



Peter Evans Partnership
**Transport Planning
& Highway Consultants**

Colerne Industrial and Storage Park Proposed Residential Development

Kemble Business Park LLP

Residential Travel Plan

September 2026

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1.0 INTRODUCTION

1.1 Background

1.1.1 This Travel Plan (TP) has been prepared by PEP to accompany an outline planning application except for access to Wiltshire Council (WC) to develop up to 150 residential dwellings on land to the north of Bath Road, Colerne. The residential scheme would replace the existing B8 storage hangars on the site.

1.1.2 This Travel Plan has been prepared for the care home in accordance with guidance set out in the Government's National Planning Policy Framework which aims to reduce reliance on the private car.

1.2 Aims and Objectives

1.2.1 By their nature, a Travel Plan should be a dynamic document with the aim of reducing dependence on the private car. This is in accordance with the National Planning Policy Framework (NPPF).

1.2.2 In the case of residential developments, Travel Plans are based primarily on ensuring that appropriate physical measures are provided within the development and that information on opportunities for non-car means of travel are provided to home owners.

1.2.3 The aim of this TP is to form the basis of ongoing travel planning for the residential development and show a modal shift to sustainable forms of transport.

1.2.4 The main objectives of this TP are to:

- address residents' needs to access a full range of facilities;
- reduce the traffic generated by the development;
- reduce single occupancy vehicle use;
- reduce the cost of sustainable travel for residents;
- improve health of individuals; and
- promote healthy lifestyles and a sustainable, vibrant local community.

1.3 Contents

1.3.1 The Travel Plan continues in:

- Section 2 with a summary of the existing transport context;
- Section 3 with details of the development proposals;
- Section 4 discussing the management of the Travel Plan;
- Section 5 setting out the Travel Plan measures proposed;
- Section 6 with details of targets and a monitoring process; and
- Section 7 with a summary Action Plan.

2.0 TRANSPORT CONTEXT

2.1 Strategic Location

- 2.1.1 The site was formerly part of RAF Colerne on the northern side of Colerne village in Wiltshire, as shown at Appendix 1. The site is in private ownership and is known as Colerne Industrial and Storage Park. Colerne Airfield is still owned by the Ministry of Defence (MoD) and part is now used as the Azimghur Barracks Army base.
- 2.1.2 Colerne is some 11km north east of Bath, 14km west of Chippenham and 8.5km northwest of Corsham. The A4 passes some 3km to the south of the site and provides a main link between Bath and Chippenham via Corsham. The A420 between Bristol and Chippenham passes some 3.5km north of the site.
- 2.1.3 Bannerdown Road / Roman Road is some 1.9km to the west of the site and connects Batheaston to the south west of the site and the A420 to the north. North of Bath Road the road is Fosse Way to the A420 along the western boundary of the former RAF Colerne.
- 2.1.4 Four primary routes link Colerne to the main road network, consisting of two routes to the A420 via Shoe and Ford, and two to the A4 via Batheaston and Box. These include:
- A420 at The Shoe via Bath Road;
 - A420 at Ford via Bath Road;
 - A4 at Batheaston via Bath Road, Bannerdown Road, Roman Road, and London Road East; and
 - A4 at Box via Bath Road, Bannerdown Road, Road Hill, and Mill Lane.
- 2.1.5 There are also country lanes south from Colerne towards Box and Corsham.

2.2 Local Highway

- 2.2.1 The site is to the south of the former RAF Colerne with Totts Lane to the east, undeveloped land to the west and Bath Road to the south as shown at Appendix 2.
- 2.2.2 The existing access to the site is via a west-east road along the perimeter of the airfield to a priority junction with Bath Road, some 1km west of the site. The access road meets Bath Road at an acute angle.
- 2.2.3 Bath Road is some 6m wide in the vicinity of the site with a speed limit of 40mph from a point 60m west of Totts Lane and continuing to the east. At this point the speed limit in the westbound direction changes to 50mph and continues 300m to where it changes to the national speed limit.

- 2.2.4 Silver Street meets Bath Road at a cross roads junction with Totts Lane to the east of the site. Silver Street continues south from the junction and connects Bath Road with the High Street in Colerne. Totts Lane is a single track cul-de-sac road which provides access to two residential properties and undeveloped land to the east of the site.

2.3 Local Facilities, Amenities and Employment

- 2.3.1 Colerne High Street is some 350m to the south of the site. A range of shops and services are provided along the High Street including a convenience store, a post office, doctor's surgery, public houses and a cafe.
- 2.3.2 The Firs Surgery is some 160m south west of the site.
- 2.3.3 Colerne CoE Primary School is some 370m to the east of the site on Quarry Lane. The nearest secondary schools are The Corsham School in Corsham some 9km to the east of the site and Sheldon School some 12km east of the site in Chippenham. Wiltshire College and University Centre are also in Chippenham. There are a number of public and private schools in Bath including Ralph Allen School as well as the University of Bath.
- 2.3.4 A playing field, tennis courts, a children's play area, skate park and allotments are approximately 250m to the south west of the site, south of Bath Road, adjacent to Green Lane. Colerne Rugby Football Club (RFC) is some 400m south west of the site on the north side of Bath Road.
- 2.3.5 Colerne Village Hall is some 450m east of the site on Martins Croft. This regularly holds a number of local activities, clubs and activities for people of all ages.
- 2.3.6 Luckham Park country house and estate is some 1.9km north east of the site on Bath Road in Thickwood. It has a restaurant, hotel, spa and holds weddings and events. Euridge Manor is some 2km north east of the site near Thickwood and also provides hotel accommodation and holds corporate events and weddings.
- 2.3.7 Local employment includes Azimghur Barracks and at Octavia wine services to the south west of the site adjacent to Colerne RFC. SABIS Educational Summer Camp is based at Hardwick Hall which is some 3km north west of the site to the west of Fosse Way. At Oaks Farm on Road Hill there are a number of industrial businesses including NSN Engineering Services. There are small service, leisure / tourism, agricultural and industrial businesses in The Shoe, along the A420 between The Shoe and Marshfield and in Box.
- 2.3.8 WC owns the former Calder House Independent School site in Thickwood. It is now known as The Northwood Centre and will operate as a satellite campus of an existing Wiltshire special needs school.

2.3.9 Further employment is at Castle Combe some 6.5km north east of the site with the Racing Circuit and The Manor House hotel as well as tourist and leisure facilities. There is a large MoD presence in Corsham and a wide range of employment opportunities in Bath and Chippenham.

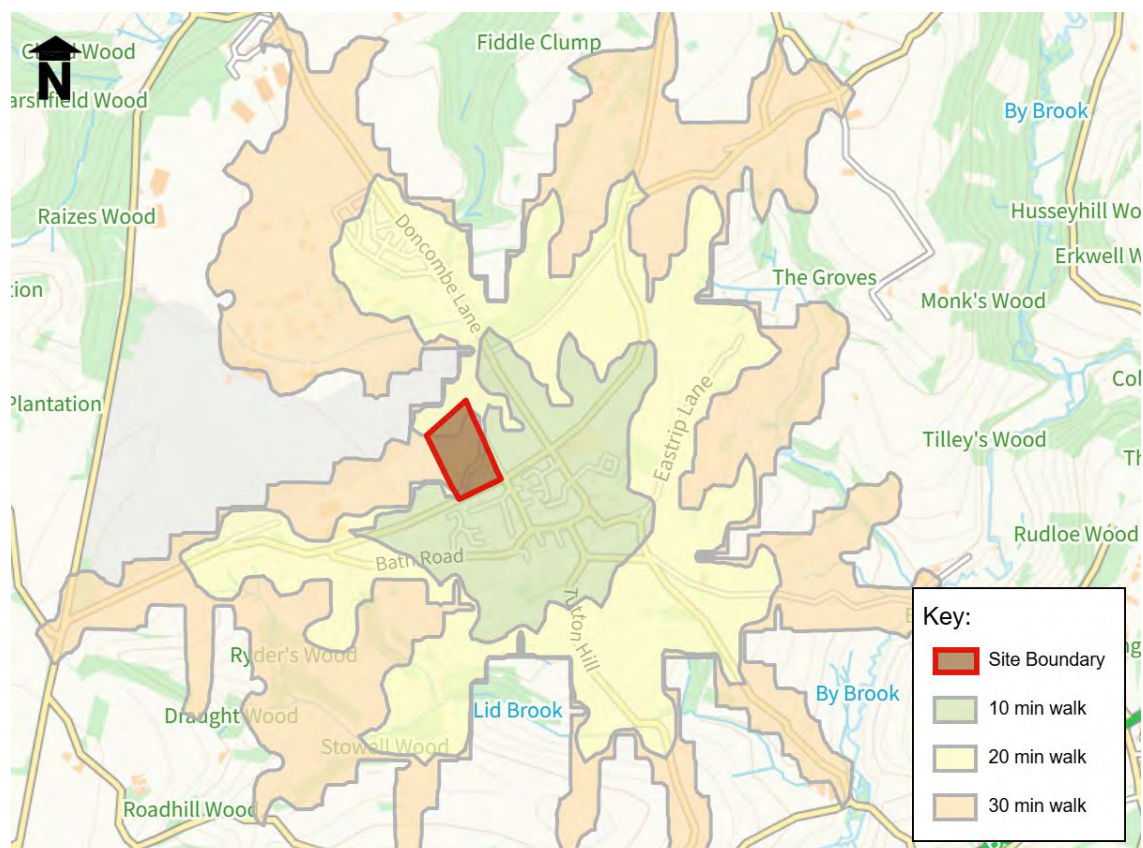
2.4 Active Travel

2.4.1 Footways are generally provided adjacent to local roads in Colerne including on Bath Road, High Street, Quarry Lane, Silver Street and Doncombe Lane.

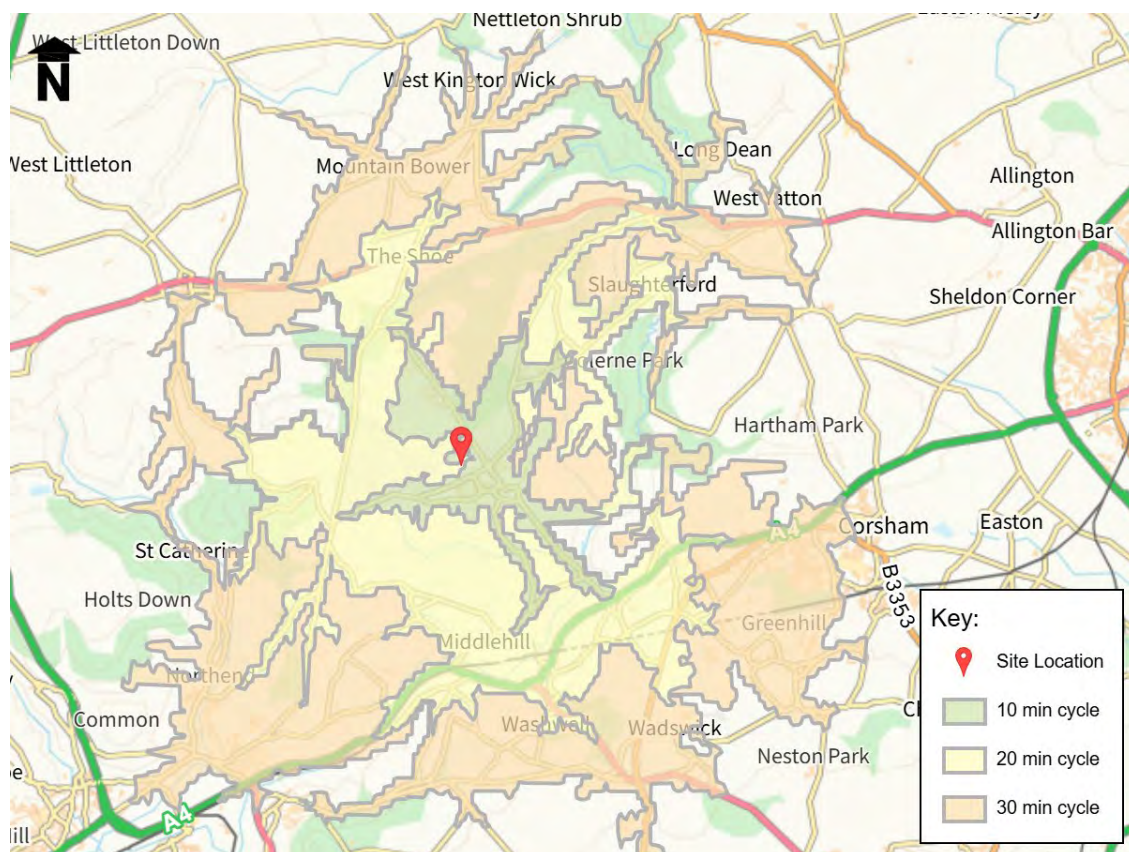
2.4.2 An approximate 1.5m wide footway is provided along the southern side of Bath Road between the playing field / skate park on Green Lane and Quarry Lane. There is a short path between Bath Road and the playing fields and Green Lane. There is no footway on the north side of Bath Road adjacent to the site.

2.4.3 A footway is provided on Silver Street for some 150m south of Bath Road with the footway continuing again some 180m south of Bath Road. There is a footway on Quarry Street and on Doncombe Lane between Bath Road and Azimghur Barracks. There is also a footway on the south side of Bath Road between Quarry Lane and Thickwood Lane.

2.4.4 The indicative extent of pedestrian accessibility from the site access on Bath Road is shown below.



- 2.4.5 Traffic flows and speeds within Colerne village are low and walking and cycling regularly occurs on the roads.
- 2.4.6 No designated cycle routes are provided on local roads around Colerne.
- 2.4.7 The indicative extent of cycle accessibility from the site access on Bath Road is shown below.



Public Rights of Way (PRoW)

- 2.4.8 Public footpath COLE15 connects the Colerne Industrial Park access road, south of the Former RAF Colerne, with Bath Road, some 110m west of the site. The footpath continues south of Bath Road for some 225m south along Green Lane to Bath Road within the village.
- 2.4.9 Public footpath COLE2 is some 230m east of the site, running north east to meet Public Bridleway COLE49, which continues west to meet Doncombe Lane some 225m north east of the site.
- 2.4.10 Public footpath COLE11 originates just east of the Colerne Industrial Park access road on Bath Road and continues south east to meet footpath COLE12 and the network of footpaths to the south west of Colerne.

2.4.11 A map of the PRow is shown at Appendix 3.

2.5 Public Transport

Bus Services

- 2.5.1 The nearest bus stops are provided on Quarry Lane outside Colerne Primary School some 150m south east of the site. There are further bus stops adjacent to the Church of St. John the Baptist some 550m to the south east close to the village centre. These serve bus services 228 and 636.
- 2.5.2 Bus service 228 (Faresaver) operates between Colerne and Bath city centre approximately every two hours during the day Monday to Saturday. The first bus in the morning arrives in Bath city centre at around 08:00 and also stops at Ralph Allen School in Claverton Down, Bath. A wide range of local and regional rail and bus services are accessible from Bath rail and bus stations respectively.
- 2.5.3 Service 636 (Faresaver) operates Monday to Friday between Chippenham and Marshfield with three services per day towards Chippenham stopping at Colerne and one services per day towards Marshfield stopping at Colerne. Two service towards Chippenham also stops in Corsham. The bus services to Chippenham also stop at Sheldon secondary school in Chippenham and Chippenham bus and railway station. A wide range of local and regional rail and bus services are accessible from Chippenham rail and bus stations respectively.
- 2.5.4 Both these bus services also stop at Thickwood and Azimghur Barracks. The bus service summary is shown at Appendix 4.

Coach Services

- 2.5.5 National Express coach services operate from Bath and Chippenham bus stations, with stops also on the A4 at Box, Rudloe and Corsham. The service is to London Heathrow and London Victoria.

Rail Services

- 2.5.6 Bath Spa railway station is some 9.4m to the south west of the site and is served by Great Western Railway. Trains operate half hourly between London Paddington and Bristol Temple Meads/Weston-super-Mare/Taunton, hourly between Cardiff Central and Portsmouth Harbour and from Gloucester to Weymouth with two hourly services between Bristol Temple Meads and Oxford. Bath Spa railway station is served by the 228 bus service.

- 2.5.7 Chippenham railway station is some 11km to the east of the site and is also served by Great Western Railway. The GWR services from Bath Spa calling between London Paddington and Bristol Temple Meads/Weston-super-Mare/Taunton and Bristol Temple Meads and Oxford call at Chippenham. Further two hourly services are provided between Swindon and Westbury. Service 636 calls at Waitrose in Chippenham, a 9 minute walk south of Chippenham railway station.

3.0 DEVELOPMENT PROPOSALS

3.1 Scheme Proposals

3.1.1 The proposals for the site consist of the provision of up to 150 residential units. The proposed site would have a mix of dwelling types including:

- 44 x 2 bedroom houses;
- 87 x 3 bedroom houses; and
- 19 x 4 bedroom houses;

3.1.2 A mix of market and affordable units would be provided and this would be agreed as part of the application. Car parking would be confirmed as part of the reserved matters application.

3.1.3 The proposed masterplan is shown at Appendix 5.

3.2 Site Access

3.2.1 Vehicular access to the site would be provided at a new, simple priority junction on Bath Road some 145m west of the Silver Street junction. A 6m wide access with 10m junction radii is proposed with visibility splays of 2.4m x 120m to the left and 2.4m x 160m to the right corresponding to the 40mph and 50mph speed limits respectively. In practice visibility to 160m is in any event also achievable to the left.

3.2.2 Pedestrian footways are proposed along both sides of the vehicular access and on the north side of Bath Road along the site frontage. Pedestrian crossing islands are also proposed on Bath Road to link with the existing facilities and footway on the southern side of the carriageway.

3.2.3 Totts Lane would provide an active travel route from the site to Silver Street. The developer would undertake the works and fund the necessary orders for a new PRow.

3.2.4 The proposed site access and associated works is shown at Appendix 5.

3.3 Parking

Car Parking

- 3.3.1 Car parking would be provided in accordance with Wiltshire Council's Local Transport Plan 3 (LTP3) Car Parking Strategy and in consideration of Census local car ownership data. Some 240 parking spaces would be required based on local car ownership levels. The detail of the parking provision would be provided at the reserved matters stage.

Cycle Parking

- 3.3.2 Cycle parking would be provided in accordance with Wiltshire Council's Local Transport Plan 3 (LTP3) Cycle Strategy parking standards. The detail would be provided at the reserved matters stage.

3.4 Offsite Works

Active Travel

- 3.1 A footway will be provided on the north side of Bath Road some 15m west of the access to some 100m west of Doncombe Lane. Dropped kerbs, tactile paving and a refuge island would be provided either side of the access, connecting to the existing footway on the south side of Bath Road.
- 3.2 A puffin crossing with tactile paving could be provided on Bath Road some 220m east of the site. The proposed pedestrian facilities are shown on the drawing at Appendix 6. This is a matter for further discussions with WC.
- 3.4.2 The PRoW officer has suggested a new east - west footpath south of the taxiways to the north of the site between Doncombe Lane public right of way COLE49 and public right of way COLE11 near Primrose House to the west of the site. The developer, subject to discussions, could make available 620m of land and contribution which would link with the MOD land to provide part of this route. This is a matter for further discussions with WC.

Bath Road Traffic Calming

3.4.3 Proposed traffic calming measures on Bath Road to the east of the site include:

- Surface changes at the Bath Road/Totts Lane/Silver Street junction and the Doncombe Lane/Bath Road junction;
- Two sets of carriageways narrowing with paved surfaces and priority for south-west bound traffic, located approximately 80m and 230m east of the site; and
- A carriageway narrowing with a paved surface and priority for north-east bound traffic, 330m east of the site.

Ford

3.4.4 A range of traffic calming measures are being considered on The Dene at Ford, these include:

- 30mph roundels on The Dene;
- 40mph roundels on red surfacing, either side of The Dene/A420 junction;
- 3.5m wide carriageway narrowing and priority to southwest traffic 65m south west of The Dene/A420 junction; and
- Slow road markings on the approach to the Ford.

3.4.5 A similar scheme could also be considered on Bannerdown Road near the London Road East roundabout and would be discussed with BANES.

3.4.6 The offsite improvements around Ford and Batheaston would be subject to detailed discussions and would also need to take into account the traffic impact.

4.0 TRAVEL PLAN MANAGEMENT

4.1 Residential Travel Plan Commitment

- 4.1.1 This section sets out the commitments that the developer of the residential parcel will be required to adhere to in terms of implementing this TP. The developer will also be required to commit to providing the required infrastructure as part of their parcel of development.

4.2 Travel Plan Coordinator

- 4.2.1 A Travel Plan Coordinator (TPC) will be appointed by the developer for the residential development. The TPC will be responsible for implementing the Travel Plan across the residential parcel as a whole and reporting against the Travel Plan targets and action plan. The TPC function will be fulfilled from the construction of residential development, to occupation and for the monitoring period of five years after 80% occupation of the residential parcel. The work required prior to occupation will help ensure the sales team have appropriate information to promote the Travel Plan to prospective residents.

- 4.2.2 The main elements of the TPC role will include:

- promotion of the Travel Plan to all new residents at the site;
- provision of Travel Plan Information Packs to new residents;
- provision of Travel Information Boards adjacent to the children play areas;
- implementation of the Travel Plan management measures;
- liaising with Wiltshire County Council;
- undertaking annual/biannual travel surveys and monitoring of the Travel Plan,
- assessing the performance of the Travel Plan against the aims, objectives and the agreed modal share targets; and
- identifying any additional measures as may be necessary to help achieve the targets.

- 4.2.3 Commitment to implementing all the travel measures set out in this document is made and therefore the time to undertake these will be available to the TPC. Rather than a set number of hours per week, time will vary depending on the stage in the build process, time of year, and engagement sought by residents.

- 4.2.4 The funding for the TPC will also be such that it covers the costs of being able to implement the measures set out in this report.

5.0 TRAVEL PLAN MEASURES TO BE PROVIDED

5.1 Travel Information Pack

5.1.1 A Travel Information Pack will be provided to all new residents shortly after occupation of their home. The packs will reflect the principles of sustainable travel and will also highlight the financial savings that can be made by switching to more sustainable travel modes.

5.1.2 The Travel Information Pack will include:

- A bespoke travel information leaflet which will also include a local facilities plan showing the proximity to the site;
- Nearest bus stop details, fare information, and timetables for local bus services;
- pedestrian and cycle routes in the surrounding area;
- Carshare Wiltshire scheme website details;
- travel voucher details and claim form; and
- contact details of the TPC so that residents are able to make contact about any travel queries they may have.

5.1.3 Transport information such as the bus timetables contained in the Travel Information Pack will be updated by the TPC when necessary to ensure that new residents are provided with up to date information.

5.2 Website

5.2.1 The marketing website for the development will also include all travel related information and promote the principles of the Travel Plan. The website will include appropriate weblinks to useful webpages for example journey planners, and include information on local accessibility by all modes, plus contact details for the TPC for any specific information required.

5.2.2 The TPC will be responsible for keeping all travel related information on the websites up to date by passing information to the website developers as and when updates are required.

5.2.3 Useful links to travel websites such as www.connectingwiltshire.co.uk will be provided in the travel information packs, on the noticeboard, and included in newsletters to residents.

5.3 Community Notice Board

- 5.3.1 A community noticeboard will be provided within an area of public open space within the residential parcel once appropriate open space is completed and available. The TPC will place information on the travel options available to residents on the noticeboard along with details of any local or national travel events taking place.
- 5.3.2 The board will work as a useful marketing and promotion tool for the Travel Plan and provide information on the various travel modes available to residents. Notices of travel related events will also be posted on the board.
- 5.3.3 The information on the noticeboard will be regularly reviewed and updated by the TPC. It is envisaged that the information on the board will be updated around two to three times a year, however, this will depend on what changes are being made to local travel options, and what local/national travel events are most suitable to promote.

5.4 Travel Newsletter

- 5.4.1 An annual travel newsletter will be prepared by the TPC each spring, following first occupation of the residential parcel, and for the lifetime of the residential Travel Plan monitoring. This newsletter will contain information on any changes to travel options available and will publicise national and local travel events.

5.5 Walking and Cycling Measures

- 5.5.1 The proposals include footways on both sides of the internal access road and throughout the residential scheme.
- 5.5.2 Secure cycle parking will be provided within the curtilage of each dwelling to encourage cycling with one space per bedroom provided in line with Wiltshire Council Cycle Strategy. The cycle parking will be covered in line with the Wiltshire Local Transport Plan. Further details of the cycle parking will be confirmed at the Reserved Matters application stage.
- 5.5.3 Initiatives will be in place to support walking and cycling including:
 - walking – maps showing local routes, promotional events, and literature to encourage; and
 - cycling – promotional events and literature to encourage cycling.

5.6 Car Sharing

5.6.1 Car sharing involves commuter and business related trips, where two or more people share a vehicle rather than drive separately. An internet based car sharing scheme run by Liftshare operates in Wiltshire, where contact details and journey details of people looking for or offering a lift are provided. The Travel Plan Coordinator will encourage residents to register with the Liftshare Car Share website:

- <https://liftshare.com/uk/community/wiltshire>

5.6.2 The Wiltshire car share scheme will be publicised to each new resident through the Travel Information Pack, on the noticeboards, and in the newsletters.

5.7 Liaison with Bus Operators

5.7.1 The TPC will liaise with the local bus operators to ensure that information is available to provide to residents regarding bus timetables and any forthcoming changes to the bus network that may arise over the duration of the Travel Plan implementation period.

5.8 Technology

5.8.1 Each dwelling will be provided with a high speed broadband connection point and the infrastructure to enable the residents to connect to the internet broadband. This will allow for home working.

5.9 Stakeholder Engagement

5.9.1 The TPC will look to engage with residents and provide additional and up to date travel information through any Residents Associations or resident's social media pages that may be set up by residents at the development. The TPC could also set up a residents Facebook page if needed.

5.10 Electric Vehicle Charging

5.10.1 One electric car charging point per property will be provided as per the Building Regulations, with further details provided as part of Reserved Matters planning applications.

5.11 Travel Event

- 5.11.1 Sustainable travel events for residents will be held in an area of public open space provided with the development in the Spring/Summer. The first event is proposed the Spring/Summer after 100 dwellings are occupied, with events then taking place once a year thereafter for the remaining length of the Travel Plan. Prior to this point, there would not be the quantum of residents to viably hold an event, and the open space required for the event is unlikely to be available. If, when 100 homes are occupied, the open space is not yet available an alternative location within the residential parcel is not achievable, travel events will be delayed until such time as a suitable location on site is available to hold travel events.
- 5.11.2 The travel events could include initiatives such as the local bus company marketing representative Dr Bike or bicycle security marking. These sustainable travel events will be tailored towards the requests of residents following on from on-site engagement. These travel events will also further promote sustainable travel options for residents in the local area and will provide residents with the opportunity to engage with the TPC face-to-face.

5.12 Engagement Summary

- 5.12.1 A summary of the engagement methods with residents that will take place is as follows:
- provision of travel packs, including travel vouchers;
 - information provided on noticeboard (at least six monthly);
 - annual newsletters;
 - regular social media posts if group set up by residents or TPC;
 - annual travel event once occupation reaches 100 dwellings; and
 - flyers advertising annual travel survey.

6.0 TARGETS AND MONITORING

6.1 Targets

- 6.1.1 A review of the 2011 'journey to work' Census data for the Middle Super Output Area Wiltshire 017. This area covers Colerne and the site. This gives the following modal split for people travelling to work:

Mode of Travel	Percentage
Walk	11.5%
Cycle	4.9%
Bus	3.1%
Train	1.4%
Car Driver	72.7%
Car Passenger	4.4%
Motorcycle	1%
Other incl Taxi	1.1%

- 6.1.2 The 2011 census provides a guide to the commuter travel patterns recorded historically in the local area, with around 73% residents recorded as single occupancy car drivers. The 2021 census was carried out during the Covid-19 pandemic and therefore is not appropriate for use given that only some industries were fully operational with national guidance also influencing how people travelled. However, since the pandemic changes to commuter behaviour has been identified with more people working from home for at least part of the working week. Therefore, this should be considered when reviewing survey results going forward.
- 6.1.3 It is therefore proposed that single occupancy vehicle journeys to work will be reduced by 5%, to 68% by five years after 80% occupation.
- 6.1.4 The details of individual residents are currently not known and therefore it cannot be determined whether the above target for the residential element of the development is appropriate. The single occupancy driver target will therefore be reviewed after the first annual travel survey and will be revised as required for the remaining monitoring period.

6.2 Monitoring

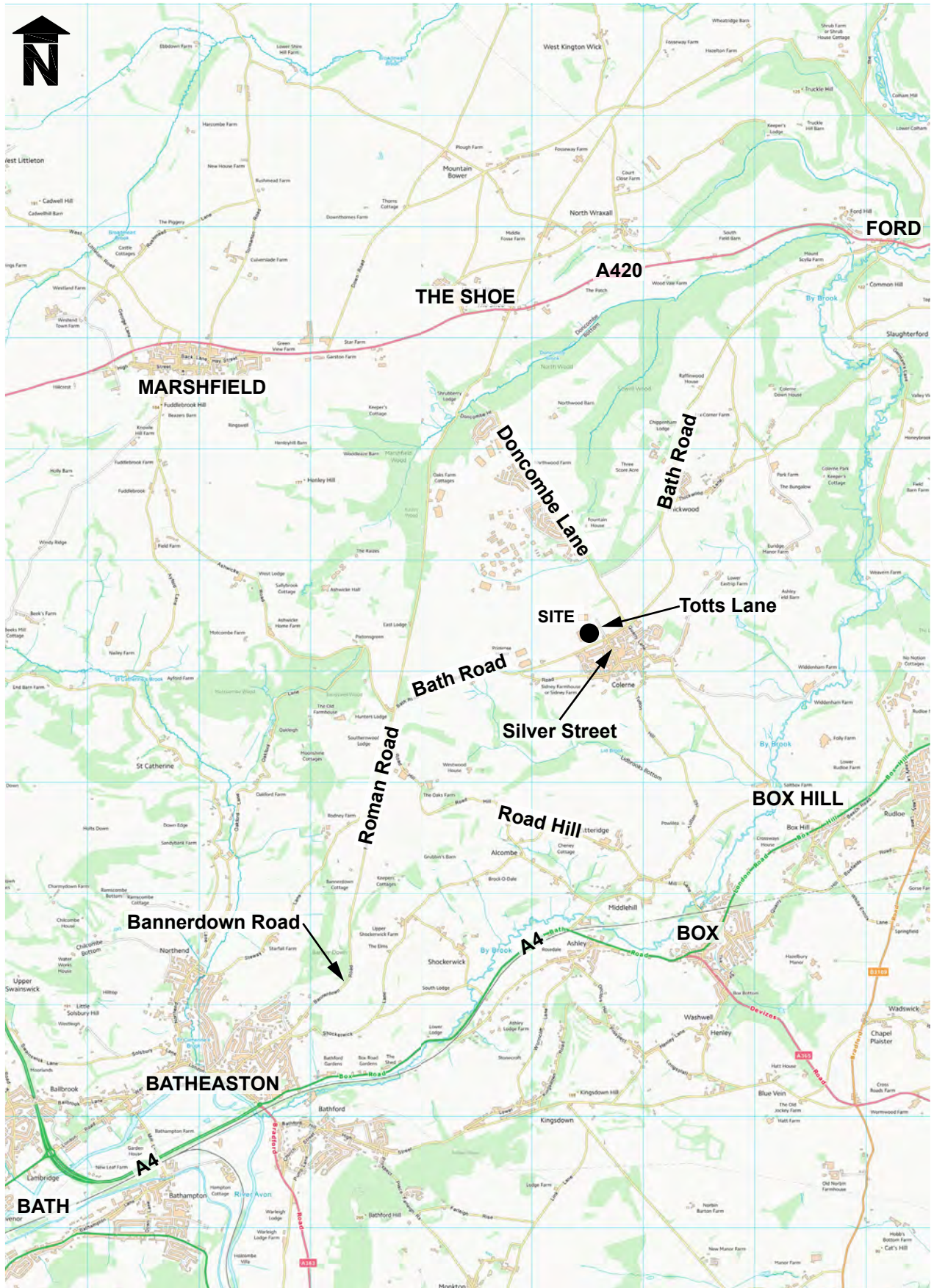
- 6.2.1 A monitoring fee will be paid to WC for the Council to review the Monitoring Report prepared by the TPC on the implementation of this Travel Plan. The fee will be agreed as part of the S106 for the site.
- 6.2.2 The TPC will undertake the baseline travel survey of the residents within three months of 80% occupation of the development. The WC standard survey form, or alternative form agreed with the Travel Plan Officers at the time of the survey, will be used to undertake the travel surveys.
- 6.2.3 Subsequent travel surveys will be undertaken annually for a period of five years. The surveys will be undertaken at broadly the same time each year to remove seasonal variables and provide for a reliable comparison of the results.
- 6.2.4 A Travel Plan Monitoring Report will be prepared following each travel survey and submitted to WC for review within three months of the survey. TPC will also discuss the targets and survey results with WC Travel Plan Officers and remedial measures will be proposed or altered targets set as required.
- 6.2.5 This Travel Plan, along with each of the annual Travel Plan Monitoring Reports, comprise the evolving 'live' Travel Plan for the residential parcel. At the end of the Travel Plan monitoring period, a Final Travel Plan Monitoring Report will then be prepared and submitted to WC for Travel Plan implementation completion sign off. WC will then issue a Statement of Travel Plan Compliance to the developer.

7.0 ACTION PLAN

7.1 A timetable of the measures proposed and the timescale for implementation is set out below:

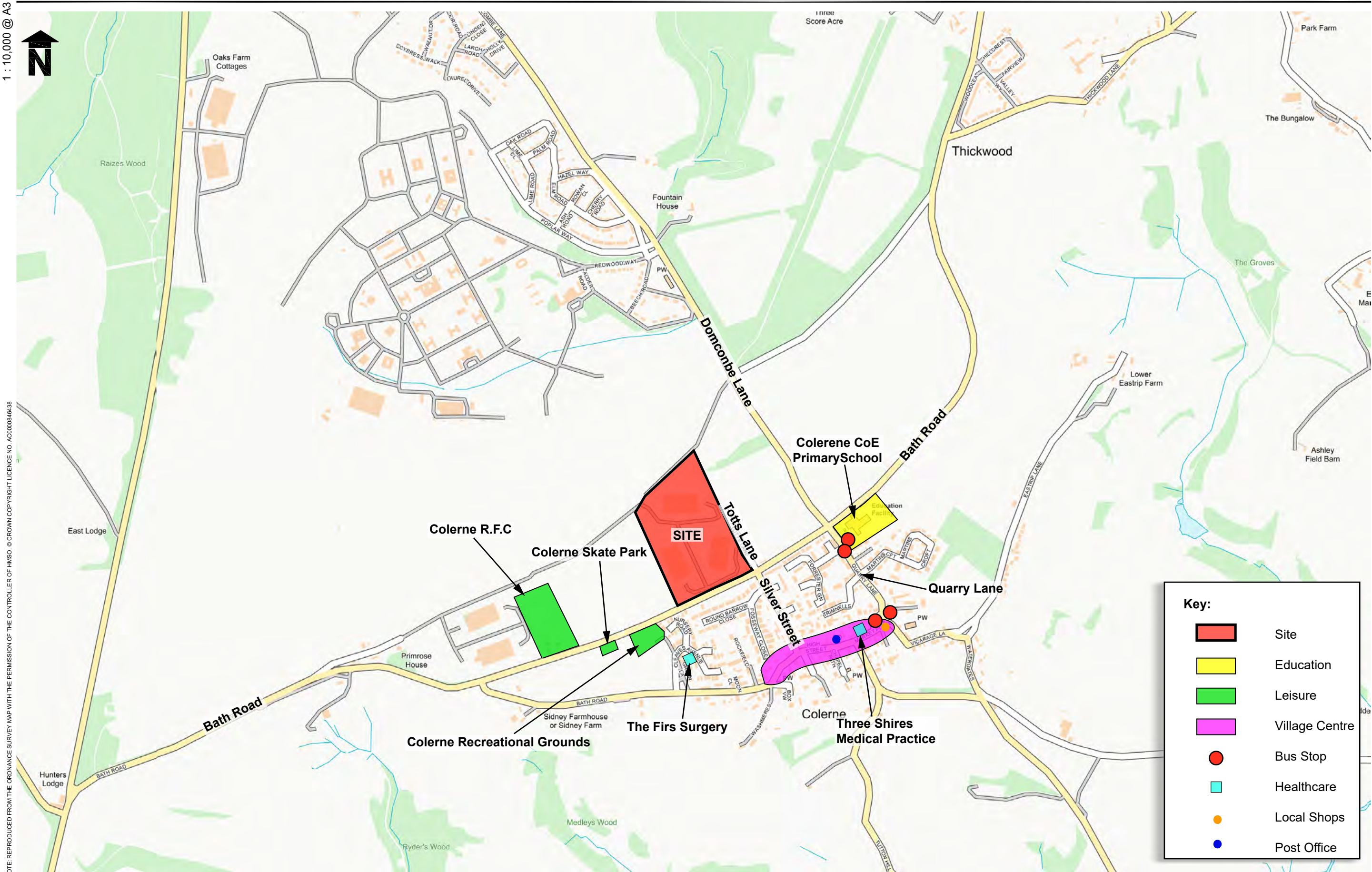
Measure	Timescale	Frequency	Implemented By...
Travel Plan Coordinator appointment	Three months prior to occupation	Until 5 years after 80% occupation	Developer
Preparation of Travel Information Packs	Prior to first marketing	Until 5 years after 80% occupation	TPC
Pedestrian/cycle routes	During construction	-	Developer
Electric sockets for car charging	Prior to occupation	-	Developer
Cycle parking	Prior to occupation	-	Developer
Broadband infrastructure	Prior to occupation	-	Developer
Travel information for sales website	Prior to first marketing	until website taken down	Developer/TPC
Delivery of Travel Information Packs	From first occupation	As required for 1 st , 2 nd , 3 rd tenures until 5 years after 80% occupation	TPC
Encourage residents to register with Liftshare Car Share website	From first occupation	Included in marketing material until 5 years after 80% occupation	TPC
Liaison with bus operators and cycle shops	From first occupation	As necessary until 5 years after 80% occupation	TPC
Stakeholder engagement	From first occupation	As required until 5 years after 80% occupation	TPC
Travel newsletter	From first spring after occupation	Annually until 5 years after 80% occupation	TPC
Community Noticeboard	On construction of noticeboard	As necessary, minimum of every 6 months until 5 years after 80% occupation	Developer /TPC
Travel Events	From summer after occupation of 100 th dwelling	Annually until 5 years after 80% occupation	TPC
Residential Travel Surveys	From 80% occupation	Annually until 5 years after 80% occupation	TPC
Monitoring Report	Within 3 months of completion of survey	Annually until 5 years after 80% occupation	TPC

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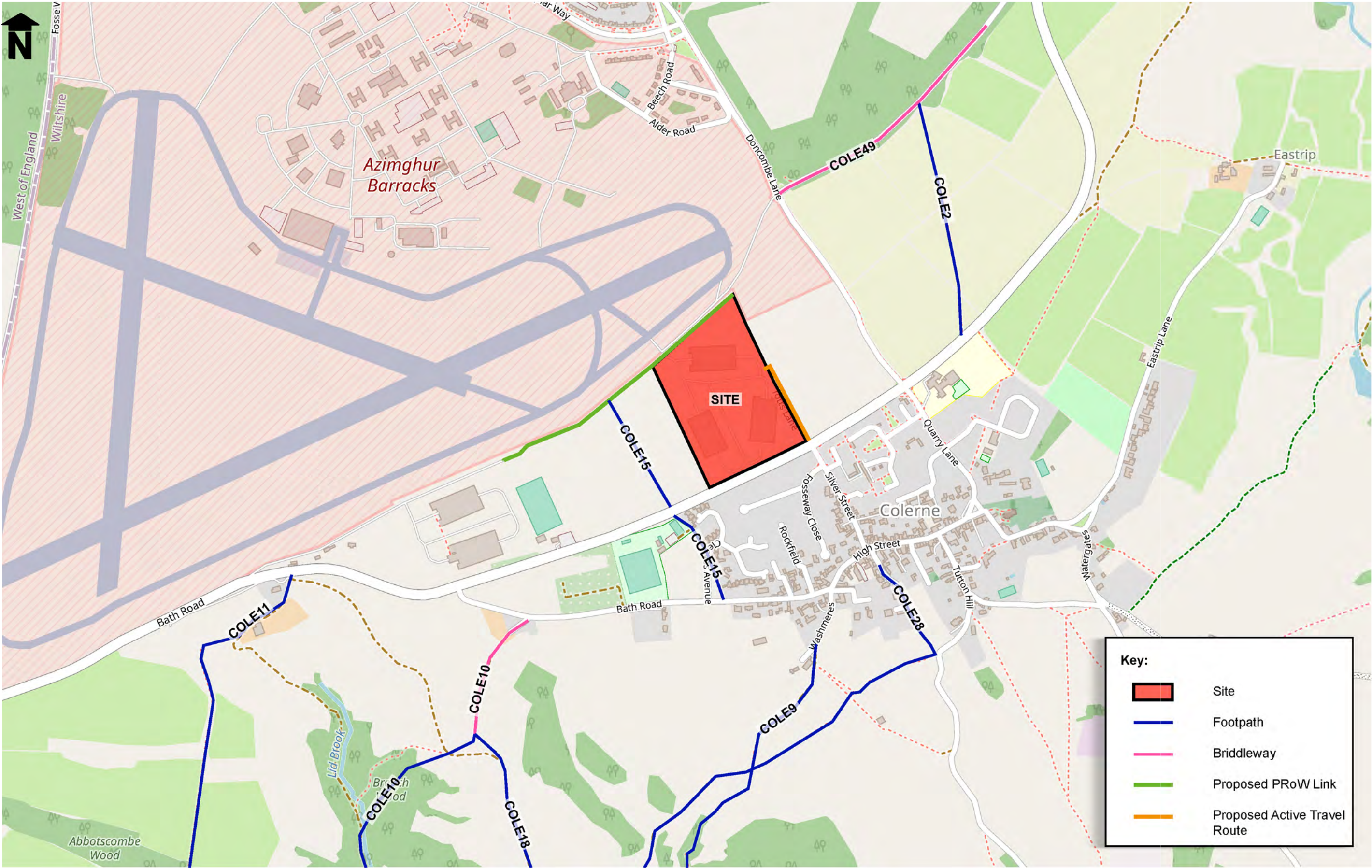
NOTE: REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HMSO. © CROWN COPYRIGHT LICENCE NO. AC0000846438

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Services 228 & X86 to Ralph Allen School

Effective from 30th August 2026

	X86	228
Box, Post Office	07:20	-
Bathford, Dovers Park Bus Shelter	07:32	-
Stambridge	07:38	-
London Road, Lambridge	07:50	07:51
London Road, Snow Hill	-	07:56
Dorchester Street, stop Bk	-	08:12
Ralph Allen School	08:09	08:24

	X86	X86
Ralph Allen School	15:25	15:25
London Road, Snow Hill	15:43	15:43
London Road, Lambridge	15:48	15:48
Stambridge	15:55	-
Bathford, Dovers Park Bus Shelter	15:59	-
Box Cemetery	16:09	-

Buses will serve all recognised bus stops along the route.
This service is open to members of the general public.

Fares	Day single	Day return	11 journey	Week	Month
All stops to Ralph Allen School	£3.00	£4.00	£30.00	£18.50	£65

* month tickets are only available on mobile ticketing.

Multi-Operator ticket	Day	Week
BathRider	£6.10	£25.20

(not available on mobile ticketing)

Faresaver

Wiltshire's family bus company



Service 635 Marshfield - Biddestone - Chippenham

Service 636 Colerne - Corsham - Chippenham

Effective from 30th August 2026

Service number	635	636	635	636	635	636
	M-F	M-F	M-F	M-F	M-F	M-F
	SD	SD				
Marshfield, Almshouses	07:30	-	09:25	-	12:06	-
Marshfield, Withymead Estate	07:35	-	09:29	-	12:10	-
Upper Wraxall, Bus shelter	07:38	-	09:31	-	12:12	-
Colerne, Pinewood Way	-	07:35	-	10:23	-	13:48
Colerne, Barracks	-	07:38	-	10:25	-	13:50
Colerne, Church	-	07:45	-	10:30	-	13:55
Thickwood, Valley Way	-	07:48	-	10:33	-	13:58
Ford, Park Lane	07:42	07:53	09:34	10:38	12:15	14:03
Biddestone, Pond	07:48	-	09:39	10:43	12:20	14:08
Corsham, Newlands Road, Co-Op	-	-	-	10:50	-	14:15
Chippenham, Sainsburys	-	-	-	10:58	-	14:23
Willowbank, Hathaway Medical Centre	07:55	08:01	09:46	-	12:27	-
Sheldon School, Coach Park	08:00	08:06	-	-	-	-
Chippenham, Railway Station	◆	08:20#	R	-	R	-
Chippenham Town Bridge, Rivo Lounge	◆	08:23#	R	-	R	-
Chippenham, Bus Station	◆	08:30#	09:55	11:05	12:36	14:30
Service number	636	635	636	636	635	636
	M-F	M-F	M-F	M-F	M-F	M-F
				SD	SD	
Chippenham, Town Bridge, Bath Road	-	-	-	-	-	16:55
Chippenham, Railway Station	-	-	-	-	-	17:00
Chippenham, Bus Station - Bay 5	10:00	11:40	13:10	14:50	-	17:10
Chippenham, Town Bridge, Bath Road	-	11:43	-	14:56	-	-
Chippenham, Railway Station	-	11:46	-	14:58	-	-
Sheldon School, Coach Park	-	-	-	15:10	15:10	-
Willowbank, Hathaway Medical Centre	10:06	11:50	-	15:15	15:15	17:23
Chippenham, Sainsburys	-	-	13:17	-	-	-
Corsham, Newlands Road, Co-Op	-	-	13:25	-	-	-
Biddestone, Pond	-	R	13:32	-	15:22	R
Ford, Park Lane	10:12	11:56	13:36	15:24	15:28	R
Thickwood, turn	10:17	-	13:40	15:28	-	R
Colerne, Church	-	-	-	15:34	-	R
Colerne, Barracks	-	-	-	15:37	-	R
Colerne, Pinewood Way	10:21	-	13:46	15:39	-	R
Upper Wraxall, opposite bus shelter	-	12:00	-	-	15:35	R
Marshfield, Almshouses	-	12:05	-	-	15:45	R

Key:

R = Calls at these points if requested by passengers already onboard the bus

SD = Operates on schooldays only

= Operates as service X37 to Town Centre and Lackham College on School & College Days only

◆ = Transfer onto X37 at Sheldon for onward travel to Town Centre and Lackham College

M-F = These services operate on weekdays only, sorry, there is no Saturday, Sunday or Bank Holiday service.

For information about these services please contact Faresaver on:
Tel - 01249 444444 or
email - enquiries@faresaver.co.uk

Follow us on Facebook and Twitter for service updates.

These services are provided on behalf of Wiltshire Council.

Wiltshire Council



Track your bus on the go.
Real-time information in the palm of your hand.



myTrip



We now offer cashless ticketing.
A safer, easier way to get on our buses.

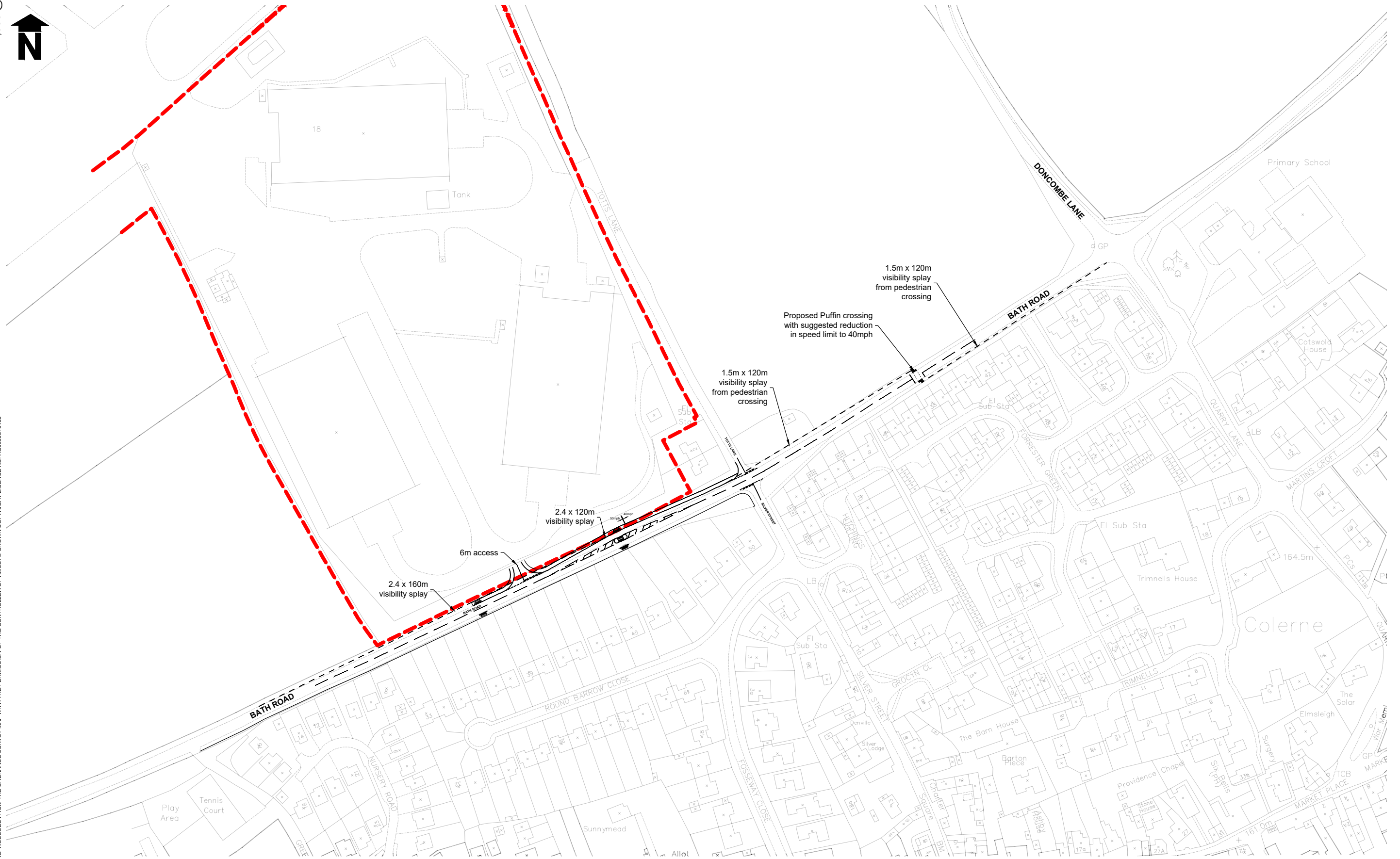


myTrip

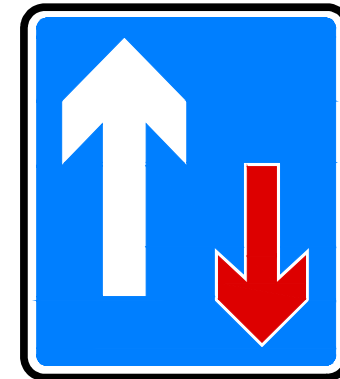
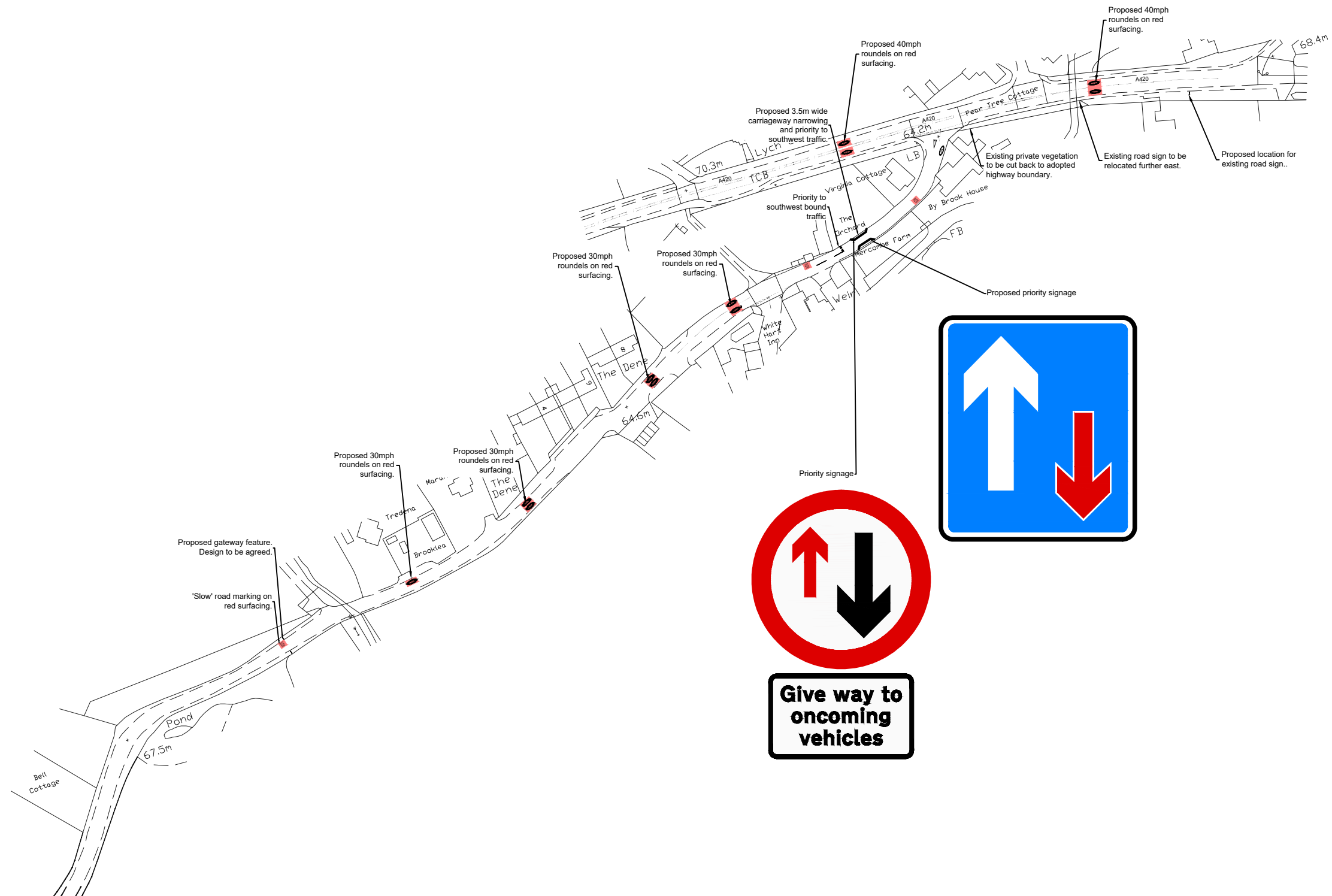
1 : 2,000 @ A3



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