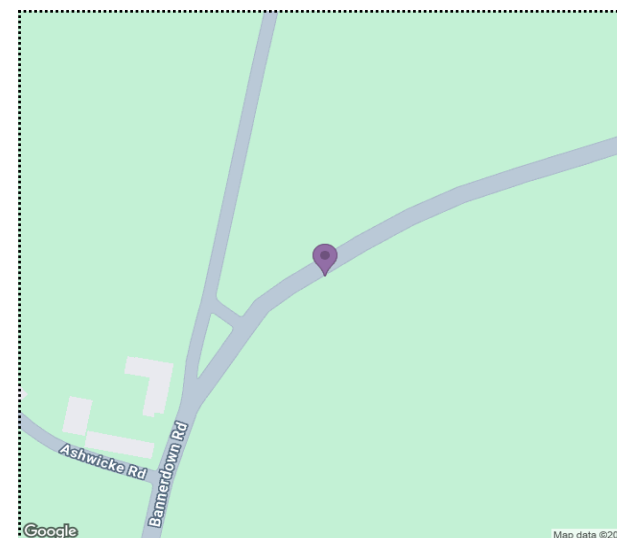
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Validated Data

Crash Date:	Friday, July 3, 2020	Time of Crash:	19:14:00	Crash Reference:	2020546456320
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	1
Local Authority:	Wiltshire			OS Grid Reference:	379806 170711
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date:

Friday, July 3, 2020

Time of Crash: 19:14:00

Crash Reference: 2020546456320

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	15	Male	21 - 25	Unknown	Front	Journey as part of work	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

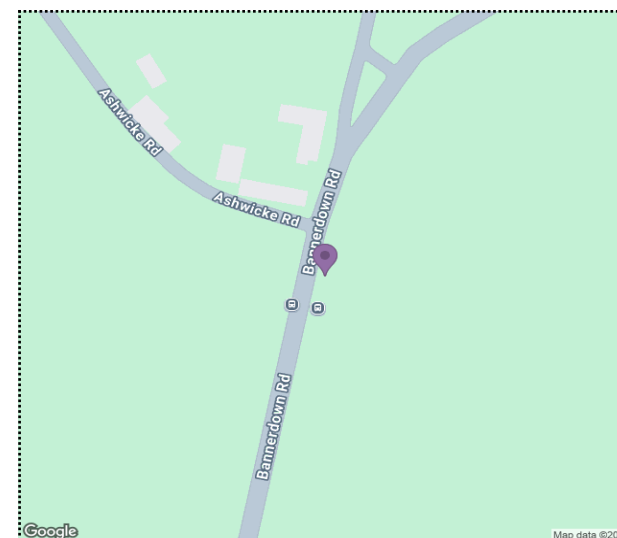
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Validated Data

Crash Date:	Sunday, July 24, 2022	Time of Crash:	05:38:00	Crash Reference:	2022547771922
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	1
Local Authority:	Wiltshire			OS Grid Reference:	379746 170605
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date:

Sunday, July 24, 2022

Time of Crash: 05:38:00

Crash Reference: 2022547771922

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	18	Male	26 - 35	Unknown	Front	Journey as part of work	None	Telegraph pole/Electricity pole

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

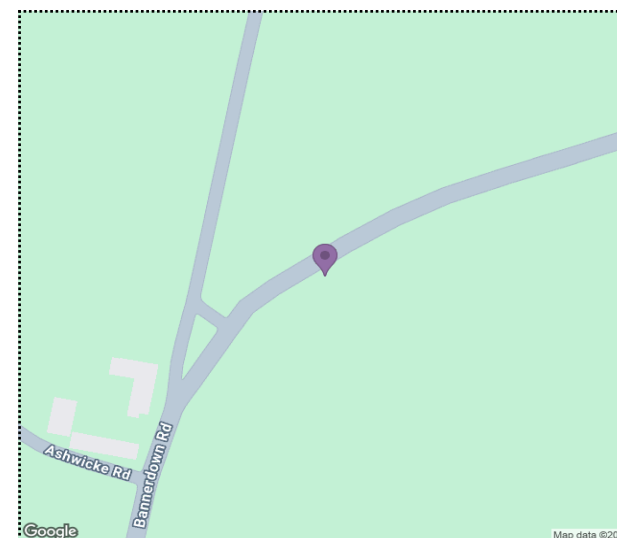
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Validated Data

Crash Date:	Saturday, February 4, 2023	Time of Crash:	23:08:00	Crash Reference:	2023541285923
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	2
Highway Authority:	Wiltshire			Vehicles:	1
Local Authority:	Wiltshire			OS Grid Reference:	379812 170711
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Validated Data

Crash Date:

Saturday, February 4, 2023

Time of Crash: 23:08:00

Crash Reference: 2023541285923

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	13	Male	16 - 20	Unknown	Front	Unknown	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

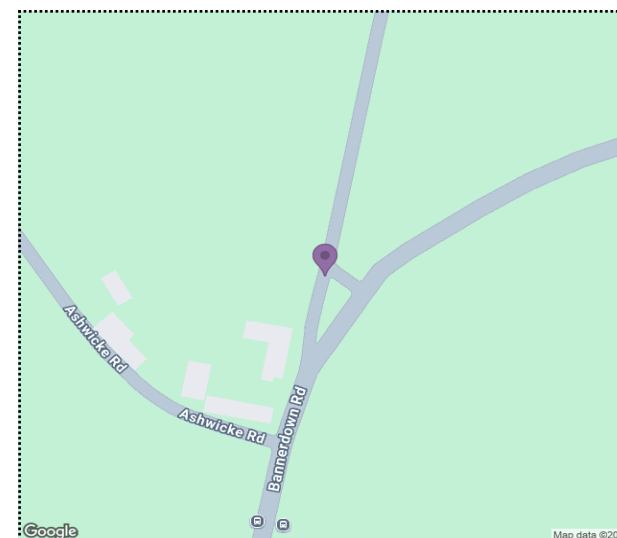
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Validated Data

Crash Date:	Wednesday, January 10, 2024	Time of Crash:	22:04:00	Crash Reference:	2024540276124
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	4
Highway Authority:	Wiltshire			Vehicles:	1
Local Authority:	Wiltshire			OS Grid Reference:	379760 170696
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	50				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date:

Wednesday, January 10, 2024

Time of Crash: 22:04:00

Crash Reference: 2024540276124

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	15	Unknown	Unknown	Unknown	Front	Unknown	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other
1	4	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

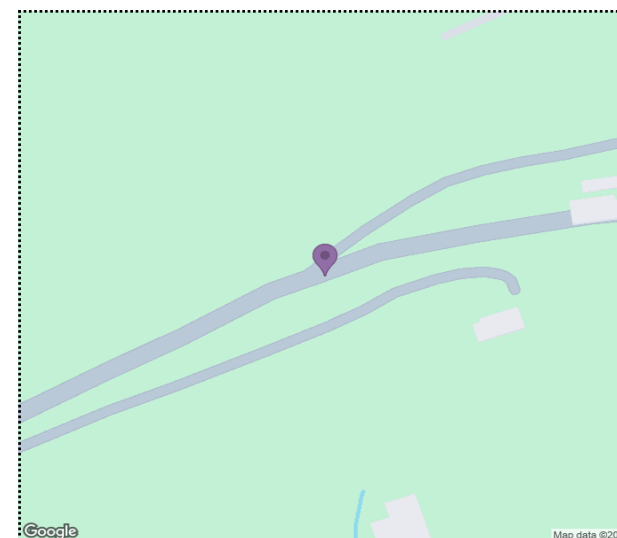
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Friday, September 30, 2022	Time of Crash:	10:47:00	Crash Reference:	202254A314022
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	2
Local Authority:	Wiltshire			OS Grid Reference:	380443 171007
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Friday, September 30, 2022

Time of Crash: 10:47:00

Crash Reference: 202254A314022

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	0	Female	46 - 55	Unknown	Front	Unknown	None	None
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	13	Male	46 - 55	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date: Sunday, September 5, 2021

Time of Crash: 01:30:00

Crash Reference: 2021548632721

Highest Injury Severity: Slight

Road Number: U

Casualties: 3

Highway Authority: Wiltshire

Vehicles: 2

Local Authority: Wiltshire

OS Grid Reference: 381956 171287

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

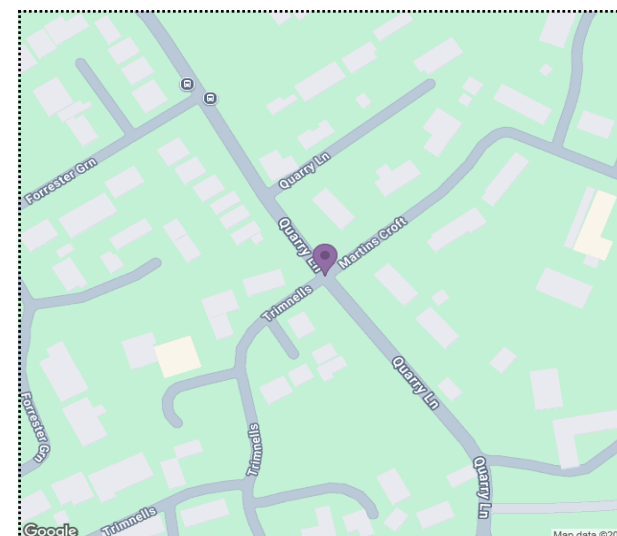
Junction Detail: Unknown

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled

Vehicles Involved



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Sunday, September 5, 2021

Time of Crash: 01:30:00

Crash Reference: 2021548632721

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	8	Male	16 - 20	Vehicle is in the act of turning right	Front	Unknown	None	Wall or fence
2	Car (excluding private hire cars 2005 onwards)	7	Male	46 - 55	Unknown	Did not impact	Journey as part of work	None	Wall or fence

Casualties

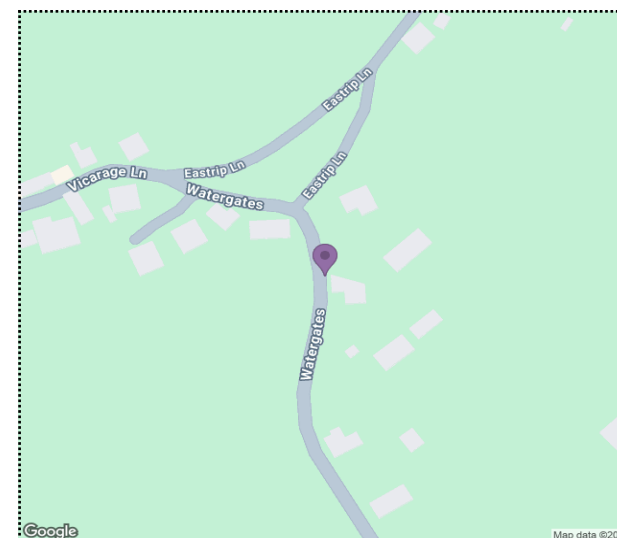
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
1	3	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Wednesday, February 23, 2022	Time of Crash:	13:05:00	Crash Reference:	2022541943022
Highest Injury Severity:	Serious	Road Number:	U	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	2
Local Authority:	Wiltshire			OS Grid Reference:	382263 171080
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Wednesday, February 23, 2022

Time of Crash: 13:05:00

Crash Reference: 2022541943022

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	-1	Male	56 - 65	Unknown	Did not impact	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	19	Male	26 - 35	Vehicle is in the act of turning left	Offside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	66 - 75	In carriageway, crossing elsewhere	Unknown or other

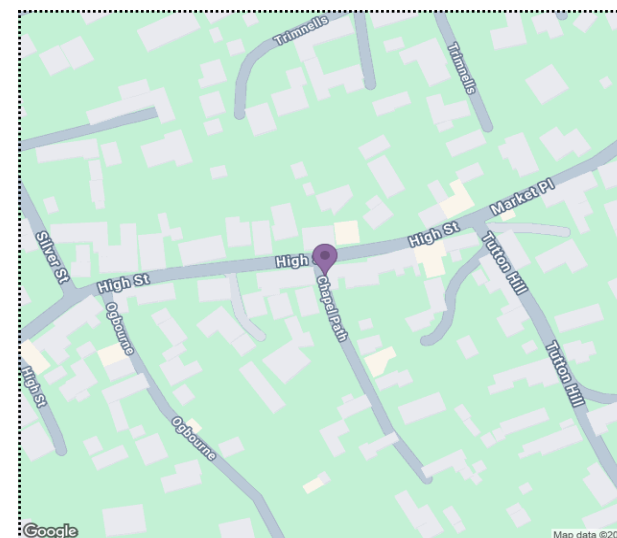
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Sunday, July 10, 2022	Time of Crash:	12:00:00	Crash Reference:	2022547271122
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	2
Local Authority:	Wiltshire			OS Grid Reference:	381882 171077
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date:

Sunday, July 10, 2022

Time of Crash: 12:00:00

Crash Reference: 2022547271122

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	66 - 75	Unknown	Front	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	3	Male	66 - 75	Unknown	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

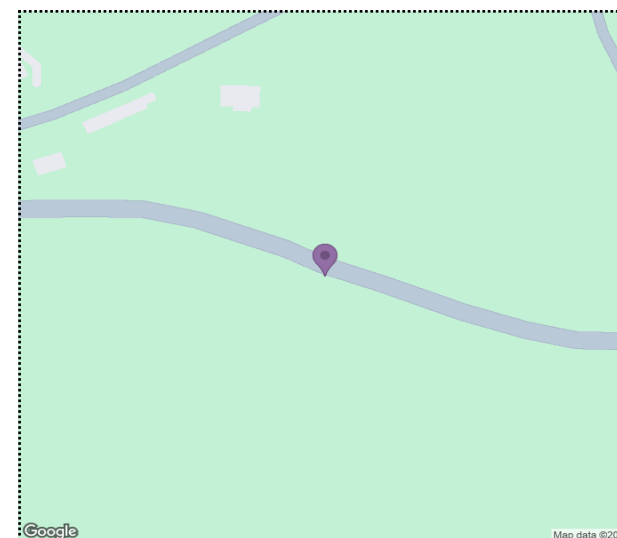
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Wednesday, May 29, 2024	Time of Crash:	07:00:00	Crash Reference:	2024546211524
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	1
Local Authority:	Wiltshire			OS Grid Reference:	380708 171007
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, May 29, 2024

Time of Crash: 07:00:00

Crash Reference: 2024546211524

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	18	Male	16 - 20	Unknown	Front	Commuting to/from work	None	Telegraph pole/Electricity pole

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

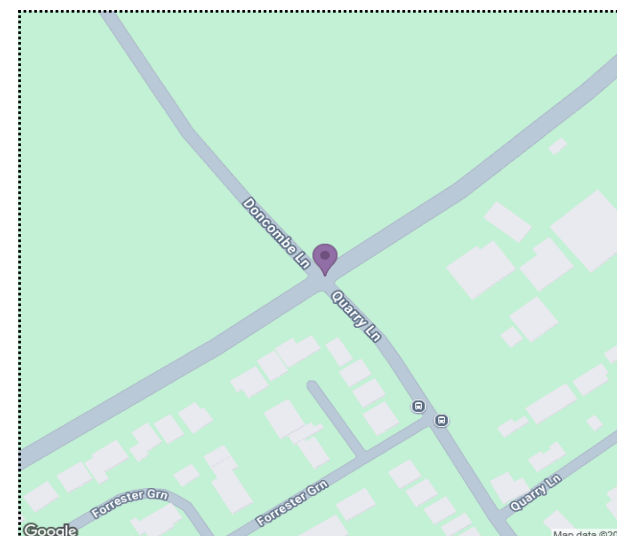
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Friday, October 27, 2023	Time of Crash:	10:30:00	Crash Reference:	202354B383423
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Wiltshire			Vehicles:	2
Local Authority:	Wiltshire			OS Grid Reference:	381867 171422
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Stop sign				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Friday, October 27, 2023

Time of Crash: 10:30:00

Crash Reference: 202354B383423

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	5	Female	36 - 45	Vehicle is moving off	Front	Journey as part of work	None	None
2	Car (excluding private hire cars 2005 onwards)	13	Female	36 - 45	Unknown	Nearside	Unknown	Bollard/Refuge	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Monday, July 6, 2020

Time of Crash: 18:59:00

Crash Reference: 2020546566820

Highest Injury Severity: Serious

Road Number: U

Casualties: 1

Highway Authority: Wiltshire

Vehicles: 2

Local Authority: Wiltshire

OS Grid Reference: 381870 171421

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 40

Light Conditions: Daylight: regardless of presence of streetlights

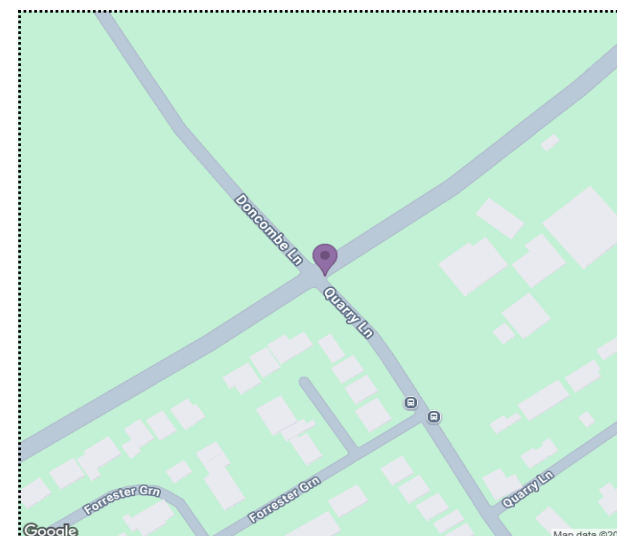
Carriageway Hazards: None

Junction Detail: Unknown

Junction Pedestrian Crossing: Central refuge - no other controls

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Monday, July 6, 2020

Time of Crash: 18:59:00

Crash Reference: 2020546566820

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	46 - 55	Unknown	Front	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	19	Male	56 - 65	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



TRICS 8.25.11

Organisation: Peter Evans Partnership

Audit Code: 49bf33d9-73b0-4a83-9040-4e6632a85ac6

Filtering Summary:

Land Use: 02/F EMPLOYMENT/WAREHOUSING (COMMERCIAL)

Selected Trip Rate Calculation Parameter Range: 2500 - 20000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 3050 - 18790 sqm GFA

Date Range: Minimum: 01/01/2012 Maximum: 04/11/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 80 760

Days of the week selected:

Friday	1
Monday	1
Thursday	1
Wednesday	2

Main Location Types selected:

Edge of Town	5
--------------	---

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	4
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

1,000 or Less	1
1,001 to 5,000	2
10,001 to 15,000	1
5,001 to 10,000	1



Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

Population <5 Mile ranges selected:

25,001 to 50,000	6
5,001 to 25,000	5
50,001 to 75,000	2

Car Ownership <5 Mile ranges selected:

1.1 to 1.5	9
1.6 to 2.0	4

PTAL Rating:

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



Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

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
	HC	HAMPSHIRE
	HF	HERTFORDSHIRE
	KC	KENT
03	SOUTH WEST	
	DC	DORSET
04	EAST ANGLIA	
	NF	NORFOLK
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
11	SCOTLAND	
	AS	ABERDEENSHIRE

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

Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

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:	75 to 212 (units:DWELLS)
Range Selected by User:	75 to 250 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/15 to 26/11/25

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

Selected survey days:

Monday	1 days
Thursday	6 days
Tuesday	5 days
Wednesday	1 days

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

Selected survey types:

Manual count	13
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 undertaken using machines

Selected Locations:

Edge of Town	13 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:

No Sub Category	2 days
Out of Town	1 days
Residential Zone	10 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	3 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	8 days



Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

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:

220 - 2596

Population within 1 mile:

1,001 to 5,000	5 surveys
5,001 to 10,000	8 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	6 surveys
5,001 to 25,000	5 surveys
50,001 to 75,000	2 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	9 surveys
1.6 to 2.0	4 surveys

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



Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

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	1 surveys
No	1 surveys
Yes	11 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 by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

LIST OF SITES relevant to selection parameters:

Site 1:	AS-03-A-02	Number of dwellings:	131.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	20/04/2022
Location:	STONEHAVEN	Survey Day:	Wednesday
Postcode:	AB39 2XZ		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	DC-03-A-13	Number of dwellings:	106.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	10/06/2025
Location:	GILLINGHAM	Survey Day:	Tuesday
Postcode:	SP8 4JS		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	DC-03-A-14	Number of dwellings:	177.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	18/11/2025
Location:	SHAFTESBURY	Survey Day:	Tuesday
Postcode:	SP7 8TU		
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 4:	ES-03-A-07	Number of dwellings:	91.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	07/11/2019
Location:	HAILSHAM	Survey Day:	Thursday
Postcode:	BN27 4FR		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	HC-03-A-39	Number of dwellings:	156.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	14/11/2024
Location:	LIPHOOK	Survey Day:	Thursday
Postcode:	GU30 7WU		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 6:	HF-03-A-03	Number of dwellings:	160.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	
Location:	BUNTINGFORD	Survey Day:	
Postcode:	SG9 9FX		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 7:	KC-03-A-10	Number of dwellings:	106.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	09/05/2023
Location:	STAPLEHURST	Survey Day:	Tuesday
Postcode:	TN12 0GT		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 8:	KC-03-A-14	Number of dwellings:	167.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	22/05/2025
Location:	STAPLEHURST	Survey Day:	Thursday
Postcode:	TN12 0GT		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

Site 9:	NF-03-A-33	Number of dwellings:	143.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	29/09/2022
Location:	ATTLEBOROUGH	Survey Day:	Thursday
Postcode:	NR17 1FF		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 10:	NF-03-A-34	Number of dwellings:	80.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	27/09/2022
Location:	SWAFFHAM	Survey Day:	Tuesday
Postcode:	PE37 8GY		
Main Location Type:	Edge of Town		
Sub Location Type:	Out of Town		
PTAL:	n/a		
Site 11:	NF-03-A-36	Number of dwellings:	75.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	29/09/2022
Location:	WYMONDHAM	Survey Day:	Thursday
Postcode:	NR18 9GH		
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 12:	NF-03-A-39	Number of dwellings:	212.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	27/09/2022
Location:	HOLT	Survey Day:	Tuesday
Postcode:	NR25 6GA		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 13:	NY-03-A-15	Number of dwellings:	145.00 DWELLS
Development Name:	DETACHED & SEMI-DETACHED	Survey Date:	19/09/2024
Location:	BOROUGHBRIDGE	Survey Day:	Thursday
Postcode:	YO51 9GG		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-03-A-09 12-10-2016	12-10-2016	Ireland
CV-03-A-02 22-05-2017	22-05-2017	Ireland
DC-03-A-11 31-10-2023	31-10-2023	Removed: Site re-surveyed by DC-03-A-14
IM-03-A-06 23-05-2024	23-05-2024	Ireland
TI-03-A-01 17-06-2021	17-06-2021	Ireland
TY-03-A-02 14-03-2019	14-03-2019	Ireland

Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

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	0.129	0.326	0.455
17:00-18:00	0.317	0.168	0.485

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	13	135	0.078	0.289	0.367
08:00-09:00	13	135	0.129	0.326	0.455
09:00-10:00	13	135	0.130	0.152	0.282
10:00-11:00	13	135	0.100	0.134	0.234
11:00-12:00	13	135	0.138	0.126	0.264
12:00-13:00	13	135	0.150	0.122	0.272
13:00-14:00	13	135	0.147	0.153	0.300
14:00-15:00	13	135	0.167	0.162	0.329
15:00-16:00	13	135	0.238	0.169	0.407
16:00-17:00	13	135	0.258	0.158	0.416
17:00-18:00	13	135	0.317	0.168	0.485
18:00-19:00	13	135	0.234	0.123	0.357
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.086	2.082	4.168

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

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

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Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

Parameter Summary:

Trip rate parameter range selected:	75 - 250 (units: DWELLS)
Survey date range:	08/07/2019 - 18/11/2025
Number of weekdays (Monday-Friday):	13
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

1 : 2,000 @ A3

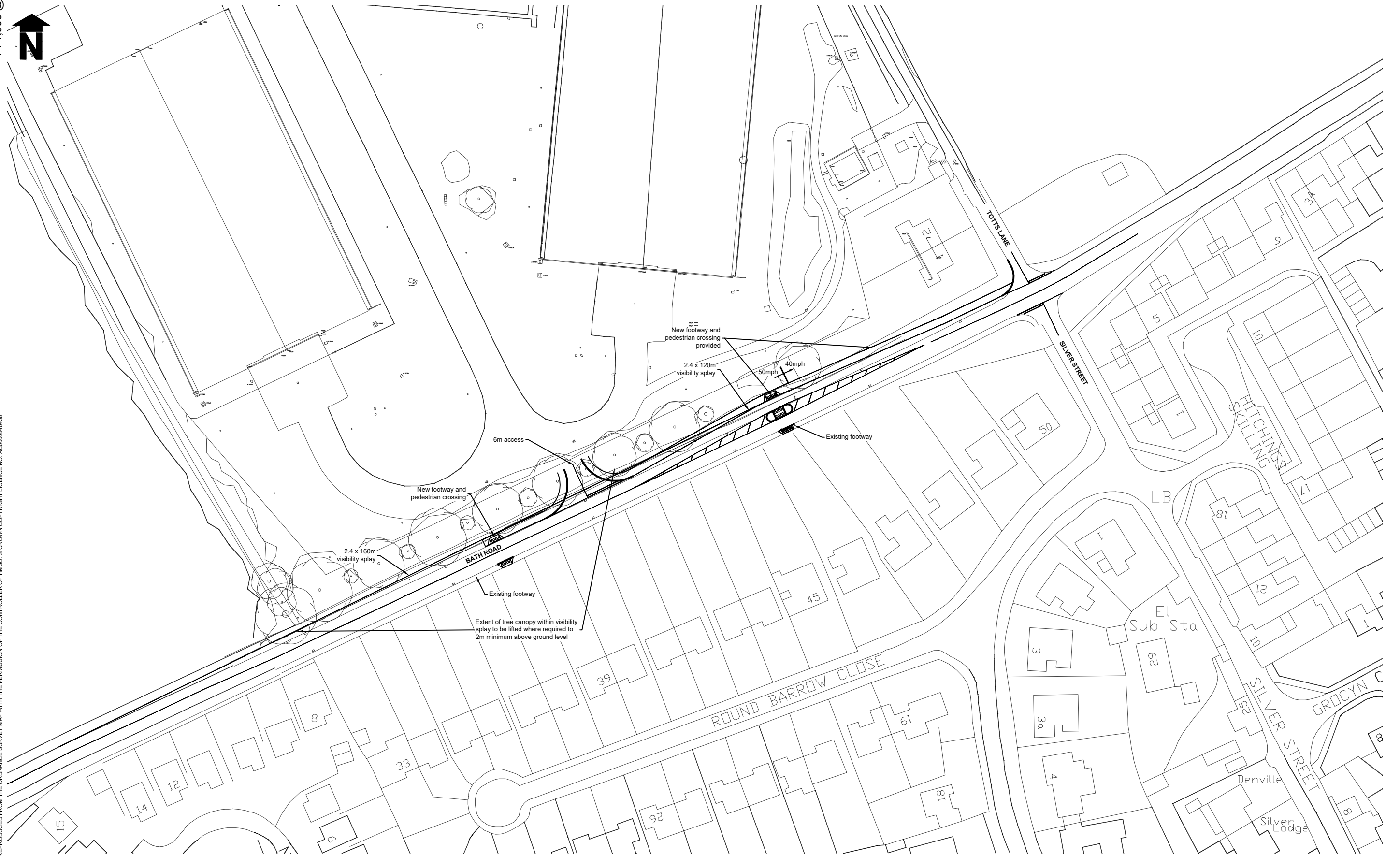


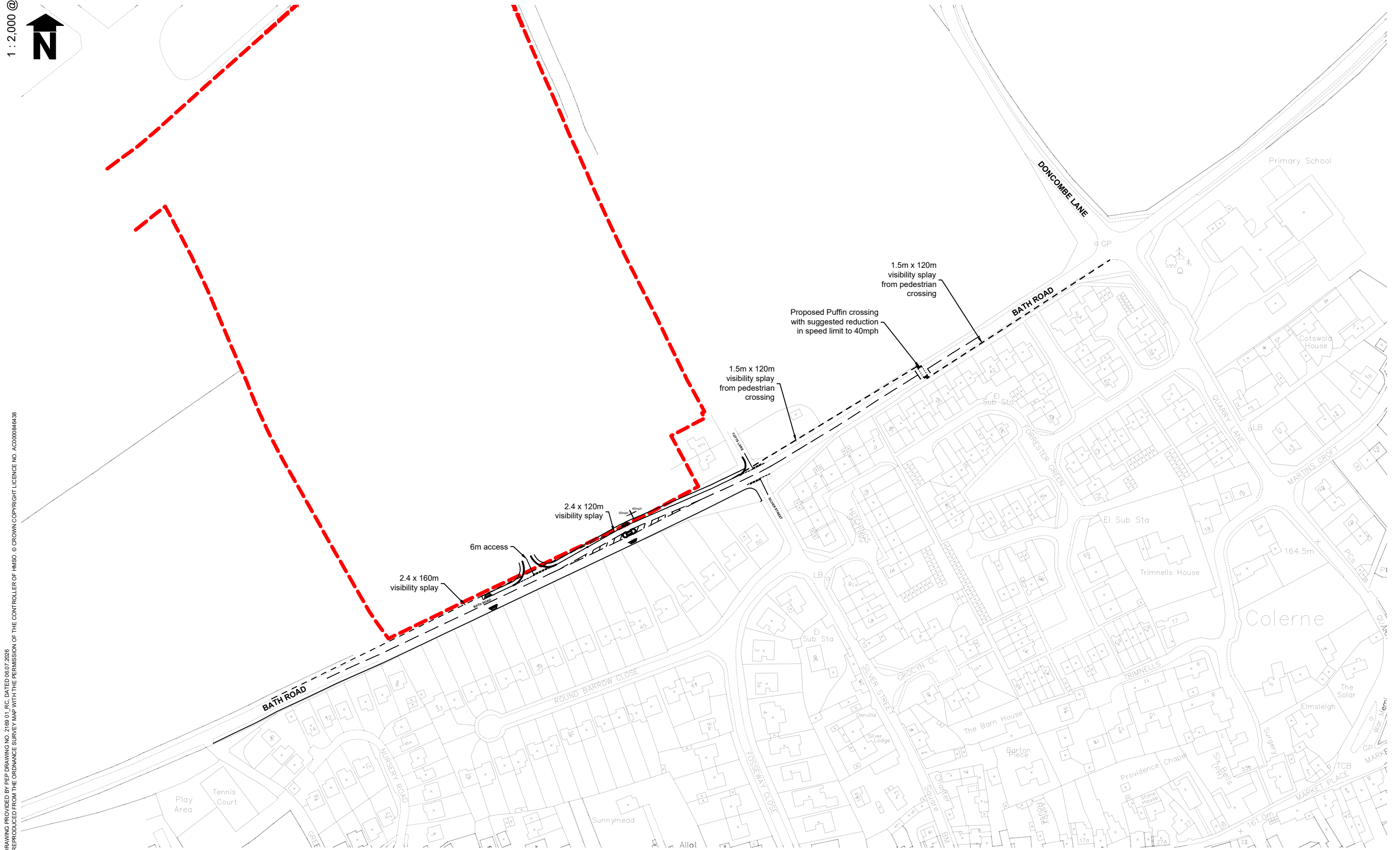
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1 : 1,000 @ A3

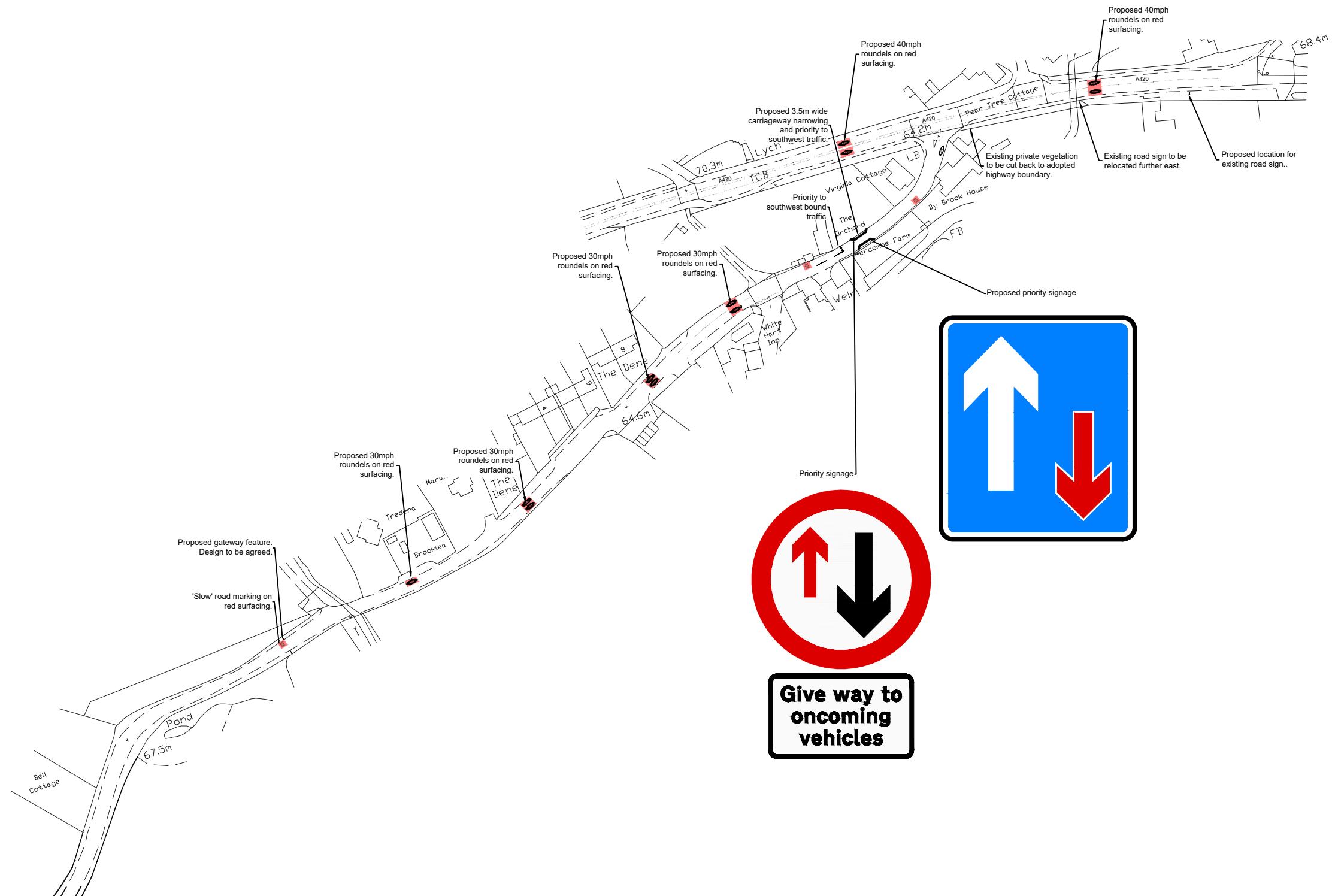


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1 : 2,000 @ A3



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TRICS 8.26.3

Organisation: Peter Evans Partnership

Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

Filtering Summary:

Land Use: 03/A RESIDENTIAL/HOUSES PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 75 - 250 DWELLS

Actual Trip Rate Calculation Parameter Range: 75 - 212 DWELLS

Date Range: Minimum: 01/01/2015 Maximum: 26/11/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 350 2596

Days of the week selected:

Monday	1
Thursday	6
Tuesday	5
Wednesday	1

Main Location Types selected:

Edge of Town	13
--------------	----

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	11
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

1,001 to 5,000	5
5,001 to 10,000	8



Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

Population <5 Mile ranges selected:

25,001 to 50,000	6
5,001 to 25,000	5
50,001 to 75,000	2

Car Ownership <5 Mile ranges selected:

1.1 to 1.5	9
1.6 to 2.0	4

PTAL Rating:

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



Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

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
	HC	HAMPSHIRE
	HF	HERTFORDSHIRE
	KC	KENT
03	SOUTH WEST	
	DC	DORSET
04	EAST ANGLIA	
	NF	NORFOLK
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE
11	SCOTLAND	
	AS	ABERDEENSHIRE

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

Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

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:	75 to 212 (units:DWELLS)
Range Selected by User:	75 to 250 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/15 to 26/11/25

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

Selected survey days:

Monday	1 days
Thursday	6 days
Tuesday	5 days
Wednesday	1 days

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

Selected survey types:

Manual count	13
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 undertaken using machines

Selected Locations:

Edge of Town	13 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:

No Sub Category	2 days
Out of Town	1 days
Residential Zone	10 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	3 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	8 days



Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

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:

220 - 2596

Population within 1 mile:

1,001 to 5,000	5 surveys
5,001 to 10,000	8 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	6 surveys
5,001 to 25,000	5 surveys
50,001 to 75,000	2 surveys

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

Car ownership within 5 miles:

1.1 to 1.5	9 surveys
1.6 to 2.0	4 surveys

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



Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

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	1 surveys
No	1 surveys
Yes	11 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
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This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

LIST OF SITES relevant to selection parameters:

Site 1:	AS-03-A-02	Number of dwellings:	131.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	20/04/2022
Location:	STONEHAVEN	Survey Day:	Wednesday
Postcode:	AB39 2XZ		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	DC-03-A-13	Number of dwellings:	106.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	10/06/2025
Location:	GILLINGHAM	Survey Day:	Tuesday
Postcode:	SP8 4JS		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	DC-03-A-14	Number of dwellings:	177.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	18/11/2025
Location:	SHAFTESBURY	Survey Day:	Tuesday
Postcode:	SP7 8TU		
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 4:	ES-03-A-07	Number of dwellings:	91.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	07/11/2019
Location:	HAILSHAM	Survey Day:	Thursday
Postcode:	BN27 4FR		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	HC-03-A-39	Number of dwellings:	156.00 DWELLS
Development Name:	MIXED HOUSES & FLATS	Survey Date:	14/11/2024
Location:	LIPHOOK	Survey Day:	Thursday
Postcode:	GU30 7WU		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 6:	HF-03-A-03	Number of dwellings:	160.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	
Location:	BUNTINGFORD	Survey Day:	
Postcode:	SG9 9FX		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 7:	KC-03-A-10	Number of dwellings:	106.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	09/05/2023
Location:	STAPLEHURST	Survey Day:	Tuesday
Postcode:	TN12 0GT		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 8:	KC-03-A-14	Number of dwellings:	167.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	22/05/2025
Location:	STAPLEHURST	Survey Day:	Thursday
Postcode:	TN12 0GT		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

Site 9:	NF-03-A-33	Number of dwellings:	143.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	29/09/2022
Location:	ATTLEBOROUGH	Survey Day:	Thursday
Postcode:	NR17 1FF		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 10:	NF-03-A-34	Number of dwellings:	80.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	27/09/2022
Location:	SWAFFHAM	Survey Day:	Tuesday
Postcode:	PE37 8GY		
Main Location Type:	Edge of Town		
Sub Location Type:	Out of Town		
PTAL:	n/a		
Site 11:	NF-03-A-36	Number of dwellings:	75.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	29/09/2022
Location:	WYMONDHAM	Survey Day:	Thursday
Postcode:	NR18 9GH		
Main Location Type:	Edge of Town		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 12:	NF-03-A-39	Number of dwellings:	212.00 DWELLS
Development Name:	MIXED HOUSES	Survey Date:	27/09/2022
Location:	HOLT	Survey Day:	Tuesday
Postcode:	NR25 6GA		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 13:	NY-03-A-15	Number of dwellings:	145.00 DWELLS
Development Name:	DETACHED & SEMI-DETACHED	Survey Date:	19/09/2024
Location:	BOROUGHBRIDGE	Survey Day:	Thursday
Postcode:	YO51 9GG		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-03-A-09 12-10-2016	12-10-2016	Ireland
CV-03-A-02 22-05-2017	22-05-2017	Ireland
DC-03-A-11 31-10-2023	31-10-2023	Removed: Site re-surveyed by DC-03-A-14
IM-03-A-06 23-05-2024	23-05-2024	Ireland
TI-03-A-01 17-06-2021	17-06-2021	Ireland
TY-03-A-02 14-03-2019	14-03-2019	Ireland

Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

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		
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18:00-19:00	13	135	0.234	0.123	0.357
19:00-20:00					
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21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.086	2.082	4.168

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Audit Code: c0a83e5d-8abb-49b2-b074-07b514749dd0

Parameter Summary:

Trip rate parameter range selected:	75 - 250 (units: DWELLS)
Survey date range:	08/07/2019 - 18/11/2025
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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