



Land East of Calne Road, Lyneham

Full Travel Plan

Client: Ashflame Properties Ltd

i-Transport Ref: DE/JW/ITB210361-003A

Date: 03 December 2025

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i-Transport LLP

The Square
Basing View
Basingstoke
Hampshire
RG21 4EB

Tel: 01256 898 366

www.i-transport.co.uk

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Quality Management

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SECTION 1 Introduction

1.1 Overview

1.1.1 Ashflame Properties Ltd has appointed i-Transport LLP to provide transport and highways advice in respect to a proposed residential development for up to 200 new homes at Land East of Calne Road, Lyneham ('the site').

1.1.2 The application is made in outline with all matters reserved except for access which is proposed from Calne Road. The description of the development is as follows:

Outline planning application (with all matters reserved except for access) for residential development (Use Class C3), provision of public open space, and associated infrastructure on land east of the A3102, Lyneham.

1.1.3 The site location is shown in **Image 1.1**, which is an extract of **Figure 1**.

Image 1.1: Site Location



Source: Figure 1

1.1.4 The site is within the civil parish of Lyneham and Bradenstoke in Wiltshire. The site fronts A3102 Calne Road to the west and MOD Lyneham to the north.

1.1.5 As a unitary authority, Wiltshire Council (WC) are both the local planning authority and local highway authority.

1.1.6 The transport vision for the development is:

“To deliver 200 new homes in Lyneham with multi-modal connectivity to encourage travel by more sustainable modes and support the existing services and facilities within Lyneham. The scheme will support the reduction of carbon emissions through providing access to services and facilities in Lyneham on foot any by bike and to destinations further afield by public transport. Electric vehicle charging will also be provided for new homes to support the uptake of low and zero emission vehicles.”

1.2 Development Proposal

1.2.1 The proposed development comprises up to 200 new homes with provision of open space and associated infrastructure with all matters reserved except for access. The Illustrative Masterplan at **Appendix A** demonstrates how the development could come forward, with an extract provided at **Image 4.1**.

Image 4.1: Illustrative Masterplan



Source: TAG Design

1.3 Transport Planning Policy Context

- 1.3.1 The National Planning Policy Framework (December 2024) sets the policy background for the development of a Travel Plan. Paragraph 110 states that applications for development should demonstrate that ***“sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location”***.
- 1.3.2 The Wiltshire Core Strategy (2015) also identifies in Core Policy 61 that ***“travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements”***.
- 1.3.3 Core Policy 64 relates to demand management measures and identifies that measures should be promoted in new developments where appropriate to reduce reliance on the car and to encourage the use of sustainable transport alternatives. This includes promoting smarter travel choices and implementing Travel Plans to help influence people’s travel behaviour towards more sustainable travel options.

1.4 Travel Plan Scope

- 1.4.1 In line with national and local guidance, in particular the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG), this Full Travel Plan (TP) has been prepared to identify a comprehensive and robust strategy for reducing the single occupancy vehicle travel demand through the encouragement and incentivisation of sustainable travel options. This TP has also been developed in accordance with the WC’s Development Related Travel Plan Guidance’ document and ‘Develop a Residential Travel Plan’ online resource which outlines that TPs are required for schemes equal to or more than 40 homes.
- 1.4.2 A Transport Assessment (TA) for the development has also been prepared to accompany the planning application (document reference **ITB210361-002**). The TA includes details of the access proposals, the impacts of traffic generated by the site and the accessibility of the site and demonstrates that the proposal is acceptable in transport terms. This TP should be read in conjunction with the TA.

1.5 Structure of Travel Plan

- 1.5.1 The remainder of this TP is structured as follows:
- **Section 2** summarises the objectives and benefits of the TP;
 - **Section 3** considers the existing accessibility of the site by walking, cycling and public transport as well as the existing travel characteristics of the local area;

- **Section 4** outlines the targets for the TP;
- **Section 5** provides information on the development proposal and access strategy;
- **Section 6** sets out the 'soft' measures that will be provided to encourage sustainable travel to the site and to manage travel demand;
- **Section 7** identifies an implementation and management strategy for the TP;
- **Section 8** outlines how the TP will be monitored; and
- **Section 9** provides a summary of the Travel Plan.

SECTION 2 Objectives and Benefits

2.1 Objectives

2.1.1 The overarching objective of any TP is to influence behaviour change towards sustainable modes of travel. In this context, the primary purpose of this TP is to put forward a framework to ensure measures are provided to promote walking, cycling, public transport and shared car use as alternatives to single occupancy car travel.

2.1.2 In line with current national and local government guidance, the main objectives for the TP are:

- 1 To reduce the number of car journeys generated by the site; and
- 2 To promote the accessibility of the site for non-car modes of transport for local journeys.

2.1.3 The TP has the following additional objectives:

- i To provide residents with realistic options for travel to and from the site by supporting a range of sustainable transport alternatives;
- ii To promote walking, cycling, car sharing and public transport as safe, efficient, and affordable alternatives to the private car by highlighting the health and environmental benefits of using sustainable travel modes;
- iii To minimise the impact of car-based travel to the site on the local and strategic highway network and environment; and
- iv To develop an awareness of the options for sustainable travel opportunities to and from local services and facilities within and around Lyneham.

2.1.4 The TP promotes measures which will help to deliver the objectives. The measures will assist in minimising car travel to and from the site and will help bring environmental benefits to local residents.

2.1.5 All the measures will look to reduce the dependence on the private car for travel to work and enable smarter travel choices, where this is feasible.

2.2 Benefits

2.2.1 The development of a TP has a range of direct benefits, not only for future residents and visitors, but also for the existing local community and the surrounding environment.

Benefits to Residents

- Improved health and fitness through increased levels of walking and cycling through the encouragement to walk and cycle and provision of incentives and infrastructure;
- Increased travel flexibility offered through wider travel choices; and
- A better environment within the site and its immediate environs with vehicular movement minimised and parking pressures reduced.

Benefits to Local Community and Environment

2.2.2 The TP will provide the following benefits to the local community and environment:

- It will help to reduce the impact of traffic generated by the development on the local highway network;
- It will help to reduce the impact of the site on the environment by reducing emissions through fewer car journeys. This will help to contribute to both local air quality management and national climate change reduction targets;
- The measures contained within this TP will also help to reduce the impact of transport related noise from vehicular movements into and out of the site and to improve public transport connectivity in the area; and
- It will deliver improved community connectivity by facilitating sustainable travel through the site and access to public rights of way.

2.2.3 Overall, it is anticipated that the TP will result in benefits for residents of the site and the wider community in the vicinity of the development.

2.2.4 The environmental benefits that can be delivered by the travel plan include:

- Reduced use of fossil fuels through a reduction in vehicular travel and an increase in non-car use, contributing to national climate change reduction targets; and
- Reduced vehicle emissions resulting in reduced pollution levels and improved local air quality management.

2.2.5 Overall, it is anticipated that the TP, combined with the package of measures designed to promote sustainable transport presented within the TA, will result in benefits for residents of the site and the wider community in the vicinity of the development.

SECTION 3 Existing Conditions and Travel Characteristics

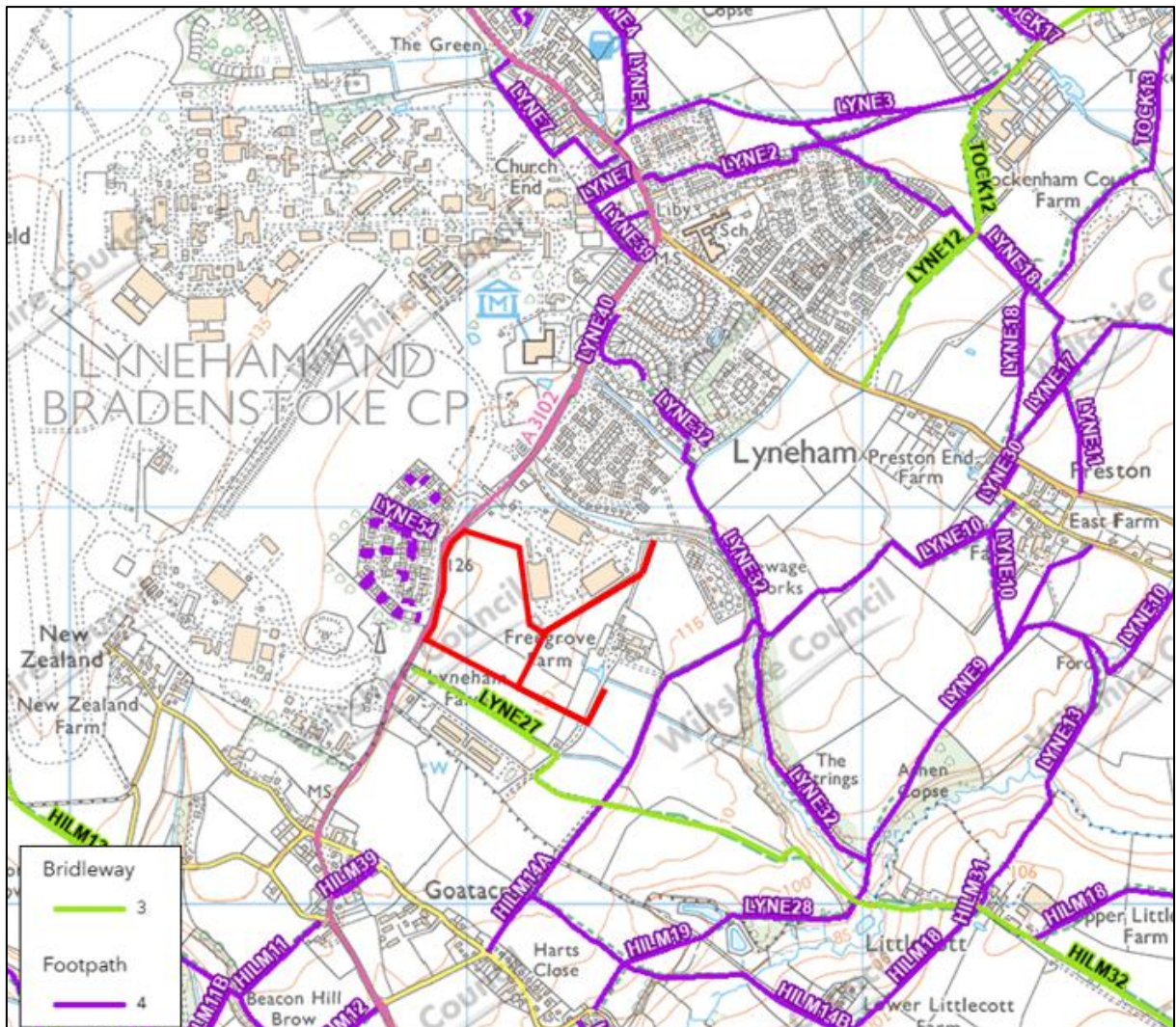
3.1 Introduction

- 3.1.1 This section of the TP provides a description of the existing transport conditions in the vicinity of the site including opportunities for walking, cycling and using public transport.

3.2 Walking Opportunities

- 3.2.1 Calne Road forms the western frontage of the site and provides access to the site for all users. South of the site, towards Goatacre, there is a footway on the eastern side of the carriageway which is separated by a grass verge for the majority of its route between Lyneham and Goatacre. The footway varies in width and is typically 1.2-1.5m wide.
- 3.2.2 Along the site frontage, the footway continues north on the eastern side of the carriageway, connecting to Slessor Road, Eider Avenue, Teal Avenue and Preston Lane to the north. A controlled pedestrian crossing is provided on Calne Road adjacent to Melsome Road which provides a safe crossing to the footway on the western side of Calne Road. This footway continues north and provides the primary pedestrian access to services and facilities within Lyneham. A series of pedestrian crossings are provided on Calne Road, including a Zebra Crossing to the south of Shield Drive and a further controlled crossing adjacent to the Co-Op.
- 3.2.3 North of the Calne Road / Preston Lane mini roundabout, footways are provided on both sides of the carriageway together with further uncontrolled pedestrian crossings.
- 3.2.4 Footways are provided on both sides of Preston Lane with the northern footway providing pedestrian access to Lyneham Primary School. Two raised tables are provided at the school frontage which act as traffic calming features and provide opportunities to cross the road to access the school. The footways continue to the south east, with further raised tables on Preston Lane while side roads are provided with dropped kerb crossings.
- 3.2.5 The Green provides pedestrian access to Andrews Court which provides a range of local services and facilities. Pedestrian crossings are provided on the eastern and northern arms of the Calne Road / Chippenham Road / The Green Roundabout and footways continue north to connect to Andrews Court on both sides of The Green.
- 3.2.6 There is an extensive PROW network in and around Lyneham which provide leisure routes into the local countryside. **Image 3.1** shows the local PROW network.

Image 3.1: Local PROW Network



Source: Wiltshire Council

3.3 Cycling Opportunities

- 3.3.1 There is no formal cycle infrastructure within Lyneham but many local residential streets are suitable for cycling on-carriageway with low traffic flows and vehicle speeds.
- 3.3.2 During a weekday site visit undertaken by i-Transport LLP in October 2025, cyclists were observed on Calne Road, Slessor Road, Eider Avenue, Teal Avenue and Preston Lane.
- 3.3.3 Cycling on Calne Road for experienced cyclists is promoted by leisure cycling routes / organised rides hosted on British Cycling's Breeze Champions, Komoot and BikeMap.net.
- 3.3.4 Opportunities to provide cycle infrastructure as part of the development proposal have been reviewed and are presented at Section 4 of the TA.

3.4 Public Transport

Bus Services

- 3.4.1 The nearest bus stops are on Calne Road, adjacent to Melsome Road - approximately 200m north of the site access and 350m from the centre of the site. These bus stops are served by the Stagecoach 55 service which is summarised in **Table 3.1** below.

Table 3.1: Summary of Bus Services

Service	Destinations	Service Frequency		
		Weekday	Saturday	Sunday
55	Swindon - Royal Wootton Bassett – Lyneham - Calne - Chippenham	Services every 20 minutes from 07:15 until 20:51 with services every 30 until 23:51. Early services at 05:24 and 06:29	Services every 20 minutes from 07:24 until 18:56 with services every 30 minutes until 23:51. Early service at 06:54	Services every 30 minutes from 08:43 until 19:56, then one an hour until 23:06

Source: Bustimes.org

- 3.4.2 The 55 service provides high frequency connections seven days a week to Chippenham which is a principal settlement within the Local Plan, defined market towns including Calne and Royal Wotton Bassett and Swindon. This service and the proximity of the site to the bus stops provides a good opportunity for journeys to be made by bus to a range of key local and regional destinations.
- 3.4.3 The 55 service also provides a connection to Royal Wootton Bassett Academy which is the catchment secondary school for Lyneham. The closest bus stops to the school are provided at the High Street / Lime Kiln junction which are a 500m / 7-minute walk from the school entrance. Based on information from the school's website¹, the school day begins at 08:30 meaning that students living at the site could catch the 07:55 bus from Melsome Road, arriving at the High Street stop by 08:07 and arriving at school at approximately 08:15 ready for the start of the school day. At the end of the school day (15:00), students can return to Lyneham via either the 15:32 or 15:44 buses which reach Lyneham at 15:32 and 15:44 respectively. Later services are available to accommodate students attending after school clubs or activities.

¹ <https://www.rwba.org.uk/daily-routine>

Rail

- 3.4.4 The nearest railway station is Chippenham Railway Station, located approximately 11km southwest of the site. The station provides direct and regular services to London Paddington and Bristol Temple Meads as well as other local and regional destinations. The key services are summarised in **Table 3.2**.

Table 3.2: Summary of Key Rail Services

Destination	Typical Daytime Frequency		Journey Time
	Peak Services	Off-Peak Services	
London Paddington via Swindon	2 services per hour		Swindon – 14 minutes Paddington – 63 minutes
Bristol Temple Meads via Bath Spa	3 services per hour		Bath Spa – 15 minutes Bristol – 25 minutes
Westbury via Melksham and Trowbridge	1 service per hour		Melksham – 10 minutes Trowbridge – 19 minutes Westbury – 26 minutes

Source: National Rail

- 3.4.5 The station can be accessed within a 38-minute bus journey from Lyneham via the 55 Stagecoach service with buses arriving at Chippenham at 05:40, 06:35, 07:17, 07:37, 07:57 and 08:26. Allowing a 5-minute transition between bus and rail, Melksham, Swindon, Bath Spa and Trowbridge can be accessed in around an hour from the site via a combined bus and rail journey. This provides an opportunity for linked public transport journeys, avoiding the use of the private car for some residents.
- 3.4.6 Swindon Railway Station is located approximately 15km to the north east of Lyneham and can be accessed by the 55 Stagecoach service within approximately 45 minutes. Additional peak and off-peak train services are available from Swindon to Cardiff Central via Bristol Parkway, Swansea, Weston-super-Mare and Cheltenham Spa via Gloucester.

3.5 Existing travel Characteristics

- 3.5.1 A summary of the 2011 Census dataset 'Method of Travel to Work' (*ref: Table QS701EW*) for residents of the Middle Super Output Area (MSOA) Wiltshire 007 (in which the proposed development is located) is outlined in **Table 3.3**. This excludes those who work from home.

Table 3.3: Modal Split of Journeys to Work (excluding work from home) – ‘Wiltshire 007’

Residents

Mode	% Split from Census Data
Underground	0.2%
Train	1.1%
Bus	4.0%
Taxi	0.2%
P2W	1.0%
Car	72.5%
Passenger	3.7%
Bicycle	4.7%
On foot	12.0%
Other	0.5%
Total	100%

Source: 2011 Census

- 3.5.2 **Table 3.3** demonstrates that the majority of journeys to work in Wiltshire are undertaken by private car. People travelling on foot is the second most popular mode of transport to work, representing 12% of all work journeys.

3.6 Propensity to Travel by Non-Car Modes

- 3.6.1 To consider the potential for trips to be made by walking, cycling and public transport, consideration needs to be given to the distances that people are likely to travel.

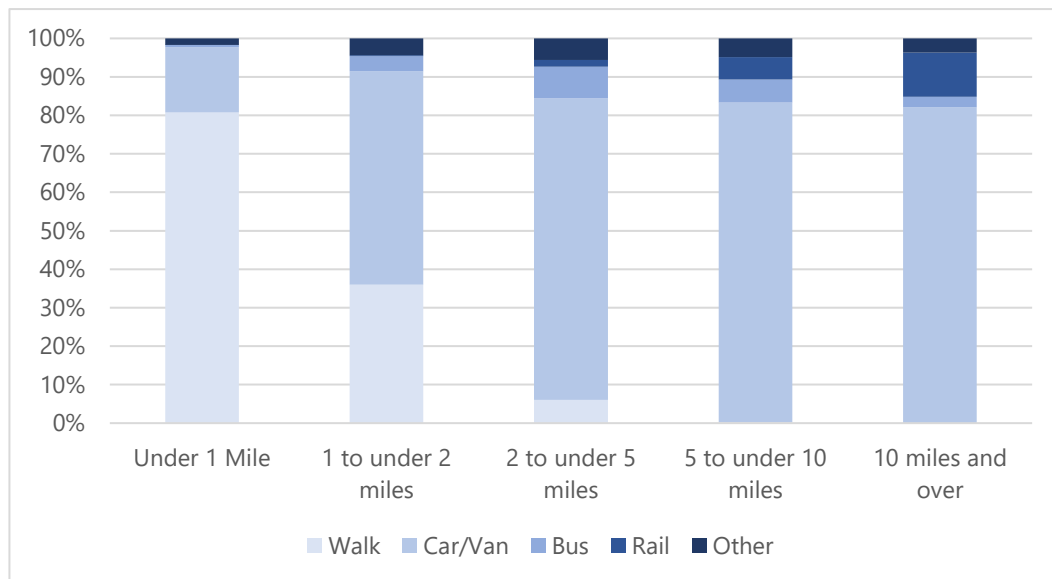
Walking Distances

- 3.6.2 Manual for Streets identifies that walkable neighbourhoods comprise those locations where facilities and services can be accessed within an 800m (10 minute) walk.

“4.4.1 Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km.”

- 3.6.3 This is further shown by the National Travel Survey (NTS) 2023 which identifies the mode share of journeys of different lengths and is presented in **Image 3.2**. This confirms that the vast majority (80%) of trips of up to one mile (1.6km) are undertaken on foot.

Image 3.2: Proportion of Trips Per Year by Journey Purpose (all modes)



Source: National Travel Survey, England 2023

3.6.4 Therefore, facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be made by walking.

3.6.5 It is important to note that neither 1.6km or 2km are the maximum walking distance. Historically, the Design Manual for Roads and Bridges (DMRB) TD91/05 "Provision for Non-Motorised Users" at paragraph 2.3 has stated that:

"Walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within a range of up to 2 miles. Walking and rambling can be undertaken as a leisure activity, often over longer distances."

3.6.6 Whilst TD91/05 has been superseded, there is no evidence to suggest that is not still the case. On this basis, it is reasonable to consider a journey of 2 miles / 3.2km as a 'maximum' walking distance for most day-to-day journeys.

3.6.7 Against this background research, the following distances will be used in the TA for assessing the likelihood of walking journeys to and from the site:

- Up to 800m – comfortable walking distance;
- Up to 1.6km – reasonable walking distance; and
- Up to 3.2km – maximum walking distance.

Cycling Distances

3.6.8 The Department for Transport's Cycling and Walking Investment Strategy (2017) states at paragraph 1.16 that:

“... there is significant potential for change in travel behaviour. Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are even greater. Three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk or bus journey from a primary school.”

3.6.9 The DfT’s Gear Change A bold vision for cycling and walking states (page 11) that:

“In particular, there are many shorter journeys that could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017–18. For many people, these journeys are perfectly suited to cycling and walking.”

3.6.10 There is a wealth of guidance on cycling distances, with 8km (5 miles) considered to be a reasonable cycle distance.

3.7 Local Services and Facilities

3.7.1 Lyneham provides a range of local services and facilities that provide for some everyday needs of residents including leisure, convenience retail, health, education and employment opportunities. The primary services and facilities which residents of the site may wish to access are listed within **Table 3.4** and shown at **Figure 2**.

3.7.2 Distances from the centre of the site to the local facilities and services have been measured based on actual walking routes, using the proposed access from Calne Road.

Table 3.4 Local Facilities and Services

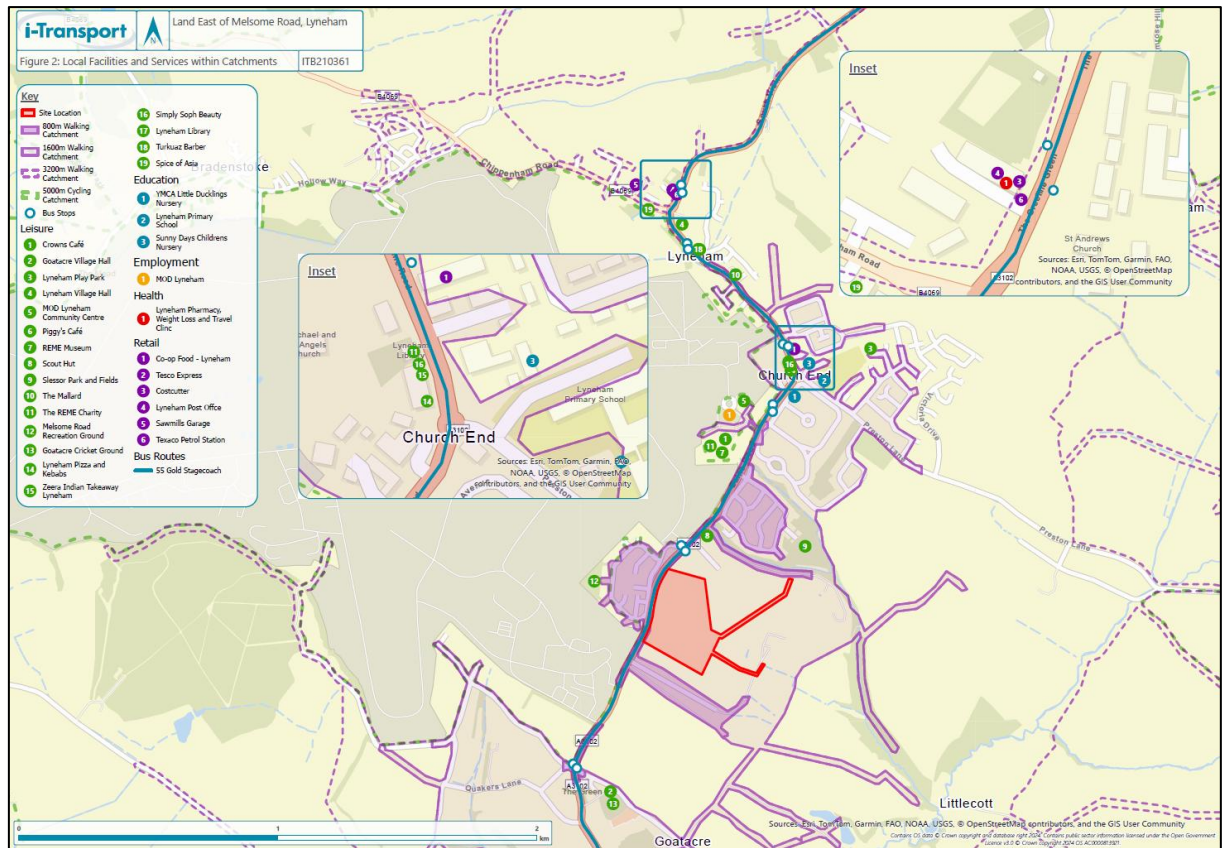
Purpose	Destination	Distance (M)	Walking Journey Time	Cycling Journey Time
Leisure	Scout Hut	539	6	2
	MOD Lyneham Community Centre	883	11	3
	Melsome Road Recreation Ground	925	11	3
	Crowns Café	926	11	3
	The REME Charity	926	11	3
	REME Museum	926	11	3
	Goatacre Village Hall	928	11	3
	Slessor Park and Fields	1,110	13	4
	Goatacre Cricket Ground	1,275	15	5
	Lyneham Pizza and Kebabs	1,275	15	5

Purpose	Destination	Distance (M)	Walking Journey Time	Cycling Journey Time
	Zeera Indian Takeaway	1,275	15	5
	Simply Soph Beauty	1,000	15	5
	Lyneham Library	1,375	16	5
	The Mallard Public House	1,460	17	5
	Lyneham Play Park (At Arnhem Cross)	1,570	19	6
	Piggy's Café	1,630	19	6
	Turkuaz Barber	1,875	22	7
	Lyneham Village Hall	2,035	24	8
	Spice of Asia	2,175	26	8
Retail	Tesco Express	967	12	4
	Co-op Food - Lyneham	1,090	13	4
	Costcutter	2,175	26	8
	Lyneham Post Office	2,175	26	8
	Texaco Petrol Station	2,175	26	8
	Sawmills Garage	2,275	27	9
Education	Little Ducklings	1,060	13	4
	Lyneham Primary School	1,100	13	4
	Sunny Days Children's Nursery	1,340	16	5
Employment	MOD Lyneham	876	10	3
Health	Lyneham Pharmacy, Weight Loss and Travel Clinic	1,900	23	7
	Within 800m 'MfS Walkable Neighbourhood' – Comfortable Walking Distance / Within 8km 'Acceptable Cycling Distance'			
	Between 800m and 1,600m 'Reasonable Walking Distance'			
	Between 1,600 and 3,200km 'Acceptable Walking Distance'			

Source: Consultants Estimates

3.7.3 An extract of **Figure 2** is provided in **Image 3.3** which shows the locations of the services and facilities, the 55 bus service route and bus stops and walking catchments.

Image 3.3: Local Facilities and Services



Source: Figure 2

SECTION 4 Baseline Travel Patterns and Targets

4.1 Overview

- 4.1.1 The key aim of the TP is to reduce car use for travel to and from the site, and the use of targets will enable monitoring of progress against the objectives.

4.2 Targets

- 4.2.1 Until the new homes are occupied, it will not be possible to provide survey data to determine baseline travel patterns. However, it is sensible to set some interim mode share targets that can then be reviewed to ensure that they are SMART (Specific, Measurable, Achievable, Realistic and Time Related) following the first round of travel surveys. For the purpose of the TP, the Census data summarised at **Table 3.3** are therefore proposed to be utilised as the baseline modal shares.
- 4.2.2 The overarching target will be to achieve a year-on-year reduction in single occupancy car trips of by 10% by the end of the TP period. As such the following car driver mode shares are proposed, with a corresponding increase in walking, cycling and public transport use (subject to review following the first travel survey).

Table 4.1: Mode Share Targets

Mode	Baseline	Year 1	Year 3	Year 5
Car or Van Driver	72.5%	72.5%	67.5%	62.5%
On foot	12.0%	12.0%	13.0%	14.0%
Bicycle	4.7%	4.7%	5.7%	6.7%
Bus, minibus or Coach	4.0%	4.0%	5.0%	6.0%
Car Passenger	3.7%	3.7%	4.7%	5.7%
Train	1.3%	1.3%	2.3%	3.3%
Powered Two-Wheeler	1.0%	1.0%	1.0%	1.0%
Taxi	0.5%	0.5%	0.5%	0.5%
Other	0.2%	0.2%	0.2%	0.2%
Total	100.00%	100.00%	100.00%	100.00%

Source: Consultant's Estimates

- 4.2.3 Once the first monitoring surveys at the development have been undertaken and analysed this will update the baseline position and the interim and mode shift targets will be reviewed by trip purpose.

4.2.4 In addition to mode share targets, it is important to identify a range of action targets to ensure that the commitments made through this TP, are delivered.

4.2.5 The action targets are as follows:

- Appoint a Travel Plan Coordinator (TPC) prior to development commencing;
- TPC to become familiarised with the monitoring process and begin contact with local bike shops and public transport providers;
- Undertake resident travel surveys;
- Review Travel Plan measures to ensure that they remain appropriate; and
- Once agreed with WC, update the TP with any necessary revisions to measures.

SECTION 5 Proposed Development and Access Strategy

5.1 Proposed Development

- 5.1.1 The proposed development comprises up to 200 new homes with provision of open space and associated infrastructure with all matters reserved except for access. The Illustrative Masterplan at **Appendix A** demonstrates how the development could come forward.

5.2 The Transport Vision

- 5.2.1 The transport vision for the site has been developed in combination with the proposed site layout, access strategy, sustainable transport strategy and Travel Plan.

- 5.2.2 The vision for the development is:

“To deliver up to 200 new homes in Lyneham with multi-modal connectivity to encourage travel by more sustainable modes and support the existing services and facilities within Lyneham. The scheme will support the reduction of carbon emissions through providing access to services and facilities in Lyneham on foot any by bike and to destinations further afield by public transport. Electric vehicle charging will also be provided for new homes to support the uptake of low and zero emission vehicles.”

- 5.2.3 This will be achieved through the delivery of the following key objectives:

- 1 **Promotion of Sustainable Transport** – Residents will be encouraged to travel by active and sustainable modes, primarily through walking, cycling and public transport to reduce the overall reliance on private car use. This will be achieved by:
 - Providing safe and convenient pedestrian and cycle access to key local services and facilities in Lyneham, minimising the need for car trips to local destinations.
 - Creating / improving existing pedestrian and cycle routes within the development and to surrounding areas.
 - Promotion of walking and cycling as a means for local journeys through the delivery of the Travel Plan.
- 2 **Promotion of Public Transport** – The development will promote the use of public transport. This will be achieved by:
 - Delivery of safe, convenient and direct active travel connections to existing bus stops on Calne Road.
 - Promotion of the use of buses to reach the catchment secondary school for the site.

- Promotion of the use of buses to reach Chippenham Railway Station to access the rail network for journeys further afield.
- Promotion of the use of public transport through delivery of the Travel Plan.

3 Minimising Car Vehicle Dependency – The development will minimise car dependency, reducing the traffic impact of the development and promoting active and sustainable modes. This will be achieved by:

- Developing a car parking strategy in accordance with WC parking guidance to ensure that an appropriate level of car parking is provided and avoiding any over-provision.
- Implementing measures including electric vehicle charging throughout the site to support a transition to more sustainable travel choices.
- Designing the internal road network to prioritise active travel modes.

4 Climate and Environmental Sustainability Contributions – The development and associated transport infrastructure aims to minimise carbon emissions and reduce congestion in the local area. This will be achieved by:

- Promoting the use of low-emission vehicles, such as electric cars and bikes, through provision of appropriate infrastructure such as electric vehicle charging points.
- An energy strategy that supports WC's carbon emission and environmental goals and strategies.

5 Engagement with Future Residents and Stakeholders – Ongoing engagement and consultation with the future residents of the development and key stakeholders regarding the Transport Vision will be achieved through the Travel Plan. This will also allow effective implementation and monitoring of the transport initiatives and measures proposed as part of the Transport Vision and Travel Plan.

5.3 Site Access Arrangements

Proposed Vehicular Access Arrangement

5.3.1 Vehicular access is proposed from Calne Road via a ghost island junction arrangement. The proposed access is shown on **Drawing ITB210361-GA-002 Revision D** with an extract shown in **Image 4.1** below.

Ps

TIE INTO EXISTING ROAD MARKINGS

1:25 TAPER

EXISTING FOOTWAY ON EASTERN SIDE OF A3102 TO BE REMOVED AND RETURNED TO VERGE

FREEGROVE DRIVE

EXISTING CHANGE OF SPEED LIMIT FROM 40mph TO 50mph

RIGHT TURN LANE
65m LONG 3.5m WIDE

THROUGH LANES
3.15m WIDE

ELSO

R15.0m

3m SHARED USE
ACTIVE TRAVEL ROUTE

2m VERGE

BOLLARD AND CORDUROY
PAVING TO BE PROVIDED

1.5m x 15m PEDESTRIAN VISIBILITY
SPLAY (ACHIEVABLE TO JUNCTION)

SITE ACCESS

BOLLARD AND CORDUROY
PAVING TO BE PROVIDED

EXISTING DITCH TO BE CULVERTED
BENEATH NEW SITE ACCESS

2m VERGE

3m SHARED USE
ACTIVE TRAVEL ROUTE

R8.0m

R8.0m

5.3.2 The access has been designed with the following attributes:

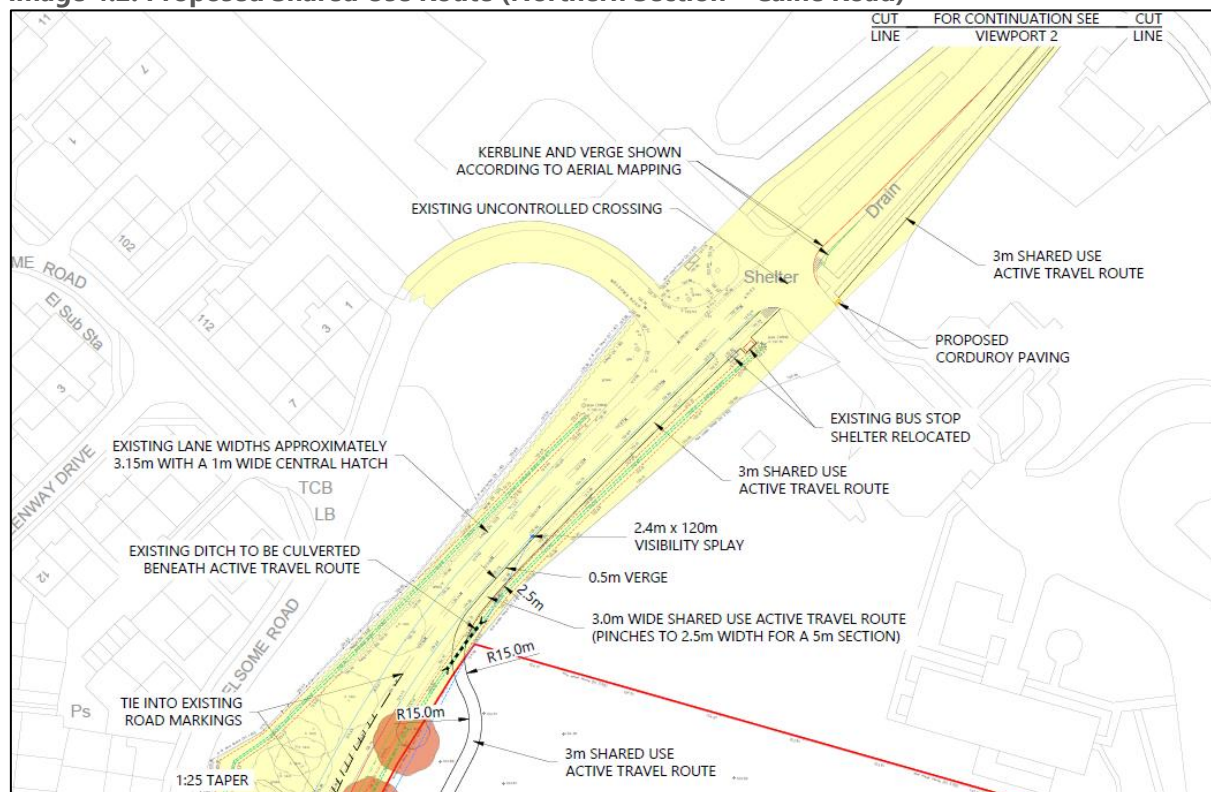
- A new priority junction with ghost island right turn lane on Calne Road with a 5.5m wide site access road;
- Achievable visibility splays of 2.4m x 160m to the south and 2.4m x 120m to the north, based on DMRB CD 109 requirements (this is in excess of the northbound recorded speeds at Table 3.5 and consistent with the southbound recorded speeds on Calne Road; and
- Provision of an uncontrolled crossing of the site access road for pedestrians and cyclists.

Proposed Pedestrian and Cycle Access Arrangements

Page: 21

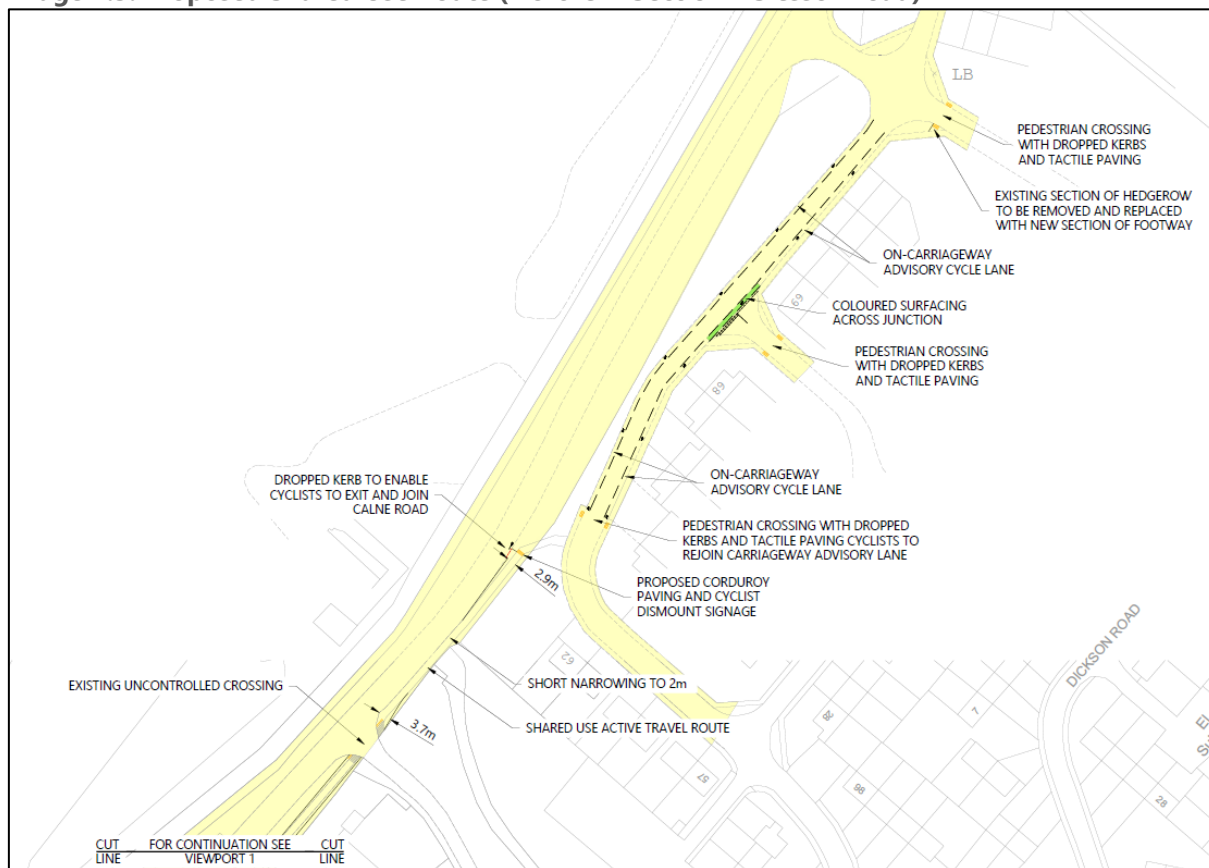
- 5.3.5 To the south, a dropped kerb is proposed to enable cyclists to access the shared use route (for those travelling northbound) and re-join the carriageway (for those travelling southbound). To the north, it is proposed to provide a shared use route extending from the site boundary through widening of the existing footway on the eastern side of Calne Road, where feasible. The achievable width of the proposed shared use route to the north is 3m with some localised narrowing due to available extent of the highway boundary. Where sections narrow, there is good forward visibility to allow oncoming pedestrians / cyclists to see one another.
- 5.3.6 Improvements are proposed for pedestrians and cyclists on Slessor Road through improved crossings (providing dropped kerbs and tactile paving) and advisory on-carriageway cycle lanes.
- 5.3.7 The proposed improvements will provide improved pedestrian and cycle access towards services and facilities to the north of the site, including the primary school when used in combination with low traffic / speed residential streets to the north of the Slessor Road. The proposed route is shown on **Drawing ITB210361-GA-002** with an extract of the northern section shown at **Images 4.2** and **4.3**, with the southern section shown at **Image 4.4**.

Image 4.2: Proposed Shared Use Route (Northern Section – Calne Road)



Source: i-Transport Drawing ITB210361-GA-002 Revision D

Image 4.3: Proposed Shared Use Route (Northern Section – Slessor Road)



Source: i-Transport Drawing ITB210361-GA-002 Revision D

FREEGROVE DRIVE

EXISTING CHANGE OF SPEED LIMIT FROM 40mph TO 50mph

RIGHT TURN LANE 65m LONG 3.5m WIDE

THROUGH LANES 3.15m WIDE

1:25 HATCH TAPER

EXISTING FOOTWAY ON EASTERN SIDE OF A3102 TO BE REMOVED AND RETURNED TO VERGE

TIE INTO EXISTING ROAD MARKINGS

RELOCATION OF EXISTING 40mph / 50mph SPEED LIMIT CHANGE

EXISTING 50mph SPEED LIMIT SIGN TO BE REMOVED

DROPPED KERB AND CYCLIST EXIT MARKINGS

PAVING TO BE PROVIDED

1.5m x 15m PEDESTRIAN VISIBILITY SPY (ACHIEVABLE TO JUNCTION)

SITE ACCESS

BOLLARD AND CORDUROY PAVING TO BE PROVIDED

EXISTING DITCH TO BE CULVERTED BENEATH NEW SITE ACCESS

2m VERGE

3m SHARED USE ACTIVE TRAVEL ROUTE

TANGENTIAL VISIBILITY SPY

2.4m x 120m VISIBILITY SPY

2.4m x 160m VISIBILITY SPY

EXISTING DITCH TO BE CULVERTED BENEATH ACTIVE TRAVEL ROUTE AND EMERGENCY VEHICLE ACCESS

BOLLARD AND CORDUROY PAVING TO BE PROVIDED

TIE INTO EXISTING FOOTWAY WIDTH

WHIT COMBE CL

EL Sub Sta

MELSON

A3102

5.4 Internal Site Layout Matters

5.4.1 As an outline planning application, the internal site layout is not for determination at this stage. However, the demonstrate that the scheme has / will be designed in accordance with the prevailing policy and guidance, the following matters are confirmed.

5.4.2 Vehicle Parking will be provided in line with residential parking standards outlined in LTP3, while cycle parking will be provided in line with the draft LCWIP – both car and cycle requirements are detailed at Section 2 of the TA.

5.4.3 Secure cycle storage spaces will be provided for each dwelling, in line with WC standards. Cycle parking will be provided in garages where provided and delivered to meet minimum space requirements, or in secure cycle stores in rear gardens where no garages are provided. The scheme will include electrical supplies to garages to facilitate charging e-bikes.

Electric Vehicle Charging

- 5.4.4 Each dwelling with associated parking will be provided with a dedicated 7kw fast charging point in line with the Building Regulations. This will help promote the use of Electric Vehicles and support the update of low carbon travel.

SECTION 6 Measures

6.1 Overview

6.1.1 This section of the TP describes the measures that will be delivered for residents of the development.

6.2 Travel Plan Management

Travel Plan Co-ordinator (TPC)

6.2.1 The developer will appoint an individual or company to act as the TPC for the site. Contact details will be supplied to WC prior to first occupation of the development proposal.

6.2.2 The TPC will be supported by a steering group, comprising a representative of the housing associations, WC, the local sustainable travel co-ordinator and other local authority officers as needed (e.g. cycling, public transport and voluntary residents' representatives).

6.2.3 The steering group will meet every 6 months during the first two years and annually thereafter until 5 years after first occupation. This extensive period will enable the TP to be well established by the time the developer leaves the site. A framework for the continuation of the TP post developer involvement is set out below.

6.2.4 The role of the TPC will be as follows:

- To manage the day-to-day delivery of the measures contained in this section of the TP;
- To set up and act as chairperson to the steering group, through which the progress of the TP will be monitored and key decisions taken as necessary;
- To market the TP to encourage interest and involvement of residents;
- To maintain a good level of knowledge of sustainable travel opportunities in the vicinity of the site, so as to provide a basic journey planning service for residents, i.e. how to access schools, workplaces and local facilities by non-car modes;
- To liaise with both public transport operators and local authorities on appropriate measures such as negotiating possible discounted bus tickets or obtaining information on any local Travel Plan measures and networks;
- To organise the annual monitoring of the TP in line with the strategy outlined in Section 8 of this document; and

- To provide monitoring feedback to residents and the steering group and to liaise with the local authority as necessary.

Involvement of Residents

- 6.2.5 Involvement of residents will be key to the success of the sustainable transport measures. The first owner of each dwelling will be provided with TP information by the sales office and provided with a residents' travel information pack on completion of their purchase as well as the offer of personalised journey planning advice.
- 6.2.6 The TPC will be encouraged to liaise regularly with residents to understand their particular needs and concerns and to examine ways of addressing them. Copies of the TP will be made widely available to all residents and users of the site, to ensure that people are fully aware of the objectives of the TP and of the full range of measures proposed.
- 6.2.7 The TPC will also aim to maintain interest amongst residents through the following means:
- Occasional leaflet drops providing information about the Travel Plan, advertising the website and reporting the results of the annual monitoring; and
 - Involvement of resident volunteers in the steering group (to be recruited by the TPC).
- 6.2.8 The steering group will review and develop other methods of involving residents as and when necessary.

Promotion of Walking and Cycling

- 6.2.9 As described in Section 5, the development will facilitate walking and cycling, in particular for local journeys to key destinations, through the delivery of infrastructure both on and off-site. In addition, all dwellings will be provided with cycle parking having regard to local parking standards. Information on the walking and cycling routes and local facilities, including public rights of way, will be made available to new residents through the resident's travel information pack and the other means described below.
- 6.2.10 Where possible, the TPC will attempt to negotiate discounts or promotions for residents at local cycle stores and will also inform residents of any discounts with local cycle stores.
- 6.2.11 The TPC will also promote 'Bikeability' cycle training courses to residents and will attempt to organise group training sessions if enough residents are interested.

Promotion of Public Transport

- 6.2.12 Information on the public transport routes and facilities serving the new development will be made available to new residents through the residents' travel information pack (see below) and the other means described below.
- 6.2.13 The direct public transport services to local destinations will be emphasised.
- 6.2.14 Bus vouchers will be made available to residents of the site.

Car Sharing Scheme

- 6.2.15 Car sharing will be promoted amongst new residents of the development, particularly in relation to journeys to work. Not only does car sharing cut the costs of travel to work for the individual, but it reduces the number of residents making similar journeys at the same time, thereby reducing peak hour congestion on routes between the site and local employment areas. This in turn helps to reduce vehicle emissions, contributing to meeting local air quality targets.
- 6.2.16 Residents will be provided with information about car sharing via the Wiltshire car share website (liftshare.com/uk/community/wiltshire) and a leaflet explaining the benefits of the car share scheme and how to register will be included in the residential travel information packs. This provides an easy way for potential car sharers to identify people undertaking similar journeys.

Information Provision and Marketing

- 6.2.17 New residents will be provided with travel information during the purchase of their property. The initial sales pack will include a leaflet about the sustainability credentials of the development and sales staff will be trained in personal journey planning in order that this service can be offered to new residents during the purchase process.
- 6.2.18 The first occupier of each household will be provided with a residents' travel information pack. The pack will pull together information on the above listed measures and contain information about the objectives of the TP, non-car mode travel options and provide a range of incentives to encourage use of non-car modes of transport. It is proposed that the following items will be included in the resident's travel information pack:
- Details of the TP website;
 - Details regarding the provision of broadband to enable easy access to local home delivery services and home working;
 - An information leaflet about the TP, its aims and objectives, how to get involved and how travel will be monitored and reported back to residents;

- Information about the community travel website and the locations of community notice boards providing local travel information;
- A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of public cycle parking within the development, and public transport routes (including any new provision) and the location of bus stops;
- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, local school travel plans, and schemes;
- Travel Plan mapping leaflets showing location of key services and facilities and walking / cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destination (if base mapping is made available from Wiltshire Council and their current suppliers);
- Bus and rail maps and timetable information;
- Information about journey planning services, e.g. www.travelinesw.co.uk;
- Information about car sharing through the Wiltshire car share website (liftshare.com/uk/community/wiltshire);
- Information about the home delivery services offered by supermarkets in the local area, and potentially a voucher for free home delivery on first use; and
- The offer of personalised journey planning for residents.

6.2.19 A site specific website will be developed and maintained by the TPC and residents will be offered the use of personalised travel planning. The website will ensure access to up-to-date information for residents

6.2.20 Noticeboards will be made available within the development containing up to date bus and rail timetable information, and information on car sharing. The boards will also provide walking and cycling facilities maps. This information will additionally be provided on the travel plan website.

6.2.21 Residents will be kept informed of travel options and the success of the TP through the monitoring surveys which will be undertaken at least once a year for the duration of the TP.

Summary

6.2.22 Measures are proposed to promote the use of walking, cycling and public transport amongst new residents for local journeys and to make more efficient use of the private car through the development of car sharing initiatives. The proposed measures aim to ensure that the objectives and targets set out in Sections 2 and 4 are met and to minimise single occupancy car travel to and from the site. A range of information and marketing initiatives are also put forward to encourage awareness and participation in the TP amongst residents from the outset.

SECTION 7 Implementation

7.1 Introduction

7.1.1 This section summarises the implementation framework and funding of the TP. In addition, a framework for handover of the TP at the end of the developer involvement is provided.

7.2 Framework

7.2.1 The TPC will be appointed three months before the first occupation at the development, to commence the initial TP measures in time for the first occupations. **Table 7.1** provides an initial framework for implementation of the proposed measures.

Table 7.1: Framework for Implementation

Measure		Timescale
Infrastructure Measures as per Section 5		To be phased in line with the development.
Travel Plan Co-ordinator		Appointed at least 3 months prior to 1 st occupation. Contact details to Wiltshire Council before 1 st occupation.
Steering Group		1 st meeting one month after appointment of TPC. Subsequent 6 monthly meetings for first two years after first occupation, annual meetings thereafter until 5 years after first occupation.
Information Development and Provision	Training of sales team about the Travel Plan and in personal journey planning	Training as part of induction process.
	Production of Travel Plan information for sales packs	To be developed before 1 st occupation.
	Production of residents' travel information packs	To be developed before 1 st occupation. Initial occupations to have simplified version of pack, with club/bicycle user group information to be provided at a later date in line with implementation of these schemes.
	Website	To be developed before 1 st occupation.
	Community Notice Board	By 50 th occupation.
Promote car share schemes		With resident's travel information pack and on website/community notice boards.
Walking/cycling/local facilities maps		With resident's travel information pack and on website/community notice boards.

7.3 Funding

7.3.1 The developer will fund the following items:

- The transport infrastructure outlined in Section 5;
- Wiltshire Council's Travel Plan monitoring and evaluation fee;
- The TPC role until five years after first occupation;
- The initial implementation of the measures outlined in Section 6 and Table 7.1; and
- The monitoring surveys outlined in Section 8 including setting aside an amount of money to undertake the surveys two years after full occupation.

7.3.2 The aim will be to take steps to enable the TP to become self-funding by the time that the development is complete. The Steering Group will be responsible for delivering this objective.

SECTION 8 Monitoring

8.1 Overview

8.1.1 The total monitoring programme of the development will be during the development build until some five years after first occupation. Monitoring will be undertaken in two ways:

- Standard Assessment Methodology (SAM) Surveys; and
- The issue of a travel questionnaire.

8.2 SAM Surveys

8.2.1 It is proposed that formal monitoring will be undertaken in line with the TRICS SAM. The TPC will supply WC with observed statistical data showing how the residents travel from the development and details of the measures employed to encourage sustainable travel.

8.2.2 The first TRICS SAM survey will be carried out one year after the first occupation on the site. This will ensure that the survey captures information about an established critical mass of residents and will allow time for the measures contained within the TP to take effect. Subsequent TRICS SAM surveys will be undertaken every two years until one year after the final occupation of the development.

8.3 Travel Questionnaires

8.3.1 Questionnaire surveys will also be used to determine the effectiveness of the TP measures, and enable residents to remain involved in the TP process. An example questionnaire is provided at **Appendix B**.

8.3.2 The first questionnaire survey will be undertaken one year after occupation of the first dwelling and then every two years until five years after first occupation.

8.3.3 The results of the traffic surveys and the analysis will be included in an updated TP, or the first monitoring reports, with the TP targets revised or updated accordingly.

8.3.4 The monitoring reports will be issued to WC for review within one month of publication.

8.4 Use of Surveys

8.4.1 The results of these surveys and statistical analysis will form the basis of discussions with the local planning and highway authorities to examine how the TP is continuing to influence travel behaviour and to discuss alternative measures that could be incorporated within the plan to achieve further success.

- 8.4.2 The TPC will monitor and review the progress and success of the TP and make all users aware of the progress made and the effectiveness of the sustainable travel solutions. The review will involve WC as well as the TPC. The use of newsletters distributed to all users will assist in informing users of any new measures and give them an understanding of how the TP is operating.

8.5 Remedial Measures

- 8.5.1 Should the TP targets not be met by the end of the monitoring period outlined above, the developer will use reasonable endeavours to work with WC to identify a strategy and to agree further reasonable actions to get the TP back on track.
- 8.5.2 The assessments carried out in the Transport Assessment are based upon a 'without Travel Plan' situation and demonstrate that, on the basis that a 10 percent reduction in single occupancy traffic flows is not achieved, the impact of the development on the local highway network after highway improvements is still acceptable in highway and safety terms. On this basis, the development is not dependent on the success of the TP in making the development acceptable in terms of traffic impact on the local highway network.
- 8.5.3 The proposed sustainable transport strategy and all of the associated measures will provide a genuine opportunity for the 10 percent reduction in single occupancy car trips associated with the development to be achieved.

8.6 Framework for Handover at End of the Developer Involvement

- 8.6.1 Some five years after first occupation the developer will no longer be responsible for the management of the TP. At this time the management of the TP will revert to a residents' committee, to which the Local Authority's sustainable travel co-ordinator will be invited to attend and provide guidance.

SECTION 9 Summary

- 9.1 Ashflame Properties Ltd has appointed i-Transport LLP to provide transport and highways advice in respect to a proposed residential development for up to 200 new homes at Land East of Calne Road, Lyneham.
- 9.2 In accordance with national and local guidance and policy, a Travel Plan has been developed to support the development.
- 9.3 The Travel Plan aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car and in particular reducing single occupancy car journeys; providing non-car mode travel options for local journeys and influencing modal choice.
- 9.4 The main objectives for the TP will be:
- 1 To reduce the number of car journeys generated by the site; and
 - 2 To promote the accessibility of the site for non-car modes of transport for local journeys.
- 9.5 The developer will appoint an individual or company to act as the Travel Plan co-ordinator (TPC) for the site. The TPC will be supported by a Steering Group, comprising representatives from the developer, local authority and residents. A framework is proposed for the handover of the TP at the end of the developer's involvement.
- 9.6 The Travel Plan sets out a range of non-infrastructure or 'soft' measures aimed at influencing modal choice for travel to the site, including:
- Details of the TP website;
 - Details regarding the provision of broadband access to enable easy access to local home delivery services and home working;
 - An information leaflet about the TP, its aims and objectives, how to get involved and how travel will be monitored and reported back to residents;
 - Information about the community travel website and the locations of community notice boards providing local travel information;
 - A plan of the new development, highlighting local facilities and the nearby key destinations, the walking and cycling routes to these, locations of cycle parking within the development, and public transport routes (including any new provision) and the location of bus stops;

- Information about opportunities to travel to local schools in the vicinity of the site by sustainable modes, local school Travel Plans, and schemes;
- Travel Plan mapping leaflets showing location of key services and facilities and walking / cycling time isochrones to demonstrate to residents how long it will take to walk or cycle to these destination (if base mapping is made available from Wiltshire Council and their current suppliers);
- Bus maps and timetable information;
- Information about journey planning services, e.g. www.travelinesw.co.uk;
- Information about car sharing through the Wiltshire car share website (liftshare.com/uk/community/Wiltshire);
- Information about the home delivery services offered by supermarkets in the local area, and potentially a voucher for free home delivery on first use; and
- The offer of personalised journey planning for residents.

9.7 The total monitoring programme of the development will be during the development build until some five years after first occupation. Monitoring will be undertaken in two ways:

- SAM Surveys; and
- The issue of a travel questionnaire.

9.8 Some five years after first occupation, the developer will no longer be responsible for the management of the TP. At this time the management of the TP will revert to a residents' committee, to which the Local Authority's sustainable travel co-ordinator will be invited to attend and provide guidance.

FIGURES

Figure 1: Site Location

ITB210361

Key

Site Location





Figure 2: Local Facilities and Services within Catchments

ITB210361

Key

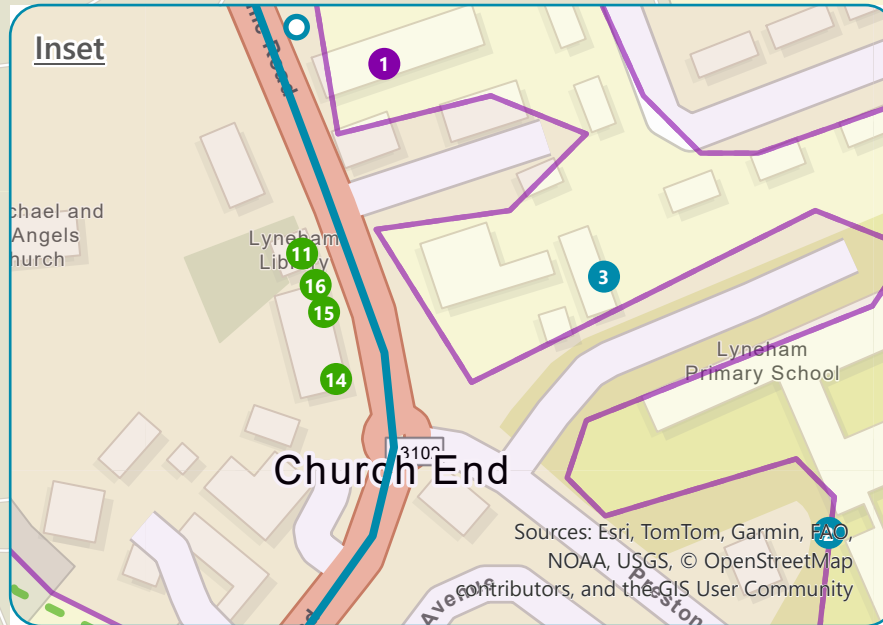
- Site Location
 - 800m Walking Catchment
 - 1600m Walking Catchment
 - 3200m Walking Catchment
 - 5000m Cycling Catchment
 - Bus Stops
- Leisure**
- 1 Crowns Café
 - 2 Goatacre Village Hall
 - 3 Lyneham Play Park
 - 4 Lyneham Village Hall
 - 5 MOD Lyneham Community Centre
 - 6 Piggy's Café
 - 7 REME Museum
 - 8 Scout Hut
 - 9 Slessor Park and Fields
 - 10 The Mallard
 - 11 The REME Charity
 - 12 Melsome Road Recreation Ground
 - 13 Goatacre Cricket Ground
 - 14 Lyneham Pizza and Kebabs
 - 15 Zeera Indian Takeaway Lyneham
- Education**
- 1 YMCA Little Ducklings Nursery
 - 2 Lyneham Primary School
 - 3 Sunny Days Childrens Nursery
- Employment**
- 1 MOD Lyneham
- Health**
- 1 Lyneham Pharmacy, Weight Loss and Travel Clinic
- Retail**
- 1 Co-op Food - Lyneham
 - 2 Tesco Express
 - 3 Costcutter
 - 4 Lyneham Post Office
 - 5 Sawmills Garage
 - 6 Texaco Petrol Station
- Bus Routes**
- 55 Gold Stagecoach



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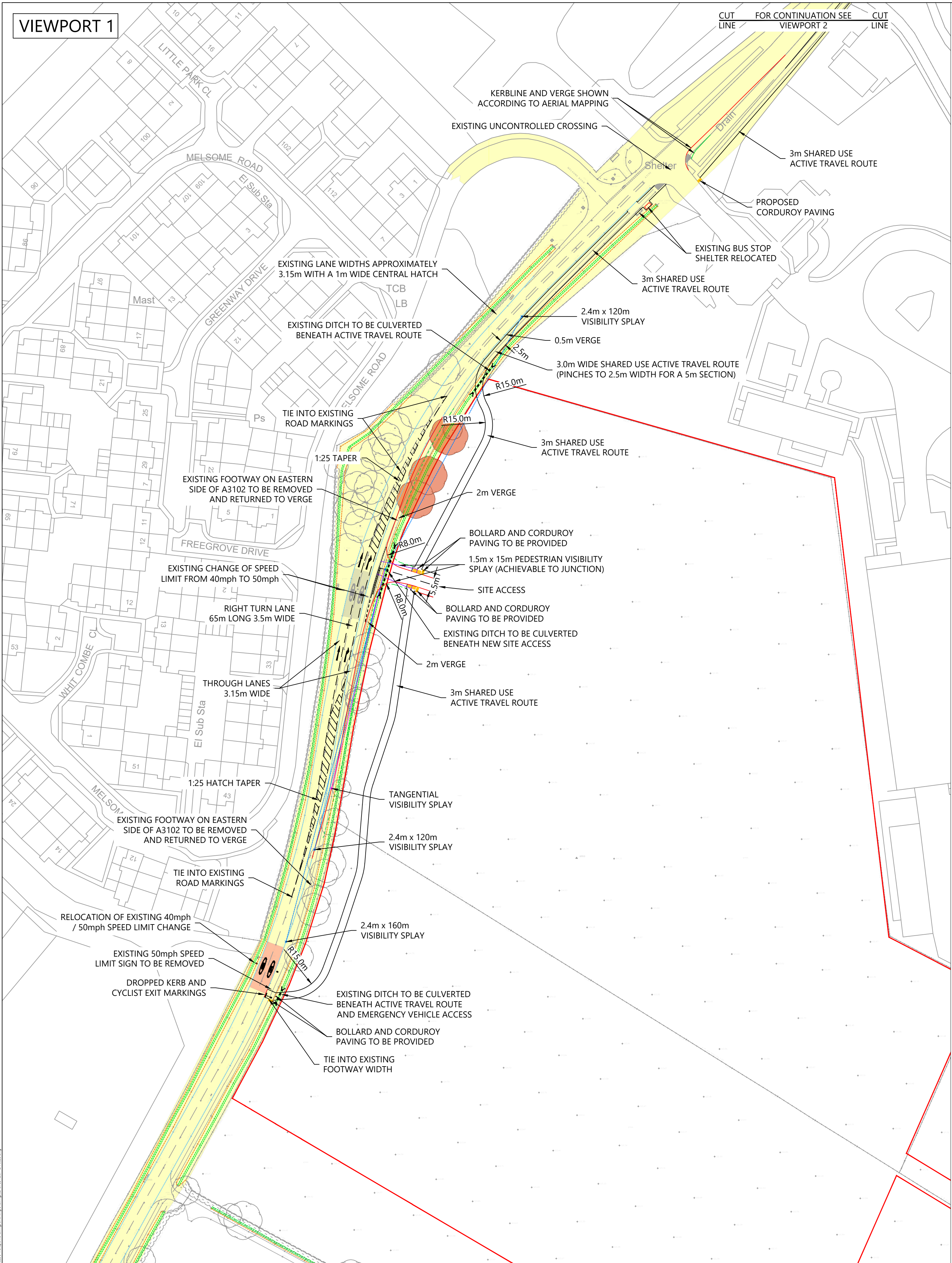
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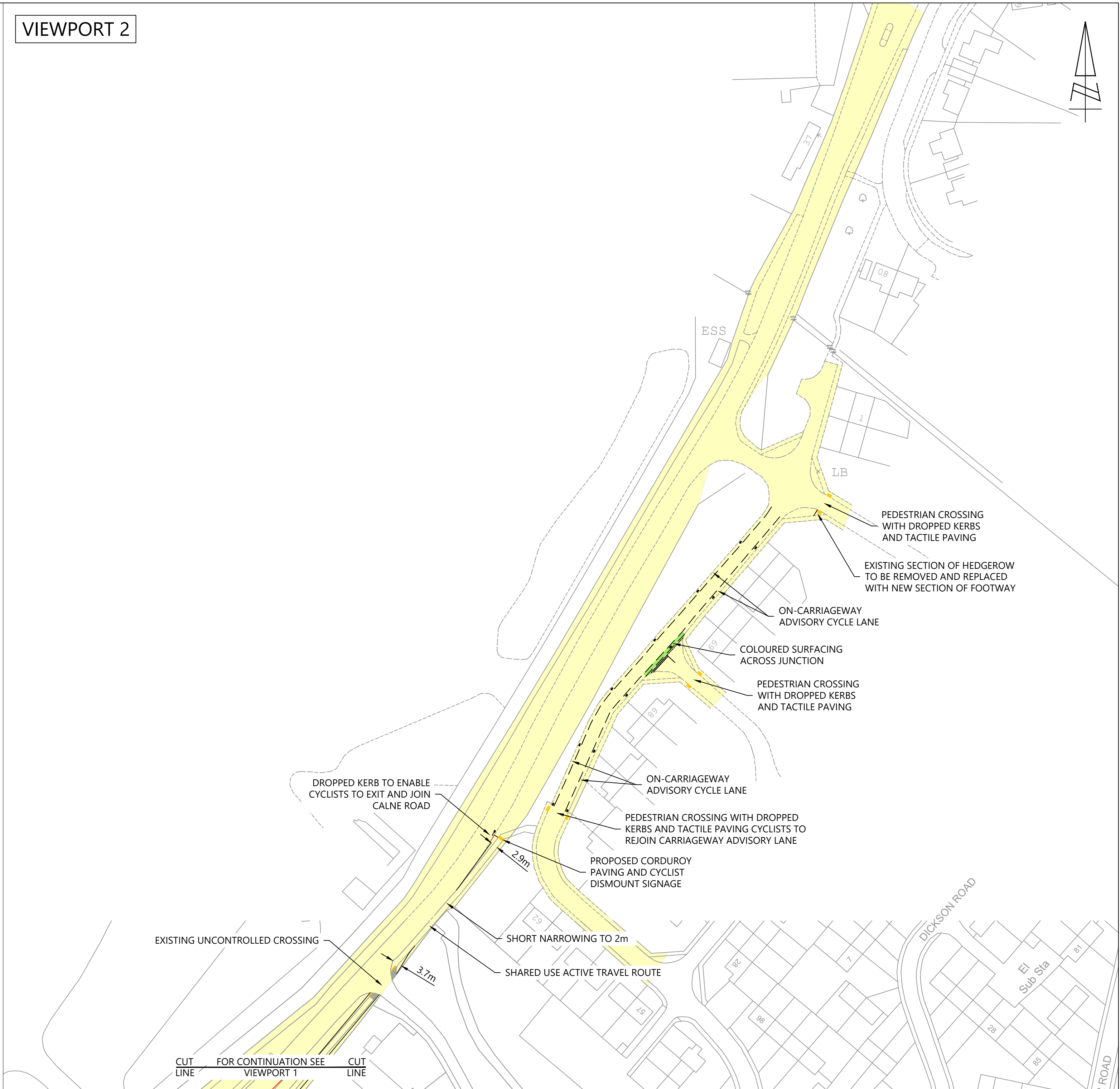
Church End

DRAWINGS

VIEWPORT 1



VIEWPORT 2



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
www.i-transport.co.uk

Tel: 01256 898366

SCALE BAR @ 1:1000
0 10 25 50 100

NOTES:
1. THIS DRAWING IS FOR INFORMATION ONLY AND DOES NOT REPRESENT A FINAL DESIGN.
2. ANY CHANGES TO THIS DRAWING MUST BE APPROVED BY THE CLIENT.
3. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND CONSENTS.
4. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND CONSENTS.

REV	DATE	BY	DESCRIPTION
1	14/11/25	MM	ARRANGEMENT UPDATED
2	18/11/25	MM	ISA COMMENTS INCORPORATED
3	06/12/25	MM	UPDATES TO ACTIVE TRAVEL ROUTE
4	28/12/25	MM	UPDATES TO CULVERT WIDTH AND SPEED LIMITS, TREE REMOVAL AND PEDESTRIAN VISIBILITY SPLAYS SHOWN

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STATUS	FOR INFORMATION
TITLE	PROPOSED SITE ACCESS FROM A3102 CALNE ROAD
PROJECT	LYNEHAM WILTSHIRE
CLIENT	ASHFLAME PROPERTIES LTD
DRAWN	PH
CHECKED	DE
APPROVED	BH
PROJECT No:	ITB210361
SCALE @ A1:	1:1000
DATE:	01.10.25
DRAWING No:	ITB210361 - GA - 002
REV:	D

APPENDIX A. Illustrative Masterplan



Key:

- Site Boundary (8.17ha)
- Built Development
- Road network
- Private Drives
- Footway & Cycleway routes
- Existing Trees & Vegetation
- Proposed Trees & Vegetation
- Open Space
- Proposed Ponds & Swales
- Proposed Play Space (LAP)

A27.11.25Red line boundary updatedSLBTDA

 Architectural & Civil Engineering Design Unit 3 Access House, Sharnbrook Road, Millers Fields, Bromsgrove, Worce, B61 1JH info@tagdesign.co.uk 01527 811572	Client:	Project:	Drawing Title:	Rev	Date	Description			By	Chkd	
	Ashflame Properties Ltd	Land East of Calne Road Lyneham, Wiltshire	Illustrative Masterplan	Scale:		Plot size:	Drawn:	Check:	Date:		
				1 : 2000	A3	SLB	TDA	24.10.25			
				Project No.:			Drawing No.:				
				TD.00.160			1001 A				

APPENDIX B. Example Travel Questionnaire

Questionnaire Survey (Template)

Questions to be reviewed and agreed with LHA at time of survey. All questionnaires will be undertaken online (unless requested). The questions below are potential questions which could be included as part of the survey and will be used as a starting point.

Background

1. Are you a resident of [insert development name]?
2. Please enter your (home) postcode.
3. Please select your age group
 - Under 18
 - 18-34
 - 35-44
 - 45-60
 - 60+
4. How many people live in your household?
 - 1
 - 2
 - 3
 - 4
 - 5+
5. How many cars do you have in your household?
 - 0
 - 1
 - 2
 - 3
 - 4+
6. If your household has a car (or multiple), how many are electric or low carbon vehicles?
 - 0
 - 1
 - 2
 - 3
 - 4+

7. How many bicycles do you have in your household?

- 0
- 1
- 2
- 3
- 4+

8. Do you have a disability which affects you or a member of your households travel arrangements?

Employment & Travel

9. Are you currently employed?

- Yes
- No

10. What is your place of work postcode?

11. How often do you work?

- 1-2 days
- 3-4 days
- Full Time
- Shift Work
- Other

12. Do you work from home?

- No
- 1-2 days
- 3-4 days
- Full Time

13. If you travel to your place of work, what mode of transport do you predominately use?

- Walk
- Cycle
- Bus
- Train
- Taxi
- Motorcycle
- Car (travelling by yourself)
- Car (travelling with someone else)

14. If you do travel to work, how far do you usually travel?

- Up to 1 mile?
- 1-3 miles
- 3-10 miles
- 10-20 miles
- Over 20 miles

15. Are there any aspects of your job that require you to use a car / vehicle?

- None
- Attendance at meeting
- Visit site / clients
- Other

16. Do you use any alternative modes of transport to travel to work?

- Walk
- Cycle
- Bus
- Train
- Taxi
- Motorbike
- Car (travelling by yourself)
- Car share (travelling with someone else)

Travelling

17. During the morning peak hour (8am - 9am) how many car trips does your household normally generate? (for example, travelling to work from home equates to one car trip).

- 0
- 1
- 2
- 3
- 4+

18. During the evening peak hour (5pm - 6pm) how many car trips does your household normally generate? (for example, travelling to work from home equates to one car trip).

- 0
- 1
- 2
- 3
- 4+

19. What is your typical mode of travel to the type of destinations listed below in an average week? Please choose the ones which are applicable.

	Walking	Cycling	Bus	Train	Car	Car Sharing	Other
Commuting							
Leisure							
Retail							
Education							

20. If you were to consider changing your main mode of travel, which mode would you be most likely to change to?

	Walking	Cycling	Bus	Train	Car	Car Sharing	Other
Commuting							
Leisure							
Retail							
Education							

21. Based on your answers for the above question, what would encourage you to take up these modes of travel?

Changing Travel Behaviours

22. Are there any improvements or incentives which would encourage you to walk or cycle more?
23. Are there any improvements or incentives which would encourage you to use public transport (train or bus)?
24. Are you aware of the Travel Plan which is part of Buckler's Park?
- Yes
 - No
25. Are you aware of the Travel Plan website which provides information on your local area, public transport, walking, cycling and other information?
26. Are there any improvements to the website, or further information which would be helpful in understanding about sustainable travel?

