

Residential Travel Plan.

**Discharge of Condition 8 of Appeal Reference
APP/Y3940/W/24/335216 at the Land North of B3099 The
High Street, Dilton Marsh, Wiltshire.**

On behalf of Redcliffe Homes Ltd.

Date: March 2026 | Pegasus Ref: P25-2046 TR01



Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
TRO1	March 2026	EB	CB/CMR	-

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Figure 3.1 Site Location, Facilities and Amenities Plan

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1. Introduction

- 1.1. This Residential Travel Plan (RTP) has been prepared by Pegasus Group on behalf of Redcliffe Homes Ltd. In order to discharge Condition 8 of planning permission for 54 residential dwellings at Land rear of 117 High Street, Dilton Marsh, BA13 4DP (LPA Ref: PL/2023/O1880).
- 1.2. Outline planning permission was granted at appeal by Wiltshire Council, subject to conditions on the 12th March 2025. Condition 8 comprises:

'No development shall commence until a Residential Travel Plan (RTP) has been submitted to and approved in writing by the local planning authority. The approved RTP shall be implemented prior to first occupation of the development.'
- 1.3. The site is located within Dilton Marsh village, approximately three kilometres west of Westbury town centre and currently comprises open land. The site is bound by residential dwellings to the south and east, and open land to the north and west.
- 1.4. The access to the site was agreed at outline planning application stage and comprises a priority junction with High Street at the location of an existing field gate. The access measures 5.5 metres wide with footways on both sides of the carriageway measuring approximately two metres wide.
- 1.5. This RTP summarises the currently suggested measures, targets and monitoring regimes that will be brought forward, in order to encourage sustainable travel and reduce overall travel.
- 1.6. This RTP has been produced to discharge Condition 8 of the Appeal Decision.

Policy and Guidance

- 1.7. The RTP has been prepared with consideration to the following guidance documents, as appropriate:
 - i. National Planning Policy Framework (NPPF) (2024).
 - ii. Draft National Planning Policy Framework (December 2025).
 - iii. Planning Practice Guidance (first published 2014).
 - iv. Wiltshire Core Strategy (which covers the period up to 2026) (2015).
 - v. Wiltshire Council Local Transport Plan 4 2025–2038 (2025).
 - vi. Wiltshire Council Local Plan (2021).
 - vii. Wiltshire Local Plan Draft (to 2038); and
 - viii. Wiltshire Council Development Related Travel Plan Guidance (2020).

2. Aims and Objectives

Aims

- 2.1. The primary aims of this RTP are to:
- i. Set out the scope and objectives of the RTP.
 - ii. Set out currently anticipated initiatives and measures to promote accessibility by non-car modes by residents.
 - iii. Set out initial modal share targets.
 - iv. Set out the likely implementation and management regime, in broad detail; and
 - v. Set out requirements for monitoring and reviewing the initiatives and measures proposed through dissemination of information including surveys of resident's travel habits.

Objectives

- 2.2. The key objectives of the RTP are as follows:
- i. Reduce single occupancy car usage for the development site through encouraging more sustainable travel modes.
 - ii. Increase residents' awareness of the advantages and potential for travel by more environmentally friendly modes of transport therefore reducing traffic.
 - iii. Set in place the foundations and culture for a sustainable transport policy for the development, which will develop and grow with time to help reduce transport impact on the environment; and
 - iv. Promote a healthier lifestyle for future residents and the community.
- 2.3. This RTP contains a number of suggested initiatives and measures to ensure that the targets can be achieved, and the objectives listed above can be met.
- 2.4. Targets will be reviewed by the appointed Travel Plan Coordinator (TPC) and agreed with highway officers at Wiltshire Council (WC). Initiatives and measures will be monitored and updated where necessary if targets are not being met. Similarly, the targets may be adjusted if the Travel Plan is performing well or is not resulting in material improvements as expected.

Benefits

- 2.5. The potential benefits associated with the implementation of the RTP in due course are as follows:
- i. A reduction in traffic, congestion and collisions.
 - ii. Reduced air and noise pollution.

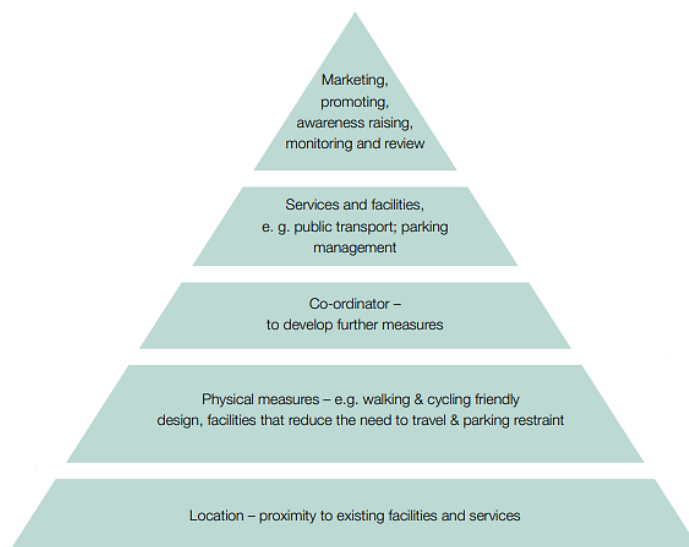
- iii. Improved environment through a reduction in CO² emissions.
- iv. Reduced time spent travelling.
- v. Potential cost savings for residents; and
- vi. Improved personal and community health and fitness levels.

2.6. The RTP can therefore bring the following benefits:

- i. To the individual – through improved health, reduced stress and cost savings; and
- ii. To the environment – through improved air quality, less noise.
- iii. To the community – through less traffic and congestion.

2.7. Good Practice Guidelines, Delivering Travel Plan through Planning Process, published by DfT (2009) identifies at paragraph 4.17 that the 'choice of location for the development provides the foundation for good accessibility by ensuring proximity to existing facilities and services including shops, health facilities, schools and public transport. This is demonstrated in the diagram at **Plate 2.1**.

Plate 2.1 – Travel Plan Pyramid (DfT Good Practice Guidelines Pg. 53)



2.8. This RTP has been prepared to help ensure that each of the five tiers of the TP pyramid are considered. The RTP meets the bottom tiers of the pyramid as the site is allocated and is in an accessible location, close to existing residential areas and close to facilities and amenities that may be required on a daily basis. The layout of the development has been designed to promote walking and cycling, in line with the pyramid's second tier. The third tier will be met through the delivery of the RTP. The appointed TPC will deliver the measures and initiatives to influence resident's travel behaviour (as per the fourth tier). The TPC will raise awareness of the RTP through ongoing promotion and marketing in due course, as required by the fifth tier.

3. Site Context and Accessibility

Site Context

- 3.1. The site is located within Dilton Marsh village and is approximately three kilometres to the west of Westbury town centre. The site is bound by residential dwellings to the south and east, and open land to the north and west. The location of the site in the context of the local highway network is shown at **Figure 3.1**.

Local Highway Network

The B3099 High Street

- 3.2. The B3099 High Street is a lit single carriageway road which generally measures around 5.5 to six metres wide. It is subject to a 30mph speed limit. The speed limit reduces to 20mph when the lights indicate during school drop off/pick up times, between the 150 metres to the west of School Lane and at the High Street/The Hollow mini roundabout.
- 3.3. Within the vicinity of the site along the B3099 High Street, footways measuring between one and two metres wide are generally provided on both sides of the carriageway. At the Dilton March Railway Station, the road narrows into one-way traffic, where there is also a railway bridge with a 14'6" height restriction. Traffic Regulation Orders (TROs) in the form of 'School Keep Clear' is located on either side of the carriageway on the junction with School Lane, which provides access to the Dilton Marsh Church of England Primary School. The B3099 connects to Tanyard Way to the east via mini roundabout and turns into the Clivey B3099 in the west.

Public Rights of Way

- 3.4. There are no public rights of Way (PRoWs) which route through or directly abut the site. The PRoWs within the vicinity of the site are shown on **Figure 3.1**.

Accessibility

Guidance on Walking and Cycling Distances

- 3.5. The Department for Transport (DfT) document Manual for Streets (MfS) published in 2007 states at paragraph 4.4.1 that walking offers the greatest potential to replace short car trips, particularly those under two kilometres. This equates to approximately a 25 minute walk based upon an average walking speed of 80 metres per minute¹. It is acknowledged that this is not an upper limit to the distance which people will travel on foot.
- 3.6. The Chartered Institution of Highways and Transportation (CIHT) 'Planning for Walking' (2015) document states that around 80% of journeys under one mile are made on foot, and around 26% of journeys between one and two miles are made on foot. This indicates that walking up to two miles is a realistic choice for most people.

¹ 'Providing for Journeys on Foot' IHT (2000)

- 3.7. The Department for Education (DfE) “Travel to School for Children of Compulsory School Age” document (2024) suggests that school children will only be eligible for free school transport if a scheme is beyond a walking distance of 3.2 kilometres (two miles) for those aged up to eight years old, and 4.8 kilometres (three miles) for children aged between eight and 16 years old. On this basis, it is typically reasonable to consider that a number of children will walk to schools within these distances.
- 3.8. The July 2020 DfT Local Transport Note 1/20 Cycle Infrastructure states at paragraph 2.2.2 that ‘two out of every three personal trips are less than five miles (eight kilometres) in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking’. This distance equates to approximately a 30-minute cycle journey, based upon an average cycling speed of 270 metres per minute².
- 3.9. The CIHT ‘Planning for Cycling’ document sets out that the bicycle is a potential mode of transport for all journeys under five miles. The majority of cycling trips are for shorter distances, with 80% of all cycle trips being less than five miles. However, this is broadly reflective of trip lengths by all modes, with 67% of all trips being under five miles. It is considered that this should not be taken as a maximum, as some will choose to cycle further to facilities, work or for leisure.

Proximity to Local Facilities and Amenities

- 3.10. There is a mix of local facilities and amenities that are typically required on a daily basis located within walking and cycling distance of the site. A summary of the facilities and amenities with associated walking/cycling times is provided in **Table 3.1**.
- 3.11. The distances are measured using existing pedestrian and cyclist facilities from the approximate site centre. It is accepted that the time it takes people to walk or cycle this distance will depend on the individual's level of health and fitness and will therefore vary from person to person.

Table 3.1 – Local Facilities and Amenities

Service / Facility	Distance (kilometres)	Walking Time (minutes)	Cycling Time (minutes)
Employment			
Woodland Industrial Estate	2.6km	–	9
Education			
Dilton Marsh C Of E Primary School	270m	3	1
Fairfield College	600m	7	2
Set Up Pre School	270m	3	1
Westbury Leigh C of E Primary School	1.9km	26	7
Cygnets Pre School	1.8km	25	6

² Local Transport Note 1/20 ‘Cycle Infrastructure Design’ (July 2020)

Service / Facility	Distance (kilometres)	Walking Time (minutes)	Cycling Time (minutes)
Personal Business			
Golden Wok & Chips Takeaway	200m	2	1
Tidy Tails Dog Grooming	280m	3	1
The Nail Kitchen	1.3km	17	5
Shaunaks Pharmacy	1.7km	23	6
White Horse Dental Practice	1.7km	23	6
Martin & Co Westbury Lettings & Estate Agent	1.8km	25	7
Star East Express Chinese Takeaway	1.8km	25	7
Leisure/Retail			
Dilton Marsh Social Club	650m	8	2
The Weavers Public House	500m	6	2
Holy Trinity Church	240m	3	1
Dilton Memorial Hall	450m	5	1
The Hollies Inn Public House	1.7km	23	7
Tesco Express	1.8km	25	7
Leigh Park Community Centre	1.8km	24	6
Bernardos Charity Shop	1.9km	25	7
The Bell Inn Public House	2.3km	–	10
Becks Mill Play Park	2.1km	–	8
Aldi Supermarket	3.1km	–	12
Public Transport			
Holy Trinity Church Bus Stops	240m	4	2
Dilton Marsh Train Station	850m	12	3

Existing Walking and Cycling Facilities

- 3.12. Dilton Marsh benefits from the Wiltshire Cycleway, which is a 255km circular route that passes through the eastern side of Dilton Marsh and provides connections to Trowbridge, Mere, Salisbury, Bradford-on-Avon, and Malmesbury. A map of the Wiltshire Cycleway is included in **Appendix A**.
- 3.13. Westbury can be accessed by a 20 minute walk to the east of the site, or a five minute cycle.
- 3.14. Footways are generally provided on both sides of the carriageway on the B3099 High Street, where dropped kerbs are generally provided at crossing points, providing a connection for pedestrians to key facilities.
- 3.15. It is considered that the general topography of the area is suitable for confident cyclists.

Public Transport

Bus

- 3.16. The nearest bus stops are the Holy Trinity Church bus stops located on the B3099 High Street, approximately 240 metres to the east of the centre of the site.
- 3.17. **Chapter 4** confirms that an appropriate link for pedestrians between the site and the bus stops will be provided. The Holy Trinity Church bus stops serve the 47 and X47 bus routes. A summary of the bus services and timetable information is provided at **Table 3.2** below.

Table 3.2 – Summary of Local Bus Services “Holy Trinity Church” Bus Stops

Service	Route	First Bus/ Last Bus	Frequency (Minutes)		
			Weekday	Saturday	Sunday
X47	Frome– Trowbridge	07:36	Once per day	–	–
	Trowbridge– Frome	16:35			
47	Frome– Westbury	09:28/17:08	60	60	–
	Westbury– Frome	09:57/17:40			

- 3.18. The first X47 service to Trowbridge departs at 07:36 and arrives in Trowbridge at 08:25. The final returning service departs the Trowbridge Town Hall bus stop at 16:35. This service runs twice per day on weekdays only.
- 3.19. The first 47 service to Westbury departs The Holy Trinity Church bus stop at 09:28 and arrives in Westbury at 09:43. The final returning service from Westbury departs at 17:40 and arrives to The Holy Trinity Church at 17:52.

Rail

- 3.20. The nearest railway station to the site is Dilton Marsh Railway Station, located approximately 850 metres east of the centre of the site. The station can be accessed via foot in a 12 minute walk or a three minute cycle.
- 3.21. Facilities at the station include eight sheltered cycle storage spaces. There is no car parking provided at the train station.
- 3.22. Dilton Marsh Railway Station provides connections with Bristol Temple Meads, Salisbury, and Warminster. A summary of the rail services and timetable information (provided by National Rail) is provided at **Table 3.3**.

Table 3.3 – Summary of Dilton Marsh Rail Services

Destination	Average Journey Time	Approximate Frequency (Weekday)
Warminster	6 mins	45 mins
Salisbury	28 mins	Hourly
Bristol Temple Meads	60 mins	Hourly

Community Transport

- 3.23. 'Community First' is a volunteer community transport operator which covers Dilton Marsh which offers local transport for those unable to access public or private transport. Details of routes, trips and prices charged by each minibus group can be obtained by contacting 'Community First'.

4. Measures and Initiatives

Travel Plan Period

- 4.1. The Travel Plan Period is defined as five years from undertaking the baseline surveys (which will be undertaken at 80% occupation). It is anticipated that the early implementation of the RTP will have a larger influence on residents' travel habits.

Travel Plan Coordinator

- 4.2. A Travel Plan Coordinator (TPC) will be appointed by the Developer to oversee the implementation and management of the RTP and act as a key contact for residents of the development. The TPC will be responsible for implementing the RTP and reporting against the Travel Plan targets and Action Plan. The TPC will have relevant experience and will be provided with an appropriate management budget. The TPC will designate an appropriate amount of time to implementing and monitoring the Travel Plan.
- 4.3. The TPC will be instructed prior to occupation of the development until five years following the baseline surveys. At this stage, it is anticipated that an independent TPC will be appointed by the Developer.
- 4.4. The role of the TPC will comprise:
- i. overseeing the implementation of the site RTP.
 - ii. providing site specific marketing materials.
 - iii. promoting the RTP to residents.
 - iv. producing, explaining and distributing Residents' Travel Information Packs.
 - v. acting as the liaison between the public transport, local authorities and other relevant groups.
 - vi. undertaking and monitoring residential questionnaire travel surveys; and
 - vii. monitoring the progress of the RTP.
- 4.5. At the end of the Travel Plan period, the roles and responsibilities of the Travel Plan will be considered and handed to a local resident's group or Travel Plan Officers at WC as considered appropriate at that time, who would then have dedicated responsibility for the ongoing implementation and monitoring of the Travel Plan if considered necessary.

Measures and Initiatives

- 4.6. The currently anticipated measures and initiatives at **Table 4.1** will be implemented at the outset (where appropriate) before the new dwellings are occupied in order to maximise the opportunity to influence new residents travel patterns before they have become established.

Table 4.1 – Initial Measures and Initiatives Proposed

Measures and Initiatives	
Walking & Cycling Measures	
1	Provision of walking and cycling routes within the site.
2	Walking and cycling maps will be contained within the Travel Information Packs.
3	Walking and cycling based websites will be promoted within the Travel Information Packs.
4	Covered cycle parking will be provided within the development providing secure storage for bicycles with consideration to WC parking guidance.
Public Transport Measures	
5	The provision of up to date public transport information will be provided within Travel Information Packs.
Promotional Measures	
6	Infrastructure for internet access in all homes giving residents easy access to local home delivery services and making it easier for residents to work from home.
7	The provision of a 'Travel Information Pack' for residents by the TPC, which will contain details of how trips to local leisure and employment facilities can be achieved by other means to the private car. It will give information on bus routes and frequency, local cycle routes and the location of local schools and amenities.
8	A residents' noticeboard will be located in the communal open spaces and will contain similar information to that in the 'Travel Information Pack' such as local cycle maps, details of local cycle retailers and cycle parking facilities at local communities.
9	Promotion of the 'Connecting Wiltshire' website and mobile application to residents within travel packs to enhance awareness of cycle maps, information on the National Cycle Network, bus timetables, car sharing, and personalised journey planning.
Car Based Initiatives	
10	Car share database websites such as Liftshare will be promoted within the Travel Information Packs and on noticeboards.
11	Provision of electric charging vehicle points within the curtilage of each dwelling.
12	Information on online supermarket delivery services to reduce car trips.

Awareness and Marketing

- 4.7. The TPC will ensure that from the outset residents are aware that a Travel Plan is in operation for the site, and they will be informed of the initiatives and measures being implemented at the site.
- 4.8. Sales staff involved in the marketing of the residential properties will also be aware of the RTP so they can explain the benefits to prospective buyers. Information will also be available within the sales office on the opportunities to walk, cycle and use public transport to and from the site.
- 4.9. A Travel Information Pack will comprise a travel plan leaflet which will be distributed to residents following occupation of each dwelling. The sustainable travel leaflet is provided at **Appendix B**.

4.10. The following means of publicity may be used going forward:

- Newsletters circulated, as appropriate.
- Marketing materials such as posters.
- Travel Plan noticeboards will include the site-specific information leaflet identifying walking and cycling route maps and public transport information. Promotion of the Travel Plan noticeboards will be strategically positioned within the residential development and updated by the TPC, as appropriate; and
- Resident's Travel Information Packs which will contain information such as bus and rail timetables, walking and cycling route maps, promotion of the Connecting Wiltshire website and mobile app, educational information on the health and environmental benefits of alternative modes to single occupancy car travel to local facilities and amenities.

4.11. During ongoing monitoring, for example when travel surveys are taking place, the TPC will promote measures and initiatives to residents.

4.12. It will be for the TPC to decide the best methods to promote sustainable travel and implement the RTP at the site. However, the measures and initiatives above will be reviewed as the Travel Plan progresses and as monitoring highlights which measures have been successful against those that have not. At this stage, measures and/or targets will be subject to change during the lifetime of the Travel Plan to ensure it continues to achieve its goal and target influential areas of travel behaviour change.

5. Travel Plan Targets

Targets

- 5.1. Targets are the measurable goals that must be set to assess whether or not the objectives of the plan are being achieved. The key objectives of this Travel Plan are included in at **Chapter 2**. The targets are proposed to be achieved by the end of the five-year lifespan of the Travel Plan.
- 5.2. It is considered that commuting trips are the key journeys for which the Travel Plan will target. It is considered that there is scope to target 10 percentage point reduction in single occupancy car travel and increase the percentage of residents travelling by bus, bicycle, foot and car sharing.

Base Travel Behaviour

- 5.3. For the purpose of this Travel Plan, information contained in the 2011 Census for the Wiltshire (O39) Middle Super Output Area (MSOA) has been used to inform the existing modal split of travel, to estimate the base proportion of travel for residents and to inform the basis for the travel targets.
- 5.4. The Census data is included at **Appendix C** and the base modal share and proposed targets are summarised at **Table 5.1**.
- 5.5. A baseline survey will be carried out when the development is 80% occupied, and then periodically at Years One, Three, and Five to review the travel patterns.

Table 5.1 – Baseline Modal Share and Targets

Travel Mode	Baseline (2011 Census)	Year One (%)	Year Three (%)	Year Five (%)
Work from Home	10.6%	10.6%	10.6%	10.6%
Train	3.1%	4.0%	5.5%	6.0%
Bus	1.1%	2.5%	3.0%	3.0%
Taxi	0.3%	0.3%	0.3%	0.3%
Motorcycle, Scooter or Moped	1.0%	1.0%	1.0%	1.0%
Driving a car or van	70.8%	66%	62%	60%
Passenger in a car or van	5.0%	6.0%	6.5%	6.5%
Bicycle	1.6%	2.5%	3.0%	4.0%
On Foot	5.7%	6.5%	7.5%	8.0%
Other	0.6%	0.6%	0.6%	0.6%

Note: May contain minor errors due to rounding.

- 5.6. At this stage, it is anticipated that the ten-percentage point reduction will be achieved by the end of the five-year monitoring period carried out by the TPC.
- 5.7. These targets are indicative as baseline surveys will determine the true baseline modal share, allowing for more accurate and informed targets to be set. If the initial outcome targets are not achieved or found to be realistic, the TPC will, working with WC, revisit the RTP to determine whether reasonable additional measures and revised targets may be desirable.
- 5.8. The baseline travel survey will be undertaken at 80% occupation of the development, allowing a site-specific baseline to be established.

6. Implementation, Dissemination, and Monitoring

Sales Staff Training

- 6.1. In order to ensure that potential residents of the site are informed about the RTP and its goals from the earliest stage, it will have a significant presence within the sales suite of the development at the point of sale, which should include a display outlining the sustainable travel options for the site.
- 6.2. The sales staff will receive training by the TPC to promote the Travel Plan as an asset and a significant selling point of the development. Information and promotion of the Travel Plan from the outset ensures greater buy-in from future residents who will see it as an opportunity to plan changes in their lifestyle.

Monitoring

- 6.3. It will be important to monitor and review the RTP to understand if the proposed targets and objectives are being met. Monitoring will be carried out for a period of five years following baseline surveys at 80% occupation, using the following initiatives:
 - i. Questionnaire surveys will be carried out to obtain details of residents' travel habits upon 80% occupation, and at Years One, Three, and Five; and
 - ii. Awareness of the Travel Plan will be monitored through a question within the questionnaire.

Residential Travel Surveys

- 6.4. Baseline resident questionnaire travel surveys will be carried out at 80% occupation of the development and at Years One, Three, and Five. These surveys will confirm travel habits and will also quantify proportions of travel by the various modes of transport (the modal share). A question on what would influence residents to use alternatives to driving alone will also be included.
- 6.5. The surveys will collate information on changes in car travel, increases and/or decreases in walking and cycling and public transport use, and provide feedback on the level of awareness of the RTP in addition to providing data relating to journey types, distances and vehicle types.
- 6.6. The TPC will carry out the travel surveys. Travel Plan Officers will establish the content of the travel surveys in advance with WC and retain the results on completion. The TPC will be responsible for distributing the questionnaire travel surveys, which will be via email or letter, this will be decided at the time of the implementation of the Travel Plan.

Monitoring Report

- 6.7. Monitoring reports will be produced within three months after the travel surveys have been carried out to determine whether the proposed objectives and targets have been met. The report structure may follow:
- i. Summary of the measures and targets.
 - ii. Monitoring methods used.
 - iii. Summary and analysis of results; and
 - iv. Future targets/actions to be taken.
- 6.8. The monitoring reports will be prepared by the TPC and will be issued to and agreed with WC.

7. Action Plan

7.1. **Table 7.1** presents a draft timetable for implementing the RTP's administrative actions and activities.

Table 7.1 – Action Plan

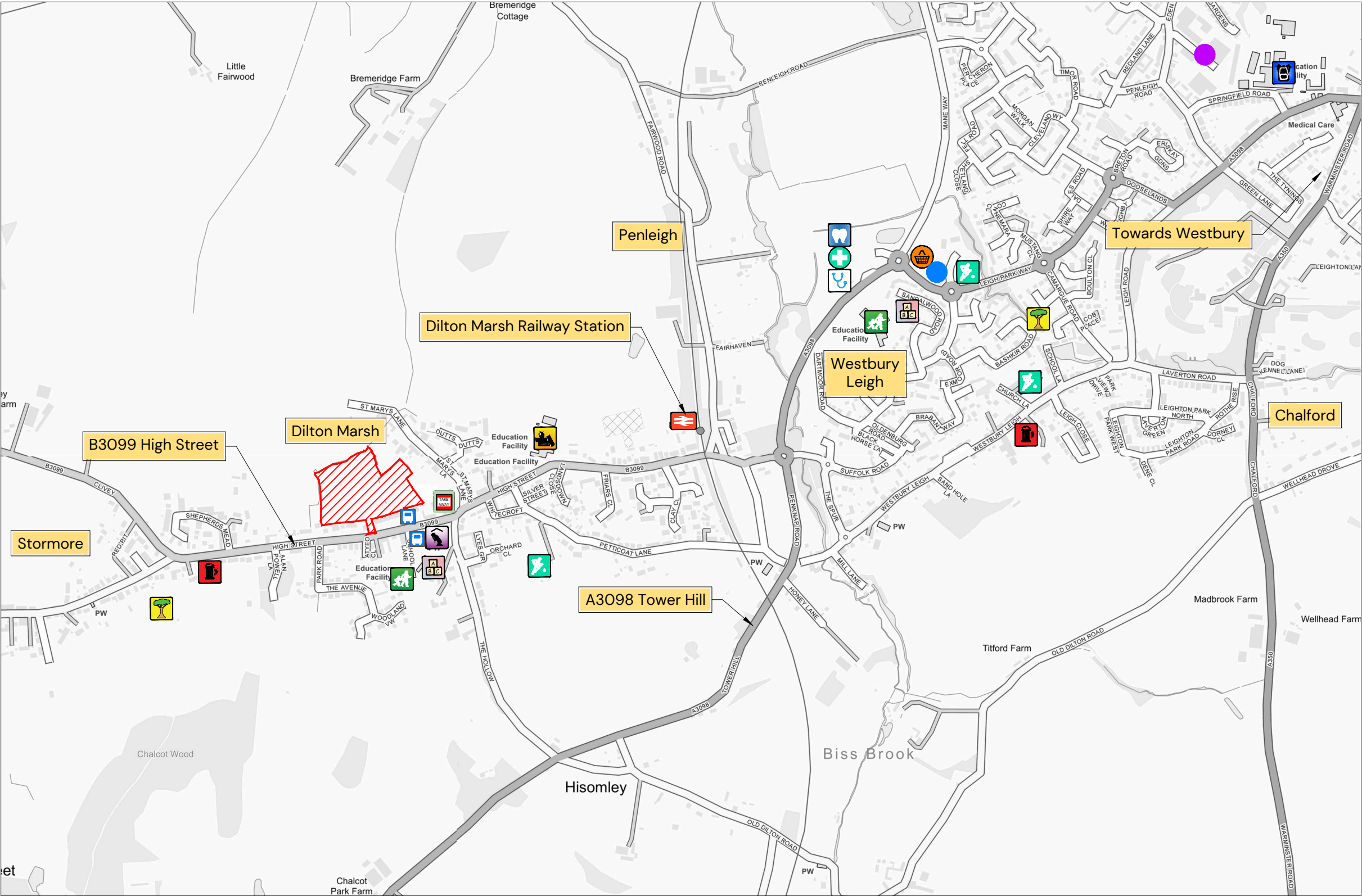
Action	By Whom	By When	Intended Outcome/Output
Travel Plan Co-Ordinator			
Appoint a TPC to manage and oversee the implementation of the TP.	Developer	Prior to first occupation.	Raise awareness and monitor progress over the lifespan of the TP.
Walking and Cycling			
Provision of walking and cycling routes within the site.	Developer	Throughout development construction.	Improve facilities for pedestrians and cyclists to encourage travel via this mode.
Walking and cycling based maps and websites included within Travel Information Packs.	TPC	Packs to be provided on first occupation of each dwelling.	Enhance awareness and encourage sustainable travel.
Cycle parking to be provided within the development.	Developer	Upon occupation of each dwelling.	Improve facilities for cyclists to encourage travel via this mode.
Promotion of the 'Connecting Wiltshire' website/mobile app for access to cycle maps, information on the National Cycle Network, and local routes.	TPC	Packs to be provided on first occupation of each dwelling.	Enhance awareness and encourage sustainable travel.
Public Transport			
Ensure public transport information is provided within the Travel Information Pack.	TPC	Packs to be provided on first occupation of each dwelling.	Enhance awareness and encourage sustainable travel.
Promotion of the 'Connecting Wiltshire' website/mobile app for access to up to date information on bus timetables, provided in Travel Information Packs	TPC	Travel Information Packs to be provided on first occupation of each dwelling.	Enhance awareness and encourage sustainable travel.
Promotional Measures			
Infrastructure for internet access in all homes.	Developer	Prior to first occupation of each dwelling.	Easy access to local home delivery services and making it easier for residents to work from home.

Provision of a Travel Plan noticeboard in communal open spaces.	Developer	TBC subject to available open space.	Enhance awareness and encourage sustainable travel.
Promote the 'Connecting Wiltshire' website and mobile app for personalised journey planning.	TPC	Travel Information Packs to be provided on first occupation of each dwelling.	Enhance awareness and encourage sustainable travel.
Car Based Measures			
Provision of electric charging vehicle points within the curtilage of each dwelling.	Developer	Prior to first occupation of each dwelling	Encourage sustainable travel options.
Promote car sharing within Travel Information Packs.	TPC	Packs to be provided on first occupation of each dwelling.	Enhance awareness and encourage sustainable travel.
Promotion of Lift Share Wiltshire to reduce single occupancy vehicle trips.	TPC	Packs to be provided on first occupation of each dwelling.	Enhance awareness and encourage sustainable travel.
Monitoring			
Baseline resident travel survey.	TPC	80% occupation of the development.	To identify how the RTP is progressing towards the agreed targets.
Further monitoring surveys at years one, three, and five.	TPC	From 80% occupation of the development.	Review how the RTP is progressing/assess any further measures required.



Figure

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1:10,000
0 250m

Key:



Approximate Red Line Boundary
Bus Stop
Railway Station
Place of Worship
Doctors
Dentist



Pharmacy
Leisure / Recreation
Playground
Pre-School
Primary School
Secondary School



College
Public House
Convenience Store
Supermarket
Takeaway



Local Shops including;
Takeaways, Hairdressers,
Charity Shop and Cafe.



Woodland Industrial Estate



CDMMYYYY

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
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SITE LOCATION, FACILITIES AND AMENITIES PLAN

LAND TO THE REAR OF 117 HIGH STREET,
DILTON MARSH

CLIENT:
REDCLIFFE HOMES LTD

DATE:	SCALE:	DRAWING STATUS	REVISION
24/03/2026	1:10,000@A3	ISSUE	----

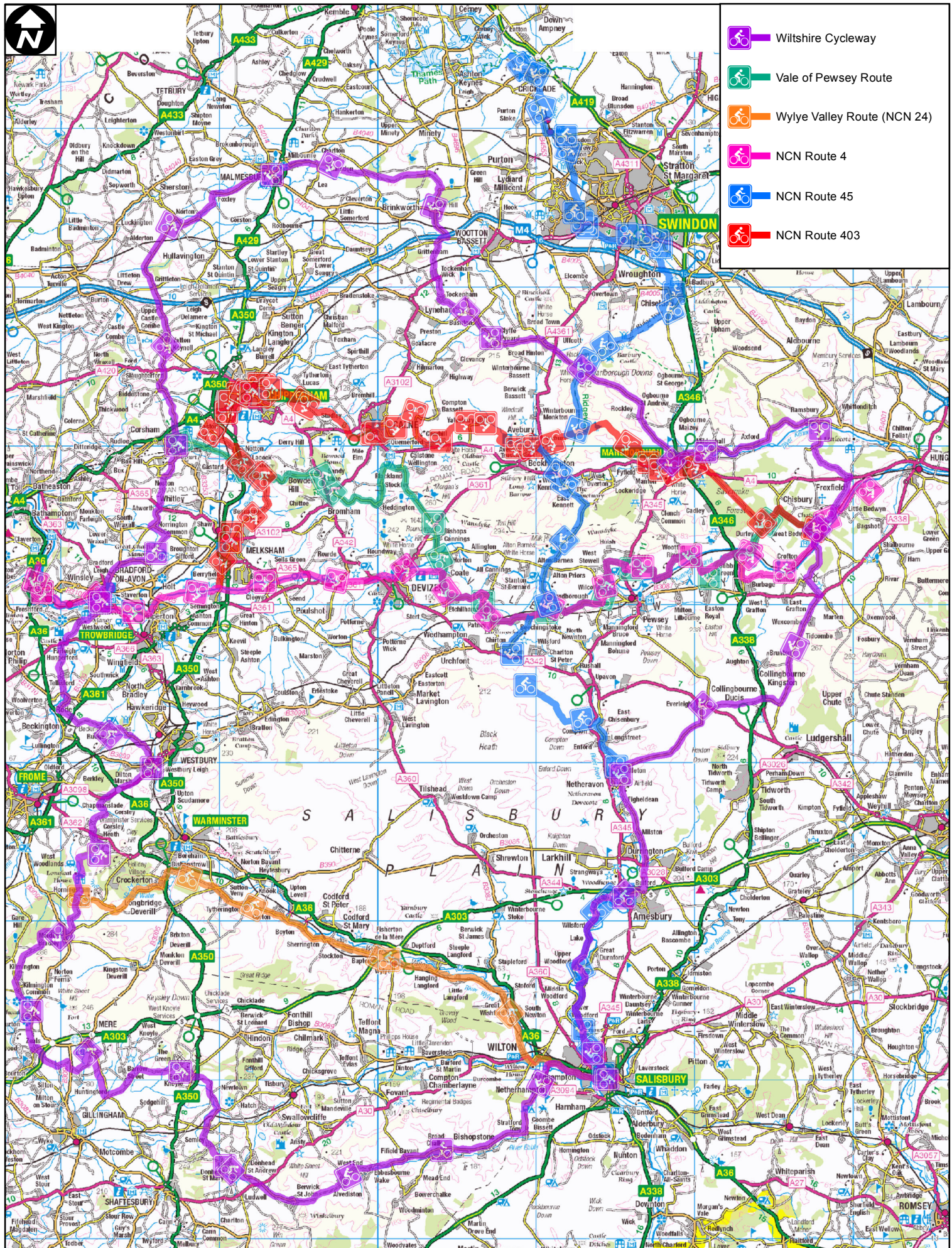
DRAWING NUMBER:
P25-2046_FIGURE 3.1

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GROUP**



Appendix A



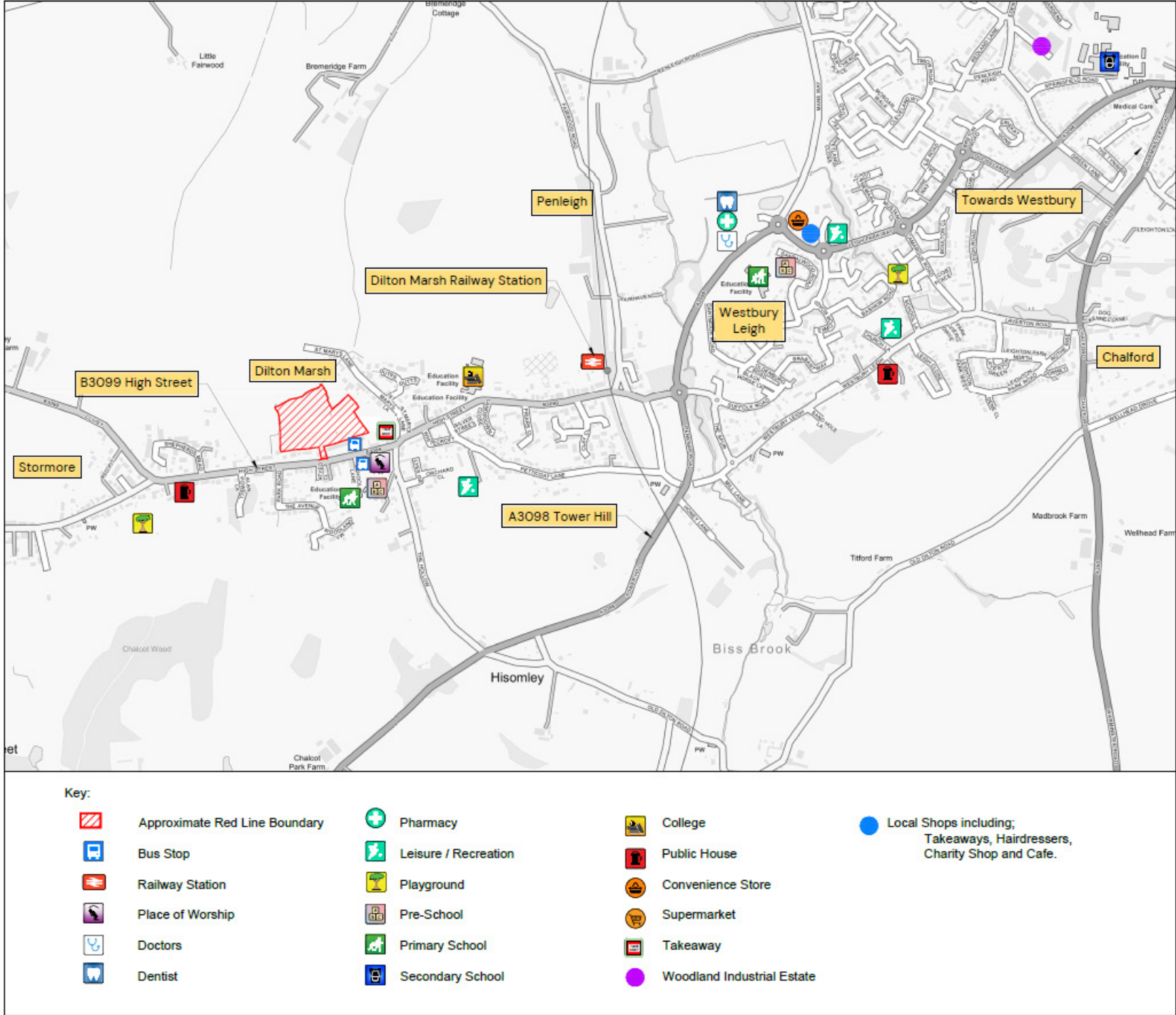
WILTSHIRE CYCLEWAY

Complete route and other cycle links

Wiltshire Council
Where everybody matters



Appendix B



Contacts and Links

Redcliffe Homes
www.redcliffehomes.co.uk

Walking
www.ramblers.org.uk
www.komoot.com
www.mapmywalk.com
www.nhs.uk/better-health

Cycling
www.walkwheelcycletrust.org.uk/find-a-route-on-the-national-cycle-network
www.sustrans.org.uk
www.bikeability.org.uk
www.letsride.co.uk/social
www.letsride.co.uk/breeze
www.komoot.com
www.britishcycling.org.uk
www.lovetoride.net

Buses
www.stagecoachbus.com
www.applegates.co.uk

Trains
www.nationalrail.co.uk
www.gwr.com

Car Share
www.carplus.org.uk
www.liftshare.com/uk
www.hub.liftshare.com/regional/wiltshire

Wiltshire Council
www.wiltshire.gov.uk
www.connectingwiltshire.co.uk

Dilton Marsh

Travel Information Leaflet

This leaflet includes information on sustainable travel options around your new home and throughout the local area, to encourage travel by alternative modes of transport other than your car.

Walking and Cycling

Walking is a great alternative to many forms of motorised transport. It can be built into your daily routine to boost your health, fitness, and wellbeing. It is recommended that the average adult should do 30 minutes of exercise, five times per week. Walking to work, school or the shops is an easy way to achieve this target.

The NHS Better Health website is full of ideas on how to fit being active into your lifestyle. You can also use the adjacent QR code or the following link to find out more: www.nhs.uk/better-health/.

On average you can cover one mile on foot, or three miles by bike, in around 20 minutes. Cycling can be a great alternative to car travel. Not only can it improve your health and fitness, reduce stress, help the environment and beat congestion, it can also save money. You can walk or cycle to local destinations including a Primary School, Nursery, Railway Station, Public House and Bus Stops.



NHS Better Health Website

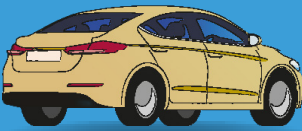
Car Sharing

Car sharing involves trips where two or more people share a vehicle rather than drive separately.

If you are travel long distances and need to use a car, you could consider sharing your journey to save money.

Lift share provides a free journey matching service to find other people travelling the same journey as you. A regular car sharer can save over £1,000 a year!

For more information, please use the adjacent QR code or use the following link: www.liftshare.com/uk.



Liftshare Website

Buses

The closest bus stops to the site are the ‘Holy Trinity Church’ stops located on B3099 High Street, approximately 240 metres to the east of the centre of the site. This stop is served by the 47 and X47 services which run between Trowbridge and Frome. A summary of the bus services within the vicinity of your home is included below.

Service	Route	First/Last Bus	Frequency		
			Weekdays	Saturday	Sunday
X47	Frome–Trowbridge	07:36	Daily	–	–
	Trowbridge–Frome	16:35			
47	Frome–Westbury	09:28/17:08	60	60	–
	Westbury–Frome	09:57/17:40			

You can use the link or the QR code below to find out some more information regarding your local bus services.

- www.fromebus.co.uk/timetables-2

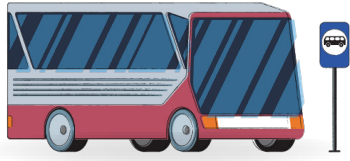
Community transport helps people stay independent by providing safe, reliable travel for everyday needs such as shopping, personal errands, and medical appointments. Fully wheelchair-accessible vehicles ensure that everyone can travel comfortably and with confidence.

Operated by Community First, this service supports individuals who are unable to use public or private transport, offering a local travel option that keeps people connected to their community.

Plan your journey with ease using the Connecting Wiltshire website. It brings together everything you need to travel around Wiltshire sustainably, including rail links, walking routes, and cycle paths. You can access up-to-date travel planning advice, the latest service updates, and detailed cycle maps and route information– all in one place.

By providing information on public transport, walking, and cycling options, the website makes it easier to choose healthier, and more sustainable ways to travel.

Scan the adjacent QR code to learn more.



FromeBus Website



Connecting Wiltshire Website

Rail

The closest Railway Station is Dilton Marsh Railway Station, located approximately 850 metres from the site. Facilities at the station include eight sheltered cycle storage spaces. There is no car parking provided at the Railway Station.

Dilton Marsh Railway Station provides connections with Bristol Temple Meads, Salisbury, and Warminster which run every 60 minutes.

Use the website links or the adjacent QR Code to find out more information about available train services.

- www.nationalrail.co.uk
- www.gwr.com



National Rail Website

Working from Home

Your home provides the opportunity for good internet connection that could enable you to work from home in order to reduce the need to travel.

Shopping and Deliveries

Your home is also within the delivery areas of a range of supermarkets. So why not take the stress and travel out of your weekly shop and do it online.

For more information on shopping deliveries, log onto:

- www.asda.com
- www.sainsburys.com
- www.tesco.com
- www.ocado.com





Appendix C

QS701EW - Method of travel to work

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02006690 : Wiltshire 039
rural urban	Total

Method of Travel to Work	2011	%
All categories: Method of travel to work	4,905	
Work mainly at or from home	349	10.6%
Underground, metro, light rail	8	0.2%
Train	102	3.1%
Bus, minibus or coach	37	1.1%
Taxi	10	0.3%
Motorcycle, scooter or moped	32	1.0%
Driving a car or van	2,340	70.8%
Passenger in a car or van	165	5.0%
Bicycle	52	1.6%
On foot	188	5.7%
Other method of travel to work	21	0.6%
Not in employment	1,601	
	3,304	100.0%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest c

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