

RIDGE

Land East of Showell Farm Chippenham, Wiltshire

Travel Plan

PREPARED BY:	FOR:	DATE:	REFERENCE:
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1 Project Information

Project Information

Client	Hallam Land

Project Details

Project Name	Land East of Showell Farm, Chippenham
Location	Land East of Showell Farm, Chippenham
Jubb Project Number	B14133

Report Details

Version	3
Status	Issue
Date	May 2026

Project Authorisation

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Version	**Date**	**Detail**	**Prepared By**	**Approved By**
1	May 2026	Draft	AMW	MPG
2	May 2026	Issue	AMW	MPG
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2 Introduction

Preamble

2.1.1 Ridge has been commissioned by Hallam Land to provide transport and highways advise in relation to a residential led mixed-use development on land known as 'Land East of Showell Farm' ('The Site').

2.1.2 The detailed description of the development proposals is set out below:

"Outline Planning Application for up to 400 dwellings (Class C3 use), land for a local centre accommodating commercial business and service uses (Class E use), drinking establishment and hot food takeaway (Sui Generis); and local community uses (Class F2); open space and landscaping to include natural green space, amenity green space, area of formal play, allotments and community orchard, sustainable drainage infrastructure including attenuation basins; cycle and pedestrian routes; parking; utilities infrastructure and ground remodelling. All maters reserved except for the formation of a new vehicular access and cycle and pedestrian access including emergency access, onto B4528."

2.1.3 The development site comprises approximately 30 hectares and lies on the southern edge of Chippenham adjacent to areas of land that have received planning permission for residential and employment uses (Rowden Park, Land at Hunters Moon, Land at Showell Farm, Land at Showell Nurseries) and Land at Patterdown Road. The site is located east of the B4528 'Patterdown Road' and northeast of the Lackham Roundabout providing access to the A350.

2.1.4 The site location is context of the permitted developments is shown in **Figure 2.1**.

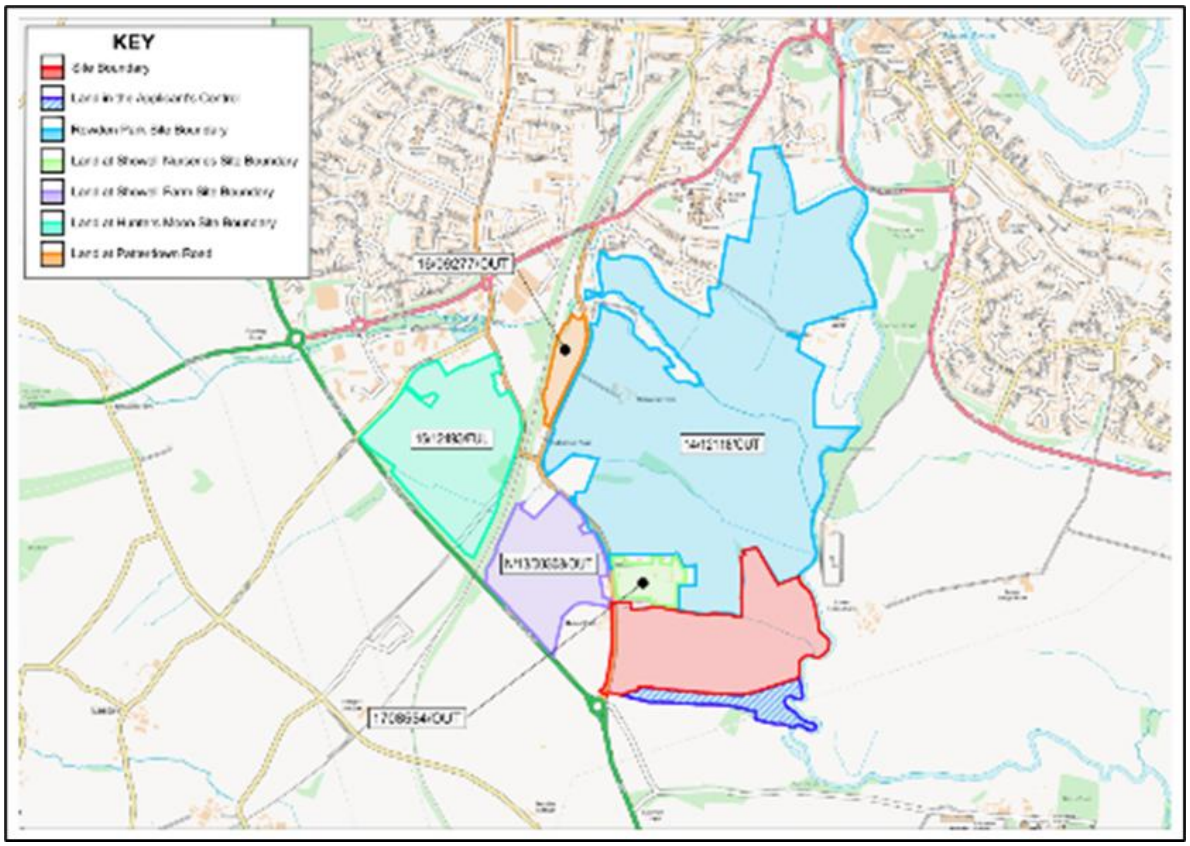


Figure 2.1 Site Location

Travel Plans

2.1.5 Travel Plans are seen by the Government as a strategic management tool in achieving traffic reduction and accelerating the development of more sustainable travel trends on both the strategic and local highway networks. Furthermore, they are being increasingly used as part of a tool kit to secure reductions in carbon emissions and contribute to the UK's target of an 80% reduction in CO2 by 2050.

2.1.6 The National Planning Policy Framework states "*transport policies have an important role to play in facilitating sustainable development and contributing to wider sustainability and health objectives*".

2.1.7 To echo this, the Planning Practice Guidance on "Travel Plans, Transport Assessment or Statement" further adds that "*Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation*".

2.1.8 A Travel Plan is a long-term strategy for encouraging multi modal travel to and from the development with the objective of reducing the dependence on private car usage in favour of more sustainable modes of travel. It will bring a number of benefits to individuals using the development as well as the wider community. These include:

- Improvements to the environmental image of the site;
- Reduced traffic generation resulting in improved air quality, reduced noise levels, better local traffic conditions and a cleaner more attractive environment;
- A reduction in stress caused by driving allied with improved health from adopting alternative travel habits;
- Enhancement of the role of safe walking and cycling in the local area and therefore an improved environment for all pedestrians and cyclists:
- A reviewable process which allows any adverse transport impact to be quickly dealt with and emerging opportunities maximised.

2.2 Developer's Commitment

2.2.1 In line with the Local Authority's aspiration and thus to deliver a sustainable development that promotes a balanced and vigorous local community, and contributes to the Government's shared priorities of reducing congestion, the developer has committed to the implementation of an overarching Site Framework Travel Plan. This should be read in conjunction with the Transport Assessment that has been submitted as part of the planning application for the development proposal.

2.2.2 This Framework Travel Plan forms an overarching strategy for the site, defining key objectives for the plan and containing a package of initiatives and mechanisms designed to reduce the number and length of car trips generated by the envisaged development. Measures include greater support for more sustainable forms of travel, with the aim to positively influence future users travel behaviour. It should be noted that a separate Travel Plan for each development phase would be produced.

3 Aims and Objectives

Aims

3.1.1 Taking into account the complexity of the proposed development, it is important that the Travel Plan will:

- Address the future residents, employee and visitor needs of access;
- Look into the possible difficulties and special requirements that each individual may face when travel is required; and
- Ensure as many amenities and destinations as possible can be easily reached through travel by modes other than the private car.

3.1.2 The ultimate aim of such document is to provide measures, information and support initiatives that will facilitate a range of realistic and achievable alternative modes of travel and provide employees, residents and visitors with an opportunity to reduce the number of single vehicle occupancy trips.

Objectives

3.1.3 The key objectives are identified as follows:

- Raise awareness of transport issues and reduce the impact of the traffic on the local environment;
- Reduce car dependency and in particular the number of single occupancy vehicle journeys;
- Increase travel choice for employees, residents and visitors;
- Provide all necessary on-site facilities to encourage walking, cycling and public transport use as appropriate;
- Cooperation with neighbouring communities, the Local Authority, and other relevant organisations in achieving the maximum modal shift away from solo car journeys;
- Control the onsite parking demand and thus reduce any potential risk of overspill on-street parking;
- Minimise the impact of social exclusion caused by poor health and mobility issues.

3.1.4 In order to meet the aim of the travel plan and achieve these objectives, the introduction of a wide range of measures, initiatives and mechanisms is proposed onsite once the development is built and the travel demand is fully understood. Details are included in **Section 8**.

4 Development Proposals

Development Proposals

4.1.1 The development proposal is seeking outline planning permission for up to 400 dwellings, a local centre accommodating commercial business. and service floorspace and local community uses.

4.1.2 The Land Use Parameter Plan is provided in **Figure 4.1**.

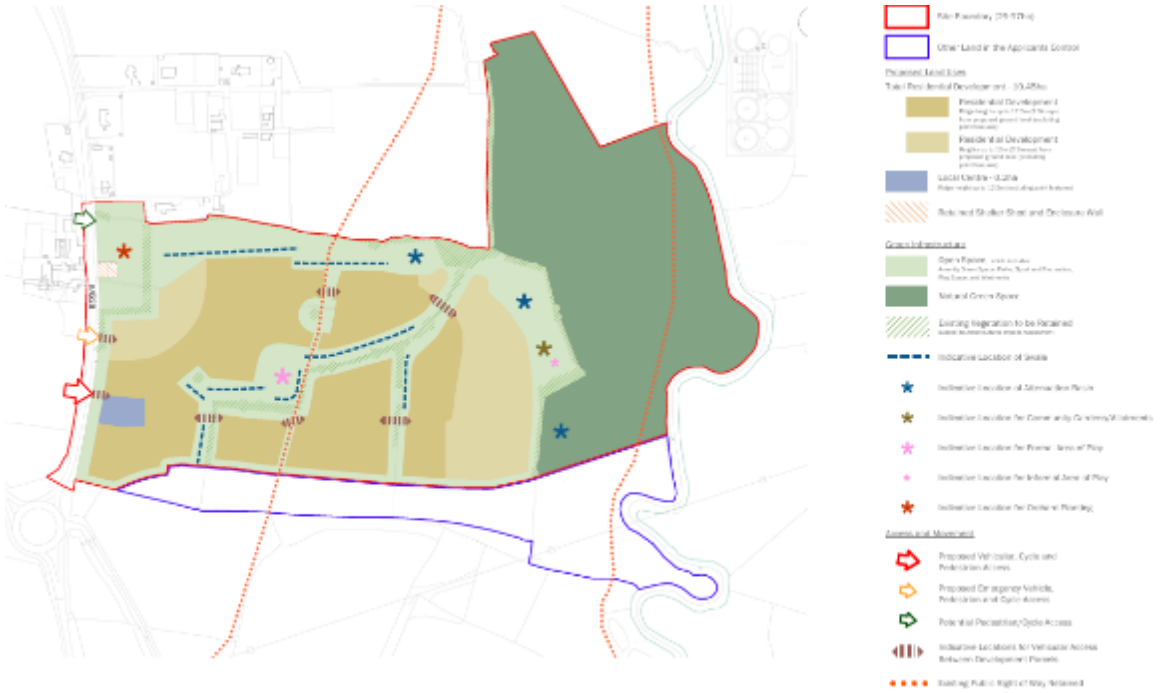


Figure 4.1: Land Use Parameter Plan

4.2 Access and Movement Strategy

4.2.1 The development proposal seeks to provide a movement strategy that fully integrates the proposed development and its services and facilities with the nearby committed developments enabling access further afield by active travel modes. The development will integrate with the existing Public Right of Way network and enable access to a bus service with a financial contribution towards its provision. The development will deliver a 3m shared use path between the A350/ B4528 roundabout and the Rowden Gate roundabout. **Figure 4.2** is an extract from the Illustrative Masterplan which is attached at **Appendix A**.



Figure 4.2: Access and Movement Parameter Plan

4.3 Vehicular Access

4.3.1 The main access will take the form of a priority junction with a right-turn ghost island from the B4528 Patterdown Road. The access will be supported by an emergency access provided via a proposed shared use path to the north of the access. The preliminary design of the access is attached at **Appendix B** with an extract shown in **Figure 4.3**. Visibility splays of 2.4m x 120m, suitable for the 40mph speed limit, can be delivered within the existing highway boundary. The proposed carriageway width is 6.0 m with 12.5m radii.

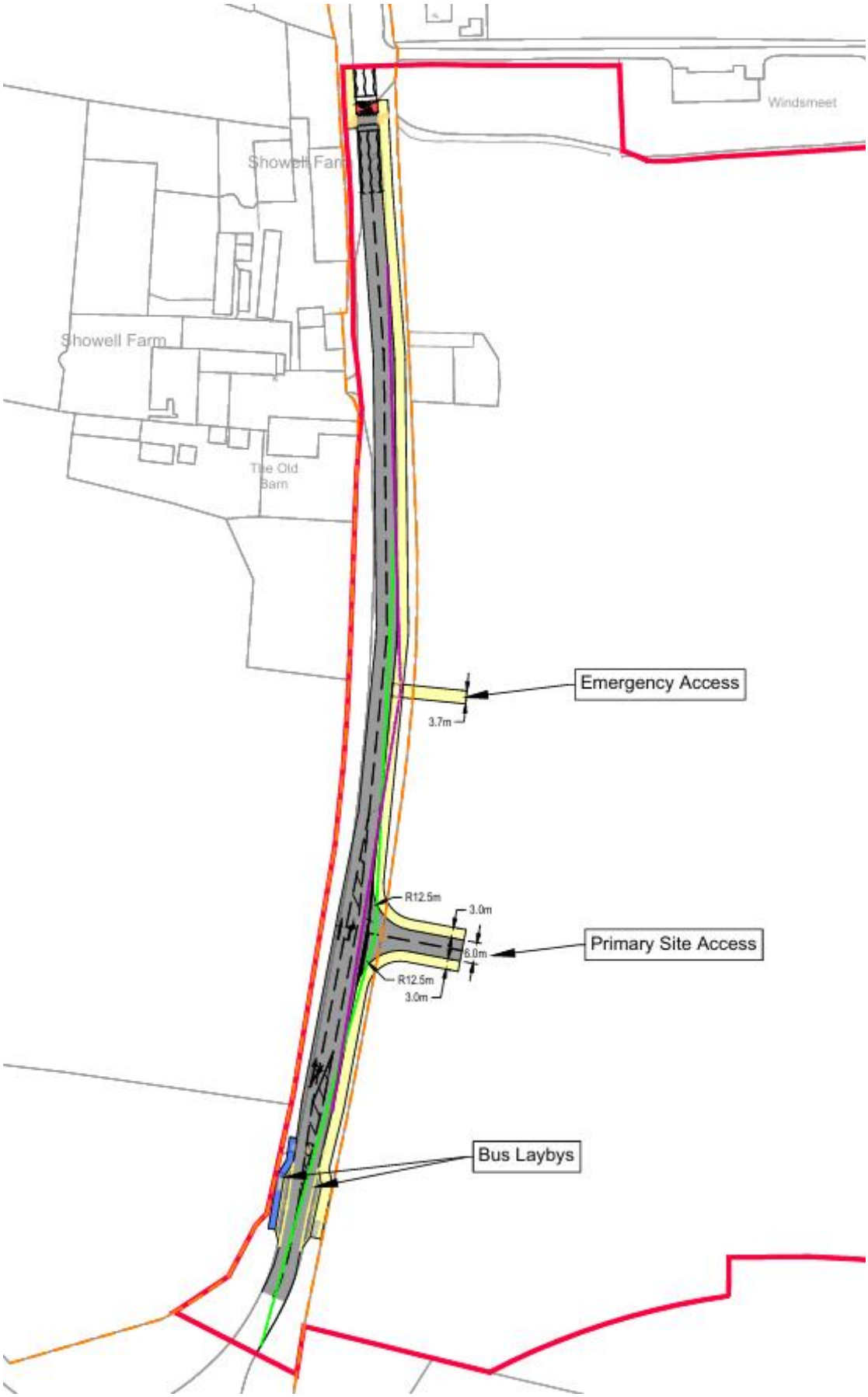


Figure 4.3: Site Access

4.3.2 To the south of the access, it is proposed to provide laybys to accommodate the future bus service(s) that will be contracted using the s106 monies. Dropped kerbs with tactile paving and a pedestrian refuge is proposed to enable safe access between the Site and the western bus stop.

4.4 Pedestrian and Cyclist Access

4.4.1 The vehicular access on Patterdown Road will provide access for pedestrians and cyclists via a 3m shared path on either side of the carriageway. In addition, to the north of the vehicular access, a shared use path (emergency access) will provide a segregated route for pedestrians and cyclists. The shared use path will extend south along the eastern side of Patterdown Road to provide access to the proposed bus laybys where a refuge will be provided for crossing to the western bus layby. The shared use path will be extended north along the eastern side of Patterdown Road where a parallel crossing facility (south of the existing bus layby) is proposed with the shared use path continuing on the western side of Patterdown Road to connect with the walking/cycling facilities at the Rowden Gate roundabout. A drawing showing the proposed shared use path is provided at **Appendix C**.

4.4.2 The two Public Rights of Way that route through the Site will be accommodated on their existing alignment. The western footpath (LAC09) will route within the proposed residential development and will be upgraded to a 3m consolidated surface suitable for use within its future environment; this route connects with the Rowden Park active travel infrastructure providing access to the services and facilities within the Rowden Gate development including the primary school. The eastern footpath (LAC039) will be routed through natural green space and its 3m construction will be undertaken using compacted hoggin; this route will provide access to the country park.

4.4.3 Local Transport Note 1/20 (LTN 1/20): Cycle Infrastructure Design (July 2020), provides guidance on the minimum width for shared-use and segregated routes; for shared-use, a width of 3m is considered appropriate for routes carrying up to 300 pedestrians per hour and 300 cyclists per hour with segregated facilities considered appropriate for routes carrying up to 1,000 cyclists per hour. Table 8.2 shows that the maximum number of active travel trips in any hour will be 58 and therefore the provision of a 3m shared use path is considered suitable in this location.

4.4.4 Local Transport Note 1/20 (LTN 1/20): Cycle Infrastructure Design (July 2020), provides guidance on the minimum width for shared-use and segregated routes; for shared-use, a width of 3m is considered appropriate for routes carrying up to 300 pedestrians per hour and 300 cyclists per hour with segregated facilities considered appropriate for routes carrying up to 1,000 cyclists per hour. The maximum number of active travel trips generated by the development in any hour will be 58 and therefore the provision of a 3m shared use path is considered suitable in this location.

4.5 Internal Layout

4.5.1 The design of the internal road network will be engineered to meet the standards specified in Manual for Streets guidance and WC guidance, with a particular focus on the creation of safe routes around the site encouraging accessibility for pedestrians and cyclists.

4.6 Public Transport

4.6.1 The development proposes to provide a contribution of £428 per dwelling (index linked) towards a bus service. This contribution is the same as the obligations for the Rowden Park and Showell Nurseries developments and can be pooled to deliver a regular bus service to serve all three sites. Previously, the intention was that the monies would deliver an extension to Stagecoach Service 55 which currently routes from Chippenham railway station to Swindon bus station via Calne, Lyneham

and Royal Wootton Bassett and was envisaged to enter and exit the Rowden Park development via an internal circular bus route. However, it is noted the recent 44H service has been introduced providing a service between the town centre and Cepen Park which routes along Patterdown Road and also provides an extended service to Sheldon secondary school at the start and end of the school day and enables access to Queens Crescent, St Peter's , Redland and Frogwell primary schools. The proposed development will construct bus laybys on either side of Patterdown Road in the vicinity of the local centre; the provision of the bus stops will enable any existing/future bus services to U-turn at the Lackham roundabout. The location and design of the bus laybys is shown in **Figure 4.3** and at **Appendix B**.

4.7 Parking Provision

4.7.1 The application is seeking outline planning permission with parking provision to be determined at reserved matters stage, the current policy is set out in the Wiltshire LTP3 for vehicle and cycle parking.

4.8 Electric Vehicle Infrastructure

4.8.1 The development will provide Electric Vehicle Charging Points in accordance with requirements set out in the Building Regulations (Approved Document S).

4.9 Sustainable Travel Measures / Infrastructure

4.9.1 The Site has the ability to offer potential sustainable measures such as electric bike/scooter hire facilities, car club vehicle(s), storage lockers for home deliveries, wayfinding infrastructure and sustainable travel information.

5 Site Accessibility Audit

5.1 Introduction

5.1.1 This section provides a description of the site location and examines the level of accessibility to and from the site for all modes. The accessibility audit is in keeping with current national and local planning policies which highlight the importance of integrating land-use, transport and planning decisions to address the needs of both present and future communities to create developments with good access to local infrastructure and that are supported by public transport services.

5.2 Site Location

5.2.1 The site as proposed sits to the south of the existing market town of Chippenham, immediately to the east of Patterdown Road (B4528) and occupies an area of approximately 32 hectares. The site covers an area that predominantly consists of open fields.

5.2.2 The site lies, as the crow flies, approximately 2.6km south of Chippenham town centre, 8km west of Calne, 7km north of Melksham and 5km east of Corsham

5.2.3 The development benefits from being in close proximity to, and forms a natural extension of, a number of sites that have received planning permission for residential and employment uses in this area of Chippenham.

5.3 Local Facilities and Services

5.3.1 Due to the nature of the development and the opportunities that exist through the delivery of the permitted developments in close proximity to the site the assessment has been undertaken to understand the future accessibility of the site.

5.3.2 The expectation to locate residential developments within walking distance of day-to-day needs is set out in the NPPF, which states that "*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*".

5.3.3 A range of facilities and services, which serve the daily needs of the existing population of South and West Chippenham, are accessible from the site by sustainable modes and as such there will not be a requirement to rely on the use of the private car for daily journeys.

5.3.4 When considering the sustainability credentials of a site, guidance from the Institution of Highways and Transportation (IHT, Guidelines for Providing for Journeys on Foot, 2000) is of importance; this guidance identifies 2km as the maximum suggested acceptable walking distance for pedestrians without a mobility impairment.

5.3.5 The former 'Planning Policy Guidance 13: Transport' (2011) also identified 2km as a distance within which walking offers the greatest potential to replace short car journeys. Whilst superseded in planning terms, this guidance is still widely considered as applicable in terms of accessibility. As such, the accessibility of the site has been assessed with weight given to this distance as 'reasonable'.

5.3.6 **Figure 5.1** shows a 2km walking isochrone from the site, which roughly equates to a 24-minute walk. This isochrone is measured from the centre of the site and is based on egress by way of the two key points of pedestrian access.

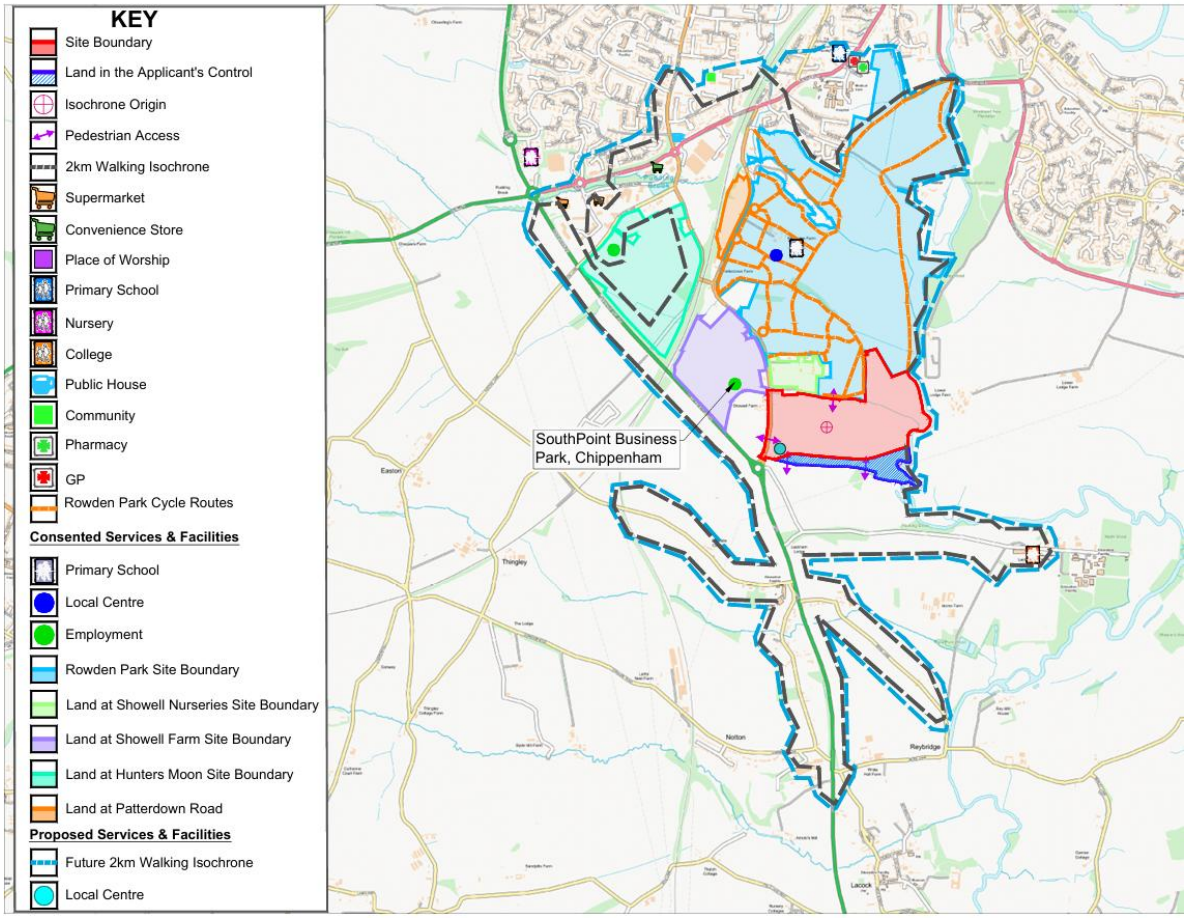


Figure 5.1: Accessibility to Local Facilities and Services

5.3.7 As shown above, the Rowden Park development will deliver a primary school enabling accompanied children to easily undertake their journey to school by sustainable modes of transport The School Places Strategy 2023 - 2027 identifies a 2FE primary school to be delivered at Rowden Park. Construction of first phases and occupations are underway.

5.3.8 Both the development and Rowden Park will provide local centres offering food retail and other retail / services enabling future residents to undertake their everyday food shopping and other opportunities without reliance on the private car.

5.3.9 The distance and estimated journey times (for walking and cycling) from the site to the identified facilities and services are summarised in **Table 5.1**. These distances have been measured from the centre of the site and follow suitable routes. The estimated journey times are calculated based on a walking speed of 1.4 metres per second (abstracted from IHT, 2000) and a cycling speed of 4 metres per second. The services and facilities are not an exhaustive list as there are many more amenities available within walking and cycling distance of the site.

Service / Facility	Location		Distance (m)	Time (mins)	Time (mins)
Retail					
Local Centre	Development Site		310	4	310
Local Centre	Rowden Park		1200	14	5
M&S Foodhall	Bath Road Retail Park	SN14 0UL	2340	28	10
Aldi	Methuen Park	SN14 0GX	2540	30	11
Sainsburys	Bath Road	SN14 0BJ	2440	29	10
Bath Road Retail Park (TKMaxx/Next/Costa Coffee/ KFC)		SN14 0FJ	2340	28	10
Londis (Esso)	Bath Road	SN14 0RL	1940	23	8
Town Centre					
Education					
Primary School	Rowden Park		1610	19	7
Busy Bees Nursery	Bath Road	SN14 0BJ	2440	29	10
Queens Crescent School	Windsor Close	SN14 0QT	2740	33	11
St Mary's Catholic Primary School	Rowden Hill	SN15 2AH	2640	31	11
St Peters Academy	Lords Mead	SN14 0LL	3840	46	16
Wiltshire College & University Centre Lackham	Lacock	SN15 2NY	2130	25	9
Community					
Kingsley Road Community Hall	Kingsley Road	SN14 0AS	2440	29	10
Pubs					
The Pheasant	Bath Road	SN14 0AE	1840	22	8
Rowden Arms	Rowden Hill	SN15 2AW	2140	25	9
Health					
Rowden Surgery	Rowden Hill	SN15 2SB	2740	33	11
Chippenham Community Hospital		SN15 2AJ	2740	33	11
Lloyds Pharmacy	Bath Road	SN14 0BJ	2440	29	10
Lloyds Pharmacy	St Lukes Drive	SN15 2SD	2840	34	12
Employment					
Employment	Showell Farm	Southpoint Business Park	900-1200	11-14	4 - 5
Town Centre			2750	33	11
Langley Park Employment Area			4750		20
Bumpers Farm Employment Area			4150		17

Table 5.1: Distance to Local Facilities and Services

5.3.10 The above table shows that a GP, pharmacy, convenience stores, supermarkets, primary schools and town centre are located within a 2km walk or 3km cycle. As such, the proposed site is well-situated in relation to a range of existing facilities and services.

5.3.11 The proposal will provide a local centre, with a mix of uses enabling residents to undertake a number of trips by active modes and keeping a number of trips internal to the site.

5.3.12 Additionally, the Rowden Park development to the immediate north of the site will provide a primary school and a number of units for retail and local services; the development will provide an active travel

connection to the Rowden Park proposed active travel network via the upgrading of PRoW LACO9 enabling residents in both developments to travel sustainably to each other's amenities.

5.3.13 The development also proposes a 3m shared use cycleway along Patterdown Road which will link into the active travel infrastructure that is provided at the Rowden Park roundabout access.

5.3.14 The permitted development 'Land at Showell Farm' will provide employment opportunities (Southpoint Business Park) within a reasonable walking distance. David Lloyd has recently applied for a health, fitness and raquets club at Southpoint Business Park which if consented would provide access to sports facilities within a suitable walking and cycling distance.

5.3.15 Employment within the town centre, at Langley Road and at Bumpers Farm are all within a reasonable cycling distance.

5.3.16 Given the above assessment, it is reasonable to conclude that the site is located in a sustainable position, being within walking and cycling distance of a range of facilities and services. Some of these destinations lie within a 'reasonable' walking distance and the entirety of Chippenham is within cycling distance of the site (see **Figure 5.5**), and as such there is a genuine opportunity for everyday journeys to and from the site to be made sustainably and without a dependence on the private car.

5.4 Pedestrian Accessibility

5.4.1 Walking is the primary mode of travel for local journeys and is widely recognised as the most sustainable form of travel (IHT, 2000). As such, walking forms an important part of sustainable growth, with the NPPF guiding those opportunities to promote walking are identified and maximised.

5.4.2 Therefore, by locating developments to minimise the need to travel, and to maximise the use of sustainable modes of transport, sustainable growth can be encouraged.

5.4.3 As set out above the location of the site is conducive to the creation of a sustainable development, with a range of everyday facilities and services lying within 'reasonable' walking distance.

5.4.4 The site will link to these facilities via the upgrading of PRoWs LAC09 and LAC39 through the Site to their boundary with Rowden Park and via the provision of a 3m shared use path along Patterdown Road connecting with the active travel infrastructure provided at the Rowden Park roundabout access.

5.4.5 These three points of active travel connection will link with the active travel provision as part of Rowden Park, secured via planning conditions and obligations / contributions within the completed S106 agreement. The internal active travel routes agreed as part of Rowden Park are shown on the corresponding Movement and Access Parameter Plan, an extract of which is provided as **Figure 5.2**.

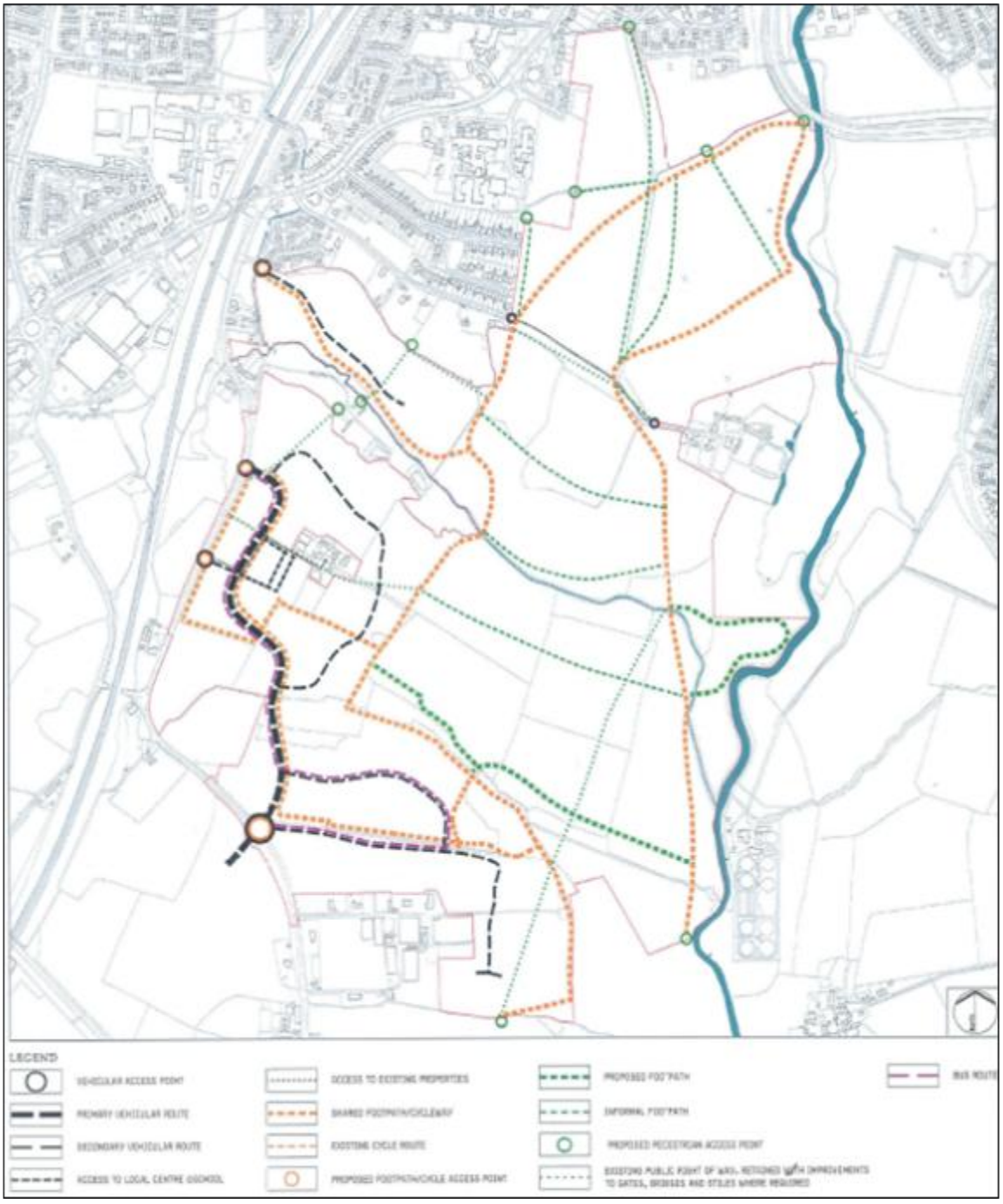


Figure 5.2: Extract of Movement and Access Parameter Plan for Rowden Park (from LDA Drawing No. 3787-804-Rev A)

5.4.6 In addition to the internal routes shown in Figure 6.2, Rowden Park will deliver enhancements to the existing PRoW network and external routes providing access to the town centre (The Rowden Mile) and the consented developments on 'Land at Showell Farm' and 'Land at Hunters Moon'. The decision notice and S106 agreement set out the delivery of the enhancements / contributions and the timescales for their delivery. Five schemes are identified in relation to the 'Cycle and Pedestrian Routes Contribution' (£385,000) and are depicted at Appendix 6 of the S106 agreement, an extract of which is provided as **Figure 5.3**; there is a covenant for WC to deliver routes 1, 5 and 4 (in that order) in advance of routes 2 and 3.

5.4.7 The works identified to be undertaken by WC include widening and improving of the existing paths between Rowden Park and Avenue La Fleche; upgrading of the existing staggered crossing on Avenue La Fleche to a Toucan; a cycle route and replacement footbridge between Avenue La Fleche and the High Street via the car park; cycle improvements along the existing riverside path between Rowden Park and Gladstone Road including improvements to the existing footbridge; and improvements to the route between Rowden Park and the town centre including surfacing and lighting where achievable.

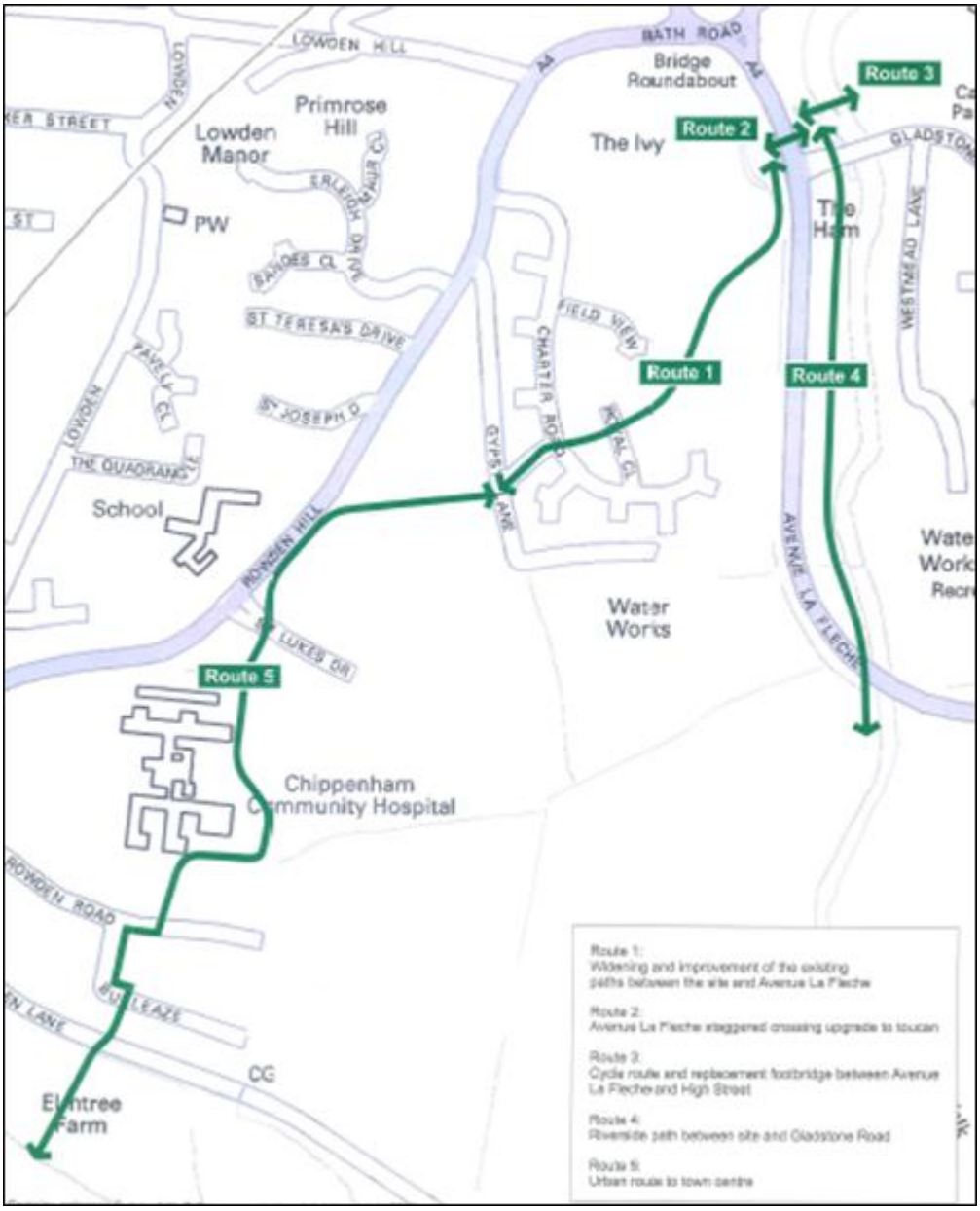


Figure 5.3: Extract from Appendix 6 of S106 Agreement for Rowden Park

5.4.8 Condition 23 of the Rowden Park decision notice requires the development to provide a footway connection between the development and the eastern side of Queens Bridge plus footway markings through the bridge and a short footway connection at the western side of the bridge to enable access into Saltersford Lane prior to occupation of the 400th dwelling.

5.4.9 Condition 24 of the Rowden Park decision notice requires prior to the occupation of the 150th dwelling a link from the occupied dwellings to the town centre of the shared use pedestrian and cycle path known as the Rowden Mile (which includes both the spur to Avenue La Fleche and the spur to Gypsy Lane) to be constructed to a width of 3m and as further dwellings become occupied the relevant additional parts of the Rowden Mile to provide a link from those dwellings to the town centre shall be provided.

5.4.10 Rowden Park has delivered an active travel connection from its northern access (Wiltshire Drive) to the existing infrastructure on the eastern side of Patterdown Road (B4663) providing a connection to Bath Road.

5.4.11 Rowden Park's extensive active travel network and the off-site active travel improvements provide connections to the existing continuous network of footways and footpaths that route through Chippenham facilitating journeys to and from the site on foot. Generally, this network provides streetlights, footways/footpaths and pedestrian crossing facilities.

5.4.12 The upgrading of PRoW LAC09 within the Site provides a connection to the Rowden Park on and off-site active travel infrastructure providing access to the town centre and Bath Road from which services and facilities can be accessed.

5.5 Public Rights of Way

5.5.1 The Public Right of Way (PROW) network in the vicinity of the site is shown in **Figure 5.4**.

5.5.2 Two public footpaths route north to south through the Site. To the south of the Site, Footpath LACO9 terminates at the A350 whilst Footpath LACO39 connects to Lackham College and the wider PRoW network providing access to Lacock village and rural Wiltshire. To the north the footpaths connect with Footpath CHIP1 providing access to Chippenham town centre.

5.5.3 The two Public Rights of Way that route through the Site will be accommodated on their existing alignment. The western footpath (LAC09) will route within the proposed residential development and will be upgraded to a 3m consolidated surface suitable for use within its future environment. The eastern footpath (LAC039) will be routed through natural green space and its 3m construction will be undertaken using compacted hoggin; this route will provide access to the country park.

5.5.4 Both footpaths, as they continue north through Rowden Park, are to be upgraded to shared foot/cycleway (see Figure 6.2) and will provide access between to both site's services and facilities including the consented primary school within Rowden Gate. Through the wider Rowden Park's active travel infrastructure and offsite improvements onward travel to the town centre and Bath Road is provided.

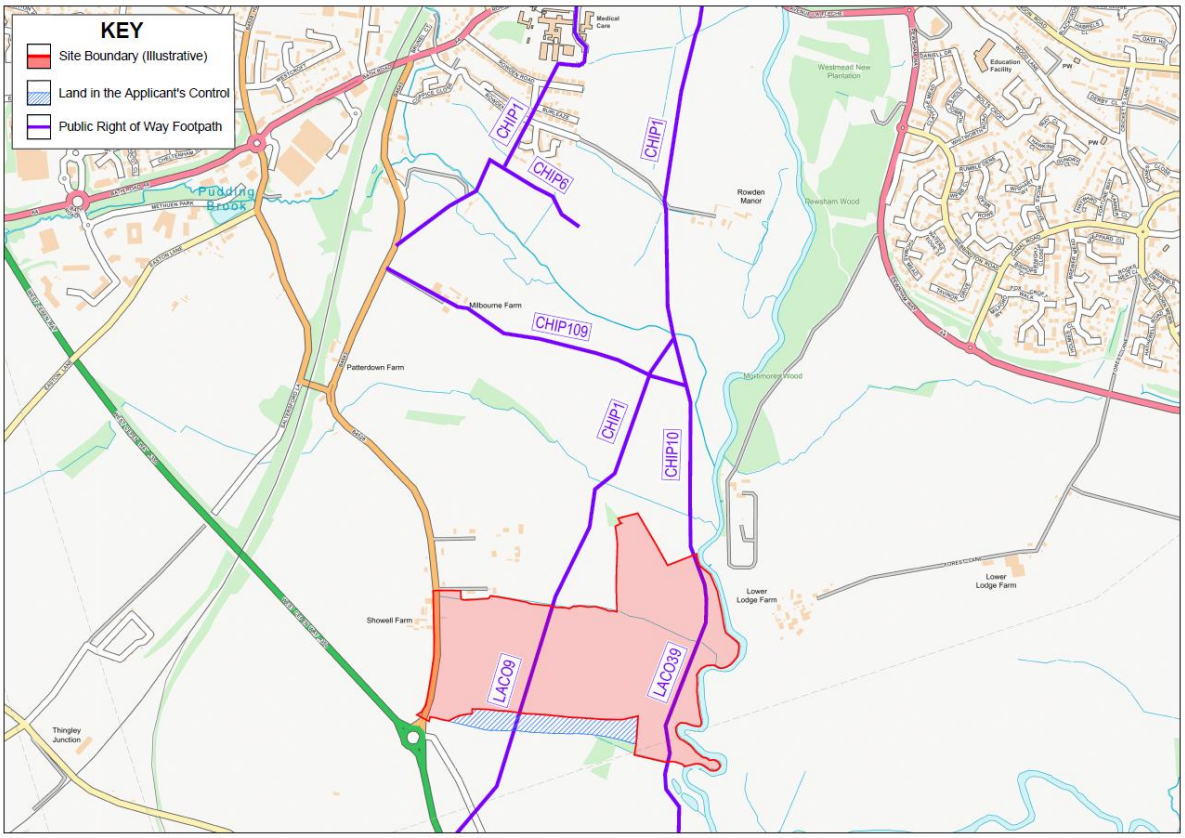


Figure 5.4: Public Rights of Way

5.6 Cycle Accessibility

5.6.1 Cycling recognised as one of the most sustainable forms of transport (CIHT's Planning for Cycling, 2015). In general, given the compact nature of Chippenham, it is considered that cycling offers a real alternative to the private car for day-to-day journeys to and from the site.

5.6.1 The former Planning Policy Guidance 13: Transport (2011) identified 5km as a distance within which cycling offers the greatest potential to replace car journeys, with this distance widely recognised as a reasonable cycling distance. Whilst this guidance has been superseded in planning terms it is still considered as applicable with respect to accessibility.

5.6.2 In addition to this, LTN1/20 states that 'two out of every three personal trips are less than five miles in length - an achievable distance to cycle for most people.' This distance is equivalent to approximately 8km.

5.6.3 **Figure 5.5** shows the existing National Cycle Network (NCN) routes and future Rowden Park cycle routes. The network of local cycle routes which are either on-road recommended routes or shared use footway/cycleway routes, are shown on the Chippenham Cycle Map attached at **Appendix D**.

5.6.4 **Figure 5.3** also demonstrates the area which lies within a 5km cycle.

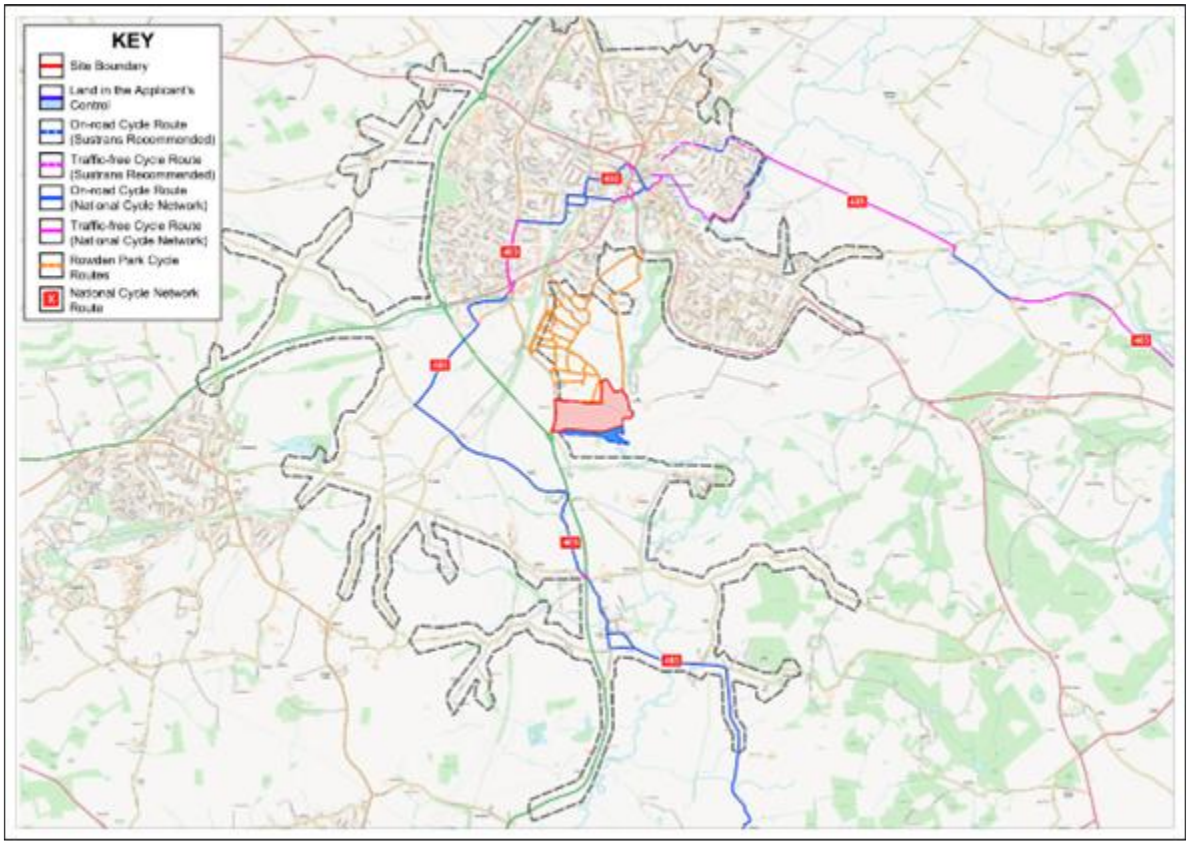


Figure 5.5: Cycling Network and 5km Isochrone

5.6.5 **Figure 5.5** indicates that the entirety of Chippenham lies within a 5km cycle of the site, with this distance widely recognised as a reasonable cycling distance. As such, the facilities, services and employment opportunities within the town lie within a reasonable cycling distance of the site.

5.6.6 It is also noted that Chippenham Railway Station is located approximately 3.5km to the northeast of the site and therefore can be reached within a 'reasonable' cycling distance of the site. As such, there is the opportunity for journeys to this destination to be undertaken by cyclists providing onward travel to multiple destinations by a sustainable mode of transport.

5.6.7 As shown, National Cycle Network (NCN) Route 403 can be accessed approximately 900m south and 1600m north of the site. NCN Route 403 links Melksham with Chippenham and continues eastward to Marlborough via Calne and provides access to the wider NCN. Locally, this route provides a connection to Chippenham town centre and railway station.

5.6.8 The local routes provide connections across Chippenham enabling access to the wide range of services and facilities.

5.6.9 Finally, the Rowden Park development provides a substantial network of traffic free active travel routes to the north of the site and contributions to off-site active travel improvements enabling two-thirds of the journey length to the railway station and town centre to be undertaken on traffic free routes.

5.7 Public Transport Accessibility – Bus

5.7.1 The site is not currently located in close proximity to a regular bus service. The X34, which provides a roughly half-hourly service between Chippenham and Frome via Trowbridge, can be accessed via

the 'Wiltshire College' bus stops on the A350 and the 'B&Q' and the 'Rowden Arms' bus stops on Bath Road.

5.7.2 The bus stops on Bath Road also provide access to the 44D (Chippenham town centre), 636 (Corsham, Colerne, Marshfield), X31 (Corsham, Rudloe, Box, Bath) and X34 (Frome, Trowbridge, Melksham) services.

5.7.3 Finally, the 'Patterdown' bus stops on the B4528 'Patterdown Road' provide access to the X37 service which provides access to and from Wiltshire College via a single morning and evening service.

5.7.4 The Rowden Park and Showell Nurseries permitted developments are obligated to contribute a sum of £428 per dwelling (index linked) towards public transport service enhancements. This sum of money was intended to extend the existing Stagecoach Service 55 which routes from Chippenham railway station to Swindon bus station via Calne, Lyneham and Royal Wootton Bassett, to the Rowden Park site where the bus would enter and exit the site via an internal circular bus route.

5.7.5 It is noted that from 1st March 2026, Faresaver commenced the new 44H service on behalf of WC operating hourly Monday to Saturdays. Service 44H routes from Chippenham town centre to new stops (Gazelle Drive and Sunbeam Drive) serving the Patterdown development and Cepen Park. The service provides a connection to Sheldon secondary school and 6th Form for the start and end of the school day and enables access to Queens Crescent, Frogwell, Redland and St Peter's primary schools.

5.7.6 It is proposed that the development contributes the same sum of money per dwelling (index linked) as the Rowden Park and Showell Nurseries developments and the 44H bus service is extended along the B4528 'Patterdown Road' undertaking a U-turn at the Lackham roundabout.

5.8 Public Transport Accessibility - Rail

5.8.1 The site is well situated in relation to Cheltenham Spa Railway Station, which lies broadly 3.5km to the northeast and is approximately a 14½ minute cycle from the centre of the site utilising the proposed Rowden Park cycle routes or approximately 16 ½ minutes via the existing network (4km distance).

5.8.2 Chippenham Railway Station is on the Great Western Main Line and services are operated by Great Western Railway. The station offers 106 sheltered, secure bicycling parking facilities by way of cycle stands which are monitored by CCTV; as such, there is the opportunity for journeys to the station to be made by bicycle for onwards travel by rail.

5.8.3 **Table 5.2** sets out a summary of the rail services, including key destinations, approximate journey times and approximate frequencies on a typical weekday.

Destination	Approximate Journey Time	Approximate Frequency
Bath	12 minutes	30 minutes
Bristol Temple Meads	30 minutes	30 minutes
Cardiff Central	90 minutes	30 minutes
Swindon	12 minutes	30 minutes
Reading	45 minutes	30 minutes

London Paddington	70 minutes	30 minutes
Melksham, Trowbridge and Westbury – TransWilts Line	10 minutes 20 minutes 30 minutes	120 minutes

Table 5.2: Summary of Train Services from Chippenham Railway Station

5.8.4 The Wessex Main Line can be accessed at Melksham providing access to Warminster, Salisbury and Southampton.

5.8.5 As such, it is considered that the services that call at Chippenham Railway Station provide the opportunity for travel by sustainable means to a number of destinations. This station is accessible from the site by sustainable modes, creating the opportunity for multi-modal travel and representing an alternative to the private car.

6 Management, Marketing and Consultation

6.1 Management

6.1.1 The Management of a Travel Plan involves promotion and consultation along with the general maintenance of paperwork and data. These duties are permanent and therefore regular updates of the Travel Plan document should form an integral part of the on-going running of the Travel Plan.

6.1.2 In light of this, a site-wide Travel Co-ordinator will be appointed to oversee the implementation and administration of this overarching Travel Plan and provide the overall co-ordination needed to ensure the Travel Plan's success from the construction period through to its implementation post occupation of the development. To assist this role, the management company for the residential development, will appoint a "Travel Plan Champion" responsible for the execution of the proposed measures.

6.1.3 The Site-Wide Travel Plan Co-ordinator (TPC) will need to be a "champion for the cause", demonstrating enthusiasm, negotiation skills and an ability to communicate effectively with people at all levels. The appointed TPC will be given sufficient time and resources to effectively undertake their duties and implement the Travel Plan. The responsibilities of the TPC are to:

- Lead the launch and delivery of the Travel Plan;
- Obtain and maintain commitment and support from employees, residents and visitors etc;
- Organise the necessary data collection exercises required to develop the Travel Plan;
- Establish a development database which will comprise the results of follow-up travel surveys;
- Act as a point of contact co-ordinating the activities of each individual organisations;
- Monitor the onsite travel demand and ensure that the needs of mobility impaired people are incorporated in the plan;
- Liaise with external organisations e.g. local authorities and transport operators etc; and
- Arrange the monitoring program for the Travel Plan, including target setting.

6.1.4 A Management Board, chaired by the Management Company of the site, is also proposed comprising representatives from the employees, residents and visitors and Wiltshire Council. An appropriate funding structure will be put in place to administer the process.

6.1.5 Nevertheless, the Travel Plan needs partnership for success. The Travel Plan Co-ordinator will establish partnerships with external resources and maintain links and lines of communication to keep up to date on the information, initiatives and new technology in sustainable travel. Their role is identified as follows:

- Travel Plan Co-ordinator – will be able to provide support, advice and guidance on sustainable transport options and initiatives in order to try to ensure Local Authority sustainable transport goals and objectives are met; and
- Public Transport Operator – to provide the latest information on the frequency, routing and fares.

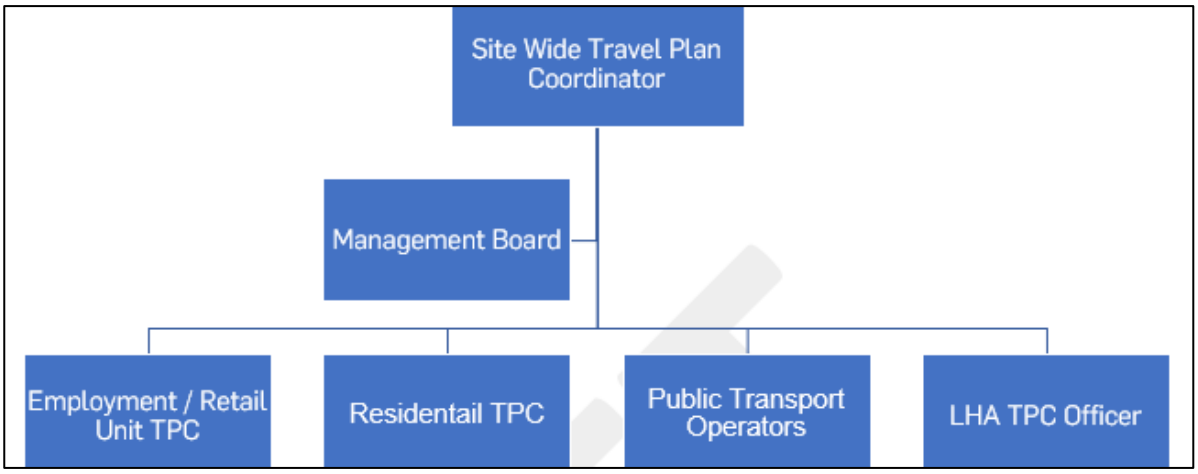


Figure 6.1: Travel Plan Administrative Structure

6.2 Marketing and Consultation

6.2.1 The prospective residents' travel behaviour can be heavily influenced by the benefits arising from a Travel Plan; therefore, it will be promoted as a positive addition by the developer's sales staff, who will be briefed on the sustainable aspects of the development.

6.2.2 During the sales process the benefits on offer will be outlined and any promotional discounts and giveaways aimed at promoting green travel highlighted. They will also explain the need for sustainable travel, describing the various travel options and local facilities.

7 Travel Plan Target

7.1.1 A Travel Plan is a dynamic process that evolves over time in accordance with the changing circumstances of a community and its environment. It is not a one-off process to be undertaken and finalised; rather it is the start of a continued management programme in which responsibility is taken for the consequences associated with day-to-day travel to the site.

7.1.2 To assess the effectiveness of these preliminary initiatives and mechanisms, a set of performance indicators in the form of measurable goals and milestone activities has been identified. These targets will be based on the SMART system, "**S**pecific; **M**easurable; **A**chievable; **R**ealistic; **T**ime-bound", and will be treated as a "starting point" from which the Travel Plan will evolve based upon information to be gathered through a site travel survey.

7.1.3 During the first year of the Travel Plan, the targets are relatively broad, and no measured values have been identified. This is to allow the Travel Plan Coordinator time to identify the issues and responses necessary to take the Travel Plan forward. There are four general actions for the Travel Plan to achieve in its first year of opening:

- Appointment of a Travel Plan Coordinator;
- Preparation of a Travel Plan Welcome Pack;
- Management of a Webpage/Travel Information Board; and
- Arrange and undertake the first Travel Survey.

7.1.4 The initial targets have been set for a 5-year period post build out to achieve:

- A reduction in solo vehicle usage;
- An increase in the number of journeys undertaken by sustainable modes;
- 75% awareness of the travel plan.

7.1.5 Further surveys will be undertaken bi-annually to evaluate the progress in implementing the Travel Plan and measure the achievement against the targets set out above. If the surveys indicate a poorer interim mode shift than anticipated the shortfalls will be identified and measures focused on correcting these problems.

7.1.6 In order to meet the aim of the Travel Plan and achieve the set targets, the introduction of a wide range of measures, initiatives and mechanisms is proposed onsite once the development is built and the travel demand is fully understood. The progress of the Travel Plan will be monitored through surveys and traffic counts. Details are included in Section 9 and 10 below.

8 Measures and Initiatives

8.1 Introduction

8.1.1 In formulating a Travel Plan it is necessary to remember that no single solution will provide an answer to the travel needs of all the future occupants. Each individual will have different needs and react differently to measures and initiatives. It is important that a wide range of measures are available so that employees, residents and visitors can choose a travel mode to suit their needs.

8.1.2 It is however, understood that the need to travel would heavily rely on the nature of the operation onsite. Therefore, the measures and initiatives proposed in the section below set out only an example of what could be introduced at the site. These might not be feasible and practical to suit all occupants demand and satisfy the requirements of employees and the business operations, and should be reviewed on each occupier's own merit. In view of this, it is recommended that a personalised workplace / resident's travel plan should be prepared and submitted to Wiltshire Council by the final occupier of each individual phase prior to occupation.

8.2 Improving Information and Awareness

8.2.1 The Travel Plan will be promoted at an early stage prior to the occupation of the development. This should assist in changing prospective employees, residents, and visitors' perceptions about the convenience and benefits of using the car when alternatives exist so that perceived barriers to non-car mode travel are overcome.

8.2.2 A ***Travel Information Webpage*** could be launched for the site. This would provide a central focus and one stop shop for prospective employees, residents, and occupiers to consult on their transport needs. The webpage could also provide information explaining the positives of sustainable travel which could include a description of the various travel facilities in and around the site. Details on the implementation and monitoring of the travel plan could also be uploaded to the Travel Webpage.

8.2.3 A ***Travel Plan Welcome Pack*** will be prepared at an early stage and introduced to the employees and residents as part of the site induction/welcome process. This could be developed in close consultation with Wiltshire Council to include appropriate Travel Plan Literature. This pack could:

- set out reasons to use sustainable transport, emphasising the health and environmental benefits;
- explain how individuals can travel sustainably, including methods of driving to reduce emissions;
- contain a list of web addresses for useful sites associated with public transport, cycling, walking and car sharing, as well as that to the site Main Webpage;
- useful walking and cycling advice, providing a map presenting the cycle and pedestrian links to local amenities;
- advertise any free or discounted passes and goods that are being used to promote bus and cycle use;
- A leaflet working out how much money you can save from not using your car; and
- Contact details of the Travel Co-ordinator.

8.2.4 A ***Dedicated Notice Board*** helps provide a focal point for information and dissemination. This could potentially be provided in an area generally accessible to employees, residents and visitors such as, public open space, and building's foyer or reception area. The notice board would display details of the plan and progress towards the targets. It could be used to publicise events such as "bike to work day" and "car free days" plus provide details of public transport and cycle way networks. It could include information on:

- The progress in implementing the Travel Plan;
- An Event Calendar listing National and Local Travel Events;
- The best walking and cycling routes in the area connecting with the site;
- Cycle shops in the area;
- Taxi Company Information
- Bus and ferry route information including timetables;
- Information on public transport season tickets and passes; and
- Information about the Travel Plan Community Meeting.

8.2.5 ***Personalised Travel Planning*** drop-in sessions could be organised onsite at a regular interval for both employees and residents offering face to face discussion with the Travel Plan Co-ordinators/ advisors to discuss each individual's travel needs and available travel choices.

8.3 Walking/Cycling

8.3.1 Considering the site accessibility by sustainable means of travel, it is felt that there is a great opportunity to boost the number of cyclist and pedestrian journeys. To maximise the proportion of the walking and cycling journeys, potential recommendations are proposed as follows:

- Facilitate good quality, safe and secure cycle parking storage within the buildings and public open space, as well as essential maintenance equipment such as bicycle pumps. The demand of cycle parking could be monitored and reviewed each year with additional facilities provided if increased demand is observed;
- Highlight the best walking and cycling routes in the area with maps and posters on the travel information webpage and the Notice Board;
- Arrange a "Cycle Clinic" at regular intervals in partnership with a local cycle retailer providing a free service for the residents, employees and customers arriving by bike;
- Emphasise the health and economic benefits of walking/cycling through distribution of suitable leaflets/campaigns;
- Organise schemes such as the Sustrans "Bike It" scheme providing opportunities for cyclists to meet informally discussing cycle related issues and exchanging their experiences on bicycle maintenance and repair;
- Set up promotional initiatives, such as Cycle/Walk to work Week; and
- Offer cycle proficiency training for both residents and employees.

8.4 Public Transport

8.4.1 With a view to promoting the use of public transport (i.e. over car-based journeys), the following initiatives could be introduced:

- Details of the public transport routes to the site could be displayed on the site website and the Travel Notice Board to provide residents and visitors with information on how to access the site by buses; and

- Travel newsletters could be circulated at regular intervals to inform of any changes on local bus and train services and keep passengers updated with the latest timetables, travel routes and fares.

8.5 Car Sharing

8.5.1 Car sharing is considered appropriate and practical for employees and residents who will share similar working patterns and thus travel time. Employees and residents will also be encouraged to register on a Nation-wide Car Share Database run by 'Liftshare' – https://liftshare.com. Detailed Information on how and why to join such scheme could be included as part of the Travel Plan Welcome Pack.

8.5.2 A Fuel for Thought leaflet could also be provided to all those that choose to drive, to raise awareness of the cost of fuel.

8.6 Residential Measures and Initiatives

8.6.1 In addition to the above general initiatives, the following could be made available to the future residents onsite:

- Include infrastructure for the charging of electric cars and bicycles;
- Promotion of online home shopping; and
- Upon effective occupation, the Site-Wide Travel Co-ordinator will investigate the need for 'travel to school' and liaise with Wiltshire Council on travel schemes that are available for local schools and the targets set for school travel.

8.7 Commercial Initiatives and Measures

8.7.1 Case Studies carried out by Department of Transport Plan on the impact of the workplace travel plans, as part of the research paper "Smarter Choice Document – Changing the way we travel" published in 2005, indicates that an average 18% reduction in private car use can be delivered through an effective Travel Plan. In light of this, potential tailored initiatives and mechanisms are also proposed that could specifically meet the requirements of retail and business operation onsite. These could include:

- Shower, lockers and changing facilities for staff who wish to walk or cycle to work;
- Designate parking spaces for staff that car share and provide a "Guaranteed Ride Home" policy to all users who will have a ride home in the event of an unforeseen problem arising e.g. picking a sick child up from school;
- Include infrastructure for the charging of electric cars;
- Negotiate with local cycle retailers to provide discounts on bicycles, cycle equipment and servicing to employees onsite;
- Investigate the feasibility of setting up a "Government Cycle to Work" scheme that provides employees who do not own a bike the opportunity to cycle. The scheme allows employers to loan cycle and cycle equipment to their staff as a tax-free benefit and which in return employer benefits from a healthier workforce;
- Promote smarter working practices where is practical to reduce the need of travel by introducing telephone/ video conferencing, flexitime arrangement and home working;
- Negotiate with the local bus operator and Wiltshire Council to provide a discount on seasonal bus tickets; and
- Synchronise the delivery and services schedule and reduce the impact of Heavy Goods vehicles.

9 Action Plan

9.1.1 In order to assess the progress of the Travel Plan once implemented, a time-bound Action Plan has been produced with detailed information on the responsibility, programme and anticipated performance of each of the proposed measures.

Measures	Timescale	Responsibility
Introduction of appropriate site-specific infrastructure such as covered cycle spaces / electric vehicle charging points	Prior to occupation	Developer
Appoint a Site Wide Travel Plan Co-ordinator	Prior to occupation	Developer
Introduce awareness raising measures such as travel plan welcome pack, travel notice board, travel website.	Prior to occupation	Developer/TPC
Measures to promote sustainable travel such as those detailed in Section 8;	Within the first year of opening and thereafter ongoing	TPC
Measures to promote Car Sharing such as those detailed in Section 8;	Within the first year of opening and thereafter ongoing	TPC
Undertake initial Travel Surveys	When a critical mass of 50% occupation is achieved	TPC
Follow on Travel Surveys	Bi-annualy 12 months after full 50% occupation is achieved	TPC
Complete review(s) of the Travel Plan	2 months after completion of the annual travel survey	TPC

Table 9.1 Travel Plan Action Plan

10 Monitoring

10.1 Preamble

10.1.1 Travel Planning evolves over time in accordance with the changing circumstances of a community and its environment. A robust monitoring strategy is central to ensure the delivery of such document and gauge the effectiveness of the proposed measures.

10.2 Monitoring Process

10.2.1 A basic annual monitoring and review programme will be introduced at the site with the first survey being carried out when a critical mass of 50% is achieved. The monitoring survey detailed below will be conducted to assess whether targets are being met and the effectiveness of the implemented measures. This review will involve updating the Travel Plan document to consider changes to transport availability, changes in travel patterns, changes in staff numbers and revisions to targets and measures.

10.3 Travel Surveys

10.3.1 The monitoring will be undertaken in-house by the TPC and an approved travel questionnaire will be issued to both residents and employees to reveal their travel habits and share their view on the implementation of the Site Framework Travel Plan. All questionnaire surveys will be required to achieve a minimum 25% response rate to secure a suitable confidence in the results, otherwise the survey will be repeated to seek further response. To maximise the response rate and encourage the participation amongst employees and residents, incentives such as raffle prizes could be introduced.

10.4 Reporting

10.4.1 Upon the completion of the follow–up surveys, the TPC will compile an annual Monitoring Report (within 2 months of the travel survey) to outline the outturn results of the travel surveys and any on-going monitoring of measure uptake;

- to assess the progress of the travel plan;
- to gauge the efficiency of the proposed measures and initiatives;
- to examine the level of commitment and support received; and
- to identify the aspects of the Travel Plan that are not being adhered to.

10.4.2 The monitoring report will then be issued to the Travel Plan Officer and retained for records. A summary of the findings and how new or revised measures have been conducted will be made available to all residents and employees, both on the Webpage and through appropriate correspondence, perhaps as part of a site newsletter if one is produced.

Appendix A: Illustrative Masterplan



- Site Boundary (29.97ha)
- Other Land in the Applicants Control
- Proposed Vehicular, Cycle and Pedestrian Access
- Proposed Emergency Vehicle, Pedestrian and Cycle Access
- Pedestrian/Cycle Access
- Existing Vegetation
- Proposed Tree Planting
- Proposed Scrub Planting
- Meadow Planting
- Amenity Green Space
- Mown Path/Nature Trail
- Footpath
- Sustainable Drainage Feature
- Play Provision
- Primary Street
- Secondary Street
- Shared Surface/Private Drive
- Public Square
- Allotment
- Orchard

client
Hallam Land Management

project title
Land East of Showell Farm, Chippenham

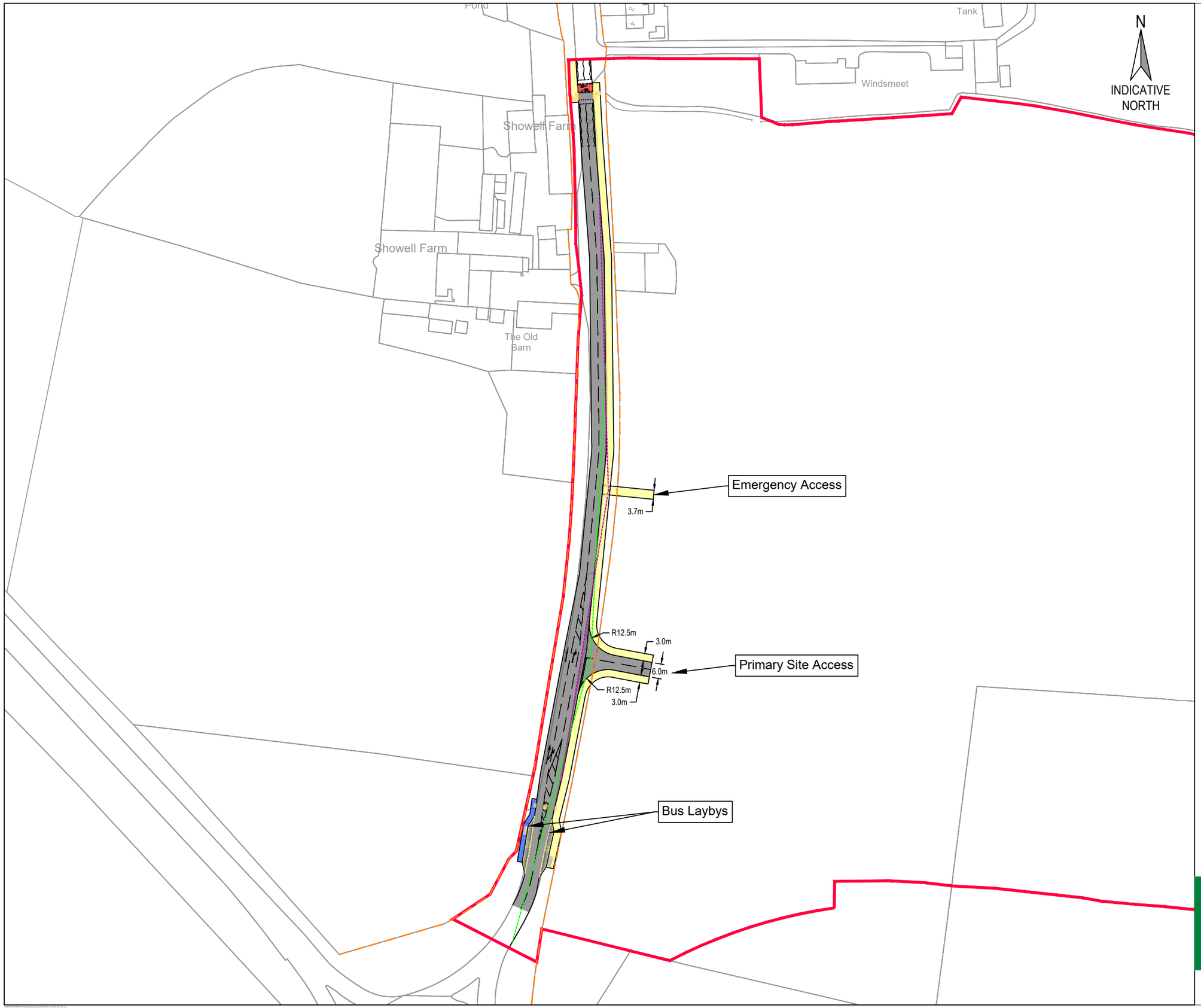
drawing title
Illustrative Site Layout

date	**17 APRIL 2026**	drawn by	**NBo**
drawing number	**edp2272_d066**	checked	**PWi**
scale	**1:2,500 @ A2**	QA	**OSh**

the environmental dimension partnership
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Appendix B: Site Access Design



LEGEND

- Site Boundary
- 2.4m x 120m Visibility Splays (Emergency Access)
- 2.4m x 120m Visibility Splays (Primary Access)
- Highway Boundary
- Carriageway
- Proposed Shared Pedestrian and Cyclist Path
- Proposed Pedestrian Path

Rev	Date	Description	By	Apvd
P5	14.05.26	Amendments	BT	AW
P4	14.05.26	Amendments	BT	AW
P3	12.05.26	Amendments	BT	AW
P2	21.04.26	Amendments	BT	AW
P1	08.04.25	Preliminary issue	DL	AW

PROJECT:
CHIPPENHAM

TITLE:
SITE ACCESS

CLIENT:
HALLAM LAND MANAGEMENT

SCALE@A3:
1:1500

PROJECT REF:
B14133

STATUS:
N/A

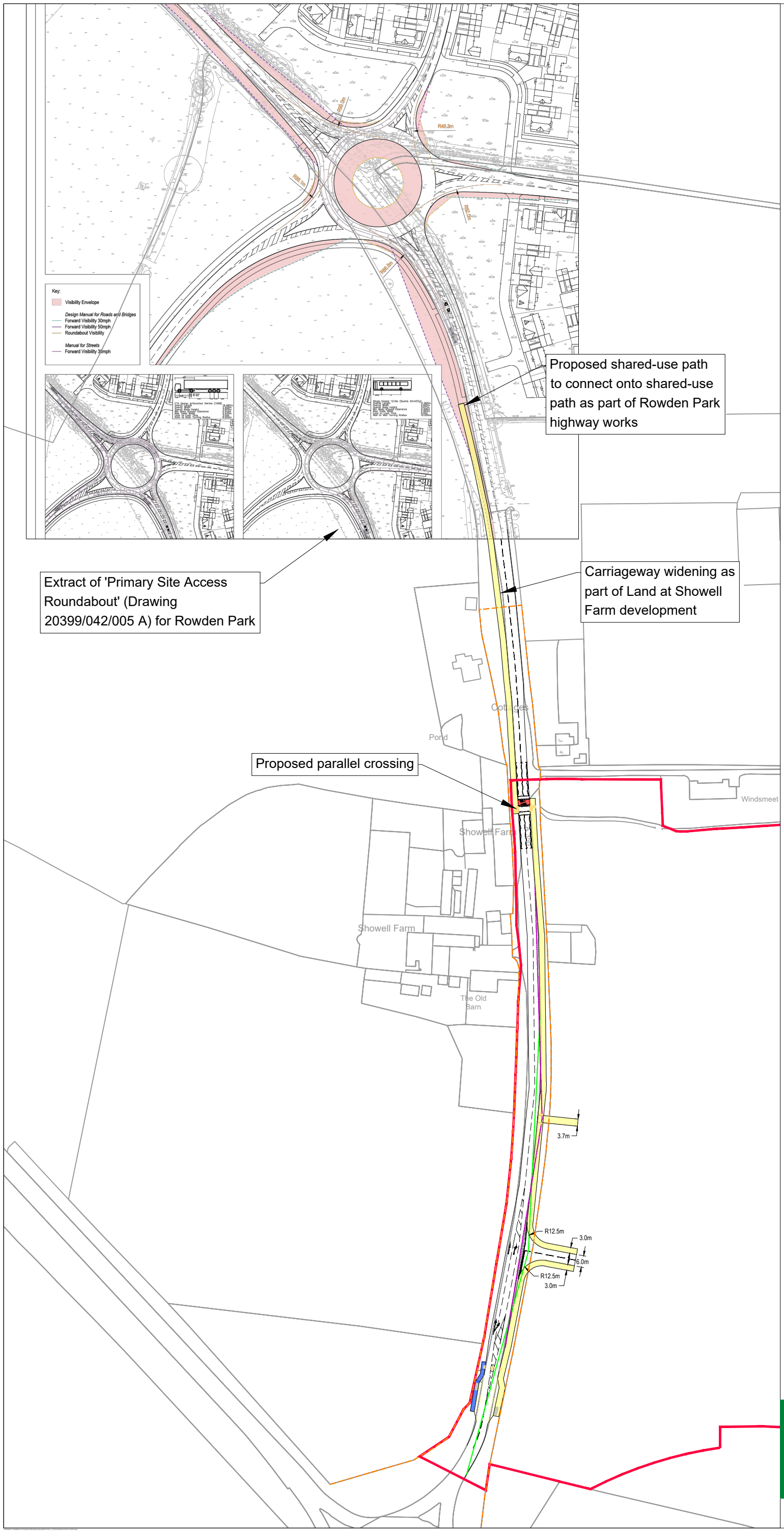
DRAWING No:
018

REV:
P5

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

RIDGE

Appendix C: Off-Site Active Travel Preliminary Design



LEGEND

- Site Boundary
- 2.4m x 120m Visibility Splays
- 2.4m x 120m Visibility Splays (Emergency Access)
- Highway Boundary
- Proposed Shared Pedestrian and Cyclist Path

N

INDICATIVE NORTH

Rev	Date	Description	By	Apvd
P4	15.05.26	Amendments	BT	AW
P3	12.05.26	Amendments	BT	AW
P2	26.03.26	Amendments	BT	AW
P1	30.01.24	Preliminary issue	BT	AW

PROJECT:
CHIPPENHAM

TITLE:
EXTENT OF PROPOSED SHARED-USE PATH

CLIENT:
HALLAM LAND MANAGEMENT

SCALE@A3:
1:2000

PROJECT REF:
B14133

STATUS:
N/A

DRAWING No:
016

REV:
P4

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction

RIDGE

Appendix D: Chippenham Cycle Map

Base map data © OpenStreetMap contributors. Additional data by Wiltshire Council
© Crown copyright and database rights 2013 Ordnance Survey 100049050
Cartography by Steer Davies Gleave August 2013

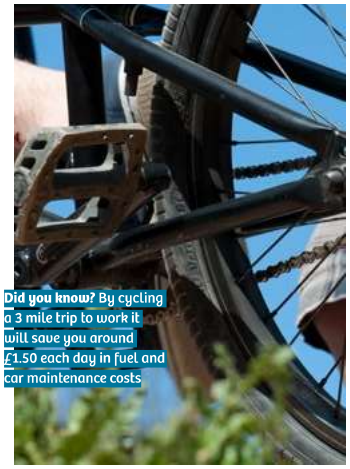
Scale 1:10,000

0	400	800	1,200 Metres
0	5	10	15 minutes walk
0	1.5	3	4.5 minutes cycle



Why cycle?

Connecting Wiltshire is trying to encourage more people to cycle, whether it be to work, school, shopping or just for leisure. Not only can it improve your health and fitness, help the environment and beat congestion, but it can also save you money.



Cycling is a great way to introduce some exercise into your daily routine. It can also help reduce stress and is a great way to clear your head at the end of the day.

Code of conduct for shared use paths

When you are cycling, please:

- Give way to walkers and wheelchair users and leave them plenty of room.
- Take care around horse riders especially when approaching from behind.
- Be prepared to slow down or stop.
- Don't cycle at excessive speed.
- Be careful at junctions, bends, entrances or any other places where people could appear without warning.
- Don't assume that everyone can see or hear you.
- Use your bell or call out. Don't surprise people. Acknowledge those who give way to you.
- Keep to your side of any dividing line.
- Use lights when it gets dark or in dull weather. Carry a spare set of lights or batteries with you.

When you are walking, please:

- Listen for bells. Bells are not an order for you to get out of the way. They are to make you aware that cyclists are looking for a safe opportunity to pass.
- Allow cyclists to pass when it's safe. Remember cyclists need time to brake and stop.
- Keep your dog under control.
- Keep to your side of any dividing line. Please be tolerant where space is limited.

Keep your bike safe

- Buy a good lock and make sure you always lock the frame of the bike to the parking stand.
- Take removable lights with you.
- A good rule of thumb is that your lock should cost around 10% of the value of your bike, or to look out for 'Sold Secure' ratings.
- You can insure your bike on your home insurance policy or buy specialist cycle cover.
- Make sure you record your cycle frame number which will help you recover it if it's stolen.

Bike Maintenance

There are many friendly bike shops in Wiltshire who can help you keep your bike running smoothly.

Learning some basic bike maintenance is useful for keeping your bike in good condition:

Every time you use your bike
- Check the air pressure in your tyres and pump up if needed.
- Make sure your brakes are working

Weekly (for frequent cyclists)
- Oil your chain

Less frequently
- Oil any moving parts of the bike. Take care not to get oil on your brake pads or wheel rims.
- Check your brake pads for wear. They should contact squarely with the wheel rim not the tyre.
- Check the frame for damage and make sure any bolts are securely tightened.

It is worth making sure you carry some basic equipment with you on any rides such as repair patches, tyre levers and a pump and valve.

Leisure routes

Several of Sustrans' National Cycle Network (NCN) routes pass through Wiltshire:

NCN 4 is a long distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St. Davids.

NCN 24 will run from Bath through Radstock and Frome in Somerset, then Warminster and Salisbury to join with NCN 23 at Eastleigh in Hampshire

NCN 45 will connect Salisbury in Wiltshire with Chester in Cheshire, via Swindon, Cirencester, Gloucester, Worcester and Whitchurch

There are also many local routes. The Wiltshire Cycleway is a circular route passing through many of Wiltshire's towns.

Look for the blue route signs or visit **www.connectingwiltshire.co.uk**



Time/Distance/Calorie Counter

The times and distances to the right are based on following the recommended cycle routes where possible and with a cycling speed of 10mph (this is an unhurried speed on the flat). If you cycle quicker, your journey time can be even shorter and you can burn more calories.

For time, distance, calorie information and gradient profiles for other cycle journeys, use our journey planner at **www.connectingwiltshire.co.uk**

	Town centre / Tourist Information	Rail station / Wiltshire College	Wiltshire Council Office (Monkton Park) / Olympiad Leisure Centre	Bus station / Library	Swindon & Wiltshire History Centre	Methuen Park	Bumpers Farm	Langley Park	Hardenhuish School / Sheldon School	Abbeyfield School
Town centre / Tourist Information										
Rail station / Wiltshire College	3 mins 0.50 miles 14 Cals									
Wiltshire Council Office (Monkton Park) / Olympiad Leisure Centre	3 mins 0.50 miles 14 Cals	<1.5 mins <0.25 miles <7 Cals								
Bus station / Library	1.5 mins 0.25 miles 7 Cals	4.5 mins 0.75 miles 21 Cals	3 mins 0.50 miles 14 Cals							
Swindon & Wiltshire History Centre	4.5 mins 0.75 miles 21 Cals	1.5 mins 0.25 miles 7 Cals	1.5 mins 0.25 miles 7 Cals	6 mins 1.0 miles 28 Cals						
Methuen Park	13.5 mins 2.25 miles 63 Cals	13.5 mins 2.25 miles 63 Cals	15 mins 2.5 miles 70 Cals	15 mins 2.5 miles 70 Cals	18 mins 3.0 miles 84 Cals					
Bumpers Farm	10.5 mins 1.75 miles 49 Cals	10.5 mins 1.75 miles 49 Cals	12 mins 2.0 miles 56 Cals	12 mins 2.0 miles 56 Cals	15 mins 2.5 miles 70 Cals	10.5 mins 1.75 miles 49 Cals				
Langley Park	7.5 mins 1.25 miles 35 Cals	7.5 mins 1.25 miles 35 Cals	9 mins 1.50 miles 42 Cals	10.5 mins 1.75 miles 49 Cals	10.5 mins 1.75 miles 49 Cals	16.5 mins 2.75 miles 77 Cals	12 mins 2.0 miles 56 Cals			
Hardenhuish School / Sheldon School	7.5 mins 1.25 miles 35 Cals	9 mins 1.50 miles 42 Cals	9 mins 1.50 miles 42 Cals	9 mins 1.50 miles 42 Cals	7.5 mins 1.25 miles 35 Cals	10.5 mins 1.75 miles 49 Cals	6 mins 1.0 miles 28 Cals	10.5 mins 1.75 miles 49 Cals		
Abbeyfield School	9 mins 1.50 miles 42 Cals	10.5 mins 1.75 miles 49 Cals	9 mins 1.50 miles 42 Cals	9 mins 1.50 miles 42 Cals	10.5 mins 1.75 miles 49 Cals	19.5 mins 3.25 miles 91 Cals	19.5 mins 3.25 miles 91 Cals	15 mins 2.5 miles 70 Cals	18 mins 3.0 miles 84 Cals	





Travel made simple

Connecting Wiltshire

Cycle map

Chippenham

Why not try walking?

Walking is a great alternative to many forms of motorised transport. It is a terrific way to explore Wiltshire's many urban centres and take in the sights and sounds on foot. It can leave you feeling refreshed and energised before starting work and it also offers you valuable time to relax and unwind after a hard day in the office.

There are other benefits associated with walking; some of these might encourage you to start walking:

- Guaranteed arrival time
- No parking problems
- Time for you to relax and unwind
- Reduces congestion, good for the environment and your local area
- It is free

How can I make walking more fun?

- Find someone to walk with so you can chat as you walk
- Use an MP3 player so you can listen to your favourite music or podcasts as you go
- Use a pedometer to measure your average daily steps then steadily try to increase the amount

How can I fit walking into my day?

Walking is a great way of taking more exercise each day without having to greatly alter your daily routine. Have you considered….

- Walking to the shops
- Taking a regular walk with a friend
- Leaving the car behind for short journeys
- Walking the kids to school
- Getting off the bus a stop early and walking the rest of the journey
- Using the stairs instead of the lift
- Going for a stroll with family or friends after dinner

Do you only live a couple of miles from work?

Not sure how far it really is? Why not visit **www.connectingwiltshire.co.uk** to help plan your route, provide a journey time and distance and tell you how many calories you can burn on the way.



Plan your journey and find information for all travel into and around Wiltshire at **www.connectingwiltshire.co.uk.** You can look up leisure cycling routes, find local cycling groups and cycle training, report problems on the roads, or find out about taking your bike on trains.

www.connectingwiltshire.co.uk
connectingwiltshire@wiltshire.gov.uk

www.connectingwiltshire.co.uk

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Wiltshire Council

This leaflet has been produced by Steer Davies Gleave on behalf of Wiltshire Council.

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