



THE FORTY, CRICKLADE
TRAVEL PLAN STATEMENT
24 November 2023



THE FORTY, CRICKLADE

TRAVEL PLAN STATEMENT

PROJECT DETAILS

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1. Introduction

1.1. Context

- 1.1.1. This Travel Plan Statement (TPS) has been prepared by Evoke Transport Planning Consultants Ltd (Evoke) on behalf of Hannick Homes and Developments Ltd to support an Outline planning application (with all matters except access reserved) for up to 49 dwellings and associated works and provision of a cemetery together with access and associated work on two parcels of land to the southwest of Cricklade. The Local Planning Authority (LPA) and the Local Highway Authority (LHA) are Wiltshire Council (WC).
- 1.1.2. The planning application is also supported by a Transport Statement, also prepared by Evoke, which should be read alongside this document.

1.2. Site Location

- 1.2.1. The residential site is located to the south of The Forty, approximately 750m (walking distance) from Cricklade High Street. The site is bordered to the north by The Forty and is surrounded to the north, east and west by residential development, with the site forming a natural extension to the existing built up area. The site is bordered to the south by agricultural land.
- 1.2.2. The cemetery land is located approximately 200m to the west of the residential site, accessed directly off Chelworth Road. The cemetery land is bordered to the north and west by agricultural land, to the east by residential dwellings and a paddock, and to the south by Chelworth Road. The location of the proposed sites is shown in Figure 1.

Figure 1 - Site Location Plan



Background Image Source: Google Maps

1.3. Development Proposals

- 1.3.1. The residential development proposes the construction of up to 49 dwellings with a mix of two, three, four and five-bedroom houses as well as bungalows. The residential element of the application is Outline only thus the specific housing mix will be determined through a future Reserved Matters planning application (subject to Outline approval). The development includes open space, along with policy compliant car and cycle parking. The cemetery site proposes the change of use of an existing agricultural field to provide land for burials and ash interments to meet the needs of the local population.
- 1.3.2. Both sites propose vehicle access via simple priority junctions; onto The Forty and onto Chelworth Road respectively. The proposals include a new footway link from the residential site, continuing east to link with a newly constructed footpath to the northeast of the site, which in turns connects with the Hitchings development. A new pedestrian crossing will be provided to link both future site residents and the surrounding community along The Forty and Hitchings to Church Walk; which directly routes pedestrians through to the town centre. The cemetery land abuts Public Right of Way CRIC29 to the north, and it is proposed that pedestrian access could be taken from this route.
- 1.3.3. Alongside pedestrian improvements, the flat top hump to the east of the site access will act as a traffic calming feature to slow vehicle speeds along The Forty, on the approach to the junction with The Fiddle. This forms part of a wider traffic calming scheme which is proposed as part of this application. The traffic calming scheme includes two further flat top road humps to reduce speeds to the west of the site on the western approach to The Fiddle from Chelworth Road. Additional signage would also be provided to improve safety, with enforced narrowing of the eastern approach on The Fiddle also proposed, to improve visibility at the junction. Furthermore footway and visibility improvements are proposed at The Forty / Purton Road junction.

1.4. Travel Plan Statement Purpose

- 1.4.1. This TPS has been produced primarily for residents and visitors to the residential aspect of the scheme, though could also be extended to staff and visitors to the cemetery site. The approach and measures set out in this TPS accord with national, regional and local Government objectives including:
- **National Planning Policy Framework (NPPF)** – Priority should be first given to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus and other public transport services, and appropriate facilities that encourage public transport use;
 - **Wiltshire Council Core Strategy Policy 60 and Policy 61** which references the need for promotion of sustainable transport, reducing the need to travel particularly by private car, and supporting and encouraging the sustainable, safe and efficient movement of people and goods through Wiltshire;
 - **Wiltshire Council Core Strategy Policy 62** which requires that developers should submit a travel plan with planning applications which are likely to have significant transport implications. The travel plan should aim to promote more sustainable forms of transport including, where relevant, more sustainable freight delivery and routing arrangements.
 - **Wiltshire Draft Local Plan Policy 71 and Policy 73** travel plans will be required to promote the use of sustainable transport alternatives and more sustainable freight movements. This will include personalised travel planning, car sharing and information and marketing campaigns to influence people's travel behaviour towards more sustainable travel options;
 - **Wiltshire Council's Local Transport Plan 3**, which has five key principles including to 'support economic growth', 'reduce carbon emissions', 'contribute to better safety, security and health',

‘promote equality of opportunity’ and ‘improve quality of life and a healthy natural environment’;

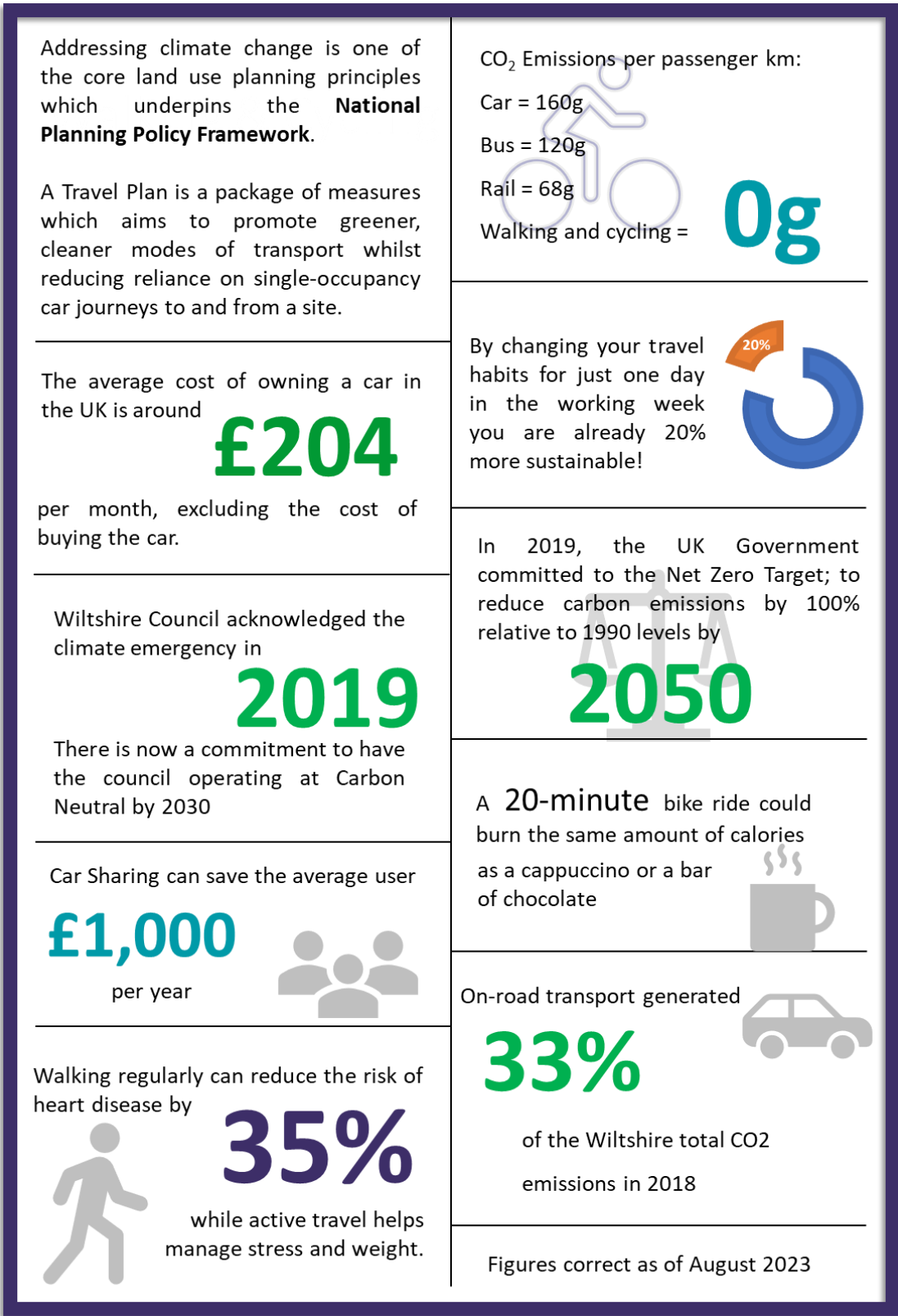
- Supporting **Wiltshire Council’s Carbon Neutral Challenge**, including helping to shift journeys onto the most efficient/lowest carbon forms of transport; and
- **Wiltshire Council’s Development Related Travel Plan Guidance**, which states that a successful Travel Plan will offer users a choice of travel modes to and from the site and encourage more sustainable patterns of movement.

- 1.4.2. This TPS focuses on the provision of travel information to residents, visitors and staff (of the cemetery) from the offset including promoting on and off-site facilities, including the proposed new footway and crossing connection which will link the site by foot to the town centre. Given the scale of the development proposals, no formal monitoring of travel patterns is proposed beyond the provision of information.

2. Setting the Scene

2.1.1. Figure 2 outlines some of the key considerations that underpin this TPS.

Figure 2 – Travel Plan Considerations



3. Site Assessment

3.1.1. This Chapter provides an assessment of the site, considering the proposed development and infrastructure surrounding the site to support the development proposals which are key to the development of this TPS. Further discussion can be found in the accompanying TS.

3.2. Summary of Site Accessibility

Walking and Cycling

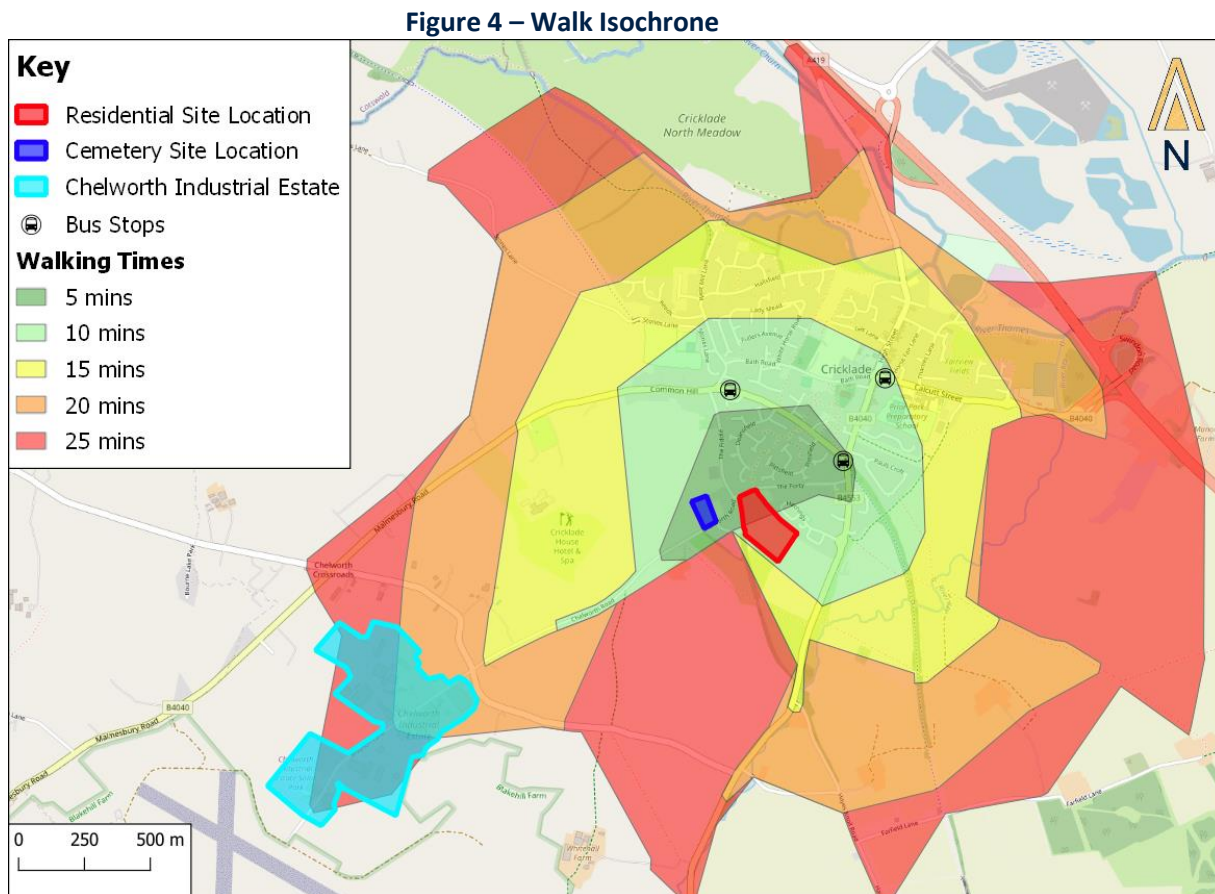
- 3.2.1. To enable an assessment of the viability of walking and cycling between the site and key destinations in the local area it is appropriate to establish the maximum distance that people are generally prepared to walk and/or cycle and the destinations that exist within these distances.
- 3.2.2. The Chartered Institute for Highways and Transport (CIHT) guidance, 'Planning for Walking' (2015) states that 'walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800m) with the Guidelines for Providing for Journeys on Foot (2000), stating in paragraph 3.32 that the preferred maximum walking distance to facilities and local services is two kilometres (around 25 minutes). The CIHT guidance also notes that 'the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.'
- 3.2.3. The site is situated to the south of Cricklade, within approximately 750m walking distance of the town centre (a nine-minute walk or three-minute cycle). The route to the town centre uses Church Walk, a pedestrian-only route marked as Footpath CRIC88 on the Wiltshire Public Right of Way (PROW) map.
- 3.2.4. As a result of these pedestrian links, the site has good pedestrian accessibility with well-established footways providing access to a range of services. A map of the local PROW routes surrounding Cricklade is shown in Figure 3.

Figure 3 – Public Rights of Way Near to the Site



Source: Google Maps and Wiltshire Council

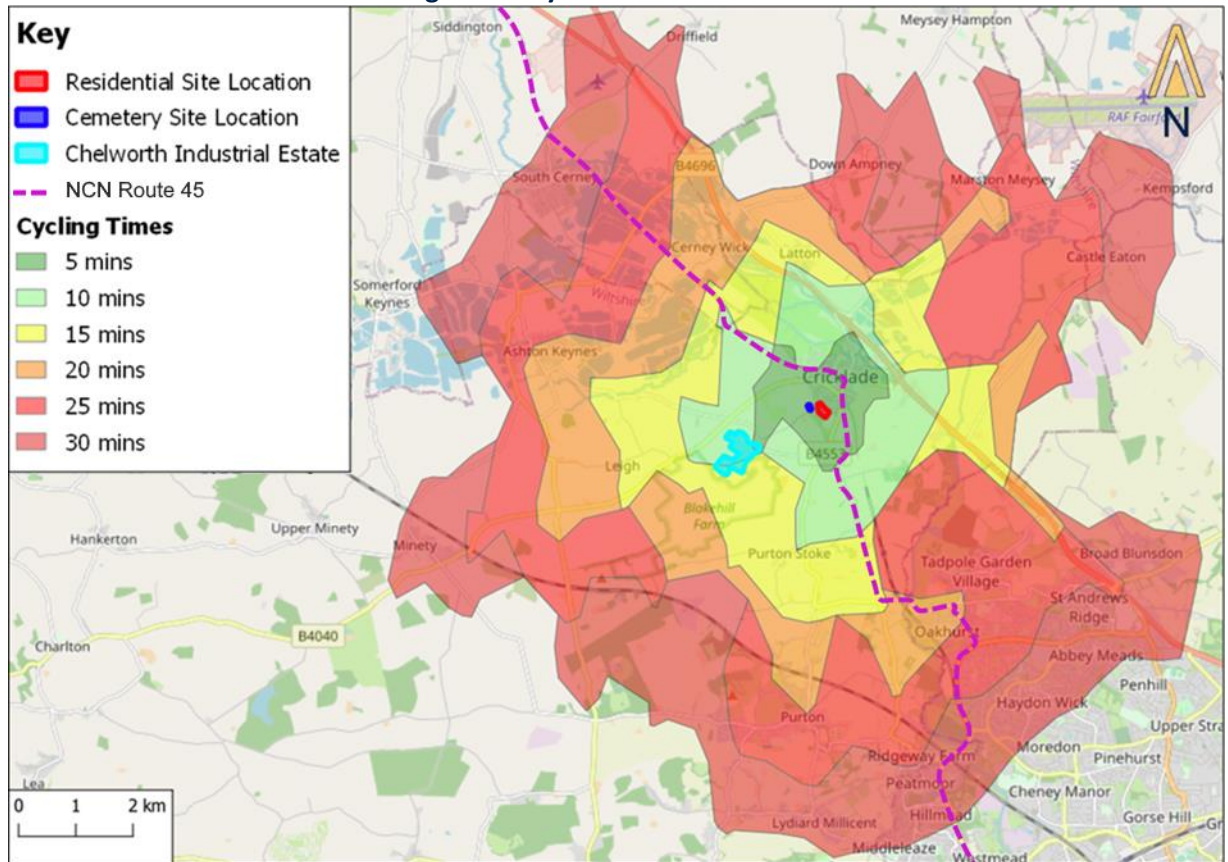
- 3.2.5. Figure 4 shows a walk isochrone demonstrating the areas that can be reached within a 25-minute walk of the site (at 5-minute intervals). The routes are centred from the residential site access, and all bus stops within a 10-minute walk have been marked as well as key commercial and industrial centres.



Source: QGIS and Openroute Service (walk speed c. 4.8 kph), with base map data from OpenStreetMap

- 3.2.6. The isochrone demonstrates that local bus stops, St Sampson's Church of England Primary School and the southern extent of the High Street are accessible within a five-minute walk of the site, with the whole of the town centre, High Street and further bus stops accessible within a 10-minute walk. The northern extent of the town, Cricklade Leisure Centre, the Cricket Club and Rugby pitches are all accessible within a 15-20 minute walk.
- 3.2.7. Cycling is considered an important mode of sustainable travel, and five miles (8km) is generally considered an 'achievable' cycle distance for most people (source: LTN 1\20, Cycle Infrastructure design).
- 3.2.8. National Cycle Network Route 45 routes through the town, providing a long distance route between Salisbury and Swindon to the south-east, and Cirencester and Gloucester in the north-west.
- 3.2.9. Figure 5 shows a cycle isochrone which demonstrate the areas that can be reached within a 30-minute cycle of the site (at 5-minute intervals). The isochrones are generated based on speeds dependent on the surface and highway type. The majority of the routes used would be paved and as such would be subject to an c.18kph cycle speed based on the parameters in the software. A five-minute isochrone would therefore cover a distance of c. 1.5km, with a 30 minute isochrone covering a distance of 9km.

Figure 5 – Cycle Isochrone



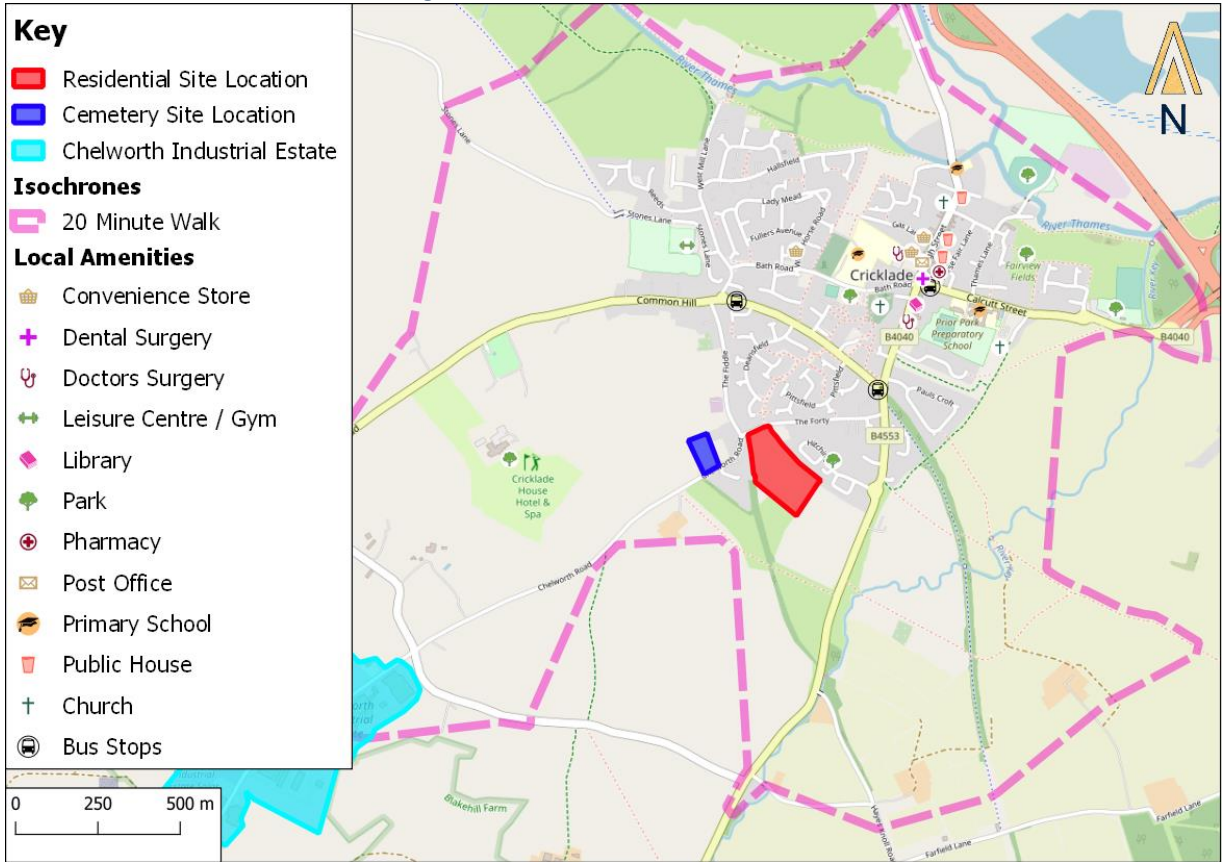
Source: QGIS and Openroute Service (cycle speed c. 18kph)

- 3.2.10. The isochrone demonstrates that the outskirts of Swindon can be accessed within a 20-minute cycle from the site. Neighbouring areas of Minety, South Cerney, and Marston Meysey, as well as the major employment hubs of RAF Fairford and Chelworth Industrial Estate are all accessible within a 30-minute cycle.

Accessibility to Local Amenities

- 3.2.11. A wide range of facilities and amenities are located well within the 'preferred maximum' walking distance recommended by IHT. These include (but are not limited to); retail, restaurants, pubs, recreation facilities, convenience stores, and employment uses.
- 3.2.12. Figure 6 provides a summary of some of these key local amenities and facilities available in the vicinity of the site within a 20-minute walk (equivalent to an approximately 1.5 km walking distance).

Figure 6 – Local Amenities



3.2.13. As demonstrated above, the site is considered to be appropriately located for residential development in terms of the local facilities and amenities within suitable walking and cycling distance, including local bus stops, Cricklade town centre and leisure, education and employment opportunities. The site location is considered well sited to support sustainable travel to and from these local facilities.

Bus and Rail Services

3.2.14. The closest bus stop (named ‘Turning Circle’) is located on the roundabout joining the B4553, the B4040, and the High Street. The stop can be accessed via Church Walk, with a walking route distance of 540m (approximately seven minutes, or a two-minute cycle) with Church Walk being traffic-free and with footpaths separated from the carriageway provided along the B4040 to the east. The bus stop is equipped with sheltered seating and unsheltered cycle storage provided in the form of Sheffield stands for six cycles. Additional bus stops are accessible further along the B4040 to the north (600m) and Calcutt Street (800m). Table 1 summarises the local bus services accessible from the site.

Table 1 – Local Bus Services

Number	Destination	Weekday			Weekend Frequency	
		Approx. Frequency	First Bus	Last Bus	Saturday	Sunday
51	Swindon Bus Station	15 minutes	06:39	21:59	15 minutes	30 minutes
53	Swindon Bus Station	30-60 minutes	06:52	21:02	60 minutes	120 minutes
53	Cheltenham Promenade	30-60 minutes	05:48	18:47	60 minutes	120 minutes

3.2.15. As demonstrated, there are two services operating in close proximity to the site which provide services to the town centre, Swindon, Cirencester and Cheltenham. Services operate before and after typical

working hours, making them appropriate for use by future residents of the site for commuting, leisure, or education trips; as well as for future staff at the cemetery.

- 3.2.16. Rail services are also accessible from the site via the previously mentioned 51 or 53 Bus services, which involve a 25-minute bus ride to the centre of Swindon. From here, it is a further approximately three minute walk to the train station, where destinations such as London Paddington (52 minutes), Gloucester (56 minutes), Bristol (40 minutes), and Cardiff (59 minutes).

3.3. Census Data

- 3.3.1. An analysis of Census 2011 and 2021 data has been undertaken to investigate the journey to work modal split for the existing resident population, to help set the context for travel demand in the local area. The site is located within the Wiltshire 001B Lower Super Output Area (LSOA) and the data is contained within Table 2.
- 3.3.2. It is important to note that home workers have been excluded from this dataset, and were they to be included then the dataset would show a jump from 14% home workers in 2011 to approximately 42%. This is primarily attributed to the 2021 census being undertaken during the COVID-19 pandemic, in the midst of a national lockdown. As such, the data is unlikely to represent a resident's 'usual' mode of travel. There has been a significant short- and medium-term shifts away from public transport.

Table 2 – Census 2011 and 2021 Journey to Work Data (Wiltshire 001B)

Mode	Resident Population Commuting Mode Share	
	2011	2021
Train	1%	1%
Bus	3%	2%
Taxi	0%	0%
Motorcycle	1%	1%
Car Driver	79%	80%
Car Passenger	5%	3%
Bicycle	2%	2%
On foot	8%	10%
Other	0%	1%
TOTAL	100%	100%

- 3.3.3. Table 2 shows that 79% of journeys from the 2011 LSOA resident population were undertaken by private car, with an additional 5% as car passengers. A total of 14% of journeys were undertaken by sustainable modes of transport, with 4% travelling by public transport, 8% on-foot, and 2% by cycle.
- 3.3.4. The 2021 census revealed a slight increase in journeys undertaken by private car to 80% of the population. The number of journeys undertaken by sustainable modes of transport increased to 15%, with public transport dropping to 3%, whilst walking increased to 10% on foot, and 2% continued to commute by cycle.

Summary of Site Accessibility

- 3.3.5. Cricklade benefits from a network of pedestrian and cycle infrastructure, including Church Walk (PRoW CRIC88) located directly opposite the site and linking future residents to the town centre. National Cycle Network Route 45 also routes through the town, providing a long distance route between Salisbury and Swindon to the south-east, and Cirencester and Gloucester in the north-west.

- 3.3.6. The town centre, located within an 8-10 minute walk or 2-3-minute cycle of the residential site access provides a range facilities and amenities suitable to support this level of residential development, including schools, shops, pubs and restaurants. Leisure facilities are also available within a 15-20 minute walk of the site.
- 3.3.7. Bus stops are available within a seven minute walk or two-minute cycle, with cycle racks providing the potential for a travel interchange for longer distance journeys. The bus stops provide services to larger towns including Swindon and Cheltenham; in addition to their associated rail stations.

4. Travel Plan Aims and Objectives

4.1.1. This Chapter details the aims and objectives which this TPS seeks to achieve.

4.2. Travel Plan Focus

4.2.1. Considering the existing site accessibility credentials, and the proposed infrastructure that the development includes to support sustainable travel, the focus of this TPS is to encourage future residents, visitors and staff (of the cemetery) to utilise sustainable modes of transport over the private car.

4.2.2. The infrastructure measures proposed include providing appropriate **cycle storage** to support **cycling use** as a realistic and viable mode of travel for all site users. In addition, the introduction of **pedestrian infrastructure** throughout the site and improvements to footway connections and crossing provision will enhance the attractiveness of **walking** and increase connectivity for pedestrians. Traffic calming along The Forty and Chelworth Road will further encourage walking and cycling, through reducing speeds and enforcing the safe operation of vehicles along this route.

4.2.3. The development will be supported by tailored information provision to **increase knowledge and awareness** of sustainable transport modes on offer to enhance **public transport use** and uptake of **walking** and **cycling**.

4.3. Aims

4.3.1. The aim of this TPS is to promote existing and future accessibility to and from the site to ensure that its' viability in sustainable transport terms is positive for future site users in accordance with the NPPF and with Policies 60, 61 and 62 of the WC Core Strategy.

4.4. Objectives

4.4.1. The objectives that focus the TPS are:

- Providing the required information and incentives to residents and visitors to encourage travel to the site via sustainable methods of transport;
- Reduce the transport related environmental impacts associated with resident and visitor trips and servicing at the site;
- Enhance the developer's social responsibility credentials to a wider audience;
- To increase the attractiveness of walking and cycling and encourage residents travelling to and from the site to do so using sustainable modes; and
- To raise awareness of sustainable 'Smarter Travel' modes available to residents.

4.4.2. These objectives will be met by:

- Provision of on-site cycle storage for each dwelling;
- Provision of a new footway beyond the site to connect with the existing footpath link to the east (linking south to Hitchings);
- A new crossing point for pedestrians, supported by a raised table to prioritise safe pedestrian movement and reduce vehicle speeds;
- Traffic Calming at the approach to The Forty / The Fiddle junction and beyond along Chelworth Road to reduce vehicle speeds and in turn, improve safety for non-motorised users;
- Raising travel awareness through provision of Welcome Packs with travel information for each new resident of the residential development and each new staff member of the cemetery;

4.4.3. These objectives accord with the policy objectives at a national, regional and local level.

5. Travel Plan Measures

- 5.1.1. This TPS sets the context for providing opportunities to widen travel choice and changes in travel behaviour. This will be achieved by:

- Promoting active travel through design; and
- Improving information and awareness.

5.2. Travel Plan Representative

- 5.2.1. A Travel Plan Representative (TPR) will be appointed by the developer, likely to be a member of the sales team, who will distribute packs to residents and answer any travel related questions to ensure that residents are aware of their sustainable travel options as they move in to the development.
- 5.2.2. Similarly, the Welcome Pack will also be made available to all new staff of the cemetery, likely to be distributed by management.

5.3. Travel Information and Awareness

- 5.3.1. A Travel Information Pack (Welcome Pack) will be provided to all new residents and staff of the cemetery to encourage sustainable travel from the outset. These will set out details of the following:
- Plans of walking and cycling routes in the area;
 - Plans of safe pedestrian routes to local facilities and services including local bus stops;
 - Passenger transport timetable information for services in the vicinity of the site and information for onward connections;
 - Promotion of local car-share community group;
 - Contact details for local cycling information and training;
 - Contact details for local taxi operators; and
 - Information in relation to local home delivery services.
- 5.3.2. A draft Welcome Pack has been developed as part of this TPS. The pack is attached at **Appendix B**.

5.4. Walking and Cycling Measures

- 5.4.1. The opportunities for residents to walk to and from the site are high with a network of footways already available providing connections to the town centre and local bus stops. The proposals include aforementioned improvements to support walking, including a new footway adjacent to the site and a new crossing facility to support movements to and from Church Walk. Policy-compliant cycle parking will be provided for each dwelling, which will be agreed through any future Reserved Matters planning application. Traffic calming will reduce vehicle speeds in the vicinity of the site, improving safety for and prioritising non-motorised user movements.
- Plans of local walking and cycling routes along with contact details for local training and cycling groups will be provided within the Travel Information Pack.

5.5. Public Transport

- 5.5.1. The benefits of travelling by public transport will be advertised to all residents. The TPR will ensure that residents are aware of the routes and timetables of the public transport services on offer within the vicinity of the site through the Travel Information Packs.
- 5.5.2. Maps identifying the location of and suitable routes to nearby bus stops will be given in the Travel Information Pack.

5.6. Car Sharing

- 5.6.1. Car sharing (also called liftsharing, ridesharing or carpooling) is when two or more people share a car and travel together. It allows individuals to benefit from the convenience of the car, whilst reducing the costs and alleviating the associated problems of congestion and pollution.

➤ The benefits of car sharing will be set out within the Travel Information Packs along with details of Carshare Wiltshire (<https://liftshare.com/uk/community/wiltshire>). WC have also developed a promotional leaflet for Carshare Wiltshire which can be distributed to residents as part of the information pack.

5.7. Electric Vehicle Charging

- 5.7.1. Use of Electric Vehicles provides a sustainable option for those who cannot travel by alternative means. Whilst this application is Outline only (with all matters reserved except for access) electric charging will be provided in accordance with relevant requirements at the time of the Reserved Matters application, likely to be conditioned alongside any planning approval.

5.8. Taxis and Home Deliveries

- 5.8.1. Information on taxis and delivery services available from local supermarkets will be provided within the Travel Information Pack to encourage residents to utilise the services available and reduce the need to travel to and from the site.

6. Summary and Action Plan

- 6.1.1. Evoke Transport Planning Consultants has been commissioned by Hannick Homes and Developments Ltd to produce a Travel Plan Statement to support a planning application for the proposed development of a section of agricultural land to provide up to 49 residential units and associated internal highway network. The proposed residential site is on land to the south of The Forty, Cricklade, whilst the proposed cemetery is located to the north of Chelworth Road.
- 6.1.2. The overarching objectives that focus the TPS are the following:
- Provide the required information and incentives to residents and visitors to encourage travel to the site via sustainable methods of transport;
 - Reduce the transport related environmental impacts associated with resident and visitor trips and servicing at the site;
 - Enhance the developer's social responsibility credentials to a wider audience;
 - To increase the attractiveness of walking and cycling and encourage residents travelling to and from the site to do so using sustainable modes; and
 - To raise awareness of sustainable 'Smarter Travel' modes available to residents.
- 6.1.3. This TPS includes a series of measures to promote sustainable modes of transport with a particular focus on active travel.
- 6.1.4. All residents will be made aware of the existence of the TP prior to occupation and upon occupation. This will include an explanation of the details of the plan, its objectives and the roles of individuals in achieving its aims. Copies of the TP will be made available to all residents and they will be made aware of the existence and role of their TPR. Essentially, the TPR will where necessary:
- Deliver TP initiatives across the site;
 - Encourage new residents to comply with the TP;
 - Review data such as use of cycle facilities;
 - Arrange for the submission of the TP reviews in Years 1, 3 and 5 and sending results to WSCC.

Table 3 – Action Plan

Specific (S)			Measurable (M)	Achievable (A)	Realistic (R)	Timebound (T)
All Modes	TPR		Appoint a Travel Plan Representative	Developer	✓	Prior to first occupation
Enabling wider travel choices	Cycling	On-site cycle parking	Sheltered and secure cycle spaces to be provided for each dwelling, with further visitor spaces provided throughout.	Developer	✓	Pre-occupation with on-going monitoring
		Cycle Buddy Scheme	On the TP page add an electronic message board where resident can either offer or request a cycle buddy for a specific route.	TPR & IT	✓	On occupation
		Cycling routes and maps	Display these in easily accessible areas for residents (e.g. reception and communal areas).	TPR	✓	On occupation
	Walking and Cycling	Walking and cycling events	Promote walking and cycling events such as Walk and Cycle to Work Day	TPR	✓	On occupation
	Public Transport	Encourage public transport use	The TPR will explore opportunities to provide taster tickets or vouchers to residents for use on local buses or trains	TPR	✓	On occupation
Improvements	Deliveries	Arrange deliveries outside peak commuting hours	Arrange for deliveries to occur outside the peak commuting times to minimise conflict and Site congestion.	TPR & Facilities	✓	On going
General information and raising awareness	All	Sustainable transport awareness raising	Develop the TP brand and use on all future material.	TPR & internal communication department	✓	On occupation
	All	Resident welcome packs	Collate all relevant Site travel information into an accessible, user friendly pack. Distribute to all residents.	TPR & internal communication department	✓	Sent to residents on occupation
	All	TP Notice Boards	Set up Notice Boards devoted to the TP. Include TP information, good news stories, upcoming events and external links (cycle organisations, health statistics etc)	TPR	✓	On occupation
Monitoring	Monitor the use of the cycle parking		Monitor the use of the cycle parking and obtain continuous feedback from users on improvements to cycle parking/facilities	TPR	✓	Ongoing / Informal checks

Appendix A – Residents Welcome Pack



Travel Information Pack

LAND SOUTH OF THE FORTY



Hannick 
HOMES

EVOKE TRANSPORT PLANNING CONSULTANTS
in association with
HANNICK HOMES



Introduction

EVOKE

This Travel Information Pack has been produced as part of a Travel Plan which has been prepared for the site.

The main objectives of the Travel Plan are to encourage travel by sustainable modes of transport, reducing trips by less sustainable modes such as private cars.

This pack contains:

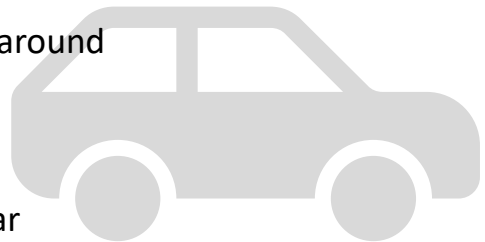
- ✓ Walking & Cycling information;
- ✓ Bus Information and Route Maps;
- ✓ Rail Information and Route Maps;
- ✓ Details of local taxi & delivery companies;
- ✓ Useful Sustainable Travel Websites.

The Stats:

The average cost of owning a car in the UK is around

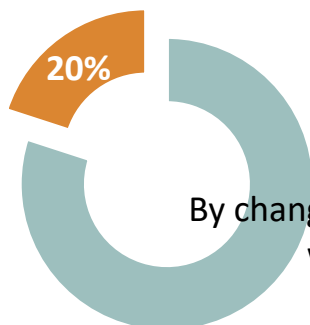
£204

Per month, excluding the cost of buying the car



Wiltshire Council acknowledged the Climate Emergency in 2019, seeking to make the county carbon neutral by:

2030



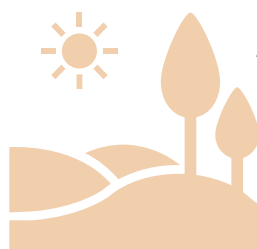
By changing your travel habits just one day a working week, you are already 20% more sustainable!

Walking and Cycling

EVOKE

Some of the benefits of Walking and Cycling include:

Walking and cycling strengthens your **bones** and **muscles** and helps to improve **balance**



Active travel is good for **physical** and **mental** health

2.5

Recommended hours of **moderate activity** per week for adults

A **20-minute** bike ride could burn the same amount of calories as a cappuccino or a **bar of chocolate**



CO2 Emissions

Per passenger km:

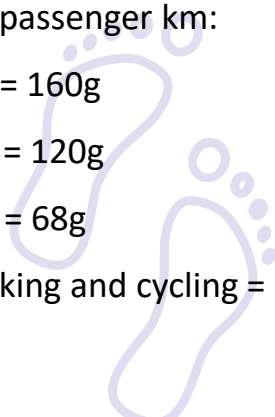
Car = 160g

Bus = 120g

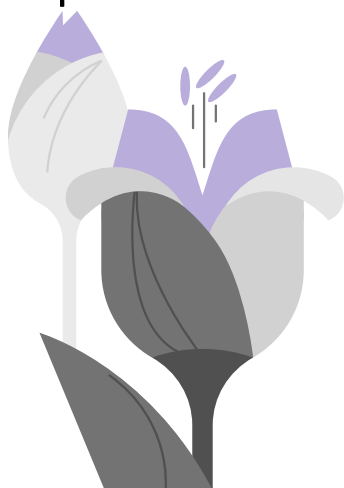
Rail = 68g

Walking and cycling =

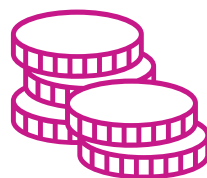
0g



Switching to walking or cycling for more of our shorter journeys helps to **protect biodiversity**.



It creates less noise, less air pollution, and results in fewer emissions that are warming the atmosphere.



Walking and Cycling **saves money**, with no car, tax or parking costs

Walking regularly can reduce the risk of heart disease by

35%

while active travel helps manage stress and weight.

Walking and Cycling

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Komoot Route Planner

This route planner is an extremely useful tool and can plot a journey from postcode to postcode. Route maps also includes journey time predictions based on individual fitness levels and the difficulty of route chosen.

www.komoot.com/plan.



Connecting Wiltshire

Connecting Wiltshire is a one-stop-shop for planning your journey, with information on walking and cycle routes, cycle parking, events, cycle groups and training.

To plan your journey, visit the 'Connecting Wiltshire' Route Planner. This planner lets users choose the fastest, quickest or most balanced route, including elevations to see how flat (or hilly) routes are.

<https://www.connectingwiltshire.co.uk/getting-around/cycling/cycle-maps-routes/>

Cycle Training

Wiltshire Council offer free cycle training for adults, with bespoke tuition with a qualified Bikeability instructor at a time and place to suit you.

The sessions cater for complete beginners through to regular cyclists looking to learn advanced skills and are tailored to each individuals abilities. For further information, email:

bikeability@wiltshire.gov.uk

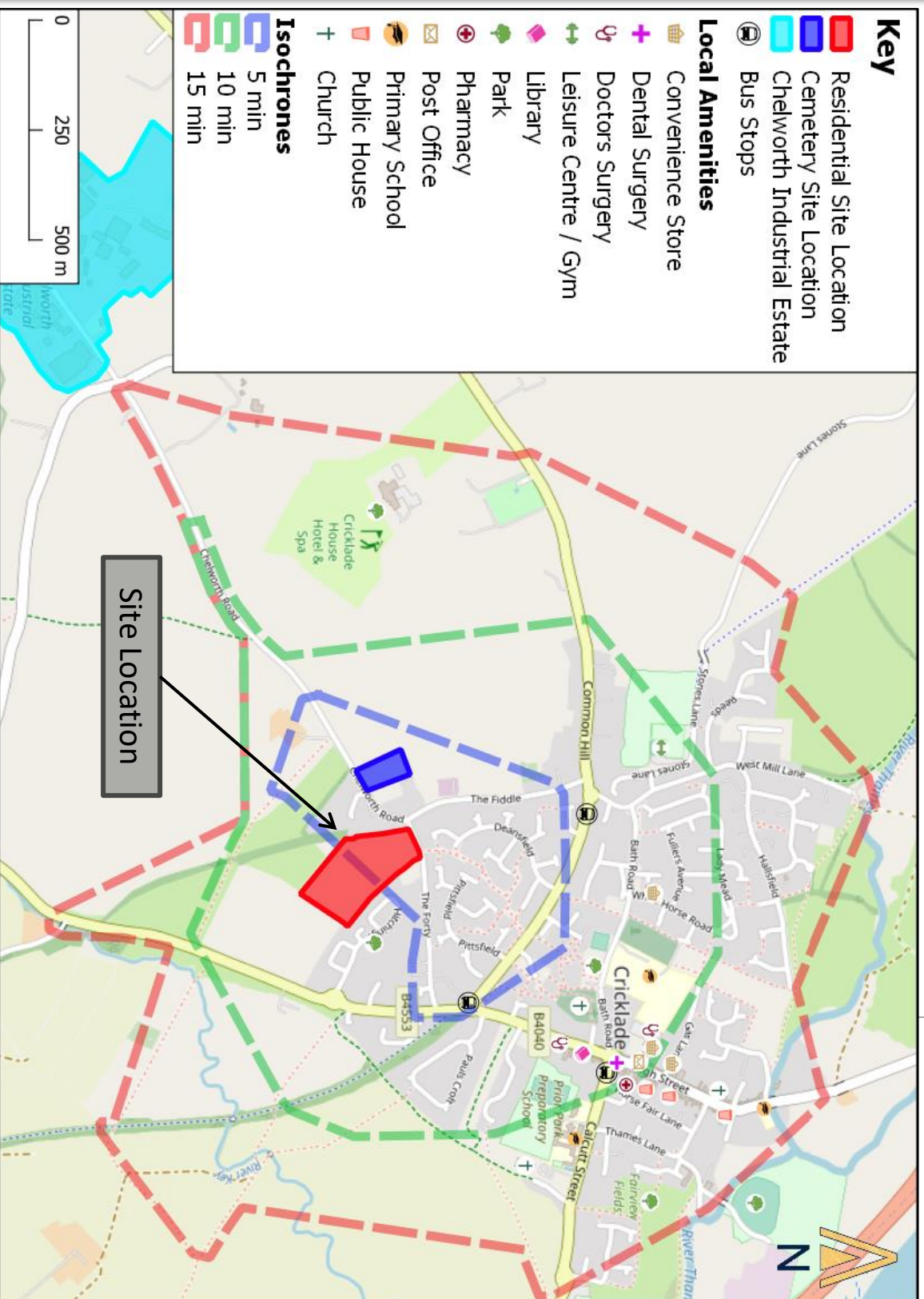
Cycling Clubs

There are lots of cycle clubs in the area, with details available via the Connecting Wiltshire Website:

<https://www.connectingwiltshire.co.uk/getting-around/cycling/cycling-groups/>

Whether you are interested in leisure cycles, fitness and sport or for wider social events, there is something for everyone.

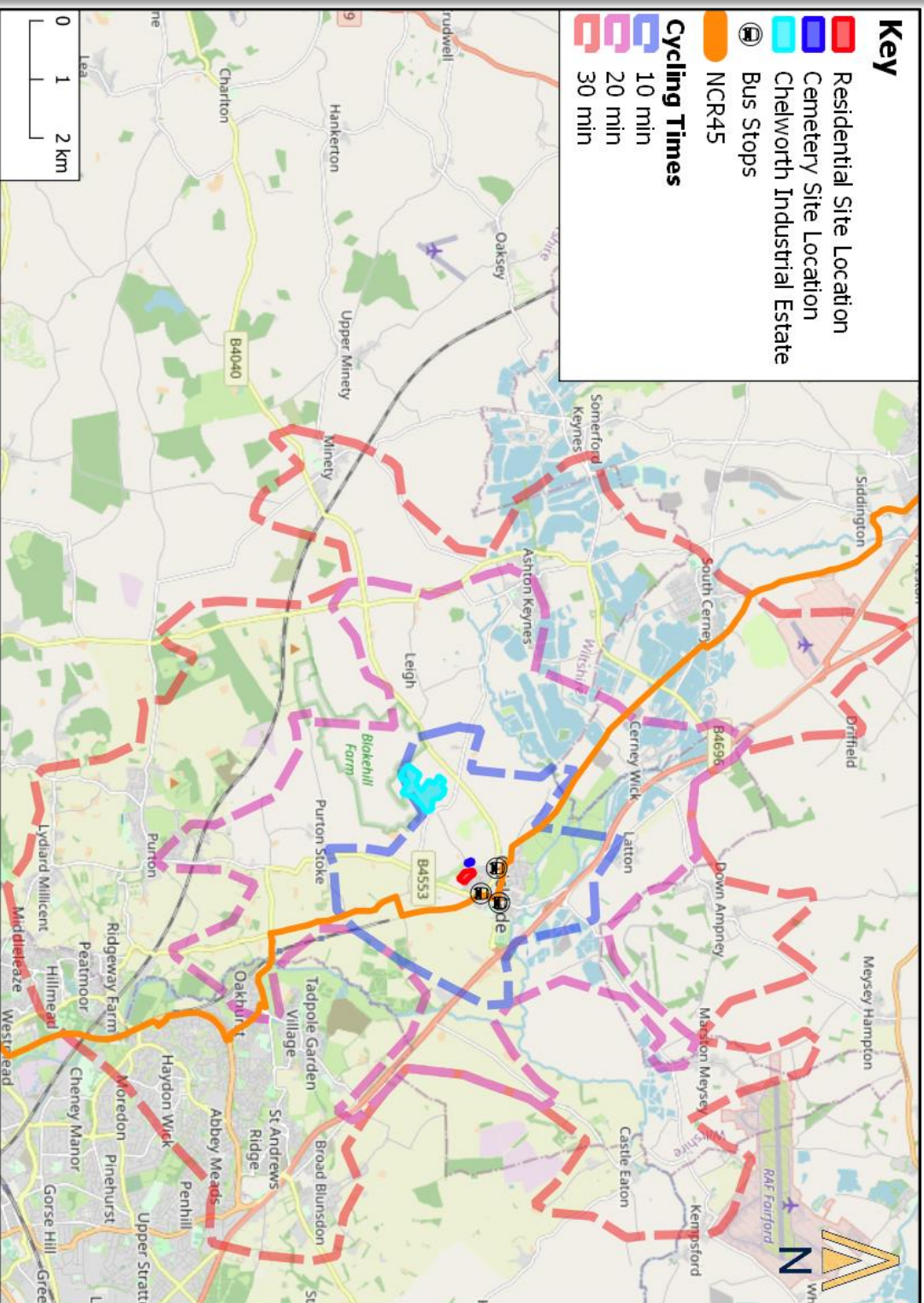
Walking



This isochrone indicates the location of facilities and amenities available within a 15-minute walk of the site, broken into 5-minute bands.

The 'Turning Circle' Bus stop is within a 5-minute walk of the site, with the majority of the centre of Cricklade accessible within 10 minutes, including the Leisure Centre and St Sampsons Primary School. The rest of the town centre is within a 15-minute walk.

Cycling



This cycle isochrone shows the locations available within a 30-minute cycle time at 10-minute intervals.

Chelworth Industrial Estate is accessible within a 10-minute cycle from the site, with the villages of Ashton Keynes, Cerney Wick, and Purton accessible within 20 minutes. Within a 30-minute cycle from the site, the northern and western extents of Swindon can be reached in addition to RAF Fairford and the Duke of Gloucester Barracks.

National Cycle Route 45 also runs through the region, connecting the site to Swindon in the south-east and Cirencester in the north-west.

Local Amenities

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Being located within the extents of Cricklade, there are many local amenities and services within an accessible walking or cycling distance. Some examples of key local services are shown in the table below. This list is not exhaustive.

	Location	Distance (m)	Journey Times (minutes)	
			Walk	Cycle
EDUCATION / EMPLOYMENT				
Primary :	St Sampson's CofE Primary School	700	9	3
	Cricklade Manor Prep School	900	11	3
	Meadowpark School	1,100	14	4
Business :	Chelworth Industrial Estate	1,400	18	5
HEALTH & COMMUNITY				
Doctors :	Cricklade Surgery	650	8	2
Dentist :	Cricklade Dental Practice	800	10	3
Pharmacy :	Boots Pharmacy	800	10	3
Library :	Cricklade Library	600	8	2
SHOPPING/RETAIL				
Post Office :	Cricklade Post Office	850	11	3
Convenience Store :	Tesco Express	850	11	3
	C & R Family Grocers	900	11	3
Town Centre :	Cricklade High Street	750	9	3
LEISURE				
Leisure Centre :	Cricklade Leisure Centre	800	10	3
Public House :	The Vale	750	9	3
	The Cricklade Club	800	10	3
	The Old Bear	800	10	3
	The White Hart	850	11	3
	The Red Lion	1,000	13	4
EXISTING PUBLIC OPEN SPACES				
Playing Fields :	Cricklade Town Football Club	900	11	3
	Cricklade Cricket Club	1,300	16	5
	Cricklade Rugby Pitch	1,300	16	5
Play Park :	Hitchings Play Park	250	3	1
	Bath Road Play Park	550	7	2
	Cricklade Childrens Centre	850	11	3
	Cricklade Play Park and Bike Track	850	11	3
TRANSPORT				
Bus Stop :	Turning Circle	450	6	2
	Bishopsfield	600	8	2

Public Transport

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Public Transport can be more convenient, quicker and cheaper than travelling by car or taxi. It provides environmental benefits too, particularly when compared to car journeys, which contribute significantly towards our overall carbon footprint.

Bus Services

The site is 450m (a 6-minute walk) from the bus stop 'Turning Circle', which is equipped with sheltered seating and cycle storage for up to six bicycles. This stop provides access to the 51 Service, which travels between Swindon and Cricklade, as well as to the 53 Service between Cheltenham and Swindon. The approximate details of the timetables for these routes are demonstrated below.

Number	Destination	Weekday			Weekend Frequency	
		Approx. Frequency	First Bus	Last Bus	Saturday	Sunday
51	Swindon Bus Station	15 minutes	06:39	21:59	15 minutes	30 minutes
53	Swindon Bus Station	30-60 minutes	06:52	21:02	60 minutes	120 minutes
53	Cheltenham Promenade	30-60 minutes	05:48	18:47	60 minutes	120 minutes

Rail Services

Rail services departing from Swindon Railway Station are also accessible from the site via the previously mentioned 51 or 53 Bus services, which involves a 25-minute bus ride to the centre of Swindon. Onwards rail services are then accessible to destinations such as London Paddington (52 minutes), Gloucester (56 minutes), Bristol (40 minutes), and Cardiff (59 minutes).

A map of the Great Western Railway network is shown on the next page, with Swindon station marked as well as the key destinations with regular services.

Traveline Journey Planner

The Traveline Journey Planner is a free online tool which allows users to plan their journeys by bus, rail, coach and ferry. The tool provides live bus times, as well as journey planning tips and regular updates/latest news. For more information, please refer to: <https://www.traveline.info/>.

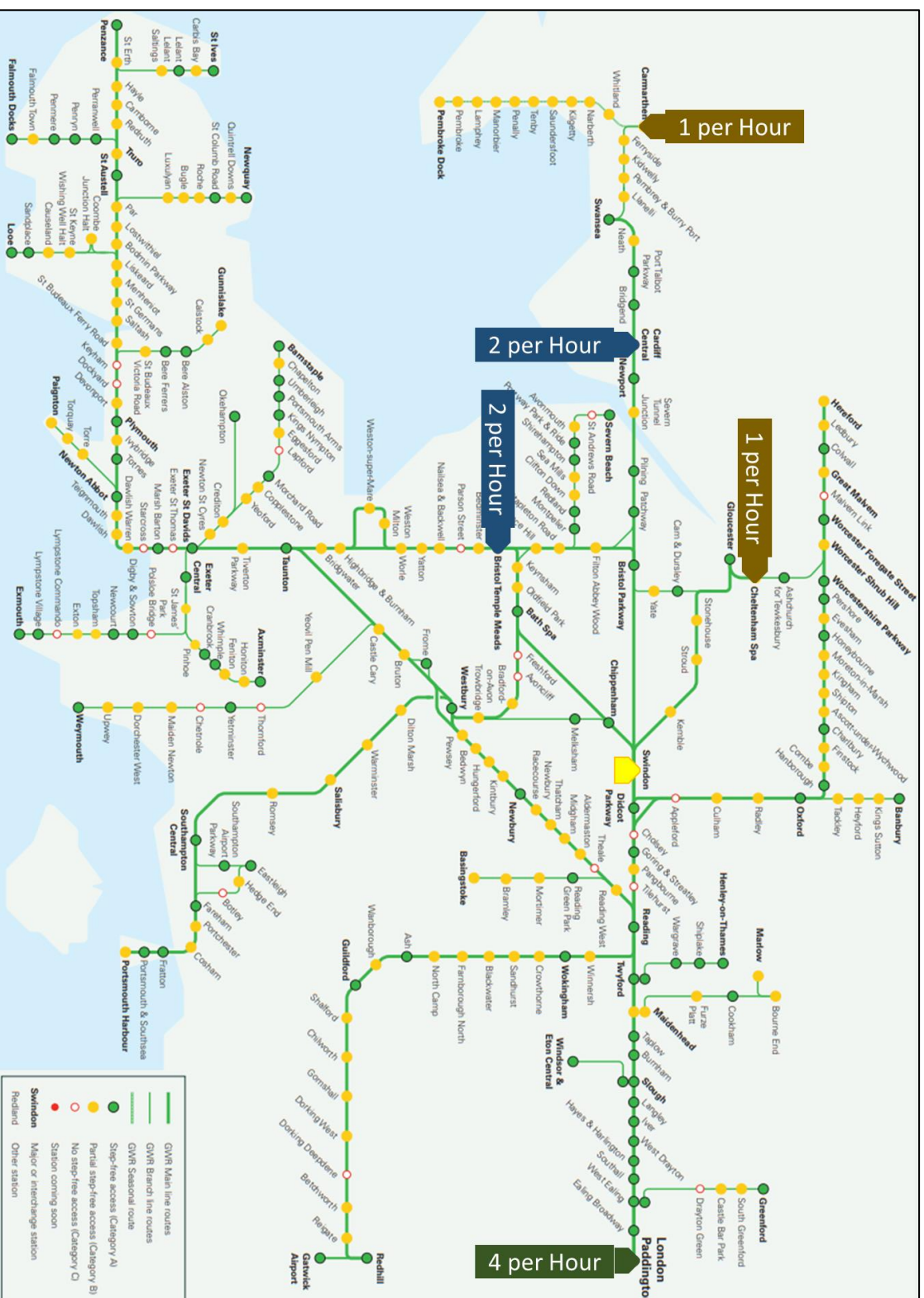
Public Transport: Rail

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This annotated map of the Great Western Railway network shows the main destinations accessible from Swindon Railway Station.

Other services are available, but this infographic focuses on routes which are travelled at least once per hour.

For details on further routes, connecting trains, or stopping services, visit GWR.com



Cars & Electric Vehicles

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Car Sharing

Car-sharing allows individuals to benefit from the convenience of a car, whilst reducing costs and helping to alleviate congestion and pollution.

Carshare Wiltshire provides a matching service for those who live, work and travel in and around the area. It matches you with potential partners as a driver or passenger. Once matched, you can choose to journey share as little or as often as you like, with whoever you like.

Find out more at <https://liftshare.com/uk/community/wiltshire>

Recommended safety measures to follow when considering a new car sharing partner:

- Avoid exchanging home addresses before you meet;
- Arrange to meet for the first time in a public place;
- Give details of your car sharing companion to a friend or family member;
- Check each other's IDs – passports or driving licenses;
- You are under no obligation to go ahead with any car-share arrangement. If you have any doubts about your travelling companion, for any reason, then you don't have to travel with them.



Disabled Parking

Blue badge bays are provided across the town, with designated bays provided at the town hall, in the high street car park, and the leisure centre. A Blue Badge on your car lets you park closer to shops, stations and other facilities. More information on where you can park in Wiltshire and how to apply is available here <https://www.wiltshire.gov.uk/parking-blue-badges>

Electric Vehicle Parking

There are eight bp Pulse charging ports at the Leisure Centre, in addition to a further eight by the Cricklade Rugby Pitch.

Find live details of their availability here:

<https://www.zap-map.com/live/>



Useful Information

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Home Deliveries



**Oxford Road, Swindon
SN3 4EW**

Sainsbury's frequently offer discounts on home delivery orders, and keep your eye out for their delivery passes. They also offer 'Eco Time Slots', at times where a delivery driver is already in the area.

Details at:

www.sainsburys.co.uk/shop/gb/saver/anytime-pass

Tesco offers 'Delivery Saver', plans where customers can choose either off-peak or anytime delivery options, with priority slots available for some options.

Details at:

www.tesco.com/deliverysaver/



**Tesco Extra, Ocotal Way,
Swindon SN1 2EH**



**Orbital Shopping Park,
Swindon SN25 2BG**

Asda offer similar delivery passes, as well as express delivery options.

Details at:

<https://groceries.asda.com/account/delivery-pass>

Morrison's offer similar delivery options, and also provide a Doorstep Delivery service, which allows users to order by phone and pay on delivery.

Details at:

<https://groceries.morrisons.com/delivery-pass>



**Thames Avenue,
Swindon SN25 1JP**

Local Taxi Companies

For some journeys, it can be more convenient to organise a taxi service. Some of the local operators in Cricklade are listed below.

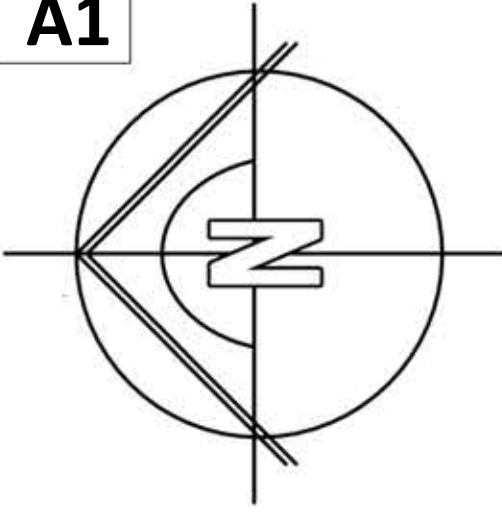
Taylens of Cricklade	01793 751457
Cricklade Airport Taxi	01793 387790 https://cricklade.airport-transfers.info/
121 Swindon Taxis	01793 988862 http://www.121swindontaxis.co.uk/

Useful Websites

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	Rail timetables and journey times to plan your journey from origin to destination	www.networkrail.co.uk
	Permits rail tickets to be purchased over the internet or via their App	www.thetrainline.com
	Finds the cheapest train ticket for you	www.mytrainticket.co.uk
	Free car-sharing and transport information service. The online matching service to find travel companions	www.liftshare.com
	National travel helpline to provide up to date public transport information Tele. No. 0870 608 2608	www.traveline.org.uk
	Outlines the location of electric vehicle charging points across the UK	www.zap-map.com/live :
	This site hosts a cycle map database which will enable you to find cycle maps available for your area	www.bikeridemaps.co.uk
	Background information on the content and operation of Travel Plans	www.travelwise.org.uk

Appendix B – Proposed Site Layout



Sketch Layout Plan

Scale 1:500 @ A1

CLIENT

**HANNICK
HOMES**

PLANNING

PROJECT TITLE

CRICKLADE

DRAWING TITLE

ILLUSTRATIVE LAYOUT

PROJECT NO.	DWG NO.	REVISION	STATUS
	001	.A	
SCALE	DRAWN	CHECKED	DATE
1:500@A1	ST		31/08/2023

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