

Land South of Pavenhill, Purton, Wilts. SN5 4DQ Proposed Residential Development

Travel Plan

Client: Lovell

16th June 2026

Badingham Limited

Transport Planning | Road Safety | Highways

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CONTENTS

		<u>Page No</u>
TEXT		
SECTION 1	INTRODUCTION	1
SECTION 2	POLICY REVIEW	5
SECTION 3	SITE ASSESSMENT	16
SECTION 4	PROPOSED DEVELOPMENT	26
SECTION 5	OBJECTIVES, TARGETS, AND INDICATORS	31
SECTION 6	TRAVEL PLAN STRATEGY	37
SECTION 7	PACKAGE OF MEASURES	42
SECTION 8	IMPLEMENTATION AND MANAGEMENT	51
SECTION 9	MONITORING AND REVIEW	56
SECTION 10	SUMMARY	59

FIGURES

Figure 1	Location Plan
Figure 2	Aerial Photo

APPENDICES

Appendix 1	Site Layout
Appendix 2	Pedestrian & Cycle Isochrones
Appendix 3	PROW Extract
Appendix 4	Bus & Rail Information
Appendix 5	Car Parking Layout
Appendix 6	Example Residents' Travel Survey
Appendix 7	Travel Information Pack (TIP)
Appendix 8	Swept Path Assessment

SECTION 1: INTRODUCTION

General

- 1.1 This Travel Plan (TP) has been prepared on behalf of Lovell and relates to a residential development to the south of the Pavenhill highway, Purton, Wilts. The local planning authority (LPA) and local highway authority (LHA) is Wiltshire Council (WC). Contact details for the person acting as Travel Plan Coordinator (TPC) are provided below:

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Development Proposals

- 1.2 The development proposals seek to deliver up to 60 residential dwellings including 40% affordable housing together with associated parking and access as shown on Site Layout Drawing contained in Appendix 1.
- 1.3 Access to the site is currently provided along the northern boundary in the form of a gated field access onto the Pavenhill highway. Refer to Figure 1 Site Location Plan and Figures 2 Aerial Photo. Vehicular access will be provided in the form of a simple priority junction with the Pavenhill highway in the north of the site together with a shared pedestrian/cyclist/emergency access to Ringsbury Close.

Planning Context

- 1.4 Outline planning permission (App. Ref: PL/2022/00395) was granted at Appeal (Ref: APP/Y3940/W/24/3349801 on 5th March 2025 for the erection of up to 60 dwellings including affordable homes with access from Pavenhill and shared footpath/cycleway and emergency access from Ringsbury Close, open space, sustainable drainage system and associated landscaping and infrastructure. Badingham Limited prepared the Transport Statement submitted in support of the original planning application, that included a Framework Travel Plan upon which this Travel Plan is based.

- 1.5 Condition 11 of the Appeal Decision require the submission of a Travel Plan as part of the Reserved Matters planning application:

Condition 11

No development shall commence on site until a Residential Travel Plan has been submitted to and approved in writing by the local planning authority. No part of the development shall be occupied prior to the implementation of the Travel Plan.

Purpose of Travel Plan

- 1.6 This TP has been prepared further to the Transport Statement (TS) and Framework Travel Plan, prepared by Badingham in support of the planning application that outlined the travel planning strategy for the residential development across the site. It includes a summary of pedestrian, cycle routes including routes to access public transport serving the site. The primary objective of the Travel Plan is to incentivise and encourage residents, as far as possible, to pursue sustainable travel choices and capitalise upon the site's connectivity surrounding amenities and transport infrastructure.
- 1.7 This Travel Plan is a 'living' document to be reviewed and updated on an annual basis once the scheme is operational following first occupation. It should be acknowledged that Travel Plans prepared in advance of the occupation of the site can only offer an overall strategy for the adoption of sustainable transport measures. Once a site reaches a sufficient level of occupancy, then there is an opportunity to further develop the TP to reflect the specific needs and trends of the residents of the development.

1.8 The approach and measures set out in this TP will accord with national and local objectives and seek to:

- Reduce the impact of traffic on surrounding roads and local communities;
- Promote equal opportunities to residents by offering wider travel choices;
- Improve personal and wider community health;
- Reduce air and noise pollution; and
- Accord with national, regional, and local Government objectives.

Scope of Travel Plan

1.9 This report sets out the objectives of the TP and describes a package of measures to promote and provide for the use of sustainable modes as an alternative to single occupancy car use. A strategy for implementation, target setting, and monitoring is also discussed. The plan is divided into nine further sections:

- **Section 2 – Policy and Guidance** – Details national and local transport planning policies in the context of the site and travel planning;
- **Section 3 – Existing Situation** – Describes the existing transport conditions prevailing at the site and the surrounding area;
- **Section 4 – Proposed Development** – Outlines the development proposals and the future condition for the development, including trip generation and pedestrian and cycle access;
- **Section 5 – Objectives, Targets, and Indicators** – Sets out the objectives for the site and provides a framework for setting realistic and measurable targets;
- **Section 6 – Travel Plan Strategy** – Sets out the strategy for the travel plan including who will implement the plan and the consultation and engagement strategies which will be used;
- **Section 7 – Package of Measures** – Sets out the sustainable travel improvements included in the development proposals and potential strategies and measures for the travel plan;
- **Section 8 – Implementation and Management** – Provides information on the implementation and management, and provides an example Action Plan for the travel plan with regard to proposed measures and initiatives for the site;

- **Section 9 – Monitoring and Review** – Provides information on the monitoring and review of the TP including a timetable; and
- **Section 10 – Summary** – Provides a summary of the key aims, objectives and measures outlined within this travel plan.

SECTION 2: POLICY REVIEW

Introduction

- 2.1 This section of the Travel Plan reviews the current and emerging transport planning policies and design guidance at national and local government levels and summarises how the proposed development should comply.

National Policy and Design Guidance

National Planning Policy Framework (December 2024)

- 2.2 Revised in December 2024 (and later in 2025 for minor corrections), the National Planning Policy Framework (NPPF) sets out a number of transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel.
- 2.3 At the heart of the NPPF is a presumption in favour of sustainable development. It notes in paragraph 117(a) those developments should;
- *'Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.'*
- 2.4 The NPPF states all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport assessment so that likely impacts of the proposal can be assessed.
- 2.5 Paragraph 115 - In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;

- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the national Design Guide and the National Model Design Code, and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.6 The NPPF states in paragraph 116 that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 116 - Within this context, applications for development should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs for people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

2.7 Paragraph 111 states that planning policies should:

- Support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education, and other activities;

- Be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- Provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans); and
- Provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion, and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements.

2.8 The NPPF states that local authorities should consider the accessibility of a development alongside the type, mix, and use of the development as well as looking at local car ownership and the need to ensure an adequate provision of spaces for charging plug-in and other ultralow emission vehicles when determining planning applications.

2.9 The NPPF requires the need for a Travel Plan, Transport Statement or Transport Assessment should a development generate 'significant' amounts of movement, so that the likely impacts can be assessed. The NPPF therefore supports development where transport impacts are not severe and where sustainable travel choices are available or can be promoted.

Decarbonising Transport: A Better, Greener Britain 2021

- 2.10 The document *Decarbonising Transport: A Better, Greener Britain* published by the Department for Transport responds to *Decarbonising Transport: Setting the Challenge*, and includes some important priorities:
- Accelerating modal shift to public transport and active transport
 - Decarbonising road transport
 - Decarbonising how we get our goods
 - UK as a hub for green transport technology and innovation
 - Place-based solutions to emissions reductions
 - Reducing carbon in a global economy
- 2.11 The aim of this national policy is to achieve net zero emissions across all transport modes of transport by 2050.
- 2.12 The Travel Plan will assist and encourage people to shift to public transport and active transport and switch to sustainable modes.

Planning Practice Guidance (PPG) – Travel Plans, Transport Assessments and Statements (March 2014)

- 2.13 This guidance was updated in March 2014 and sets out the positive contributions that Transport Assessments / Statements and Travel Plans have. It also states that these documents should be proportionate to the size and scope, be tailored to particular local circumstances and be established at the earliest practicable stage of a development proposal through collaborative ongoing working between Local Planning Authorities, developers, relevant transport authorities and neighbourhood planning organisations.

2.14 In relation to Transport Assessments / Statements it states they should consider:

- 'the existing public transport provision, including provision / frequency of services and proposed public transport changes;
- a qualitative and quantitative description of the travel characteristics of the proposed development;
- an assessment of trips from all directly relevant committed development in the area;
- measures to improve the accessibility of the location;
- a description of parking facilities in the area and the parking strategy of the development;
- ways of encouraging environmental sustainability by reducing the need to travel; and
- measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.'

Local Policy

Wiltshire Local Transport Plan (LTP3) 2011-2026

2.15 Wiltshire Council's third Local Transport Plan (LTP3) was published in March 2011 and sets out the Council's objectives, strategies and implementation plans for transport within Wiltshire to work towards a sustainable transport system that aids economic growth across communities, allowing people to safely access essential services whilst being sensitive to the built and natural environment, and reducing carbon emissions.

2.16 The LTP outlines the Council's approaches to the five national transport goals:

- Support economic growth;
- Reduce carbon emissions;
- Contribute to better safety, security, and health;
- Improve quality of life and a healthy natural environment; and
- Promote equality of opportunity.

2.17 The strategic objectives associated with reaching these goals include, but are not limited to:

- SO2: To provide, support and/or promote a choice of sustainable transport alternatives including walking, cycling, buses and rail;
- SO4: To minimise traffic delays and disruption and improve journey time reliability on key routes;
- SO5: To improve sustainable access to a full range of opportunities particularly for those people without access to a car;
- SO8: To improve safety for all road users and to reduce the number of casualties on Wiltshire's roads;
- SO11: To reduce the level of air pollutant and climate change emissions from transport;
- SO12: To support planned growth in Wiltshire and ensure that new developments adequately provide for their sustainable transport requirements and mitigate their traffic impacts;
- SO13: To reduce the need to travel, particularly by private car;
- SO14: To promote travel modes that are beneficial to health;
- SO15: To reduce barriers to transport and access for people with disabilities and mobility impairment; and
- SO17: To improve sustainable access to Wiltshire's countryside and provide a more useable public rights of way network.

2.18 In order to achieve these objectives, the Council aims to:

- Ensure there is a 'whole authority' approach on transport and access issues;
- Work in partnership with other service providers, and the community and voluntary sectors;
- Encourage and support local communities to deal with their transport challenges; and
- Make transparent decisions and consult appropriately with stakeholders, partners, and the public.

- 2.19 Relating to active travel, the LTP states that the “Council will prioritise walking and cycling network improvements on key links in the market towns where the potential for walking and cycling is higher and where they can be combined with supporting measures.” The LTP also aims to make journeys taken by foot more enjoyable, encourage the uptake of walking, provide young people with the opportunities and confidence to independently walk and improve awareness and knowledge of the public realm and street scenes in their local area.
- 2.20 The LTP focuses on reducing the need to travel and working towards a modal shift away from private car use. Strategic transport investment priorities are highlighted; showing that buses, the walking network, car parking management and sustainable transport packages are among the highest priority, the cycle network and parking, passenger rail, rights of way, travel plans and smarter travel choices fall within the medium priority category and urban traffic control and road/user hierarchy are amongst the options of low investment priority.

Wiltshire Core Strategy

- 2.21 The Wiltshire Core Strategy was adopted in January 2015 and provides an overarching planning policy framework for Wiltshire up to 2026. The vision of the Core Strategy is to “create stronger, more resilient communities” through:
- Providing for the most sustainable pattern of development that minimises the need to travel and maximises the potential to use sustainable transport;
 - Creating the right environment to deliver economic growth;
 - Managing development to ensure that jobs and the right infrastructure are delivered at the right time to ensure that out commuting, in particular to areas outside of Wiltshire, is not increased and development does not have a detrimental impact on infrastructure;
 - Working towards lowering Wiltshire’s carbon footprint;
 - Protecting and planning for the enhancement of the natural, historic, and built environments;
 - Providing high-quality, well-designed development; and

- Providing the framework to deliver appropriate community-led planning policy documents.

2.22 Strategic Objective 6 aims to ensure that adequate infrastructure is in place to support our communities. Key outcomes of this objective include:

- Providing essential infrastructure (including transport) within all new development;
- Protecting existing infrastructure services, providing new infrastructure with no detrimental impact on the environment;
- Progressing towards reducing greenhouse gas emissions from transport;
- Providing a range of viable and efficient transport alternatives to reduce reliance on private car use;
- Reducing traffic delays and disruption and improving journey time reliability on key routes;
- Optimising existing transport infrastructure through effective design, management, and maintenance;
- Improving safety for all road users;
- Removing barriers to transport and access for people with disabilities and mobility impairment; and
- Safeguarding and improving strategic transport corridors in a sustainable way.

2.23 A number of Core Policies are outlined within the document that determine how the principles of the spatial strategy will be applied within Wiltshire.

2.24 **Core Policy 2: Delivery Strategy** identifies that, as a minimum, 42,000 homes and 178ha of new employment land shall be provided across Wiltshire between 2006 and 2026.

2.25 **Core Policy 3: Infrastructure Requirements** states that “all new development will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal”

- 2.26 A number of core policies relating to transport are included within the Core Strategy that have been informed by detailed topic papers on transport. These policies are described below.
- 2.27 **Core Policy 19: Spatial Strategy - Royal Wootton Bassett and Cricklade Community Area** includes the large village of Purton and requires that development should be in accordance with the Settlement Strategy set out in Core Policy 1.
- 2.28 **Core Policy 60: Sustainable Transport** highlights that “the Council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.” This is planned to be achieved through planning developments in accessible locations, promoting sustainable transport alternatives to the private car, maintaining, and improving the local transport network, promoting appropriate demand measurement measures, and assessing and mitigating impacts of developments on transport users, local communities, and the environment.
- 2.29 **Core Policy 61: Transport and New Development** states that “new development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives.” The policy also mentions that transport assessments are required and they must be able to demonstrate the consideration for the needs of all transport users has been given in relation to the following hierarchy:
- Visually impaired and other disabled people;
 - Pedestrians;
 - Cyclists;
 - Public transport;
 - Goods vehicles;
 - Powered two-wheelers; and
 - Private cars.

- 2.30 CP61 goes on to state that safe access to the highway must be achievable from the development proposals and that loading/unloading facilities are required for the normal functioning development that are safe and “fit for purpose”. Furthermore, “where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.”
- 2.31 **Core Policy 62: Development Impacts on the Transport Network** states that “developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both construction and operational stages” and that “proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated.”
- 2.32 **Core Policy 64: Demand Management** confirms that car parking for residential development will be based upon minimum parking standards including unallocated communal parking will be included within the majority of new residential development. Appropriate smarter choices measures (e.g., travel plans, personalised travel planning, car sharing and information and marketing campaigns) will be developed to influence people’s travel behaviour towards more sustainable travel options.

Summary

- 2.33 This Section provides a summary of the relevant national, regional, and local policies and shows that the key policies with which the proposed development should comply are:
- Proposed developments should be highly accessible by public transport, walking and cycling, and the use of these forms of transport by residents and visitors to travel to the site should be encouraged;
 - The proposals should not cause residual cumulative impacts that are severe in terms of road safety or operation, or cause unacceptable environmental intrusion; and

- The scheme should be designed to provide improved accessibility for pedestrians and cyclists where practical.

Policy Compliance

- 2.34 Given the level of accessibility the site has to public transport, walking and cycling, the development is considered highly sustainable in transport terms.
- 2.34 Taken together, policy requires that any potential development site has safe and suitable access to the site for all people together with wide range of transport choices. The development complies with the objectives set out in national and local policy guidance by being located within easy walking distance of a neighbourhood centre offering a range of shops and services, school and adjacent to good public bus routes.

SECTION 3: SITE ASSESSMENT

Introduction

- 3.1 This section of the TP describes the current (pre-survey) baseline transport conditions at the site and in the surrounding area, including site location, existing junctions, local highway network and sustainable modes of transport available.

Site Location

- 3.2 The site is located approximately 1.5km west of the centre of Purton. The site currently extends to some 5.19ha of greenfield land, which is presently in agricultural use. The site is bordered to the north by the Pavenhill highway and to the east by the rear of properties fronting Ringsbury Close. To the south and west is open farmland punctuated by areas of hedgerows and trees. Refer to Figure 1 Site Location Plan & Figure 2 Aerial Photo.

- 3.3 Access to the site is currently provided along the northern boundary in the form of a gated field access onto the Pavenhill highway, together with a corridor link from Ringsbury Close to the east.

Walking

- 3.4 The development is situated within an existing residential neighbourhood and within an established network of streets, footways and footpaths, all with street lighting and providing access to surrounding amenities. To enable an assessment of the viability of walking between the site and key destinations in the local area it is appropriate to establish the maximum walking distance that people are generally prepared to walk and the destinations that exist within these distances.
- 3.5 The IHT's guidance, *Guidelines for Providing for Journeys on Foot (2000)* states that in paragraph 3.32 and Table 2 that preferred maximum walking distances to facilities and local services is circa two kilometres. The distances for various land uses, are summarised in Table 1.

Table 1: Suggested Acceptable Walking Distances

Destination	Town Centres	Commuting / Schools	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred	800m	2,000m	1,200m

3.6 Pedestrian and cycle isochrones, demonstrating the range of amenities, facilities and public transport connections that can be reached within a 30-minute walk and 30-minute cycle of the site have been included within Appendix 2 (shown at 15-minute intervals).

3.7 The site is conveniently situated adjacent to an established residential area with a range of amenities nearby. Distances from the notional centre of the development to the various amenities and facilities provided in the village and nearby are shown below:

▪ Primary School	1.78km
▪ Village Hall	1.78km
▪ Surgery	0.97km
▪ One Stop	800m
▪ Hair Salon	650m
▪ Day Nursery	1.6km
▪ Allotments	480m
▪ Recreation Ground	1.6km
▪ Secondary School & 6 th Form	1.6km
▪ Pre-School	1.6km
▪ Post Office	1.78km
▪ The Royal George Pub	480m
▪ Sunny's Pizza	800km
▪ Leisure Centre	6.1km
▪ Co-Op	1.78km
▪ Takeaways / Café	800m
▪ Pharmacy	1.12km

- Cycle Shop 1.78km
- Dentist 1.78m

3.8 Consideration is given to key destination uses such as retail, education, health, and employment. A summary of the distances and approximate walking and cycling times (calculated from Google Maps) to principal amenities is shown below in Table 2:

Table 2: Summary of Distances and Travel Times to Principal Amenities.

Category	Name	Distance	Walking Time (Min.)	Cycling Time (Min.)
Primary School	St Mary's Primary School	1.78kmm	23	5
Secondary School	Braden Forest School	1.6km	19	5
GP Surgery	Surgery	0.97km	12	3
Food Store	One Stop	800m	10	2
	Co-Op	1.78km	22	5
Sports and Leisure	Leisure Centre	6.1km	-	17
Hospital	GWH	19.6km	-	60
Religious Facility	St Mary's Church	2.41km	30	7

- 3.9 A footway is provided along the north side of Pavenhill between Upper Pavenhill in the west and Gleed Close in the east, which benefits from street lighting. Although this footway is not continuous along the length of Pavenhill, a convenient and safe alternative parallel footway to the south is available via Restrop View. Good quality and well-lit flanking footways are provided on the predominantly residential roads between the site and the village centre including Restrop View, Ringsbury Close, Dogridge, Pavenhill and the High Street. These roads provide a suitable link for access to the bus stops on Restrop Road (c.704m) as well as to the range of local services and facilities (convenience store, butchers, pizza outlet, pharmacy, fish and chip shop, hairdressers & curry house) at the junction with Restrop Road/Pavenhill (c. 800m) and the village centre.
- 3.10 There is an extensive network of Public Rights of Way (PROW) routes surrounding the site, which provide a range of leisure routes for future residents. Refer to PROW map extract in Appendix 3.
- 3.11 The existing pedestrian infrastructure provides pedestrians with good and safe connections to a number of local facilities, public transport connections and amenities. This ensures that walking is a viable mode to and from the site and can readily form part of a multi-modal trip.
- 3.12 Consideration is given to key destination uses such as retail, education, health, and employment.

Cycling

- 3.13 Cycling is considered an important mode of sustainable travel and is generally considered suitable for distances of up to 3 miles (4.8km) for regular journeys in urban areas, and 5 miles (8.0km) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design).
- 3.14 Cycling offers significant potential for reducing short car-based trips due to the proximity to local amenities and facilities. Furthermore, topography is not considered to be an impediment to cycling within the vicinity of the proposed development.

- 3.15 The existing cycle infrastructure and recommended routes in the vicinity of the site highlight that cycling is a viable mode of transport to and from the site and can readily form part of a multi-modal journey. Existing footway and cycle routes between the site and the village are to be improved as part of the development.

Bus Services

- 3.16 PTAL guidance considers that people are willing to walk up to eight minutes in order to access bus stop infrastructure. It also assumes that, on average, pedestrians will walk at a speed of 4.8 kilometres per hour (3 miles per hour) whilst travelling to a bus stop. This equates to a walking speed of 80 metres per minute. Thus, TfL consider that bus stops within 640 metres of a development (80m x 8 minutes) are considered to be accessible. The route to the nearest stops from the site is well-within an acceptable walk distance.
- 3.17 The closest bus stops to the site are located on Restrop Road near its junction with Highridge Close and on the High Street. The Restrop Road stops are provided with flags, poles, and timetable information with the southbound service provided with a shelter. Similar provision is made at the stops on the High Street.
- 3.18 Service 53 is operated by Stagecoach between Swindon and Cricklade with a school service (C53) operating between Royal Wootton Bassett and Cirencester College. A summary of services available from these bus stops and their destinations and frequencies has been outlined below in Table 3.

Table 3: Bus Services & Frequencies

Service	Route	Freq. Mon-Fri	Freq. Saturday	Freq. Sunday
53	Swindon - Cricklade	Approx. hourly	Approx. hourly	None
C53	Royal Wootton Bassett – Cirencester College	Daily	None	None

- 3.19 Table 3 demonstrates that the site is reasonably well served by buses with a regular and frequent service across a standard weekday. Further to this, the bus routes on offer provide a viable route to a range of employment and retail opportunities in addition to a rail station (Swindon) for further onwards travel. With regards to the key commuter travel patterns, early morning and evening services are provided, ensuring that bus travel can form part of a sustainable multi-modal trip to and from key places of employment including Swindon and Cricklade. Full bus timetable and route information is contained in Appendix 4.

Rail Services

- 3.20 The Institution of Highway and Transportation's (IHT's) guidance distance outlined in Table 3.1 state that maximum commuting distances should be no more than 2km by foot. Swindon Station is a 20-minute drive / 10.5km travel distance from the site.
- 3.21 Swindon Railway Station is a major rail hub on the Great Western Main Line, providing frequent and direct services to a wide range of destinations across southern England and Wales. The station is principally served by Great Western Railway, with limited services operated by CrossCountry.
- 3.22 The station benefits from up to five trains per hour to London Paddington, providing a journey time of approximately one hour. Regular services also operate to Reading Railway Station, Bristol Temple Meads and Cardiff Central, with up to two trains per hour to both Bristol and Cardiff. Additional direct services connect Swindon with destinations including Cheltenham Spa Railway Station, Gloucester Railway Station, Swansea Railway Station, Exeter St Davids, and Plymouth Railway Station.
- 3.23 The frequency and range of destinations available from Swindon Railway Station provide residents with excellent opportunities for commuting, business travel and leisure journeys by rail, offering a sustainable alternative to private car travel for both local and longer-distance trips.

Car Clubs

- 3.24 Car clubs provide a cost-effective and flexible alternative to owning a car. They provide the convenience of owning a car without the hassle or costs of repairs, servicing, or parking. Members can book cars locally for just an hour, up to a whole weekend, or longer. They reduce the need for people to own their own cars by providing access to conveniently located, high-quality vehicles on an affordable 'pay-as-you drive' basis. They provide a sustainable alternative to the private car.
- 3.25 Co Wheels Car Club: Operates a network of pay-as-you-go, low-emission vehicles across the nearby Swindon area. It provides an ideal alternative to owning a private car.

Lift Sharing

- 3.26 Lift sharing, either informally between friends or through a specific scheme, offers opportunities to reduce single occupancy car use. Liftshare is a national scheme offering people the opportunity to car-share as either a driver, or as a passenger: www.liftshare.com

Community Transport

- 3.27 Several community transport initiatives operate in the Purton area. Purton and District Age Concern Minibus: Operates both minibuses specifically for Purton residents who are 60 and over, or who have disabilities and mobility issues. The service accommodates surgery runs, coffee mornings, and day trips.
- 3.28 Wiltshire Link Schemes: Voluntary, community-led car schemes where local drivers use their own vehicles to transport elderly, disabled, or vulnerable residents who cannot access public transit. Wiltshire Connect: A flexible, demand-responsive public transport initiative by Wiltshire Council which provides reasonable fares for those without private transport.

Local Highway Network

- 3.29 The Pavenhill highway serving the site has a variable carriageway width and intermittent footway provision towards the village centre to the east. It links the village centre in the east with Malmesbury to the west. It has an approximate east/west horizontal alignment. Opposite the site to the north is a priority junction with the Upper Pavenhill highway. It has street lighting and is subject to a 30mph speed limit past the site. As its name suggests, there is a significant gradient to the west of the site. Pavenhill connects to Ringsbury Close near to the site and later joins the High Street and Restrop Road in a mini roundabout arrangement to the east. Pavenhill serves a predominantly residential area with properties having direct access or served by short cul-de-sac developments.
- 3.30 To the south of Pavenhill is a residential neighbourhood served by the Ringsbury Close, Restrop View, and Dogridge estate road highways.
- 3.31 It is possible to travel west on Pavenhill to access Wootton Bassett (4.5km) and Junction 16 of the M4 Motorway or via Restrop Road to the east of the site. At the eastern end of the village the High Street joins the Cricklade Road lining Cricklade some 6.0km to the north and to Swindon (and J16 M4) some 8.00km via Church Street and Lydiard Millicent to the southeast.

Personal Injury Accident Analysis

- 3.32 To establish the road safety record on the local highway network in the vicinity of the site, analysis has been undertaken of the Personal Injury Accident (PIA) data obtained from Collision Plot for the latest three-year period available. This data provides information regarding the date, location, severity, conflict, street lighting and road surface conditions associated with each PIA.

- 3.33 A single collision, categorised as slight occurred on Ringsbury close between a car and a cyclist during daylight and dry conditions. Otherwise, no collisions are recorded within the vicinity of the site demonstrating that the highway network surrounding the development site to have an excellent road safety record. The development proposals are not expected to have a material impact upon road safety in the area.

Census Analysis

- 3.34 Census 2011 Journey to Work data for the Wiltshire 003 MSOA has been used to estimate the modal share of the local area. It is of note that Census data is becoming out of date and, the information presented is therefore as an interim guide only until confirmed by travel surveys. For example, working from home is likely to have increased significantly post-Covid.
- 3.35 A summary of the Census 2011 modal share has been provided below in Table 4, however the level of working from home (post COVID) is expected to be much higher now than in 2011.

Table 4: Modal Split

Mode	Percentage
Train	0.5%
Bus	3.6%
Motorcycle	0.6%
Car Driver	57.2%
Car Passenger	4.7%
Bicycle	2.4%
On Foot	7.2%
Other	0.2%
Working from Home	23.3%
Taxi	0.3%
Total	100.0%

- 3.36 Table 4 demonstrates that the preferred mode of travel in the area is by single occupancy private car with bus travel, walking, and working from home, also relatively strong. The Transport Statement identified the following accepted level of predicted vehicular trips:

Table 5: Predicted Residential Vehicle Trip Generation

Time Period	Trip Rate			Trip Generation		
	In	Out	Two-Way	In	Out	Two-Way
AM Peak	0.111	0.316	0.427	7	19	26
PM Peak	0.279	0.135	0.414	17	8	25
12 Hour	2.006	2.080	4.086	120	124	245

Summary

- 3.37 This section has evaluated the existing and emerging transport conditions in the vicinity of the site. The Transport Statement prepared for the development concludes that the site is in a suitable and accessible location. The site is well connected by frequent and regular bus services to higher order settlements and benefits from cycle accessible routes in the site vicinity.
- 3.38 A review of PIA data for the latest three-year period identifies no existing road safety issues in the vicinity of the site, with no evident clusters and no collisions attributed to the layout or design of the highway. Therefore, it is not anticipated that any road safety issues will be exacerbated as a result of the proposed development.
- 3.39 The site is accessible by a range of transport options and sustainable modes of travel. However, it is important to note that the delivery of the site is not dependent upon wider improvements coming forward and the site is in a sustainable and is well located with regard to services and facilities. Further to this, whilst the use of Census journey-to-work data has been used to establish the potential uptake of sustainable trips; it is anticipated that the proportion of trips undertaken by active modes will be greater than the results indicate based on 2011 data.

SECTION 4: PROPOSED DEVELOPMENT

Development Details

- 4.1 The development delivers 60 residential dwellings with access taken from Pavenhill highway to the north of the site. The proposed accommodation scheme is illustrated on the Site Layout drawing contained in Appendix 1 and offers a mix of housing types. The proposed accommodation and required parking schedule are shown below in Table 6, which shows a total of 132 allocated car parking spaces together with 12 unallocated visitor spaces. It is proposed to provide a total of 146 spaces overall (i.e., 2 spaces above requirement) as shown on the Car Parking & Charging Layout contained in Appendix 5.

Table 6: Schedule of Accommodation & Parking (Required)

Type	No. Dwellings	Allocated Parking
Open Market		
2-bed	7	14 spaces
3-bed	14	28 spaces
4-bed	15	45 spaces
Affordable Rent		
1-bed	4	4 spaces
2-bed	5	10 spaces
3-bed	4	8 spaces
4-bed	1	3 spaces
Shared Ownership		
2-bed	6	12 spaces
3-bed	4	8 spaces
Total	60	132 spaces
		Unallocated Parking
Visitors Parking		12 spaces
Allocated & Unallocated Total		144 spaces

Layout & Access

- 4.2 Vehicular access will be provided in the form of a priority T-junction to the north of the site via the Pavenhill highway.
- 4.3 Pavenhill is currently subject to a 30mph speed limit. A short section of footway is provided around the eastern radius of the proposed access junction to provide an uncontrolled crossing to the footway on the north side of Pavenhill.
- 4.4 The proposed access junction satisfies MfS geometric and visibility requirements through the provision of a 5.5m access road, 2.0m footway, and visibility splays of 2.4m x 43.0m.
- 4.5 In addition to the primary vehicular access outlined above, a secondary access is proposed to the south east of the site linking to Ringsbury Close. This access will take the form of an emergency access and will be open to use by pedestrians and cyclists.
- 4.6 The proposed access junction arrangement will be subject to further detailed design as part of the post planning Section 38 and Section 278 Agreement processes.
- 4.7 The Site Layout shows the internal road and footway arrangements and demonstrates that the number of dwellings on site can be delivered whilst meeting relevant policy and local guidance.
- 4.8 The internal carriageway widths measure between 5.5m in width and will be provided to adoptable standards, including footways of 2.0m on at least one side of the carriageway.
- 4.9 The internal site layout will seek to provide a high level of permeability and connectivity to cater for pedestrians and cyclists within the development whilst also ensuring key vehicular routes are safe and suitable for use. This includes:

- A street pattern that generates natural surveillance where entrances and frontages face public routes;
- An internal layout that encourages low vehicle speeds and therefore creates an environment where pedestrians and cyclists are not intimidated by motor traffic;
- A permeable hierarchy of direct routes within the development area comprising shared, segregated, and recreational links which will connect all internal areas of the development to the points of access; and
- Road geometries which are safe and suitable to accommodate all road users.

4.10 A swept path analysis has been undertaken to ensure that servicing vehicles and emergency vehicles are able to route around the site in forward gear and have sufficient space to manoeuvre as required and is contained in Appendix 8

Parking

4.11 Residential car parking provision will be provided in accordance with the adopted Wiltshire Council Car Parking Strategy, which requires the following:

- 1-bed property: Minimum of one parking space;
- 2-bed / 3-bed property: Minimum of two parking spaces; and
- 4-bed property: Minimum of three parking spaces.

4.12 Car parking for visitors should will be provided at a rate of 0.2 spaces per dwelling.

4.13 Cycle parking will be provided in accordance with the adopted Wiltshire Council Cycling Strategy. For the residential element of the scheme, this equates to:

- 1-3 bed property: Minimum of one covered space per bedroom;
- 4-bed property: Minimum of three covered spaces per unit; and
- 5-bed property: Minimum of four covered spaces per unit.

- 4.14 The proposed development will provide car and cycle parking in accordance with WC standards with a mixture of on-plot driveway parking, garages, and communal parking areas.

Delivery, Servicing and Emergency Vehicle Arrangements

- 4.15 Access to the proposed site for servicing and deliveries will primarily comprise the following:

- Refuse collection vehicles;
- Delivery of goods and grocery shopping;
- Post and mail deliveries and collections; and
- Ad-hoc removal vans, particularly upon first occupation of the site.

- 4.16 The internal road network is designed to facilitate the manoeuvrability and navigation of refuse vehicles and emergency vehicles throughout the wider development site in accordance with Wiltshire Council's Supplementary Guidance on Waste Storage & Collection.

Travel Plans

- 4.17 Travel Plans have become an important tool for the delivery of national, regional, and local transport policy and commonly play an integral aspect within the planning process, fulfilling a role in encouraging more sustainable development. TPs are a strategy for managing multi-modal access to a site or development, focusing on promoting and incentivising access by sustainable modes. A successful TP will provide a choice of travel options and encourage more sustainable ones. This Travel Plan is to be updated and developed as the proposals commence and dwellings are occupied.

- 4.18 The TP sets out how a range of measures will be introduced at the development to actively encourage the new residents to use sustainable modes of travel. The overarching objectives which underpin the Travel Plan are to:
- Reduce the traffic generated by the development to a lower level than would normally be predicted without the implementation of a TP, in order to further increase the benefits along the local highway network;
 - Encourage those travelling to and from the development to use public transport, cycle or walk in a safe and secure manner; and
 - Promote healthy lifestyles and sustainable, vibrant local communities.
- 4.19 The approach and measures set out in the TP accord with national, regional, and local Government objectives and seek to:
- Achieve further reductions in traffic on surrounding roads;
 - Promote equal opportunities to residents by offering wider travel choices;
 - Develop places for people that encourage community interaction and avoid a car-dominated environment;
 - Reduce the cost of personal travel and saving households money through promoting opportunities for cost savings such as car-sharing;
 - Improve personal and wider community health; and
 - Reduce air and noise pollution.
- 4.20 Information can be prepared prior to the sale of properties and sales/marketing staff will be encouraged to promote sustainable travel. Before residents have started to occupy the development, a Travel Plan Coordinator (TPC) will be in place and henceforth will work alongside the TPCs from the other Committed Developments within the vicinity.
- 4.21 The Travel Plan together with its associated measures, implementation and monitoring is to be secured through a S106 Agreement.

SECTION 5: OBJECTIVES, TARGETS, AND INDICATORS

Introduction

- 5.1 This section discusses the TP approach, which will be developed further in consultation with Wiltshire Council (WC). At this stage the objectives of the Travel Plan and potential targets and indicators are presented.
- 5.2 The objectives of the TP are in accordance with Wiltshire Council's principal policy target for a Travel Plan to reduce year-on-year of single occupancy car use. This Travel Plan has been prepared following advice contained within WC Guidance on Travel Plan Statements.

Travel Plan Potential

- 5.3 The benefits of a well-managed Travel Plan will extend beyond site users and contribute to local air quality, noise and vibration reduction, congestion, and journey times. A reduction in car usage, especially single occupancy vehicles, has a role in the wider health agenda to reduce public obesity levels and associated illnesses caused by sedentary lifestyles.
- 5.4 The objectives set therefore relate to all these benefits associated with the development of a Travel Plan.

Benefits

Personal Health Benefits

- 5.5 The objectives, targets and measures implemented within the Travel Plan will raise awareness and support residents to become more active and through this to be healthier, fitter, and more productive by encouraging physical exercise as part of residents' day-to-day travel behaviour. This is of particular relevance and importance in view of health and obesity concerns for the population as a result of sedentary lifestyles.

- 5.6 Active travel, encouraged as part of a Travel Plan, enables people to enjoy health benefits as part of their daily routine.

Local Economic Benefits

- 5.7 Encouraging residents to travel by sustainable modes in turn encourages people to investigate local facilities and services which they can access on foot or by bike, rather than relying on larger centres and driving by car. Accordingly, encouraging sustainable modes can encourage residents to shop and use services locally and thus contribute to the local economy.

Personal Financial Benefits

- 5.8 The cost of running a car, particularly for short journeys, can be excessive. Car owners often do not realise the true cost of owning their vehicle once fuel, insurance, maintenance, breakdown cover, car tax and (the least noticed) depreciation is taken into account.
- 5.9 Walking is free of charge and also delivers additional health benefits. Cycling can be undertaken at a very modest cost in comparison with car ownership. Even with the cost of cycle purchase along with wet/cold weather clothing, in comparison with the petrol car owner driving 5,000 miles per year described above, the cost of a £500 bike and £200 worth of equipment would be paid for in less than 3 months' worth of car ownership.

Local Environmental Benefits

- 5.10 Increasing car usage results in higher volumes of traffic during peak hours, which can give rise to localised congestion where capacity is limited, such as locations in town and key routes, on radial routes and around employment centres. In turn, this congestion contributes to poorer air quality as a result of slow-moving vehicles in proximity to pedestrians and demand for car parking at destinations.

- 5.11 Encouraging residents to choose sustainable modes of travel can reduce the volumes of traffic resulting from a development during peak hours and accordingly reduce the associated emissions and wider traffic impacts that would have resulted if these journeys had been undertaken by car.

Objectives

- 5.12 Objectives are the high-level aims of the TP. They help to give the Travel Plan direction and provide a clear focus. The specific objectives that focus the TP are:

- Reduce the need to travel at all;
- Achieve a shift away from single-occupancy car use towards more sustainable forms of transport;
- Reduce the environmental impact of travel;
- Promote and achieve access by sustainable modes of travel;
- Provide a strategic view of the public transport network and where links can be made to increase mode share;
- Embrace demand management through area network groups;
- Respond to the growing concern about the environment, congestion, pollution, and poverty of access; and
- Promote a partnership between the authority and the developer in creating and shaping 'place'.

Targets

- 5.13 Targets are measurable goals by which the progress of the Full TP will be assessed. Targets are essential for monitoring progress and success of the Full TP. The objectives and five-year targets in Table 7 are presented for the residents of the proposed development as an initial aspiration, which is to be reviewed and modified accordingly following completion of the baseline surveys.

Table 7: Objectives and Targets

OBJECTIVE	TARGETS
To raise awareness of sustainable 'smarter travel' modes available to all Site users.	Ensure all residents are made aware of the TP through a Sustainable Travel Information Pack and on-going marketing.
To promote healthy lifestyles and a sustainable, vibrant residential community.	Ensure Travel Information Pack has a cost calculator and health calculator for walking, cycling and public transport. To increase Working from Home from 23.3% to 25%.
To reduce the amount of single occupancy car trips to / from the Site.	Reduce single occupancy vehicle to 53.0% from its current mode share of 57.2%.
To encourage active modes of travel, particularly walking and cycling, and to emphasise the health benefits of these modes.	Increase cycling levels from 2.4% to 3.0% and increase walking levels from 7.2% to 8.0%.
To encourage use of sustainable transport measures, particularly bus travel, and to emphasise the financial and congestion benefits of these modes.	Increase bus travel levels from 3.6% to 4.0%.
To encourage car-sharing or use of car clubs in order to reduce single vehicle occupancy.	Increase car sharing from 4.7% to 5%.
To encourage good urban design that increases the permeability and vitality of the Site in order to improve the environment for walking and cycling.	Improve accessibility to the Site through site design and secure cycle storage in order to encourage walking and cycling.

- 5.14 The indicative (overall five-year) targets for the Site indicated in Table 7 have been based on the 'Travel to Work' Census data presented in **Section 3**. The actual baseline mode share will be determined following residents travel surveys that will take place at 50% occupation (Year 1), at Year 3 and at Year 5, which may initially differ from the predicted split. The targets may need to be revised in light of these surveys and agreed with WC's Travel Planning Officer.
- 5.15 The format and timing of the travel surveys will be agreed in advance with WC's Travel Planning Officer and this will be the responsibility of the Travel Plan Co-ordinator (TPC). Further information on monitoring is outlined in **Section 9**.

Table 8: Modal Split Targets

MODE	MODAL SPLIT (CENSUS DATA)	YEAR 1 (50% OCCUPATION)	YEAR 3	YEAR 5 FINAL
Working from Home	23.3%	23.3%	24%	25%
Train	0.5%	0.5%	1%	1%
Bus	3.6%	3.6%	4%	4%
Taxi	0.3%	0.3%	0.3%	0.3%
Motorcycle	0.6%	0.6%	0.6%	0.6%
Car Driver	57.2%	57.2%	54%	53%
Car Passenger	4.7%	4.7%	5%	5%
Bicycle	2.4%	2.4%	3%	3%
On Foot	7.2%	7.2%	8%	8%
Other	0.2%	0.2%	0.2%	0.2%
Total	100.0%	100.0%	100.0%	100.0%

5.16 The initial targets outlined in Table 8 focus on the reduction of single-occupancy car travel that seek to achieve a modal transfer shift of some 4.8% over five years. The modal shift away from single occupancy car use will sought by an increase in working from home (1.7%), bus travel by (0.4%), in bicycle use (0.6%), in on-foot travel (0.8%) and by car sharing by (0.3%). The modal split figures include for working from home as this has become an increasingly significant societal change in recent years and can make a substantial impact upon the reduction of car use.

- 5.17 The reduction in single occupancy car use reflects the potential results from the Travel Plan measures to promote walking, cycling, car sharing, public transport and active travel as opposed to private car use.
- 5.18 Ultimately, the proposed development has been designed where possible to encourage the use of all sustainable modes of transport as described in **Section 4**.

Potential Barriers to Sustainable & Active Travel

- 5.19 Achieving sustainable and active travel goals relies significantly upon the cooperation and participation of future residents. Moving home can be a stressful and busy time for people and travel planning is not necessarily top of peoples' agendas. However, it is important that the infrastructure and information is available at the outset to make early adoption and establishment of sustainable travel habits as easy and convenient as possible. As an annex to the established residential neighbourhood the development has a reasonable foundation for the growth and strengthening of sustainable travel patterns and transport services.

SECTION 6: TRAVEL PLAN STRATEGY

Introduction

- 6.1 The aim of the TP is to provide an initial strategy which can be built upon as the scheme develops to provide information and to increase awareness of the options for travel available to residents; and to provide an indication of potential incentives that could be secured and promoted as part of the full Travel Plan to encourage people to actively choose sustainable travel wherever practical.
- 6.2 The benefits of a well-managed Travel Plan will extend beyond Site users and contribute to improvements to local air quality and reductions in noise, vibration, congestion, and journey times in and around Sutton Courtenay. Travel plans also have a role in the wider health agenda to reduce public obesity levels and associated illnesses caused by sedentary lifestyles.
- 6.3 The TP identifies various measures below which could be implemented at the site to help contribute toward the TP goals. It is recognised that the detail of each measure will be developed following the initial Travel Plan survey at the site.
- 6.4 The following paragraphs provide an overview of the management roles and responsibilities which will be required.

Senior Management Support

- 6.5 The TP will have the support of the developer and their appointed Travel Plan Coordinator (TPC). The developer and on-site management company will be fully aware of the importance and significance of this TP and will allocate adequate resource to ensure it is fully implemented and therefore achieves maximum impact.

Travel Plan Co-ordinator

- 6.6 All Travel Plans are dependent on a nominated individual(s) being given time and resources for success to occur.
- 6.7 The developer will consult with Wiltshire Council's Travel Plan Officer to establish the most appropriate route for implementing the Travel Plan.
- 6.8 The TPC will act as the day-to-day point of contact for enquiries, helping to develop and implement the measures proposed in this TP and the Full TP, and taking a lead role in the monitoring process. Details of the interim TPC are as follows:
- **Company:** Lovell
 - **Contact:** Sian Diaz
 - **Contact Number:** 029 2061 4112
 - **Email Address:** Sian.Diaz@lovell.co.uk
- 6.9 Key duties of the TPC include:
- Liaison with Wiltshire Council Travel Plan Officer;
 - Submission of relevant reports to Wiltshire Council Travel Plan Officer;
 - Delivering TP initiatives across the Site;
 - Carrying out regular monitoring and collating up to date travel pattern data; and
 - Reviewing data such as use of cycling facilities.
- 6.10 It is anticipated that the amount of time spent by the TPC will vary according to the period of occupation, the organisation of travel planning activities and monitoring. It is not expected that the time dedicated will be uniform throughout the life of the TP.

- 6.11 The provision of ongoing support and management are critical, and the provision of information and guidance to support sustainable travel choices will be an important element of the Site. The developer commits to providing reasonable resource funding towards the management and development of the Travel Plan and towards sustainable and active travel promotions/activities.

Consultation & Engagement

- 6.12 In order for the TP to be successfully implemented, it is essential to have the support of those who would be affected by its measures/key to securing is to engage and consult with residents of the Site.

Marketing

- 6.13 Marketing and awareness raising strategies form an important part of all Travel Plans. They cover both the involvement/engagement of residents and awareness raising about travel options and the benefits of more sustainable or efficient travel. Marketing material will be specifically developed to target those in all stages of behaviour change.
- 6.14 The primary means by which the TP will be marketed is envisaged to be either through the Sustainable Travel Information Pack (refer to Appendix 7), newsletters, online communication platforms, and through integration within the development, e.g., infrastructure and facilities such as cycle parking.

Promotion – Website/ Social Media

- 6.15 Social media offers the opportunity to disseminate Travel Plan initiatives. These could be linked to car-sharing opportunities and/ or general updates. The social media page could be updated more regularly by the TPC than other marketing tools and could also be contributed to by residents which would further integrate the Travel Plan within the local community.

Training of Sales Staff/Personal Travel Planning

- 6.16 Sales staff will be provided with a briefing on the sustainable travel initiatives for the site and relevant transport information. This would then be passed onto prospective residents to educate them on the sustainable transport modes available within the area, and would encourage them from the offset to explore other options. Trained sales staff, or the TPC, will be available to provide personal travel planning to residents.

Resident Sustainable Travel 'Welcome' Information Packs

- 6.17 A Resident Sustainable Travel 'Welcome' Information Pack containing travel information will be provided by the TPC to each household prior to moving into the new development (i.e., upon purchase of the property). Refer to Appendix 7. Providing this information at the earliest opportunity ensures that residents become aware of the various modes of transport and existing services that are available to them from the outset and have less opportunity to fall into negative travel habits.
- 6.18 The Sustainable Travel Information Packs includes the following information:
- Awareness of the health, economic and environmental benefits of walking and cycling;
 - Safe and secure walking and cycling route maps: a residents' guide to local facilities within 2km (walking) and 5km (cycling) of the Site;
 - Promotion of local cycle shops: information about the availability of local cycle shops, and any discounts or offers that may be available;
 - Information on third party car share schemes and links to websites;
 - Information on bus routes, timetables, and nearest bus stops
 - A cost and health comparison, comparing private car use to walking, cycling, public transport and car sharing;
 - Details of the Travel Plan Coordinator; and
 - Details of any sustainable travel incentives.
- 6.19 Links to journey planning and relevant sustainable travel websites is also provided so that residents can gain further information.

Newsletters

6.20 The TPC could investigate annual or bi-annual newsletters to keep residents up-to-date with sustainable travel information. These newsletters could be distributed via e-mail to reduce paper waste. Examples of newsletter content that could be used includes:

- Site 'league table' for incentives and survey completion;
- Dates for your diary section including national sustainable travel events which can be linked in the area with other developments e.g., walk to work week, bike to work week and car-free day;
- 'Reminders of services available to residents e.g., Personal Travel Planning;
- Safety advice for cyclists and pedestrians;
- Make residents aware of our travel targets and encourage challenges to meet targets, with updated statistics in each newsletter;
- Provision of information on up-to-date travel information, such as changes in bus timetables for example; and
- Details of the Travel Plan Coordinator.

SECTION 7: PACKAGE OF MEASURES

Behaviour Change

- 7.1 The aim of the Travel Plan is to provide information and increase awareness of the travel options available to residents, to ensure that appropriate and high-quality infrastructure is included in the Site design for all relevant modes, and to secure and promote incentives that encourage people to actively choose sustainable travel wherever practical.
- 7.2 Travel behaviour is embedded in routine and therefore the TP provides a unique opportunity to encourage people to travel more sustainably by using the fact that moving to a new home will inevitably require new travel patterns. If new inhabitants are given information and facilities upon moving; this will encourage more positive travel choices to be formulated and embedded.
- 7.3 In order to do this the TP needs to affect peoples' behaviour. It needs to create a long-term behaviour change that results in residents using sustainable/active travel and maintaining this usage.

Site Design Measures (Hard Measures)

- 7.4 All physical measures within the site are secured through planning conditions or the Section 278/Section 38 obligation. They are summarised as:
- The new access junction to the Site onto Pavenhill and roads within the Site have been designed to a high standard, with suitable pedestrian provision that encourages the uptake of sustainable modes in safe manner;
 - The provision of pedestrian/cycle route to Ringsbury Close;
 - Off-site pedestrian/cycle route enhancements to village centre;
 - The site has been designed with a mixture of suitably wide footways and appropriate pedestrian and cycle routes; thus, increasing non-motorised users up the road-user hierarchy;
 - Appropriate cycle storage would be provided across the site; and

- The provision of Electric Vehicle Charging Points (EVCP).

Preliminary Measures (Soft Measures)

7.5 It is essential that the TP is kickstarted at an early stage to help to embed the TP in the community and encourage local awareness and involvement. Prior to first occupation, the TP should, as a minimum, complete the preliminary tasks below:

- Developer(s) to appoint a TPC;
- TPC to make contact with Wiltshire Council for information on local travel events and to confirm Action Plan;
- TPC to make contact with other local TPCs/ resident groups or schools;
- TP identity (to be used within marketing material) to be established;
- Prepare a Travel Sustainable Travel 'Welcome' Information Pack to provide to residents on occupation (see Appendix 7);
- Undertake a site visit and liaise with Sales Staff to ensure that they are aware of the Travel Plan and its objectives; and
- Prepare a database for logging and recording survey responses.

7.6 The TP would be updated and would become fully active upon occupation of the site and would remain active for five years following that date.

Walking

7.7 Walking is an easy way to keep fit and active whilst also saving on transport costs. It is a great form of exercise to improve energy levels, reduce stress and minimise carbon emissions.

7.8 **Section 3** suggests that walking has the potential to become as a significant modal option for residents and visitors.

Walking Route Planner

- 7.9 The 'Map My Walk' walking route planner is a useful tool which highlights all walking trails within the vicinity. Route maps also include journey time, distance, and elevation. Information on this service is be provided via the Residents' Travel Information Packs (TIP).
- 7.10 Links to other sites which provide information on the benefits of walking and walking routes are also included in the TIP.

Walking Maps

- 7.11 Residents are provided with a link to PRoWs and a summary of local facilities within 2km (walking) distance to help to encourage more walking to and from the Site within their Residential Sustainable Travel 'Welcome' Information Packs.
- 7.12 Any updates to walking routes/ maps should be provided in regular newsletters and residents should be encouraged to share photographs with the TPC for use within communication platforms.

Pedestrian Links

- 7.13 The site will integrate with surrounding public rights of way and together with a dedicated pedestrian link adjacent to Ringsbury Close, which will provide a continuous and high-quality route to the village centre, local amenities, and services.
- 7.14 Pedestrian links have good quality signage, appropriate crossing points and will be provided with high quality lighting. These methods will encourage pedestrian trips within the Site, and beyond the Site.
- 7.15 Pedestrian routes will be provided through the site providing permeability through the site to access the countryside and wider footpath network to the east.

Vouchers/ Discounts

- 7.16 The Travel Plan Coordinator should liaise directly with local companies to obtain promotional discounts for residents of the site. Options to encourage walking could include outdoor/ high visibility clothing, pedometers, or personal alarms.

Cycling

- 7.17 Cycling is an efficient, cheap, healthy, and non-polluting mode of transport. Encouraging cycling can help to improve mobility, reduce traffic congestion, and improve health within the vicinity of the site.

Cycle Parking

- 7.18 A key issue for cyclists is the safe and convenient storage of bicycles. Secure cycle parking will be provided at the Site with cycle parking quantities being provided in line with Wiltshire policy standards. Dwellings will be designed to include secure cycle parking in the form of either allocated garages or secure sheds, depending on the housing type.

Cycle Links

- 7.19 The site is well connected to a network of quiet routes suitable for cycling suitable for commuting, or for leisure purposes.

Cycle Training

- 7.20 Wiltshire Council offers a variety of cycle training courses at different levels to suit all cycling needs through the Bikeability scheme. The courses can be done in small groups or on one-to-one basis and can be organised for schools, community groups, businesses, or individuals.
- 7.21 Information regarding the cycle training could be disseminated once courses and dates are identified.

Cycle Maps

- 7.22 There are several websites relating to cycling routes in and around West Sussex including the Council's website. It provides information on leisure and touring routes within the county as well as links to other useful sites and a cycle route planner.
- 7.23 This information is included in the Resident Sustainable Travel Information Packs. Any updates to cycling routes/maps should be provided in regular newsletters and residents should be encouraged to share photographs with the TPC for use within communication platforms.

Cycle Buddy Scheme

- 7.24 As part of the potential Travel Plan website and/ or social media platforms, the TPC could explore the potential for a cycle buddy scheme to be introduced, which could be incorporated across the multiple developments. There could be an online message board where residents can either offer or request a cycle buddy for a specific route to work/school/shops. This message board would enable cyclists to swap tips on quieter routes, good value cycle shops in the area, for example.

Bicycle User Group (BUG)

- 7.25 A BUG is a group of people who aim to support cycling measures, and wish to improve facilities whilst encouraging others to cycle. A BUG can also provide a communications channel for cyclists to meet up socially and discuss any cycling issues.
- 7.26 The appointed Travel Plan Co-ordinator could consult with residents and the TPCs from the nearby Committed Developments to ascertain whether there is sufficient interest to set up a BUG and advertise the BUG through the website/ social media platforms and newsletters. Meetings could be held on a bi-annual basis, whilst the cyclist's message board (discussed above) could also be used to raise any cycling-related issues.
- 7.27 Details on how to set up a BUG can be found at www.cyclinguk.org/article/campaigns-guide/bicycle-user-groups-bugs.

Bike Week, Cycle/Walk to Work Week

- 7.28 The appointed TPC could run an annual event to coincide with Bike Week. The purpose will be to promote active travel (cycling and walking) during Bike Week (via email, intranet, and posters). Bike / Walk to Work Week events could also include competitions with incentives and cycling / walking matching events.
- 7.29 At these events a Dr Bike session could be provided to allow residents to have their bikes checked to enhance safety for cyclists and encourage usability.

Discounts / Vouchers

- 7.30 Either discounts or vouchers could be provided for discounted bikes, cycling equipment and services (including repairs and training classes). These are designed to encourage those who want to cycle, and therefore increase future uptake by reducing potential costs. The precise nature/cost of existing discounts or vouchers available to the local highway authority for distribution is to be discussed with Wiltshire Council.
- 7.31 The Travel Plan Coordinator could liaise directly with local companies to obtain promotional discounts for residents of the site. Options to encourage cycling could include outdoor/ high visibility clothing, helmets/ safety gear and bicycle lights.

Public Transport

- 7.32 Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy. The benefits of travelling by public transport can include:
- No need to park;
 - No need to pay for the maintenance of a car, and;
 - Being able to relax, read or work (particularly for business travel during the day).
- 7.33 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys to work of more than 8km.

- 7.34 One of the main objectives of the TP is to encourage sustainable travel patterns. The following measures are proposed to maximise the potential uptake of public transport services within walking distance of the Site.

Public Transport Map

- 7.35 A description of the route to the nearest bus stops and railway stations is provided in the Sustainable Travel Information Pack. Any updates to routes/ maps should be provided in regular newsletters and on online platforms.
- 7.36 The Moovitapp ([moovitapp.com](https://www.moovitapp.com)) provides good comprehensive information on bus services in the area together with timetable information and maps.
- 7.37 Information can also be found at Traveline ([traveline.info](https://www.traveline.info)) on all public transport facilities. Traveline also provide a website ([nextbuses.mobi](https://www.nextbuses.mobi)) for bus users which can be accessed to find the next bus times for a specific bus stop.

Bus Passes

- 7.38 Wiltshire Council offer a range of bus passes, for concessionary travel (pensioners and people with disabilities). The TPC should familiarise themselves with the various bus passes available (as well as any other promotions and/or discounts offered by public transport operators) and residents can liaise with them directly for further details through any Personal Travel Planning initiative.

Discounts / Vouchers

- 7.39 Residents could be provided with discounted tickets or vouchers for public transport to encourage the use of bus or rail services. The precise nature/cost of any such discounts or vouchers currently available to the local highway authority is to be discussed with Wiltshire Council.

Managing Car Use

- 7.40 Whilst the use of sustainable modes of transport will be encouraged as much as possible, it is recognised that there are instances where vehicle travel cannot be avoided. There are, however, a range of options that can be explored and implemented through the Travel Plan to discourage the use of single-occupancy vehicles in particular, to reduce emissions, congestion and create a sustainable community.

Car Park Management

- 7.41 For each dwelling on site car parking will be provided in accordance with Wiltshire Council's residential car parking standards.

Car Sharing

- 7.42 Residents are encouraged to sign up to Liftshare (<https://hub.liftshare.com/regional/wiltshire>) within the Residents Sustainable Travel Information Packs. The communication platforms (welcome pack, social media website and newsletters) should continue to promote car sharing and include a cost-comparison compared with single-occupancy travel.
- 7.43 The TPC could also consider setting up a dedicated lift-share page for the site and the neighbouring developments, which could utilise social media platforms to encourage discussion between residents. Alternatively, the TPC could consider setting up a coffee morning/ resident meeting to get potential car sharers together to find a match.

Reducing the Need to Travel

Home Shopping Delivery

- 7.44 It is envisaged that some residents may complete their shopping trips on foot, utilising village shops although there will be instances where residents will be unable to do so. Home delivery options are promoted within the Sustainable Travel Information Pack. This ensures that residents who require large shopping deliveries, are less mobile, or require large items, will be able to have these delivered without relying on their own vehicle.

Working From Home

- 7.45 Working from home has now become more established post-Covid and employees may request to work at home through agreement with their employer, perhaps only for one-day a week. This would potentially reduce the number of work trips by 20% and could therefore play a significant role in sustainable modal shift. Useful links and general guidance on working from home and employer's responsibilities are outlined below:

hse.gov.uk/toolbox/workers/home.htm

For details and information on how to claim expenses when working from home:

gov.uk/expenses-and-benefits-homeworking

Measures for Visitors

- 7.46 It is also important that the TP aims to address visitor travel to the Site and encourages the use of sustainable modes. Residents will be encouraged to pass on knowledge to visitors to encourage them to travel to and from the site in a sustainable manner.

Summary

- 7.47 The measures outlined above are provided in order to encourage mode shifts towards walking, cycling and public transport use. The TP will also help to minimise the number of single occupancy vehicle trips through promoting alternative modes of transport.

SECTION 8: IMPLEMENTATION AND MANAGEMENT

Introduction

- 8.1 This section outlines proposals for the further implementation of the TP. The actions which will be undertaken are summarised in the proposed Action Plan, which indicates how the various elements of the plan will be drawn together and how actions will be prioritised.

Funding

- 8.2 The developer will fund the implementation of the Travel Plan. This will include the implementation of Travel Plan measures and initiatives, the monitoring of the Travel Plan and the funding of the Residential TPC role.

Implementation

- 8.3 The TPC will implement and monitor the plan, and have responsibility for:
- Delivering Sustainable Travel Information Packs to new residents;
 - Implementing and monitoring the initiatives within the Travel Plan;
 - Seeking to achieve the Travel Plan targets;
 - Regularly monitoring usage of initiatives;
 - Managing the Travel Plan budget; and
 - Liaising with the local authorities, transport operators, local retailers, and residents.

Action Plan

- 8.4 The TP Indicative Action Plans below provide details of possible initiatives that form part of the TP, split between pre-occupation, on occupation and post occupation. Included is the name of those responsible for each action and the timescale it is due to be implemented.
- 8.5 The Action Plan will need to be reviewed and revised in due course.

Table 9: Pre-Occupation Action Plan

ACTIVITY			WHEN	BY WHOM
MODE	MEASURE	TASK		
Walking & Cycling	Internal Layout	Internal layout to prioritise pedestrians and cycles	Pre-Occupation	Developer
Walking & Cycling	Site access junctions (crossings)	Site access to be provided with suitable pedestrian provision	Pre-Occupation	Developer
Cycling	Cycle parking	Cycle parking spaces provided on Site in line with MSDC/WC policy standards	Pre-Occupation	Developer
All	Travel Plan Coordinator	Identify and appoint Travel Plan Coordinator (TPC) to carry forward all tasks within action plan.	Pre-Occupation	Developer
All	Site Visit	Undertake a site visit and liaise with Sales Staff to ensure that they are aware of the Travel Plan and its objectives	Pre-Occupation	TPC
All	Wiltshire Liaison	Make Contact with WC TPO for information on local travel events and to confirm Action Plan	Pre-Occupation	TPC
All	Local Liaison	Make contact with other local TPCs, resident groups or schools	Pre-Occupation	TPC
All	Welcome Pack	Prepare a Sustainable Travel Information Pack to provide to residents on occupation	Pre-Occupation	TPC
All	Organisation	Prepare a database for logging and recording survey responses	Pre-Occupation	TPC

Table 10: Upon Occupation Action Plan

ACTIVITY			WHEN	BY WHOM
MODE	MEASURE	TASK		
All	Website/ Social Media	Include sustainable travel information on house sales website.	Upon Occupation	TPC
All	Welcome Packs	Provide all residents with an updated welcome pack containing all relevant local and transport information including cycle maps, walking maps and time tables	Upon Occupation	TPC
Cycling	Cycle maps	Ensure all residents and visitors have free Cycle route information within Welcome Pack and online platforms	Upon Occupation	TPC
Pedestrians	Walking maps	Ensure all residents and visitors have free walking route information within Welcome Pack and online platforms	Upon Occupation	TPC
Public Transport	Bus and rail timetables	Ensure all residents and visitors have access to the local bus and rail timetables within Welcome Pack and online platforms.	Upon Occupation	TPC
Car Sharing	Car Sharing Schemes	Ensure all residents have information on third party car share schemes within Welcome Packs and online platforms	Upon Occupation	TPC
All	Promotion	Promote local cycle shops and information of any local promotions and offers	Upon Occupation	TPC

All	Local Information	Ensure all residents have access to local and national online platforms to provide travel information and updates as well as local promotions and offers	Upon Occupation	TPC
All	Bicycle and pedestrian user groups	Encourage the creation and integration with local walking and cycling groups	Upon Occupation	TPC
All	Communication	Ensure that all residents are aware of the TPC and how to contact them to gain further information, by providing details within Welcome Packs and online platforms	Upon Occupation	TPC
Home Working/Deliveries	Information & Infrastructure	Ensure internet connection services available for residents at occupation together with information in TIP on home deliveries.	Upon Occupation	Developer/TPC
EV Charging	Provision of EV charging points	Ensure electric vehicle charging points to relevant homes are available upon occupation.	Upon Occupation	Developer
Personal Travel Planning	Sales Staff	Ensure Sales Staff are trained to offer personal travel planning services	Upon Occupation	TPC

Table 11: Post Occupation Action Plan

ACTIVITY			WHEN	BY WHOM
MODE	MEASURE	TASK		
All	Baseline monitoring	Undertake baseline monitoring survey and report and revise TP targets if necessary.	In Year 1 (50% occupation)	TPC
All	Maintain Social Media Platforms/ Website	Ensure that all online platforms are kept up to date with most recent travel and events information for the Development and surrounding areas.	Ongoing	TPC
All	Newsletters	Prepare bi-annual newsletters with up-to-date information, reminders for local events, details of any incentives or promotions and any safety advice	Bi-Annually	TPC
All	Interim and final monitoring	Undertake interim and final monitoring as outlined in the monitoring strategy. Report the results to WC. Revise TP targets in agreement with WC if appropriate.	Travel Surveys at Year 3 and Year 5	TPC

SECTION 9: MONITORING AND REVIEW

Introduction

- 9.1 An important part of a TP is the monitoring and review of its effectiveness. Regular monitoring will help to gauge progress towards targets and objectives, and, if necessary, enables the TP to be refined and adapted in order to improve its effectiveness.
- 9.2 If required, monitoring and review of the TP will be in line with the approach as agreed with Wiltshire Council.
- 9.3 This section sets out the specific monitoring proposals associated with the Development and the means by which progress towards targets will be assessed.

Monitoring Plan

- 9.4 Monitoring surveys will be undertaken in years one, three, and five, following the initial baseline survey. These surveys will be used to monitor the Travel Plan with the document being reviewed and revised as necessary.
- 9.5 Monitoring will commence upon 50% occupation of the site (30th dwelling) through the baseline survey. This will provide accurate, site-specific modal split figures for the Site. It is anticipated that the estimated modal split targets provided within **Section 5** of the TP will be reviewed and refined following the results of this baseline residential travel survey. An example of a resident survey is contained in Appendix 6.
- 9.6 In addition to this formal monitoring the Travel Plan Co-ordinator should keep an informal record concerning the usage of TP initiatives and measures, for example the usage of online platforms through the number of webpage hits.
- 9.7 It is anticipated that a sufficient sum will be allocated to instruct a consultant to carry out the surveys in the years outlined above.

Travel Plan Monitoring Timetable

- 9.8 In order to determine the success of the Travel Plan in achieving the desired aims, a defined, regular programme of monitoring is required with further surveys undertake in years 1, 3, and 5 with the results sent to the WC Travel Plan Team within one month of the survey completion. The objective of the monitoring process is to regularly assess the residential travel patterns to work, education, retail, and leisure destinations, and identify when/if the Plan, or elements of the Plan strategy, are not working and may need to be changed.
- 9.9 Table 12 suggests a timetable for implementing and monitoring the Travel Plan's administrative actions and activities.

Table 12: Travel Plan Monitoring Timetable

	ADMINISTRATIVE	ACTIVITY
Prior to occupation	Appoint a Travel Plan Co-ordinator	Ensure Travel Plan measures are in place from the outset
After Occupation	If required, conduct an ITrace online residential travel survey at full occupation; and set up a Travel Plan database	Provide Sustainable Travel Information Pack; and Display public transport, walking, cycling and car share information on all communication platforms (online, bi-annual newsletters).
On-going	Update the residential database; and Liaise with the WC Travel Plan Officer and other local TPCs as appropriate for travel information updates	Consistently update newsletters; Consistently update online platforms; Consistently liaise with Wiltshire TPO and TPCs from nearby Committed Developments; and Consistently raise awareness of the Travel Plan and its importance
Monitoring	Regular assessment of residential travel patterns to work, education, retail, and leisure destinations; and Conduct further ITrace Residential Travel Survey in years 1, 3 and 5 after the Initial survey if required.	Review and update Travel Plan as required

Reporting

- 9.10 Results of travel surveys and of any review of the TP will be reported annually to the local highway authority with the submission of a survey summary report issued within 4 weeks of receiving any survey results. As appropriate, key surveys and/or monitoring findings and associated sustainability messages will also be disseminated amongst residents.

Overview

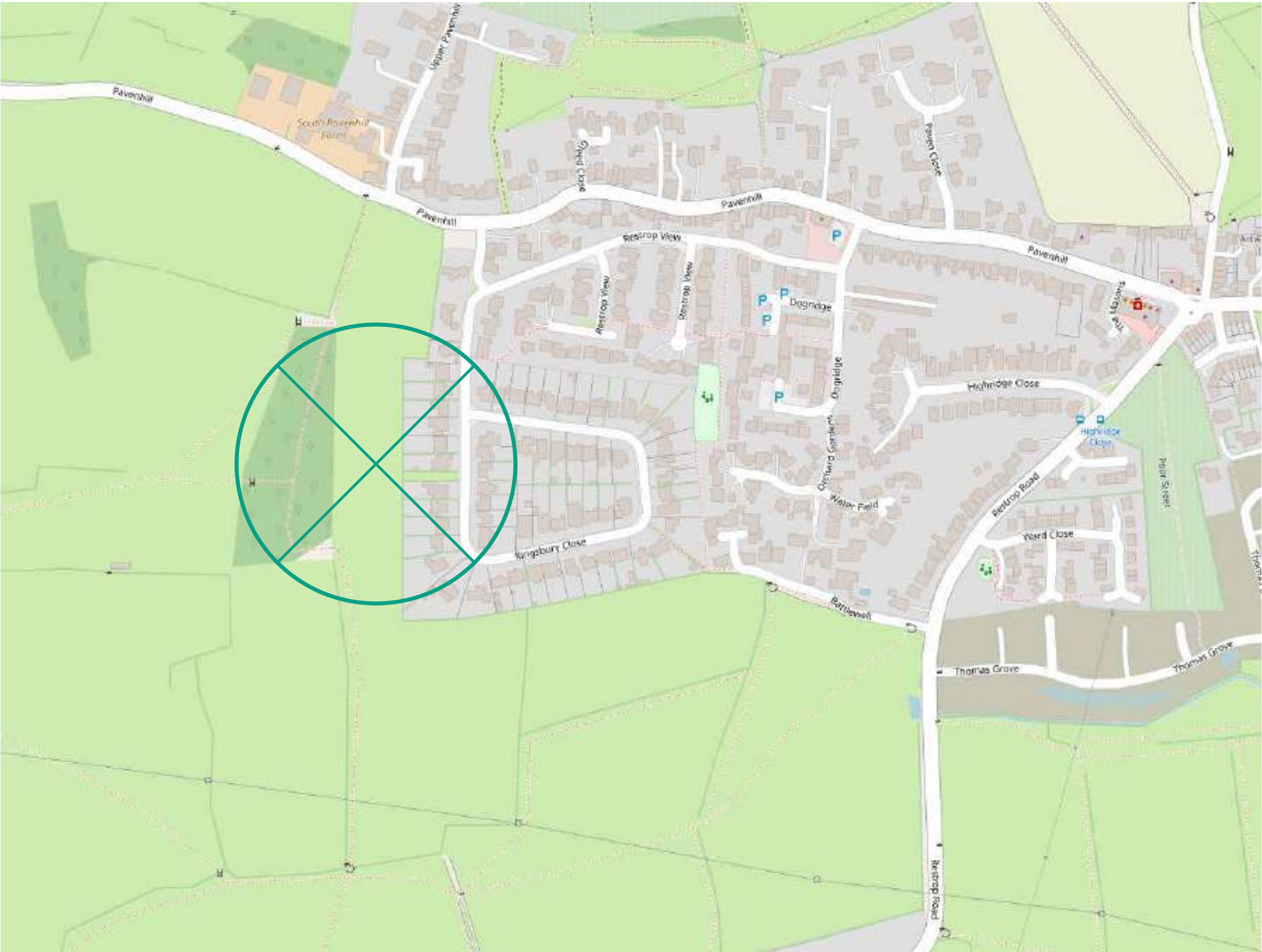
- 9.11 An important part of the TP is the continual monitoring and review of its effectiveness. It is essential that the TP is not a one-off event, but a continually evolving process. Regular monitoring and reviewing will help to gauge progress towards targets and objectives, and, if necessary, enable the TP to be refined and adapted in order to improve its progression.
- 9.12 The success of the TP will be determined by whether it succeeds in meeting its stated targets. The estimated modal split targets have been discussed in **Section 5**; however, these targets should be explored further as part of the development of the TP and are therefore subject to change.

SECTION 10: SUMMARY

- 10.1 This Travel Plan (TP) has been prepared to satisfy a Reserved Matters planning obligation (Condition 11) on behalf of Lovell following planning permission for up to 60 dwellings on land to the south of Pavenhill, Purton, Wilts.
- 10.2 The overarching objectives of the Travel Plan are to:
- Promote more sustainable transport choices for residents and visitors;
 - Promote accessibility to site, education, health, leisure, retail, and other facilities by walking, cycling, passenger transport and car sharing; and
 - Reduce the need to travel, especially alone by car.
- 10.3 The approach and measures set out in the Travel Plan accord with national, regional, and local Government objectives and seek to:
- Reduce the impact of traffic on surrounding roads and local communities;
 - Promote equal opportunities to residents by offering wider travel choices;
 - Improve personal and wider community health;
 - Reduce air and noise pollution; and
 - Accord with national, regional, and local Government objectives.
- 10.4 The development site is located within acceptable walking and cycling distance of a variety of services and facilities, including frequent bus services providing direct routes Swindon town centre and railway station.
- 10.5 This Travel Plan is an evolutionary document that will be updated regularly. It will be reviewed and revised over time to take account of ongoing changes in travel patterns. Any significant changes to the Travel Plan will be agreed with Wiltshire Council.

- 10.6 All residents will be made aware of the existence of the Travel Plan when they move in. This will include an explanation of the details of the plan, its objectives, and the roles of individuals in achieving its aims. Copies of the Travel Plan will be made available to all residents and they will be made aware of the existence and role of their Residential TPC. Essentially, the TPC will where necessary:
- Provide the main Travel Plan / Transportation contact for all residents;
 - Liaise with Wiltshire Council, TPCs from other nearby Committed Developments and local sustainable transport businesses;
 - Provide a Welcome Pack for new residents detailing the local transport and walking / cycling routes to the site;
 - Keep up-to-date information on transport choices for display in the Resident Welcome Packs, on online platforms and in newsletters;
 - Monitor resident travel patterns on a regular basis ensuring initiatives adopted are meeting requirements; and
 - Promote the health and environmental benefits of non-car use.
- 10.7 Targets for 1, 3, and 5 years after occupancy will be confirmed for the performance of the Travel Plan based upon the initial Residential Travel Survey (Year 1 50% occupation)

FIGURES



North



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Rev.	Date	Initials	Amendments

Badingham

Transport Planning | Road Safety | Highways

Concept | Consult | Construct

www.badinghamuk.com

Client

Lovell.

Project

Land South of Pavenhill, Purton.

Title

Location Plan

Date	17/06/2026
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Status	FINAL
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Scale	NTS
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Original Size	A3
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Drawn	AS
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Checked	AS
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Job No.	1367
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Drawing No.	FIGURE 1
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Rev.	-
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North



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Rev.	Date	Initials	Amendments

Badingham

Transport Planning | Road Safety | Highways

Concept | Consult | Construct

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Client
Lovell.

Project
Land South of Pavenhill, Purton.

Title
Aerial Photo

Date	17/06/2026	Status	FINAL
Scale	NTS	Original Size	A3
Drawn	AS	Checked	AS
Job No.	1367	Drawing No.	FIGURE 2
		Rev.	-

APPENDIX 1

Site Layout

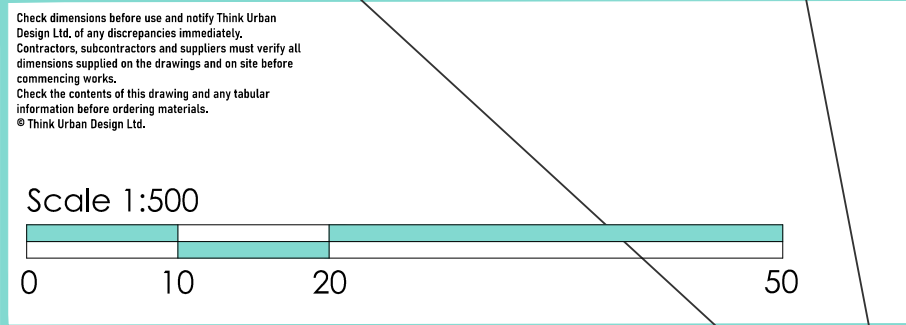
SOUTH PAVENHILL FARM
PURTON

Accommodation Schedule						
House Type	Storey	Bed Space	Area (sqft)	Area (m2)	Plot Number	Total Area (sqft)
Open Market						
Fairhaven	2	2	665	61.74	7	4655
Landown+	2	3	936	86.94	9	8424
Milford	2	3	981	91.13	3	2943
Newbury	2	3	1013	94.08	2	2026
Redbourne	2	4	1266	117.63	6	7596
Taffinview+	2	4	1531	142.21	4	6124
Ashdown	2	4	1676	155.66	5	8380
Sub Total					36	42146
Affordable Rent						
182P - Ebbw+	2	1	673	62.53	4	2692
284P - Fairhaven+	2	2	755	70.11	5	3775
385P - Landown+	2	3	936	86.94	4	3744
480P - Newbury+	2	4	1233	114.58	1	1233
Sub Total					14	11444
Shared Ownership						
284P - Fairhaven+	2	2	755	70.11	6	4530
385P - Landown+	2	3	936	86.94	4	3744
Sub Total					10	8274
Site Area Summary						
Total No. of Units	60					
Total Sales Area Coverage Sq/Ft	59966					
Total Sales Area Coverage Sq/M	5561					
Net Site Area - Acres	3.83					
Gross Site Area - Acres	12.84					
Density / Acre	15630.8					
Units per Acre	15.67					



- KEY**
- 49 Plot Number
 - HE / GAR Parking / Garage Space Number
 - Unit Door Positions
 - Side Aspect House Type
 - Affordable Homes
 - Compliance Standards
 - Floor Area (m² & ft²)
 - Lovell Homes House Type Name
 - Accommodation
 - Handing (H) (Opp)
 - 1.1m High Metal Railings
 - 1.1m High Stone Wall with Cock and Hen Coping
 - 1.1m High Ranch Rail Timber Fence
 - 1.8m High Closeboard Timber Fence
 - 1.8m High Screen wall (to match main house wall finish)
 - Landscape areas to be turfed (refer to Landscape drawings for details)
 - Rear Garden areas to be topolled (refer to Landscape drawings for details)
 - Block Paving (specification to be agreed)
 - 600 x 600mm & 450 x 450mm Concrete Slabs (specification to be agreed)
 - Surface Roads, Footpaths & Private Drives
 - Rumble Strip to Shared Surface (specification to be agreed)
 - Flagging/Stone Dust Footpaths Cobble Surf
 - Refuse and Recycling Collection Point (for collection day only)
 - Proposed Tree Planting
 - Proposed Hedging
 - Existing Trees to be retained
 - Existing Trees to be removed
 - Tree Root Protection Zone
 - Existing contours
 - Public Right of Way Footpath
 - Drainage Easement
 - Overhead Cables
 - Visibility Splay

General Notes:
PV's indicated to meet Building Regulations requirements (Part L and Part F).
PV's to be installed on front and rear roof slope at each house.
Steel Elevation drawings to be read with this in mind.
Black to Vehicle Charging to be in accordance with Building Regulation requirements.



REV	AMENDMENT DESCRIPTION	DATE



DRG TITLE PROPOSED PLANNING LAYOUT (A0)
SCALE 1:500/A0
DRAWN P.V.C./T.U.
DATE 15.06.26
DRAWING NO. PURT/26/04/02

REVISION
1

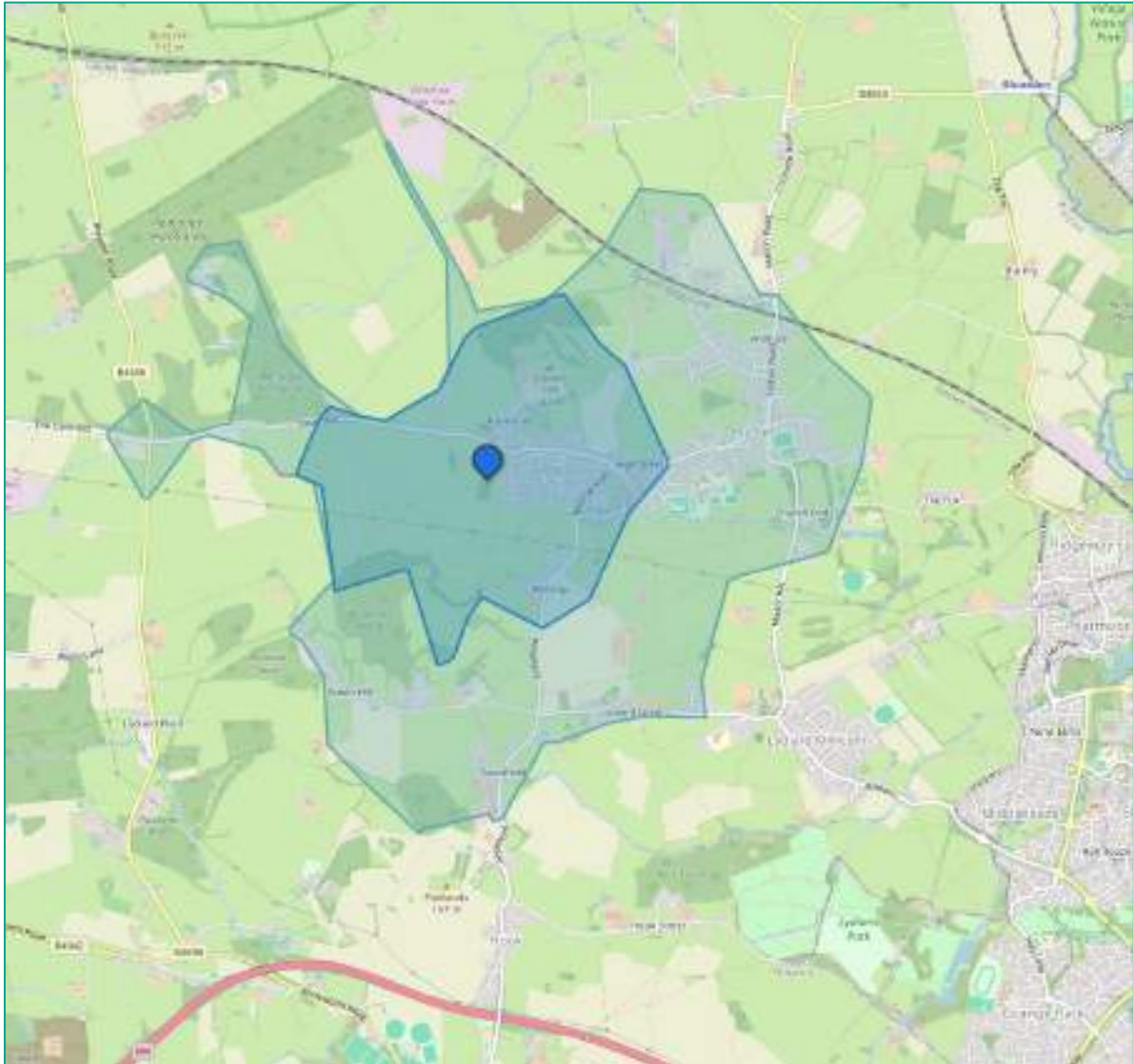
CLIENT
LOVELL HOMES - CARDIFF
THINK URBAN DESIGN
Architecture & Civil Engineering
Quest House, 51 Mellors Business Park,
Fortran Road, Cardiff CF3 0EY
0292 522119
info@thinkurban-design
www.thinkurban-design



APPENDIX 2

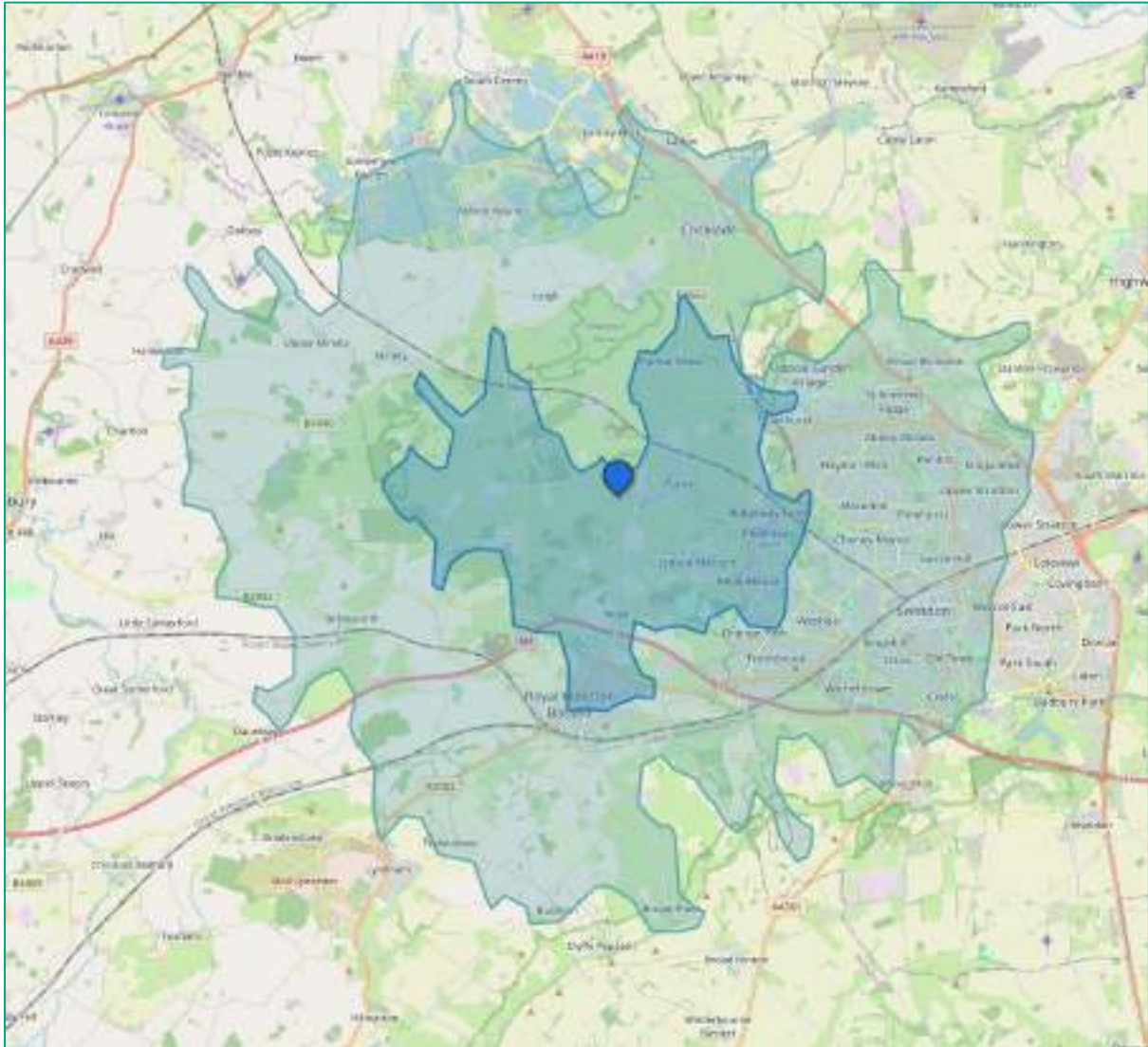
Walking & Cycling Isochrones

Walking (30 minutes with 15-minute intervals)



Source: Openroute Service

Cycling (30 minutes with 15-minute intervals)



Source: Openroute Service

APPENDIX 3

PROW Map Extract

Badingham Limited

Transport Planning | Road Safety | Highways



LAND SOUTH OF PAVENHILL PURTON – TRAVEL PLAN

Ref: 1367

Date: 16th June 2026

APPENDIX 4

Bus & Rail Information

The 53 bus line (Swindon) has 5 routes. For regular weekdays, their operation hours are:
(1) Park North New College: 07:25(2) Haydon Wick Orbital Shopping Park: 09:20-15:00(3) Cricklade Turning Circle: 16:20-17:50(4) Purton Stoke Bentham Turn: 19:00(5) Fleming Way (J2): 06:20-18:28
Use the Moovit App to find the closest 53 bus station near you and find out when is the next 53 bus arriving.

Direction: Park North New College

41 stops
[VIEW LINE SCHEDULE](#)

- Turning Circle
- Bishopsfield
- Bell Inn
- Bentham Turn
- Dairy House
- Witts Lane
- The Square
- War Memorial
- Willis Way
- Highridge Close
- Greatfield Crossroads
- Bagbury Park
- The Beeches
- The Butts
- All Saints Church
- Forge Fields
- Walnut Tree Gardens
- Holborn
- Washpool Turn
- Link Centre
- Ashington

53 bus Time Schedule
Park North New College Route Timetable:

Monday	07:25
Tuesday	07:25
Wednesday	07:25
Thursday	07:25
Friday	07:25
Saturday	Not Operational
Sunday	Not Operational

53 bus Info
Direction: Park North New College
Stops: 41
Trip Duration: 52 min
Line Summary:

- Springhill Close
- Risingham Mead
- Littlecote Close
- Mannington Bus Link
- Mannington Roundabout
- Padstow Road
- Great Western Outlet Village
- Dean Street
- Emlyn Square
- Sheppard Street
- Rail Station
- Armstrong Street
- Corporation Street
- Fleming Way
- Spring Gardens
- Fire Station
- Ambulance Station
- Russell Walk
- Sussex Place
- New College

Direction: Haydon Wick Orbital Shopping Park

37 stops
[VIEW LINE SCHEDULE](#)

- Fleming Way
- Catherine Street
- Health Hydro
- Birch Street
- Dean Street
- Great Western Outlet Village
- Padstow Road
- Mannington Roundabout



53 bus Time Schedule
 Haydon Wick Orbital Shopping Park Route Timetable:

Monday	09:20-15:00
Tuesday	09:20-15:00
Wednesday	09:20-15:00
Thursday	09:20-15:00
Friday	09:20-15:00
Saturday	09:20-14:00
Sunday	09:00-15:00

53 bus Info
Direction: Haydon Wick Orbital Shopping Park
Stops: 37

Trip Duration: 50 min
Line Summary:

- Mannington Bus Link
- Littlecote Close
- Risingham Mead
- Springhill Close
- Ashington
- Link Centre
- Washpool Turn
- Holborn
- Park Lane
- Forge Fields
- The Street
- The Butts
- The Beeches
- Bagbury Park
- Greatfield Crossroads
- Highridge Close
- Willis Way
- War Memorial
- The Square
- Witts Lane
- Dairy House
- Bentham Turn
- Bell Inn
- Turning Circle
- Bishopsfield
- High Street
- Stockham Close
- Castle Eaton Turn
- Orbital Shopping Park

Direction: Cricklade Turning Circle

39 stops
[VIEW LINE SCHEDULE](#)

53 bus Time Schedule
Cricklade Turning Circle Route Timetable:

Monday16:20-17:50

New College

Sussex Place

Russell Walk

Ambulance Station

Fire Station

Spring Gardens

Corporation Street

Fleming Way

Catherine Street

Health Hydro

Birch Street

Dean Street

Great Western Outlet Village

Padstow Road

Mannington Roundabout

Mannington Bus Link

Littlecote Close

Risingham Mead

Springhill Close

Ashington

Link Centre

Washpool Turn

Holborn

Park Lane

Forge Fields

The Street

The Butts

The Beeches

Bagbury Park

Greatfield Crossroads

Highridge Close

Willis Way

Tuesday	16:20-17:50
Wednesday	16:20-17:50
Thursday	16:20-17:50
Friday	16:20-17:50
Saturday	15:00-17:50
Sunday	17:00

53 bus Info
Direction: Cricklade Turning Circle
Stops: 39
Trip Duration: 45 min
Line Summary:

War Memorial

The Square

Witts Lane

Dairy House

Bentham Turn

Bell Inn

Turning Circle

Direction: Purton Stoke Bentham Turn

30 stops
[VIEW LINE SCHEDULE](#)

Fleming Way

Catherine Street

Health Hydro

Birch Street

Dean Street

Great Western Outlet Village

Padstow Road

Mannington Roundabout

Mannington Bus Link

Littlecote Close

Risingham Mead

Springhill Close

Ashington

Link Centre

Washpool Turn

Holborn

Park Lane

Forge Fields

The Street

The Butts

The Beeches

53 bus Time Schedule

Purton Stoke Bentham Turn Route Timetable:

Monday	19:00
Tuesday	19:00
Wednesday	19:00
Thursday	19:00
Friday	19:00
Saturday	19:00
Sunday	Not Operational

53 bus Info

Direction: Purton Stoke Bentham Turn
Stops: 30
Trip Duration: 32 min
Line Summary:

Bagbury Park

Greatfield Crossroads

Highridge Close

Willis Way

War Memorial

The Square

Witts Lane

Dairy House

Bentham Turn

Direction: Fleming Way (J2)

50 stops

[VIEW LINE SCHEDULE](#)

Orbital Shopping Park

Castle Eaton Turn

Stockham Close

High Street

Turning Circle

Bishopsfield

High Street

Stockham Close

Castle Eaton Turn

Bell Inn

Groundwell West

Grafton Road

Queensfield

Bradley Road

Bentham Turn

Dairy House

Witts Lane

The Square

War Memorial

53 bus Time Schedule

Fleming Way (J2) Route Timetable:

Monday	06:20-18:28
Tuesday	06:20-18:28
Wednesday	06:20-18:28
Thursday	06:20-18:28
Friday	06:20-18:28
Saturday	06:20-18:28
Sunday	08:10-15:57

53 bus Info

Direction: Fleming Way (J2)

Stops: 50

Trip Duration: 47 min

Line Summary:

Willis Way

Highridge Close

Greatfield Crossroads

Bagbury Park

The Beeches

The Butts

All Saints Church

Forge Fields

Walnut Tree Gardens

Holborn

Washpool Turn

Stratton Crossroads

Wheeler Avenue

Link Centre

Ashington

Springhill Close

Risingham Mead

Littlecote Close

Mannington Bus Link

Mannington Roundabout

Padstow Road

Great Western Outlet Village

Dean Street

Emlyn Square

Sheppard Street

Armstrong Street

County Road Corner

Gladstone Street

Rail Station

Corporation Street

Fleming Way

53 bus time schedules and route maps are available in an offline PDF at moovitapp.com. Use the Moovit App to see live bus times, train schedule or subway schedule, and step-by-step directions for all public transit in South West.

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APPENDIX 5

Car Parking Layout

P53	
	Denotes Car Parking Spaces
	On Plot - Front Parking
	On Plot - Side Parking
	Assigned Parking Court Space
	Designated Visitor Spaces
	Garage Space
	Rear Parking Space

Electric Vehicle Charging to be in accordance with Building Regulation requirements.
BLUE - Pole Mounted
GREEN - Wall Mounted

Resident Parking

Unit Type	No. of Units	Parking Standard	Required Spaces
1-bed flats	4	1 space/unit	4
2-bed houses	22	2 spaces/unit	44
3-bed houses	18	2 spaces/unit	36
4-bed houses	16	3 spaces/unit	48

Total Spaces Required - 132

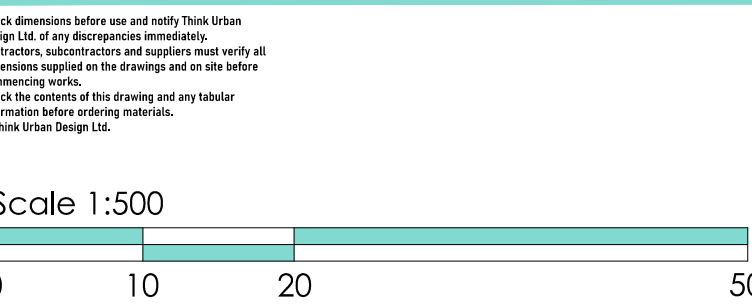
Visitor parking

Category	Calculation	Spaces
Visitor parking	60 units $\times$ 0.2	12

Total Spaces Required - 12

Type	Spaces
Allocated (on-plot / private)	134
Visitor (unallocated)	12

Total - 144 spaces required
Total - 146 spaces provided



LOVELL HOMES

Lovell Homes, Unit 5, Cae Gwyrdd,
Greenmeadow Business Park, Tongwynlais,
Cardiff CF15 7AB Telephone: 02920 811888

REV	AMENDMENT DESCRIPTION	DATE	DRG TITLE	REVISION
			CAR PARKING & CHARGING LAYOUT	
			SCALE 1:500@A1	DRAWING NO.
			DRAWN PVCT/TU	PURT/26/04/10
			DATE 15.06.26	

CLIENT
LOVELL HOMES - CARDIFF

THINK URBAN DESIGN
Architecture & Civil Engineering

Quest House, St Mellons Business Park
Fortran Road, Cardiff CF3 0EY
02922 520219
info@thinkurban.design
www.thinkurban.design



APPENDIX 6

Example Residents' Travel Survey

Household Travel Survey

Welcome to your new home at Pavenhill.

On behalf of Lovell Homes, we would like to thank you for taking the time to complete this Household Travel Survey. Your participation is greatly appreciated and will help support the ongoing delivery and monitoring of the Travel Plan for the development at Purton.

The purpose of this survey is to understand how residents currently travel to work, education, shopping, leisure and other day-to-day activities. The information collected will provide an important baseline assessment of travel patterns across the development and will help identify opportunities to encourage more sustainable travel choices, including walking, cycling, public transport use, car sharing and home working.

The Household Travel Survey forms part of the wider Travel Plan measures secured through the planning process and is required in accordance with obligations agreed with Wiltshire Council. The results will be used for monitoring purposes only and will assist in measuring the effectiveness of the Travel Plan over time as the development becomes established and occupied.

Residents are kindly requested to complete the enclosed survey and return it to the Lovell Homes Sales Office no later than **1st June 2026**. Your response is important in helping to establish an accurate picture of travel behaviour at the site and ensuring that the Travel Plan objectives can be successfully achieved.

Parents/guardians to complete for under 18's.

LOVELL

About the Household <i>(this section should only be completed once per household)</i>	
How many people are living in this household? <i>(Please circle)</i>	18 and over: 1 2 3 4 5 6 Under 18: 1 2 3 4 5 6
How many bikes do you own?	<i>Please enter number:</i>
How many of these bikes are electric?	<i>Please enter number:</i>
How many of your household have a driving licence?	<i>Please enter number:</i> Prefer not to say ☐
How many cars do you own?	<i>Please enter number:</i>
How many of the cars are electric? <i>Please specify whether they are hybrid, plug-in hybrid or fully electric.</i>	Electric: Plug-in Hybrid: Hybrid:
How many Blue Badge Holders are in the household?	<i>Please enter number:</i> Prefer not to say ☐

1. Please tick the single most frequent destination for each person in your household.

Destination	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6
Work						
Education						
Shopping						
Leisure						
Other (<i>Please state</i>)						

2. What single mode of transport does each person use most frequently to this destination?
Tick the option for the longest time during the journey.

Mode	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6
Walking						
Cycling						
Bus						
Train						
Community Transport (Dial a Ride, local minibus collection service)						
Car driver (alone)						
Car driver (with passenger)						
Car passenger						
Motorbike / scooter						
Taxi						
Other (Please state)						

3. Do you use any other modes of travel during this journey? Please tick all that apply.

Mode	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6
Walking						
Cycling						
Bus						
Train						
Community Transport <i>(Dial a Ride, local minibus collection service)</i>						
Car driver <i>(alone)</i>						
Car driver <i>(with passenger)</i>						
Car passenger						
Motorbike / scooter						
Taxi						
Other <i>(Please state)</i>						

4. How often does each person travel to this destination in a typical week? Please tick.

Frequency	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6
Every day						
5 times a week						
2-4 times a week						
Once a week						
Less often than once a week						

5. What time does each person usually leave the house to travel to this destination? Please tick.

Time	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6
6.00am – 10.00am						
10.00am – 3.00pm						
3.00pm – 7.00pm						
7.00pm – 10.00pm						

6. How far typically is this trip? Please tick.

Distance	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6
Less than a mile						
1 – 3 miles						
Over 3 miles						

7. Why did each person choose this way of travelling? Please tick all that apply.

Reason	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6
Cheapest						
Environmental reasons						
Healthiest option						
Lack of infrastructure						
Most convenient						
No other travel option						
Quickest						
Safety concerns						
Travel with others						
Work requirements						
Other (please explain further in adjacent box)						

8. What stops each person from considering the following modes of travel? Please tick all that apply.

Walking	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6
N/A – already walk						
Distance						
Health reasons						
Lack of infrastructure <i>e.g., crossings or footpaths</i>						
Safety concerns						
Time						
Work requirements						

Cycling	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6
N/A – already cycle						
Distance						
Don't feel confident riding a bike						
Don't own a bike						
Health reasons						
Lack of cycle parking						
Lack of infrastructure e.g., cycle lanes						
Safety concerns						
Time						
Work requirements						
Other (Please explain)						

Bus / Train	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6
N/A – already use public transport						
Cost						
Distance from nearest bus stop, or train station						
Journey times						
Lack of service information						
No service available						
Poor waiting facilities (e.g., shelter, seating, lighting)						
Other (Please explain)						

Car Sharing	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6
N/A – already car share						
Need to be flexible / can't commit to a journey on a regular basis						
Not knowing who to share with						
Prefer to drive alone						
Safety concerns						
Work requirements						
Other (Please explain)						

Electric Vehicle (EV)	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6
N/A – already use an EV						
Don't know enough about EVs						
Lack of charging infrastructure at home						
Lack of charging infrastructure at my destination						
Purchase cost						
Vehicle range concerns						
Other (Please explain)						

Car Club	Person 1	Person 2	Person 3	Person 4	Person 5	Person 6
N/A – already use the car club						
Didn't know one was available nearby						
Don't have a driving licence						
Don't know how it works						
I have my own car						
Other (Please explain)						

Please use the space below for any other comments or points that you would like to raise about the journeys you make.

Thank you

If you have any questions or require further information, please contact the Travel Plan Coordinator Sian.Diaz@lovell.co.uk

APPENDIX 7

Travel Information Pack

Pavenhill Purton

Residential Travel Pack

Local Travel Information for New Residents

CONTENTS

Welcome to Pavenhill	03	Bus Travel	09
The Local Area (Map)	04	Community & Concessionary Travel	10
Smarter Travel Choices	05	Car Travel	11
Walking	06	Planning Layout	12
Cycling	07	Useful Links	13
Train Travel	08		

Provided by

LOVELL
HOMES



Pavenhill

Purton

Dear Resident,

Congratulations on moving into your new home and welcome to Pavehill in the lovely village of Purton.

It is important to Lovell Homes that you settle-in to the local area. To help make your move a little easier this pack has been prepared for Pavenhill residents only.

Throughout this pack, you'll find information on the various local travel options available to and from your new home, including information on walking, cycling, public transport, and local facilities nearby.

We trust you find this information useful and enjoy exploring Purton and the surrounding area making use of all the travel options available to you.

We hope you enjoy calling Oakfield Way home.

Our best wishes for your future,

Lovell Homes

LOVELL
HOMES

The Local Area



Smarter Travel Choices

There are a number of ways you can reduce the need to travel, including simply cutting the number of journeys you make. Perhaps you could speak to your employer to see if it is possible to work from home just one day a week? Not driving the car for one day a week automatically reduces car usage by 20%! Or alternatively, you could ask to adapt your working hours slightly to travel outside of peak hours. Of course, we understand that this is not possible for everyone and every occupation, however, small changes add up and make a difference!

WORKING FROM HOME

With an increasing number of us working from home, there are various online resources to help you in this transition. Here are a few useful links to get you started:

Health and Safety Executive

General guidance on working from home and your employer's responsibilities: [hse.gov.uk/toolbox/workers/home.htm](https://www.hse.gov.uk/toolbox/workers/home.htm)

For details and information on how to claim expenses when working from home: [gov.uk/expenses-and-benefits-homeworking](https://www.gov.uk/expenses-and-benefits-homeworking)

Tips to help your mental health when working from home are available at [nhs.uk/every-mind-matters/coronavirus/simple-tips-to-tackle-working-from-home/](https://www.nhs.uk/every-mind-matters/coronavirus/simple-tips-to-tackle-working-from-home/)

Go Local!

How about shopping locally to help support your community? Why not walk or cycle to the shops where possible? For bigger purchases, consider shopping online, it can save you both time and money. Most major super markets now offer a home grocery delivery service.



Walking

The Pavenhill neighbourhood area is only a short walk away from a number of key destinations including the village centre, primary school, medical centre and secondary school.

Benefits of Walking

It is recommended that adults get 150 minutes of exercise per week (which works out as 30 minutes per day over five days during the week). One of the easiest ways to accomplish this is to head out for a brisk walk! There are many benefits to walking that can help to:

- ◆ Maintain body weight and lower the risk of obesity;
- ◆ Lower the risk of chronic diseases and high blood pressure;
- ◆ Improve your mood and well being;
- ◆ And encourage creativity!



Pavenhill is situated within beautiful surrounding countryside and there is a network of public footpaths and rights-of-way nearby. To check out the various routes available visit the interactive rights-of-way map provided by Wiltshire Council.

[wiltshire.gov.uk/recreation-rights-of-way](https://www.wiltshire.gov.uk/recreation-rights-of-way)



USEFUL APPS & WEBSITES

Map My Walk: By using this app, you can record your workout details, including duration, distance, pace, speed, elevation and calories burned [mapmywalk.com](https://www.mapmywalk.com)

Active 10: Created by Public Health England, the Active 10 app records your brisk walking activity as well as showing the benefits of regular exercise [nhs.uk/oneyou/active10/home](https://www.nhs.uk/oneyou/active10/home)

The Ramblers: The Ramblers Association provides a variety of regular programmed walks. For walks around Oxfordshire and more information, visit their website: [ramblers.org.uk](https://www.ramblers.org.uk)

Wiltshire Council Leisure: Wiltshire Council works to increase physical activity levels in Wiltshire, taking a collaborative approach with partners to create the conditions that gives everyone the opportunity to live active and healthier lives. [wiltshire.gov.uk/leisure](https://www.wiltshire.gov.uk/leisure)

Cycling

Pavenhill and Purton are great places to cycle and you can find plenty of quiet lanes and off-road trails to follow.

Employee Cycling Schemes

Employee Cycling Schemes allow you to purchase a bicycle or cycling equipment through your employer. By using such schemes, you can save between 25% and 39% of the cost. Speak to your employer to see if they are signed up to a recognised scheme.



Benefits of Cycling

Your new property is provided with secure cycle storage. Cycling has a huge number of benefits including; Improving well-being by relieving stress; Helping to prevent chronic and life-threatening illnesses; Being more cost effective than running a car. Did you know, maintaining a bike for a year costs twenty times less than maintaining and driving a car? ; and Reducing congestion and pollution on our roads which helps the quality of the air we breathe.

Bike Shops & Repairs

Cyclecare	cyclecareswindon.co.uk
SwindonCycles	swindoncycles.co.uk
Mitchell Cycles	mitchellcycles.co.uk
Halfords	halfords.com



USEFUL APPS & WEBSITES

Cyclestreets: This website allows you to easily plan cycle journeys with variable route options available for all levels of ability cyclestreets.net

Strava: one of the most popular apps to record your cycle ride and you can compare your performance over time, as well as sharing with the local community. Strava can also be used for running, walking and other workouts strava.com

Windy: Its's always worth considering the weather when going out. Available through the website or the app it provides a daily forecast for your area and will help to make sure you are prepared for all nature may throw at you! Windy.com

Train Travel

The nearest railway station to Pavenhill is Swindon about 10.5km away, which is a 20-minute drive. The station benefits from up to five trains per hour to London Paddington, with a journey time of approximately one hour. Regular services also operate to Reading Railway Station, Bristol Temple Meads and Cardiff Central, with up to two trains per hour to both Bristol and Cardiff. Additional direct services connect Swindon with destinations including Cheltenham Spa Railway Station, Gloucester Railway Station, Swansea Railway Station, Exeter St Davids, and Plymouth Railway Station.

Sheltered bicycle parking is provided.

For more information about the station and live departures, visit:

nationalrail.co.uk/stations/swindon-wilts

Save Money On Train Travel!
Railcards are a great way to easily save money on the cost of train travel—particularly for leisure purposes—with up to 1/3 off! With a variety of cards available such as: 16-19 Railcard, Disabled Persons Railcard, Two Together Railcard and Senior Railcard.

Before setting off on your journey please check the National Rail website for the latest information on services at: nationalrail.co.uk



When buying train tickets, it's usually best to book in advance for the cheapest rates! Tickets can be purchased up to 12 weeks in advance.

Did you know that you can take bicycles for free on the train? Find out more on the National Rail website nationalrail.co.uk

USEFUL APPS & WEBSITES

Trainline A great website for booking train tickets. Also available as a free app to download! thetrainline.com

National Rail The National Rail app allows you to plan journeys via train as well as receiving alerts and notifications in the event of any disruption or delays nationalrail.co.uk

Bus Travel

Line	Direction	Time
C53	Cirencester Coll	07:57
53	Haydon Wick Orbital Shopping Park	09:27
53	Haydon Wick Orbital Shopping Park	10:27
53	Haydon Wick Orbital Shopping Park	11:27
C53	Cirencester Coll	11:46
53	Haydon Wick Orbital Shopping Park	12:27
53	Haydon Wick Orbital Shopping Park	13:27
53	Haydon Wick Orbital Shopping Park	14:27
53	Haydon Wick Orbital Shopping Park	15:27
53	Cricklade Turning Circle	17:05
53	Cricklade Turning Circle	18:17
53	Purton Stoke Bentham Turn	19:27



we've got you



moovit

Your nearest bus stops are located on Restrop Road near its junction with Highridge Close and on the High Street.

The Restrop Road stops are provided with flags, poles, and timetable information with the southbound service provided with a shelter. Similar provision is made at the stops on the High Street. here are suitable footway connections of appropriate width that are well-lit.

Community First provides an advisory and support service to 42 Link Schemes and 21 Community Minibus Groups across Wiltshire and Swindon as well as managing a variety of transport services to keep communities connected.

communityfirst.org.uk/transport

Community transport schemes are run by voluntary groups in many parts of Wiltshire, to provide transport for those who are unable or who find it difficult to use public transport including: community minibuses; community group transport; link schemes; ‘dial a ride’; ‘shopmobility’ & social car schemes.

connectingwiltshire.co.uk/getting-around/community-transport

USEFUL APPS & WEBSITES

Traveline enables you to access public transport timetables through the Traveline website or app. The website offers comprehensive journey planning traveline.info

Moovit is another journey planner through either a website or app, which also has bus timetable information and maps moovitapp.com



Community & Concessionary Travel

connectingwiltshire.co.uk
provides a wealth of travel information for the area including walking, cycling, bus, rail, taxi, car club, dial-a-ride.



Travel Made Simple

Travel sustainably by...



Bus



Cycling



Train



Walking



Car

Email: concessionarybuspasses@wiltshire.gov.uk
Telephone: 0300 456 0100

Local Taxi Services

Private hire ‘mini-cabs’ in the area include:

121swindontaxis 01793 793427

GoGary Limited 01793 939302

SWOOP Taxis 0800 0903322

M4 Taxis 01793 205800

Community Transport

There are various community transport initiatives available in Wiltshire. Visit the website to find a community Transport provider and community

01380 722 475 enquiries@communityfirst.org.uk





uber.com



Greener Car Travel

With the future of car travel rapidly changing, it is good to consider other options. Did you know...

Each week, the average person spends 7 hours in their car;
The average annual cost of car insurance is £484;
Drivers spend on average £120 per month on fuel;
It's likely that you will play I-Spy in the car some 1,470 times during your lifetime; and
Over your lifetime, on average, you will have 7,817 singalongs to the car radio!

Car Sharing

By sharing the same or similar journeys with other people, you can save money on the cost of car travel.

Check out the nationwide Liftshare website or app to find a car sharing partner as either a driver or a passenger as well as for information on sharing journeys safely [liftshare.com](https://www.liftshare.com)

All homes at Pavenhill are provided with an electric vehicle charging point (EVCP) with a further two available for public use by the flat blocks.



The Future is Electric!

If you are thinking about a new car, why not look at a hybrid or electric vehicle? Visit [nextgreencar.com](https://www.nextgreencar.com) for further advice and information.

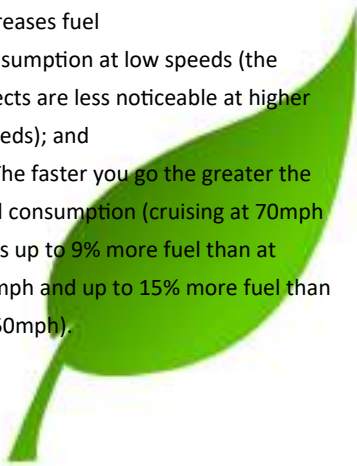
USEFUL APPS & WEBSITES

Liftshare: This website and app enables you to find a partner to share your journey with as either a passenger or driver. [Liftshare.com](https://www.liftshare.com)

ECO DRIVING

Sometimes it's necessary to drive, so here are seven eco-driving tips that can help make a difference to your journey:

1. Service your car regularly to maintain engine efficiency;
2. Check your tyre pressures regularly (and before long journeys), underinflated tyres use more fuel as they increase rolling resistance;
3. Lose any unnecessary baggage, extra weight means extra fuel;
4. Combine short trips; cold starts use more fuel so it pays to combine errands;
5. Drive smoothly, accelerate gently and read the road ahead to avoid unnecessary braking;
6. Cut down on the air-con; air-conditioning increases fuel consumption at low speeds (the effects are less noticeable at higher speeds); and
7. The faster you go the greater the fuel consumption (cruising at 70mph uses up to 9% more fuel than at 60mph and up to 15% more fuel than at 50mph).



Planning Layout



Useful Links



Wiltshire Council

Wiltshire Council
wiltshire.gov.uk

For the Travel Plan Coordinator acting on behalf of Lovell Homes
please contact:

Sian Diaz
Lovell
Sian.Diaz@lovell.co.uk
newhomes.lovell.co.uk

T. 029 20614112

LOVELL HOMES



APPENDIX 8

Swept Path Assessment