

**VARIOUS RESIDENTIAL DEVELOPMENT
PROPOSALS IN NORTON ST PHILIP**

**TRANSPORT ASSESSMENT
on behalf of Norton St Philip Parish Council**

December 2013

IMA-13-140

CONTENTS

1	INTRODUCTION & BACKGROUND	1
1.1	Background.....	1
1.2	Recent Planning History.....	1
1.3	Scope of Report	3
2	EXISTING TRANSPORT INFRASTRUCTURE	4
2.1	Introduction.....	4
2.2	Existing Highway Network.....	4
2.3	A366 East of Village.....	4
2.4	A366/B3110 Junction	5
2.5	A366 West of Village	5
2.6	B3110 Bath Road/High Street/Town End/Frome Road.....	5
2.7	Cycling Infrastructure	6
2.8	Public Transport Services & Infrastructure.....	6
3	BASELINE TRANSPORT CONDITIONS	7
3.1	Introduction.....	7
3.2	Facilities within Reach without a Car	7
3.3	Census Data for Norton St Philip	9
3.4	Traffic and Traffic Speed Data	10
4	THE DEVELOPMENT PROPOSALS	11
4.1	Introduction.....	11
4.2	Development Schemes Considered	11
4.3	Predicted Travel Demand	11
4.4	Predicted Distribution of Traffic.....	13
5	TRANSPORT IMPLICATIONS	15
5.1	Introduction.....	15
5.2	Predicted Traffic Implications.....	15
5.3	Implications for Pedestrians and Cyclists.....	17
5.4	Implications for Public Transport	17
6	SUMMARY & RECOMMENDATIONS	18
6.1	Summary.....	18
6.2	Conclusion & Recommendations	19

PLANS

- Plan 1 - Site Locations within Village
- Plan 2 - Main Highway Network Issues within Village

APPENDICES

- Appendix 1 - Fortescue Fields Traffic Calming Scheme
 - Appendix 2 - Census Output Area
 - Appendix 3 - ONS Data for Commuting from Nordington Ward
 - Appendix 4 - ONS Data for Commuting from Beckington & Rode Ward
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1 Introduction & Background

1.1 Background

1.1.1 Norton St Philip Parish Council has commissioned IMA Transport Planning Ltd to provide a study of the impact of a number of proposals for residential development within the village of Norton St Philip.

1.1.2 At the time of writing there are four live planning applications for residential development in the village, described below. The smallest involves 20 dwellings, the largest 49, with 150 dwellings proposed in total. An approved scheme for 51 dwellings, subsequently modified to 55, is being built out at Fortescue Fields.

1.1.3 The level of supporting information submitted with the individual current planning applications reflects the scale of the individual proposals. Viewed together however, the impact could potentially be more onerous and the Parish Council wish to quantify that to ensure it is fully considered by the highway authorities.

1.1.4 The Department for Transport Guidance on Transport Assessment sets out the following indicative thresholds for assessing the impact of residential development:

Less than 50 dwellings: No detailed assessment required.

50 to 80 dwellings: A Transport Statement should be prepared, reflecting the relatively small transport implications of schemes of this size.

More than 80 dwellings: A detailed Transport Assessment should be provided, as development of this scale could have significant transport implications.

1.1.5 The planning applications considered in this report would provide a total of 150 additional dwellings, or some 205 dwellings if the approved Fortescue Fields development is also considered.

1.1.6 It is reasonable that the Local Highway Authority, Somerset County Council, should be expected to consider the cumulative impact of these schemes, which together are well above the Department for Transport threshold where detailed analysis of the proposals should be expected, as there is potential for significant impact.

1.1.7 This report has therefore been prepared as an independent appraisal of the transport implications of those developments.

1.2 Recent Planning History

Consented Development

1.2.1 There has been a significant amount of house building within the village recently, the largest of which is the Fortescue Fields scheme described below.

2010/0493 Fortescue Fields (51 Dwellings Initially, Modified to 55)

- 1.2.2 This scheme is currently being built out on the site of a former chicken processing factory. It originally proposed 51 dwellings (10 as sheltered housing), office space and a convenience store, but subsequent amendments (2013/1855 & 2013/1848) have increased the scheme to 55 dwellings, with the office space removed.
- 1.2.3 The planning application was supported by a Transport Statement that quantified traffic from the various aspects and compared them against link flows on the B3110. There was no examination of junction capacity, safety issues, or the extent to which existing residents in a rural location might be reliant on car use.
- 1.2.4 The developer put forward a traffic calming scheme for the B3110 (shown in Appendix 1), the final elements of which are being constructed at the B30110/A366 junction at the time of writing.

Current Planning Applications

- 1.2.5 There are four current planning applications within the village for a total of 150 dwellings, summarised below. Plan 1 shows the site locations in the village.

2013/2033 West Site, Adjacent to Fortescue Street (49 Dwellings)

- 1.2.6 This scheme for up to 49 dwellings is essentially a phased extension to the larger Fortescue Fields scheme, which has consent for 55 dwellings, so the combined total would be 104 dwellings.
- 1.2.7 The planning application has not been accessible on the Mendip District Council website during the preparation of this report, but it is understood that no detailed appraisal of traffic impact has been carried out.

2013/2052 East Site, Laverton Triangle (20 Dwellings)

- 1.2.8 This scheme for up to 20 dwellings is also an extension to the Fortescue Fields site, taking the total for this scheme to 124 dwellings. Again, there is no transport impact analysis.

2013/1821 Land South of Longmead Close (8 Dwellings + 24 Sheltered)

- 1.2.9 This scheme for 8 market houses, 24 sheltered housing units and ancillary buildings is also an extension to a recent development. No detailed transport analysis was submitted.

2013/2217 Bell Hill Garage (49 Dwellings)

- 1.2.10 This scheme for 49 dwellings is supported by a Transport Statement, which includes a commitment to provide residents with a 'Smarter Travel Information Pack' to encourage sustainable travel.
- 1.2.11 The report quantifies the predicted weekday peak hour traffic movements and considers further analysis unnecessary. This is a reasonable conclusion when the site is considered in isolation.

Other Residential Development

1.2.12 In addition to the above planning applications, the following recent consents and live planning applications in surrounding villages that would also add traffic to roads in Norton St Philip:

- 2013/0980 Mill Lane, Beckington (12 dwellings)
- 2013/1088 Bath Road/Trowbridge Road, Beckington (43 dwellings)
- 2013/1119 Warminster Road, Beckington (45 dwellings)
- 2011/3124 Church Farm, Rode (44 dwellings)

1.3 Scope of Report

- 1.3.1 This report has been produced on a limited budget to assist the Parish Council in their consideration of the transport impact of the developments described above. The intention is to quantify traffic impact in particular, to establish whether the local highway authority and the Highways Agency should be seeking detailed assessment of the impact on junctions or other areas of concern.
- 1.3.2 Section 2 of the report describes the existing transport infrastructure and conditions within the village and on the main transport links. This includes a description of traffic issues within the village, taking account of committed improvements associated with development.
- 1.3.3 Section 3 considers the baseline transport conditions, starting with an objective appraisal of facilities in key land use categories that can be reached without a car. The extent to which existing residents rely on car use is considered by analysing census data. The available data on traffic movements and speeds is also considered.
- 1.3.4 Section 4 provides a brief outline of the development proposals considered and provides predictions of travel demand. The likely distribution of development traffic on the local highway network is considered.
- 1.3.5 Section 5 considers the transportation implications likely to arise from the predicted increases in travel demand.
- 1.3.6 Section 6 provides a summary of the key points of the report and recommendations are made.

2 Existing Transport Infrastructure

2.1 Introduction

- 2.1.1 This section describes the existing transport infrastructure, starting with footways and carriageways. Cycling infrastructure is then considered, followed by public transport.

2.2 Existing Highway Network

- 2.2.1 Two main traffic routes cross in the centre of the village, the A366 which connects Trowbridge to Radstock and Midsomer Norton (via the A362) and the B3110, which is widely used as an alternative to the A36 between Bristol and Bath. There is also a network of minor lanes connecting to surrounding hamlets.
- 2.2.2 The B3110 has a 7.5 tonne weight limit between the A36 at Woolverton and Branch Road at Hinton Charterhouse. The A366 has a 7.5 tonne weight restriction between the A36 and Chickwell Lane to the south west of the village.
- 2.2.3 The Parish Council have concerns that a significant number of HGVs continue to use the A366 in particular. This is either for local access or in contravention of the restriction, which is not signed in advance from the A36, so HGV drivers can turn into Farleigh Road from the A36 before they are aware of the weight restriction.
- 2.2.4 There are a number of areas within the village where carriageway widths and visibility are substandard. Footways are in places intermittent and very narrow.
- 2.2.5 The problems arising from heavy traffic in the historic street are long standing, to the extent that in the 1970's the County Council drew up preliminary proposals for a bypass to the north of the village. Traffic volumes and the size of vehicles, including cars, has increased substantially since then.
- 2.2.6 In 2006 the Parish Council commissioned Hamilton-Baillie to produce a report on traffic safety, movement and streetscape quality, recommending a series of proposals based around shared space and removing traffic engineering measures.
- 2.2.7 The following sections consider, briefly, the main issues on the local highway network arising from discussions with the Parish Council.

2.3 A366 East of Village

- 2.3.1 Entering the village from the east, a 30mph limit commences on the built edge of the village, preceded by a length of 40mph restriction. The speed limit is poorly observed however, explained in section 3.4.
- 2.3.2 The initial carriageway width on entering the village is about 6.5m, with an intermittent footway on the south side and a verge to the north. The road narrows to a running width of about 5m between walls at Town Barton, shown in Plan 2.
- 2.3.3 There is no footway through this section, where a car can only pass a large vehicle with care. The adjoining property, Harts Forge, has been severely damaged by HGV impact recently, requiring the corner to be rebuilt.
- 2.3.4 The junction of Town Barton with the A366 effectively has zero visibility to the east for vehicles exiting Town Barton, which serves 10 properties and garages for properties elsewhere in the village.

- 2.3.5 The Parish Council have submitted a bid to Somerset County Council to seek an improvement to address the issues flagged above.

2.4 A366/B3110 Junction

- 2.4.1 The A366 crosses the B3110 at a staggered crossroads, with the latter having priority. The B3110 is understood to carry significantly more traffic than the A366, 30% more according to a report to committee on the A366 weight restriction.
- 2.4.2 Visibility is very poor for the exit manoeuvres from the A366 Farleigh Road, as is visibility on the right turn to Bell Hill. The visibility has not been measured on site, but it appears well below what is required for the approach speeds.
- 2.4.3 In view of the volume of traffic and the poor visibility, it is perhaps surprising that only 1 injury accident has been recorded at the junction in the last 5 years. There is of course on record of the number of non-injury accidents.

2.5 A366 West of Village

- 2.5.1 After crossing the B3110, the A366 again narrows between buildings, to pinch point of just 4.3m, only just wide enough for two cars to pass. The footway alongside this pinch point narrows to about 1m.
- 2.5.2 The Parish Council have identified a local safety issue with visibility for pedestrians on the route between the children's playground and playing field and The Barton. This is a widely used pedestrian route, but visibility to the north when crossing towards The Barton is extremely poor.
- 2.5.3 There is also an issue with visibility where Vicarage Lane joins the A366. The junction is busy at times as it serves the local primary school, pre-school and church. Visibility on exiting Vicarage Lane to the A366 is extremely poor.

2.6 B3110 Bath Road/High Street/Town End/Frome Road

- 2.6.1 The B3110 has had a system of traffic calming in place for many years, with a series of kerbed chicanes controlled by a formal priority system. A comprehensive traffic calming scheme associated with the Fortescue Fields has recently replaced the chicanes with road humps, with minor footway improvements (Appendix 1).
- 2.6.2 The main issues on the B3110 relate to the width of the carriageway and footways in the central High Street section. The carriageway narrows to about 5.2m and the footway on both sides are generally about 1 to 1.2m, with occasional pinch points below a metre. The western footway stops altogether more than 60m short of the access to the shop and Fortescue Fields to the south.
- 2.6.3 Many of the residents along the B3110 do not have an off-street alternative, there is constant on-street parking in this narrow section. This leaves little room for large vehicles to pass parked cars, which is extremely intimidating for pedestrians on the narrow footways, which are often over-run. Pedestrians are a relatively rare sight on the High Street as a consequence.
- 2.6.4 Planning application 2013/2033 for the West Site includes an 8-space car park for residents. However, the parking would not be adequate to accommodate all of the demand and some residents have said to the Parish Council that they will continue to park on-street, either out of convenience or through a desire to slow through-traffic.

- 2.6.5 The new access to the Fortescue Fields development has been built with extremely limited visibility to the north, dictated by third party land. The highway authority agreed to a visibility splay of 2.4m x 25m according to the Transport Statement for the development, on the basis that a speed table would be provided to reduce traffic speeds to a level that such limited visibility would be acceptable.
- 2.6.6 For the visibility distance of 25m to be acceptable, the speed table would have to reduce traffic speeds to 20mph. However, the speed table has been built with very shallow ramps, and while speeds have not been measured, it does not appear to be having the required effect, some drivers do not slow at all for the ramps.
- 2.6.7 As a consequence, turning right out of the new access can be hazardous, as traffic can suddenly appear from the left after a driver has commenced the exit turn.

2.7 Cycling Infrastructure

- 2.7.1 There is no infrastructure serving cyclists within the village or in the near vicinity. National cycle route 24 lies about 3.5 miles north of the village via the B3110, providing a connection to Bath, but accessing it involves extreme gradients on a busy road that would deter most cyclists.
- 2.7.2 Similarly, route 254 to Bradford on Avon can be joined about 2.5miles east of the village via the A366, but gradients on this busy road would deter most from considering journeys by bicycle.

2.8 Public Transport Services & Infrastructure

- 2.8.1 There is one bus service through the village, the 267 running hourly between Bath and Frome along the B3110 Monday to Saturday, with 4 services on Sundays. The bus stops serving the centre of the village are located either side of the A366. There are further stops at the southern end of the village, beyond Mackley Lane.
- 2.8.2 Allowing for a short walk at either end, the bus journey to Bath is typically just under half an hour, acceptable for commuting and shopping etc. For commuting purposes, buses arriving in Bath before 09:00 depart Norton St Philip at 06:46, 07:41 and 08:23. Return commuting services depart Bath at 17:15 and 18:15. There are three evening services leaving Bath at 19:30, 21:05 and 23:10.
- 2.8.3 The journey time to Frome is about 32 to 37 minutes, but only the 07:37 departure reaches Frome before 09:00. The return commuting services are at 17:18 and 18:35, with evening services at 20:13 and 22:18.
- 2.8.4 Bus provision is therefore reasonable for a rural location, but it is evident from the census data considered in section 3.3 of this report that commuting by bus is extremely low. The timing of the return journeys and the hourly frequency are likely to be factors in this.
- 2.8.5 There are railway stations at Freshford (4 miles by car), Bath (8 miles) and Frome (12 miles), although Frome has very limited services. It is however possible to commute longer distances with most of the journey by sustainable means.

3 Baseline Transport Conditions

3.1 Introduction

- 3.1.1 This section considers the sustainability of the sites within the village, using Department for Transport criteria to provide an objective appraisal of facilities in key day to day land use categories that can be reached without a car.
- 3.1.2 The extent to which existing residents rely on car use is considered by analysing census data. Data on traffic movements and speeds obtained from third party sources is then set out.

3.2 Facilities within Reach without a Car

- 3.2.1 Accessibility Guidance from the Department for Transport (revised September 2011) sets out two thresholds for travel to key services. The lower threshold represents a national median of actual journeys, while the upper threshold represents the higher end of actual journey times. The lower and upper thresholds for the eight key services are shown in Table 1.

Service	Lower Threshold (mins)	Upper Threshold (mins)
Employment	20	40
Primary School	15	30
Secondary School	20	40
Further Education	30	60
GP Surgery	15	30
Hospital	30	60
Food Store	15	30
Town Centre	15	30

Table 1: DfT Accessibility Indicators based on Actual Journey Times

- 3.2.2 In a village location, it is reasonable to apply the upper threshold accessibility indicators, although both are considered below, grouping the facilities by type.
- 3.2.3 Journey times are from the centre of the village and based on the DfT recommended speeds of 4.8kph for walking and 16kph for cycling. The bus journey times include allowances for walking at either end.

Employment Opportunities

- 3.2.4 The site is within reach of Bath City Centre and Frome town centre by bus.

Facility	Journey Times (20 & 40 Minute Thresholds)		
	On Foot	Bicycle	Bus
Bath City Centre	N/A	N/A	27 mins
Frome Town Centre	N/A	N/A	37 mins

Table 2: Employment Accessible without a Car

Education Facilities

- 3.2.5 The thresholds for primary, secondary and higher education are different, so each is examined individually below, starting with Norton St Phillip Church of England First School, which is a short walk from the village centre.

Facility	Journey Times (15 & 30 Minute Thresholds)		
	On Foot	Bicycle	Bus
Norton St Phillip C of E Primary	7mins	N/A	N/A

Table 3: Primary Schools Accessible without a Car

3.2.6 Two secondary schools are within reasonable reach of the site by bus.

Facility	Journey Times (20 & 40 Minute Thresholds)		
	On Foot	Bicycle	Bus
Frome Community College	N/A	N/A	22 mins
St Gregory's Catholic College, Bath	N/A	N/A	30 mins

Table 4: Secondary Schools Accessible without a Car

3.2.7 A higher education establishment is within reach by bus.

Facility	Journey Times (30 & 60 Minute Thresholds)		
	On Foot	Bicycle	Bus
City of Bath College	N/A	N/A	37 mins

Table 5: Higher Education Accessible without a Car

3.2.8 It is evident from the above that all levels of education are accessible without use of a car, within the relevant time thresholds.

Healthcare Facilities

3.2.9 As with education, there are different thresholds for primary and secondary healthcare, which are considered separately below.

Facility	Journey Times (15 & 30 Minute Thresholds)		
	On Foot	Bicycle	Bus
The Beckington Family Practice	N/A	N/A	23 mins

Table 6: Primary Healthcare Accessible without a Car

3.2.10 There are hospitals at Frome and Bath within reach by bus.

Facility	Journey Times (30 & 60 Minute Thresholds)		
	On Foot	Bicycle	Bus
St Martins Hospital, Bath	N/A	N/A	19 mins
Frome Hospital	N/A	N/A	30 mins

Table 7: Secondary Healthcare Accessible without a Car

3.2.11 Hence there are primary and secondary healthcare facilities within reach via bus.

Retail Facilities

3.2.12 As well as the retail centres of Bath and Frome, there are two supermarkets accessible without the use of a car.

Facility	Journey Times (15 & 30 Minute Thresholds)		
	On Foot	Bicycle	Bus
Budgens Supermarket, N St P	5 mins	2 mins	N/A
Sainsburys Bath Odd Down	N/A	N/A	19 mins
Bath City Centre	N/A	N/A	27 mins
Frome Town Centre	N/A	N/A	37 mins

Table 8: Retail Facilities Accessible without a Car

3.2.13 There is a range of supermarket and retail outlets accessible without a car.

3.2.14 It is evident from the above exercise that there are facilities from all the key land use categories that could be reached without a car. Most rely on the 267 bus service however, which only runs hourly so short trips by bus are unlikely.

3.3 Census Data for Norton St Philip

3.3.1 Census data for the electoral ward extends to Rode, so to consider travel patterns from the village more closely, the much smaller Output Area E00147986 has been examined. This area is illustrated in the plan from the Office for National Statistics included as Appendix 2, and covers the central part of the village.

3.3.2 The table below shows the choice of mode for commuting journeys by village residents in 2001 and 2011.

	2001	2011
Employed Residents	136	142
Works mainly at or from home	17%	14%
Underground, metro, light rail or tram	0%	0%
Train	0%	2%
Bus, minibus or coach	0%	1%
Taxi or minicab	0%	0%
Driving a car or van	66%	69%
Passenger in a car or van	8%	4%
Motorcycle, scooter or moped	0%	0%
Bicycle	0%	1%
On foot	9%	8%
Other	0%	0%

Table 9: Commuting Mode for Village Residents

3.3.3 As would be expected in a rural location, car use is the dominant means of commuting, with 74% of trips involving a car in 2001, 73% in 2011 when there was slightly more single-occupancy of cars on commuting trips. High levels of home working were recorded, but that declined from 2001 to 2011.

3.3.4 Quite a high number of people walked to work, but without provision of further employment, residents at new development would be unlikely to do so.

3.3.5 Use of bicycles was zero in 2001 and just 1% in 2011, most likely reflecting the terrain. However, the same extremely low level of use applied to commuting by bus, with just 1% doing so in 2011, none in 2001.

- 3.3.6 Car ownership has also been examined for the Output Area covering the village. The 2011 census recorded that 95% of households had a car, with 52% owning more than 1 car and an average of 1.7 cars per household. These are exceptionally high levels of car ownership.

3.4 Traffic and Traffic Speed Data

- 3.4.1 The Transport Statement for the Fortescue Fields development (2010/0493) included traffic data for the B3110, provided by Somerset County Council. This was apparently from an Automatic Traffic Counter placed to the north of the village. The average peak hour traffic flows were summarised as follows:

AM Peak Hour 08-09:00: 598 Northbound, 286 Southbound, 884 Two-Way

PM Peak Hour 17-18:00: 451 Northbound, 445 Southbound, 896 Two-Way

- 3.4.2 The Parish Council have also provided traffic and speed data from a Speed Indication Device installed by Somerset County Council on the A366 at Upper Farm Close. The device only recorded traffic heading westbound into the village, with results summarised as follows:

AM Peak Hour 08-09:00: 113 Westbound

PM Peak Hour 17-18:00: 118 Westbound

Within 30mph Speed Limit: 24%

Exceeded 30mph: 76%

Exceeded 40mph: 10%

- 3.4.3 The Speed Indicating Device suggests that traffic levels on the A366 are very much lower than on the B3110 and demonstrates very poor compliance with the speed limit, even well within the village boundary.

4 The Development Proposals

4.1 Introduction

- 4.1.1 This section provides a brief outline of the development proposals considered and provides predictions of travel demand. The likely distribution of development traffic on the local highway network is considered.

4.2 Development Schemes Considered

- 4.2.1 The current development schemes considered in this report were detailed in section 1.2. Sites within the village are summarised below. Sheltered housing is identified separately as it has different trip patterns.

2013/2033 Fortescue Fields West Site:	49 Dwellings
2013/2052 Fortescue Fields East Site:	20 Dwellings
2013/1821 Land South of Longmead Close:	8 Dwellings + 24 Sheltered
2013/2217 Bell Hill Garage:	49 Dwellings
Total Development in Village:	126 Dwellings + 24 Sheltered

- 4.2.2 Sites outside the village are summarised as follows:

2013/0980 Mill Lane, Beckington:	12 Dwellings
2013/1088 Trowbridge Road, Beckington:	43 Dwellings
2013/1119 Warminster Road, Beckington:	45 Dwellings
2011/3124 Church Farm, Rode:	44 Dwellings
Total Development near Village:	144 Dwellings

- 4.2.3 The following section considers the travel demand that might be associated with this development.

4.3 Predicted Travel Demand

- 4.3.1 To determine the level of travel demand in terms of person trips, the Houses Privately Owned category of the TRICS database has been searched for surveys in England, excluding Greater London, based on the total trips per household by all people and all modes.
- 4.3.2 The sites returned an average weekday daily trip rate per household of 8.581 person trips from 07:00 to 19:00. In section 3.3 of this report, Table 9 showed that 69% of all commuting trips were as the driver of a car, so if that existing pattern continues, each new household might be expected to generate (69% of 8.581) 5.921 vehicle trips in a 12-hour period.
- 4.3.3 However, as no new employment is proposed in the village - in fact jobs will be lost with the Bell Hill Garage scheme - it is unlikely that new residents will walk to work, so commuting by car is likely to be up to 8% higher than the 69% for existing residents. However, the existing figure has been used for simplicity.

- 4.3.4 In order to consider traffic movements in greater detail, the TRICS database was searched again for sites that generate a comparable level of traffic over the 12-hour period surveyed. Twelve sites fell within a range +/-10% of generating 5.921 vehicle trips per day, summarised below.

TRICS Ref	Site	Location	2-Way 12-Hr Trips
SF-03-A-02	Semi Det./Terraced	Ipswich	6.496
NF-03-A-01	Semi Det. & Bungalows	Caister-On-Sea	6.222
DC-03-A-01	Detached	Poole	6.216
SH-03-A-03	Detached	Shrewsbury	6.1
CH-03-A-05	Detached	Crewe	6
LN-03-A-02	Mixed Houses	Lincoln	5.925
EX-03-A-01	Semi-Det.	Stanford-Le-Hope	5.907
SF-03-A-03	Mixed Houses	Bury St Edmunds	5.9
CW-03-A-01	Terraced	Penzance	5.846
WM-03-A-01	Terraced	Coventry	5.734
CB-03-A-03	Semi Detached	Workington	5.550
NT-03-A-03	Semi Detached	Kirkby-In-Ashfield	5.536
LN-03-A-01	Mixed Houses	Lincoln	5.380

Table 10: Selected TRICS Sites

- 4.3.5 The average trip rates from the selected TRICS sites have been applied to the housing development numbers summarised in section 4.2 to give trip profiles as follows.

Period	126 Dwellings Within Village			144 Dwellings Outside Village		
	Arrive	Depart	Total	Arrive	Depart	Total
07:00	14	40	54	16	46	62
08:00	22	56	78	25	64	89
09:00	23	30	53	26	34	60
10:00	20	27	47	23	31	54
11:00	25	23	48	29	26	55
12:00	27	25	52	31	29	60
13:00	24	22	46	28	25	53
14:00	26	25	51	30	28	58
15:00	43	29	72	49	34	83
16:00	44	28	72	51	32	83
17:00	56	34	90	64	39	103
18:00	37	30	67	42	35	77
12-Hour	361	369	730	414	423	837

Table 11: Predicted Weekday Housing Development Traffic

- 4.3.6 The 24 sheltered housing units proposed in the village would generate relatively little traffic, so a simple TRICS exercise has been undertaken using the average trip rates of all sheltered housing sites in England, excluding London. The results, applied to the 24 units proposed south of Longmead Close, are summarised below.

Period	24 Sheltered Housing Units		
	Arrive	Depart	Total
07:00	0	0	0
08:00	2	1	3
09:00	2	3	5
10:00	2	3	5
11:00	3	2	5
12:00	3	3	6
13:00	2	2	4
14:00	2	1	3
15:00	2	2	4
16:00	2	2	4
17:00	1	1	2
18:00	1	1	2
12-Hour	22	21	43

Table 12: Predicted Weekday Sheltered Housing Traffic

4.3.7 The development within the village is therefore likely to add some 79 vehicle movements to the morning peak hour and about 92 to the evening peak hour. The development outside the village will also add some traffic to Norton St Philip.

4.3.8 To determine the pattern of traffic, the next section of this report considers how it is likely to be distributed on the local highway network.

4.4 Predicted Distribution of Traffic

4.4.1 Census data has been examined to establish where residents of Norton St Philip currently travel to work. The 2001 census has been used (Table W203), as that level of detail has not been released for the 2011 census at the time of writing.

4.4.2 Table W203 from the Office for National Statistics is a database of every electoral ward in the country, listing the origin and destination of commuting trips. It has been searched for commuting trips originating from the Nordington ward, which at the time covered Norton St Philip.

4.4.3 The database search returned 107 destinations to which residents of Nordington ward commuted. These have been grouped by place and the point at which they would enter the A366/B3110/A36 local highway network, as shown in Appendix 3.

4.4.4 The resulting distribution of commuting trips is as follows:

B3110 North:	35%
B3110 South:	24%
A366 West:	18%
A366 East:	12%
A36 North:	11%

4.4.5 Figures 1 & 2 show the weekday AM & PM peak hour traffic for each of the development sites within the village, distributed in accordance with the above breakdown from the census.

- 4.4.6 The same exercise has been undertaken for development traffic from Beckington & Rode, which fall in their own electoral ward. Table W203 has again been searched, with results as shown in Appendix 4.
- 4.4.7 In this case, only the traffic likely to commute via the B3110 and A366 West has been considered, as shown in the table. Broadly speaking, traffic to Bath has been split 50/50 between the B3110 and A36, except where it is clear that one or the other would be used. Traffic to the Bristol area is assumed to use the B3110 to skirt the southern side of Bath, and traffic to the Norton Radstock area is assumed to use the B3110 and A366 West.
- 4.4.8 As a percentage of all commuting trips from Beckington and Rode, the census data shows the following proportions are likely to pass through the village:
- | | |
|--------------|-----|
| B3110 North: | 11% |
| A366 West: | 1% |
- 4.4.9 Figures 3 & 4 show the predicted pattern of development traffic associated with Beckington and Road, where it is likely to pass through Norton St Philip.
- 4.4.10 Finally, Figures 5 & 6 show the total development traffic through the village, combining Figures 1 & 3 and 2 & 4. The implications of the additional traffic are considered in the following section of this report.

5 Transport Implications

5.1 Introduction

- 5.1.1 This section considers the implications of the increased travel demand arising from the various development schemes.
- 5.1.2 The implications for traffic congestion and road safety are considered first, within the village and on key connections to main destinations.
- 5.1.3 The implications for non-car travel are then considered.

5.2 Predicted Traffic Implications

- 5.2.1 Figures 5 & 6 illustrate the predicted changes in traffic likely to arise in the village, with the changes at key points flagged in red. Those areas are summarised as follows:

Location	Change in AM Peak Hour	Change in PM Peak Hour
B3110 High Street	+51	+48
B3110/A366 Junction	+73	+82
A366 at Town Barton	+22	+25
A366 Bell Hill	+35	+41
A366/A36 Junction	+22	+25
B3110/A36 Junction	+31	+36

Table 13: Predicted Additional Traffic at Key Points on Local Highway Network

- 5.2.2 Each of the key locations on the local highway network is considered below.

B3110 High Street

- 5.2.3 Traffic on the High Street is predicted to increase by some 51 vehicle movements in the AM peak hour, 48 in the PM peak hour. In the absence of traffic flows data in the centre of the village, these increases have been compared against the ATC data from the north of the village referred to in paragraph 3.4.1 of this report.

51 vehicles added to 884 movements = 6% increase

48 vehicles added to 896 movements = 5% increase

- 5.2.4 It has been explained (section 2.6) that the High Street is already subject to significant congestion in the busiest hours of the day due to extensive on-street parking, and the narrow carriageway alongside narrow footways are a concern in terms of pedestrian safety.
- 5.2.5 It is therefore considered that the highway authority should require that the implications of these traffic increases are investigated in detail and appropriate mitigation considered as required.

- 5.2.6 It was also mentioned in section 2.6 that the speed table at the access to Fortescue Fields does not appear to be reducing southbound speeds to a level appropriate for the very limited visibility that has been provided. The implications of increasing traffic through this junction also need to be investigated in detail.

B3110/A366 Junction

- 5.2.7 This is a difficult junction to negotiate due to extremely limited visibility for many of the turning movements (see section 2.4). As a result, significant delays can arise. There is no evidence of a safety problem in terms of injury accidents, but the junction is perceived as unsafe.
- 5.2.8 The developments are predicted to cause a significant increase in traffic at this junction, 73 vehicles in the AM peak and 82 in the PM peak. The implications of this need to be assessed in detail, both in terms of capacity and highway safety.

A366 at Town Barton

- 5.2.9 It was explained in section 2.3 that Town Barton joins the A366 with no practical visibility to the right, and that the localised narrowing of the A366 is a hazard for pedestrians and for cars passing HGVs. Compliance with the 30mph speed limit has been shown to be extremely poor.
- 5.2.10 The developments are predicted to increase traffic through this pinch-point by some 22 to 25 vehicles in the busiest hour of the day. Existing data is only available for westbound traffic, where the increases amount to (8/113) 7% in the AM peak hour and (14/118) 12% in the PM peak.
- 5.2.11 Again, because this point on the local highway network is very substandard, it is considered that the highway authority should require the implications of these increases to be investigated in detail, as there are significant safety concerns to be addressed.

A366 Bell Hill

- 5.2.12 It is predicted that Bell Hill will experience an increase of 35 to 41 vehicles in the busiest hour of the day. The implications for existing issues of visibility at Vicarage Lane and the pedestrian crossing point to The Barton need to be considered by the local highway authority.

A366/A36 Junction

- 5.2.13 Traffic through this junction is predicted to increase by 22 to 25 movements in the busiest hours of the day. This is unlikely to be significant against the high level of existing traffic, but the junction is already congested during peak hours, so further delays could potentially cause drivers to take more risk.
- 5.2.14 The Highway Agency will therefore need to be satisfied that the predicted increase in traffic are acceptable in terms of capacity and safety.

B3110/A36 Junction

- 5.2.15 This junction has substandard visibility to the left when exiting the B3110, as the approach speeds are well above the speed limit. Significant congestion arises during peak hours as a result.

- 5.2.16 The addition of 31-36 vehicle movements in the peak hours will exacerbate the situation and the same concerns apply as with the A366/A36 junction. The Highways Agency will need to be satisfied that the increase is acceptable in capacity and safety terms.

5.3 Implications for Pedestrians and Cyclists

- 5.3.1 It was explained in section 2 that in spite of the recent improvement scheme associated with the Fortescue Fields development, there are still significant issues for pedestrian safety in the village, with narrow and missing sections of footway, and crossing desire lines with very poor visibility.
- 5.3.2 The levels of traffic increase predicted are likely to exacerbate those concerns, which should be addressed if residents are not to be deterred from undertaking journeys on foot to those facilities that are available in the village.
- 5.3.3 Section 2.7 explained that there is no cycling infrastructure in the village or within reasonable reach due to extreme gradients. This is reflected in the very low levels of commuting by bicycle recorded in the census, zero in 2001, 1% in 2011.
- 5.3.4 Major improvements to cycle connectivity outside the village will be beyond the scale of the development being proposed, but the implications of increased traffic on narrow and substandard roads within the village does need to be considered.

5.4 Implications for Public Transport

- 5.4.1 It was explained in section 3.2 that there is a good range of facilities accessible by bus. However, the hourly frequency may be acting as a deterrent to bus use, as the census showed zero commuting by bus in 2001, and just 1% in 2011.
- 5.4.2 If new residents continue the existing trend of being heavily car-reliant for commuting trips, as is likely without improved bus services, additional patronage from the developments is unlikely to cause capacity issues on the existing service 267. But if it is the case that the developments are heavily car dependent, then they cannot be considered sustainable.
- 5.4.3 Individually, the developments are not of a scale that supports meaningful travel planning. As a whole, they would however be able to support a more focussed Travel Plan with effective, funded measures such as a frequency increase for service 267 during peak periods for example, that could help reduce car use and the traffic impact on the substandard highways in the village.

6 Summary & Recommendations

6.1 Summary

6.1.1 This report has been produced on behalf of Norton St Philip Parish Council to consider the transport implications of four residential development proposals within the village of Norton St Philip. The main points are summarised as follows:

- (i) There has been significant house building in the village recently, the largest of which is the Fortescue Fields scheme for 55 dwellings, currently being built out, with a traffic calming scheme for the B3110.
- (ii) Four current planning applications for residential development within the village are considered in this report, totalling 150 dwellings:

2013/2033 Fortescue Fields West Site:	49 Dwellings
2013/2052 Fortescue Fields East Site:	20 Dwellings
2013/1821 Land South of Longmead Close:	8 Dwellings + 24 Sheltered
2013/2217 Bell Hill Garage:	49 Dwellings
- (iii) Four sites outside the village are also considered, totalling 144 dwellings:

2013/0980 Mill Lane, Beckington:	12 Dwellings
2013/1088 Trowbridge Road, Beckington:	43 Dwellings
2013/1119 Warminster Road, Beckington:	45 Dwellings
2011/3124 Church Farm, Rode:	44 Dwellings
- (iv) A bypass proposal by the County Council in the 1970's demonstrates that traffic problems in the village are long-standing. Traffic levels and vehicle sizes have increased substantially since then.
- (v) Pedestrian links within the village are intermittent and often narrow. There are no facilities to encourage cycling and the local topography discourages cycling outside the village.
- (vi) There is an hourly bus service to Bath and Frome with reasonable journey times, but the census shows extremely low levels of commuting by bus, just 1% in 2011.
- (vii) Accessibility analysis shows that in theory there is a good range of facilities in reach without a car, but the very low level of commuting by bus suggests that the reality is that most residents are heavily reliant on car use, also evident from the exceptionally high levels of car ownership in the village.
- (viii) Weekday peak hour trip predictions have been produced for the development based on levels of car use recorded within the village by the census. The 4 developments within the village could generate up to 92 vehicles movements in an hour and some 773 over a 12-hour period.
- (ix) The likely distribution of traffic within the village has been considered in detail using census data on local commuting patterns.

- (x) The predicted changes in traffic at key points on the local highway network are summarised as follows:

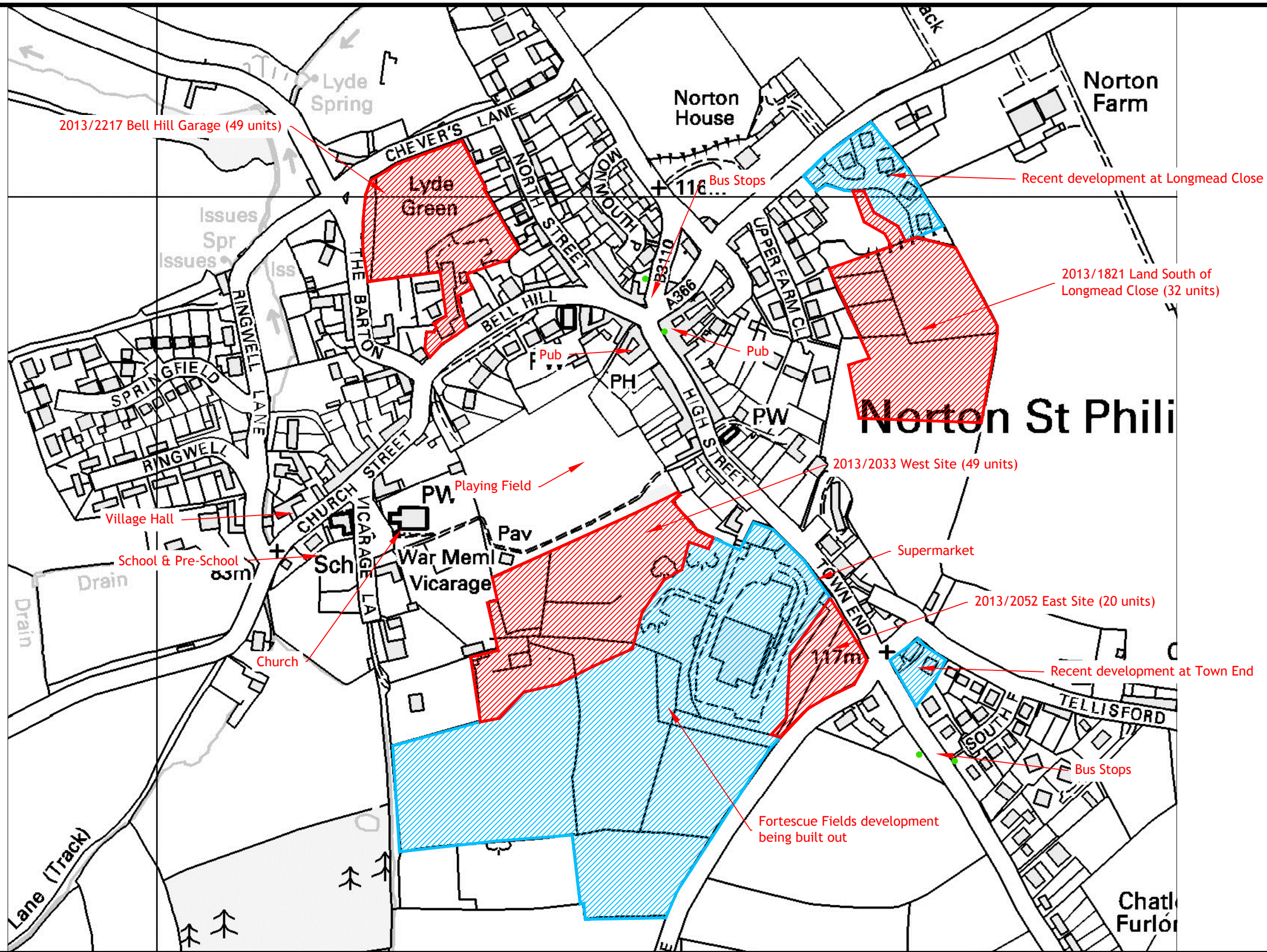
	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
B3110 High Street:	+51	+48
B3110/A366 Junction:	+73	+82
A366 at Town Barton:	+22	+25
A366 Bell Hill:	+35	+41
A366/A36 Junction:	+22	+25
B3110/A36 Junction:	+31	+36

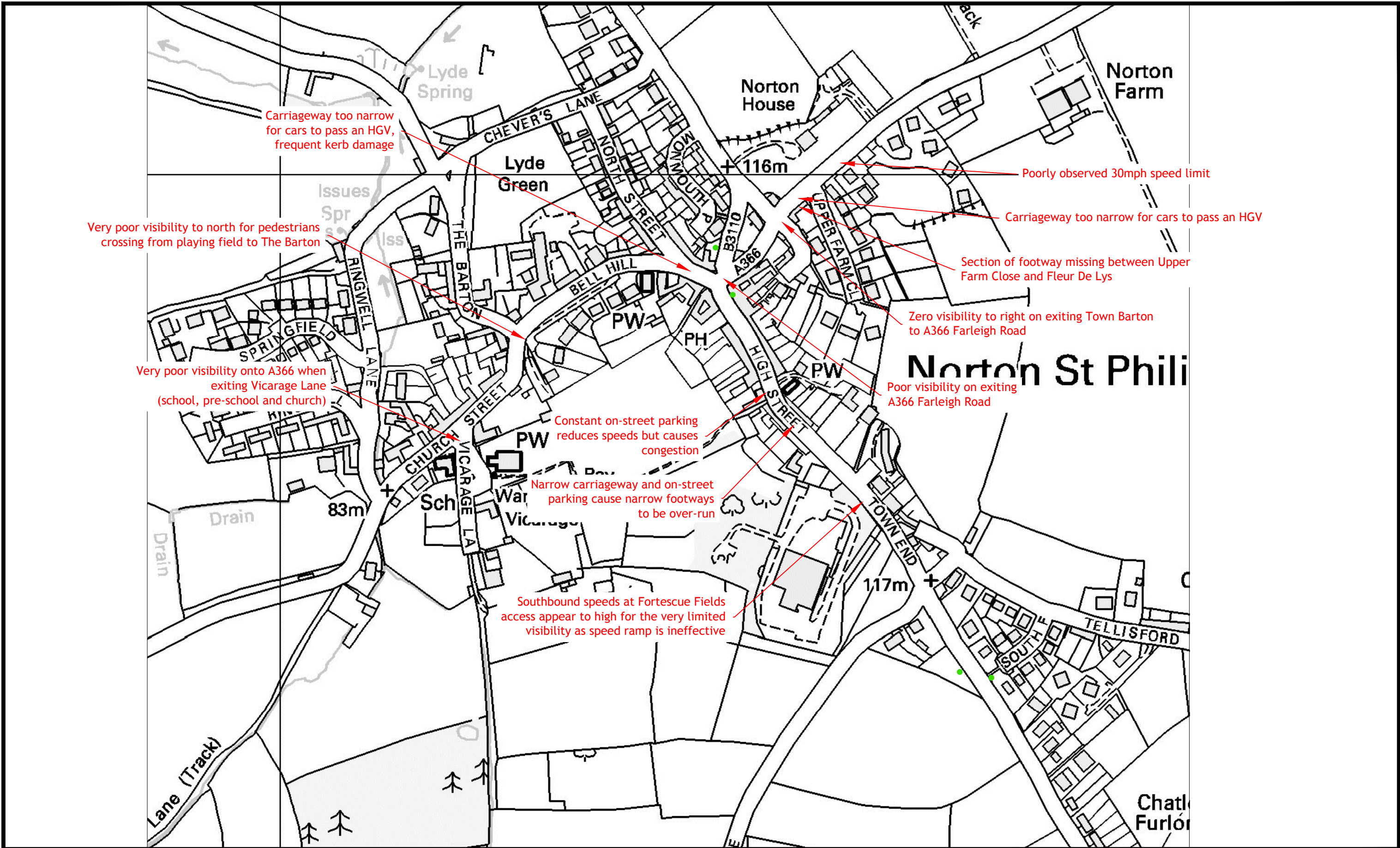
- (xi) The impact arising from the above is considered sufficient to warrant detailed examination to ensure that the highway authority and Highways Agency are content that the impact will be mitigated appropriately

6.2 Conclusion & Recommendations

- 6.2.1 The village experiences a range of significant traffic issues and it is clear from the recent census data that residents are highly dependent on the car for commuting. With the only bus service running hourly, car dependency is likely to extend to other day to day journey purposes.
- 6.2.2 This report has flagged a number of key points on the local highway network where it is recommended that the highway authority and Highways Agency should ensure they are satisfied that the cumulative impact of development can be mitigated satisfactorily. Both highway authorities, and the planning authority, also need to be satisfied that enough is being done to reduce the heavy car reliance evident in the village, so that the development can be considered sustainable, as required by the National Planning Policy Framework.

Plans 1-4





TRANSPORT PLANNING

11 KINGSMEAD SQUARE
BATH BA1 2AB
T:01225 444 011
F:01225 444 055
e:bath@ima-tp.com

CLIENT:

Norton St Philip Parish Council

PROJECT:

Residential Development
in Norton St Philip

TITLE:

- PLAN 2 -
Key Highway Issues in Village

SCALE: (A3)
NTS

CAD FILE:
Location#1-1.dwg

PROJECT No:
IMA-13-140

CHECKED:

DESIGN/DRAWN:
PMG

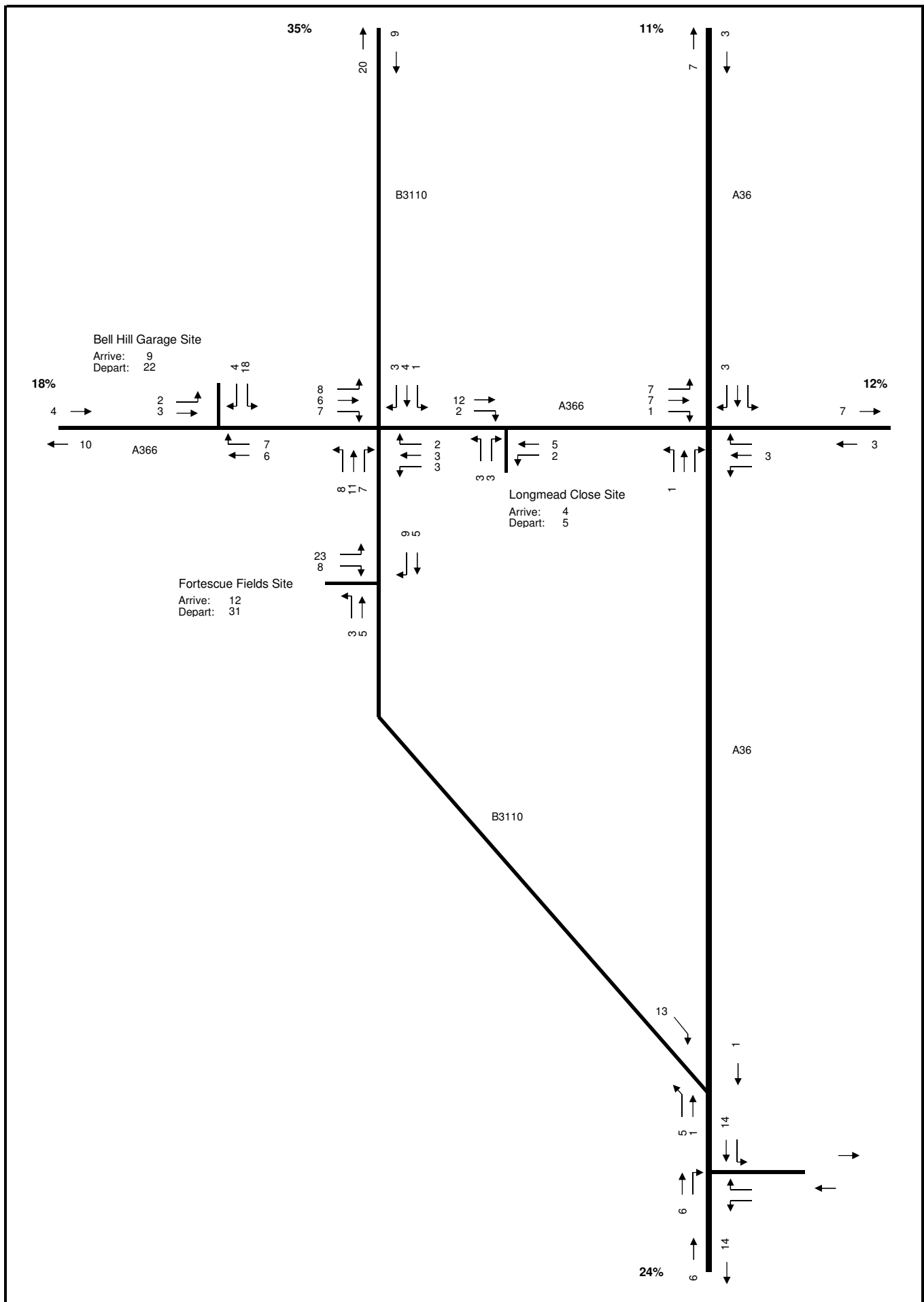
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APPROVED:

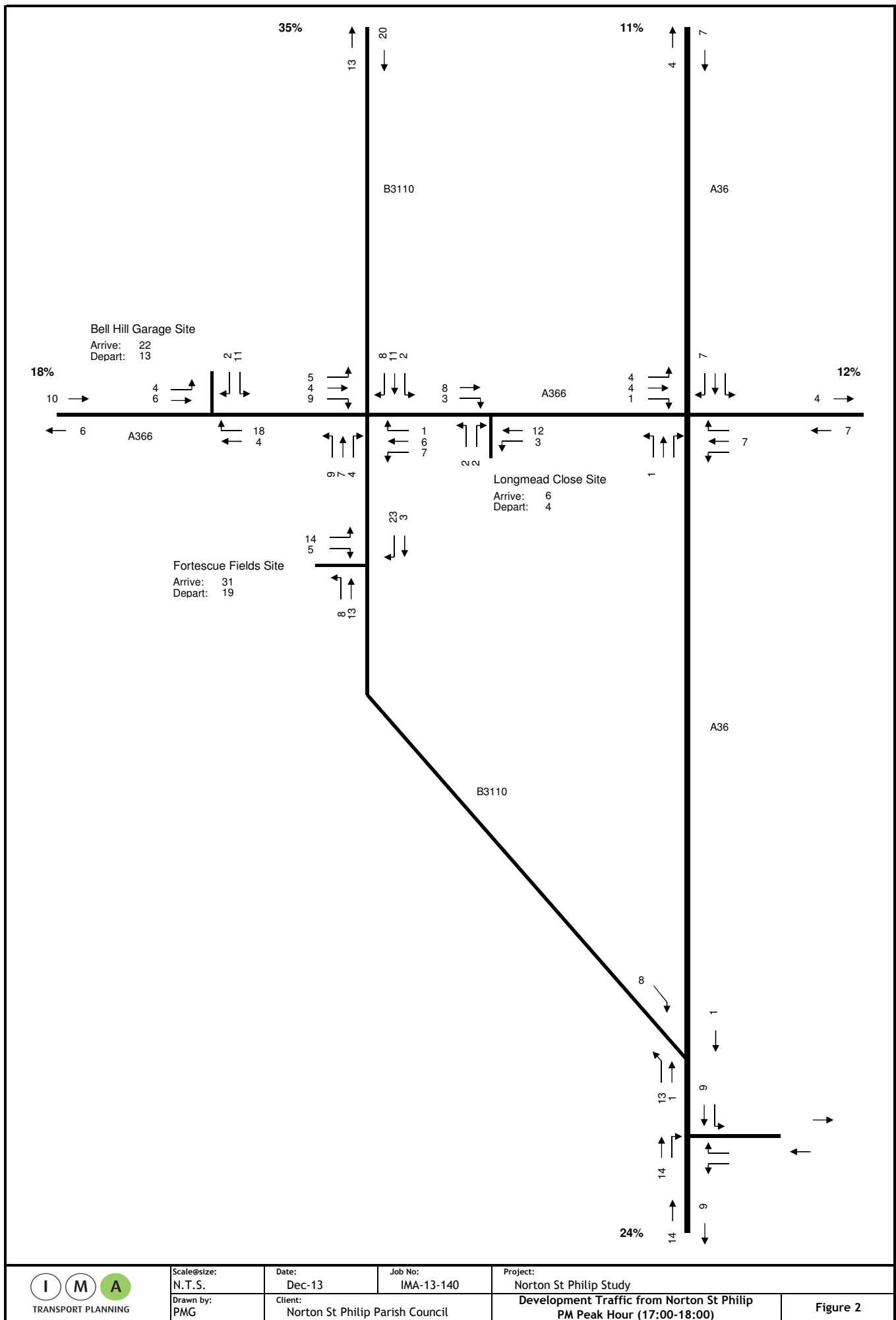
DATE:
Dec 13

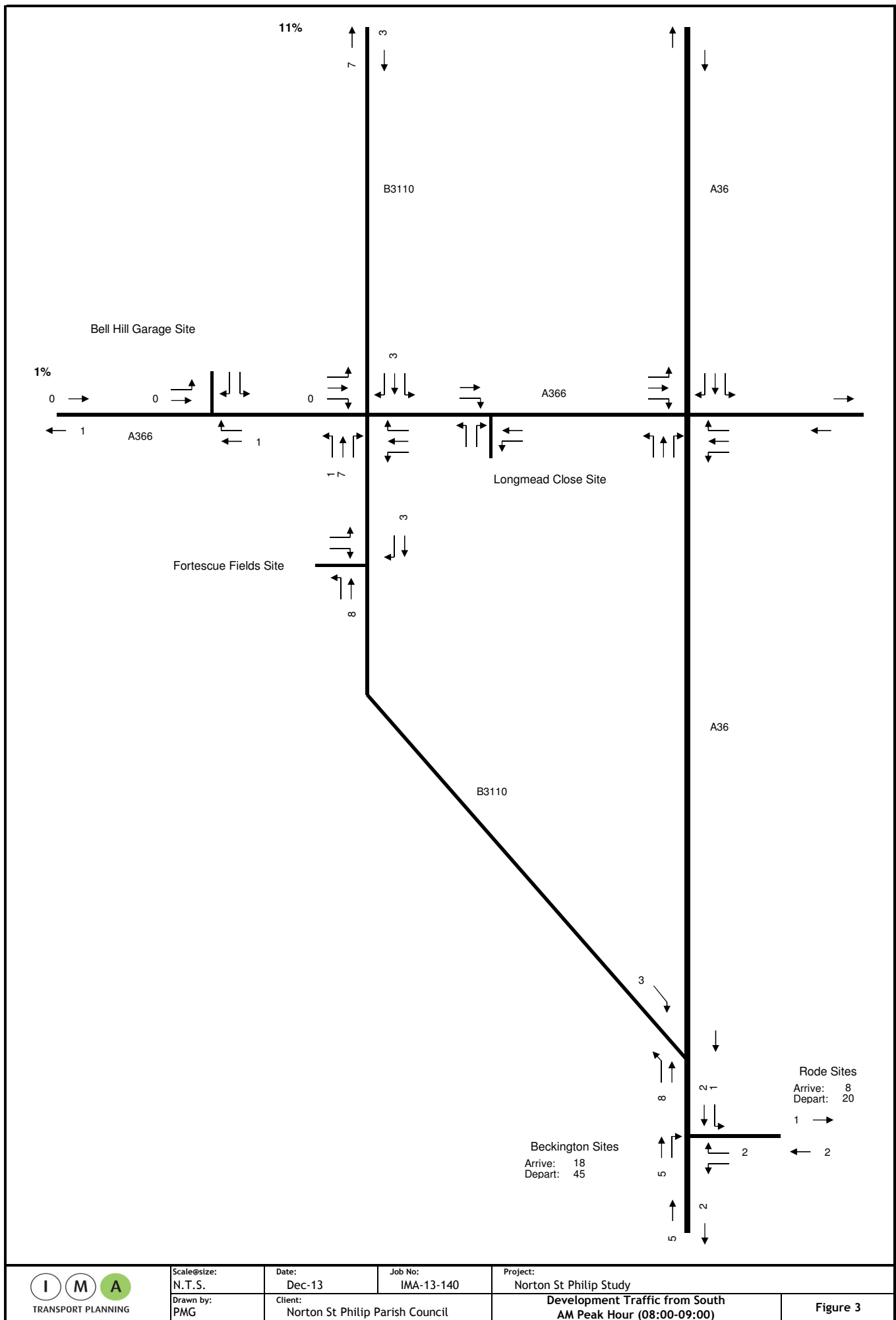
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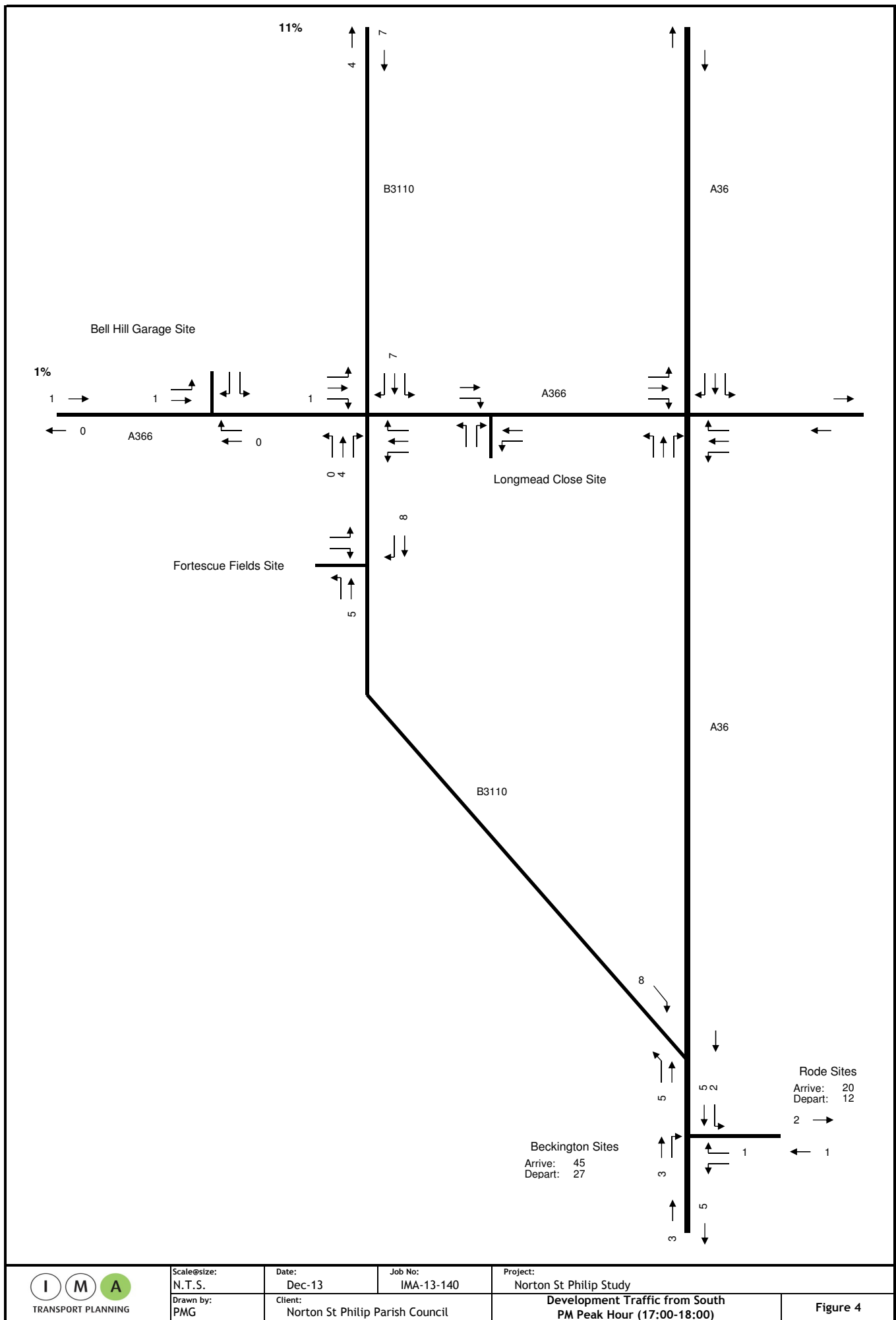
Figures 1-6

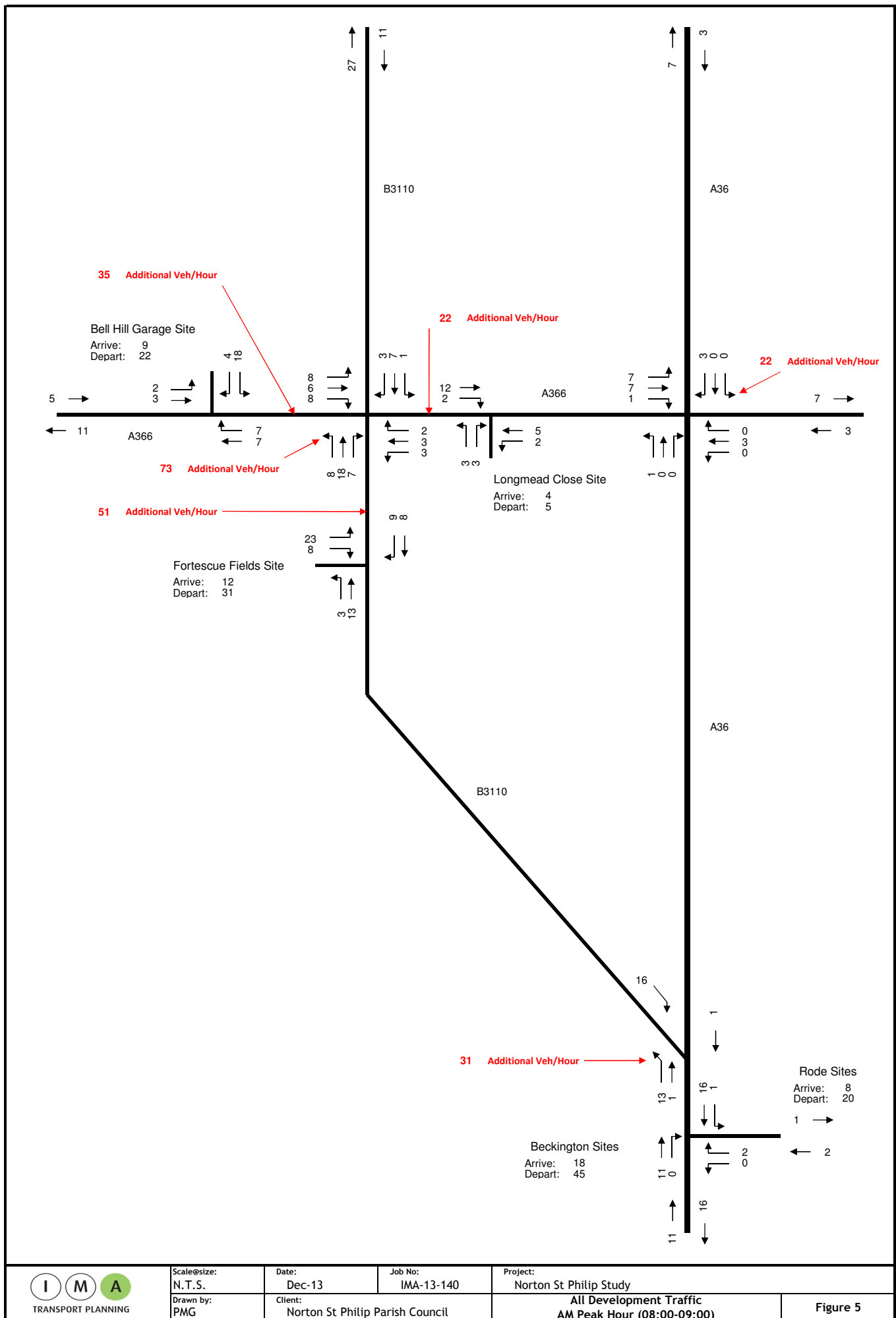


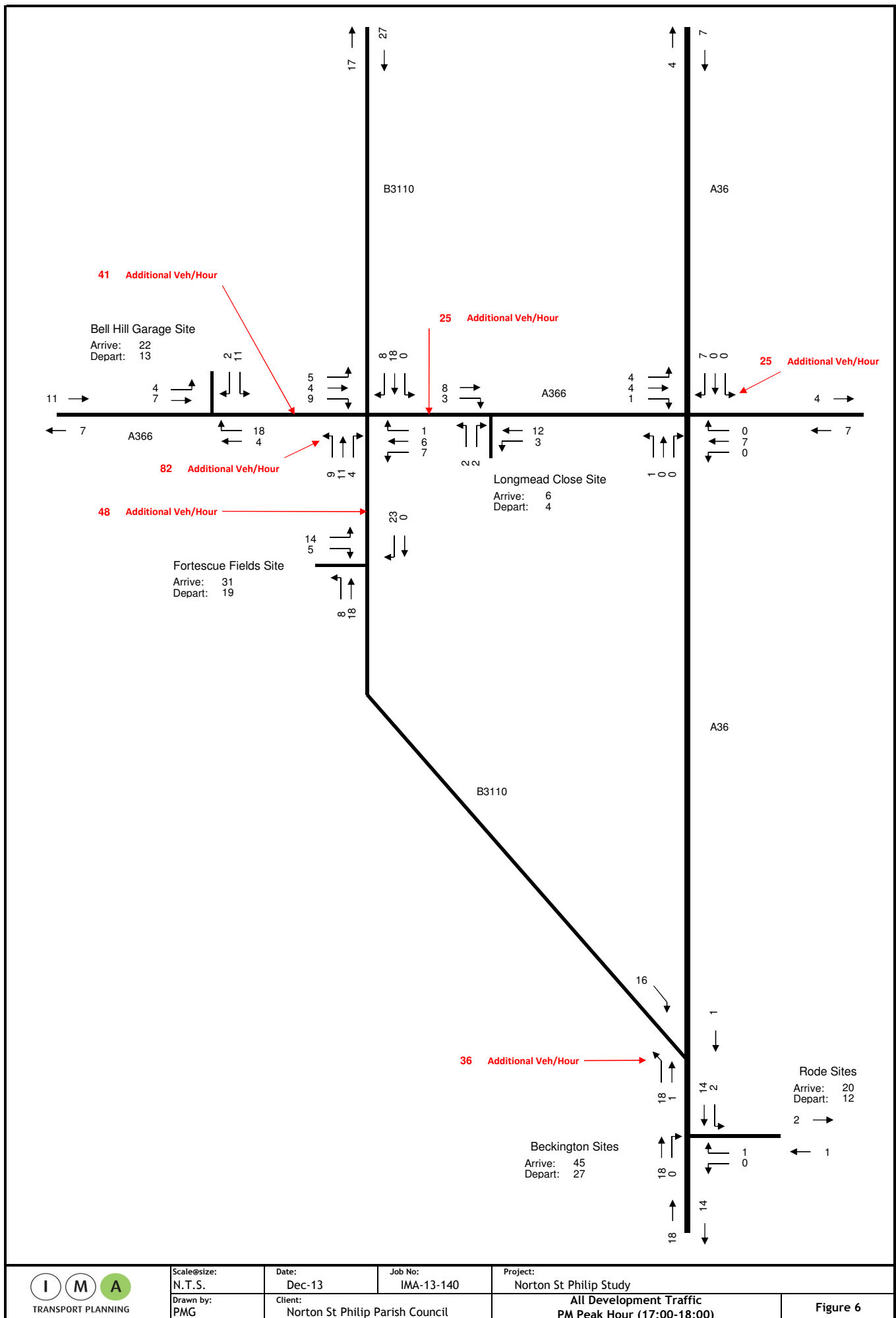
 <p>TRANSPORT PLANNING</p>	<p>Scale@size: N.T.S.</p> <p>Drawn by: PMG</p>	<p>Date: Dec-13</p> <p>Client: Norton St Philip Parish Council</p>	<p>Job No: IMA-13-140</p>	<p>Project: Norton St Philip Study Development Traffic from Norton St Philip AM Peak Hour (08:00-09:00)</p>	<p>Figure 1</p>
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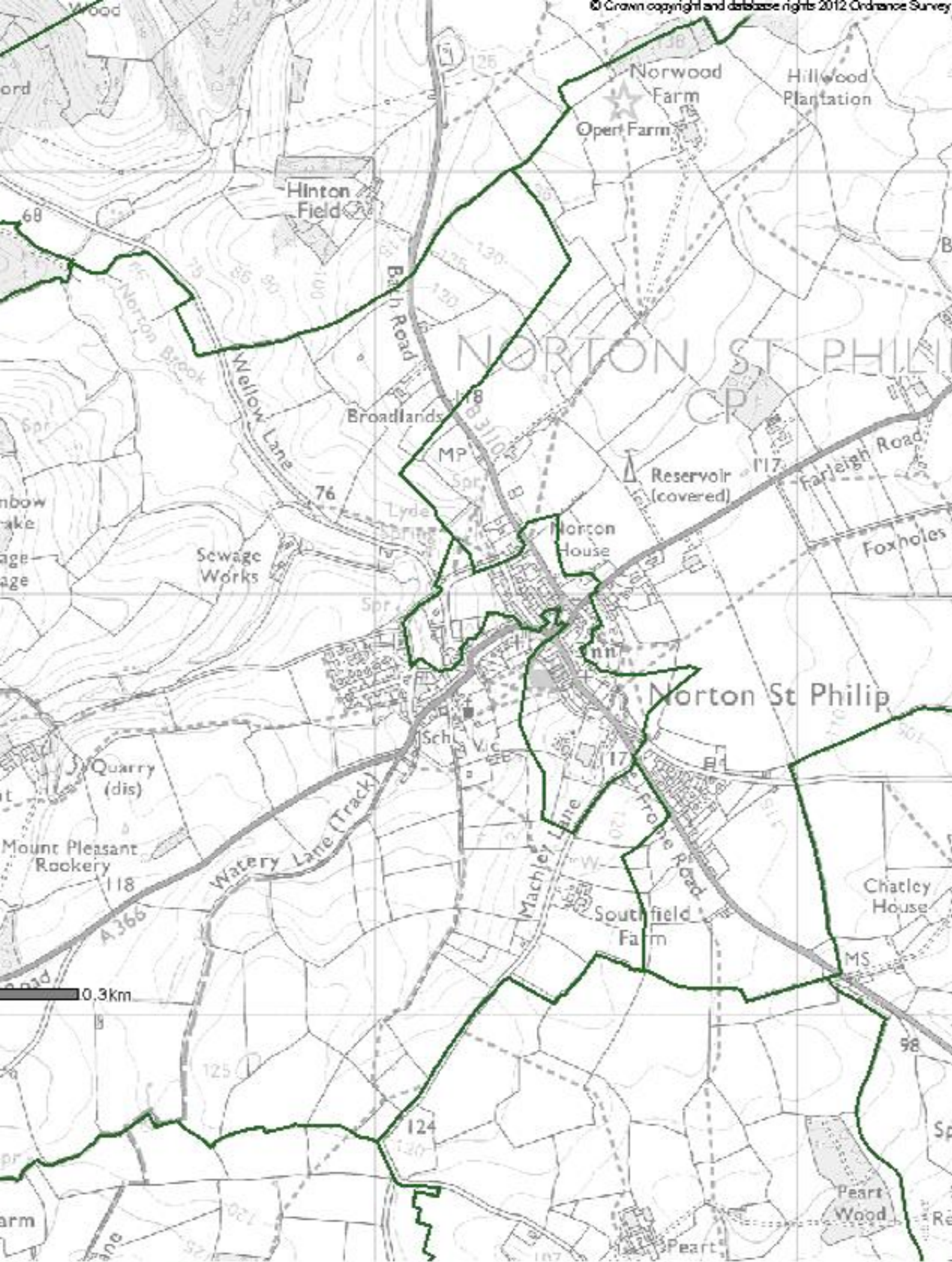


Appendix 1

(Fortescue Fields Traffic Calming Scheme)

Appendix 2

(Census Output Area)



Output Areas 2011

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Appendix 3

(ONS Data for Commuting from Nordington Ward)

Ward of Residence		Ward of Workplace		All People	Workplace	All People	B3110 North	B3110 South	A36 North	A36 South	A366 West	A366 East
40UBHG	Nordinton	40UBHG	Nordinton		Mendip	328						
40UBHG	Nordinton	00HANP	Abbey		Bath and North East Somerset	50						
40UBHG	Nordinton	00HANQ	Bathavon North		Bath and North East Somerset	5						
40UBHG	Nordinton	00HANR	Bathavon South		Bath and North East Somerset	7						
40UBHG	Nordinton	00HANS	Bathavon West		Bath and North East Somerset	5						
40UBHG	Nordinton	00HANT	Bathwick		Bath and North East Somerset	21						
40UBHG	Nordinton	00HANY	Combe Down		Bath and North East Somerset	7						
40UBHG	Nordinton	00HAPE	Kingsmead		Bath and North East Somerset	18						
40UBHG	Nordinton	00HAPF	Lambridge		Bath and North East Somerset	6						
40UBHG	Nordinton	00HAPG	Lansdown		Bath and North East Somerset	8						
40UBHG	Nordinton	00HAPH	Lyncombe		Bath and North East Somerset	3						
40UBHG	Nordinton	46UFGM	Manor Vale		West Wiltshire	3						
40UBHG	Nordinton	00HAPM	Newbridge		Bath and North East Somerset	21						
40UBHG	Nordinton	00HAPP	Oldfield		Bath and North East Somerset	3						
40UBHG	Nordinton	00HAPW	Southdown		Bath and North East Somerset	3						
40UBHG	Nordinton	00HAPY	Twerton		Bath and North East Somerset	7						
40UBHG	Nordinton	00HAPZ	Walcot		Bath and North East Somerset	3						
40UBHG	Nordinton	00HAQB	Westmoreland		Bath and North East Somerset	12						
40UBHG	Nordinton	00HAQD	Widcombe		Bath and North East Somerset	21						
40UBHG	Nordinton	00AAFZ	Tower		City of London	3						
40UBHG	Nordinton	00ANGG	Hammersmith Broadway		Hammersmith and Fulham	3						
40UBHG	Nordinton	00ATGT	Turnham Green		Hounslow	3						
40UBHG	Nordinton	00AYGC	Clapham Town		Lambeth	3						
40UBHG	Nordinton	00BKGM	Marlybone High Street		Westminster	3						
40UBHG	Nordinton	26UJGL	Moor Park & Eastbury		Three Rivers	3						
40UBHG	Nordinton	00HAPK	Midsomer Norton North		Bath and North East Somerset	3					60	
40UBHG	Nordinton	00HAPL	Midsomer Norton Redfield		Bath and North East Somerset	3						
40UBHG	Nordinton	00HAPT	Radstock		Bath and North East Somerset	11						
40UBHG	Nordinton	00HAQA	Westfield		Bath and North East Somerset	10						
40UBHG	Nordinton	00HAPQ	Paulton		Bath and North East Somerset	8						
40UBHG	Nordinton	00HAPA	High Littleton		Bath and North East Somerset	3						
40UBHG	Nordinton	40UBHP	Stratton		Mendip	4						
40UBHG	Nordinton	40UBGK	Ashwick and Ston Easton		Mendip	6						
40UBHG	Nordinton	40UBGP	Chilcompton		Mendip	3						
40UBHG	Nordinton	40UBGQ	Coleford		Mendip	3						
40UBHG	Nordinton	00HAPR	Peasedown		Bath and North East Somerset	6						
40UBHG	Nordinton	00HBPR	Bishopsworth		Bristol, City of	3						
40UBHG	Nordinton	00HBNS	Brislington East		Bristol, City of	3	55	55				
40UBHG	Nordinton	00HBNU	Cabot		Bristol, City of	13						
40UBHG	Nordinton	00HBNU	Clifton		Bristol, City of	6						
40UBHG	Nordinton	00HBPC	Frome Vale		Bristol, City of	3						
40UBHG	Nordinton	00HBPD	Hartcliffe		Bristol, City of	3						
40UBHG	Nordinton	00HBPF	Hengrove		Bristol, City of	3						
40UBHG	Nordinton	00HBPM	Lawrence Hill		Bristol, City of	6						
40UBHG	Nordinton	00HBPR	St George West		Bristol, City of	3						
40UBHG	Nordinton	00HBPT	Southville		Bristol, City of	3						
40UBHG	Nordinton	00HBPX	Westbury-on-Trym		Bristol, City of	3						
40UBHG	Nordinton	00HBPY	Whitchurch Park		Bristol, City of	3						
40UBHG	Nordinton	00HAPC	Keynsham North		Bath and North East Somerset	3						
40UBHG	Nordinton	00HCPG	Nailsea North and West		North Somerset	3					12	
40UBHG	Nordinton	00HCPW	Weston-super-Mare South		North Somerset	3						
40UBHG	Nordinton	00HCOB	Wrington		North Somerset	6						
40UBHG	Nordinton	00HDNU	Boyd Valley		South Gloucestershire	3				15		
40UBHG	Nordinton	00HDNU	Patchway		South Gloucestershire	3						
40UBHG	Nordinton	00HDPY	Westerleigh		South Gloucestershire	3						
40UBHG	Nordinton	00HDPZ	Winterbourne		South Gloucestershire	3						
40UBHG	Nordinton	00HDQC	Yate North		South Gloucestershire	3						
40UBHG	Nordinton	40UDJS	Brympton		South Somerset	3						
40UBHG	Nordinton	40UDJW	Cary		South Somerset	3	15	15				
40UBHG	Nordinton	40UDKW	Tower		South Somerset	3						
40UBHG	Nordinton	40UDKX	Turn Hill		South Somerset	3						
40UBHG	Nordinton	40UDLB	Yeovil Central		South Somerset	3						
40UBHG	Nordinton	46UFGT	Paxcroft		West Wiltshire	3						
40UBHG	Nordinton	46UFGW	Southwick and Wingfield		West Wiltshire	3						
40UBHG	Nordinton	46UFGY	Trowbridge Adcroft		West Wiltshire	21						
40UBHG	Nordinton	46UFHA	Trowbridge Drynham		West Wiltshire	3						
40UBHG	Nordinton	46UFHC	Trowbridge Park		West Wiltshire	3						
40UBHG	Nordinton	46UFGI	Holt		West Wiltshire	3						
40UBHG	Nordinton	46UCHL	Chippenham Avon		North Wiltshire	3						
40UBHG	Nordinton	46UCHU	Coleerne		North Wiltshire	3						
40UBHG	Nordinton	46UCHZ	Kington Langley		North Wiltshire	3						
40UBHG	Nordinton	46UCJB	Lacock with Neston and Gastard		North Wiltshire	3						
40UBHG	Nordinton	46UCJD	Malmesbury		North Wiltshire	3						
40UBHG	Nordinton	46UFGN	Melksham North		West Wiltshire	3						
40UBHG	Nordinton	40UBGS	Frome Berkley Down		Mendip	9						
40UBHG	Nordinton	40UBGT	Frome Fromefield		Mendip	20						
40UBHG	Nordinton	40UBGU	Frome Keyford		Mendip	32						
40UBHG	Nordinton	40UBGW	Frome Park		Mendip	14						
40UBHG	Nordinton	40UBGX	Frome Welshmill		Mendip	12						
40UBHG	Nordinton	40UBGN	Beckington and Rode		Mendip	10						
40UBHG	Nordinton	40UBHD	Mells		Mendip	22						
40UBHG	Nordinton	40UBGM	Beacon		Mendip	7						
40UBHG	Nordinton	40UBGR	Creech		Mendip	3						
40UBHG	Nordinton	40UBHA	Glastonbury St John's		Mendip	3						
40UBHG	Nordinton	40UBHM	Shepton East		Mendip	10						
40UBHG	Nordinton	40UBHR	Street South		Mendip	3						
40UBHG	Nordinton	40UBHU	Wells Central		Mendip	3						
40UBHG	Nordinton	40UBHW	Wells St Cuthbert's		Mendip	3						
40UBHG	Nordinton	40UBHT	Vale		Mendip	3						
40UBHG	Nordinton	46UFGJ	Dilton Marsh		West Wiltshire	5						
40UBHG	Nordinton	46UFGK	Ethandune		West Wiltshire	6						
40UBHG	Nordinton	46UFGU	Shearwater		West Wiltshire	8						
40UBHG	Nordinton	46UFHD	Warminster East		West Wiltshire	3						
40UBHG	Nordinton	46UFHE	Warminster West		West Wiltshire	3						
40UBHG	Nordinton	46UFHF	Westbury Ham		West Wiltshire	6						
40UBHG	Nordinton	46UDHL	St Martin and Milford		Salisbury	3						
40UBHG	Nordinton	19UHRH	Dorchester North		West Dorset	3						
40UBHG	Nordinton	40UEHD	Taunton Manor and Wilton		Taunton Deane	3						
40UBHG	Nordinton	00HXNW	Wroughton and Chiseldon		Swindon	3						
40UBHG	Nordinton	00MFNS	Remenham, Wargrave and Ruscombe		Wokingham	3						
40UBHG	Nordinton	42UDFS	Alexandra		Ipswich	3						
40UBHG	Nordinton	44UEGP	Aston Cantlow		Stratford-on-Avon	3						
40UBHG	Nordinton	43ULGQ	Farnham Castle		Waverley	3						
40UBHG	Nordinton	38UEHK	Stanford		Vale of White Horse	3						
40UBHG	Nordinton	46UBGQ	Cheverell		Kennet	3						
40UBHG	Nordinton	46UBHH	Roundway		Kennet	6						
40UBHG	Nordinton	999999	Wribbenhall		Wyre Forest	6						
Total				984	Total	984	331	229	100	55	162	109
							34%	23%	10%	6%	16%	11%

Appendix 4

(ONS Data for Commuting from Beckington & Rode Ward)

Ward of Residence		Ward of Workplace		Summary 1	Total: All People	B3110 North		A366 West	
						%age	Number	%age	Number
40UBGN	Beckington and Rode	00AAFX	Portsoken	City of London	3	50%	2		
40UBGN	Beckington and Rode	00ASGP	Heathrow Villages	Hillingdon	6	50%	3		
40UBGN	Beckington and Rode	00BKGO	St James's	Westminster	4	50%	2		
40UBGN	Beckington and Rode	00BKGW	West End	Westminster	3	50%	2		
40UBGN	Beckington and Rode	00CCFD	Central	Barnsley	3	50%	2		
40UBGN	Beckington and Rode	00CFFL	Herringthorpe	Rotherham	3	50%	2		
40UBGN	Beckington and Rode	00DAGG	Weetwood	Leeds	3	50%	2		
40UBGN	Beckington and Rode	00FYNL	Bridge	Nottingham	3	50%	2		
40UBGN	Beckington and Rode	00GAPQ	Hollington	Herefordshire, County of	3	50%	2		
40UBGN	Beckington and Rode	00HANP	Abbey	Bath and North East Somerset	40	50%	20		
40UBGN	Beckington and Rode	00HANO	Bathavon North	Bath and North East Somerset	8				
40UBGN	Beckington and Rode	00HANR	Bathavon South	Bath and North East Somerset	8				
40UBGN	Beckington and Rode	00HANS	Bathavon West	Bath and North East Somerset	3				
40UBGN	Beckington and Rode	00HANT	Bathwick	Bath and North East Somerset	26				
40UBGN	Beckington and Rode	00HANY	Combe Down	Bath and North East Somerset	9				
40UBGN	Beckington and Rode	00HAPE	Kingsmead	Bath and North East Somerset	14	50%	7		
40UBGN	Beckington and Rode	00HAPF	Lambridge	Bath and North East Somerset	3				
40UBGN	Beckington and Rode	00HAPG	Lansdown	Bath and North East Somerset	13	50%	7		
40UBGN	Beckington and Rode	00HAPH	Lyncombe	Bath and North East Somerset	6				
40UBGN	Beckington and Rode	00HAPK	Midsomer Norton North	Bath and North East Somerset	3			100%	3
40UBGN	Beckington and Rode	00HAPM	Newbridge	Bath and North East Somerset	16	100%	16		
40UBGN	Beckington and Rode	00HAPT	Radstock	Bath and North East Somerset	6			100%	6
40UBGN	Beckington and Rode	00HAPZ	Walcot	Bath and North East Somerset	3				
40UBGN	Beckington and Rode	00HAQA	Westfield	Bath and North East Somerset	6			100%	6
40UBGN	Beckington and Rode	00HAQB	Westmoreland	Bath and North East Somerset	5	100%	5		
40UBGN	Beckington and Rode	00HAQC	Weston	Bath and North East Somerset	4	100%	4		
40UBGN	Beckington and Rode	00HAQD	Widcombe	Bath and North East Somerset	12	50%	6		
40UBGN	Beckington and Rode	00HBNN	Avonmouth	Bristol, City of	3	100%	3		
40UBGN	Beckington and Rode	00HBNR	Bishopsworth	Bristol, City of	3	100%	3		
40UBGN	Beckington and Rode	00HBNS	Brislington East	Bristol, City of	3	100%	3		
40UBGN	Beckington and Rode	00HBNU	Cabot	Bristol, City of	8	100%	8		
40UBGN	Beckington and Rode	00HBNZ	Easton	Bristol, City of	3	100%	3		
40UBGN	Beckington and Rode	00HBPA	Eastville	Bristol, City of	3	100%	3		
40UBGN	Beckington and Rode	00HBPH	Hillfields	Bristol, City of	3	100%	3		
40UBGN	Beckington and Rode	00HBPM	Lawrence Hill	Bristol, City of	9	100%	9		
40UBGN	Beckington and Rode	00HDNU	Boyd Valley	South Gloucestershire	3				
40UBGN	Beckington and Rode	00HDPE	Filton	South Gloucestershire	3				
40UBGN	Beckington and Rode	00HDPN	Patchway	South Gloucestershire	3				
40UBGN	Beckington and Rode	00HDPS	Siston	South Gloucestershire	4				
40UBGN	Beckington and Rode	00HDPT	Staple Hill	South Gloucestershire	3				
40UBGN	Beckington and Rode	00HDPU	Stoke Gifford	South Gloucestershire	3				
40UBGN	Beckington and Rode	00HDPZ	Winterbourne	South Gloucestershire	3				
40UBGN	Beckington and Rode	00HXNA	Central	Swindon	3				
40UBGN	Beckington and Rode	00HXNU	Western	Swindon	3				
40UBGN	Beckington and Rode	00MENK	Datchet	Windsor and Maidenhead	3				
40UBGN	Beckington and Rode	00MRMR	Charles Dickens	Portsmouth	3				
40UBGN	Beckington and Rode	00NUQK	Dafen	Carmarthenshire	3				
40UBGN	Beckington and Rode	00PTPK	Trowbridge	Cardiff	3				
40UBGN	Beckington and Rode	18UBHE	Honiton St Michael's	East Devon	3				
40UBGN	Beckington and Rode	19UDGJ	Ferndown Central	East Dorset	3				
40UBGN	Beckington and Rode	19UJHM	Halstock	West Dorset	3				
40UBGN	Beckington and Rode	24UDGJ	Hiltingbury East	Eastleigh	3				
40UBGN	Beckington and Rode	24UPHC	St Michael	Winchester	3				
40UBGN	Beckington and Rode	29UQGT	Sherwood	Tunbridge Wells	3				
40UBGN	Beckington and Rode	36UDHA	Low Harrogate	Harrogate	3				
40UBGN	Beckington and Rode	40UBGM	Beacon	Mendip	3				
40UBGN	Beckington and Rode	40UBGN	Beckington and Rode	Mendip	414				
40UBGN	Beckington and Rode	40UBGS	Frome Berkley Down	Mendip	4				
40UBGN	Beckington and Rode	40UBGT	Frome Fromefield	Mendip	22				
40UBGN	Beckington and Rode	40UBGU	Frome Keyford	Mendip	45				
40UBGN	Beckington and Rode	40UBGW	Frome Park	Mendip	16				
40UBGN	Beckington and Rode	40UBGX	Frome Welshmill	Mendip	23				
40UBGN	Beckington and Rode	40UBHD	Mells	Mendip	24				
40UBGN	Beckington and Rode	40UBHG	Nordinton	Mendip	12	100%	12		
40UBGN	Beckington and Rode	40UBHH	Postlebury	Mendip	11				
40UBGN	Beckington and Rode	40UBHL	St Cuthbert (Out) North and West	Mendip	3				
40UBGN	Beckington and Rode	40UBHM	Shepton East	Mendip	7				
40UBGN	Beckington and Rode	40UBHP	Stratton	Mendip	3				
40UBGN	Beckington and Rode	40UBHQ	Street North	Mendip	3				
40UBGN	Beckington and Rode	40UBHR	Street South	Mendip	3				
40UBGN	Beckington and Rode	40UBHU	Wells Central	Mendip	4				
40UBGN	Beckington and Rode	40UBHW	Wells St Cuthbert's	Mendip	9				
40UBGN	Beckington and Rode	40UCGJ	Axbridge	Sedgemoor	3				
40UBGN	Beckington and Rode	40UCGT	Bridgwater Victoria	Sedgemoor	3				
40UBGN	Beckington and Rode	40UCGY	Cheddar and Shipham	Sedgemoor	3				
40UBGN	Beckington and Rode	40UDJT	Burrow Hill	South Somerset	3				
40UBGN	Beckington and Rode	40UDJU	Camelot	South Somerset	3				
40UBGN	Beckington and Rode	40UDKX	Turn Hill	South Somerset	3				
40UBGN	Beckington and Rode	40UEHD	Taunton Manor and Wilton	Taunton Deane	3				
40UBGN	Beckington and Rode	43UFGL	Salfords and Sidlow	Reigate and Banstead	3				
40UBGN	Beckington and Rode	46UBGT	Devizes North	Kenet	3				
40UBGN	Beckington and Rode	46UCGX	Box	North Wiltshire	3				
40UBGN	Beckington and Rode	46UCHE	Calne Priestley	North Wiltshire	3				
40UBGN	Beckington and Rode	46UCLH	Chippenham Avon	North Wiltshire	3				
40UBGN	Beckington and Rode	46UCHM	Chippenham Hill Rise	North Wiltshire	3				
40UBGN	Beckington and Rode	46UCHN	Chippenham London Road	North Wiltshire	3				
40UBGN	Beckington and Rode	46UCHQ	Chippenham Park	North Wiltshire	3				
40UBGN	Beckington and Rode	46UCHZ	Kington Langley	North Wiltshire	3				
40UBGN	Beckington and Rode	46UCJB	Lacock with Neston and Gastard	North Wiltshire	3				
40UBGN	Beckington and Rode	46UDHK	St Mark and Stratford	Salisbury	3				
40UBGN	Beckington and Rode	46UDHP	Tisbury and Fovant	Salisbury	3				
40UBGN	Beckington and Rode	46UFGH	Bradford-on-Avon South	West Wiltshire	13				
40UBGN	Beckington and Rode	46UFGJ	Dilton Marsh	West Wiltshire	21				
40UBGN	Beckington and Rode	46UFGK	Ethandune	West Wiltshire	13				
40UBGN	Beckington and Rode	46UFGI	Holt	West Wiltshire	3				
40UBGN	Beckington and Rode	46UFGM	Manor Vale	West Wiltshire	7				
40UBGN	Beckington and Rode	46UFGN	Melksham North	West Wiltshire	3				
40UBGN	Beckington and Rode	46UFGP	Melksham Spa	West Wiltshire	3				
40UBGN	Beckington and Rode	46UFGQ	Melksham Without	West Wiltshire	3				
40UBGN	Beckington and Rode	46UFGT	Paxcroft	West Wiltshire	3				
40UBGN	Beckington and Rode	46UFGU	Shearwater	West Wiltshire	6				
40UBGN	Beckington and Rode	46UFGW	Southwick and Wingfield	West Wiltshire	6				
40UBGN	Beckington and Rode	46UFGY	Trowbridge Adcroft	West Wiltshire	51				
40UBGN	Beckington and Rode	46UFGZ	Trowbridge College	West Wiltshire	4				
40UBGN	Beckington and Rode	46UFHA	Trowbridge Drynham	West Wiltshire	6				
40UBGN	Beckington and Rode	46UFHB	Trowbridge John of Gaunt	West Wiltshire	6				
40UBGN	Beckington and Rode	46UFHC	Trowbridge Park	West Wiltshire	13				
40UBGN	Beckington and Rode	46UFHD	Warminster East	West Wiltshire	15				
40UBGN	Beckington and Rode	46UFHE	Warminster West	West Wiltshire	3				
40UBGN	Beckington and Rode	46UFHF	Westbury Ham	West Wiltshire	6				
40UBGN	Beckington and Rode	46UFHG	Westbury Laverton	West Wiltshire	6				
40UBGN	Beckington and Rode	999999	Wribbenhall	Wyre Forest	9				
Total:					1175		127		15
						11%			1%