

P e l l F r i s c h m a n n

Eastleigh Court, Warminster

Travel Plan

March 2026

Confidentiality

This report is to be regarded as confidential to our Client and is intended for their use only and may not be assigned except in accordance with the contract. Consequently, and in accordance with current practice, any liability to any third party in respect of the whole or any part of its contents is hereby expressly excluded, except to the extent that the report has been assigned in accordance with the contract. Before the report or any part of it is reproduced or referred to in any document, circular or statement and before its contents or the contents of any part of it are disclosed orally to any third party, our written approval as to the form and context of such a publication or disclosure must be obtained.

Report Ref. 10109934-Pef-Xx-Xx-Rp-Tr-000003 F02- Issued 05.03.26

File Path P:\101099--\10109934 - Eastleigh Court, Warminster\01 - WIP\Documents\Travel Plan\10109934-PEF-XX-XX-RP-TR-000003 F02- Issued 05.03.26.docx

Rev	Suit	Description	Date	Originator	Checker	Approver
D01	S3	First submission	03.11.2025	PW / AT	LC	LC
F01	S3	Final submission	27.02.2026	PW / AT	LC	LC
F02	S3	Final submission with updates	05.03.2026	PW / AT	LC	LC

Ref. reference. Rev revision. Suit suitability.

Prepared for

Eastleigh Court Ltd

Warminster
BA12 9HW

Prepared by

Pell Frischmann

Burrator House
85 Rydon Lane
Exeter
EX2 7NT

Pell Frischmann

Contents

1	Introduction	4
1.1	Instruction	4
1.2	Site Context	4
1.3	Development Summary	5
1.4	Events	5
1.5	Site Access	6
1.6	Travel Plan Objectives	6
1.7	Travel Plan Coordinator	7
1.8	Commitment to the Promotion of Sustainable Travel	7
2	Site Context	8
2.1	Introduction	8
2.2	Local Highway Network	8
2.3	Non-motorised User Access	9
2.4	Public Transport	12
3	Measures and Actions	14
3.1	Introduction	14
3.2	Measures to Encourage Cycling	14
3.3	Measures to Encourage Public Transport Use	14
3.4	Promoting Car Sharing	14
3.5	Staff Travel Pack	14
3.6	Promoting Sustainable Travel Events	15
3.7	Shuttle Bus Service	15
4	Targets	16
4.1	Introduction	16
4.2	Baseline Mode Shares	16
5	Implementation, Monitoring and Review	17
5.1	Introduction	17
5.2	Implementation	17
5.3	Monitoring and Review	17
6	Action Plan	18

Figures

Figure 1-1: Site location within wider highway context	4
Figure 1-2: Proposed site layout	6
Figure 2-1: Walking catchments	10
Figure 2-2: Local cycle routes	11
Figure 2-3: Cycle catchment	12

Tables

Table 2-1: CIHT suggested acceptable walking distances	10
Table 2-2: Summary of bus services	13
Table 4-1: Initial modal share	16
Table 6-1: Action Plan	18

Appendices

Appendix A – Proposed Site Layout

1 Introduction

1.1 Instruction

- 1.1.1 Pell Frischmann has been commissioned by Kindred Living Project to prepare a Travel Plan (TP) in support of a planning application that comprises the change of use of Eastleigh Court and the former Eastleigh Court Stables (together 'the Site') from office and residential use to short-stay visitor accommodation with the ability to host a limited number of special events. The Planning Authority and Local Highway Authority for the proposed development is Wiltshire Council (WC).

1.2 Site Context

- 1.2.1 The development site is located on the western edge of the village of Bishopstrow in Wiltshire. The village is situated 2.6km south-east of the town of Warminster¹. The site location in the context of the wider highway network is identified in **Figure 1-1**.

Figure 1-1: Site location within wider highway context



Source: © OpenStreetMap contributors with Pell Frischmann annotations

- 1.2.2 Eastleigh Court is a Grade II listed building surrounded by predominantly flat lawns with tree groups clustered in the corners and edges of the site. The site is currently split into two separate plots, one associated with Eastleigh Court and the other with the former Eastleigh Court Stables. The development proposals account for use of both Eastleigh Court and the Former Eastleigh Court Stables.
- 1.2.3 There are two existing vehicular access points into the site, both of which are direct accesses with a simple priority arrangement. The northern access is located immediately adjacent to 29 Bishopstrow Road and the southern access is located approximately 390m to the south, approximately adjacent to Public Right of Way (PROW) SVEN 4 running along Watery Lane.

¹ Measured from B3414 / Weymouth Street Junction to Eastleigh Court via the B3414 and Bishopstrow Road.

1.3 Development Summary

- 1.3.1 The proposed development is for short-stay, visitor accommodation that has facilities to host a limited number of special events such as weddings for up to 120 guests. This includes refurbishment, adaptation and replacement of an existing ground floor extension at Eastleigh Court as well as a new Pavilion building, a new swimming pool, a new electrical substation and hard/soft landscaping enhancements. The planning application also proposes a change of use of Eastleigh Court and the former Eastleigh Court Stables (together “the Site”) from offices (Use Class: E) and residential (Use Class C3) respectively to short-stay accommodation with special events (Use Class: Sui Generis).

The Former Eastleigh Stables

- 7 x double bedrooms sleeping 2 adults per room
- 1 x twin room sleeping 2 adults
- 1 x bunk room sleeping 8 children or 8 adults

Eastleigh Court

- 14 x double bedrooms sleeping 2 adults per room
- 1 x bunk room sleeping 4 children or 4 adults

- 1.3.2 A summary of the development proposals is as follows:

- Refurbishment and alterations to existing Grade 2 listed Eastleigh Court;
- New extension to Eastleigh Court;
- New pavilion including an events space with a capacity for 120 people;
- Landscaped space for a temporary marquee with up to 120 seated dining covers;
- Re-landscaping and restoration of the estate, including new paths, planting, hard and soft landscaping;
- A new electrical substation; and,
- Inclusion of the existing former Eastleigh Court Stables accommodation within the development (no physical works to the stables proposed).

- 1.3.3 A total of 77 on-site car parking spaces and 8 cycle parking spaces will be provided for staff, contractors and guests.

1.4 Events

- 1.4.1 The proposed development at Eastleigh Court accommodates a range of event types, varying in scale and guest numbers. These include:

- Stay Type A (small-scale gatherings, holidays, and micro weddings with up to 60 guests),
- Stay Type B (small to medium weddings and celebrations with up to 90 guests), and;
- Stay Type C (maximum capacity weddings and events with up to 120 guests).

- 1.4.2 The number of Type B and Type C events will be capped at a combined total of 20 events per annum. While Stay Types A and B involve fewer guests and are anticipated to occur more frequently than Type C events, Stay Type C represents the realistic worst-case scenario in terms of transport impact. It involves up to 120 guests, with up to 56 overnight guests and 64 day guests, and full use of the facilities including the pavilion.

- 1.4.3 The venue is intended to operate as luxury short-stay accommodation (the minimum booking period is three nights) with occasional celebrations, where guests are typically hosted across multiple days. Given the nature of the accommodation and the exclusivity associated with such celebrations, it is expected

that demand for the onsite bedrooms will be high, with most guests choosing to stay on site during events. Full occupancy is therefore considered the most realistic and typical operating profile for events. Notwithstanding this expectation, the supporting Transport Statement includes a sensitivity test assessing a reduced overnight occupancy scenario in which 75% of bedspaces are occupied. This sensitivity test confirmed that, even with fewer overnight guests and a corresponding increase in day-guest arrivals, the overall transport demand remained low.

1.5 Site Access

- 1.5.1 The historic entrance to the site is via the northern access and the proposal seeks to reinstate this as part of a new one-way system. The proposed access strategy will see all visitors, staff and service/refuse collection vehicles access the site from the north and exit the site from the south.
- 1.5.2 This approach seeks to minimise the amount of internal visitor traffic passing the court and more significantly it will also reduce the number of inbound vehicle movements passing through the full extent of Bishopstrow. This including guests arriving by taxi or shuttle bus from Warminster train station, or arriving by car from other local accommodation, or further afield. An extract of the proposed site layout is included in **Figure 1-2** and is included in full in **Appendix A**.

Figure 1-2: Proposed site layout



Source: Olley and Saunders Garden Design Drawing AND-401.1

1.6 Travel Plan Objectives

- 1.6.1 The aim of this TP is to seek to minimise the number of single occupancy staff car journeys made to and from the Site, to promote travel by sustainable modes of transport, and to manage the overall transport impacts of the Site.
- 1.6.2 The principal objectives of the TP are summarised below:

- To improve awareness of transport options and reduce the impact of traffic on the local environment; and,
- To increase the proportion of journeys to and from the proposed development by sustainable modes of transport.

1.7 Travel Plan Coordinator

1.7.1 A Travel Plan Coordinator (TPC) will be appointed ahead of site occupation with the responsibility for implementing the 'soft' measures described in this TP and encouraging sustainable forms of travel. It is anticipated that the TPC role will be filled by a member of the management team and they will be given adequate time to fulfil the role.

1.7.2 The TPC will be responsible for:

- Promoting and encouraging travel modes other than single occupancy car travel;
- Providing noticeboards in all staff rooms;
- Ensuring that all information relating to sustainable travel is displayed on staff noticeboards and is kept accurate and up to date;
- Promoting car sharing; and,
- Incorporating the needs of the less mobile in the plan.

1.8 Commitment to the Promotion of Sustainable Travel

1.8.1 The operators of Eastleigh Court confirm that the funding for all measures identified within this TP is available and will remain available during the life of the Travel Plan. The TP will be maintained for a period of 5 years from the date of the development coming into beneficial use.

2 Site Context

2.1 Introduction

- 2.1.1 The following section of this Travel Plan provides a summary of the Site, the local highway network and associated area context.

2.2 Local Highway Network

A36

- 2.2.1 The A36 is a major trunk road located south of Warminster and is the principal route from Bath to the central south coast. To the east it begins at the junction with the A35 in Totton, near Southampton and to the west it begins on the western outskirts of Bath at a junction with the A4. On route it passes through, or in proximity to, Bath, Warminster, Frome, Salisbury, and Totton.
- 2.2.2 Locally the road bypasses Warminster routing south of the city on a broadly east-west alignment before realigning towards the north on the western side of Warminster. The Warminster bypass extends around the town along with nearby villages of Bishopstrow and Norton Bavant. The historic route of the A36 through these areas has been reclassified as the B3414.
- 2.2.3 In proximity of Warminster the A36 is accessed in four locations, to the northwest at the A36 / A350 Bath Road roundabout, to the west via the Cley Hill Roundabout, to the south via the A36 / Deverill Road roundabout and to the east via the Cotley Hill Roundabout. Of these the latter two junctions are the closest to the site, situated approximately 4km and 3.5km from it respectively.
- 2.2.4 Locally the bypass is a single carriageway road with lanes in both directions. It is subject to the National Speed Limit with the junctions along its length lit and the links between junctions generally unlit.

B3414 Boreham Road

- 2.2.5 Bishopstrow Road is situated north of Eastleigh Court and is accessed via a mini roundabout junction with Boreham Road being the major arm and Bishopstrow Road being the minor arm.
- 2.2.6 The B3414 is the former route of the A36 through Warminster. The road begins at the northwest corner of the Warminster bypass, at a roundabout where it intersects with the A36 and the A350. From this point, it heads into Warminster along Bath Road winding through the streets of the town centre. After passing through the Market Place, south of Warminster Station, the road enters the suburb of Woodcock and exits the town along Boreham Road. Beyond Boreham, it passes through open countryside, roughly following the alignment of the valley of the River Wylye before ending at the Cotley Hill Roundabout.
- 2.2.7 Junctions along its length are, for the most part, a combination of priority arrangements and mini roundabouts with a single signalised junction within the town centre. The majority of the side roads facilitate access to the residential suburbs that flank the B3414 albeit within the town centre this changes to providing access to business premises, the central retail park and Warminster Railway Station.
- 2.2.8 Through the town it is a two-way single carriageway road with lanes in both directions. It follows a broadly northwest -southeast alignment and is subject to a 30mph speed limit. Within the urban part of the town it is street lit.

Bishopstrow Road

- 2.2.9 Bishopstrow Road is located immediately east of the site and follows a broadly north - south alignment through the village of Bishopstrow. At its northern extent it connects to the B3414 via a three-arm mini

roundabout and at its southern extent it transitions into High Street as it passes through the village of Sutton Veny. Approximately 440m south of the B3414 Bishopstrow Road facilitates access to Eastleigh Court via a simple priority junction and again approximately 390m further south.

- 2.2.10 On approach to the village from the south Bishopstrow Road benefits from a gateway feature at the transition from the national speed limit to the 30mph speed limit that remains in place throughout the village. The gateway feature includes 30mph signs on grey backing plates with a “Please drive carefully” instruction to motorists underneath. The gateway also includes high conspicuity road surfacing and painted speed roundels reinforcing the 30mph speed limit. Closer to the heart of the village further traffic calming features are also present. This including slow road markings and a solar powered vehicle actuated speed sign that flashes up vehicle speeds. Slow road markings are also provided on the approach to the village from the north with these supplemented by red warning signs confirming the potential for children crossing within Bishopstrow.
- 2.2.11 From its junction with the B3414 Bishopstrow Road has a posted speed limit of 30 mph with this increasing to the national speed limit in a southbound direction from a point approximately 40m south of the southern access to Eastleigh Court. Lighting is present through built up areas with lamps generally mounted on telegraph poles.

2.3 Non-motorised User Access

Walking

- 2.3.1 The proposed development benefits from access to existing pedestrian infrastructure along Bishopstrow Road which runs along the eastern side of the site. The footway on the western side of Bishopstrow Road starts approximately 225m south of the northern site access and provides a continuous connection between the site and the B3414, Boreham Road. A footway is also present on the eastern side of the carriageway in proximity of the northern access albeit this is only present between the Bishopstrow Road / Cobbett Rise junction and 29 Bishopstrow Road. These footways provide access to the nearest bus stops.
- 2.3.2 To the north, Bishopstrow Road connects with Boreham Road. The latter includes footpaths on both sides of the carriageway with this providing connectivity to a pair of bus stops located approximately 55m east of the Boreham Road / Bishopstrow road mini-roundabout junction and a further bus stop located approximately 240m west of the junction - adjacent to Smallbrook Lane.
- 2.3.3 Routing east on Boreham Road, the footway on the southern side of the carriageway terminates approximately 120m east of the mini roundabout junction. However, the provision on the northern side of the carriageway is maintained up to the Cotley Hill Roundabout, approximately 3.1km to the east, after which it proceeds towards Heytesbury.
- 2.3.4 Routing west along the B3414, continuous footways are provided on both sides of the carriageway connecting the site to the centre of Warminster as well as the closest railway station. Boreham Road benefits from the provision of a number of formal pedestrian crossing points between Bishopstrow Road and the town centre, the closest of which is a dropped kerb crossing with tactile paving, and a central pedestrian refuge, located approximately 35m west of the Bishopstrow Road / Boreham Road mini-roundabout. This is supplemented by zebra crossings located at intervals of approximately 750m, 920m, and 1.62km west of the mini roundabout. The latter of these facilitates enables pedestrian connectivity toward Warminster Railway Station. Zebra crossings are provided on Station Road approximately 133m south of the station, facilitating east-west connectivity, and directly outside the station.

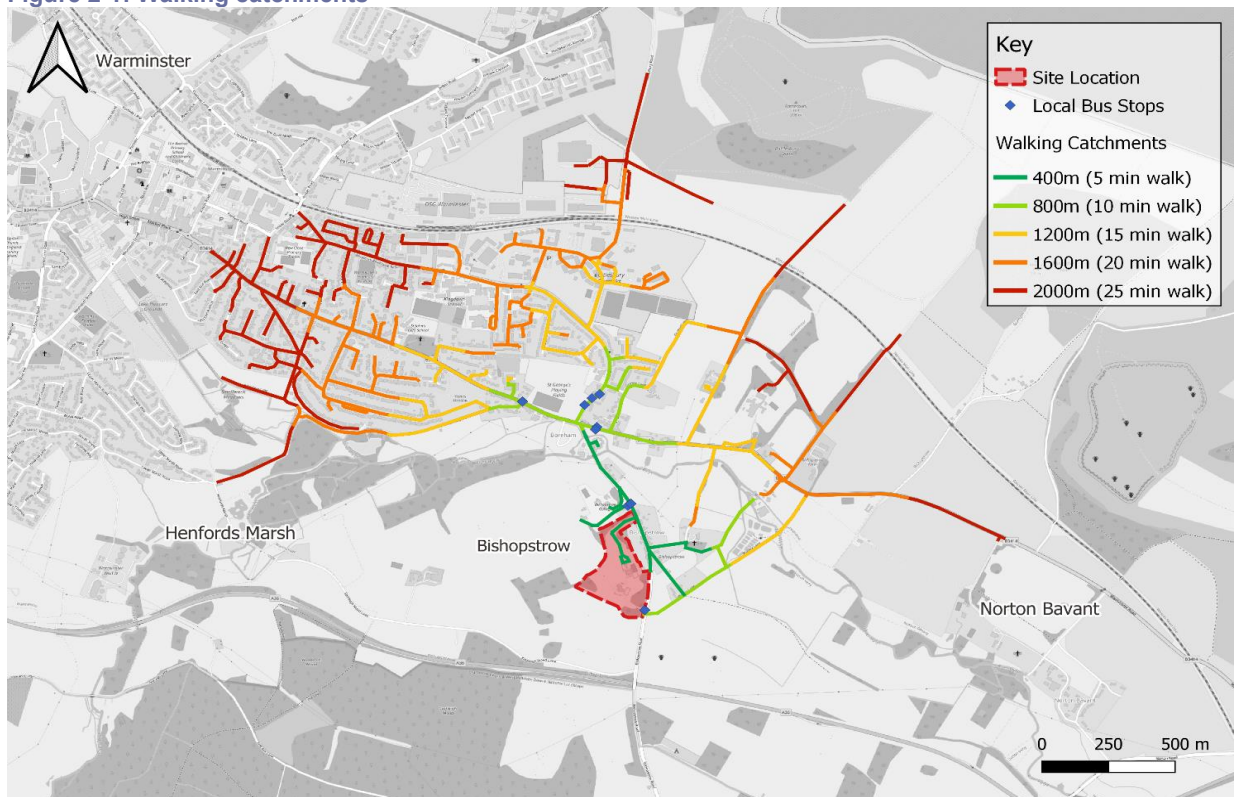
- 2.3.5 The Chartered Institute for Highways and Transportation (CIHT) document ‘Providing for Journeys on Foot’ states at paragraph 1.12 that: “walking accounts for over a quarter of all journeys and four fifths of journeys of less than one mile” The document also provides suggested acceptable walking distances for a range of destinations. Those suggested walking distances have been reproduced in in **Table 2-1**.

Table 2-1: CIHT suggested acceptable walking distances

Distance category	Town centres (m)	Commuting / school / sightseeing (m)	Elsewhere
Desired	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

- 2.3.6 **Figure 2-1** illustrates the identified walking catchments up to 2000m walking distance (25-minute walk time) from the site.

Figure 2-1: Walking catchments



Source: © OpenStreetMap contributors with Pell Frischmann annotations

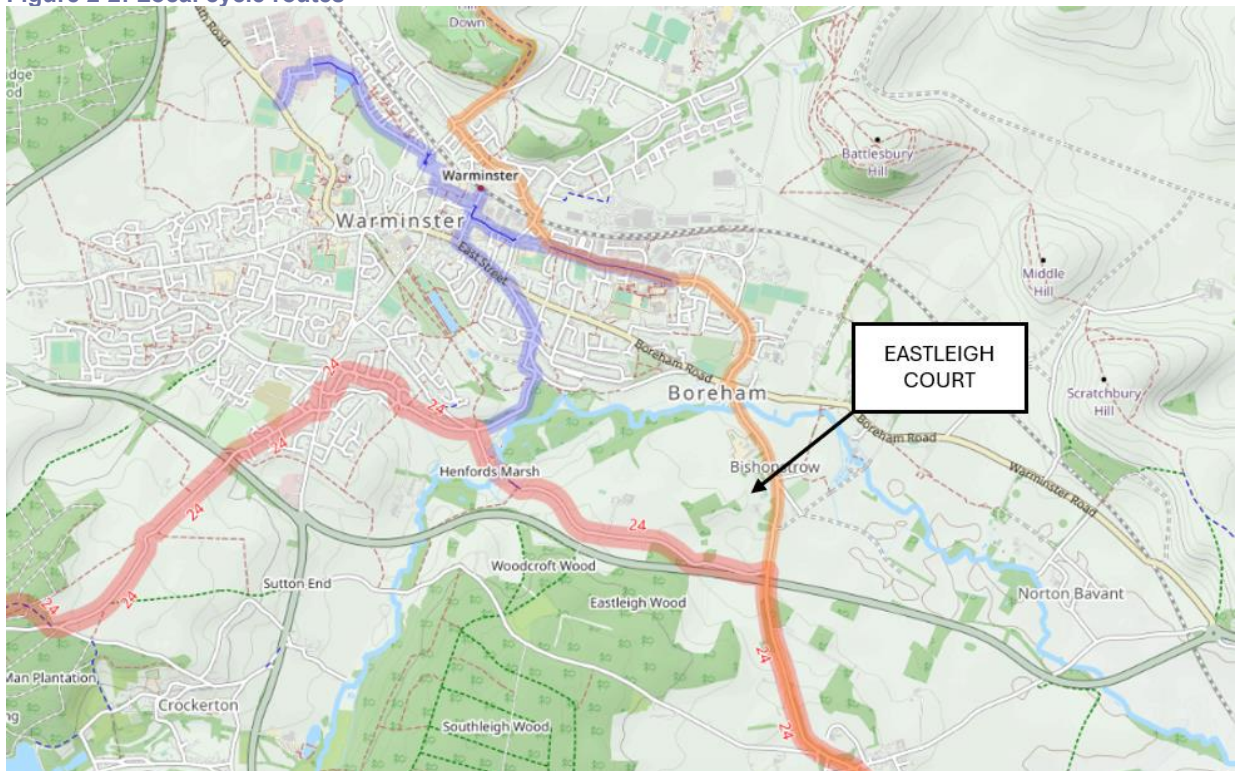
- 2.3.7 It can be seen from **Figure 2-1** that the site is well-connected within Bishopstrow village, and that continuous footway provision is available between the site and much of eastern Warminster. This facilitating access to local amenities, public transport and off-site hotels. As identified above the walking route between the site and town includes several bus stops, further facilitating non-car-based travel for both guests arriving at the train station and staff.

Cycling

- 2.3.8 Cyclists, expected to mainly be staff, are well catered for locally being able to travel between Warminster and Eastleigh Court via Borham Road / Bishopsrow Road to the north. Locally both of these roads have posted speed limits of 30mph which is conducive for cyclists. Those attending the site from further afield also benefit from access to National Route 24 (NR24), with its nearest access point located approximately 250m south of the southern site access and its alignment following Eastleigh Wood Lane through Henfords Marsh and onwards in a northwest direction towards Frome.

- 2.3.9 The nearest local cycle route connects to NR24 at the Smallbrook Lane / Henfords Marsh priority junction approximately 1.9km west of Bishopstrow Road. The local cycle route passes through Warminster starting at Furnax Lane to the northwest and continuing along Portway Lane, The Avenue, Station Road, East Street, and finally Smallbrook Lane. This route offers a mix of urban and scenic sections passing by key locations such as Warminster Train Station and the main high street within the town.
- 2.3.10 Cyclists using NR24 to access the site are required to travel a relatively short distance north, approximately 650m, along Bishopstrow Road from Eastleigh Wood Lane to enter the site via the existing northern access. Of this route the first 220m, a straight section of carriageway, is located within a national speed limit, with the limit reducing to 30mph thereafter.
- 2.3.11 NR24 runs from Bath through Radstock, Frome, Warminster and Salisbury to join with National Route 23 at Eastleigh in Hampshire. **Figure 2-2** identifies Eastleigh Court in the context of available local cycle routes.

Figure 2-2: Local cycle routes

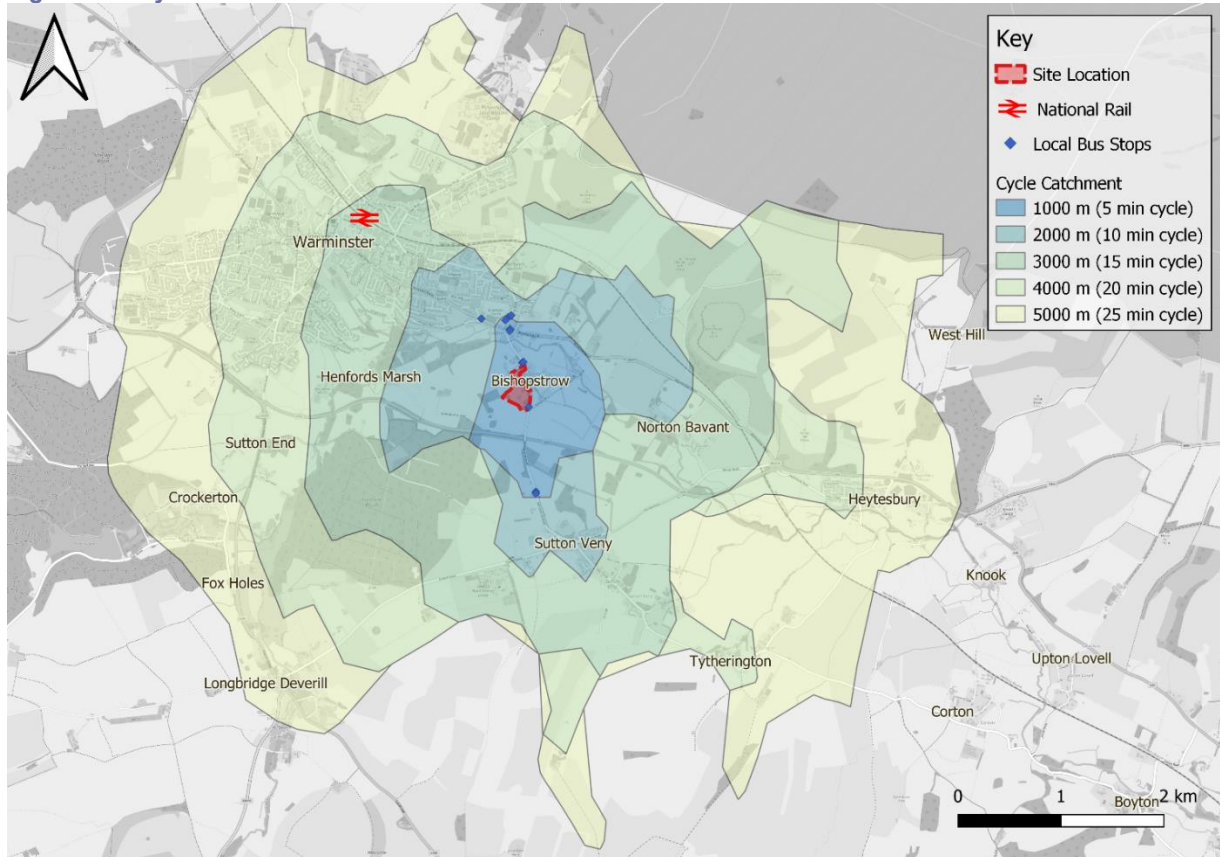


Source: © OpenCycleMap contributors with Pell Frischmann annotations

- 2.3.12 National and local policy encourages sustainable development and a shift away from private car use. However, there are no specific recommended maximum cycle distances for access to services / leisure facilities stated within the NPPF or local planning policy.
- 2.3.13 It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point, it indicates that an acceptable distance for general trips by bicycle is considered to be up to 5km (5000m), but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by bicycle.

2.3.14 **Figure 2-3** demonstrates the cycle catchment up to 5000m cycle distance (25-minute cycle time) from the site.

Figure 2-3: Cycle catchment



Source: © OpenCycleMap contributors with Pell Frischmann annotations

2.3.15 It can be seen from **Figure 2-3** that multiple local destinations, outside Bishopstrow, are accessible from the site in addition to majority of Warminster's urban environment to the northwest. It is therefore evident that the site is accessible by active modes of travel, both locally and in relation to the wider network. The availability of these routes presents a real opportunity for site users, particularly staff, to travel by cycle not only for short local trips but also for staff commuting from the wider area when accounting for the opportunity to combine rail and cycling.

2.4 Public Transport

Bus

2.4.1 The nearest pair of bus stops to the site are located on Bishopstrow Road, in the immediate vicinity of the northern site access - the bus stops are identified as 'Eastleigh Stables'. There is also a further northbound bus stop located in the immediate vicinity of the southern access to the site. The northbound stop in proximity to the northern access consists of a flag and timetable information mounted to a telegraph pole. The remaining two local stops are 'request stops' whereby patrons are required to signal the - this is typical of village settings.

2.4.2 Bus stops are also situated on Boreham Road, approximately 55m east of the Boreham Road / Bishopstrow Road mini roundabout junction - the bus stops are identified as 'Bishopstrow Road'. Both stops consist of a post and flag arrangement with timetable information. The stop on the southern side of the carriageway also benefits from a bus layby. The walking distance between these stops and the northern site access is approximately 500m, a 7 minute walk, and can be accessed using the footway on the western side of Bishopstrow Road in combination with the footways on either side of Boreham Road.

- 2.4.3 Local bus routes include the 24, 54, 55, 56 and D1 and **Table 2-2**: Summary of bus services provides a summary of these services.

Table 2-2: Summary of bus services

Service	Destinations	Monday - Friday	Saturdays	Sundays
24	Salisbury - Frome	1 service per 2 hours 07:00–19:50	1 service per 2 hours 07:27–16:10	No services
55	Kingston Deverill - Devizes	1 service per day (Thursdays only) 09:20–14:35	No services	No services
56	Salisbury - Warminster	1 service per day (Tuesdays and Fridays only) 09:05–15:00	1 service per day 09:05–15:00	No services
57	Warminster – Deverills – Mere	3 services per day 09:00–13:52	No services	No services
57A	Warminster – Sutton Veny – Mere – Gillingham	3 services per day 08:45–15:05	Limited service 09:55–14:30	No services
D1	Bath - Warminster	1 service per hour 05:10–23:15	1 service per hour 05:10–23:15	1 service per hour 05:10–23:15

- 2.4.4 It can be seen from the table above that local bus service provision not only facilitates connectivity through Warminster but provides access to Salisbury, Frome, Chitterne, Kingston Deverill, Devizes, and Bath.

Rail

- 2.4.5 The closest railway station is Warminster Railway Station which is located approximately 2.7km northwest of the proposed development site. This is accessible via a 6 minute taxi ride, 33 minute walk or a 8 minute bicycle ride, routing along the B3414 and Bishopstrow Road. This putting the development within easy access of the station.
- 2.4.6 Warminster Railway Station is operated by Great Western Railway (GWR) and is a main station on the Wessex Main Line, with regular services to Bristol, Cardiff, Southampton, and Portsmouth. The station generally has an hourly service in each direction. Warminster Station also provides direct services to London Waterloo and alternative connections via Salisbury or Westbury, offering convenient access for guests traveling from the capital. Typical journey times to London are approximately 2 hours, with services running throughout the day.
- 2.4.7 The station car park is predominantly located to the north of the rail line which is accessible via Station Road. There is a small amount of parking provided in front of the main station access. Station car parking consists of 112 car parking spaces, of which 4 spaces are designated as accessible. There are 8 Sheffield cycle stands, 16 spaces, located in a covered shelter in the car park at the front of the station that can be accessed via Burrough Fields.
- 2.4.8 The station benefits from the inclusion of a bus stop, immediately south of the main entrance, consisting of a post and flag arrangement and bus stop road markings. The bus stop is currently served by routes 23, 24, 53 and 265. Route 24 stops at the bus stops located on Boreham Road approximately 500m from the northern site access.

3 Measures and Actions

3.1 Introduction

- 3.1.1 A range of measures and actions will be used to encourage car-sharing, cycling and where appropriate walking. Some measures are essential in meeting current standards - for example, the quantity of cycle and car parking provision. Other measures will be unique to the Site and as such the following sections are intended to give an overview of the potential measures that could be implemented by the TPC. It should be noted that the measures outlined below take into consideration the semi-rural nature of the Site, and hence a greater focus is placed on encouraging bus use, cycling and car sharing. It should also be noted that whilst this Travel Plan is focused on staff travel, sustainable travel information will be included on the venue website to enable both staff and guests to make informed travel decisions. The measures developed on site to discourage the use of single occupancy vehicles will be largely based on the outcomes of an initial travel survey. Further details of the survey and monitoring of the Travel Plan are provided in the next section.

3.2 Measures to Encourage Cycling

- 3.2.1 Relevant measures to promote staff travel on foot or by bicycle include:

- Providing staff with information and advice regarding cycle routes to and from the Site;
- Providing secure cycle parking; and,
- Providing storage for clothing and personal effects of employees.

3.3 Measures to Encourage Public Transport Use

- 3.3.1 Relevant measures to promote staff, and guest, travel by bus include:

- Production of an on-site display of public transport timetables;
- Providing a map identifying the nearest local bus stops in relation to Eastleigh Court; and,
- Advertising public transport websites including Traveline and Frome Bus.

3.4 Promoting Car Sharing

- 3.4.1 The scale of the development does not lend itself to developing its own car share scheme. However, the TPC will make available to staff full details of relevant car share schemes particularly <https://liftshare.com/uk/community/wiltshire?uxi=&cr=check>. Additionally, people who state on their travel survey response that they are interested in car sharing will be contacted by the TPC who will endeavour to match people depending on journey time and destination.

3.5 Staff Travel Pack

- 3.5.1 All staff will receive a comprehensive travel pack prior to starting work at Eastleigh Court and the former Eastleigh Court Stables. The main content of the Travel Pack will include:

- Cycling – information about the health benefits of cycling, travel times and a map of cycle routes across the area. Contact details of local and national cycling organisations such as Sustrans, and details of useful websites to visit such as <https://www.cyclescheme.co.uk/> will also be provided.
- Public Transport – Details of bus services and destinations running from the bus stops closest to the site.
- Car sharing – summarising the financial benefits of car sharing and details of services available.
- Contact details of the TPC will also be provided.

3.6 Promoting Sustainable Travel Events

- 3.6.1 The TPC will promote sustainable travel options and events. These events will be local and national events such as Bike Week, <https://www.cyclinguk.org/bikeweek>.

3.7 Shuttle Bus Service

- 3.7.1 To further reduce private car dependency and support sustainable travel, Kindred Living Project propose offering to arrange a bus shuttle service between the property to both Warminster train station and other local hotels (such as Bishopstrow Hotel) or short-stay accommodation where guests may be staying. This will be in partnership with a local shuttle bus provider. Details of the service and how to book will be provided at the point of booking and also in the arrival pack given to staying guests. This service will help to minimise car parking demand and reduce traffic movements through Bishopstrow. Expected positive effects include the following:
- Increase in Public Transport Usage: The convenience of a shuttle bus service will likely encourage more guests to use the train, knowing they have a reliable connection to the venue.
 - Reduction in Single-Occupancy Vehicle Trips: By providing a shuttle service, the number of guests driving to the venue decreases as the bus will potentially offer a more convenient and cost-effective alternative.
 - Higher Occupancy Rates in Vehicles: The shuttle bus will consolidate multiple passengers into a single vehicle, which can significantly reduce the overall number of vehicle trips to the venue.
 - Enhanced User Experience: The shuttle service can improve the overall travel experience for guests, making the journey less stressful and more predictable, which might further encourage the use of public transport.
- 3.7.2 Overall, the introduction of the shuttle bus service is expected to shift the mode shares of guests towards more sustainable transportation options, reducing the reliance on single-occupancy vehicles and promoting the use of public transport. This aligns with the goals of enhancing user experience and reducing vehicle trips.

4 Targets

4.1 Introduction

- 4.1.1 Baseline mode share figures from which mode share targets can be set, will be derived from staff surveys to be completed within three months of the development being brought into use.

4.2 Baseline Mode Shares

- 4.2.1 To provide an indication of the likely staff modal share figures for the proposed development, travel to work information for the middle layer super output area E02006695: Wiltshire 047 has been extracted from the 2011 Census data. This information is summarised in **Table 4-1: Initial modal share**².

Table 4-1: Initial modal share

Mode	Mode Split Percentage (%)
Train	4%
Bus, minibus or coach	2%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	81%
Passenger in a car or van	5%
Bicycle	1%
On foot	5%
Other method of travel to work	0%
Total	100%

² It should be noted that the categories 'working mainly from home' and 'Underground, metro, light rail or tram' have been removed from the census analysis given they are not relevant to the proposed scheme. The total trips have been adjusted to account for these exclusions.

5 Implementation, Monitoring and Review

5.1 Introduction

5.1.1 This chapter sets out the implementation, monitoring and review process of the Travel Plan.

5.2 Implementation

5.2.1 A key aspect of the Travel Plan is the provision of information for site users. It will be the responsibility of the TPC to ensure that the strategy and proposed measures are implemented. It will also be the role of the TPC to monitor and evaluate the impacts of the Travel Plan and report findings to Wiltshire Council.

5.3 Monitoring and Review

5.3.1 It is important to recognise that Travel Plans are live documents and as such develop over time with changing conditions. Regular monitoring will ensure that progress towards meeting the Travel Plan objectives and targets is measured and will help to identify those areas of the Travel Plan that may not be working as well as intended at the time of writing, and conversely, those aspects which are performing better than expected.

5.3.2 The operators of Eastleigh Court and the former Eastleigh Court Stables will monitor their Travel Plan for 5 years, with the first staff survey completed within three months of the development being brought into use as a luxury short stay accommodating hosting occasional weddings / events.

5.3.3 The first and ongoing staff surveys are likely to include the following questions:

- What is your home postcode?
- What is your main mode of travel to work?
- What is your average journey time? and,
- If you are a car driver, do you car share or would you be willing to?

5.3.4 All staff employed will be asked to complete a survey. The TPC will follow up with individual staff members where a response has not been provided to encourage a minimum response rate of 40%. Responses will be kept confidential with no locational or personal reference to the respondent included; only the response to the questions will be identified in any review completed.

5.3.5 A monitoring report will be prepared as part of this process. The monitoring report will provide the opportunity to review the current mode share against the targets. It will be provided to Wiltshire Council within one month of the staff survey being completed. The report will also be circulated to staff. Further monitoring will be undertaken annually on the anniversary of the first survey.

5.3.6 Where, through the ongoing monitoring programme, it is identified that targets are not being met it will be the responsibility of the TPC to identify suitable solutions and alternatives. Such measures will be agreed with Wiltshire Council through their review of the monitoring surveys.

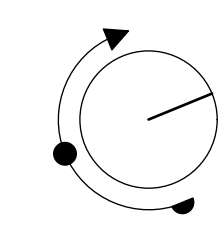
6 Action Plan

6.1.1 This following Action Plan provides a summarised table of sustainable travel actions to be implemented at Eastleigh Court.

Table 6-1: Action Plan

Measure	Timeframe	Responsibility
Appoint TPC	Pre-occupation	Kindred Living Project
Cycle Parking	Pre-occupation	Kindred Living Project
Changing facility	Pre-occupation	Kindred Living Project
Install Sustainable Travel Noticeboard	Pre-occupation	Kindred Living Project
Electric vehicle charging points	Pre-occupation	Kindred Living Project
Maintain Sustainable Travel Noticeboard with up to date Information	During occupation with minimum review timetable of every 6 months	TPC/ Kindred Living Project
Staff Travel Pack	At employment of member of staff	TPC/ Kindred Living Project
Promotion of Sustainable Travel Events	During occupation	TPC/ Kindred Living Project
Monitoring Questionnaire	Within three months of occupation. Repeat surveys undertaken annually thereafter	TPC/ Kindred Living Project
Monitoring Report	Within one month following completion of survey	TPC/ Kindred Living Project

Appendix A – Proposed Site Layout



KEY

	EXISTING TREES		BRICK PAVERS		SANDSTONE PAVING		PERENNIAL & SHRUB PLANTING		GRASS MOWN
	PROPOSED TREES		STONE SETTS		GRAVEL or TAR & CHIP		HEDGE EXISTING OR PROPOSED		LONG GRASS or GRASS BANK

CLIENT: ANDERSON	DRAWING TITLE: OVERVIEW	PROJECT ADDRESS: EASTLEIGH COURT BISHOPSTROW BA12 9HW	SHEET SCALE: 1:500 @ A1	OLLEY & SAUNDERS GARDEN DESIGN GROVE WOOD FARINGDON, OXON M. 07837038327 E. edward@edollegardens.com
DRAWING NUMBER: AND-401.1	DATE: 17/02/2026			

