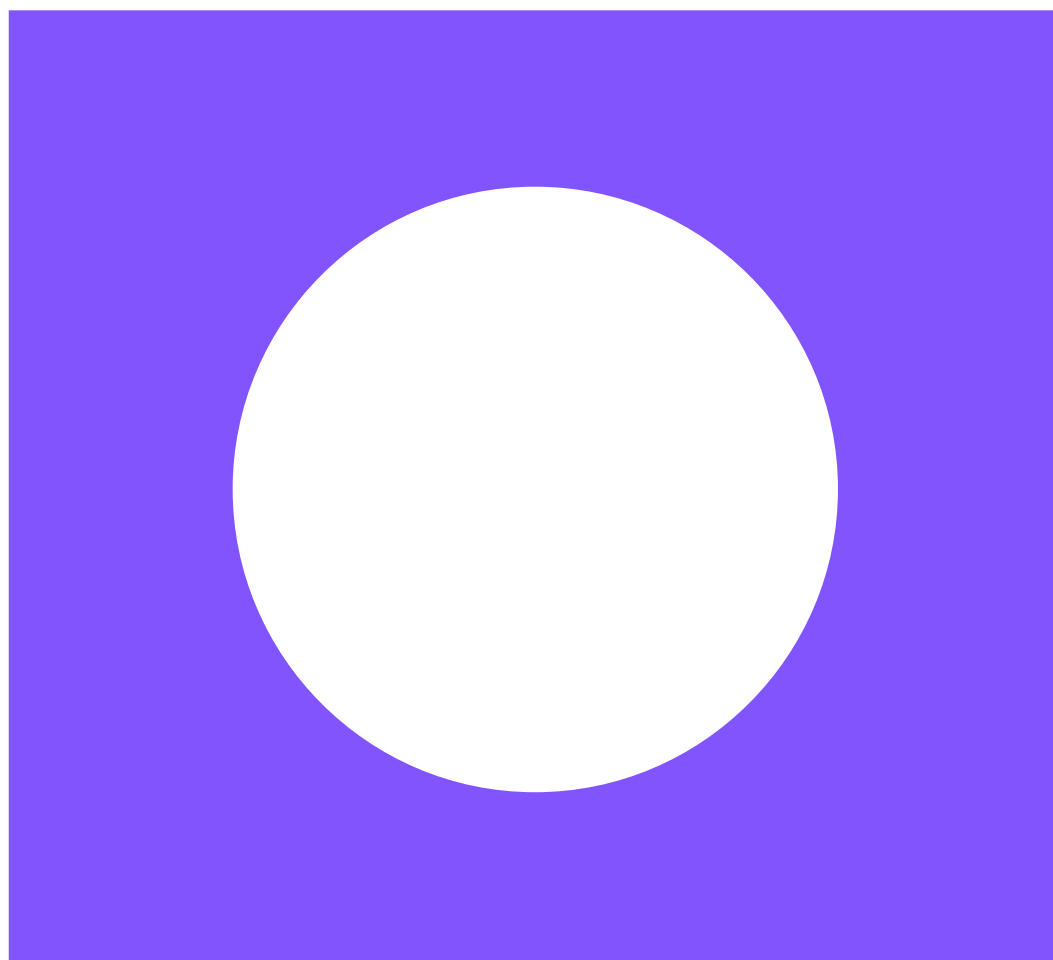




MoD Lyneham

Single Living Accommodation Travel Plan

March 2026

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MoD Lyneham

Single Living Accommodation Travel Plan

March 2026

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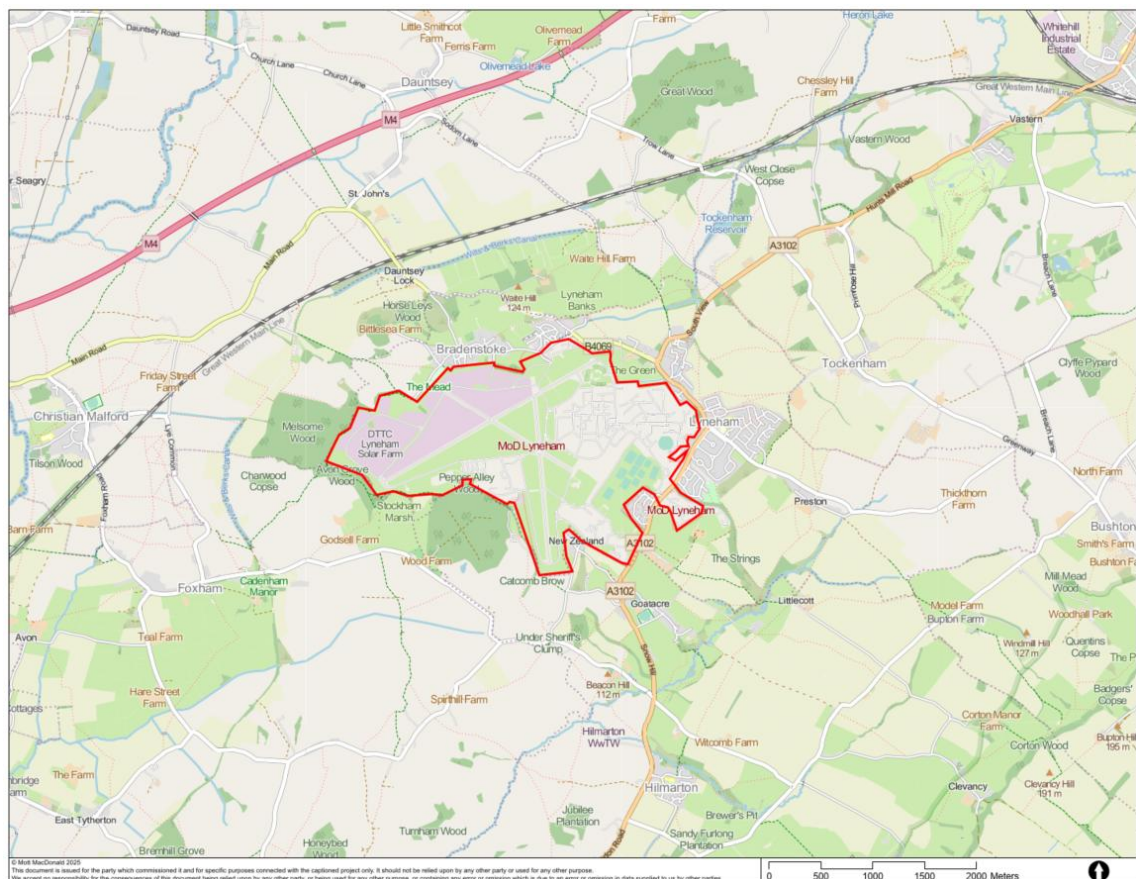
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1 Introduction

1.1 Background

- 1.1.1 Mott MacDonald has been appointed to prepare this Travel Plan (TP) in respect of three consented Single Living Accommodation (SLA) blocks at Ministry of Defence (MoD) Lyneham.
- 1.1.2 The former RAF Lyneham site, now known as MoD Lyneham, is located in north Wiltshire to the south of the M4 motorway between Royal Wootton Bassett to the north and Calne to the south.
- 1.1.3 A site location plan is provided at **Figure 1.1** and a larger copy is presented in **Appendix A**.

Figure 1.1: Site Location Plan



Source: OpenStreetMap

- 1.1.4 The consented development includes 168 SLA units located predominantly on the eastern side of the site, both north and south of the internal access road, which will be available for trainees to use. Therefore, the maximum additional capacity on site arising from the consented development will be 168 trainees.

1.2 Context

- 1.2.1 The site is accessed from the A3102 Calne Road to the east of the site. There are currently approximately 1,601 trainees and 1,198 staff (496 civilian) on the MoD Lyneham site.
- 1.2.2 A planning application (PL/2021/11690) was submitted in December 2021 for the development of three SLA blocks, which was approved in April 2022. The total additional accommodation on site therefore comprises 168 SLA units.
- 1.2.3 The planning application was accompanied by an initial Transport Statement (dated October 2021) and was supplemented by a Transport Statement Addendum (dated May 2022) which was approved by Wiltshire Council as part of the result planning permission.
- 1.2.4 Condition 5 of the associated planning permission includes a requirement for a TP to be implemented in respect of the consented SLA development.
- 1.2.5 Condition 5 of the planning permission states the following:
- “Within 3 months of first use of occupation of the development hereby approved a full travel plan shall be submitted to an approved in writing by the Local Planning Authority. The full travel plan when approved shall be implemented (including the appointment of a travel plan co-ordinator) within 3 months from the date of approval.*
- REASON: In the interests of promoting sustainable patterns of travel to and from the development.”*
- 1.2.6 An initial version of this TP was prepared (dated December 2025) and was submitted to Wiltshire Council (WC) for approval, with subsequent implementation proposed at the site thereafter. Comments were received from WC during February 2026 requesting further information regarding targets and monitoring. The TP has therefore been updated to provide this information.

1.3 Travel Plan Structure

- 1.3.1 The remainder of this TP is structured as follows:
- **Chapter 2** outlines the background to the site and consented SLA scheme;
 - **Chapter 3** summarises the relevant policy guidance;
 - **Chapter 4** outlines the accessibility of the site;
 - **Chapter 5** sets out the aims and objectives of the TP;
 - **Chapter 6** presents the proposed measures and initiatives of the TP and also presents the targets and monitoring methodology for the site; and,

- **Chapter 7** provides a summary of the TP.

2 The Development

2.1 Background

- 2.1.1 The site is located in north Wiltshire, south of the M4 motorway, between Royal Wootton Bassett to the north and Calne to the south. The site is accessed from the A3102 Calne Road to the east of the site.
- 2.1.2 The site is positioned in close proximity to the 55 Gold bus service which passes the eastern boundary of the site on Calne Road, with bus stops located approximately 100m north of the MoD Lyneham site access.
- 2.1.3 The nearest railway stations are Chippenham Railway Station and Swindon Railway Station, both of which are approximately 17km from the site.
- 2.1.4 MoD Lyneham has approximately 2,200 parking spaces on site provided across a mix of formal parking areas and informal hardstanding. There are three primary car parks which can be utilised by trainees. Two of the car parks are located north of the access road and the third car park is located south of the access road, which is consistent with the distribution of the SLA blocks. For those that drive to the site, a car pass is required to park on site.
- 2.1.5 Cycle parking facilities are provided on site, in a number of locations around the station.
- 2.1.6 EV charging is provided on site for military vehicles only.

2.2 The Consented SLA Scheme

- 2.2.1 All of the consented SLA units will be located on the MoD Lyneham site itself. Two accommodation blocks will be located to the north of the MoD Lyneham Access Road, consisting of the following:
 - 96 bed Junior Officer Y-Scale (3-stories)
 - 48 bed JNCO Z-Scale (3-stories)
- 2.2.2 A further SLA block will be located to the south of the MoD Lyneham Access Road, consisting of:
 - 24 bed SNCO S-Scale (2-stories)
- 2.2.3 Trainees that utilise the Y-Scale SLA units will be attending on-site training; the MoD has advised that this would not be for short courses and would usually be for at least a one-week duration but would more likely be between one and six months and most likely up to 12 months. Trainees that utilise the Z and S-Scale SLA units will be occupied by a combination of staff and people on short courses that typically last a number of weeks.

2.3 SLA Users & Travel Information

- 2.3.1 Trainees that attend the site will do so for a minimum of one week, but generally for longer periods, typically up to 12 months. Trainees are likely to travel long distances from around the UK and all trainees are required to be present for inspection from 07:00 hours on Monday morning, meaning that they will generally arrive on site on Sunday, typically between 12:00 and 18:00 hours.
- 2.3.2 Once on site, trainees would only typically leave the site to walk to local amenities if needed during the week, or to travel off-site at weekends.
- 2.3.3 Trainees may choose to drive to the site as it is the most practical mode of travel for them, whilst others will choose to use public transport. It is noted however, that many of the trainees will not be old enough to drive and therefore public transport and car sharing will be the most viable options for them. Due to the distance of travel and the length of the training courses, walking and cycling are not feasible to travel to the site.
- 2.3.4 Following the completion of a training course, trainees will typically leave the site between 13:00 and 18:00 hours on a Friday or over the weekend.
- 2.3.5 All trainees are provided with an Introduction Pack prior to arrival at the site which includes important information such as the location of the nearest railway stations. Trainees travelling by car are encouraged to car share and details of the on-site parking arrangements are also included in the packs.

3 Policy Context

3.1 Introduction

3.1.1 A review of the policy context for the TP has been carried out with regard to national, regional and local transport guidance, as follows:

- National Planning Policy Framework
- Wiltshire Core Strategy

3.1.2 The Ministry of Housing, Communities and Local Government provided advice on travel plans in March 2014, which states that TPs should identify opportunities to promote sustainable transport. This guidance has been referred to whilst preparing this TP.

3.2 National Planning Policy Framework (2024)

3.2.1 In March 2012, the Department for Communities and Local Government (DCLG) produced its 'National Planning Policy Framework', which replaced national policy for transport, as previously set out in the Planning Policy Guidance (PPG) and Planning Policy Statements (PPSs), particularly PPG13. The latest version of the NPPF is dated December 2024, including minor amendments incorporated in February 2025.

3.2.2 It is stated in the NPPF at Paragraph 115 that when assessing sites for development, transport issues should be considered from the earliest stages of planning to ensure that:

- *Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *The design of streets, parking areas and other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and,*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

3.2.3 The NPPF states in Paragraph 116 that development should “*only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios*”.

3.3 Wiltshire Core Strategy

3.3.1 The Wiltshire Core Strategy is a “*strategy focused on delivering stronger, more resilient communities*”.

3.3.2 The Core Strategy has the following six strategic objectives:

- *Strategic objective 1: delivering a thriving economy*
- *Strategic objective 2: addressing climate change*
- *Strategic objective 3: providing everyone with access to a decent, affordable home*
- *Strategic objective 4: helping to build resilient communities*
- *Strategic objective 5: protecting and enhancing the natural, historic and built environment*
- *Strategic objective 6: ensuring that adequate infrastructure is in place to support our communities*

3.3.3 As part of Core Policy 61 ‘Transport and New Development’, TPs are required to encourage the use of sustainable transport alternatives.

3.4 Summary

3.4.1 The travel planning advice, National Planning Policy Framework and Wiltshire Core Strategy have been reviewed, as outlined above, and where relevant have fed into the preparation this TP.

4 Site Accessibility

4.1 Introduction

4.1.1 The purpose of this chapter is to present an accessibility review of the site, including access to sustainable transport modes and local services and amenities.

4.1.2 The site is positioned in close proximity to the 55 Gold bus service which passes the eastern boundary of the site, with bus stops located approximately 100m north of the MoD Lyneham site access. Chippenham Railway Station and Swindon Railway Station are both located approximately 17km from the site and provide access to services operated by Great Western Railway.

4.2 Services and Amenities

4.2.1 The site is located approximately 200m from retail facilities and there are residential properties to the north and east of the site.

4.2.2 A Tesco Express and Co-op Food are located within 350m to the north of the site and Lyneham Pharmacy Weight Loss and Travel Clinic is located within 1.2km of the site. A Costcutter is also located within the site.

4.2.3 A plan showing some of the main services and amenities available in the area surrounding the site is provided at **Appendix B**.

4.2.4 The Chartered Institute of Highways and Transportation (CIHT) document 'Guidelines for providing for Journeys on Foot' (2000) contains guidance on suggested acceptable walking distances, for pedestrians without mobility constraints, to common facilities for use in planning and evaluation purposes. **Table 4.1** below outlines these suggested walking distances.

Table 4.1: Suggested Acceptable Walking Distances (Metres)

	Town Centre	Commuting / Education	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

Source: CIHT, 2000

4.2.5 The following table, **Table 4.2**, summarises the local services and amenities near to the site and presents the walking distances to these destinations.

Table 4.2: Services and Amenities and their Distance from the Site

Type of Facility	Destination	Distance from site (m)
Education	Lyneham Primary School	350
	Sunny Days Children's Nursery	650
Retail	Costcutter	0
	Tesco Express	210
	Co-op Food	350
Leisure	REME Museum	0
	Swindon Barbell Club	2,800
	Olympiad Leisure Centre	15,000
Health	Lyneham Pharmacy Weight Loss and Travel Clinic	1,200
	Chippenham Community Hospital	16,000
Transport	MoD Main Gate Bus Stop	100
	Chippenham Railway Station	17,000
	Swindon Railway Station	17,000
Open Spaces	Slessor Park and Fields	450
	Lyneham Play Park	900

4.3 Walking and Cycling

- 4.3.1 National and local planning policy advocate walking and cycling as a key mode of transport, especially for short journeys.
- 4.3.2 The local area is suited to walking and cycling, with amenities located within a short distance. The site is located in Lyneham where there are some retail facilities and the Wiltshire Cycleway is located to the east, which runs north to south through Tockenham.
- 4.3.3 Provisions have been made to encourage active travel by trainees using the new SLA units on site, further details of which are provided in **Chapter 6** of this TP. **Appendix B** illustrates some of the walking and cycling facilities available within the vicinity of the site.

4.4 Bus

- 4.4.1 Bus route 55 Gold, which runs between Chippenham, Calne and Swindon, serves the MoD Main Gate bus stops located 100m north of the MoD Lyneham site access with the buses directly passing the eastern boundary of the site.
- 4.4.2 **Table 4.3** summarises the services at the MoD Main Gate bus stops and **Appendix B** illustrates the bus services that are available in the vicinity of the site.

Table 4.3: Bus Services at MoD Main Gate Bus Stops

Service	Stop	Route	Frequency
55 Gold	MoD Main Gate	Chippenham – Calne - Swindon	Weekday: 2-3 per hour 05:04 - 23:50 Saturday: 3 per hour 06:55 – 23:52 Sunday: 2 per hour 07:51 – 23:10

Source: bustimes.org

- 4.4.3 Bus route 55 Gold provides services to Chippenham Railway Station and Swindon Railway Station which are both served by Great Western Railway. From the site, Chippenham Railway Station is 45 minutes by bus and Swindon Railway Station is 43 minutes by bus.
- 4.4.4 Bus route 55 Gold can be utilised by trainees at the start or end of their training in order to travel between Chippenham Railway Station or Swindon Railway Station and the site.

4.5 Rail

- 4.5.1 Chippenham Railway Station is located 17km south west of the site and Swindon Railway Station is located 17km north east of the site. Both stations provide access to Great Western Railway Services. Destinations include London Paddington, Bristol Temple Meads, Bristol Parkway, Taunton, Cheltenham Spa, Westbury and Swansea, and onward connections to the wider national rail network.
- 4.5.2 Both Chippenham Railway Station and Swindon Railway Station have step-free access to all platforms.
- 4.5.3 **Table 4.4** summarises the rail services available at Chippenham and Swindon Railway Stations.

Table 4.4: Railway Services at Chippenham and Swindon Railway Stations

Station	Destination / Direction	Frequency
Chippenham	London Paddington	2 per hour
Chippenham	Bristol Temple Meads	2 per hour
Chippenham	Taunton	1-2 per hour
Chippenham	Westbury	2 per hour
Chippenham	Salisbury	1-2 per hour
Chippenham	Swindon	2-3 per hour
Chippenham	Weston Super Mare	2 per hour
Swindon	London Paddington	4 per hour
Swindon	Bristol Temple Meads	3 per hour

Station	Destination / Direction	Frequency
Swindon	Bristol Parkway	2 per hour
Swindon	Taunton	1-2 per hour
Swindon	Cheltenham Spa	3 per hour
Swindon	Westbury	2 per hour
Swindon	Swansea	1 per hour

Source: Trainline

4.5.4 Whilst both stations are within 17km of the site and provide access to similar destinations, it is noted that there is a higher frequency of services at Swindon Railway Station.

4.5.5 **Appendix B** shows the railway network in the vicinity of the site.

4.6 Taxi / On Demand Services & Car Clubs

4.6.1 There are taxi services operating in the area, including Terrys Taxi, Black Dog Taxis of Calne and Chippenham Taxi.

4.6.2 The nearest public electric vehicle charging points are in Wootton Bassett, Swindon and Chippenham.

4.6.3 There are no nearby car club vehicles in proximity to the site, but car club vehicles are available in Chippenham and Swindon.

4.7 Summary

4.7.1 The site benefits from a range of local services and facilities which are available within walking distance of the site, within Lyneham itself. Beyond this, walking and cycling is not likely to be viable for regular journeys by trainees, however, bus and rail services are available as summarised below:

- The 55 Gold bus route is available adjacent to the site on A3102 Calne Road that provides regular access to Chippenham or Swindon;
- The nearest railway stations are Chippenham and Swindon, both of which are within 17km of the site and can be accessed using the 55 Gold bus service;
- Amenities and facilities, including food and medical, are available on site which limits the need for trainees to make off-site trips; and,
- Green space, local shops and other amenities are within walking distance of the site.

5 Aims and Objectives

5.1 Aims and Objectives

5.1.1 The travel planning strategy, alongside measures available to encourage the uptake of sustainable travel, aims to influence transport movements made by trainees associated with the new SLA units at the site.

5.1.2 As such the overriding aim of the TP is to provide:

- A plan to promote sustainable modes of transport by occupiers of the new SLA units on site.

5.1.3 To fulfil the aim, a number of important travel objectives will need to be met. The principal objectives of the TP are therefore as follows:

- Facilitate improved health and well-being among trainees using the new SLA facilities, through the promotion and uptake of active travel modes (such as walking and cycling);
- Reduce car dependency through the promotion of public transport modes, including bus and rail travel; and,
- Where car travel is the most practical mode, encourage trainees to travel together by car-sharing, wherever possible (particularly when arriving and departing to / from the consented SLA development).

5.1.4 It is the intention that the above aim and objectives will be achieved through the delivery of this TP, which includes the implementation of measures; further details of which are presented in the following chapter.

5.1.5 In the initial version of this TP, a measurable target and associated monitoring was not proposed, given the specific circumstances of the site, including the users of the SLA and their duration of stay meaning they will only typically make one journey to site at the start of their training and one journey from site at the end of their training, as opposed to daily journeys which would typically be expected for most other land uses. Subsequent advice received from WC however, has identified a preference for the TP to include a target mode share and monitoring mechanism. This updated TP therefore includes these details in the **Chapter 6**.

6 Measures of the Travel Plan

6.1 Introduction

- 6.1.1 To deliver the proposed TP strategy for the development, a package of measures will be offered, targeted at the future trainees who will use the new SLA facilities at the site.
- 6.1.2 The measures aim to encourage sustainable travel practices, through walking and cycling for short journeys and the use of public transport for all other journeys where this is feasible.
- 6.1.3 For other journeys, where car-based travel is the main viable option, other measures are presented which seek to optimise vehicle occupancy and reduce the need for single-occupancy car journeys, in favour of sharing a vehicle instead.
- 6.1.4 The following sections of this report outline the measures and supporting marketing and promotion techniques that are proposed for the new SLA.

6.2 Travel Plan Co-ordinator (TPC)

- 6.2.1 The MoD will identify or appoint a representative to act as the Travel Plan Co-ordinator (TPC). This would be a part-time role and could for example, be undertaken by an existing trainee co-ordinator or site representative.
- 6.2.2 The TPC will act as the primary contact point for all matters relating to the TP and in this role, the TPC will implement the plan. Should the TPC representative change during the life of the TP, handover arrangements will be put in place to ensure a smooth transfer of responsibilities.
- 6.2.3 The MoD will maintain overall responsibility for the plan and will fund its delivery, including the appointment of the TPC and delivery of the measures.

6.3 Work Induction Packs

- 6.3.1 As outlined in **Chapter 2**, trainees receive an Introduction Pack which includes details of the nearest railway stations, car sharing and parking arrangements. This will be developed further to provide a Work Induction Pack which is discussed further below.
- 6.3.2 Each trainee or staff member who will utilise the new SLA facilities will be provided with a Work Induction Pack (WIP). Each pack will include details of the routes to the main local facilities within walking and cycling distance of the site. The WIP will also contain current information of public transport services, bus stop locations and rail stations.
- 6.3.3 The health and environmental benefits associated with utilising active and sustainable modes of transport will be included and contact details and websites for journey planners and the local

authority, transport providers and other businesses that provide services relating to active and sustainable modes of transport will also be provided.

6.3.4 Importantly, the WIPs are likely to be the first opportunity for the Travel Plan Co-ordinator (TPC) to make contact with the trainees. Contact details for the TPC will therefore be included in the pack. It is anticipated that each WIP will include:

- Description of the purpose of the TP and the benefits which it can deliver;
- The role of the TPC along with contact details;
- Pedestrian and cycle maps;
- Bus and rail maps and timetables;
- Journey planning tools and useful website links;
- Promotion of national events such as Bike to Work Month and Walk to Work Day;
- Details of walking and cycling groups, and training, where relevant; and,
- Details of the cycle parking facilities on site.

6.4 Travel Information Boards

6.4.1 Travel Information Boards will be provided in each of the SLA blocks and will provide up to date information regarding bus and rail travel. Information will also be included about car sharing and any other incentives which will be made available to encourage sustainable travel. The information provided on the Travel Information Boards will also be available in the Work Induction Packs.

6.4.2 The Travel Information Board will be kept up to date by the TPC.

6.5 Measures to Encourage Walking

6.5.1 Walking is the most cost-effective form of sustainable travel and the CIHT guidance for walking trips discussed at **Chapter 4** suggests that trips of up to 2,000m can be considered for this mode.

6.5.2 Walking will therefore be encouraged as the mode of choice for short trips, such as visiting a local shop, but also for linked trips which can include using public transport as well.

6.5.3 It is noted that trainees using the SLA will walk from the SLA to their onsite work / training each day. The 168 trainees living in the SLA will eat dinner at the mess and are unlikely to leave the site during the week. For those staying for multiple weeks, they would be able and encouraged to walk / cycle from the site to utilise local amenities and facilities in Lyneham during their leisure

time. It is therefore unlikely that the trainees will travel by car once they have arrived on site for training, except to leave site for a weekend visit or to return to their usual base.

- 6.5.4 Through the WIPs, information about key amenities within the local area, such as shops and health services will be provided. Online tools will be promoted to help trainees plan a walking journey.

6.6 Measures to Encourage Cycling

- 6.6.1 Cycling is also a key mode of travel when considering ways in which to travel sustainably, with the NPPF identifying that cycling has the potential to serve as a substitute for short trips. Therefore, similar to walking, trips by bicycle will also be promoted for short journeys where possible.
- 6.6.2 Cycle parking is provided on site and trainees will be encouraged to cycle for short trips, such as visiting a local shop, where practicable.
- 6.6.3 Lockers are available in most buildings on site which can be used for cycle equipment storage.
- 6.6.4 Information about cycling infrastructure for both the local and wider area such as cycle routes, cycle parking and bicycle user groups will be provided to the trainees through the WIPs.

6.7 Measures to Encourage Public Transport Use

- 6.7.1 To support the uptake of public transport by trainees using the SLA, information relating to public transport availability and accessibility will be provided to the trainees within the WIPs in advance of them travelling to site. This will include details of bus and rail services and where they can be accessed, including details of the nearest bus stops and stations.
- 6.7.2 The site is accessible by the country wide rail network, with excellent connections available from Chippenham and Swindon Railway Stations, both of which are served by bus route 55 Gold which stops directly outside of the site.
- 6.7.3 As presented in **Chapter 2**, a number of trainees will not have a driving license and will therefore be likely to use public transport. Trainees under 18 will be issued with railcard warrants to allow them to return home up to four times per combined Phase 1 / Phase 2 training block by train or long distance coach. These warrants, which are provided free of charge, will be available to trainees utilising the SLA.
- 6.7.4 In addition, the provision of organised transport to pick up / drop-off trainees at Swindon or Chippenham Railway Station, subject to demand and viability, will be investigated to help facilitate public transport use by trainees.

6.8 Car Sharing

- 6.8.1 In some instances, it is recognised that driving to the site will be the most practical option for some trainees given the nature of the training and extended course periods as well as the location of the site. It will therefore be encouraged that trainees travelling to / from the same base locations try to car share to reduce the number of private vehicle trips that are made.
- 6.8.2 The TPC will liaise with the training team ahead of each intake to identify which trainees will be travelling to the site. The TPC can then send the WIP to the next intake of trainees, and where there are more than one coming from the same or nearby location, they can be put in touch with each other to help organise co-ordinate transport.
- 6.8.3 As part of the introduction pack for the site, information is currently provided to trainees regarding the parking on site and car sharing is advised. Further details of the car sharing scheme will be provided in the WIP.

6.9 Targets and Monitoring of the Travel Plan

- 6.9.1 The key action targets for the Travel Plan will be to:
- Ensure travel information is made readily available to site users and that all trainees are aware of the active and sustainable travel modes available to them;
 - Collect travel data at pre-defined intervals for a period of five years from first implementation of the TP; and,
 - Collate and consider feedback from the surveys to ensure that the TP remains fit for purpose during the life of the TP.
- 6.9.2 The action targets, as defined above, will form a useful means by which the success of the TP strategy will be measured.
- 6.9.3 To gauge the progress of the TP, a baseline monitoring survey will be carried out within the first six months of occupation of the SLA units to determine the initial travel behaviour of the trainees. This will comprise a questionnaire for trainees using the SLA to understand how they undertook their principal journey to the site (and how they intend to travel off-site upon completion of their training visit).
- 6.9.4 Once the baseline monitoring data has been gathered, a target will then be set to reduce the level of single occupancy motor vehicle use over the five year life of the TP. Until such time as the baseline data has been collected, it is difficult to quantify what the target change in mode share might be, as it is expected that baseline motor vehicle use will be low, reflecting the age of trainees, duration of their stay on site and that they may have free access to public transport. As a guide however, it is anticipated that the mode share target may be of the order of a 5% reduction

in single occupancy motor vehicle use for trainees travelling to / from the SLA at the start and end of their training.

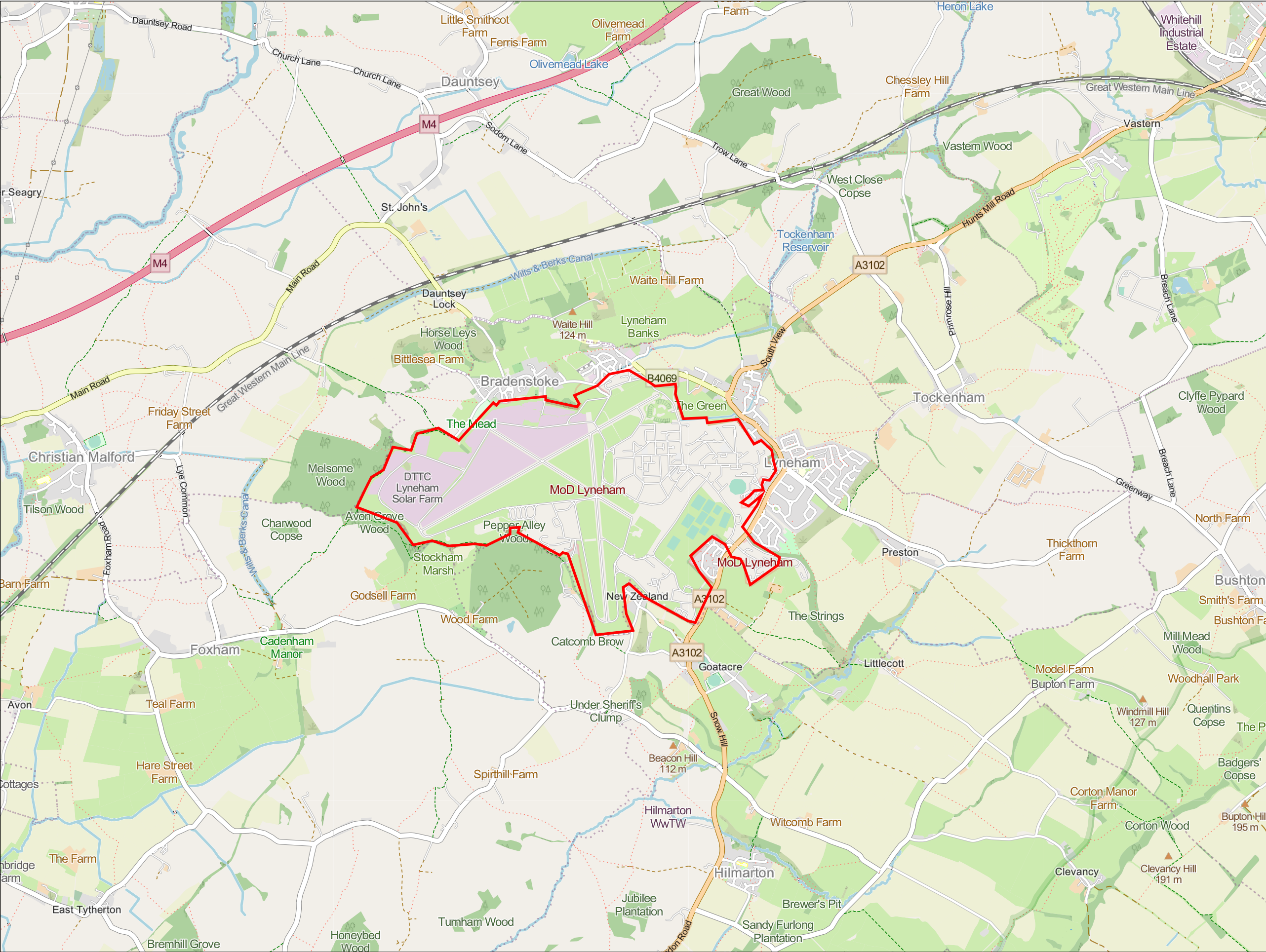
- 6.9.5 Following completion of the baseline survey and target setting, a subsequent questionnaire monitoring survey will then be carried out by the TPC at the end of Years 1, 3 and 5 of the SLA occupation. The purpose of the monitoring surveys will be to understand the progress of the TP, and where necessary the target will be adjusted to reflect the observed trends to ensure that it remains relevant and challenging, throughout the life of the TP.
- 6.9.6 Should it be determined during the five-year TP monitoring period that the TP is not on track to meet its target, opportunities to strengthen the implementation of the TP and introduce additional measures will be taken. This could include closer liaison with the other sites where trainees will be travelling from for their training, additional information regarding travel options and incentives to encourage trainees to travel using sustainable modes, or further restrictions to access on-site car parking for trainees.
- 6.9.7 Upon completion of each round of monitoring, a TP monitoring report will be prepared by the TPC to provide an update on the TP and summarise the findings of the monitoring surveys. This will also outline the findings in relation to the TP target and provide further details if the target is to be revised or additional measures are required. A copy of each monitoring report can be made available to WC.

7 Summary

- 7.1.1 MoD Lyneham is located in north Wiltshire, south of the M4 motorway between Royal Wootton Bassett to the north and Calne to the south.
- 7.1.2 Planning consent has been granted for a bespoke development to provide additional accommodation on the site in the form of 168 SLA units for military trainees to use when attending courses at the site. The trainees will typically travel from destinations around the UK and stay on site for medium – long term periods of at least one week, but typically extended periods up to 12 months. Once on site, the trainees will generally not travel off-site other than for occasional weekend visits or to return to their usual base.
- 7.1.3 It is noted that the main modes of travel to the site would be car or rail / bus, however, the age of some trainees may mean that they do not hold a driving license. Therefore, for some trainees the most viable mode of travel will be public transport or car sharing. Once on site it is expected that trainees will walk or cycle.
- 7.1.4 In order to encourage public transport and car sharing, trainees will receive Work Induction Packs before arriving on site which will include details of rail, bus and car sharing options. In addition, a Travel Information Board will be provided in each SLA block and updated by the TPC on a regular basis with current information about public transport and other incentive schemes.
- 7.1.5 Cycle parking and locker facilities are provided on site if trainees wish to cycle. Railcard warrants will be provided for trainees under 18 to encourage public transport use, and also organised transport could be a viable option to pick up trainees from a nearby railway station on arrival or drop them off upon departure to further encourage travel by rail.
- 7.1.6 Bus services are located immediately outside the site which provide access to both Swindon and Chippenham Railway Stations with frequent services Monday to Sunday. In addition, for those that consider driving as their preferred option, the Work Induction Packs will provide details of car sharing for those that live near each other and will be travelling to the site for the same course.
- 7.1.7 To reflect advice received from WC, this updated version of the TP includes a preliminary target mode share and monitoring mechanism whereby a baseline survey of trainee travel patterns will be conducted within the first six months of occupation of the SLA. This will be used to establish a mode share target to reduce single occupancy motor vehicle trips to / from the SLA by trainees, expected to be in the order of 5%. Subsequent surveys will then be carried out at the end of Years 1, 3 and 5 of the SLA occupation to monitor the progress of the TP. The targets will be able to be adjusted to reflect the observed trends and ensure that the TP remains relevant and challenging, and should it be determined that the TP is not on track to meet its target, then further measures will be able to be introduced.

- 7.1.8 Following each round of monitoring, a TP monitoring report will be prepared by the TPC. This will outline the findings in relation to the TP target and provide further details if the target is to be revised or additional measures are required. A copy of each monitoring report can be made available to WC.

A. Site Location



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Site Location

Coordinate system: British National Grid; Datum: OSGB 1936

Data sources: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Map data © OpenStreetMap contributors, Microsoft, Facebook, Google, Esri Community Maps contributors, Map layer by Esri

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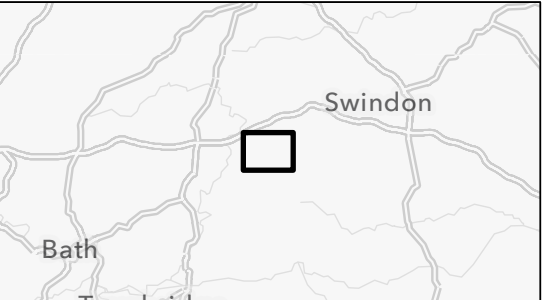
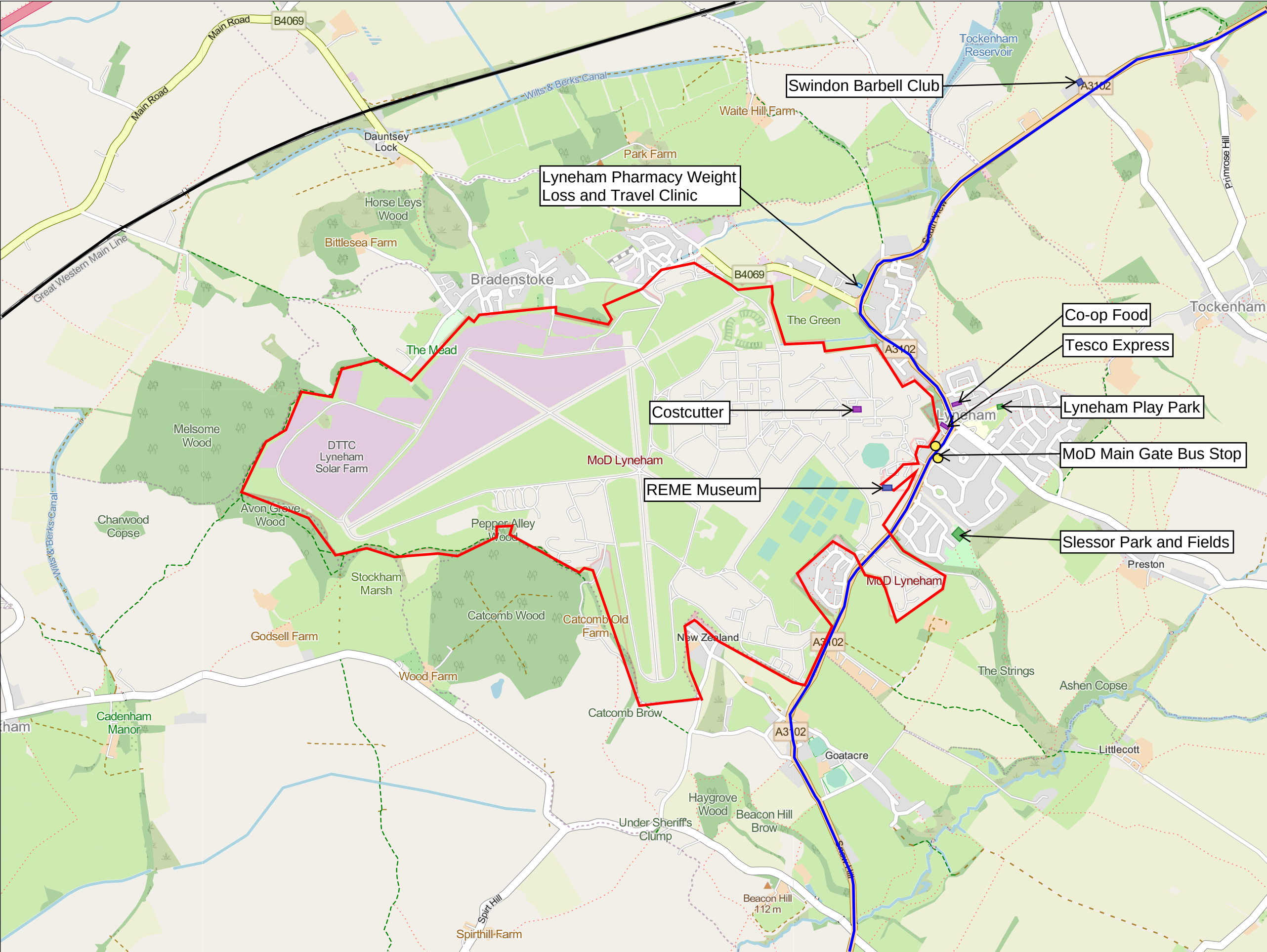
Site Location

MoD Lyneham Travel Plan

Drawn L Denness	GIS Checked C Romain	Checked J Ward	Approved C Romain
Scale at A3 1:32,109	Status INF	Revision 01	Security STD

MoD Lyneham

B. Amenities and Transport Facilities



Site Location

Bus stops nearest to the site

National Rail

Bus Route 55 gold

Retail

Open Space

Medical

Leisure

Coordinate system: British National Grid; Datum: OSGB 1936

Data sources: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Map data © OpenStreetMap contributors, Microsoft, Facebook, Google, Esri Community Maps contributors, Map layer by Esri

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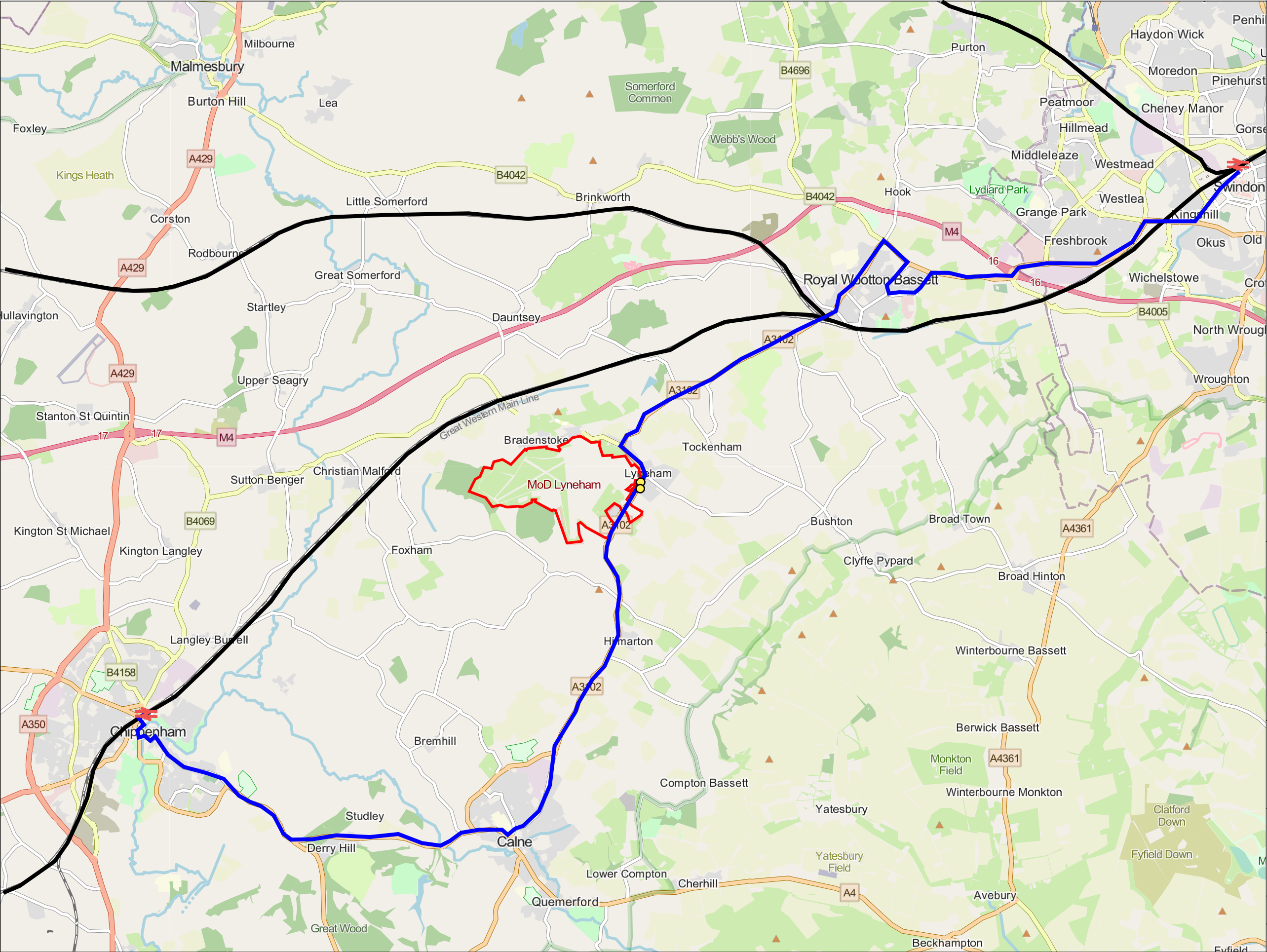
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Amenities

MoD Lyneham
Travel Plan

Drawn L Denness	GIS Checked C Romain	Checked J Ward	Approved C Romain
Scale at A3 1:19,286	Status INF	Revision 01	Security STD



Site Location

Railway Station

Bus stops nearest to the site

National Rail

Bus Route 55 gold

Coordinate system: British National Grid; Datum: OSGB 1936

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Transport Facilities

MoD Lyneham
Travel Plan

Drawn L Denness	GIS Checked C Romain	Checked J Ward	Approved C Romain
Scale at A3 1:78,392	Status INF	Revision 01	Security STD

