



SARUM ACADEMY, SALISBURY

Transport Assessment

January 2026

Wiltshire Council



EDUCATION
SARUM ACADEMY
SALISBURY

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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EDUCATION SARUM ACADEMY SALISBURY

TRANSPORT ASSESSMENT

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1. INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Wiltshire Council to support a hybrid planning application for the proposed expansion of Sarum Academy by up to 750 pupils across two phases. Phase 1 is an expansion to an 8-form entry (FE) school and Phase 2 is a further expansion to a 10FE school. Phase 1 is the detailed aspect of the application while Phase 2 is outline.
- 1.2 The site is located approximately 4km northwest of Salisbury City Centre and is accessible from Westwood Road. The existing school location is shown in **Figure 1** with the 8FE and 10FE site layouts attached as **Appendices A and B**.

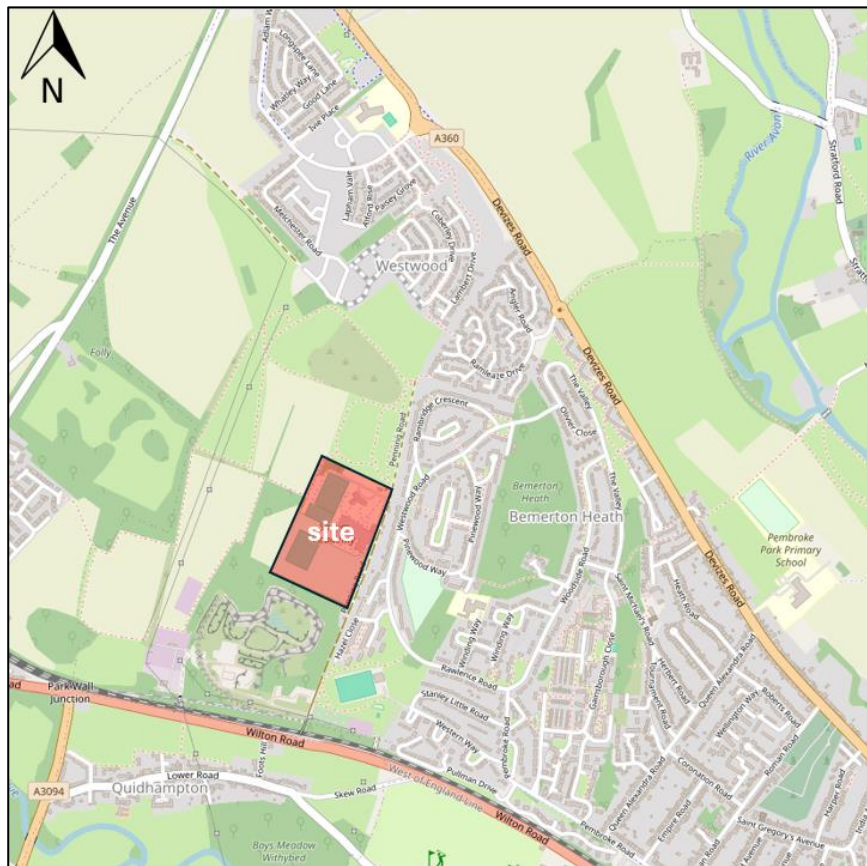


Figure 1: Existing School Location

- 1.3 The existing academy has been on the site since 2010, opening on 1st September of that year to replace the previous Salisbury High School. It currently has 750 students aged 11-19 and is a 5FE school with 6th form.

- 1.4 The proposals include the removal of the 6th form element of Sarum Academy's existing operation, with the expansion meaning that the school will educate students aged 11-16 only.
- 1.5 Pre-application was sought with Wiltshire Council (WC) to discuss the proposed extension of Sarum Academy and the comments received are summarised as follows:
- The access is well formed and is considered sufficient to accommodate the expansion;
 - Agree to calculation outlined of required car parking provision and proposed number of spaces;
 - Refined details required for the drop-off and pick-up arrangements;
 - Circulatory one-way system is considered a good option, but would need evidence of suitable operation without impact on the public highway following increased traffic;
 - The planning application must be supported by a school Travel Plan.
- 1.6 Therefore, this TA will cover the following elements:
- Site context and planning history
 - Planning policy (local, regional and national)
 - Existing conditions and assessment of Personal Injury Accident (PIA) data
 - Site accessibility
 - Development proposals – including access arrangements and parking strategy
 - Trip generation and net impact assessment
 - Summary and conclusions
- 1.7 A Full Travel Plan (TP) has also been prepared to support this application, therefore this TA should be read in conjunction with the TP.
- 1.8 In support of this development, a site visit was conducted in June 2025, and photographic evidence was obtained, which is referenced where appropriate within this report.

Site Context and Planning History

- 1.9 The previous school on the site, Salisbury High School, was replaced by the new Sarum Academy development. Planning permission (ref: S/2011/1639) was obtained in 2011 for this redevelopment of the school, comprising the demolition of the existing buildings, the new build of 9,900 sqm, the reconfiguration of external playing fields and landscape areas, 150 car parking spaces and 7 coach spaces.

- 1.10 Sarum Academy is located within the Fugglestone Red adopted allocation (**Figure 2**) of the Wiltshire Core Strategy (page 376). This allocation covers the existing Sarum Academy and land to the northwest of the site, to the west of the A360. The development for this allocation includes enhanced secondary school/academy provision, with which the proposed development within this TA aligns.

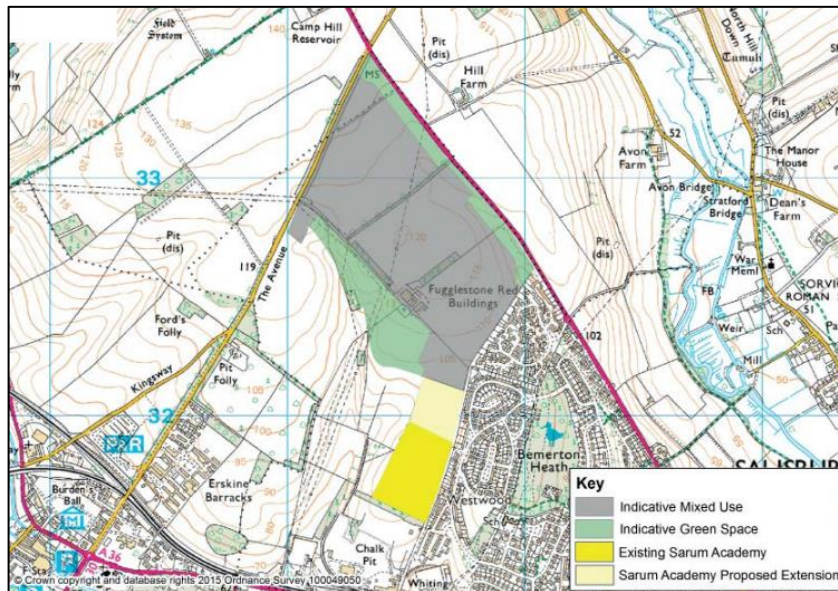


Figure 2: Fugglestone Red Adopted Allocation (Wiltshire Core Strategy)

- 1.11 Subsequently, an outline application for ‘access only’ for a proposed mixed use development comprising residential (up to 1250 dwellings), employment, local centre, community uses, primary school, public open space, landscaping and associated access works including demolition of existing house and farm buildings’ (ref: S/2012/0814) was submitted by Persimmon Homes and approved in April 2015. It is understood that the associated construction work is underway and that the residential development is being marketed and advertised as St Peters Place. The construction of this development will generate a greater demand for local school spaces, thus the proposed expansion of Sarum Academy is necessary.
- 1.12 In May 2019 an EIA Screening Opinion was submitted for the provision of ‘a revised quarry restoration profile, up to 300 residential dwellings with associated landscaping, open space, modified accesses from the A36, new access from Western Way, and up to 1ha employment (uses B1-B2)’ (ref: 19/05014/SCR). No further information is available on the planning portal regarding this potential residential and commercial development; however, the associated local infrastructure demands of such a development are noted.

2. PLANNING POLICY

2.1 This TA has been produced in accordance with relevant national, regional and local policy. For reference, this includes:

- National Planning Policy Framework (NPPF) (December 2024);
- Wiltshire Core Strategy (2015);
- Wiltshire Council Local Transport Plan 4 (2025);
- Wiltshire School Places Strategy 2023-2027; and
- Salisbury Local Cycling and Walking Infrastructure Plan (2024)

National Planning Policy Framework (NPPF)

2.2 The NPPF (December 2024) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Transport Assessment is *'A comprehensive and systematic process that considers and sets out transport issues relating to a proposed development, in the context of the vision for the scheme. It identifies measures required to support alternatives to the car such as walking, cycling and public transport, and to promote accessibility and safety, together with measures that will be needed to deal with the anticipated transport impacts of the development'*.

2.3 The following NPPF paragraphs are relevant to the proposed development:

It is important that a sufficient choice of early years, school and post-16 places are available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- (a) give great weight to the need to create, expand or alter early years, schools and post-16 facilities through the preparation of plans and decisions on applications; and
- (b) work with early years, school and post-16 promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

(NPPF Para. 100)

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

(NPPF Para.110)

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users;
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

(NPPF, Para. 115)

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Within this context, applications for development should:

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

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

2.4 It should be noted that the NPPF had a minor update in February 2025 to resolve a cross-referencing point. This did not constitute a change to the policy and the NPPF continues to be dated December 2024.

2.5 Updates to the NPPF are currently under consultation, with this period expected to end in March 2026. Therefore, the NPPF updates have not been adopted at the time of producing this report.

Wiltshire Core Strategy

2.6 The Wiltshire Core Strategy (2015) is a long-term strategy devised with the aim of shaping planning policy in Wiltshire up to and including 2026. It aims to:

- Develop stronger, more resilient communities
- Facilitate sustainable, long-term growth
- Emphasise economic growth as a key driver
- Help to deliver the desired outcomes of other local plans and strategies
- Focus on collaborative relationships
- Ensure that the most is made of Wiltshire's outstanding environments
- To be based on firm evidence

2.7 The Core Strategy details the range of core policies, created to target the aims outlined above. Those relevant to this application are shown below.

Core Policy 1: Principal Settlements

Wiltshire's Principal Settlements are strategically important centres and the primary focus for development. This will safeguard and enhance their strategic roles as employment and service centres.

They will provide significant levels of jobs and homes, together with supporting community facilities and infrastructure, meeting their economic potential in the most sustainable way to support better self containment. The Principal Settlements are: Chippenham, Trowbridge and Salisbury.

Core Policy 60: Sustainable Transport

The council will use its planning and transport powers to help reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire.

This will be achieved by:

- i. planning developments in accessible locations
- ii. promoting sustainable transport alternatives to the use of the private car
- iii. maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community
- iv. promoting appropriate demand management measures
- v. influencing the routing of freight within and through the county
- vi. assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.

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Core Policy 61: Transport and new development

New development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives. As part of a required transport assessment, the following must be demonstrated:

- i. That consideration has been given to the needs of all transport users, where relevant, according to the following hierarchy:
 - a. Visually impaired and other disabled people
 - b. Pedestrians
 - c. Cyclists
 - d. Public transport
 - e. Goods vehicles
 - f. Powered two-wheelers
 - g. Private cars.
- ii. That the proposal is capable of being served by safe access to the highway network.
- iii. That fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development. Where appropriate, contributions will be sought towards sustainable transport improvements, and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.

(Page 296-297)

Core Policy 62: Development impacts on the transport network

Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages. Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated.

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Core Policy 63: Transport strategies

Packages of integrated transport measures will be identified in Chippenham, Trowbridge and Salisbury to help facilitate sustainable development growth. The packages will seek to achieve a major shift to sustainable transport by helping to reduce reliance on the private car and by improving sustainable transport alternatives.

Each of the packages will consider the implementation of the following:

- i. New and improved networks of routes for pedestrians and cyclists
- ii. Enhanced public transport services and facilities
- iii. Traffic management measures
- iv. Demand management measures
- v. Selective road improvements
- vi. Interchange enhancements that are safe and accessible by all
- vii. Smarter choices measures.

These will be supported and implemented through developer contributions, LTP funding and joint working with partners and others.

Transport strategies may also be developed for other urban and rural areas in the plan area.

The emerging strategies will have full regard for potential impacts upon the Natura 2000 network when assessing potential transport options. Transport options that are likely to have an unavoidable adverse effect on a Natura 2000 site will not be taken forward.

(Page 299-300)

Core Policy 64: Demand management

Demand management measures will be promoted where appropriate to reduce reliance on the car and to encourage the use of sustainable transport alternatives. These measures include:

- i. car parking management – efficiently and effectively managing the car parking stock through the implementation of appropriate supply, maintenance, charging and enforcement measures. These measures include:
 - b) private non-residential parking standards – the provision of parking associated with new private non-residential development will be limited to maximum parking standards (except for disabled parking spaces). These maximum standards will be reduced to reflect local circumstances and the relative accessibility by sustainable transport modes in accordance with an accessibility framework
- ii. traffic management measures – traffic management measures will be developed to promote sustainable transport alternatives, reduce reliance on the car, lower the risk of accidents and improve the environment
- iii. charging measures – opportunities for charging measures, such as road user charging and the workplace levy, will be kept under review
- iv. smarter choices measures – appropriate smarter choices measures (e.g. travel plans, personalised travel planning, car sharing and information and marketing campaigns) will be developed to influence people's travel behaviour towards more sustainable travel options.

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- 2.8 The Core Strategy also locates Sarum Academy within the Fugglestone Red adopted allocation, with the existing academy extent and proposed extension are also identified within the strategy. This highlights the importance of Sarum Academy in supporting the local area, particularly upon completion of the neighbouring residential development within the Fugglestone Red allocation (known as St Peters Place).

Wiltshire Council Local Transport Plan 4

- 2.9 The Wiltshire Council Local Transport Plan 4 (LTP4) (2025) aims to guide transport strategy in Wiltshire towards a long-term vision of:

'A safe and connected transport system which protects the county's unique built, natural and historic environment making this accessible for all, supports sustainable economic growth across Wiltshire's communities and contributes to a low carbon future.' (Wiltshire LTP4 page 42).

- 2.10 Wiltshire's LTP4 details a range of policies designed to assist in achieving its aim and the policies are centred around 4 key areas:

- **Avoid** unnecessary travel – giving people the choice to reduce the number and length of car trips needed through promoting digital connectivity, locating services, jobs and other destinations within closer reach and combining journeys.
- **Shift** to more sustainable modes of transport – providing better and more accessible options for travel via active travel (including walking, wheeling including wheelchairs and pushchairs, cycling and horse riding), shared transport, and public transport.
- **Improve** vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements.
- **Support** and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.

2.11 The policies relevant to this application are outlined overleaf.

Policy A2: Enabling access to services, jobs and other destinations within closer reach

Providing opportunities to access the essentials closer to home can make travel by active travel and public transport more feasible and attractive options, and can lead to travelling fewer miles overall. These are key ways we can improve local safety and air quality, and reduce the harmful greenhouse gas emissions which can result from transport and. The provision of more local services can also help to reinvigorate local communities, bring health benefits, and support economic growth by creating opportunities without the need for a car, where feasible.

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Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality

Whilst cars are critical to rural areas, active travel can have substantial health and wellbeing benefits for all ages, and can be a good way of embedding physical activity into day-to-day life. These methods of travel generally have the most reliable journey times, and have less chance of being negatively impacted by delays experienced elsewhere on the network, or by possible future societal issues (such as pandemics, fuel shortages, and inflation). They are also the cleanest modes of travel with very little adverse impact on greenhouse gas emissions, air pollution or noise pollution. Our LTP4 measures will address concerns about safety, convenience and quality of provision which can prevent people choosing to walk, wheel and cycle, and enable these modes to become the natural choice for shorter journeys.

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Policy S2: Provide more public and shared transport options and improve service quality

Good public and shared transport links are vital for the success and prosperity of Wiltshire's communities, allowing access to our towns and city, our schools and colleges, our places of work and leisure. Public and shared transport are essential in enabling people to get around in a sustainable way and can help to combat social isolation. Our aim is to ensure that public and shared transport meets the needs of our people, both now and into the future, and provides a viable and competitive alternative to travelling by car. We will prioritise improving the frequency speed, reliability and flexibility of our bus services; supporting the enhancement of rail services through Wiltshire; and expanding on the current shared transport options.

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Policy S3: Provide better access to public and shared transport services

The benefits of improved public and shared transport services will only be unlocked if more people are able to access them and connect seamlessly between different modes of travel. To facilitate this, we will improve local links to bus stops and railway stations, simplify our services, provide better information, make payment easier and prices more affordable, and ensure our vehicles and infrastructure are safe and accessible for all. New shared transport schemes, such as e-bike hire, can create better and more flexible options for getting to and from public transport hubs, without the need to travel by car.

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Policy S4: Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most

In order to improve road safety, reduce congestion and reduce greenhouse gas emissions, there is a need to encourage travel where possible by modes other than the private car. This is particularly challenging in a rural county where many residents are reliant on car use for a range of essential journeys. Demand management measures are some of the tools available to us to help improve access to services and facilities, ensure journey time reliability and improve the safety and wellbeing of vulnerable road users, such as active travel users. For those residents who have no choice but to travel by private car, it is essential there is adequate provision including a well-maintained road network and appropriate car parking including dedicated blue badge spaces.

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Policy SU1: Empower people with the skills, knowledge, motivation and opportunity they need to safely access more sustainable and healthier transport

The Avoid, Shift and Improve policy areas will only help us to achieve our objectives if enough people change their travel behaviour. An ongoing programme of activities to make residents and businesses aware of opportunities to change behaviour, how to do so, and the benefits, will therefore be essential to make sure that enough people travel differently, at least some of the time.

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Wiltshire School Places Strategy 2023-2027

- 2.12 The Wiltshire School Places strategy pulls together the information required to form a strategic view of the need for school places across Wiltshire. It provides a summary analysis of current provision, identifies gaps and over-provision and sets out how the LA intends to address these.
- 2.13 In regard to making changes to academies, the strategy outlines Government guidance, which states *‘the need for compatibility with local place planning. This includes “a strong expectation that academy trusts should work collaboratively with local authorities on pupil place planning, taking into account the increases or decreases in pupil numbers forecast in the area, especially in areas of basic need”, in order to support their local authority to provide sufficient school places for all pupils in its area. This could be through academies expanding their school premises, increasing their admission number or admitting over their admission number’*.
- 2.14 The Wiltshire School Place Strategy policies and planning area assessments of relevance to this application are summarised below:

C5 – Secondary schools

The preferred minimum size for an 11 to 16 secondary school is 900 (6FE) with the preferred maximum of 1,800 (12FE) pupils. Wiltshire Council however recognises that provision in some communities may fall outside the ideal size of secondary school and demand for additional places could be met either by expanding existing schools, if there is sufficient capacity on the site, or by new provision located within a new housing community.

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E17 – Salisbury

At present, with the exception of Sarum Academy, the schools are almost full. Sarum Academy was built to accommodate a PAN of 180 but has been publishing a PAN of 150 in recent years. In September 2022, the school had to admit over the PAN of 150 to ensure that all pupils resident in the town could access a secondary school place.

As can be seen in the forecast above, all schools are projected to be full by 2025/26. In recent years we have been securing section 106 contributions for the expansion of Sarum Academy. The first phase of expansion will be required in the next few years to meet the needs of approved housing. It is likely that further phased expansion of the school will be required at a later date. The exact date and size of expansion will depend on the rate of housing completions and numbers on roll in the feeder primary schools. Both will continue to be kept under close review.

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Salisbury Local Cycling and Walking Infrastructure Plan (2024)

- 2.15 The Salisbury Local Cycling and Walking Infrastructure Plan (LCWIP) outlines a network of aspirational cycle and pedestrian routes for implementation across Salisbury. Within the geographical overview map, Sarum Academy is identified as a ‘development area’ in association with the adjacent residential development west of the A360. This area of land is identified as the Fugglestone Red adopted allocation under the Wiltshire Core Strategy. The academy is also identified as a key education destination within the LCWIP (page 25).

2.16 The Salisbury LCWIP identifies existing pedestrian and cycle routes from Salisbury City Centre and the local areas of Bemerton, Bemerton Heath, and Quidhampton. Further pedestrian routes are proposed in association with the neighbouring residential development. One of the proposed routes would link the new residential development to Penning Road, providing direct access south to Sarum Academy to facilitate staff and student trips to the site. Similarly, potential cycle links are identified from the city centre, Bemerton and Quidhampton, which would further enhance the cycle connections if implemented.

3. EXISTING CONDITIONS

- 3.1 Sarum Academy is a Church of England secondary school and sixth form catering for students aged 11 to 19. It opened in September 2010, replacing a previous school on the site. It is located to the northwest of Salisbury City Centre on the western edge of the residential area Bemerton Heath.
- 3.2 The current catchment area of the school is depicted in **Figure 2**. It includes most of western and northern Salisbury, the village of Wilton and rural areas to the North and West of Salisbury. Wiltshire Council's 2024 Education Transport Policy sets out the requirements for transport for compulsory education. For 8 to 15-year-olds, anyone living greater than three miles from their nearest school is eligible for free transport to be provided.

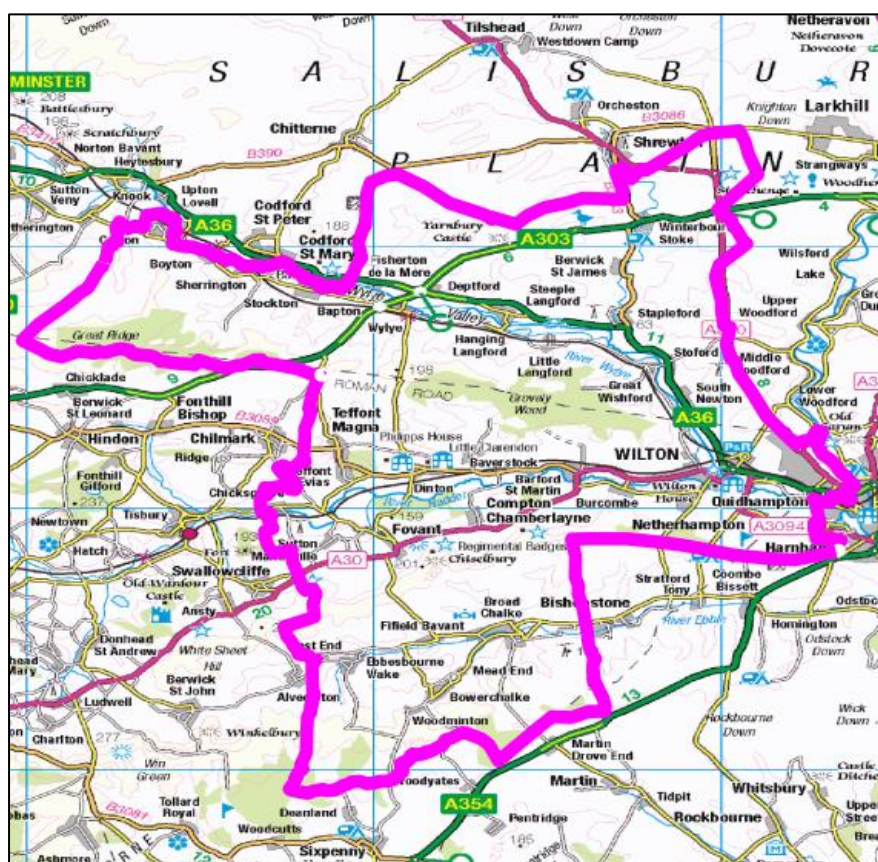


Figure 2: Catchment area (inside of the pink boundaries) of Sarum Academy (Source: Sarum Academy website)

Local Road Network

- 3.3 The application site is under the jurisdiction of Wiltshire Council and is situated approximately 4km from Salisbury City Centre. The existing school is on the western edge of a residential area known as Bemerton Heath, with open fields to the west; a chalk pit, the A36, and a railway line to the south; and a new 1,250-unit residential development to the north that is currently under construction. The A360 forms the northeastern boundary of the residential area, marking a transition between the urban and the rural.
- 3.4 The site is currently served via a simple bellmouth access from Westwood Road. Westwood Road is subject to a 30mph speed limit, with 2m wide footways on both sides of the carriageway, and traffic calming measures (in the form of speed humps) in close proximity to the current site access. The road width is c.6m, allowing for two HGVs to pass and use by bus, being wider than the minimum of 5.5m width as stipulated by Manual for Streets (MfS).
- 3.5 Parking on Westwood Road is a combination of on street and driveways for off-street parking. Of the on-street parking, many of these spaces are located in laybys and thus are off the main carriageway, not impeding the two-way flow of vehicles. Parking is prohibited for c. 10m south of the school access junction, with this designated by double yellow lines.
- 3.6 The two closest junctions to the school are T junctions with Rambridge Crescent and Pinewood Way, c.80m and c.90m to north and south respectively. In both cases Westwood Road is the major route, and both junctions are in the form of bellmouth with the appropriate give way markings. Both Rambridge Crescent and Pinewood Way are crescent shaped, rejoining Westwood Road further on, and exist primarily to serve as access to existing dwellings.
- 3.7 The A360 is located east of Sarum Academy but is accessed by travelling southeast along Westwood Road, Rawlence Road and Pembroke Roads, and then north on Queen Alexandra Road. Queen Alexandra Road meets the A360 at a bellmouth junction, with Queen Alexandra Road and the A360 both subject to a 30mph speed limit. It is also noted following completion of the Persimmon residential development, there will be a more direct route to the A360 from Sarum Academy via the internal road network of the new development, with access to the A360 roundabout.

- 3.8 Access to the A36 Wilton Road is provided via a c.25m wide T- junction with Roman Road c.1.7km southeast of the site. Westwood Road links to the A36 Wilton Road via Rawlence Road and Pembroke Road, which measure c.6.5m in width and are both subject to a 30mph speed limit, before arriving at the Pembroke Road/Roman Road mini roundabout and continuing south for c. 30m to join the A36 Wilton Road. The A36 is a primary route that also forms part of National Highways' Strategic Road Network. It links Salisbury with Southampton and the M27 to the south. The M27 provides links across the South Coast, including Bournemouth (via the A31), Portsmouth and the M3. To the north, the A36 links Salisbury with Warminster and Bath, and the A303. The A303 is a key part of the SRN linking London, the M3, and Exeter.
- 3.9 The aforementioned 1,250 dwelling St Peters Place development by Persimmon Homes is planned to adjoin the current access road to the site. The future access has been built but does not currently connect to the residential development, as shown in **Photograph 1**. The primary access to this residential site is with the A360 at a roundabout approximately 1km to the north, with a secondary access also provided via a roundabout with the A360.



Photograph 1: Persimmon Homes Residential Development Future Access

- 3.10 The TA for the new St Peters Place development formalises the tertiary access design within an appended drawing, the relevant design from the TA is shown in **Figure 3**.

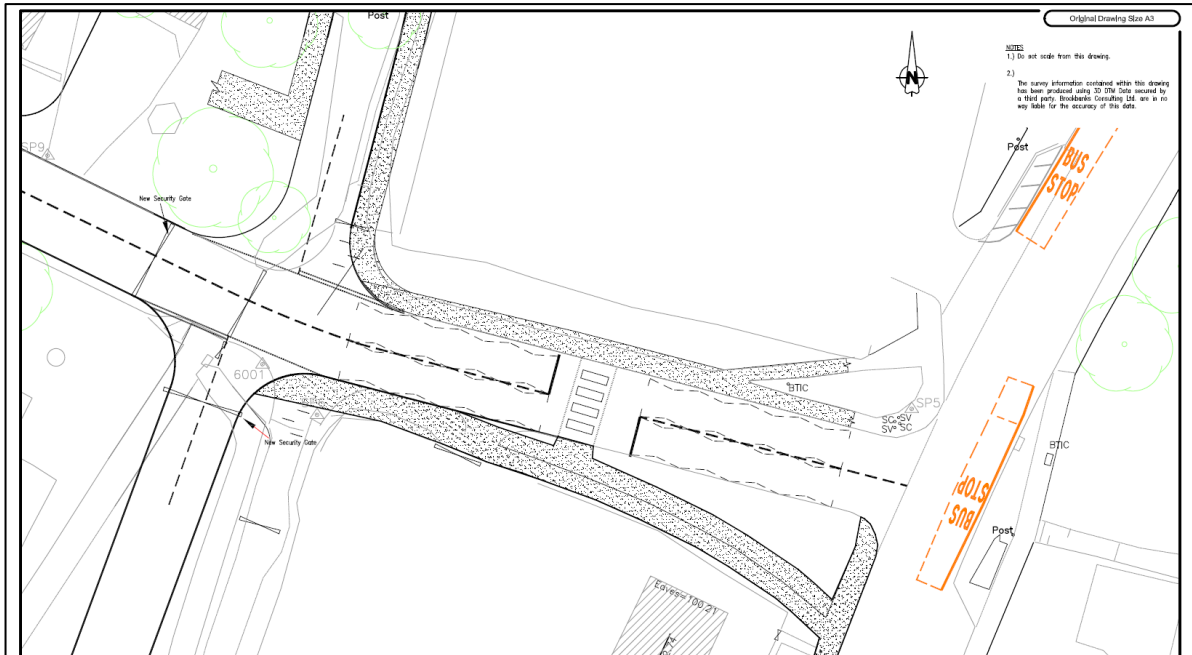


Figure 3: St Peters Place Tertiary Access Design (S/2012/0814 TA)

3.11 The TA also states that good pedestrian and cycle provision will be provided in line with modern standards as mandated by Manual for Streets (MfS), in addition to this tertiary access onto Westwood Road. This will benefit the school as it will cater for walking and cycling trips from the St Peters Place development (which is within the school's catchment) to the school, thus reducing reliance upon private vehicles.

Personal Injury Accident Data

3.12 Personal Injury Accident (PIA) data has been obtained from the Mapping Application for Visualising Road Injury Casualties (MAVRIC) portal to assess and consider the existing safety conditions on the local highway network. The most recently available period of data from MAVRIC runs up until 31/12/2024. A 5-year period of data was therefore examined from 01/01/2020 to 31/12/2024. The scope of the assessment of PIA data in the context of the site location is shown in **Figure 4**.



Figure 4: MAVRIC map showing incidents between 2019 and 2023

- 3.13 As shown in **Figure 4**, eleven accidents were recorded with the PIA scope of the 5-year period reviewed, nine of these incidents were recorded as 'slight' in severity which equates to an average of two a year. Two serious incidents also occurred in this period.
- 3.14 Of the nine slight incidents, one occurred at the school access junction with Westwood Road. Only one of the ten slight incidents occurred within the main school pick up time (15:00-16:00) which, was at 15:05, demonstrating that there is no existing pattern of accidents in the vicinity of the site that relate to the operation of pick-up/drop-off at the school. The accident occurred at the Westwood Road/school access road junction.
- 3.15 The two serious incidents both occurred at the Woodside Road/Pembroke Road junction. They also occurred at 21:33 and 22:02 respectively. Whilst any accident is regrettable, given these incidents occurred late at night and outside of school hours, it is not considered that these two incidents represent a pattern of accidents which will be exacerbated by the proposed expansion of Sarum Academy.

- 3.16 Overall, there appears to be no discernible or obvious pattern to the accidents that have been recorded in the 5-year period of 2020 to 2024. The majority of the incidents (including the two recorded as serious) reported occurred out of school operating hours (where the school's typical operating hours is assumed to be 08:00 – 17:00), thus are not considered to be associated with school traffic. Therefore, the accidents don't suggest any issues with highway safety or design which could be exacerbated by the proposed development, within the context of paragraph 116 of the NPPF.

4. SITE ACCESSIBILITY

- 4.1 As previously mentioned, the development is located on the northwest side of Salisbury City Centre. This chapter details the site accessibility with reference to pedestrian, cycle and public transport infrastructure.

Local Pedestrian Network

- 4.2 The site is well located within Bemerton Heath, a primarily residential area. Westwood Road supports pedestrian movements with 2m wide footways on both edges of the carriageway, as shown in **Photograph 2**. Pedestrians can use the footways on Westwood Road to connect to the surrounding residential area via a network of pedestrian routes, including the Fugglestone Red residential area.



Photograph 2: Westwood Road Footway

- 4.3 Pedestrians can continue south along Westwood Road to where it becomes Rawlence Road. Using the footways available on either side of Rawlence Road where access can be gained to Pembroke Road and the wider Salisbury residential area. A pedestrian connection also links Pembroke Road with Gainsborough Close. Pembroke Road joins Roman Road which then joins the A36. A toucan crossing in the vicinity of the Roman Road/A36 junction provides pedestrian access to the southern side of the A36, allowing pedestrian access from Sarum Academy to the village of Bemerton.

- 4.4 Dropped kerbs have been provided at all road junctions on Westwood Road, Pinewood Way; Rambridge Crescent; Hazel Close; and Rawlence Road to facilitate pedestrian crossing, as shown in **Photograph 3**. These roads all link to the wider Bemerton Heath residential area.



Photograph 3: Uncontrolled Crossing at Hazel Close

- 4.5 Dropped kerbs and tactile paving are provided at the traffic calming measures and build outs on Westwood Road, acting as safe crossing points for pedestrians, as shown in **Photographs 4** and **5**. Tactile paving is also provided at the crossing point between the site entrance to the school and the southbound bus stop.



Photograph 4: Traffic Calming Build-out on Westwood Road



Photograph 5: Uncontrolled Pedestrian Crossing on Westwood Road

- 4.6 The 30mph speed limit of the residential area, the traffic calming infrastructure (including build outs and speed humps, as shown in **Photograph 6**), as well as the design of the junctions mean that crossing is safe for pedestrians travelling to and from the site. These routes are also convenient with little alteration from pedestrian desire lines and benefit from good visibility due to the provision of layby or offroad parking for local residences.



Photograph 6: Westwood Road Speed Humps

Public Rights of Way

- 4.7 There is a network of Public Rights of Way (PRoW), primarily footpaths, linking the school with the Bemerton Heath residential area and further into Salisbury City Centre. The location of local footpaths can be seen in **Figure 5**.

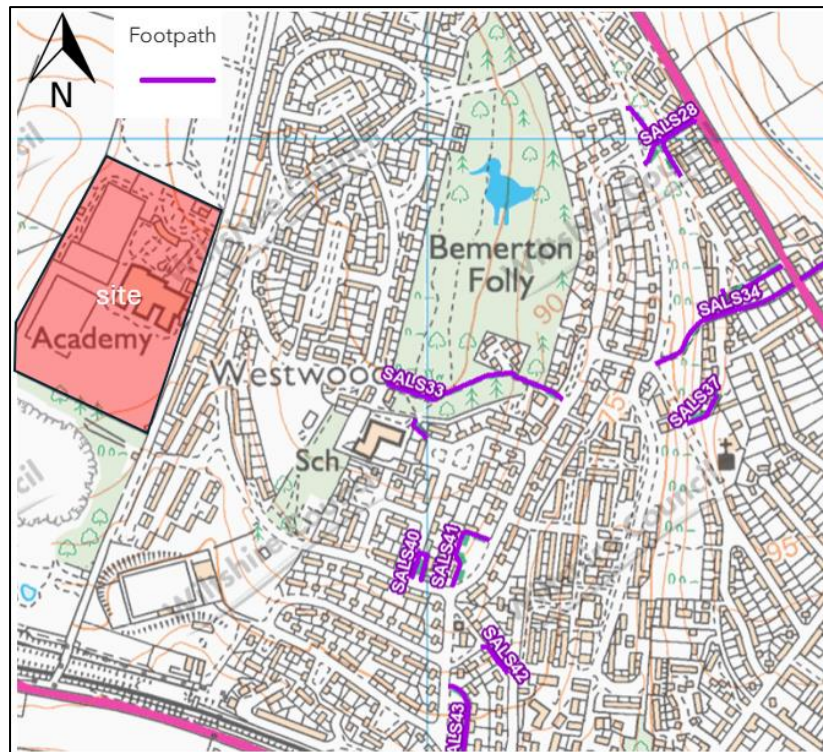


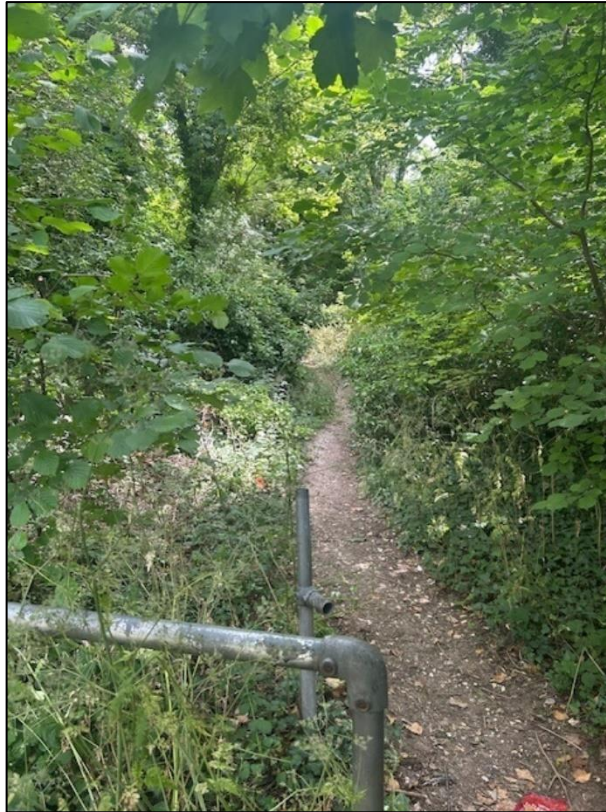
Figure 5: Public Rights of Way in Bemerton. Taken from Wiltshire Council's PROW

- 4.8 Footpath 'SALS33' provides a link from Pinewood Way to Barnards Hill Drive and Woodside Road across Bemerton Folly. This is an off-road option for students and staff who live in the eastern side of the residential area. The footpath is paved and lit, as shown in **Photograph 7**. 'SALS33' also allows pedestrians to access 'SALS34' which provides pedestrians access to the A360, Primrose Road bus stops, and the dwellings along it.



Photograph 7: PRow SALS33

- 4.9 Other short length of paths such as ‘SALS40, SALS41 and SALS43’ provide pedestrian links between various closes and cul-de-sacs within the residential area, enhancing the permeability of the local area and providing attractive, traffic-free routes for pedestrians.
- 4.10 PRow SALS34 provides a pedestrian link from the St Michael’s Road/The Valley junction to Devizes Road. The path has guard railing to prevent use by cyclists, but there is no lighting, thus may be used less frequently in the winter months. The path is through a small area of woodland and has a steep gradient, therefore is not accessible to all potential users (**Photograph 8**), as per the MfS inclusive mobility standards, however it does offer a potential route for those able.



Photograph 8: PRoW SALS34

- 4.11 Alternatively, pedestrians can utilise PRoW SALS37, which is located c.100m south of SALS34 on St Michael's Road. The path starts from St Michael's Road as stairs, there transiting to a flat concrete path ending at Cheshire Close. The end of the route at Cheshire Close has guard railing to prevent cycle access. The existing condition of the footpath is shown in **Photographs 9 and 10**



Photograph 9: Stairs at PRoW SALS37



Photograph 10: Guard Railing at Cheshire Close – SALS37

Walking distances

- 4.12 The Chartered Institution of Highways and Transportation (CIHT) provides further guidance on desirable, acceptable, and preferred maximum walking distances in their publication 'Guidelines for Providing for Journeys on Foot' (2000). **Table 1** outlines the guidance proposed within CIHT, with reference to walking to school and commuting. The walk time is based upon the standard 80m per minute walking speed.

	Distance (m)	Walk time (mins)
Desirable	500	6
Acceptable	1000	12
Preferred maximum	2000	24

Table 1: CIHT guidance on walking distances for commuting, walking to school and recreation

- 4.13 A walking isochrone map is presented in **Figure 6** which shows the expected walking times from the site. Many of the dwellings on Pinewood Way, Pinewood Close, Westwood Road and Rambridge Crescent are accessible within the desirable time (6 minutes) for pedestrians (as is the main bus stop for the school).

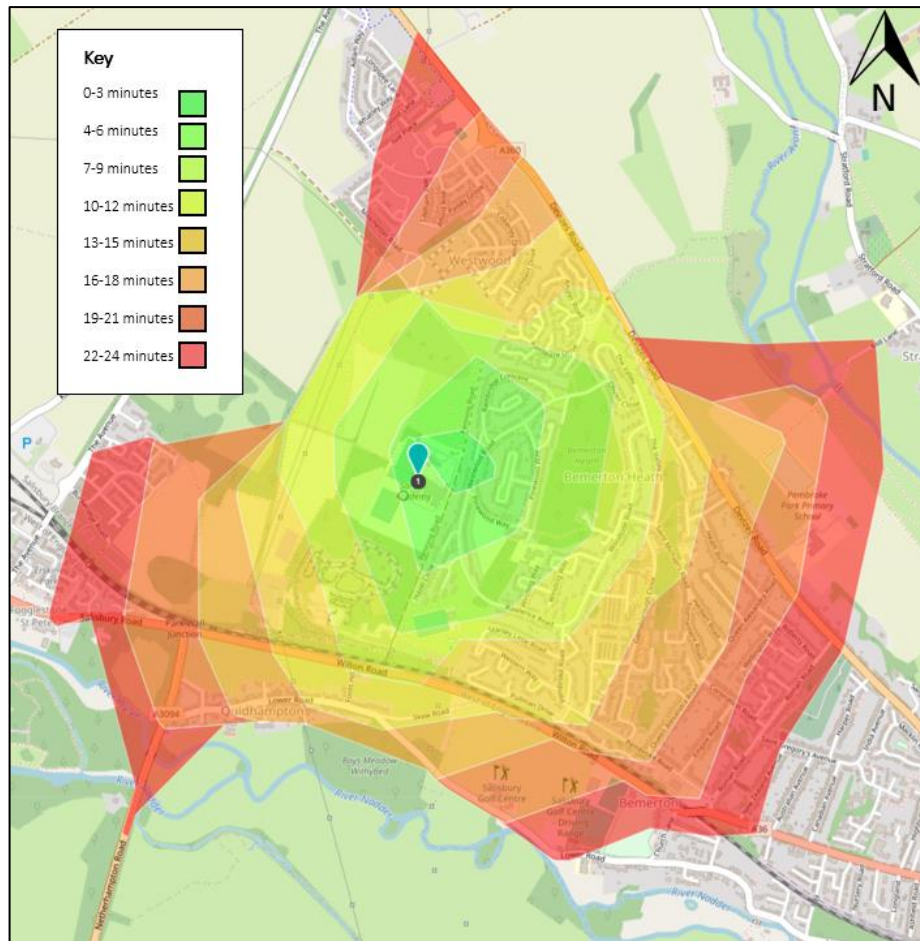


Figure 6: Walking Isochrone Map

- 4.14 When the walking time is increased to the acceptable level (12-minute walk) from the school site, **Figure 6** shows that much of Bemerton Heath falls within this distance. A number of residences in the wider Fugglestone Red area are also within this distance.
- 4.15 Finally, when the walking time is increased to the preferred maximum of 24 minutes, areas including Bemerton Village, Quidhampton, Westwood, and parts of the new St Peter's Place development are included. It also reaches as far south as Devizes Cemetery on Roman Road and the dwellings located in this area. It is also clear from **Figure 6** that many of the new homes proposed as part of the 'St Peter's Place development' will be within the preferred maximum walking distance of the school, with some being below the average walking journey distance of 1.37km as defined by the CIHT in 2015.
- 4.16 With good pedestrian infrastructure (wide footways, dropped kerbs, tactile paving), a network of PRow routes and pedestrian paths around Bemerton Heath, and a large number of residential areas within a reasonable walking distance from the school, the site exhibits a good level of accessibility for pedestrians, which encourages students and staff to travel to the site on foot.

Local Cycle Network

- 4.17 The current site is well located for cycling. The 30mph speed limit and low traffic density of the local roads surrounding the site encourage people to cycle and make on-road cycling safer. The provision of existing cycle storage on the site suggests that staff and students already opt to cycle to school and this trend will continue as the school expands. There are currently 50 cycle hoops on site (**Photograph 11** and **12**), thus there is capacity for 100 bikes. The cycle parking provision will be reviewed within **Chapter 5**.



Photograph 11: Cycle Hoops at Sarum Academy



Photograph 12: Cycle Hoops at Sarum Academy
Reception Entrance

- 4.18 The National Cycle Network (NCN) route 24 is located south of the proposed development site and is accessible from Quidhampton. Route 24 runs from Bath to Eastleigh but also provides local links to Wilton, and to Salisbury City Centre and Salisbury railway station.
- 4.19 The access to NCN Route 24 is approximately 2km to the south of the site. It is accessed via the quiet residential streets of Westwood Road and Pembroke Road. Additionally, a toucan crossing, and shared use pedestrian footway/cycleways are provided to cross the A36. This route could be utilised by students or staff to access the more rural parts of the school catchment area and/or to access Salisbury railway station.

- 4.20 The 5km cycling distance from the site with 1km intervals is shown in the cycling isochrone map in **Figure 7**. This shows that the majority of the residential area in Salisbury that falls under the catchment area of Sarum Academy can be reached by a 3km cycle and the railway station and Salisbury City Centre is under 4km. Longhedge Village, Lower Woodform, Old Sarum, Bulbridge, and Harnham are also areas that can be accessed from the school by less than a 5km cycle.

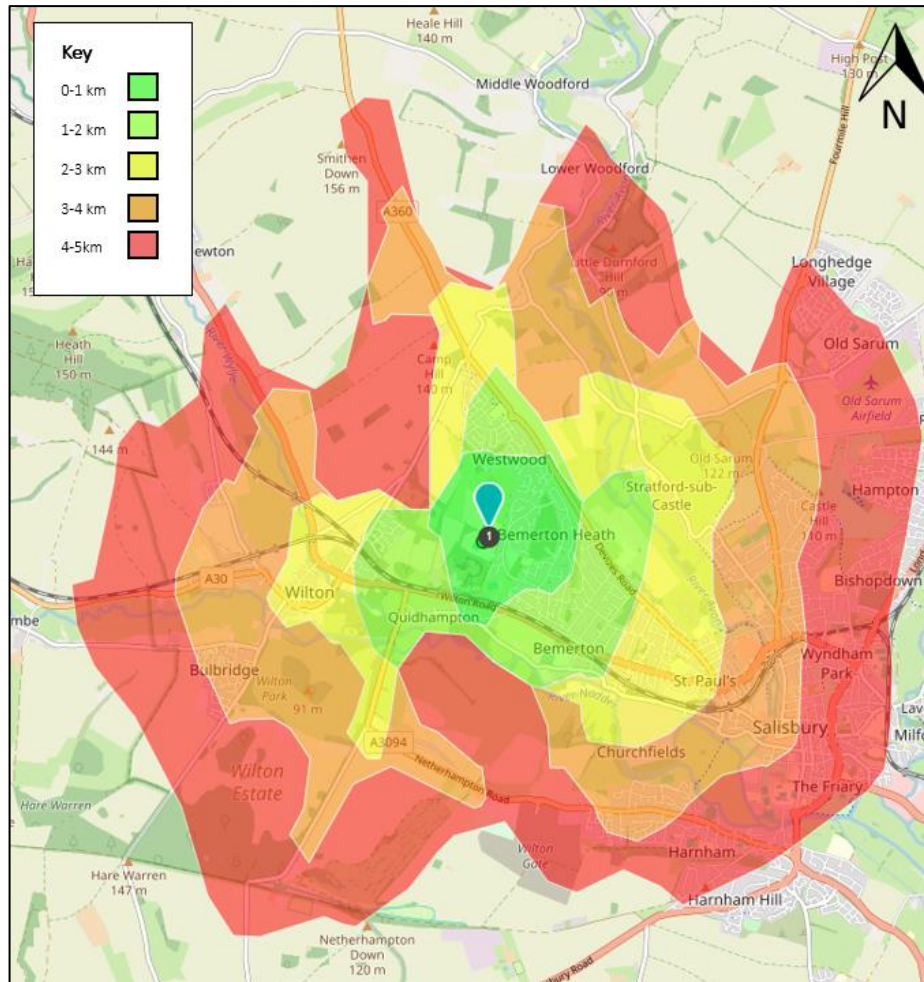


Figure 7: Cycling Isochrone Map

Public Transportation

Public Bus Services

- 4.21 The existing school has good established bus links. A bus stop (Sarum Academy) with shelter and timetable information is situated c.140m from the school entrance on the southbound side of Westwood Road, which is within the CIHT's (2015) recommended distance of a 400m walk to the nearest bus stop. The bus stop is shown in **Photograph 13**.



Photograph 13: 'Sarum Academy' Bus Stop

- 4.22 This bus stop is served by the R1, operated by Salisbury Reds. This bus route links the school with further residential areas in Salisbury, the Railway station, and the District Hospital. Its off-peak frequency is every 15 minutes. The frequency of buses at these times of day suggests that taking the bus to and from school is attractive for students.
- 4.23 There is also a northbound bus stop adjacent to the site, which is served by the X66 and 663. The 663 runs on schooldays only between the Laverstock Schools and Salisbury City Centre, once in the morning, returning in the afternoon. The X66 runs once daily heading towards Idmiston.
- 4.24 Further bus stops are located on the A360 to the northeast of the site at Primrose Road. This is approximately a 16-minute walk from the school. Primrose Road bus stops comprise of a flag and pole (northbound) and a shelter (southbound). This bus stop is served by the R10, the X2 and the B6.
- 4.25 A summary of local bus service provision is provided in **Table 2**.

Number	Operator	Bus Stop	Route	Schooldays frequency
R1	Salisbury Reds	Sarum Academy (southbound)	District Hospital-Salisbury City Centre- Bemerton Heath	Every 15 minutes 05:15-00:00
X66	Salisbury Reds	Sarum Academy (northbound)	Salisbury-Winterborne Gunner-Porton-Idmiston	1 northbound service: 07:08 No southbound services
663	Salisbury Reds	Sarum Academy (both directions)	Bemerton Heath-Laverstock Schools	1 northbound service: 07:18 1 southbound service: 15:31
R10	Salisbury Reds	Primrose Road (both directions)	Salisbury City Centre – St Peters Place	Every 30 minutes 06:15-22:50
X2	Salisbury Reds	Primrose Road (both directions)	Salisbury City Centre- Shrewton-West Lavington- Devizes	3 northbound departures 5 southbound departures
B6	Salisbury Red	Primrose Road (both directions)	St Peters Place – Burgate School	1 northbound service: 15:47 1 southbound service: 07:33

Table 2: Summary of services from bus stops near Sarum Academy

School Bus Services

4.26 In addition to the aforementioned public bus services, there are dedicated Sarum Academy buses that serve the school, thus further enhancing the accessibility of the site via this sustainable transport mode.

4.27 There are five dedicated school bus services, which cover the following areas:

- Great Wishford and South Newton
- Burcombe and Ditchampton
- Dinton
- Amesbury and Little Durnford (out of catchment)
- Pitton and Winterbourne (out of catchment)

4.28 There are three types of school services provided:

- Out of catchment minibuses (2 buses for 31 users as of 2026) – paid for by parents
- In catchment taxis/minibuses (31 users) – for SEN students and students who live in places where it would be unsafe to walk
- In catchment buses (3 buses for 123 users) – provided by local authority

4.29 In terms of operation, the buses and minibuses utilise the looped drop-off and pick-up arrangement on site, with no known instances of buses having to wait on the local road network. The buses typically arrive at the school 10 minutes before the start of the school day and 10 minutes before the end of the school day to collect pupils.

Rail Services

- 4.30 Salisbury Railway Station is located c.3.3km from the site. It is accessible via a 12-minute cycle. Additionally, the R1 bus provides a frequent service between the station and school, taking 25 minutes.
- 4.31 Salisbury Railway station provides links to a range of destinations including Romsey (18 minute journey time); Warminster (20 minutes); Southampton Central (29 minutes); Bristol Temple Meads (1 hour 10 minutes); and London Waterloo (1 hour 28 minutes).
- 4.32 It is a C1 category station, with a frequent service and a range of facilities. It has a car park with 269 spaces, 110 cycle storage spaces with a secure compound, refreshment facilities, and a ticket office.
- 4.33 The good cycling links along NCN route 24 and the R1 bus connections present rail travel as a viable travel option for staff.

Summary

- 4.34 Overall, the site is well located with pedestrian links between the residential areas and the school site. Cycling is also well catered for with quiet local roads linking the school to the NCN 24 and the low local speed limits making cycling an attractive travel mode. Frequent public buses provide links from the school to Salisbury city centre and Salisbury Railway station, whilst there are also dedicated school buses associated with Sarum Academy. The railway station is also accessible by bike via quiet roads and/or shared pedestrian/cycle ways. Salisbury Railway Station is well served with services to a range of destinations.
- 4.35 Therefore, the site expansion and any subsequent increase of staff and students will be supported by the existing active and sustainable transport infrastructure, which aligns with WC LTP4, the Wiltshire Core Strategy and NPPF paragraph 115.

5. PROPOSED DEVELOPMENT

- 5.1 This TA supports a hybrid planning application for the proposed expansion of Sarum Academy. The expansion would support an increase in students from 750 to 1,500. A full application is submitted for the expansion to an 8FE school (a total of 1,200 pupils) and outline for 10FE (a total of 1,500 pupils). The proposed 10FE expansion is below Wiltshire's preferred maximum of 12FE, as stated within its School Places Strategy 2023-2027. The proposed expansion of the school under Phase 1 would bring the school above the preferred minimum of 6FE. The site plans for Phases 1 and 2 are attached as **Appendices A and B**.
- 5.2 The Wiltshire School Places Strategy also identifies the need to expand the school at Sarum. Forecasting by Wiltshire Council suggests that over the next 10 years, there will be a demand for an additional 600 pupil places at Sarum Academy. It is proposed that this will be met by the development and expansion of the academy over the two phases of expansion. The delivery of the first phase is proposed to be ready for occupation by September 2027, and thus the start of the 2027-28 academic year.
- 5.3 Furthermore, the Wiltshire Core Strategy details the Fugglestone Red adopted allocation and the expectation that the consented new residential development will support the expansion of Sarum Academy. A section 106 agreement as part of the Fugglestone Red development (ref: S/2012/0814) states that a parcel of land will be transferred to the ownership of Sarum Academy to facilitate the expansion.
- 5.4 The school will educate students aged from 11 to 16 years old and the existing 6th form (90 pupils) will close following the proposed expansion.

Staff

- 5.5 Currently, there is an estimated 110-120 staff that are regularly on site at Sarum Academy, this is inclusive of teaching staff, minibus drivers, operations manager and other non-teaching roles.
- 5.6 Information provided by the applicant estimates that 135 staff will be required for the expansion to 8FE and 171 for 10FE, which equates to an additional 15-25 staff for the 8FE expansion and an additional 51-61 staff for 10FE. These estimates are based upon the existing staff/pupil ratios at the school.
- 5.7 It is noted that the school has high SEN needs, thus there are higher numbers of support teaching assistants and pastoral staff on site to support these students.

Access Arrangements

5.8 The school expansion would be served by the existing access via Westwood Road. As aforementioned, following the completion of Persimmon Homes' St Peter's Place development, the access road that currently serves the school in isolation will be shared with the new residential development's tertiary access, with this then providing a connection to the Westwood Road access.

5.9 The principle of a shared access arrangement and the associated interaction with Sarum Academy was approved within application S/2012/0814, with the officer report stating:

'As a result of discussions with residents and other bodies the applicant has agreed that the entrance to the site adjacent to the new Sarum Academy be opened up to road users as well as just pedestrian/cyclists/buses. This would allow residents of the existing properties in the area to access new facilities on the new estate. This it is considered will add to the permeability of the area.'

'The applicants have provided a full transport assessment of the site which concludes that the changes proposed as part of this development are acceptable and would meet the criteria contained within the Core Strategy and saved policies. The Councils own traffic engineers have assessed the proposal and consider it to be acceptable subject to conditions which are outlined above.'

5.10 It is also noted that within the pre-application response WC stated that *'the access is well formed and has walking/cycling provision along the access road, as well as a zebra crossing. The access arrangements are considered sufficient to accommodate the increase'*.

5.11 Therefore, the access has not been assessed further within this report.

Drop-off/Pick-up

5.12 Drop-off is currently provided in a looped arrangement; this ensures a smooth drop-off arrangement and minimises highway impact on the local road network through queuing vehicles. This strategy would be retained in conjunction with the proposed development but will utilise the larger parking area provided with the expansion. The proposed access strategies for the 8FE and 10FE expansion are attached as **Appendix C**, with the Phase 1 8FE expansion maintaining the existing access strategy and quantum of parking.

- 5.13 School drop-off is 08:00-08:30 (within the typical network AM peak traffic hour of 08:00-09:00) with the school site opening to students at 08:00 and the school day starting at 08:30. Pick-up time is more staggered with the school day ending at 15:00 but some students remain on site for enrichment activities, which end at 16:00. Therefore, the staggered pick-up time further benefits the local road network through dispersing the associated trips across the longer pick-up period. Furthermore, it is noted that the pick-up time does not conflict with the typical network PM peak hour (17:00-18:00).
- 5.14 As requested by WC in their formal pre-application response, a review of the capacity of the site in relation to the operation of the proposed one-way system for drop-off and pick-up has been undertaken. A high-level review has demonstrated that the access road from Westwood Road and onsite looped arrangement has the capacity to accommodate up to 42 vehicles queuing on site at any one time, without backing up on to the public highway. With consideration to the 120 vehicles associated with drop-off/pick-up for 10FE pupils (as presented later in **Chapter 6**), the capacity is considered appropriate for the scale of development at Sarum Academy.
- 5.15 The 120 vehicles spread across the half hour drop-off time (08:00-08:30) equates to 4 vehicles arriving each minute. Given that the site can accommodate a queue of 42 vehicles at any one time, it is considered that the efficient existing looped drop-off arrangement can facilitate pupil drop-off and pick-up in the absolute worst case scenario vehicle trip generation for a 10FE expansion. Therefore, the proposed 8FE and subsequent 10FE expansions are not anticipated to have a severe impact on the local road network in the context of paragraph 116 of the NPPF.
- 5.16 Associated trip generation of the existing 5FE and proposed 8FE and 10FE expansion are detailed in **Chapter 6**.

Servicing Arrangements

- 5.17 The existing servicing arrangements on site would be retained as there is no physical change to the central internal layout on site.

Car Parking

- 5.18 WC outlines its car parking standards within the Wiltshire Transport Plan 2011-2026 – Car Parking Strategy. This has not been updated and included within LTP4, therefore the existing parking standards have been referenced. The car parking standards are detailed with Appendix C of the guidance and breakdown the different standards applicable to education developments. The relevant standards and required provision in the context of the proposed site expansion are shown in **Table 3**. The parking provision is based upon the proposed 1,200 student capacity for 8FE and 1,500 for 10FE.

Site User	Car Parking Standard	Required Car Parking Provision – 8FE	Required Car Parking Provision – 10FE
Staff	2 spaces per 3 staff	90 spaces	114 spaces
Visitors	1 space per 7 staff	19 spaces	24 spaces
Parents – secondary	1 per 30 pupils	40 spaces	50 spaces
Total	-	149 spaces	188 spaces

Table 3: WC Car Parking Standards

- 5.19 As shown in **Table 3**, 149 car parking spaces are required to support the 8FE expansion under the WC parking standards. An additional 39 spaces would be required for the 10FE expansion, equating to a total of 188 spaces.
- 5.20 It is noted that with the removal of the 6th form, no spaces are required for students as all pupils are below legal driving age.
- 5.21 Whilst, the student and staff numbers have altered (minimally) to those presented at the pre-application stage, the method used to calculate the required parking provision was considered acceptable by the highway authority and thus has been utilised for the calculation with the updated numbers.

8FE Car Parking

- 5.22 Whilst the WC car parking standards outline that the 8FE expansion requires 149 car parking spaces, due to the excellent active and sustainable travel infrastructure, proximity of the site to a large residential area and the measures that will be outlined in the Travel Plan, the parent spaces are not considered to be required.
- 5.23 With the 40 parent spaces removed from the required provision, the 8FE expansion would require 109 car parking spaces. There are therefore no changes proposed to the existing quantum of 131 parking spaces on site to support the 8FE expansion. The existing northern parking area is shown in **Photograph 14**.



Photograph 14: Existing Northern Parking Area

10FE Car Parking

- 5.24 The second phase of the expansion to a 10FE school would involve the loss of 37 existing parking spaces to provide a new building and teaching space on site. To address this loss of parking, 45 additional spaces are proposed, with 43 of these in a new parking area shown in the proposed site plan at **Appendix B**.
- 5.25 This would result in a total provision of 139 car parking spaces to support the proposed expansion to a 10FE school. Taking away the 50 parent spaces outlined within the WC parking standards for the reasons already stated, there would be a requirement of 138 car parking spaces, demonstrating that the proposed car park expansion could accommodate the expansion. The car park expansion would be accessed via a continuation of the existing parking spaces at this end of the site, as shown in **Photograph 15**.



Photograph 15: Proposed Access to Additional Parking

Cycle Parking

- 5.26 Similar to the car parking standards, WC outlines its cycling standards within the Wiltshire Transport Plan 2011-2026 – Cycling Strategy. Sarum Academy is located within Salisbury, which is identified as a principal settlement in Wiltshire, therefore the associated cycle parking standards apply. The principal settlement cycle standards and the associated cycle provision requirement is outlined in **Table 4**.

Site User	Car Parking Standard	Required Cycle Parking Provision – 8FE	Required Cycle Parking Provision – 10FE
Staff	1 covered space per 10 staff	14 spaces	17 spaces
Visitors	1 visitor space per 45 pupils	27 spaces	33 spaces
Pupils (Years 7+)	1 covered space per 3 pupils	400 spaces	500 spaces
Total	-	441 spaces	550 spaces

Table 4: WC Cycle Parking Standards

- 5.27 As shown in **Table 4**, 441 cycle parking spaces are required to support the 8FE expansion. An additional 110 spaces would be required to for the 10FE, equating to 550 spaces.

- 5.28 The existing cycle parking on site is provided by unsheltered cycle hoops, with 40 located at the car park and 10 located at the entrance to the main school building and reception. This provision supports 100 bikes and therefore additional bike shelters would be provided alongside the proposals to meet the WC cycle parking standards.

Additional Uses

Church

- 5.29 It is also noted that there is a church on site that is open on some evenings and weekends, outside of school hours. Information provided by the applicant estimates approximately 5 staff are associated with the church.
- 5.30 The WC Car Parking Standards state 5 spaces per square metre are required for places of worship. On this basis 21 spaces are considered the recommended maximum number of spaces to support the small church on site. Church users would use the existing parking spaces required in association with the school staff, pupils and visitors due to the differing operation hours of the school and church. School cycle parking could also be utilised by church visitors, and this maintains the existing parking arrangement for the church.
- 5.31 Therefore, the use is not anticipated to conflict with the school and the resultant trip generation would not further increase the associated road traffic in the school day. As such, the expansion of the school in conjunction with the existing church does not raise any concerns within the context of the NPPF, specifically paragraph 116.
- 5.32 It is also noted that the church is existing on site, and the current operation has not raised any parking or trip generation concerns in the surrounding area.

Community Uses/Sport Pitches

- 5.33 There is existing community use associated with the school facilities. Information provided by the applicant estimates that there is currently an average of 300-400 people associated with community uses on site during peak months (September-April) Monday to Friday between 17:00-22:30. Given most community use bookings are for a period of an hour, this results in up to 73 people on site per hour. The estimated number of people at the weekend is estimated to be lower with approximately 200-300 people on site.

- 5.34 It is proposed that there would be additional community use of the site associated with the proposed expansion, including the use of the sports pitches, and details of this will be provided as part of any forthcoming planning application. As is the case currently, these uses would occur outside of the school's operational period, thus would not conflict with the student and staff use.
- 5.35 The parking demand associated with the community uses would be accommodated by the existing and proposed parking on the school site, as the existing uses are, thus no overspill onto the local road network is anticipated.
- 5.36 It is also noted that the range of sustainable transport options discussed in **Chapter 4** could also support the trips generated by the community uses of the site, thus reducing the associated parking demand.

Phased Approach

- 5.37 It is proposed that a phased approach to expansion would be utilised to disperse the highway impact of the school expansion. Each phase would comprise circa 150 students and the associated staff (c.8). The phased approach would also enable the implementation of the TP and the associated uptake in sustainable travel habits to be grounded prior to the next phase.

6. HIGHWAY IMPACT

- 6.1 Highway impact has been assessed based on the maximum operational capacity of a 10FE school to demonstrate the associated highway impact of the completed expansion in a worst-case scenario.

Trip Generation

- 6.2 To understand the anticipated trip generation associated with the site, modal splits from the original 2011 Travel Plan (TP) and from the TRICS database have been used.

Travel Plan Splits

- 6.3 A TP was produced for the existing school site in 2011. As part of this, travel questionnaires were distributed to students and staff to review the existing travel habits of site users.
- 6.4 **Table 5** presents the TP modal split for pupils and the resultant trip generation for the existing 5FE school and the proposed 10FE expansion.

Method of Travel	TP Split	Existing 5FE Trip Generation	10FE Trip Generation
Walk	58%	435	870
Cycle	1%	8	15
Bus/Train	6%	45	90
Car	8%	60	120
Academy Bus	25%	187	375
Taxi	1%	8	15
Other	1%	8	15

Table 5: Travel Plan Modal Splits - Pupils

- 6.5 As shown in **Table 5**, over half of students opt to walk to school, which equates to 870 pedestrian trips associated with the proposed 10FE. The second most common travel mode is the use of the Academy bus, with a quarter of students opting for this mode. The two least utilised modes are cycle and taxi, with the lower cycle use presenting the opportunity for promotion within the TP to increase uptake of travel via this mode.
- 6.6 It is noted that the car and taxi trips associated with students would result in two movements at drop-off and pick-up times to account for the arrival and departure of parents/guardians/taxis. Students travelling via the remaining modes would generate an arrival trip in the AM and departure in the PM.
- 6.7 **Table 6** presents the TP modal split for staff and the resultant trip generation for the existing 5FE school and the proposed 10FE expansion.

Method of Travel	TP Split	Existing 5FE Trip Generation	10FE Trip Generation
Walk	10%	12	17
Cycle	6.9%	8	12
Bus/Train	11.6%	14	20
Car	53.4%	64	91
Academy Bus	6.9%	8	12
Taxi	1.1%	1	2
Other	9.3%	11	16

Table 6: Travel Plan Modal Splits - Staff

6.8 As shown within **Table 6**, 53.4% of staff travel to the site by car, which would equate to 91 daily two-way trips upon completion of the 10FE expansion. These trips would be supported by the proposed car parking provision on site. The proposed provision is in line with WC standards, which state 113 staff spaces would be required to support a secondary school of this scale. Therefore, the anticipated car trips associated with the site are below that which is accommodated by the WC parking standards.

6.9 Travel via public transport and walking equate to 11.6% and 10% of staff trips, respectively. These journeys are supported by the existing infrastructure in the vicinity of the site and encourage the use of these sustainable modes, as evidenced by the staff questionnaire.

TRICS – Multi Modal Split

6.10 In order to provide a comparison to the travel mode splits provided within the existing 2011 TP, modal splits have been derived from the TRICS (v8) database. The following parameters were used:

- 'Education', 'Secondary' use class
- 500-1500 pupils
- 'Suburban Area' and 'Edge of Town' locations
- Weekday surveys only

6.11 The resultant modal split from TRICS is shown in **Figure 8**, with the full TRICS output attached as **Appendix D**.

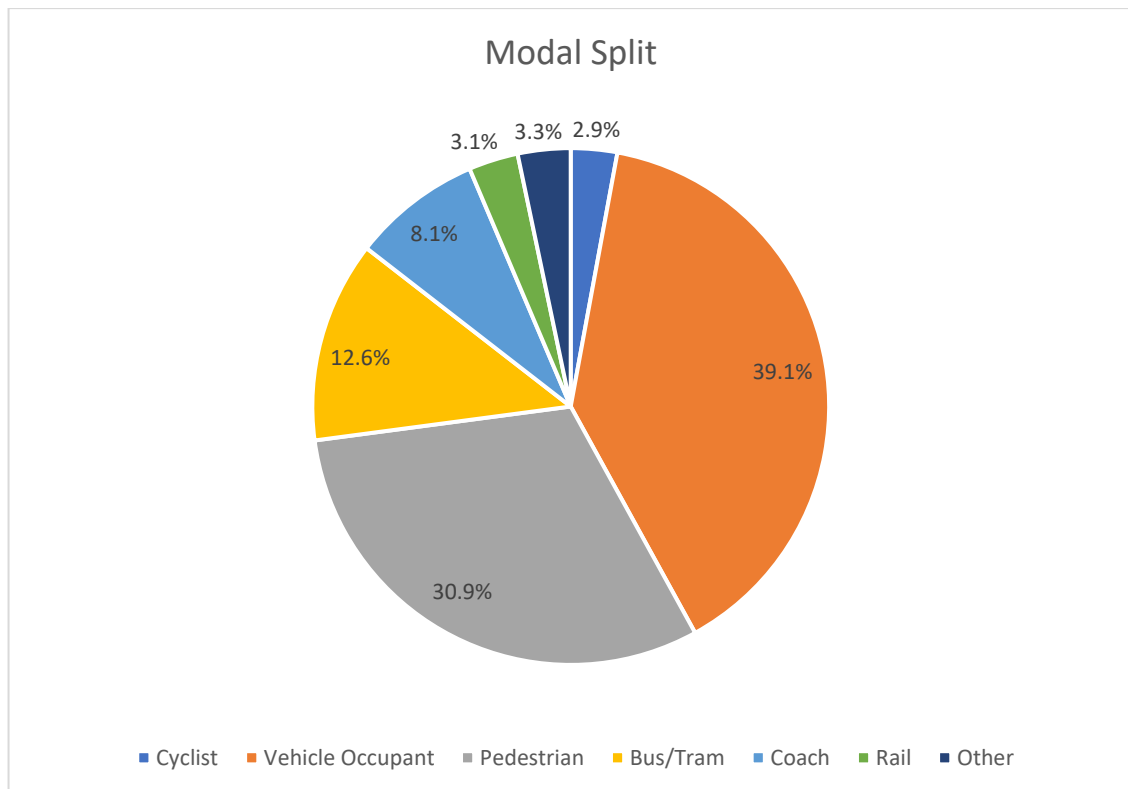


Figure 8: TRICS Modal Split

- 6.12 As shown in **Figure 8**, it is anticipated that vehicle occupants would account for the largest split (39.1%) of the total trips to the college. This would equate to 587 two-way movements associated with pupils at drop-off and pick-up and 67 staff arrivals and departures each day.
- 6.13 This is closely followed by the pedestrian split of 30.9% of trips which equates to a total of 516 two-way movements each day across the 1,500 pupils and 171 staff associated with the 10FE expansion.
- 6.14 In total, the data derived from TRICS anticipates that 60.9% (excluding vehicle occupants) of trips to and from the development would be undertaken via sustainable modes.
- 6.15 The TRICS modal splits do not differentiate between student and staff travel and therefore does not account for the typical differences in car use to travel to school. Therefore, the separate percentages recorded by the TP questionnaire are considered more reflective of the differing travel modes used by staff and students and are directly reflective of the site.

Net Impact Assessment

- 6.16 Although recorded in 2011, the TP modal splits are considered more reflective of the application site and existing school site travel habits than those calculated using TRICS, as they are site specific. The use of the TP modal splits presents a worst-case scenario, as over the period since the questionnaire it would be anticipated that car use would have reduced. A summary of the net impact assessment is presented in **Table 7**.

Method of Travel	Pupil Trip Generation			Staff Trip Generation		
	Existing (5FE)	10FE	Difference	Existing (5FE)	10FE	Difference
Walk	435	870	(+)435	12	17	(+)5
Cycle	8	15	(+)7	8	12	(+)4
Bus/Train	45	90	(+)45	14	20	(+)6
Car	60	120	(+)60	64	91	(+)27
Academy Bus	187	375	(+)188	8	12	(+)4
Taxi	8	15	(+)7	1	2	(+)1
Other	8	15	(+)7	11	16	(+)5
Total*	751	1,500	(+)749	118	171	(+)52

Table 7: Net Impact Assessment (*total discrepancies due to rounding)

- 6.17 Upon completion of Phase 2 of the proposed expansion, an additional 750 students and 51 staff will be on site with their associated arrival and departure trips. Within a highways context and assessment of the impact on the local highway network the main focus is placed upon the resultant increases in car trips.
- 6.18 As aforementioned, car trips associated with students generate an arrival and departure trip in the AM and PM to account for the arrival/return trip of the parent/guardian at drop-off/pick-up times. Therefore, the 60 additional student car trips associated with the expansion would generate 120 vehicle movements in the AM and PM peaks. In addition, 27 car trips are associated with staff arrivals in the AM and departures in the PM. It should, however, be noted that a number of the student car trips associated with students will be link trips, with the driver then continuing their journey. Therefore, whilst these may be new vehicle trips to the local highway network in the vicinity of the school site, a proportion of school drop-off/pick-up trips will not be new trips on the wider highway network.
- 6.19 When considering the operational hours of the school, it is anticipated that all of the AM pupil trips would be within the typical road network AM peak hour of 08:00-09:00, whilst the PM pupil trips would be outside of the typical PM peak of 17:00-18:00. Whereas, in relation to staff trips, it is anticipated that a proportion of the AM trips would arrive prior to the 08:00 site opening to students, thus not all staff trips would occur during the AM peak. Meanwhile, the PM staff trips are anticipated to be within the PM peak, as this would mark the end of a standard working day.

Phased Approach

- 6.20 Nonetheless, the intention is to phase the school expansion, with c.150 pupils per phase and the associated staff (c.8). Therefore, the impact of the increased trip generation associated with the expansion will be gradual and the cumulative highway impact will not be felt immediately. This will also accommodate the time for the TP to be implemented and influence the travel habits of staff and students at each phase of the expansion, thus further reducing the cumulative highway impact.
- 6.21 **Tables 8 and 9** present the phased implementation of the 8FE expansion and the anticipated modal split trip generation per phase for pupils and staff.

Method of Travel	Existing 5FE Trip Generation	8FE Phase 1 (150 additional students)		8FE Completion (450 additional students)	
		Total	Difference	Total	Difference
Walk	435	522	(+)87	696	(+)261
Cycle	8	9	(+)1	12	(+)4
Bus/Train	45	54	(+)9	72	(+)27
Car	60	72	(+)12	96	(+)36
Academy Bus	187	225	(+)38	300	(+)113
Taxi	8	9	(+)1	12	(+)4
Other	8	9	(+)1	12	(+)4

Table 8: 8FE Phased Approach - Pupils

Method of Travel	Existing 5FE Trip Generation	8FE Phase 1 (8 additional staff)		8FE Completion (15 additional staff)	
		Total	Difference	Total	Difference
Walk	12	13	(+)1	14	(+)2
Cycle	8	9	(+)1	9	(+)1
Bus/Train	14	15	(+)1	16	(+)2
Car	64	68	(+)4	72	(+)8
Academy Bus	8	9	(+)1	9	(+)1
Taxi	1	1	-	1	-
Other	11	12	(+)1	13	(+)2

Table 9: 8FE Phased Approach - Staff

- 6.22 As shown in **Tables 8 and 9**, when considering car trips alone (considered the focus travel mode in relation to highways and resident interest), an additional 16 trips are anticipated per phase, which is not anticipated to have a severe impact on the local road network in the context of paragraph 116 of the NPPF due to the relative low scale of increase in relation to the existing car trip generation associated with the site (124 car trips).
- 6.23 The same phased approach would be applied to the proposed 10FE expansion.

Summary

- 6.24 In summary, the outlined additional trips generated by the proposed expansion are not anticipated to have a severe negative impact on the local road network in the context of paragraph 116 of the NPPF. This is due to the low relative percentage increase in vehicle trips associated with the site, as a large proportion of the new trips would be supported by sustainable modes. Furthermore, the phased approach of the expansion enables a gradual cumulative highway impact.

7. SUMMARY AND CONCLUSIONS

- 7.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Wiltshire Council to support a hybrid planning application for the proposed expansion of Sarum Academy by up to 750 pupils across two phases. Phase 1 is an expansion to an 8-form entry (FE) school and Phase 2 is a further expansion to a 10FE school. Phase 1 is the detailed aspect of the application while Phase 2 is outline.
- 7.2 Sarum Academy is located within the Fugglestone Red adopted allocation of the Wiltshire Core Strategy and the proposed expansion is identified within the strategy, and likewise within E17 of the Wiltshire School Places Strategy. Thus, the importance of the expansion in supporting the wider residential development across Fugglestone Red is acknowledged by WC.
- 7.3 The site is well located in relation to existing pedestrian, cycle and public transportation infrastructure across Bemerton Heath and the wider Salisbury area. The sustainable transport networks in the vicinity of the site provide the opportunity for sustainable modes to be utilised, thus reducing the impact of private car use, which aligns with WC LTP4 and the Wiltshire Core Strategy. No patterns in road safety were identified when assessing PIA data in the vicinity of the site, therefore, it is not anticipated that there are any existing traffic safety concerns that would be exacerbated by the proposed development, within the context of paragraph 116 of the NPPF.
- 7.4 The site expansion would be accessed via the existing arrangement, with access provided from Westwood Road. Upon completion of St Peters Place, the residential development's tertiary access to the Sarum Academy access road would provide a further vehicular, pedestrian and cycle access to the school site. The proposal would provide car and cycle parking in line with the Wiltshire standards to ensure appropriate provision for the scale of development, with no additional car parking required for Phase 1, and additional parking provided for Phase 2. The drop-off/pick-up strategy will replicate that of the existing, whilst utilising the expanded parking area associated with Phase 2 of the expansion.
- 7.5 To minimise the highway impact of the proposed expansion on the local road network, a phased approach would be utilised. This would allow for a gradual increase in trips associated with the site, and allow for the implementation of the TP and the associated uptake in sustainable travel habits prior to the next phase.

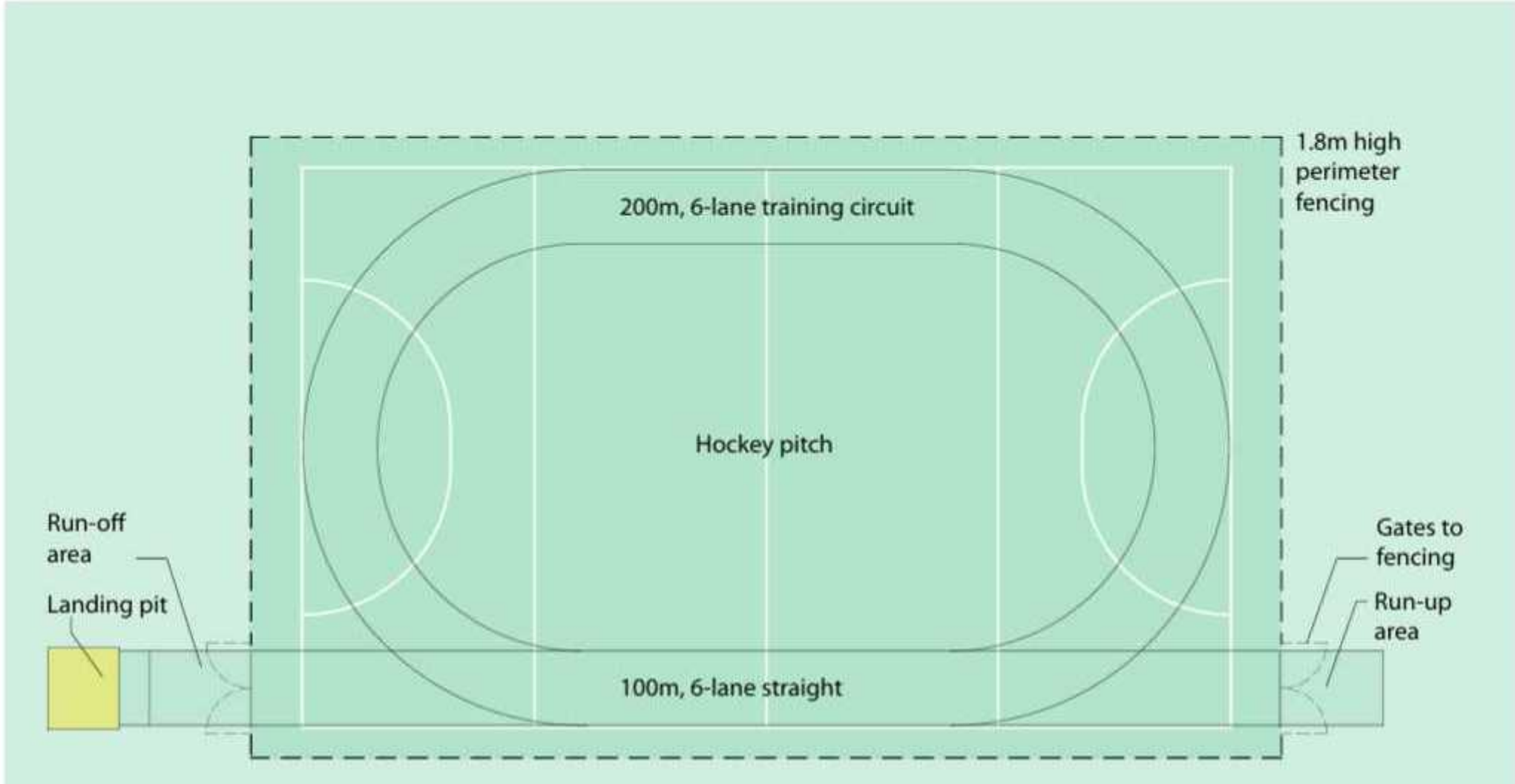
- 7.6 Highway impact has been based upon the completed expansion to a 10FE school, to present a worst-case scenario impact. Trip generation has been assessed based upon the 2011 TP modal splits (collected via a questionnaire) and the TRICS database (v8). A net impact assessment has been undertaken using the TP modal splits as this is considered to better reflect the travel habits of staff and students at Sarum Academy. The net impact assessment calculated a forecast total increase in student car trips by 120 movements in the AM and PM, and 27 staff vehicle movements in each. This increase is not anticipated to have a severe negative impact on the operation of the local road network within the context of paragraph 116 of the NPPF.
- 7.7 Therefore, we ask Wiltshire Council to look favourably upon the Sarum Academy expansion in terms of highways, and particularly in relation to NPPF paragraphs 115 and 116, the Wiltshire Core Strategy, and the Wiltshire School Places Strategy.

Appendix A

Figure 3 below demonstrates the potential for greater use of artificial turf pitches for athletics training:

- Hockey pitch enclosure (63.0 x 101.4 m)
- 200 m, six-lane marked training circuit
- 100 m, six-lane straight and gates to the perimeter fence to access run off and landing pit areas

The principle could be equally well applied to a multi use games area development.



AGP FOR HOCKEY AND ATHLETICS (SCHOOL TRAINING/CLUB USE - OUTDOOR)

SPORTS ENGLAND ARTIFICIAL SURFACE FOR OUTDOOR SPORT DESIGN GUIDANCE (2013) PAGE 7

OPPORTUNITIES

- + BB103 compliant soft sports provision
- + Reduced additional area requirement at 10FE
- + School have an aspiration for more athletics
- + Utilises an unused sports facility
- + Good adjacency to other sports/community facilities
- + All year round use
- + Within Sports England guidance (TBC - subject to consultation)

CONSTRAINTS

- 1.8m high fence adjacent to new building
- An area of the adjacent field is required for parking

External Area Provision	Existing Provision	BB103 Recommendation (8FE)	Proposed Provision (8FE)
Soft Outdoor PE (Zone U) (3G pitch counted twice as per BB103)	47,525 sqm	50,100 sqm	53,841 sqm
Hard Outdoor PE (Zones X - W)	2,887 sqm	2,290 sqm	2,887 sqm
Soft Informal and Social (Zones W - V)	11,802 sqm	3,120 sqm	10,515 sqm
Hard Informal and Social (Zones Y - X)	5,311 sqm	1,460 sqm	5,724 sqm
Habitat (Zones Z - Y)	1,867 sqm	630 sqm	1,867 sqm* Subject to BNG

SITE AREA
Existing Site Area: 81,667 sqm (BB103 = 72,000 sqm)
Proposed Additional Site Area: 24,879 sqm
Total (Gross) Site Area: 106,546 sqm

EXTERNAL AREAS INDICATIVE ONLY AND REFLECTS SCHOOL ASPIRATIONS. FINAL BB103 COMPLIANCE TO BE DETERMINED BY LANDSCAPE ARCHITECT

BOUNDARY KEY (FOR PLANNING PURPOSES ONLY)
Application Area
Land within School Ownership
Northern parcel of land to be transferred to school ownership to support expansion

Area for Biodiversity Net Gain to be determined by the ecologist at the next stage.

Existing under-utilised pitch to be replaced with AGP for Athletics and Hockey at 8FE. New 1.8m high fence and flood lighting to be provided.
AGP to be marked with:
- Hockey
- 200m oval
- 60m sprint track

8FE Cycle Parking
3no. 11 x 6.4m covered cycle parking shelters
104 spaces each
= 312 spaces

Existing storage shed

Existing scrub (shown indicatively)

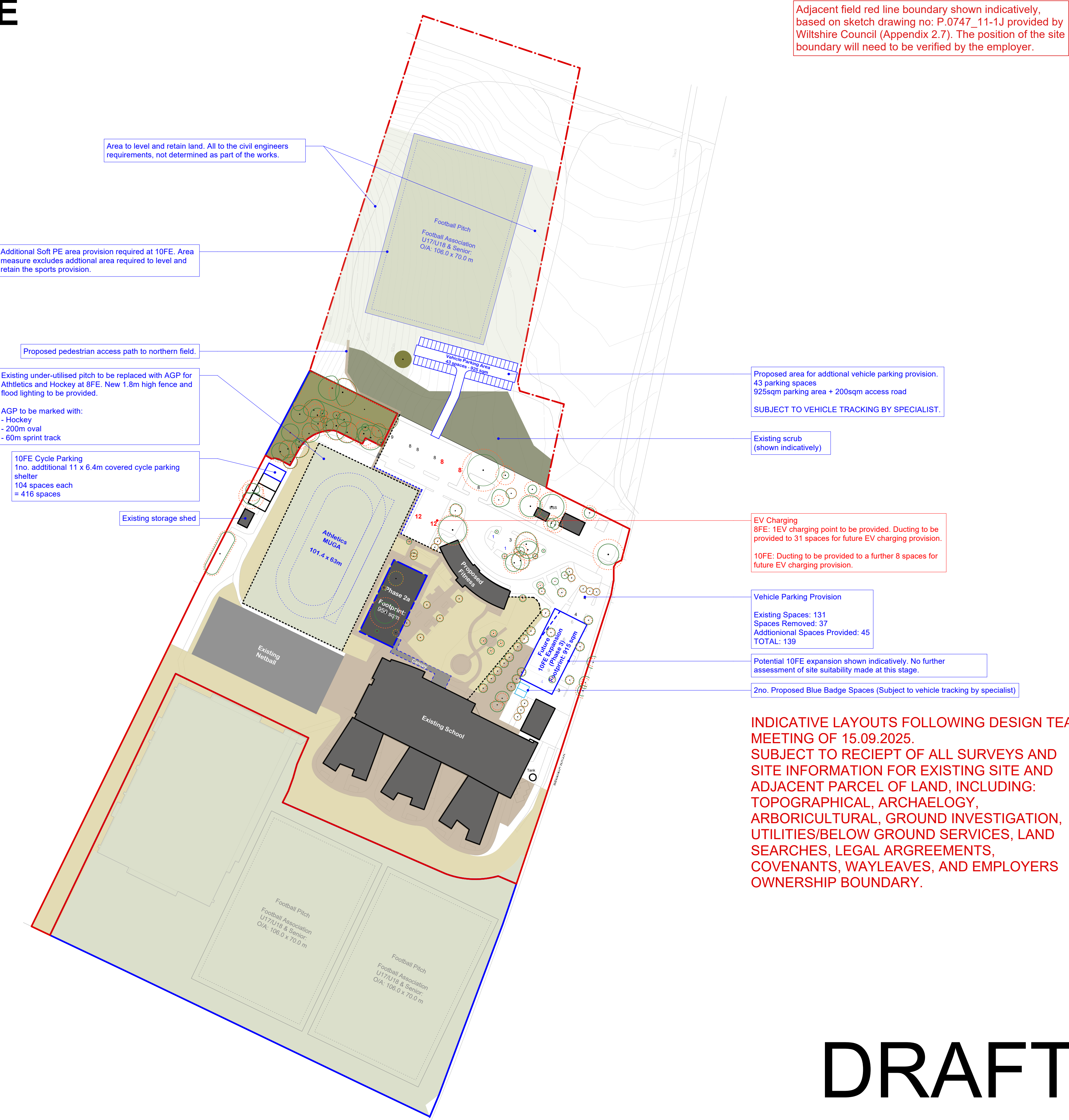
EV Charging
8FE: 1EV charging point to be provided. Ducting to be provided to 31 spaces for future EV charging provision.
10FE: Ducting to be provided to a further 8 spaces for future EV charging provision.

Vehicle Parking Provision
Existing Spaces: 125
Blue Badge Space: 6
TOTAL: 131

INDICATIVE LAYOUTS FOLLOWING DESIGN TEAM MEETING OF 15.09.2025.
SUBJECT TO RECIEPT OF ALL SURVEYS AND SITE INFORMATION FOR EXISTING SITE AND ADJACENT PARCEL OF LAND, INCLUDING: TOPOGRAPHICAL, ARCHAEOLOGY, ARBORICULTURAL, GROUND INVESTIGATION, UTILITIES/BELOW GROUND SERVICES, LAND SEARCHES, LEGAL ARGREEMENTS, COVENANTS, WAYLEAVES, AND EMPLOYERS OWNERSHIP BOUNDARY.

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Appendix B



External Area Provision	Existing Provision	BB103 Recommendation (10FE)	Proposed Provision (10FE)
Soft Outdoor PE (Zone U) (3G pitch counted twice as per BB103)	47,525 sqm	61,125 sqm	61,261 sqm
Hard Outdoor PE (Zones X - W)	2,887 sqm	2,763 sqm	2,887 sqm
Soft Informal and Social (Zones W - V)	11,802 sqm	3,750 sqm	10,515sqm
Hard Informal and Social (Zones Y - X)	5,311 sqm	1,775 sqm	5,947 sqm
Habitat (Zones Z - Y)	1,867 sqm	788 sqm	2,468 sqm* Subject to BNG

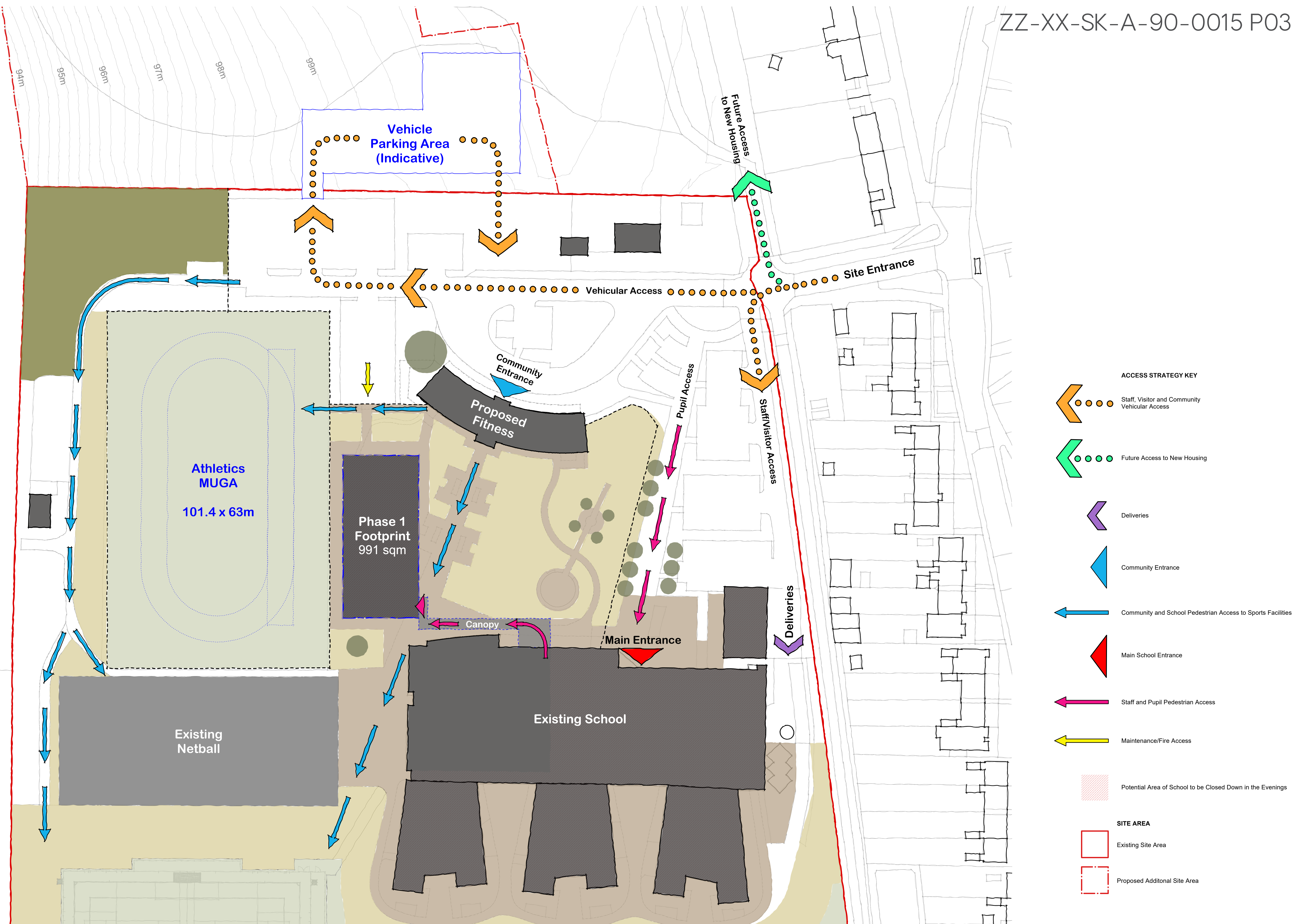
SITE AREA
Existing Site Area: 81,667 sqm (**BB103 = 87,750 sqm**)
Proposed Additional Site Area: 24,879 sqm
Total (Gross) Site Area: 106,546 sqm

EXTERNAL AREAS INDICATIVE ONLY AND REFLECTS SCHOOL ASPIRATIONS. FINAL BB103 COMPLIANCE TO BE DETERMINED BY LANDSCAPE ARCHITECT

- BOUNDARY KEY (FOR PLANNING PURPOSES ONLY)**
- Application Area
 - Land within School Ownership
 - Northern parcel of land to be transferred to school ownership to support expansion

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Appendix C



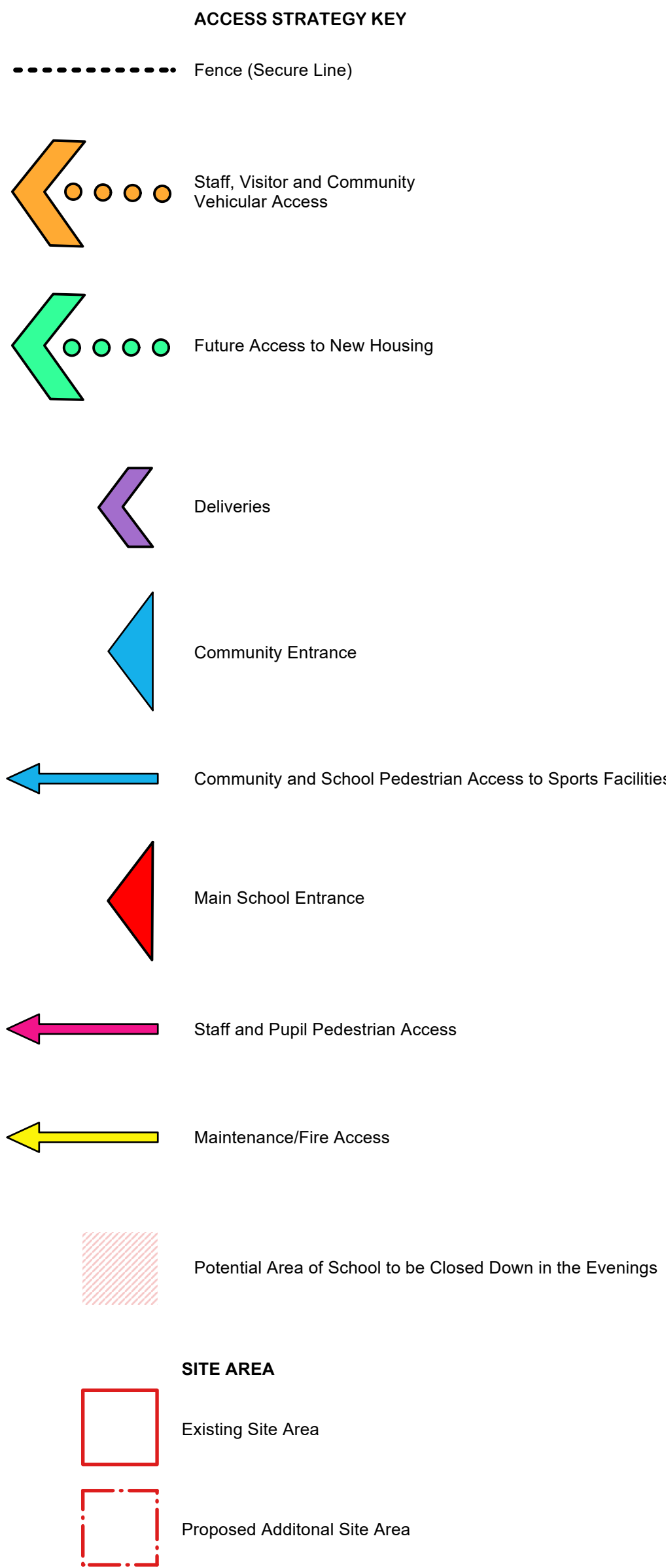
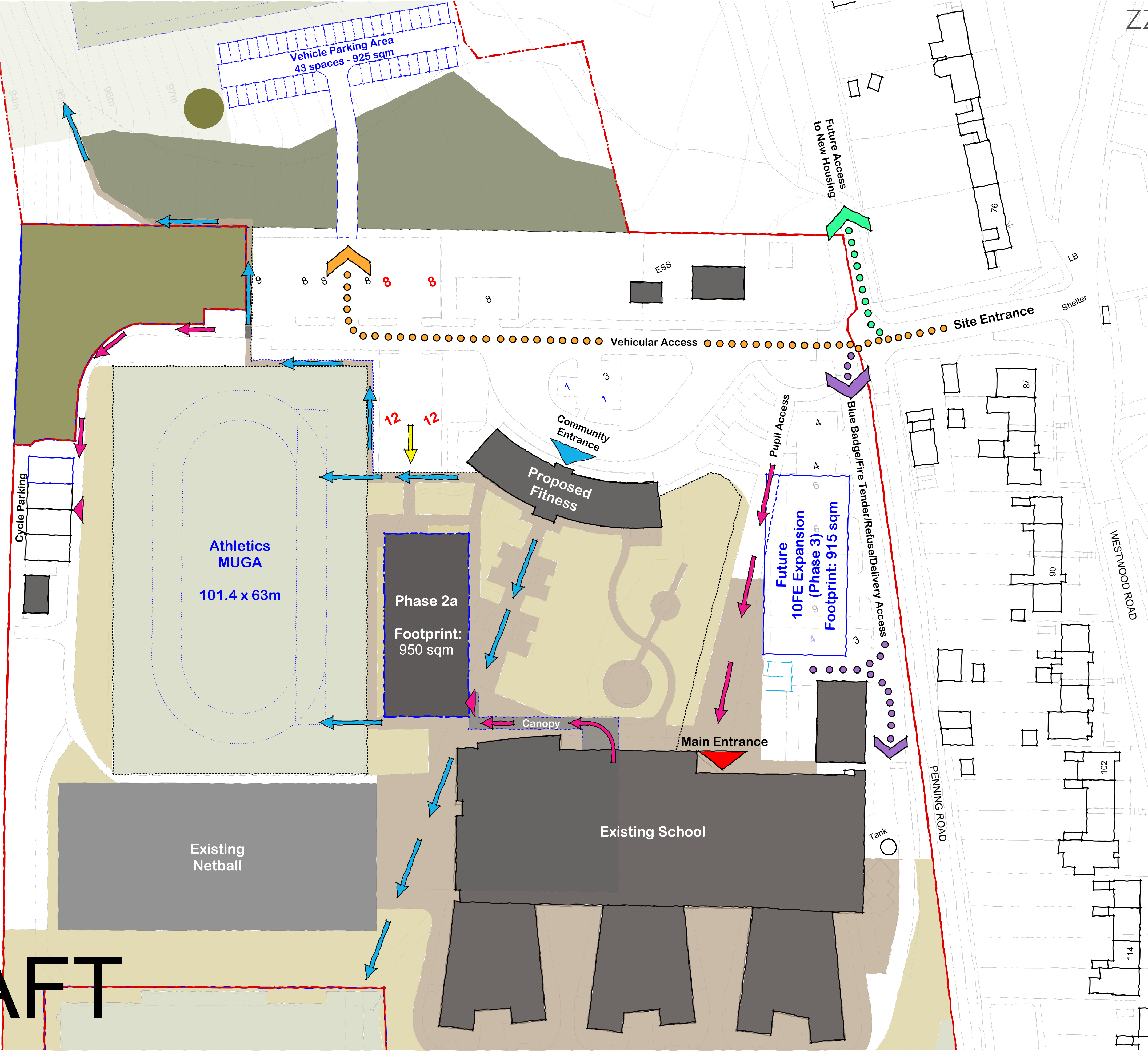
FENCING STRATEGY TO NORTHERN FIELD TO BE DETERMINED BY THE LANDSCAPE ARCHITECT

CYCLE PARKING ACCESS TO BE DETERMINED BY THE TRANSPORT CONSULTANT AND AGREED WITH THE SCHOOL

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ZZ-XX-SK-A-90-0026 P04

INDICATIVE LAYOUTS FOLLOWING DESIGN TEAM MEETING OF 15.09.2025. SUBJECT TO RECIEPT OF ALL SURVEYS AND SITE INFORMATION FOR EXISTING SITE AND ADJACENT PARCEL OF LAND, INCLUDING: TOPOGRAPHICAL, ARCHAEOLOGY, ARBORICULTURAL, GROUND INVESTIGATION, UTILITIES/BELOW GROUND SERVICES, LAND SEARCHES, LEGAL ARGREEMENTS, COVENANTS, WAYLEAVES, AND EMPLOYERS OWNERSHIP BOUNDARY.



Appendix D

Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

Filtering Summary:

Land Use: 04/B EDUCATION/SECONDARY

Selected Trip Rate Calculation Parameter Range: 500 - 1500 PUPILS

Actual Trip Rate Calculation Parameter Range: N/A PUPILS

Date Range: Minimum: 1/1/2016 Maximum: 6/20/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 675 3100

Days of the week selected:

Friday	2
Thursday	1
Tuesday	2
Wednesday	1

Main Location Types selected:

Edge of Town	4
Suburban Area (PPS6 Out of Centre)	2

Inclusion of Servicing Vehicles Counts:

Servicing Vehicles Included	6
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Population <1 Mile ranges selected:

1,001 to 5,000	1
15,001 to 20,000	2
20,001 to 25,000	3

Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	2
25,001 to 50,000	1
250,001 to 500,000	1
5,001 to 25,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	3
1.1 to 1.5	3

PTAL Rating:

No PTAL Present	6
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Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION
Category: B - SECONDARY
Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ON	LUTON	1 day
03	SOUTH WEST		
	DV	DEVON	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
	TV	TEES VALLEY	1 day
10	WALES		
	PE	PEMBROKESHIRE	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	PUPILS
Actual Range:	6884 to 14700 (units:PUPILS)
Range Selected by User:	500 to 1500 (units:PUPILS)
Parking Spaces Range:	0 - 196

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 to 20/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Friday	2 days
Thursday	1 days
Tuesday	2 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	6
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Edge of Town	4 days
Suburban Area (PPS6 Out of Centre)	2 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
Industrial Zone	1 days
Residential Zone	4 days
Retail Zone	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	6 days

Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

Secondary Filtering Selection:

Use Class:

F1(a)	6 surveys
-------	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

675 - 3100

Population within 1 mile:

1,001 to 5,000	1 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	3 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 surveys
1.1 to 1.5	3 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 6 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 6 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

1	CU-04-B-04	SECONDARY SCHOOL	CUMBERLAND
WIGTON ROAD CARLISLE Edge of Town Residential Zone Gross floor area: 12000 sqm Survey date: Friday 21/06/2024			
			Survey Type: Manual
2	DV-04-B-04	SECONDARY ACADEMY	DEVON
EARL RICHARD'S RD SOUTH EXETER Suburban Area (PPS6 Out of Centre) Residential Zone Gross floor area: 12650 sqm Survey date: Tuesday 02/04/2019			
			Survey Type: Manual
3	NY-04-B-03	GIRLS' HIGH SCHOOL	NORTH YORKSHIRE
GARGRAVE ROAD SKIPTON Suburban Area (PPS6 Out of Centre) Residential Zone Gross floor area: 6884 sqm Survey date: Friday 08/03/2019			
			Survey Type: Manual
4	ON-04-B-01	SECONDARY ACADEMY	LUTON
GIPSY LANE LUTON Edge of Town Retail Zone Gross floor area: 11985 sqm Survey date: Thursday 09/11/2023			
			Survey Type: Manual
5	PE-04-B-01	SECONDARY SCHOOL	PEMBROKESHIRE
WITHYBUSH ROAD HAVERFORDWEST Edge of Town Industrial Zone Gross floor area: 9500 sqm Survey date: Wednesday 22/11/2023			
			Survey Type: Manual
6	TV-04-B-02	SECONDARY SCHOOL	TEES VALLEY
THAMES ROAD BILLINGHAM Edge of Town Residential Zone Gross floor area: 14700 sqm Survey date: Tuesday 24/05/2022			
			Survey Type: Manual

Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

Total Vehicles

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	998	0.057	0.014	0.071
08:00-09:00	6	998	0.218	0.181	0.399
09:00-10:00	6	998	0.023	0.030	0.053
10:00-11:00	6	998	0.018	0.014	0.032
11:00-12:00	6	998	0.015	0.017	0.032
12:00-13:00	6	998	0.016	0.019	0.035
13:00-14:00	6	998	0.019	0.017	0.036
14:00-15:00	6	998	0.045	0.021	0.066
15:00-16:00	6	998	0.098	0.148	0.246
16:00-17:00	6	998	0.077	0.098	0.175
17:00-18:00	6	998	0.050	0.039	0.089
18:00-19:00	6	998	0.048	0.033	0.081
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.684	0.631	1.315

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

Parameter Summary:

Trip rate parameter range selected:	500 - 1500 (units: PUPILS)
Survey date date range:	08/03/2019 - 21/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

Cyclists

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	998	0.003	0.000	0.003
08:00-09:00	6	998	0.029	0.001	0.030
09:00-10:00	6	998	0.001	0.000	0.001
10:00-11:00	6	998	0.001	0.000	0.001
11:00-12:00	6	998	0.000	0.001	0.001
12:00-13:00	6	998	0.000	0.001	0.001
13:00-14:00	6	998	0.000	0.000	0.000
14:00-15:00	6	998	0.000	0.001	0.001
15:00-16:00	6	998	0.001	0.022	0.023
16:00-17:00	6	998	0.001	0.009	0.010
17:00-18:00	6	998	0.001	0.001	0.002
18:00-19:00	6	998	0.002	0.001	0.003
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.039	0.037	0.076

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

Parameter Summary:

Trip rate parameter range selected:	500 - 1500 (units: PUPILS)
Survey date date range:	08/03/2019 - 21/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

Taxis

Calculation factor: 1 PUPILS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	998	0.001	0.001	0.002
08:00-09:00	6	998	0.006	0.006	0.012
09:00-10:00	6	998	0.000	0.001	0.001
10:00-11:00	6	998	0.000	0.000	0.000
11:00-12:00	6	998	0.000	0.000	0.000
12:00-13:00	6	998	0.000	0.000	0.000
13:00-14:00	6	998	0.001	0.001	0.002
14:00-15:00	6	998	0.001	0.000	0.001
15:00-16:00	6	998	0.003	0.004	0.007
16:00-17:00	6	998	0.001	0.001	0.002
17:00-18:00	6	998	0.000	0.000	0.000
18:00-19:00	6	998	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.013	0.014	0.027

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

Parameter Summary:

Trip rate parameter range selected:	500 - 1500 (units: PUPILS)
Survey date date range:	02/04/2019 - 21/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

Vehicle Occupants

Calculation factor: 1 PUPILS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	998	0.081	0.009	0.090
08:00-09:00	6	998	0.391	0.140	0.531
09:00-10:00	6	998	0.033	0.032	0.065
10:00-11:00	6	998	0.022	0.017	0.039
11:00-12:00	6	998	0.019	0.025	0.044
12:00-13:00	6	998	0.023	0.024	0.047
13:00-14:00	6	998	0.024	0.022	0.046
14:00-15:00	6	998	0.050	0.030	0.080
15:00-16:00	6	998	0.071	0.278	0.349
16:00-17:00	6	998	0.069	0.146	0.215
17:00-18:00	6	998	0.092	0.058	0.150
18:00-19:00	6	998	0.103	0.058	0.161
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.978	0.839	1.817

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

Parameter Summary:

Trip rate parameter range selected:	500 - 1500 (units: PUPILS)
Survey date date range:	08/03/2019 - 21/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

Pedestrians

Calculation factor: 1 PUPILS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	998	0.014	0.001	0.015
08:00-09:00	6	998	0.309	0.007	0.316
09:00-10:00	6	998	0.008	0.002	0.010
10:00-11:00	6	998	0.005	0.003	0.008
11:00-12:00	6	998	0.004	0.003	0.007
12:00-13:00	6	998	0.005	0.009	0.014
13:00-14:00	6	998	0.010	0.009	0.019
14:00-15:00	6	998	0.005	0.006	0.011
15:00-16:00	6	998	0.010	0.307	0.317
16:00-17:00	6	998	0.009	0.040	0.049
17:00-18:00	6	998	0.008	0.006	0.014
18:00-19:00	6	998	0.006	0.005	0.011
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.393	0.398	0.791

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

Parameter Summary:

Trip rate parameter range selected:	500 - 1500 (units: PUPILS)
Survey date date range:	08/03/2019 - 21/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

Bus/Tram Passengers

Calculation factor: 1 PUPILS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	998	0.003	0.000	0.003
08:00-09:00	6	998	0.126	0.002	0.128
09:00-10:00	6	998	0.001	0.001	0.002
10:00-11:00	6	998	0.001	0.001	0.002
11:00-12:00	6	998	0.001	0.000	0.001
12:00-13:00	6	998	0.001	0.000	0.001
13:00-14:00	6	998	0.001	0.004	0.005
14:00-15:00	6	998	0.000	0.002	0.002
15:00-16:00	6	998	0.003	0.118	0.121
16:00-17:00	6	998	0.001	0.007	0.008
17:00-18:00	6	998	0.001	0.001	0.002
18:00-19:00	6	998	0.000	0.001	0.001
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.139	0.137	0.276

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

Parameter Summary:

Trip rate parameter range selected:	500 - 1500 (units: PUPILS)
Survey date date range:	08/03/2019 - 21/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

Coach Passengers

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	998	0.000	0.000	0.000
08:00-09:00	6	998	0.081	0.000	0.081
09:00-10:00	6	998	0.000	0.000	0.000
10:00-11:00	6	998	0.000	0.000	0.000
11:00-12:00	6	998	0.004	0.000	0.004
12:00-13:00	6	998	0.003	0.004	0.007
13:00-14:00	6	998	0.000	0.000	0.000
14:00-15:00	6	998	0.000	0.006	0.006
15:00-16:00	6	998	0.000	0.077	0.077
16:00-17:00	6	998	0.000	0.000	0.000
17:00-18:00	6	998	0.000	0.000	0.000
18:00-19:00	6	998	0.001	0.000	0.001
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.089	0.087	0.176

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

Parameter Summary:

Trip rate parameter range selected:	500 - 1500 (units: PUPILS)
Survey date date range:	24/05/2022 - 22/11/2023
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

Total Rail Passengers

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	6	998	0.001	0.000	0.001
08:00-09:00	6	998	0.031	0.000	0.031
09:00-10:00	6	998	0.000	0.000	0.000
10:00-11:00	6	998	0.000	0.000	0.000
11:00-12:00	6	998	0.000	0.000	0.000
12:00-13:00	6	998	0.000	0.000	0.000
13:00-14:00	6	998	0.000	0.000	0.000
14:00-15:00	6	998	0.000	0.000	0.000
15:00-16:00	6	998	0.001	0.025	0.026
16:00-17:00	6	998	0.001	0.007	0.008
17:00-18:00	6	998	0.000	0.001	0.001
18:00-19:00	6	998	0.000	0.001	0.001
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.034	0.034	0.068

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: 28348a8d-1cd0-4bfd-81cf-b6eb809a791c

Parameter Summary:

Trip rate parameter range selected:	500 - 1500 (units: PUPILS)
Survey date date range:	08/03/2019 - 22/11/2023
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.