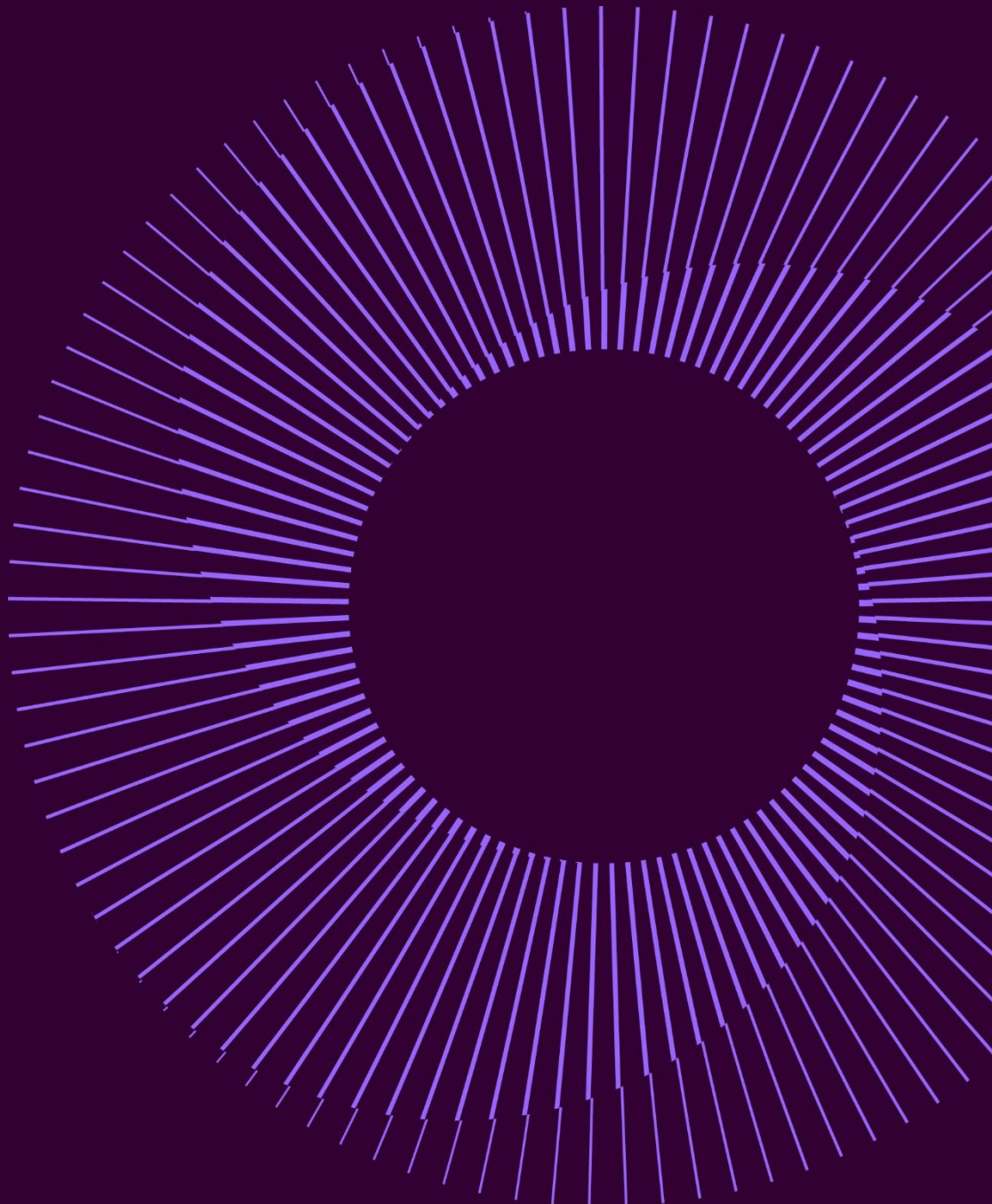


Land East of Calne Road, Lyneham



Project Reference

Ref: ITB210361-004 R

Date: 02 June 2026

Client: Ashflame Properties Ltd

Quality Management

Report	Comment	Date	Author	Authorised
ITB210361-004 R	First Issue	02 June 2026	DE/BH	BH
ITB210361-004A R	Second Issue	04 June 2026	DE/BH	BH
ITB210361-004B R	Final	15 June 2026	DE/BH	BH

File Ref: B:\Projects\210000 Series\210361ITB - Lyneham Wiltshire\Admin\Report and Tech Notes\ITB210361-004B R
Land East of Melsome Road Lyneham - Transport Assessment Addendum .docx

Contents

1	Introduction	1
2	Proposed Site Access Arrangements	2
3	Proposed Public Transport Provision	5
4	Travel Plan	7
5	Summary & Conclusion	8

Drawings

ITB210361-GA-002	Site Access General Arrangement
ITB210361-GA-006	Site Access Visibility Splays
ITB210361-GA-007	Walking & Cycling Improvements

Appendices

APPENDIX A.	Correspondence with Stagecoach
-------------	--------------------------------

1 Introduction

1.1 A planning application has been submitted for a proposed residential development for up to 200 new homes on Land East of Calne Road, Lyneham (planning application reference: PL/2026/00367). The planning application was supported by a Transport Assessment (report reference: ITB210361-002A R) and Travel Plan (report reference: ITB210361-003A R). Comments have been provided on the proposals by the Local Highway Authority, Wiltshire Council, and this Transport Assessment Addendum provides a response to the comments. The comments confirm:

- i. There are a range of services and facilities in Lyneham and the site benefits from access to good bus services which provide access to destinations further afield – the site is therefore in a sustainable location from a transport perspective;
- ii. Some further information is required in relation to the proposed site access arrangements. The pedestrian / cycle access should be upgraded to also allow for emergency access;
- iii. Consideration should be given to providing additional improvements to public transport infrastructure in the vicinity of the site;
- iv. Some amendments should be made to the proposed walking and cycling improvements identified in the Transport Assessment;
- v. There are no existing accident trends which will be exacerbated by the proposed development;
- vi. The traffic modelling submitted demonstrates that the proposed development will not have a material impact on the operation of the local highway network; and
- vii. The measures being provided to achieve the target 10% reduction in vehicle trips set out in the Travel Plan should be confirmed.

1.2 The remainder of this Transport Assessment Addendum is structured as follows:

- **Section 2: Proposed Site Access Arrangements** – responds to the comments on the site access arrangements and provides details of updated drawings;
- **Section 3: Proposed Public Transport Provision** – provides a response to the comments on public transport provision including secondary school travel;
- **Section 4: Travel Plan** – provides additional information in relation to the Travel Plan; and
- **Section 5: Summary & Conclusion** – provides a summary and conclusion.

2 Proposed Site Access Arrangements

2.1 This section of the Transport Assessment Addendum responds to the comments on the site access arrangements. The comments on the site access arrangements from Wiltshire Council and a response to the comments and details of any amendments are summarised in **Table 2.1**.

Table 2.1: Site Access Comments & Designers Response

WC Comments	Designers Response
The existing site access drawing is not clear and scalable. A more friendly scale and clearer version (less layers) of the site access less than 1:1000 is required.	Drawing ITB210361-GA-002 provides an updated version of the site access general arrangement drawing. The drawing has been provided at a scale of 1:500 and some of the layers highlighting the presence of the ditch and existing kerblines have also been removed. A separate drawing ITB210361-GA-006 has also been provided showing the visibility splays to further assist with making the drawing clearer and easier to read.
A significant proportion of the visibility splay (2.4m x 120m) is contained within the red line of the application site. This land as part of this application site must be allocated for dedication as Public Highway, in order that the visibility splay can be maintained in perpetuity going forwards and it is not allocated to third parties, when obstructions could be installed. A plan is required detailing land that can be dedicated as Public Highway to in order to maintain the visibility splay and satisfy this requirement.	The land required for the visibility splay will be dedicated as public highway and drawing ITB210361-GA-006 shows the indicative extent of adoption. The precise extent of adoption will need to be confirmed as part of the Section 278 Agreement and at the time of a Reserved Matters application as some of the onsite streets may come forward for adoption.
The drawing supplied shows (ITB210361-GA-002 Rev D) a complicated and confused version of the visibility splay that is available. This is due to the other items/ layers on the drawing. A significant concern is the location of the 4-5 trees to the south of the access. These appear in close proximity to the back of the visibility splay with tree canopy. It is considered reasonable that a visibility splay in front of vegetation should have at least 1m clearance, due to issues relating to vegetation growth. A more detailed/ clearer plan of how the visibility splay relates to the trees is required before further guidance can be provided. Some of these trees may need to be removed in order to maintain the required visibility splays. Due to the tree canopy, the visibility splay also needs to demonstrate the visibility in the vertical plane. This means within the visibility splay, no obstruction to visibility from 2m down to 1.05m to 2m (drivers eye height, no children in this splay) in accordance with MfS guidelines.	Drawing ITB210361-GA-006 has been updated to show the visibility splays more clearly. Three visibility splays to the south are still shown including: • 2.4m x 160m – this is the level of visibility required based on the current speed limit; • 2.4m x 120m – this is the level of visibility that would be needed following the re-location of the existing change in speed limit; and • The visibility splay shown to the tangent, given the location of the access relative to the bend. The clearance between the tree trunks and the 120m visibility splays has been annotated on the drawing and as shown, the clearance is between 1.2m – 2.3m. There is no need for these trees to be removed, as the trunk sizes could increase to 2m+ prior to them having an impact on the 120m

WC Comments	Designers Response
	visibility splay to the south. There is even more clearance to the 160m visibility splay. The visibility splay to the tangent has slightly less clearance (but still in excess of 1m to all trees), but vehicles will not be overtaking in any event. A note has been added to the drawing to confirm that canopies will be lifted so that the visibility splays are clear from obstruction.
For this number of dwellings an emergency vehicle access will be required. Please provide details of an emergency access for a fire tender vehicle. I would suggest that the cycle route to the south of the site would appear to be a good option to investigate in the first instance. I consider that the site layout can also be laid out in a loop manner that will aid emergency issues and help provide two routes to a large proportion of the site in the event of emergency.	Drawing ITB210361-GA-002 has been updated to show the pedestrian / cycle access upgraded to also provide access for emergency vehicles. The emergency access has been shown to connect to an indicative street layout within the development shown on the illustrative masterplan. The exact arrangement of the streets within the development will be confirmed by a subsequent reserved matters planning application.
I note that this proposal includes a scheme to provide an on carriageway advisory cycle lane. With markings and coloured surfacing. When looking at the guidance contained in LTN 1/20, it is not considered that an on carriageway advisory cycle lane is essential in this location. This street is a considered a lightly trafficked street and therefore this measure is not considered a necessity to encourage or provide a facility for cycling. I note that there are footway further north towards Elder Avenue to present as opportunities to keep cycles off Calne Road. However I note that these routes are not contained within the Public Highway. I do consider that the signage of the route relating to Calne road and dropped kerbs is required. Details clearly signing this route are required.	Drawing ITB210361-GA-007 has been prepared to provide a separate drawing of the walking and cycling improvements. The improvement scheme has been updated to remove the on carriage way advisory cycle lanes. The dropped kerbs providing improved crossing facilities are still retained and the provision of some signage directing people to the shops in Lyneham village centre and primary school have been shown on the drawing.
With regard to paragraph 4.5.3, I note the detail of the extension of the speed limit and introduction of a gateway feature. I would like to receive more detailed information of this feature.	As set out in paragraph 4.5.3, whilst not required for the delivery of the access, it would be logical to relocate the existing change in speed limit and gateway feature. The existing gateway feature has roundels, red colourbright surfacing, speed limit signage and a 'Welcome to Lyneham sign' as shown in the image overleaf.

WC Comments	Designers Response
	The exact detail of the gateway feature can be determined in consultation with Wiltshire Council, but the emerging proposal was that the relocated gateway feature would be similar to the existing with roundels, red colourbright surfacing, speed limit signage and a 'Welcome to Lyneham sign'.

Image 2.1: Existing Gateway Feature



3 Proposed Public Transport Provision

3.1 Introduction

- 3.1.1 This section of the Transport Assessment Addendum responds to the comments from Wiltshire Council on public transport infrastructure improvements and school bus services.

3.2 Bus Stops

- 3.2.1 The comments from Wiltshire Council set out:

“It is considered that the developer review the existing and proposed bus stop location on the Calne Road, with a view to relocating them to a more suitable location to better service both Melsome road and this proposed development. The developer to fund any upgrade to the bus shelters on both sides of the road, real time information installation, and bus laybys on both sides of the road with possible relocation of pedestrian crossing to allow a safe crossing between the two estates.”

- 3.2.2 There are no formal pedestrian links from Melsome Road to the A3102 and additional links cannot be delivered by the development because the land between Melsome Road and the A3102 is not adopted highway. People from Melsome Road wanting to access bus services therefore need to walk via Melsome Road and emerge at the Melsome Road / A3102 junction. In this location there is already a controlled crossing so that people can access both bus stops. Moving the bus stops from their current location would make them less attractive for existing residents from Melsome Road as they would need to walk further and they would not be able to make use of the existing crossing.
- 3.2.3 The location of the existing bus stops is convenient for the proposed development, being within 350m of the centre of the site, and with people from the development being able to make use of the existing controlled crossing. The route to the existing bus stops will also make use of the new wide footway / cycleway being provided so it will be a pleasant walk for new residents. It is not therefore proposed to relocate the bus stops because they are currently in the best location on balance.
- 3.2.4 Stagecoach (the operator of the Service 55) have confirmed that they would be supportive of improving the existing bus shelters and providing Real Time Information (RTI). This will be funded and delivered by the proposed development. Stagecoach are not however supportive of providing lay-bys and correspondence with Stagecoach is included in Appendix A. There are also a number of significant constraints to the delivery of lay-bys including:
- The location of existing accesses onto the A3102;
 - The presence of existing ditches and trees; and
 - A significant number of existing utilities in the verges.
- 3.2.5 Further, the scheme proposes to reduce the speed limit on A3102 and relocate the existing settlement gateways and the 40 / 50 mph change in the speed limit to the south. This will promote lower traffic speeds at the bus stops which also supports buses stopping on-carriageway.

- 3.2.6 Drawing ITB210361-GA-002 has been updated to show the improvements to the existing bus stops to provide new shelters and Real Time Information, which are the improvements which have been recommended by Wiltshire Council that are also supported by Stagecoach.

3.3 School Buses

- 3.3.1 The comments from Wiltshire Council request that consideration is given to the provision of coach services from the site to Royal Wootton Bassett Academy (the catchment secondary school). The provision of a coach turning area is also sought.
- 3.3.2 The current bus timetable for the service 55 aligns well with student journeys to and from the site and school – i.e. services are provided to / from Lyneham at the start and end of the school day and the 55 route includes stops within a 500m (7-minute) walk of the school. Based on information from the school's website, the school day begins at 08:30 meaning that students living at the site could catch the 07:35 bus from Melsome Road, arriving at the High Street stop by 07:49 and arriving at school at approximately 08:00 ready for the start of the school day. At the end of the school day (15:00), students can return to Lyneham via either the 15:18 or 15:41 buses which reach Lyneham at 15:31 and 15:54 respectively. Later services are available to accommodate students attending after school clubs or activities.
- 3.3.3 It is understood from discussions with Stagecoach that existing students use the 55 service to travel from Lyneham to the Royal Wootton Bassett Academy and that there is capacity to accommodate additional children from the development on existing bus services (Stagecoach have confirmed that there are approximately 3 passengers per service towards Royal Wootton Bassett). There are some capacity constraints on the service 55 at school times and additional buses are already run to deal with this, but these relate to school children travelling from Swindon into Wiltshire in the morning and returning from Wiltshire to Swindon in the afternoon (i.e. the reverse journey that children from the proposed development will make).
- 3.3.4 It is not therefore desirable or necessary to provide coach services between Lyneham and the Royal Wootton Bassett Academy as school children can be accommodated on existing public buses. No specific infrastructure needs to be provided for school children, as they will be able to use the existing bus stops (that will be improved) that also benefit from a controlled crossing enabling children to cross safely to access bus stops on both sides of the road.

4 Travel Plan

4.1 Wiltshire Council's comments ask for clarification on the measures proposed to achieve the targets set out within the Travel Plan. The following are proposed to seek to achieve a 10% reduction in vehicle trips and 4% increase in trips by active modes, a 4% increase in trips by public transport and a 2% increase in trips by car passenger (i.e. car sharing):

- Travel Plan Co-Ordinator – a Travel Plan Co-ordinator will be appointed to oversee the implementation of the Travel Plan and promote the Travel Plan to new residents;
- Welcome Pack – a welcome pack will be provided for new residents. This will include information and maps to make sure that new residents are well informed of the opportunities to travel by active modes and public transport. It will also include information about car sharing;
- New walking and cycling infrastructure – new walking and cycling infrastructure will be provided as part of the proposed development. This includes new on site infrastructure and improvements to the walking and cycling routes to Lyneham village centre and the primary school;
- Discounts at local bike shops – the Travel Plan Co-ordinator will seek to negotiate discounts for new residents at local bike shops;
- Cycle parking – cycle parking will be provided for all new homes with due regard to Wiltshire Council's standards contained within the Local Cycling & Walking Infrastructure Plan (LCWIP) (or subsequent guidance available at the time of a Reserved Matters application);
- Improvements to local bus stops – the nearest bus stops to the site will be improved with new shelters and real time information to encourage the use of the Stagecoach Service 55;
- Public transport discounts – vouchers will be provided to enable new residents to purchase discounted public transport travel;
- Car sharing – car sharing will be promoted by the Travel Plan Co-ordinator with information provided in the welcome pack; and
- EV Charging Infrastructure – new homes will be provided Electric Vehicle charging infrastructure in accordance with the Building Regulations.

5 Summary & Conclusion

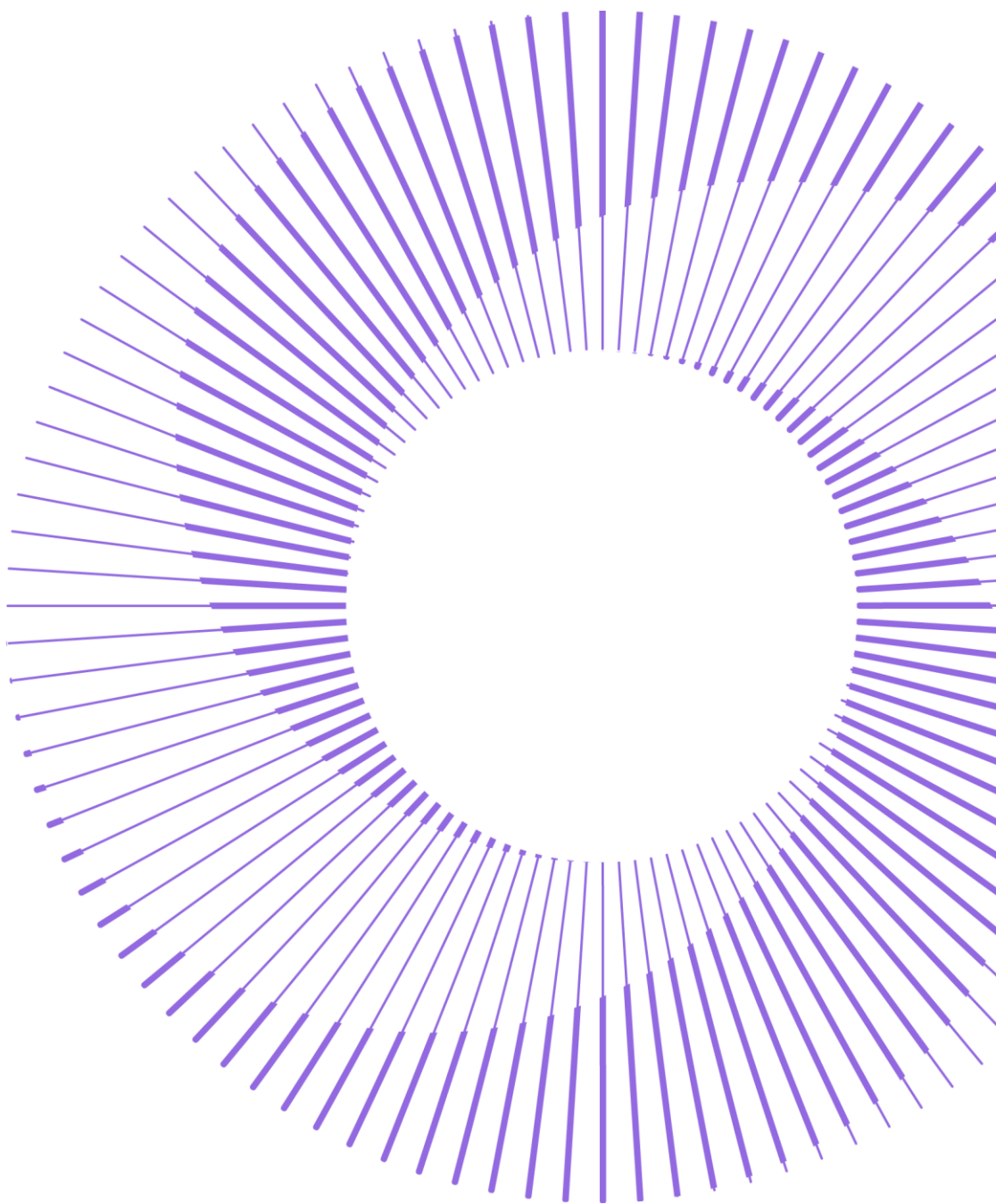
5.1 Summary

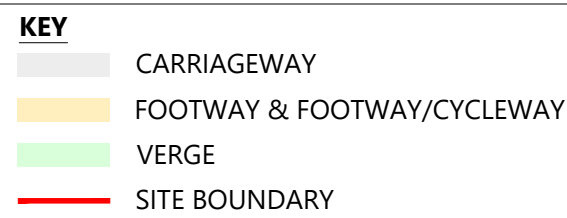
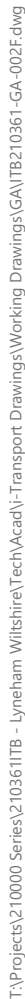
- 5.1.1 A planning application has been submitted for a proposed residential development for up to 200 new homes on Land East of Calne Road, Lyneham. Comments have been provided on the proposals by the Local Highway Authority, Wiltshire Council, which confirm that the site is in a sustainable location from a transport perspective and that the proposals will not have a material impact on the operation of the local highway network surrounding the site.
- 5.1.2 Further information has been requested from Wiltshire Council in relation to the site access arrangements, public transport provision and Travel Plan. This has been provided in this Transport Assessment Addendum, and it has been demonstrated that:
- Safe and suitable access for all modes is proposed from Calne Road and off-site improvements to existing key walking and cycling routes are proposed – the design of the site access arrangements and off-site improvements has been informed by comments from Wiltshire Council;
 - Improvements have been proposed to the public transport infrastructure in the vicinity of the site. The scale of the proposed improvements is commensurate to the scale of the development proposed and they have been informed by discussions with Stagecoach; and
 - A package of measures are included within the Travel Plan to achieve the mode shift targets.

5.2 Conclusion

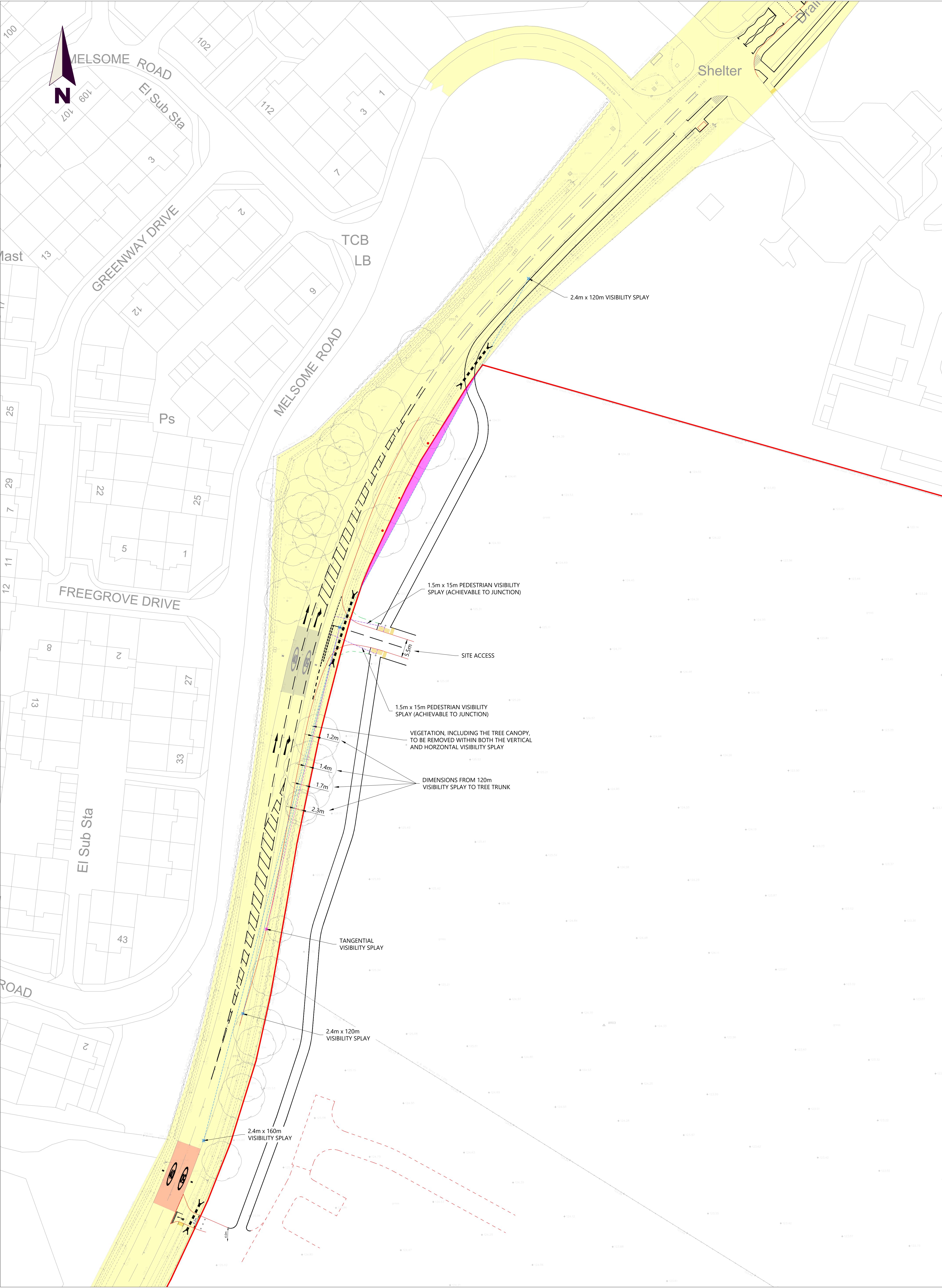
- 5.2.1 Overall, the proposals are acceptable from a highway and transport perspective.

DRAWINGS





TITLE: PROPOSED SITE ACCESS FROM A3102 CALNE ROAD		DESIGN STATUS: FOR INFORMATION	DRAWING STAGE: PRELIMINARY
PROJECT: LYNEHAM WILTSHIRE		SCALE @ A1: 1:500	PROJECT No: ITB210361
CLIENT: ASHFLAME PROPERTIES LTD		DRAWING No: ITB210361-GA-002	REV: F



T:\Projects\210000 Series\210361\B\Lyneham Wiltshire\Technical\Transport Drawings\Working Drawings\GA\ITB210361-GA-006.dwg



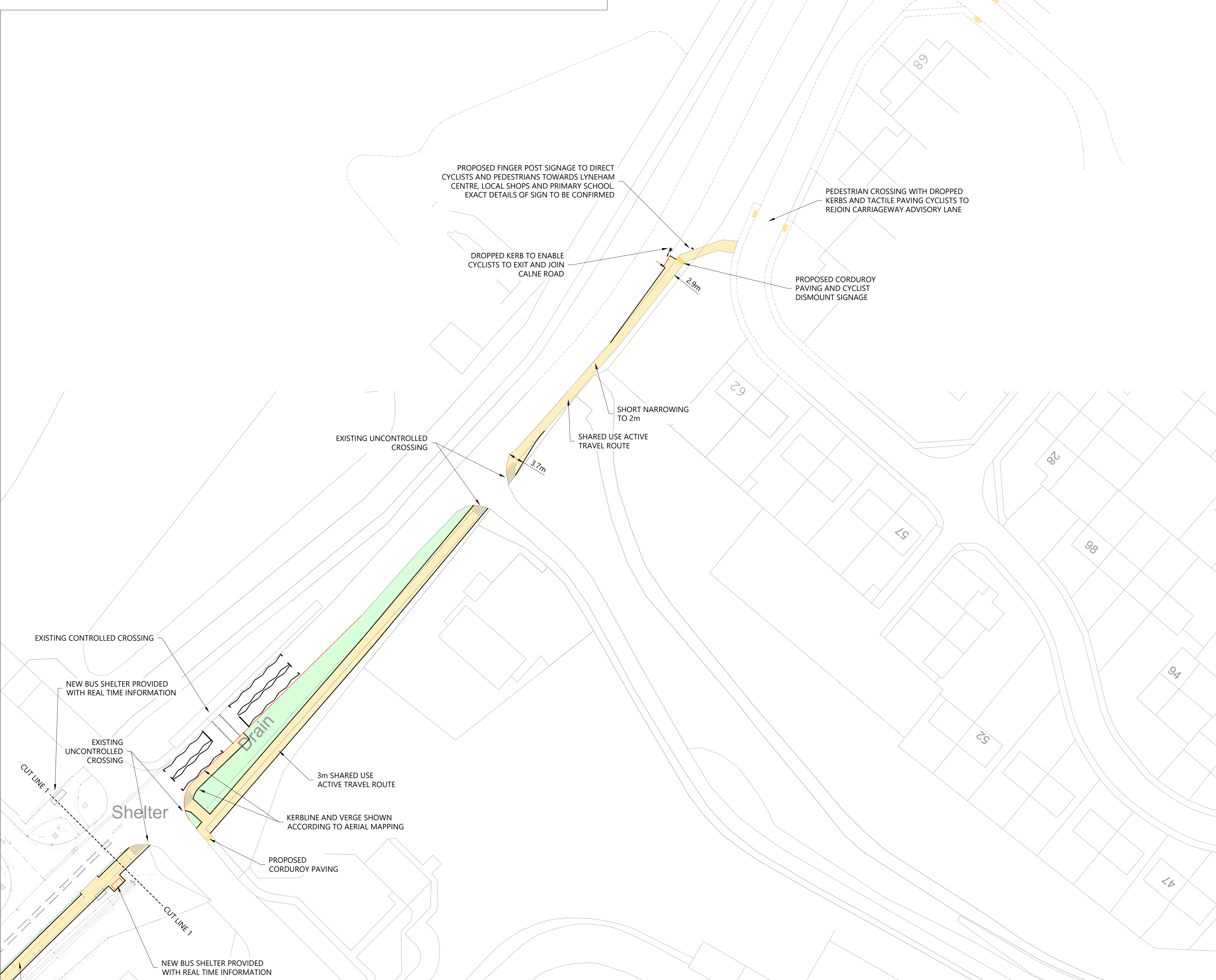
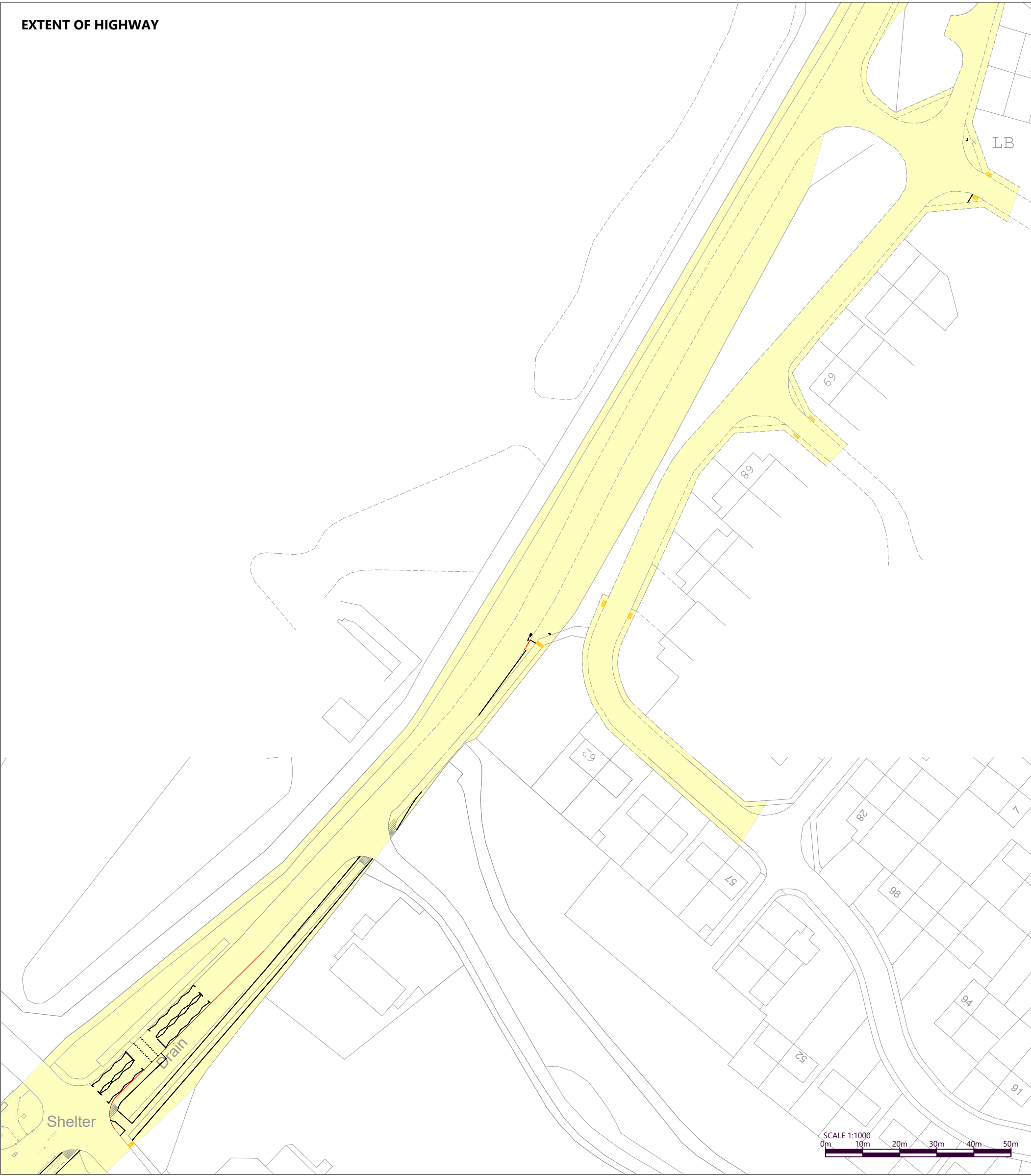
KEY	
	HIGHWAY BOUNDARY
	SITE BOUNDARY
	LAND TO BE DEDICATED AS PUBLIC HIGHWAY

itransport

The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
Tel: 01256 898366
www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APP

TITLE: PROPOSED SITE ACCESS FROM A3102 CALNE ROAD VISIBILITY SPLAYS		DESIGN STATUS: FOR INFORMATION	DRAWING STAGE: PRELIMINARY
PROJECT: LYNEHAM WILTSHIRE		SCALE @ A1: 1:500	PROJECT No: ITB210361
CLIENT: ASHFLAME PROPERTIES LTD		DRAWING No: ITB210361-GA-006	REV: A



T:\Projects\210000 Series\210361\B - Lyneham Wiltshire Technical Transport Drawings\Working Drawings\GA\ITB210361-GA-007A.dwg

KEY	
	CARRIAGEWAY
	FOOTWAY & FOOTWAY/CYCLEWAY
	VERGE
	SITE BOUNDARY
	HIGHWAY BOUNDARY

itransport

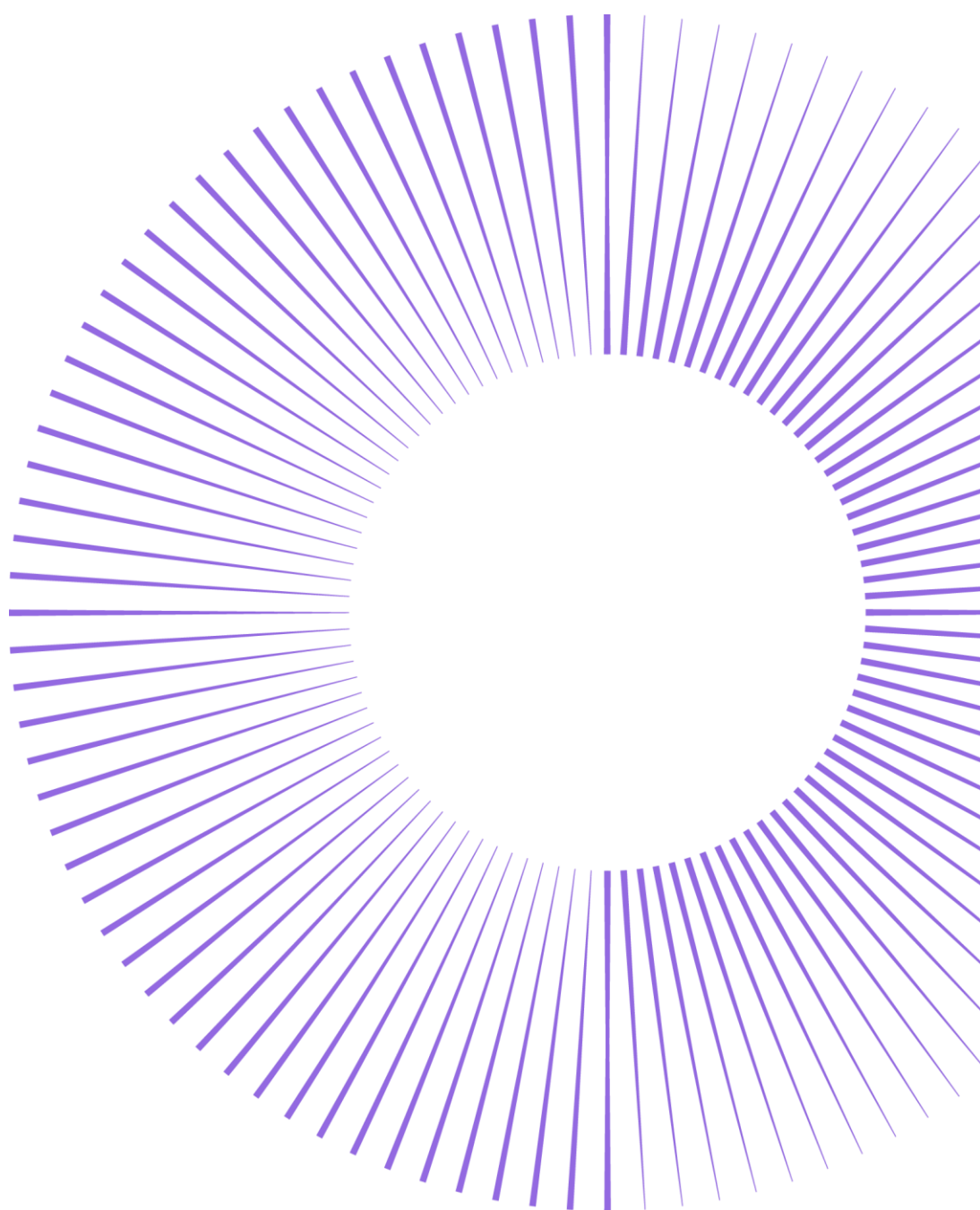
The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
Tel: 01256 898366

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APP

TITLE: PROPOSED OFF-SITE WORKS TO IMPROVE PEDESTRIAN AND CYCLE LINKS TO LYNEHAM CENTRE		DESIGN STATUS: FOR INFORMATION	DRAWING STAGE: PRELIMINARY
PROJECT: LYNEHAM WILTSHIRE		SCALE @ A1: 1:500/1:1000	PROJECT No: ITB210361
CLIENT: ASHFLAME PROPERTIES LTD		DRAWING No: ITB210361-GA-007	REV: A

APPENDICES



APPENDIX A. Correspondence with Stagecoach

David Earl

From: David O'Leary [REDACTED]
Sent: 12 June 2026 16:36
To: David Earl
Cc: Ben Howard
Subject: RE: Residential Development - Lyneham

CAUTION: This message originated outside of iTransport. Use caution when opening attachments, clicking links or responding to requests for information.

Hi David,

Apologies for the delayed response with this – below is a summary of our views on Lyneham and insights on the 55 service.

- **Relocating Stopping Points** – As per our discussion, we agree that the best solution is not to relocate the stopping points along the road but to retain and enhance them at the current locations. Our view is that the distance from the crossing point would be too great, and that it may encourage people to attempt to cross the road at other points (a safety concern).
- **Layby's** – We have discussed further internally and whilst generally we would agree that layby's are not the best solution, it is also location dependent. On slower roads where there is no layby, our vehicles become natural traffic calming when stationary, and it also allows buses to pull away much more quickly because there's no need to wait for a gap in the traffic. However, the issue can be that cars take more risks in overtaking stationary buses, particularly on a fast road or where the bus is stationary for a lengthy amount of time. At this location, it feels like that would not be an issue, however traffic speed analysis and consideration for calming measures would need to be undertaken to be confident of that.
- **55 Service** – Currently demand from Lyneham towards Chippenham is approximately 30 passengers per service. Including passengers travelling from calling points earlier than Lyneham, buses in this direction are at or close to capacity in those hours. In the opposite direction (Chippenham to Swindon), demand is far lower – approximately 3 passengers per service. So in short, as it stands currently there is capacity for growth.

Hope that helps

David

David O'Leary
Commercial Director
Stagecoach West & Oxford Tube

From: David Earl [REDACTED]
Sent: 12 June 2026 13:59
To: David O'Leary [REDACTED]

Cc: [REDACTED]

Subject: RE: Residential Development - Lyneham

This Message Is From an External Sender

Please be careful opening attachments/links. If unsure, report as suspicious.

[Report Suspicious](#)

Hi David,

Sorry to chase this, but any thoughts on this and the existing school student usage of the 55 service would be really helpful.

Thanks,

David

David Earl

Associate Partner

Telephone: 07915 825 479



Basingstoke Office: The Square, Basing View, Basingstoke, RG21 4EB



iTransport is the trading name of i-Transport LLP, which is a limited liability partnership registered in England under number OC311185. Registered Office: 264 Banbury Road, Summertown, Oxford OX2 7DY.. A list of members is available upon request.

We use the word "partner" to refer to a member of i-Transport LLP or an employee or consultant with equivalent standing and qualifications.

Please note that the information in this e-mail is confidential and unless you are (or authorised to receive it for) the intended recipient, you must not disclose, copy, circulate or in any way use the information it contains. If you have received this e-mail in error please inform us and immediately delete all copies from your system. Whilst it is believed that this e-mail and any attachments are free of any virus or other defect, it is your responsibility to ensure that your computer or IT system are not affected and we accept no responsibility for any loss or damage arising.

From: Ben Howard [REDACTED]

Sent: 10 June 2026 15:33

To: David O'Leary [REDACTED] David Earl [REDACTED]

Subject: RE: Residential Development - Lyneham

Hi David – sorry for chasing on something else so soon, but have you had chance to look at the below.

The attached is what we are showing at the moment which involves a new wide footway to provide access to the existing bus stops near the crossing and we're showing both stops improved with new shelters and real time information.

Cheers, Ben

Ben Howard

Partner

Telephone: 07721 128 425



Basingstoke Office: The Square, Basing View, Basingstoke, RG21 4EB



iTransport is the trading name of i-Transport LLP, which is a limited liability partnership registered in England under number OC311185. Registered Office: 264 Banbury Road, Summertown, Oxford OX2 7DY.. A list of members is available upon request.

We use the word "partner" to refer to a member of i-Transport LLP or an employee or consultant with equivalent standing and qualifications.

Please note that the information in this e-mail is confidential and unless you are (or authorised to receive it for) the intended recipient, you must not disclose, copy, circulate or in any way use the information it contains. If you have received this e-mail in error please inform us and immediately delete all copies from your system. Whilst it is believed that this e-mail and any attachments are free of any virus or other defect, it is your responsibility to ensure that your computer or IT system are not affected and we accept no responsibility for any loss or damage arising.

From: Ben Howard [REDACTED]
Sent: 04 June 2026 11:20
To: David O'Leary [REDACTED] David Earl [REDACTED] >
Subject: RE: Residential Development - Lyneham

Thanks David.

In doing a bit more research, it looks like you run an extra bus to provide more capacity for children travelling out of Swindon and into Wiltshire – see below.

Monday to Friday (excluding Public Holidays)

Swindon Fleming Way (Stop H)	0420	0505	0535	0600	0620	0638	0650	0710	0745	0805	0825	0845	0910	0930	0950
Even Swindon Great Western Outlet	0426	0511	0541	0606	0626	0644	0658	0718	0753	0814	0834	0854	0917	0937	0957
Royal Wootton Bassett Swallows Mead	0437	0522	0552	0617	0637	0655	0713	0732	0808	0829	0849	0909	0930	0950	1010
Royal Wootton Bassett High Street	0444	0529	0559	0624	0644	0702	0722	0740	0817	0838	0858	0918	0939	0959	1019
Lyneham MOD Main Gate	0454	0539	0609	0634	0654	0712	0733	0751	0828	0849	0909	0929	0950	1010	1030
Calne Tesco	0506	0551	0621	0646	0706	0724	0749	0805	0842	0903	0922	0942	1003	1023	1043
Calne Town Hall	0512	0557	0627	0652	0712	0731	0757	0813	0850	0910	0929	0949	1010	1030	1050
Studley Crossroads	0518	0603	0633	0658	0719	0739	0805	0820	0857	0917	0936	0956	1017	1037	1057
Chippenham Bus Station	Arr	0526	0611	0641	0707	0728	0749	0815	0831	0908	0926	0945	1005	1026	1106
Chippenham Bus Station (Bay 3)	Dep	0528	0613	0643	0709	0730	0751	0817	0833	0910	0928	0947	1007	1028	1108
Chippenham Railway Station		0534	0619	0649	0715	0736	0801	0827	0840	0916	0934	0953	1013	1034	1114

Swindon Fleming Way (Stop H)	1010	1030	1050	1110	1130	1150	1210	1230	1250	1310	1330	1350	1410	1430	1450
Even Swindon Great Western Outlet	1017	1037	1057	1117	1137	1157	1217	1237	1257	1317	1337	1357	1417	1437	1457
Royal Wootton Bassett Swallows Mead	1030	1050	1110	1130	1150	1210	1230	1250	1310	1330	1350	1410	1430	1450	1510
Royal Wootton Bassett High Street	1039	1059	1119	1139	1159	1219	1239	1259	1319	1339	1359	1419	1439	1459	1519
Lyneham MOD Main Gate	1050	1110	1130	1150	1210	1230	1250	1310	1330	1350	1410	1430	1450	1510	1530
Calne Tesco	1103	1123	1143	1203	1223	1243	1303	1323	1343	1403	1423	1443	1503	1523	1543
Calne Town Hall	1110	1130	1150	1210	1230	1250	1310	1330	1350	1410	1430	1450	1510	1530	1550
Studley Crossroads	1117	1137	1157	1217	1237	1257	1317	1337	1357	1417	1437	1457	1517	1537	1557
Chippenham Bus Station	Arr	1126	1146	1206	1226	1246	1306	1326	1346	1406	1426	1446	1506	1526	1606
Chippenham Bus Station (Bay 3)	Dep	1128	1148	1208	1228	1248	1308	1328	1348	1408	1428	1448	1508	1528	1608
Chippenham Railway Station		1134	1154	1214	1234	1254	1314	1334	1354	1414	1434	1454	1515	1535	1615

Swindon Fleming Way (Stop H)	1510	1535	1600	1625	1650	1710	1725	1740	1800	1830	1900	1930	2000	2030	2100
Even Swindon Great Western Outlet	1518	1543	1608	1633	1658	1718	1733	1747	1807	1837	1906	1936	2006	2036	2106
Royal Wootton Bassett Swallows Mead	1533	1558	1624	1649	1714	1734	1749	1800	1820	1849	1918	1948	2018	2048	2118
Royal Wootton Bassett High Street	1542	1607	1634	1659	1724	1742	1757	1808	1827	1856	1925	1955	2025	2055	2125
Lyneham MOD Main Gate	1553	1619	1646	1711	1736	1753	1808	1819	1837	1906	1935	2005	2035	2105	2135
Calne Tesco	1606	1632	1659	1724	1748	1805	1820	1830	1848	1916	1945	2015	2045	2115	2145
Calne Town Hall	1613	1639	1706	1731	1754	1811	1826	1836	1854	1921	1950	2020	2050	2120	2150
Studley Crossroads	1620	1646	1713	1738	1801	1818	1833	1843	1901	1927	1956	2026	2056	2126	2156
Chippenham Bus Station	Arr	1629	1655	1722	1747	1810	1826	1841	1851	1909	1935	2004	2034	2104	2204
Chippenham Bus Station (Bay 3)	Dep	1631	1657	1724	1749	1812	1828	1843	1853	1911	1937	2006	2036	2106	2206
Chippenham Railway Station		1638	1704	1731	1756	1819	1834	1849	1859	1916	1942	2011	2041	2111	2211

Swindon Fleming Way (Stop H)	2130	2200	2230	2330	---	---	---	---
Even Swindon Great Western Outlet	2136	2206	2236	2336	---	---	---	---
Royal Wootton Bassett Swallows Mead	2148	2218	2248	2348	---	---	---	---
Royal Wootton Bassett High Street	2155	2225	2255	2355	---	---	---	---
Lyneham MOD Main Gate	2205	2235	2305	0005	---	---	---	---
Calne Tesco	2215	2245	2315	0015	---	---	---	---
Calne Town Hall	2220	2250	2320	0020	---	---	---	---
Studley Crossroads	2226	2256	...	0026	---	---	---	---
Chippenham Bus Station	Arr	2234	2304	...	0034	---	---	---
Chippenham Bus Station (Bay 3)	Dep	2236	2306	...	0036	---	---	---
Chippenham Railway Station		2241	2311	...	0041	---	---	---

On **Wiltshire School Days** only, two buses will run at the times shown in the red box to provide extra capacity during peak times.

Pupils from our development would be travelling in the other direction (most likely using this bus). An indication of how well this is used by existing children in Lyneham to access Royal Wootton Bassett Academy and if there is some capacity for more pupils would be really helpful.

Monday to Friday (excluding Public Holidays)

Chippenham Railway Station	...	...	...	0545	...	0631	...	0654	...	0720	0740	0808	0835	0857	0917
Chippenham Bus Station	Arr	...	...	0550	...	0636	...	0700	...	0726	0746	0815	0842	0903	0923
Chippenham Bus Station (Bay 9)	Dep	...	...	0552	...	0638	...	0702	...	0728	0748	0817	0844	0905	0925
Studley Crossroads	...	...	...	0602	...	0648	...	0712	...	0739	0759	0828	0855	0915	0935
Calne Town Hall	...	0510	...	0610	0636	0656	0706	0721	...	0749	0809	0838	0905	0925	0945
Calne Tesco	...	0514	...	0614	0640	0700	0710	0725	...	0753	0813	0842	0909	0929	0949
Lyneham MOD Main Gate	...	0525	...	0625	0651	0711	0721	0736	...	0806	0826	0855	0921	0941	1001
Royal Wootton Bassett High Street	0505	0535	0605	0635	0702	0722	0733	0748	0803	0818	0838	0907	0932	0952	1012
Royal Wootton Bassett Swallows Mead	0512	0542	0612	0642	0710	0730	0742	0757	0812	0827	0847	0915	0940	1000	1020
Even Swindon Great Western Outlet	0524	0554	0624	0654	0723	0743	0758	0813	0828	0843	0903	0928	0953	1013	1033
Swindon Fleming Way	0530	0600	0630	0700	0733	0753	0808	0823	0838	0853	0913	0935	1000	1020	1040

Chippenham Railway Station	0937	0957	1017	1037	1057	1117	1137	1157	1217	1237	1257	1317	1337	1357	1417
Chippenham Bus Station	Arr	0943	1003	1023	1043	1103	1123	1143	1203	1223	1243	1303	1323	1343	1403
Chippenham Bus Station (Bay 9)	Dep	0945	1005	1025	1045	1105	1125	1145	1205	1225	1245	1305	1325	1345	1405
Studley Crossroads	0955	1015	1035	1055	1115	1135	1155	1215	1235	1255	1315	1335	1355	1415	1435
Calne Town Hall	1005	1025	1045	1105	1125	1145	1205	1225	1245	1305	1325	1345	1405	1425	1445
Calne Tesco	1009	1029	1049	1109	1129	1149	1209	1229	1249	1309	1329	1349	1409	1429	1449
Lyneham MOD Main Gate	1021	1041	1101	1121	1141	1201	1221	1241	1301	1321	1341	1401	1421	1441	1501
Royal Wootton Bassett High Street	1032	1052	1112	1132	1152	1212	1232	1252	1312	1332	1352	1412	1432	1452	1512
Royal Wootton Bassett Swallows Mead	1040	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500	1520
Even Swindon Great Western Outlet	1053	1113	1133	1153	1213	1233	1253	1313	1333	1353	1413	1433	1453	1515	1535
Swindon Fleming Way	1100	1120	1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500	1522	1542

Chippenham Railway Station	1440	1500	1520	1540	1600	1620	1645	1710	1735	1800	1825	1845	1905	1926	1948
Chippenham Bus Station	Arr	1446	1507	1527	1547	1607	1627	1652	1717	1742	1807	1831	1851	1910	1931
Chippenham Bus Station (Bay 9)	Dep	1448	1516	1529	1549	1609	1629	1654	1719	1744	1809	1833	1853	1912	1933
Studley Crossroads	1458	1527	1540	1600	1620	1640	1705	1730	1754	1819	1843	1903	1921	1942	2004
Calne Town Hall	1508	1539	1552	1612	1632	1652	1717	1740	1804	1829	1852	1912	1930	1951	2013
Calne Tesco	1512	1543	1556	1616	1636	1656	1721	1744	1808	1833	1856	1915	1933	1954	2016
Lyneham MOD Main Gate	1525	1556	1609	1629	1649	1709	1734	1756	1820	1844	1907	1926	1944	2005	2027
Royal Wootton Bassett High Street	1536	1607	1621	1641	1701	1721	1746	1808	1830	1854	1916	1935	1953	2014	2036
Royal Wootton Bassett Swallows Mead	1544	1615	1629	1649	1709	1729	1754	1816	1837	1901	1922	1941	1959	2020	2042
Even Swindon Great Western Outlet	1559	1630	1644	1704	1724	1744	1807	1828	1849	1913	1933	1952	2010	2031	2053
Swindon Fleming Way	1606	1637	1651	1711	1731	1751	1814	1834	1855	1919	1939	1958	2016	2037	2059

Chippenham Railway Station	2013	2043	2113	2143	2213	2243	2313	...
Chippenham Bus Station	Arr	2018	2048	2118	2148	2218	2248	2318
Chippenham Bus Station (Bay 9)	Dep	2020	2050	2120	2150	2220	2250	2320
Studley Crossroads	2029	2059	2129	2159	2229	2259	2329	...
Calne Town Hall	2038	2108	2138	2208	2238	2308	2338	...
Calne Tesco	2041	2111	2141	2211	2241	2311	2341	...
Lyneham MOD Main Gate	2052	2122	2152	2222	2252	2322	2352	...
Royal Wootton Bassett High Street	2101	2131	2201	2231	2301	2331	0001	...
Royal Wootton Bassett Swallows Mead	2107	2137	2207	2237	2307	2337	0007	...
Even Swindon Great Western Outlet	2118	2148	2218	2248	2318	2348	0018	...
Swindon Fleming Way	2124	2154	2224	2254	2324	2354	0024	...

On Wiltshire School Days only, two buses will run at the times shown in the red box to provide extra capacity during peak times.

Ben Howard
Partner
Telephone: 07721 128 425



Basingstoke Office: The Square, Basing View, Basingstoke, RG21 4EB



iTransport is the trading name of i-Transport LLP, which is a limited liability partnership registered in England under number OC311185. Registered Office: 264 Banbury Road, Summertown, Oxford OX2 7DY.. A list of members is available upon request. We use the word "partner" to refer to a member of i-Transport LLP or an employee or consultant with equivalent standing and qualifications.

Please note that the information in this e-mail is confidential and unless you are (or authorised to receive it for) the intended recipient, you must not disclose, copy, circulate or in any way use the information it contains. If you have received this e-mail in error please inform us and immediately delete all copies from your system. Whilst it is believed that this e-mail and any attachments are free of any virus or other defect, it is your responsibility to ensure that your computer or IT system are not affected and we accept no responsibility for any loss or damage arising.

From: David O'Leary [REDACTED]
Sent: 04 June 2026 10:50
To: David Earl [REDACTED]
Cc: Ben Howard [REDACTED]
Subject: RE: Residential Development - Lyneham

CAUTION: This message originated outside of i-Transport. Use caution when opening attachments, clicking links or responding to requests for information.

Thanks David. Yes will come back to you by end of next week on below

David

David O'Leary
Commercial Director
Stagecoach West & Oxford Tube

From: David Earl [REDACTED]
Sent: 04 June 2026 10:41
To: David O'Leary [REDACTED]
Cc: Ben Howard <[REDACTED]>
Subject: Residential Development - Lyneham

This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

[Report Suspicious](#)

Hi David,

Thanks for your time this morning. I've put together the notes below from the discussion on the residential development at Lyneham and bus strategy, which I trust you agree as accurate.

- Regarding the potential relocation of the existing bus stops on Calne Road adjacent to Melsome Road, there appears to be little or no benefit in relocating either or both stops to the south. Doing so would likely increase walking distances to the stops for residents of Melsome Road and surrounding streets and there are potential delivery constraints relating to accessible routes to the stops and the location of crossings.
- The existing stops are within an acceptable walking distance of the site - approximately 350m from the centre of the development.
- Stagecoach' preference is not to provide lay-bys at bus stops, as these are often used for parking and can lead to delays when buses attempt to rejoin the carriageway.
- There are opportunities to enhance the existing bus shelters and provide real-time information boards. Stagecoach buses on this route are already fitted with transponders.

Regarding bus travel from Lyneham and Royal Wootton Bassett Academy (the catchment secondary school), the current timetable aligns well with student journeys travelling to and from the site and school – i.e. services are provided to / from Lyneham at the start and end of the school day and the 55 route includes stops within a 500m walk of the school. You kindly offered to review any data you may have on existing student use of the 55 service.

All the best,

David

David Earl

Associate Partner

Telephone: 07915 825 479

itranspo

Basingstoke Office: The Square, Basing View, Basingstoke, RG21 4EB



ITransport is the trading name of i-Transport LLP, which is a limited liability partnership registered in England under number OC311185. Registered Office: 264 Banbury Road, Summertown, Oxford OX2 7DY.. A list of members is available upon request.

We use the word "partner" to refer to a member of i-Transport LLP or an employee or consultant with equivalent standing and qualifications.

Please note that the information in this e-mail is confidential and unless you are (or authorised to receive it for) the intended recipient, you must not disclose, copy, circulate or in any way use the information it contains. If you have received this e-mail in error please inform us and immediately delete all copies from your system. Whilst it is believed that this e-mail and any attachments are free of any virus or other defect, it is your responsibility to ensure that your computer or IT system are not affected and we accept no responsibility for any loss or damage arising.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to which they are addressed. All messages are scanned for viruses, but we cannot accept liability for any viruses that may be transmitted in or with this email. If you have received this email in error please notify the IT department at support@stagecoach-it.com.

Company Name: Stagecoach Group Limited
Registered Address: 10 Dunkeld Road, Perth, PH1 5TW
Registered Number: 100764 in Scotland

