

Broad Hinton, Winterbourne Bassett and Uffcott Neighbourhood Development Plan

Transport and Travel

March 2025

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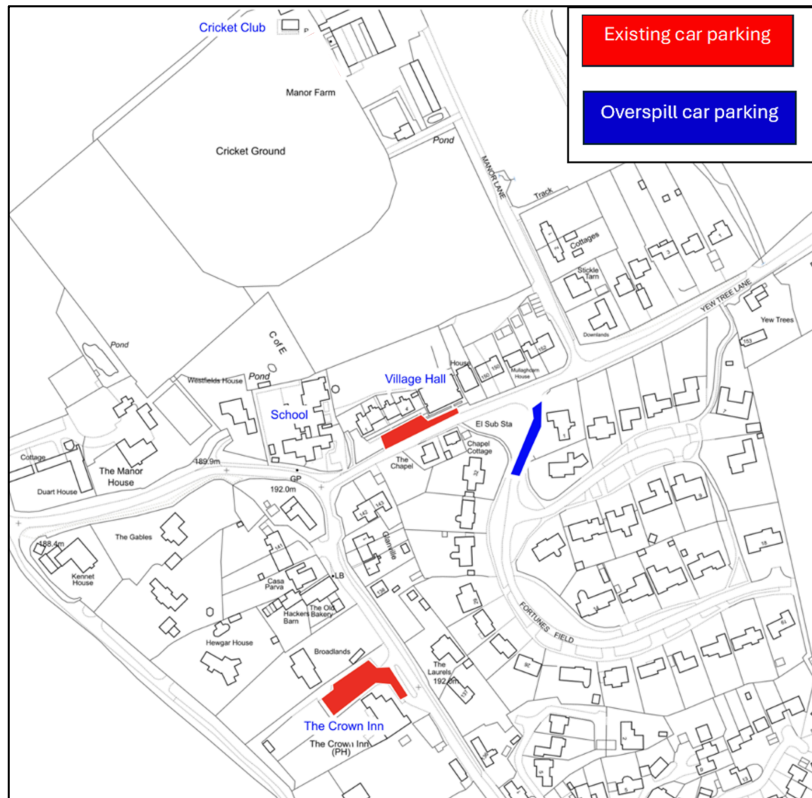
Introduction

1. This supporting document examines current means of getting around within Broad Hinton and Winterbourne Bassett Parishes. It also examines connections from the local area to nearby towns where people go to work, access health and education, shop and undertake leisure and other activities. It considers routes into settlements within the parish from strategic tourism assets such as The Ridgeway.
2. Through consultation, the community have highlighted the importance of seeking to reduce the carbon footprint of the area and this in part means increasing active travel (walking and cycling) and using public transport, whilst also reducing the need to travel. There are also specific amenity and safety considerations which have been raised about how current arrangements function and could be improved.
3. This document sets out the work undertaken to identify local requirements to address these issues through car parking, cycle routes and byways, walking routes, public transport routes, services and stops.

Car Parking Provision and Demand

4. Broad Hinton has several amenities that generate visitor traffic from across the area and require car parking. Some car parking is provided as dedicated space at the Village Hall, some spaces can be used by permission (such as at the Crown Inn for school drop-off and pick-up) and some is on street space (see Figure 1). Visitors arriving by car to local amenities in the village generate localised issues and these can occur on different days and at different times of the day. The nature of village amenities and the traffic effects arising from car-based visitors is described below.

Figure 1– Existing Car Parking Locations in Broad Hinton



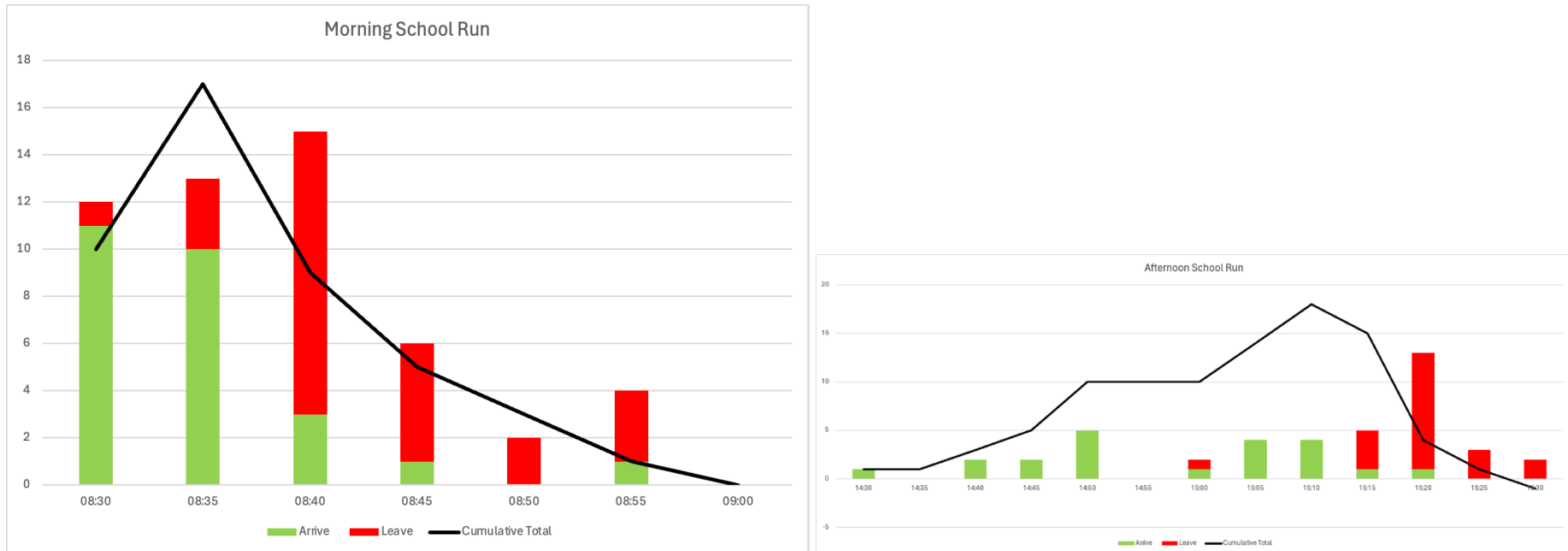
Source: Neighbourhood Plan Steering Group

School Parking Provision and Demand

5. There are no dedicated car parking spaces available for Broad Hinton Primary School. Village Hall car parking spaces are used for school pick up and drop off when available, along with on-street parking and available spaces at The Crown Inn. School opening and closing time creates the most demand for spaces from the school. Normally, there is sufficient capacity unless there are events on at the Village Hall. When this occurs, parents tend to park on Fortunes Field (shown in blue) or along Yew Tree Lane. Conversely, if parents get there first, this can mean users of the Village Hall have to park elsewhere.

6. The Neighbourhood Plan Steering Group (NPSG) collected data on 8th May 2024 through a count of car arrivals and departures for the school run between 08:30 and 09:00, and then between 14:30 and 15:30 (see Figure 2. The locations covered were the Village Hall, The Crown Inn and Fortunes Field (on-street). It is not known whether any other locations were used to park.

Figure 2 – Morning and afternoon school run traffic



Source: Neighbourhood Plan Steering Group

7. The count observed a total of 26 cars parked through the morning peak as a whole. The morning school run had a peak of 17 cars parked at 08:35. The afternoon school run was more spread out over a one-hour period, with a peak of 18 cars parked at 15:10. The afternoon school run included 2 cars parked on Fortunes Field road. Cars were parked for longer in the afternoon with only one car leaving before 15:15, after which only one car arrived and all left by 15:30. Longer stays prior to school home time may indicate that people are parking to use the Village Hall (but none remained parked after 15:30).

Village Hall Parking Provision and Demand

8. There are currently 18 marked car parking spaces for the village hall, consisting of 11 full size parking spaces and 7 smaller parking spaces. Some cars are larger than a single smaller parking space and this affects capacity if used by a larger vehicle, down to 14 spaces.
9. The village hall hosts many events throughout the year, during the week and at weekends. The NPSG analysed each of the regular events as of May 2024 (see Table 1). The analysis showed that Village Hall parking provision is normally suitable for most events such as fitness classes and coffee mornings.
10. The village hall is available to rent for one-off private functions such as plays and pantomimes, large parties and weddings, and these will typically have a maximum of 100 guests and 50 cars parked at a weekend. When a larger event is taking place, there is insufficient parking available, which spills onto Fortunes Field road (see area shown in blue on Figure 1). This can create access issues for residents as well as visitors, with cars parked on both sides of the roads.

Table 1– Parking Requirement Associated With Village Hall Events And Activities

Event	Peak cars
Pilates (Mon 09:30 - 10:30, Mon 18:15 - 19:15, Thur 09:30 - 10:30, Fri 09:30 - 10:30) - 15 attending, 10 driving	10
Coffee Morning (Tue 10:00 - 12:00) - 20 people, 5 driving	5
Post Office (Tue 10:00 - 12:00, 30 people, 20 driving over two hours, 2 concurrent	2
Karate (Tue 19:00 - 20:30) - 10 attending, 2 driving, 8 drop-off / pickup	4
Art Group (Wed 10:00 - 13:00) - 15 attending, 10 driving	10
Ballroom (Wed 18:00 - 21:00) - 15 attending, 10 driving	10
Ridgeway Ladies (1st Wed, 19:30 - 21:30) - 20 people, 5 driving	5
Zumba (Thur 18:30 - 19:30) - 15 attending, 10 driving	10
Table Tennis (Thur 19:30 - 21:30) - 10 attending, 5 driving	5

Youth Club (Fri 19:00 - 21:00) - 10 attending, 2 driving, 8 drop-off / pickup	4
One-off events	
Party - twice a month, 80 guests, 40 driving	40
Wedding - once per quarter, 100 guests, 50 driving	50
Pantomime rehearsals (Sat 14:00 - 16:00, Mon 19:30 - 21:30) - 20 attending rehearsals, 15 driving	15

Source: Neighbourhood Plan Steering Group

11. Figure 3 shows peak demand for Village Hall car parking throughout the week and this reflects the combined demand generated by the Village Hall and the Primary School at the location, but bearing in mind that additional car parking spaces may also have been utilised at The Crown Inn and in on-street locations. The school and village hall occupy a maximum of 15 spaces during peak hours on weekdays. The occasional private functions increase this to approximately 50 at the weekends.

Figure 3 – Peak Use of Village Hall car parking spaces

	Mon	Tue	Wed	Thur	Fri	Sat	Sun
08:00 - 09:00	11	11	11	11	11	11	0
09:00 - 13:00	10	7	10	10	10	10	0
13:00 - 18:00	13	13	13	13	13	13	50
18:00 - 22:00	10	4	15	10	4	50	0
22:00 - 00:00	0	0	0	0	0	50	0

Source: Neighbourhood Plan Steering Group

Cricket Club Parking Provision and Demand

12. Players and visitors to the club park on the outfield next to the pavilion. This grassed area is usable in dryer months but is not possible when the ground is wet. This limits the use of the sports facility in winter months.
13. The White Horse Cricket Club estimate that games usually require about 20 car parking spaces and play between April and August. Supporters can add to these numbers. Supporters' cars are parked on grass around the pavilion and outfield. The vision is for a future multi-use hub facility to enable other sports (such as football) to be played at this location all-year round, for which all-weather parking would be required.

Planning for better parking provision in Broad Hinton

14. There is clear support for action to improve parking provision in Broad Hinton to address the issues and opportunities described. In a community questionnaire undertaken by the NPSG in the summer of 2022 (which received 216 responses), 58% indicated they would value or highly value additional parking for the village hall and school. The Consultation Report accompanying the NDP sets out the results of the survey.

Parking Requirements

Village Hall

15. Wiltshire Council's car parking strategy⁸ maximum standard for D1 – Public Halls use class is 1 per 5m². The village hall is approximately 22m x 16m = 352m², requiring a maximum number of 70 spaces in total ((22/5) x 16).

School

16. Wiltshire Council's car parking strategy⁸ maximum standard for D1 – Parents – Primary use class is 1 per 20 pupils. The school has a capacity of 119 pupils, requiring a maximum number of 6 spaces in total (119/20).

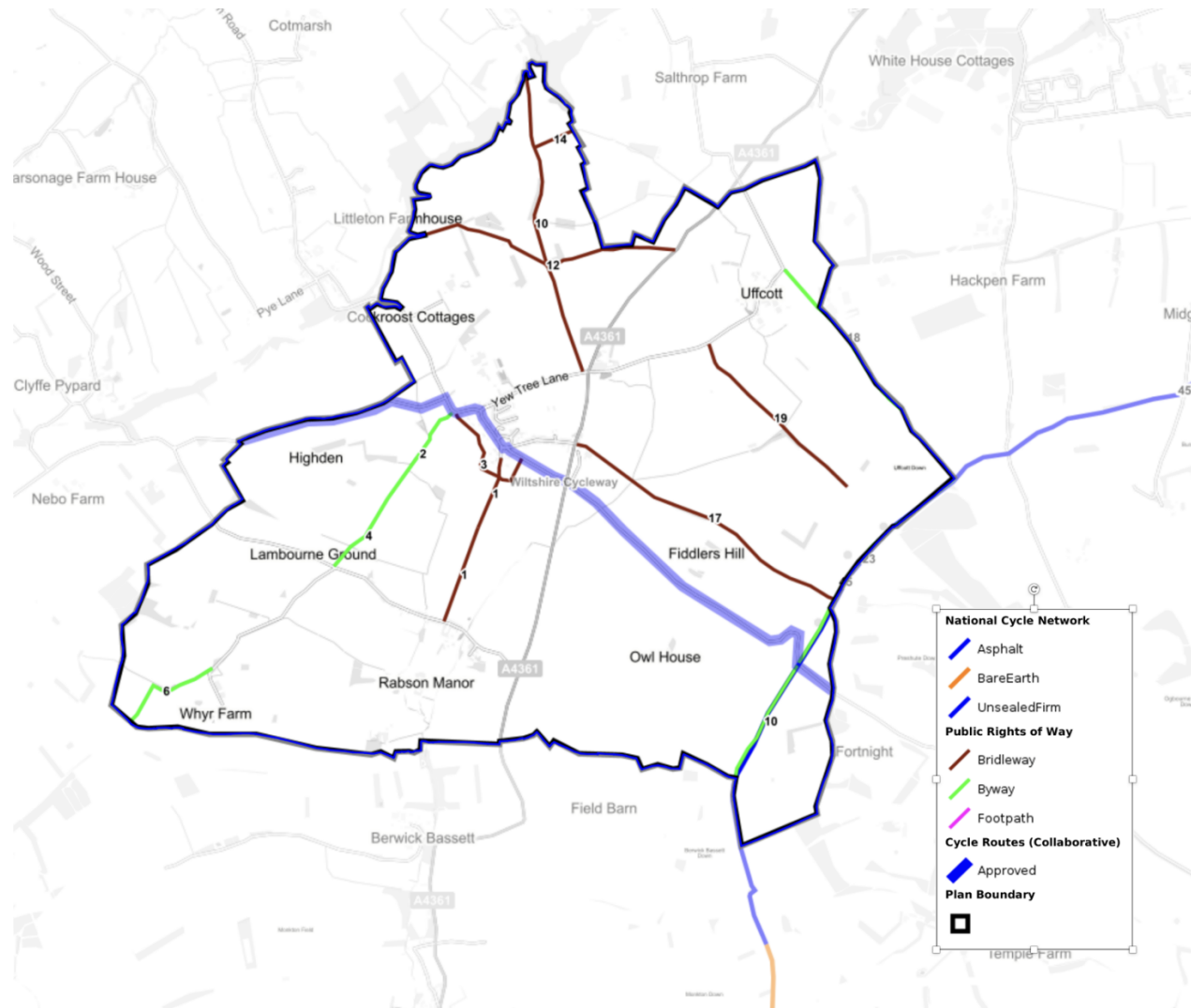
Multi-use Hub

17. The proposed new facility on Site B2 would contain both sports facilities and a shop/café. Wiltshire Council's car parking strategy⁸ maximum standard for D2 – Sports Facilities use class is 1 per 2 players + 1 per 5m². A cricket/football match has 22 players and the proposed facility is approximately 30m x 13m = 390m². This would require a maximum number of 89 spaces (11 + 350/5). Parking for supporters would be located along the spine road of site allocation BHWB 5.
18. The proposed new facility would include a shop/café. maximum standard for A1 – Food Retail use class is 1 per 35m². The shop/café would comprise ½ the space of the building approximately 15m x 13m = 195 m². This would require a maximum number of 6 spaces in total (195/35) based on the premise that the shop/café will be used by the public at the same time as the other part of the facility is being used by sports teams.
19. The maximum number of spaces that the Wiltshire Council's car parking strategy⁸ standards would allow for would be 171 spaces.
20. These spaces would be used at different times of the day, on different days of the week and for different events, therefore peak capacity needs to be considered. The maximum number of spaces required at peak (village hall weekend afternoon event at the same time as a cricket match and shop/café fully used) is 76 spaces in total (50+20+6). The maximum additional car park space requirement derived from Wiltshire Council's standards is 58 spaces (76-18). Site Allocation BHWB 5 sets out a requirement for around 40 car parking spaces to serve combined requirements including a contribution to Village Hall/School parking requirements.

Cycling

21. Figure 4 shows dedicated cycle routes and other routes usable by cyclists within the NA. The NPSG has identified the type of routes and described them in Table 2. The routes vary in their quality and useability, partly influenced by road or path conditions and by steep gradients on the eastern and western edges of the NA.
22. There are planned long distance cycle routes in the parish. In places these also serve as cycle route connections between settlements in the NA and to nearby towns and large villages. Road conditions along these routes are considered to be difficult for cycling, with high road speeds at the national limit and steep gradients.
23. Other routes connect villages in the NA via existing byways, bridleways and paths. These are not all-weather paths and so can be seasonal given wet conditions and the potential for flooding of tracks and for cycle-wheels and horses' hooves to rut them.

Figure 4 – Cycleways, byways and bridleways



Source: Neighbourhood Plan Steering Group

Table 2– Cycle Route Descriptions

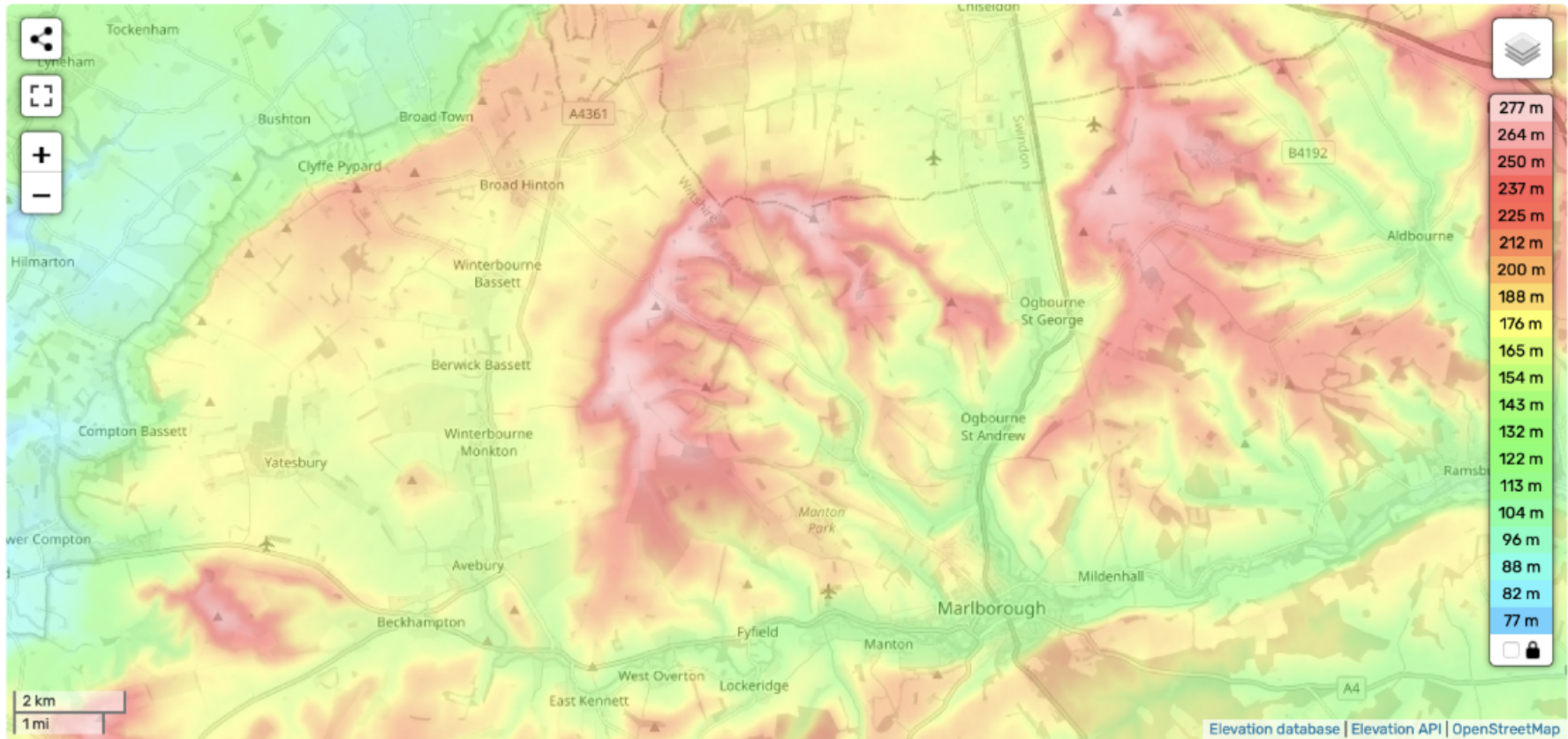
Ref	Type of Cycle Route	Route/Description
1	Planned long distance cycle route	National Cycleway 45 passes along the south-east of the NA, up from Avebury along The Ridgeway and on to Chiseldon and Swindon to the north-east.
2	Planned long distance cycle route	Wiltshire Cycleway circles the county for 160 miles. Section 11 passes through the NA from Marlborough to the east, through Broad Hinton and on to Clyffe Pypard to the west. (see description for 9 and 10 in this table)
3	Local connection for cyclists between villages in the NA along existing bridleways and byways	Winterbourne Bassett to/from Broad Hinton – along byway WIBA4 and BNI2 Vize Lane and along bridleway WIBA1 and BHIN1 The Whettles. Vize Lane is potholed in places and tends to flood, whereas The Whettles is metalled on the Winterbourne Bassett section, but grass on the Broad Hinton section. This can make it difficult to cycle in winter months.
4	Local connection for cyclists between villages in the NA along existing bridleways and byways	Broad Hinton to/from Uffcott – along High Street and Yew Tree Lane to the junction with the A4361, then across to the lane towards Uffcott.
5	Connection for cyclists from the villages to nearby amenities	Uffcott to/from The Ridgeway National Trail – along byway BHIN18 and a permissive path that is impassable to cyclists and horse riders in places due to illegal use by 4x4 vehicles. Along bridleway BHIN19 that ends at the base of The Ridgeway.
6	Connection for cyclists from the villages to nearby amenities	Broad Hinton to/from The Ridgeway National Trail – along National Cycleway 45 or along BHIN17.
7	Connection for cyclists from the villages to nearby amenities	Winterbourne Bassett to/from The Ridgeway National Trail – along High Street, crossing the A4361 and then up to The Ridgeway via a permissive path, joining bridleways BBAS14 and WIBA9.
8	Connections for cyclists to nearby towns and large villages	Wroughton (4 miles) – along the A4361 which is a 60/50mph single-lane road with a descent/ascent of approximately 360 ft.
9	Connections for cyclists to nearby towns and large villages	Chiseldon (7 miles) – along the Wiltshire Cycleway, up to The Ridgeway, then along National Cycleway 45, with a descent/ascent of approximately 400 ft.

10	Connections for cyclists to nearby towns and large villages	Marlborough (8 miles) – along the Wiltshire Cycleway on Free’s Ave which is a 60mph single-lane road with a descent/ascent of approximately 640 ft.
11	Connection for cyclists to nearby towns and large villages	Royal Wootton Bassett (5 miles) – along the Broad Town Road via Broad Town which is a 30/40/60mph single-lane road with a descent/ascent of approximately 360 ft.

Source: Neighbourhood Plan Steering Group

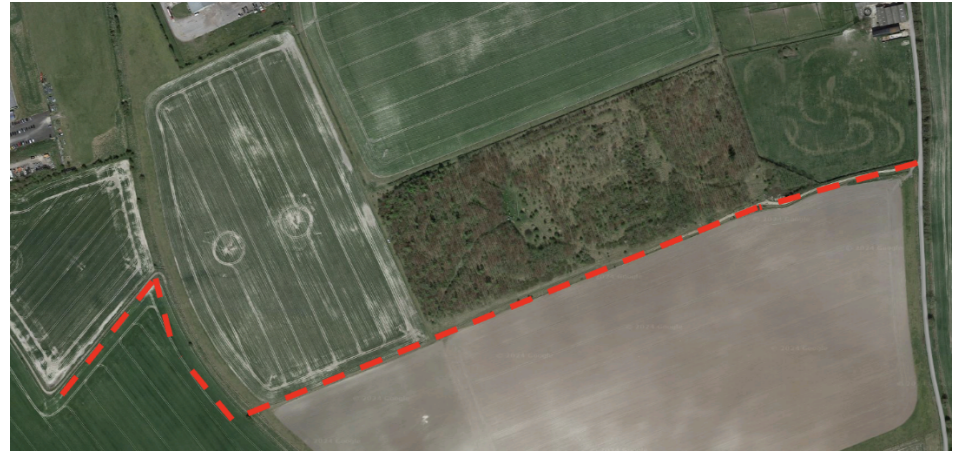
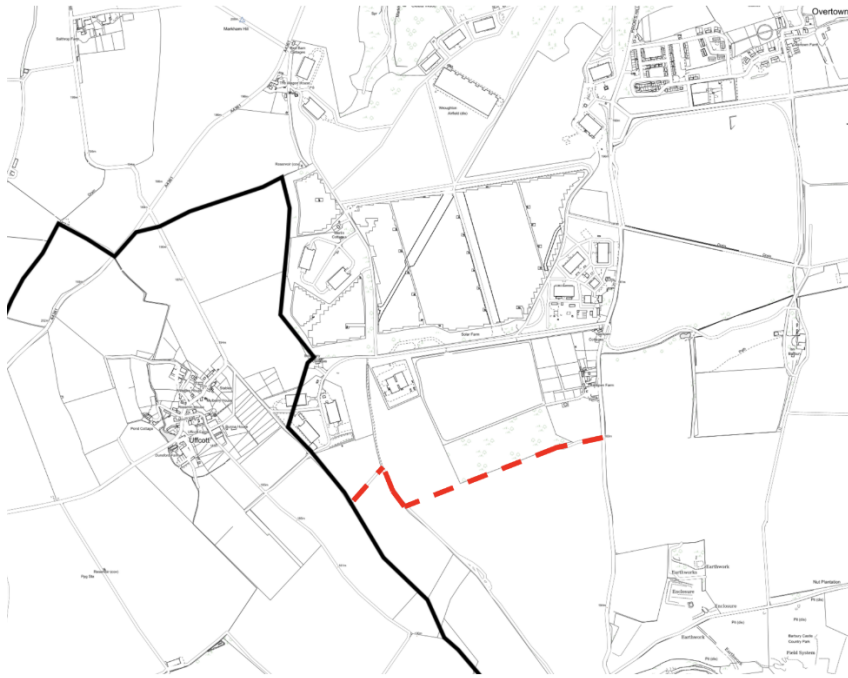
24. Figure 5 shows land elevations around the NA. The villages are set in between two escarpments that have steep ascents. In essence, cycling to the west to Royal Wootton Bassett involves a steep descent and then ascent on the return journey, which cannot be avoided. On existing routes cycling to Marlborough or Chiseldon, this requires a steep ascent to The Ridgeway and over the Marlborough Downs.
25. The ascents can be difficult to cycle for all but the most able cyclists. A cycle route along the north-west base of The Ridgeway would allow connections to Chiseldon and onto Marlborough without the ascents involved with cycling over the Marlborough Downs. A potential connecting link from the byway BHIN18 at Uffcott continuing east from the NA is shown for illustrative purposes in Figure 6. This route connecting would utilise an existing footpath then cross fields (agreement would be needed) to connect with the north-south road to the east of the former Wroughton airfield.
26. Other routes north and south out of the NA involve cycling on A-Roads at the National Speed Limit of 60mph. Figure 7 shows accident data on highways within the NA between 2014-2022. Three of the accidents shown were slight involving cyclists and one was serious involving a pedestrian.

Figure 5 – Topographic map



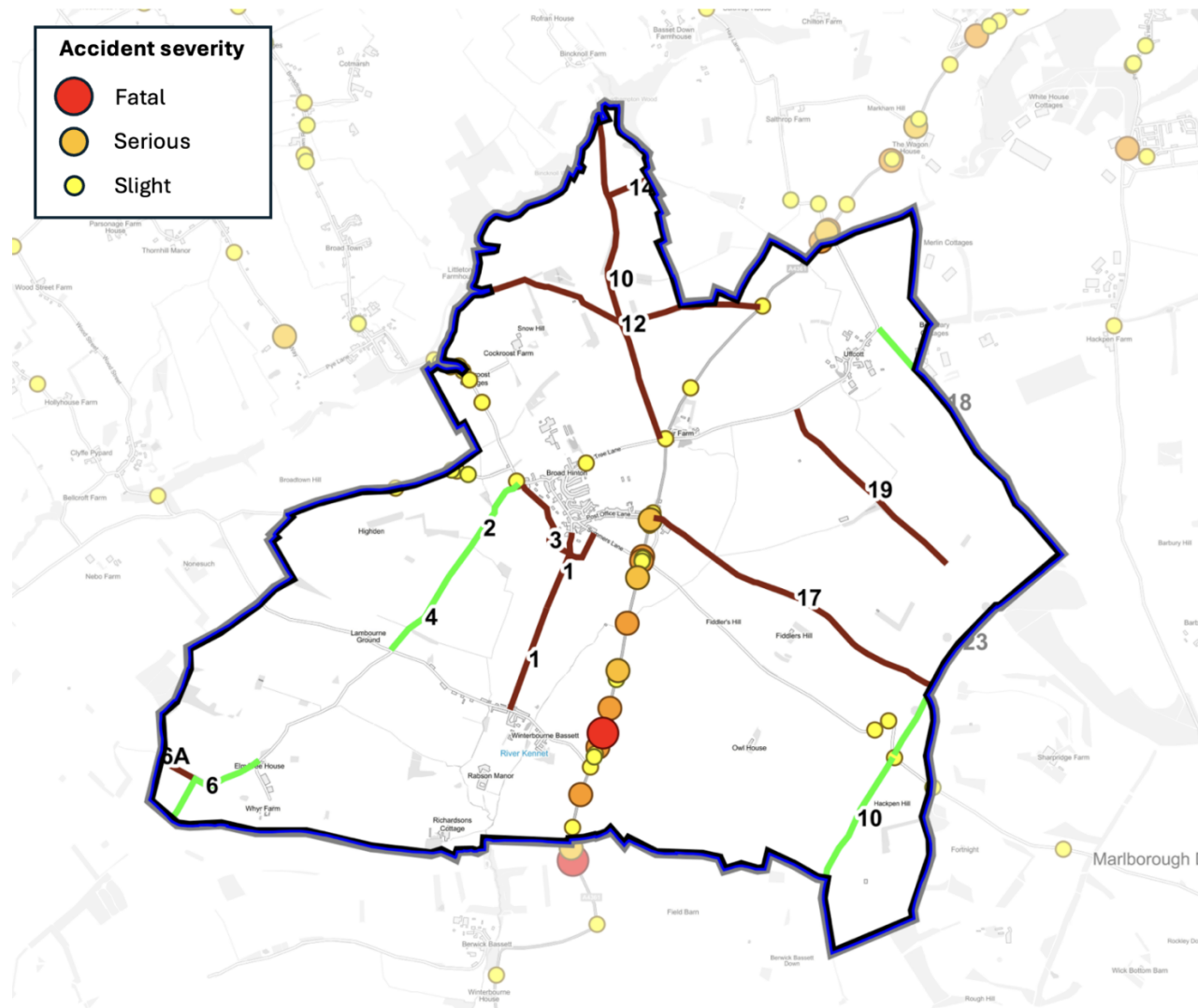
Source: topographic-map.com. Contains information from TessaDEM, which is made available here under the Open Database License (ODbl)

Figure 6 – Suggested cycling link east from the Neighbourhood Area to avoid steep hills



Source: Neighbourhood Plan Steering Group

Figure 7 – Accident data (2014-2022)

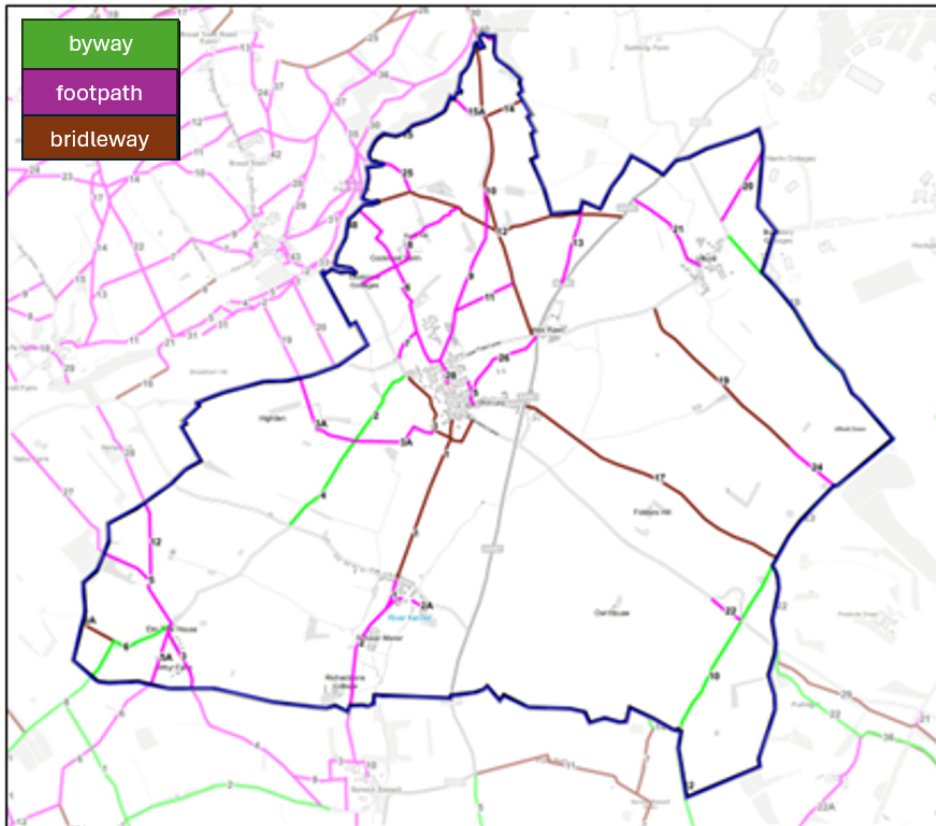


Source: Neighbourhood Plan Steering Group, Department of Transport

Walking

27. The villages in the NA are reasonably well connected by footpaths, bridleways and byways. These are shown on Figure 8. Some of the footpaths (BHIN3A, BHIN13, BHIN14, BHIN18, BHIN19, BHIN20, BHIN21, BHIN25, WIBA5, WIBA5A) cross actively cropped fields and can sometimes be difficult to access.

Figure 8 – Public Rights of Way

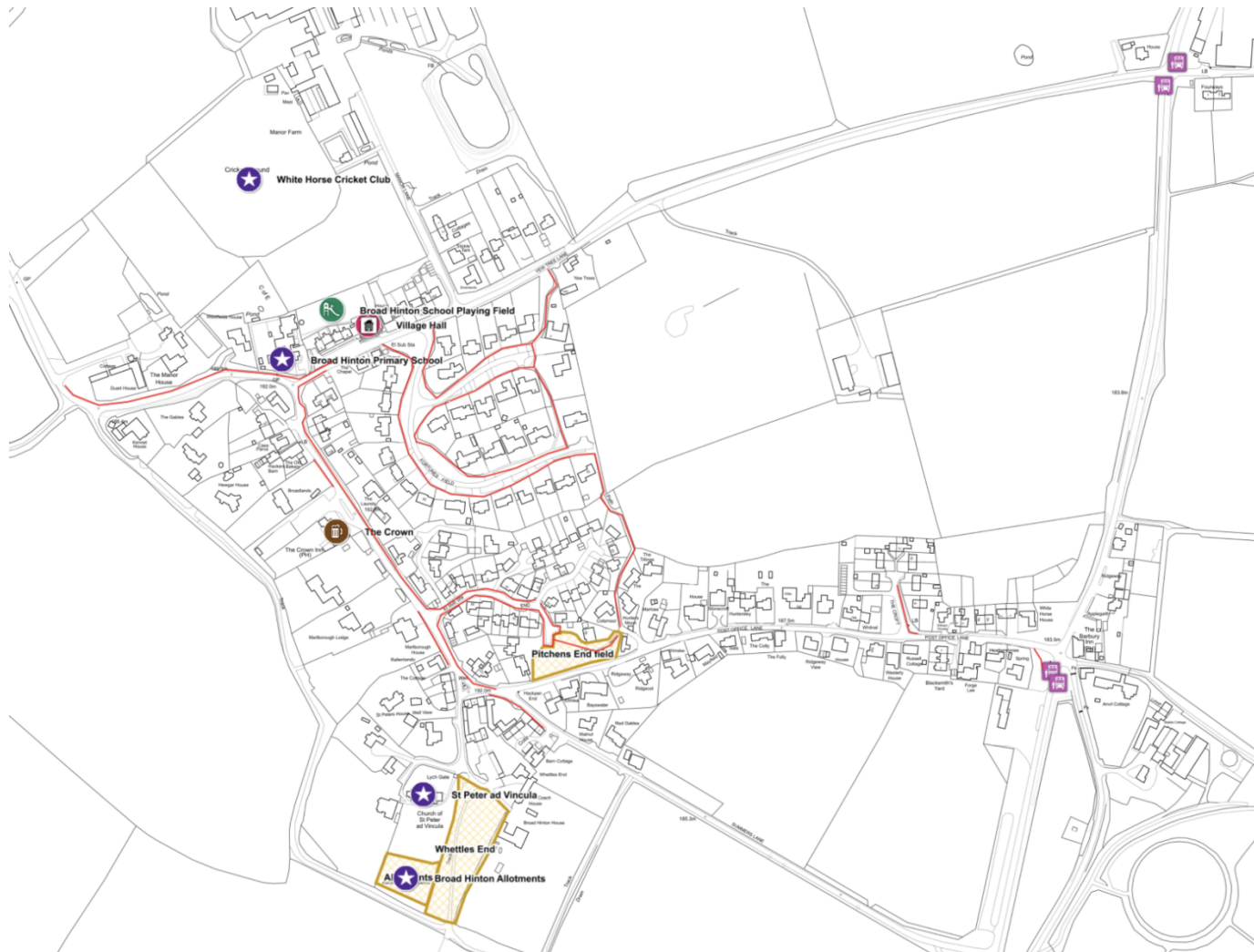


Source: Neighbourhood Plan Steering Group

Pavement provision

28. The Design Guidelines and Codes supporting document describes the provision of pavements in Broad Hinton as “sporadic”, as “intermittent” to describe the single length of pavement in Winterbourne Bassett and as “non-existent” in Uffcott. Alongside this it notes a general absence of streetlighting which supports the rural atmosphere of the settlements. There is a balance to strike between conserving the character features of the settlements and the valued rural atmosphere they create and encouraging pedestrian activity within the villages of the NA.
29. Figure 9 shows the provision of pavements in Broad Hinton in relation to local amenities. Most pavements in Broad Hinton are in the more recent developments of Pitches End and Fortunes Field, with some additional pavement along the High Street beyond The Crown public house to the school and village hall. There is no pavement connecting the village to the bus stops at The Weir. Access to and from the bus stops at the La Strada restaurant (aka “The Bell”) are via unpaved Post Office Lane and require crossing the A4361 at a blind bend.
30. Figure 10 shows the provision of pavements in Winterbourne Bassett. There is one length of pavement that runs on the High Street alongside more recent developments and to The Winterbourne public house. The bus stops are only accessible via unlit minor roads.
31. Figure 11 shows that Uffcott has no pavements and no amenities, with the bus stop at some distance via unlit minor roads.

Figure 9 – Broad Hinton amenities and pavements



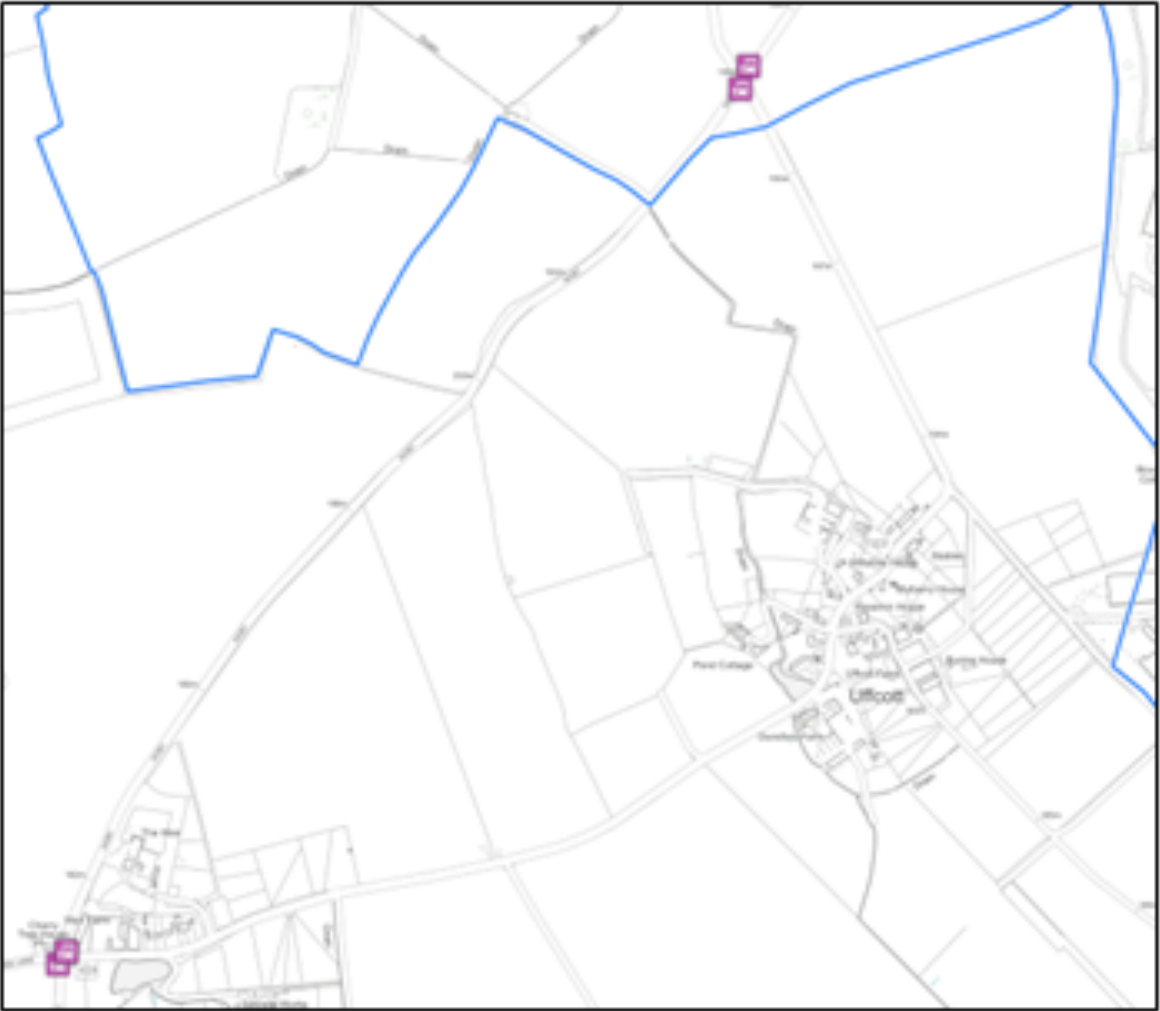
Source: Neighbourhood Plan Steering Group

Figure 10 – Winterbourne Bassett amenities and pavements



Source: Neighbourhood Plan Steering Group

Figure 11– Uffcott amenities and pavements



Source: Neighbourhood Plan Steering Group

32. A range of measures could be adopted to address pedestrian safety and to promote more walking within and between settlements where this involves the use of roads without pavements. Design Code AM 3 Traffic Calming Measures provides guidance on how the adoption of traffic calming measures can play a vital role in nurturing the prevailing rural spirit of the NA, improving the overall wellbeing of residents, and providing safety for pedestrians, cyclists, riders and drivers alike. Two key measures indicate that:

- Within the development boundaries, streets should be built to minimise vehicle capacity and movement speed.
- A range of traffic calming measures could be introduced by design, these can include gateways, signage, Speed Indication Devices, and carefully positioned landscaping and street furniture. The measures chosen must be appropriate for the type of traffic and the historic and rural nature of the area where they are deployed.

Rights of Way, footpaths and pavements audit

33. In May 2023, the NPSG audited the accessibility and quality of Public Rights of Way, footpaths and pavements in the NA. Priority routes which connect the villages and amenities were identified (highlighted grey) – see Table 3. Priority areas for improvement were identified (cells in bold). Actions to improve the accessibility of priority routes were identified as follows:

- Barrier - replacing stiles with gates.
- Signage - ensuring signage is visible and clear.
- Surface quality - ensuring surfaces are maintained.
- Surface accessibility – improve surface so that can be used by, at least, an ambulant disabled person.

34. The audit considered that it would be impractical to make recommendations for changes to roads that do not have pavements as these do not have the width to incorporate these features. Also, as noted already, the absence of pavements in the villages is a rural character feature alongside the absence of streetlights.

Table 3 – Rights of Way, Footpaths and Pavements Audit

Notes: Priority Routes identified in grey highlight – Priority actions identified in bold

Parish	Route	Type	Location	Surface	Signage	Barrier	Surface Quality	Surface Accessibility	Path Width < 1m
BH&UF	BHIN3	Bridleway	From Summers Lane, behind the allotments and The Crown, to Broadtown Road	Unsurfaced (Grass)	Some (missing Broad Town Road end)	Open	Good	Able bodied	N/A
BH&UF	BHIN1	Bridleway	The Whettles connecting Broad Hinton to Winterbourne Bassett	Unsurfaced (Grass)	Clear	Open	Fair	Able bodied	No
BH&UF	BHIN12	Bridleway	From Broad Town White Horse, east to the A4361	Unsurfaced (Grass)	Clear	Gate	Fair	Able bodied	N/A
BH&UF	BHIN10	Bridleway	From Cherry Tree House, Yew Tree Lane, north to Bicknoll Castle	Unsurfaced (Grass)	Clear	Gate	Poor	Able bodied	N/A
BH&UF	BHIN14	Bridleway	From southern edge of Quidhampton Wood, west to BHIN10	Unsurfaced (Crop)		Stile	Poor	Able bodied	N/A
BH&UF	BHIN15	Bridleway	Along the top of the escarpment between Bicknoll Castle and the Broad Town White Horse	Unsurfaced (Grass)	Clear	Open	Fair	Able bodied	N/A
BH&UF	BHIN19	Bridleway	From road between The Weir and Uffcott, towards The Ridgeway	Unsurfaced (Crop)	Clear	Open	Poor	Able bodied	N/A
BH&UF	BHIN17	Bridleway	Behind La Strada up to The Ridgeway	Unsurfaced (Grass)	Some (missing in parts)	Gate	Fair	Able bodied	N/A
WB	WIBA6A	Bridleway	West of Whyr Farm, north to Stanmore Copse	Unsurfaced (Grass)	None	Open	Fair	Able bodied	No
WB	WIBA1	Bridleway	The Whettles connecting Winterbourne Bassett to Broad Hinton	Unsurfaced (Gravel)	Clear	Open	Good	Ambulant disabled	No
BH&UF	BHIN2	Byway	Vize Lane	Unsurfaced (Gravel)	Clear	Open	Good	Ambulant disabled	Yes
BH&UF	BHIN23	Byway	The Ridgeway	Unsurfaced (Gravel)	Clear	Open	Good	Ambulant disabled	No
BH&UF	BHIN18	Byway	From Uffcott along the south west edge of the airfield, towards The Ridgeway	There are 3 sections; asphalt, metalled, then unsurfaced	Clear	Open	Fair	Able bodied	No
WB	WIBA4	Byway	Vize Lane	Unsurfaced (Gravel)	Clear	Open	Fair	Ambulant disabled	No
WB	WIBA9	Byway	From The Ridgeway, down to the north of Berwick Down	Unsurfaced (Grass)	None	Open	Good	Able bodied	No
WB	WIBA10	Byway	The Ridgeway	Unsurfaced (Gravel)	Clear	Open	Good	Able bodied	Yes
WB	WIBA6	Byway	From Whyr Farm south west towards Yatesbury	Unsurfaced (Gravel)	None	Open	Fair	Ambulant disabled	No
BH&UF	BHIN3A	Footpath	From behind the allotments, across to Vize Lane and then the parish boundary.	Unsurfaced (Crop)	Clear	Stile	Fair	Able bodied	N/A
BH&UF	BHIN5	Footpath	Between Post Office Lane and Fortunes Field	There are two sections; gravel, then asphalt	Some (missing gravel path ends)	Cycle chicane	Fair	Ambulant disabled	No

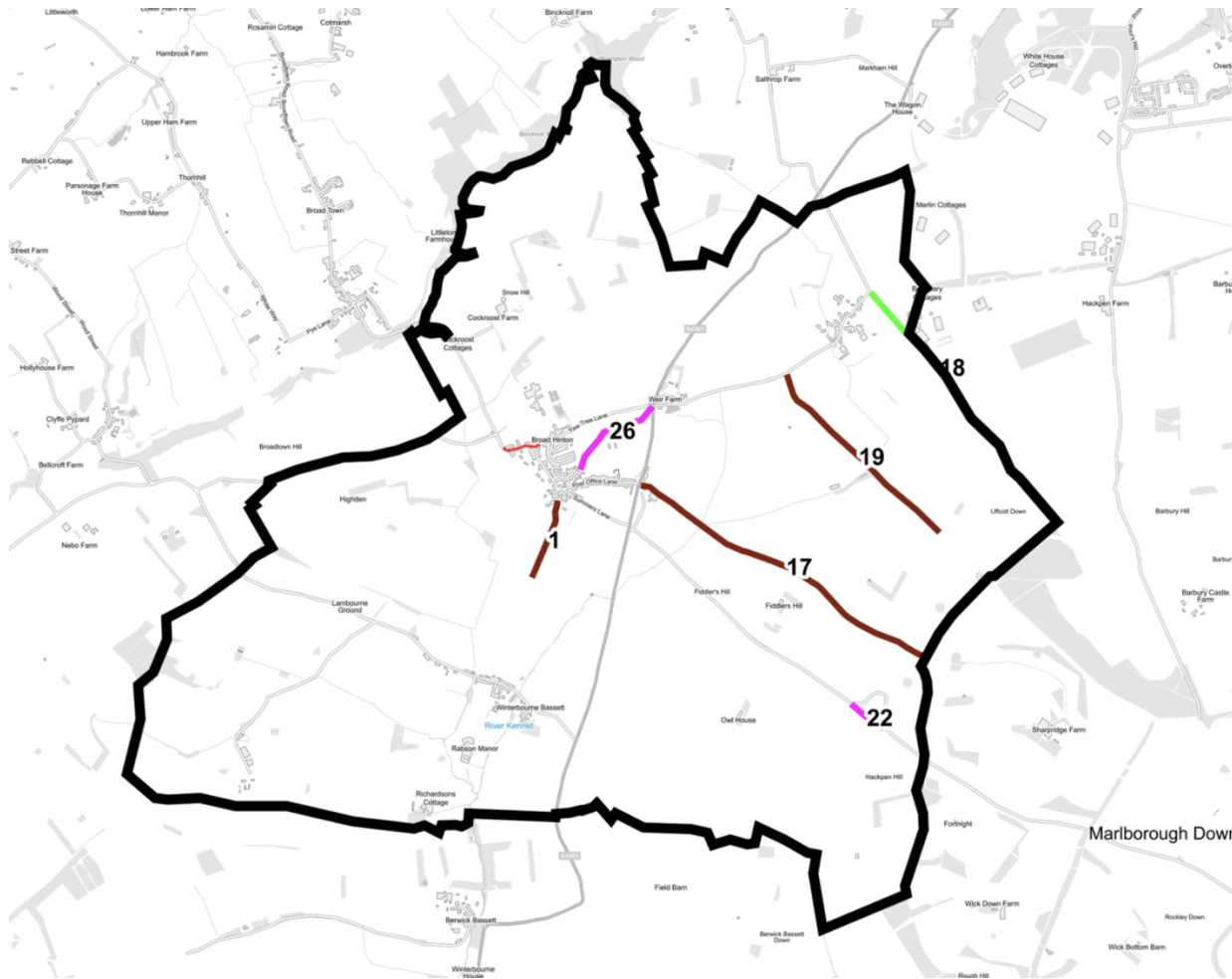
						(gravel path ends)			
BH&UF	BHIN6	Footpath	From behind the Village Hall, across the cricket ground, via Cockroost Farm, towards Broad Town White Horse	Unsurfaced (Grass)	Clear	Gate	Fair	Able bodied	N/A
BH&UF	BHIN7	Footpath	Opposite Wadborough Cottages, towards Manor Farm	Unsurfaced (Grass)	Clear	Stile	Fair	Able bodied	N/A
BH&UF	BHIN8	Footpath	From Cockroost Cottages, via Cockroost Farm joining BHIN12	Other (see notes)	Clear	Stile	Poor	Able bodied	N/A
BH&UF	BHIN9	Footpath	From behind the Village Hall, through Manor Farm, towards Bicknoll Castle	Unsurfaced (Grass)	Clear	Stile	Fair	Able bodied	N/A
BH&UF	BHIN11	Footpath	From Manor Farm east towards BHIN10	Unsurfaced (Gravel)	Not clear / damaged	Open	Fair	Able bodied	Yes
BH&UF	BHIN13	Footpath	From A4361 north of The Weir across fields towards Bassett Down	Unsurfaced (Crop)	None	Entrance isn't clear	Fair	Able bodied	N/A
BH&UF	BHIN15A	Footpath	To the south of Bicknoll Castle	Unsurfaced (Gravel)	Clear	Open	Good	Ambulant disabled	Yes
BH&UF	BHIN16	Footpath	From Bicknoll Castle to the west of Quidhampton Wood	Other (see notes)	Not clear / damaged	Gate	Poor	Able bodied	N/A
BH&UF	BHIN20	Footpath	From Uffcott Lane towards the west of the airfield	Unsurfaced (Crop)	Clear	Open	Poor	Able bodied	No
BH&UF	BHIN21	Footpath	From A4361 into the west of Uffcott	Unsurfaced (Crop)	Clear	Stile	Good	Able bodied	N/A
BH&UF	BHIN22	Footpath	Across the field by the Hackpen White Horse to The Ridgeway	Unsurfaced (Grass)	Not clear / damaged	Stile	Fair	Able bodied	N/A
BH&UF	BHIN24	Footpath	From BHIN19 up to The Ridgeway	Unsurfaced (Grass)	Clear	Gate	Poor	Able bodied	N/A
BH&UF	BHIN25	Footpath	To the east of the Broad Town White Horse joining BHIN15 with BHIN12	Unsurfaced (Crop)	Clear	Stile	Poor	Able bodied	N/A
BH&UF	BHIN26	Footpath	Across the fields to the East of Fortunes Field to The Weir	Unsurfaced (Grass)	Clear	Stile	Good	Able bodied	No
BH&UF	BHIN28	Footpath	From opposite the Village Hall part way along Fortunes Field	Asphalt	None	Cycle chicane (entrance to Fortunes Field)	Fair	Ambulant disabled	No
WB	WIBA2	Footpath	From St Katherine and St Peter's, via Rabson Manor and Richardson Village, south towards Berwick Bassett	Unsurfaced (Grass)	None	Stile	Fair	Able bodied	No
WB	WIBA2A	Footpath	From Fox Row, west towards St Katherine and St Peter's	Unsurfaced (Grass)	None	Open	Good	Ambulant disabled	No
WB	WIBA3	Footpath	From Whyr Farm, southeast towards Berwick Bassett	Unsurfaced (Grass)	None	Open	Poor	Able bodied	No
WB	WIBA5	Footpath	From Whyr Farm, northwest to Stanmore Copse	Unsurfaced (Crop)	None	Open	Fair	Able bodied	No
WB	WIBA5A	Footpath	From Whyr Farm, south towards Yatesbury	Unsurfaced (Crop)	None	Gate	Poor	Able bodied	No
WB	WIBA12	Footpath	North of Whyr Farm, north towards Clyffe Pypard	Unsurfaced (Grass)	None	Gate	Poor	Able bodied	No
WB	WB High Street	Pavement	To the North side of High Street between the Pub and Bridleway WIBA1	Asphalt	N/A	Open	Good	Surface and width suitable	No

								for wheelchair user but slope from the pub may be a problem	
BH&UF	Summers Lane	Pavement	In front of Rickyard Cottages	Asphalt	N/A	Open	Fair	Ambulant disabled	No
BH&UF	High Street (BH)	Pavement	From Post Office Lane to Horton Way	Asphalt	N/A	Open	Poor	Ambulant disabled	No
BH&UF	High Street (BH)	Pavement	In front of Rallentando and Marlborough House	Asphalt	N/A	Open	Fair	Wheelchair user	No
BH&UF	High Street (BH)	Pavement	In front of The Manor House and Duart House	Unsurfaced (Gravel)	Not clear / damaged	Open	Poor	Able bodied	Yes
BH&UF	Pitchens End	Pavement	Pavement throughout	Asphalt	N/A	Open	Good	Wheelchair user	No
BH&UF	Fortunes Field	Pavement	Pavement throughout	Asphalt	N/A	Open	Fair	Wheelchair user	No
BH&UF	Horton Way	Pavement	In front of houses leading to Village Hall	Concrete surface with limited accessibility due to kerb and narrow drop down access at Village Hall end	N/A	Open	Good	Ambulant disabled	No
BH&UF	Horton Way	Pavement	From Westfield House, past school to Village Hall car park	Asphalt	N/A	Open	Fair	Wheelchair user	No
BH&UF	The Croft	Pavement	In front of 6, 7, 8 The Croft	Asphalt	N/A	Open	Fair	Ambulant disabled	No
BH&UF	Uffcott	Permitted Footpath	Past Weir Farm towards Uffcott	Unsurfaced (Grass)	Not clear / damaged	Stile	Poor	Able bodied	No

Source: Neighbourhood Plan Steering Group

35. The routes shown on Figure 12 and described in Table 4 were selected as priorities for improvements where there are two or more issues identified in the audit.

Figure 12– Location of walking and cycling routes with priorities for improvements



Source: Neighbourhood Plan Steering Group

Table 4 – Priorities for improvements to walking, cycling and riding routes

Route	Description of route and infrastructure	Coherent?	Direct?	Safe?	Comfortable?	Attractive?	Protection from traffic?	What are the Priorities for improvement?
BHIN1	Broad Hinton to Winterbourne Bassett over the Whettles (used by walkers, riders and cyclists)	Y	Y	Y	N	Y	Y	Improve surface for active travel in all weather
BHIN17	La Strada up to The Ridgeway (used by walkers, riders and cyclists)	Y	Y	Y	Y	Y	Y	Improve access to The Ridgeway by ensuring route is accessible in flooded sections
BHIN19	Between The Weir and Uffcott up to The Ridgeway (used by walkers, riders and cyclists)	Y	Y	Y	Y	Y	Y	Improve access to The Ridgeway by ensuring route is accessible through crops
BHIN18	Uffcott up to The Ridgeway (used by walkers, riders and cyclists)	Y	Y	N	Y	Y	N	Improve access to The Ridgeway by stopping 4x4 access causing deep ruts. Traffic Regulation Order on section leading to the airfield site to protect vulnerable users by limiting to Vehicle weights less than 7.5 tonnes.
BHIN22	Across Hackpen White Horse field	Y	Y	Y	Y	Y	Y	Replace stile with gate
BHIN26	Across fields from Broad Hinton to The Weir	Y	Y	Y	Y	Y	Y	Replace stile with gate
High St (BH)	Path in front of Manor House	Y	Y	Y	Y	N	Y	Improve access to Vize Lane (BHIN2) by ensuring route is clear and surface safe to use.

Source: Neighbourhood Plan Steering Group

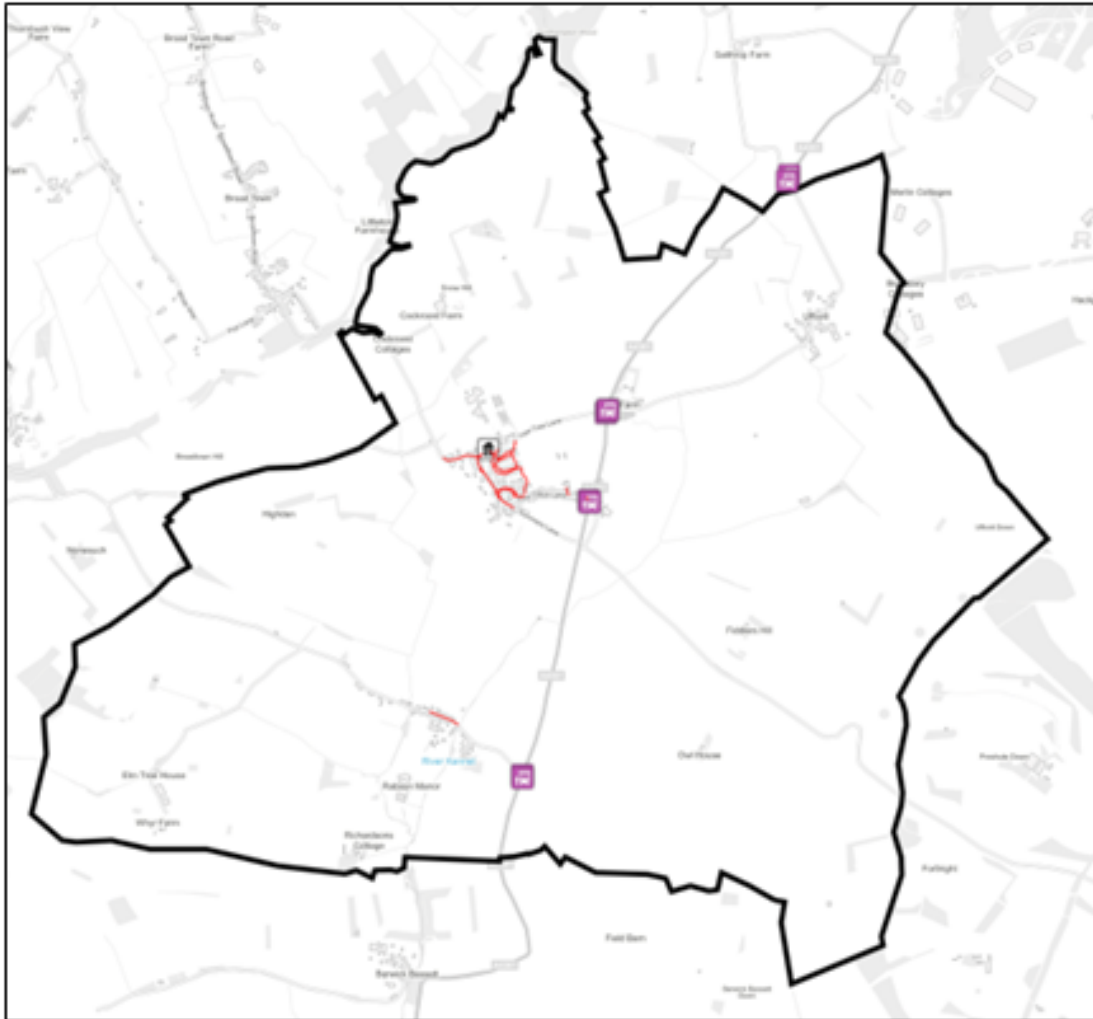
Public Transport

36. The villages in the NA are currently served by the No.49 bus service that runs from Swindon bus station to Trowbridge via Devizes. The service has recently been improved from an hourly to a half-hourly service with an earlier first service and later last bus allowing use of the bus for work commuting, shopping and evening/weekend leisure use to locations on the route. Additionally, a new extension of the No.9 service provides a late bus service from Swindon towards Devizes on weekdays Mon-Fri, arriving at Broad Hinton after midnight. At Broad Hinton, the 49 service will soon run some routes to a new bus stop in the centre of the village (the existing stop is at La Strada (aka “The Bell”).
37. Whilst there has been a welcome improvement in bus services from Swindon and Devizes, the results of a Community Questionnaire undertaken by the NPSG in late 2022 indicated that over 50% of respondents travelled either daily or weekly to Royal Wootton Bassett and Marlborough. There are no direct bus services connecting Broad Hinton, Winterbourne Bassett and Uffcott with these towns, without first travelling into Swindon and changing. The survey indicated strong support for local use of a bus service to Royal Wootton Bassett and Marlborough. Existing east-west bus routes connect Marlborough, Devizes and Calne. Broad Hinton & Winterbourne Bassett Parish Council is campaigning for a bus route north from Avebury through Broad Hinton and onto to Broad Town and Royal Wootton Bassett.

Safety and Accessibility

38. There are 8 bus stops at 4 locations that serve Broad Hinton, Winterbourne Bassett and Uffcott (shown on Figure 13). None of these bus stops have pavement access from the villages, and all access routes are unlit. Crossing the A4361 at La Strada is hazardous due to poor visibility approaching from the north and south owing to curves in the road. Survey responses indicated occasional use (53%) or weekly use (28%) of bus services, but many indicated they were deterred (50%) from using the bus by concerns about the safety of long walks along the public highways to the bus stops. In Broad Hinton, work is now underway to create a new bus stop in the centre of the village and the alternate 49 bus services to the village will divert to these stops.

Figure 13 – Bus Stop locations



Source: Neighbourhood Plan Steering Group

Highways and Traffic Management

39. The Community Questionnaire that the NPSG ran in late 2022 highlighted concerns over traffic speeds and road safety. Some of these have already been referred in relation to walking access to bus stops serving the villages within the NA. Other concerns raised relate to traffic speeds and safety within settlements of Broad Hinton, Winterbourne Bassett and Uffcott, and traffic speeds on the A4361.

Traffic Speeds and Safety within Settlements

40. Road safety is of concern to residents with speeding mentioned most frequently. Parking and speeding were both felt to increase danger to pedestrians, especially in Broad Hinton High Street. There is no clear consensus on whether traffic calming measures and reduced speed limits should be applied to control traffic speeds within the village.
41. Wiltshire Council carried out a traffic survey of Broad Hinton High Street in September 2023. The survey found that the average speed was 27.3 mph and the 85th percentile speed was 31.9 mph. These speeds were below the threshold required for a Community Speedwatch scheme or Police enforcement.
42. Wiltshire Council carried out a subsequent traffic survey on Yew Tree Lane in February 2024. The survey found that the average speed was 29 mph, but the 85th percentile speed was 35.1 mph. This meets the threshold for a Community Speedwatch scheme. Broad Hinton and Winterbourne Bassett Parish Council will take appropriate action to address speeding issues in the village.

Byway BHIN18, Uffcott

43. Byway BHIN18 formed part of a planning appeal heard at a public inquiry by the Planning Inspectorate in May 2022 (case reference APP/U3935/C/20/3261411). The byway is used as access to sites at the southerly area of the former Wroughton Airfield. The appellant lost the appeal and a subsequent attempted Statutory Review at the High Court was refused.
44. The Planning Inspector heard that the byway was used for access to Windmill Stud, that specialises in rehabilitating injured horses, and it is frequently used by local horse riders, as well as other vulnerable users. The inspector also heard that users had stopped using the byway as they deemed it unsafe.
45. The inspector found that HGV traffic travelling along the byway would make other users feel vulnerable and intimidated. Wiltshire Council advised the appeal that the use of the byway is not appropriate for the level of traffic at the site, causing significant highway safety concerns.
46. Broad Hinton and Winterbourne Bassett Parish Council will campaign to restrict the use of this ‘back route’ into Wroughton Airfield which runs through Uffcott and is considered to be wholly inappropriate by both Wiltshire Council and the Planning Inspector for heavy goods vehicles.

Traffic Speeds and Safety on the A4361

47. The A4361 passes by Uffcott and Winterbourne Bassett at some distance, but through the edge of Broad Hinton. The operation of this route is relevant to encourage sustainable movement across the NA and in providing access to the villages.
48. The A4361 has a single junction providing access into Winterbourne Bassett. It has two junctions with access roads east to Uffcott. Local Bus Stops serving these villages are located on the A4361.
49. The A4361 has three junctions with access roads west into Broad Hinton or for onward travel to Broad Town and Royal Wootton Bassett. The northernmost junction into Broad Hinton is a crossroads with the route to Uffcott. The southernmost access to Broad Hinton is also a crossroads with access route east to Hackpen Hill and The Ridgeway. The middle access into Broad Hinton (Post Office Lane) is located by La Strada, some houses and bus stops currently serving the village. These require crossing the A4361 to access these facilities and homes.
50. People who wish to walk to Uffcott and the Ridgeway there, or into Broad Hinton from that location, or to and from Hackpen Hill and the Ridgeway at that point, need to cross the A4361. People walking out from within Broad Hinton to La Strada or who want to catch a bus and return, need to cross the A4361 (though new bus stops are to be located in the centre of the village).
51. Traffic Speed Limits on the A4361 were recently reviewed by Wiltshire Council, consulted on and amended through a Traffic Regulation Order which came into force on 7 December 2021.
52. The speed limit on the A4361 within the NA was retained at a de-restricted speed limit of 60mph for much of its length, with a limited stretch reduced to 50mph from just north of Yew Tree Lane to just south of Summers Lane, the southern access into Broad Hinton and to Hackpen Hill. The A4361 in Swindon to the north is 50mph and south to Avebury is also 50mph or lower.
53. As a community action in order to slow-down traffic entering the villages from the A4361 and other routes, Broad Hinton and Winterbourne Bassett Parish Council intend to develop Village Gateways into Broad Hinton, Winterbourne Bassett and Uffcott. This will be undertaken in conjunction with Wiltshire Council as required.