



Sarum Academy, Salisbury

Travel Plan

January 2026

Wiltshire Council



EDUCATION DEVELOPMENT
SARUM ACADEMY
SALISBURY

Travel Plan

CONTROLLED DOCUMENT

Document No:	237.0004/TP/1	
Status:	Original	
	Name	Date
Prepared by:	Emily Kerry	January 2026
Checked by:	Fraser Spinney	January 2026
Approved by:	Shaan Novitzki	January 2026

Revision Record

Rev.	Date	By	Summary of Changes	Aprvd

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part), use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited



Wiltshire Council
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

Paul Basham Associates Ltd
The Bothy
Cams Hall
Fareham
Hampshire
PO16 8UT

EDUCATION DEVELOPMENT SARUM ACADEMY SALISBURY

Travel Plan

Contents

1.	INTRODUCTION	2
2.	TRAVEL PLAN POLICY	6
3.	EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY	13
4.	PROPOSED DEVELOPMENT	31
5.	INDICATIVE BASELINE AND TARGETS.....	34
6.	TRAVEL PLAN STRATEGY	37
7.	IMPLEMENTATION AND MONITORING	42

Figures

Figure 1 – Existing School Location

Figure 2 – Fugglestone Red Adopted Allocation

Figure 3 – Catchment area (inside of the pink boundaries) of Sarum Academy

Figure 4 – St Peters Place Tertiary Access Design

Figure 5 – Public Rights of Way in Bemerton

Figure 6 – Walking Isochrone Map

Figure 7 – Cycling Isochrone Map

Tables

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

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

Table 3 – WC Car Parking Standards

Table 4 – WC Cycle Parking Standards

Table 5 – Baseline Modal Trips – Staff and Students

Table 6 – Indicative Baseline Splits and TP Targets – Staff

Table 7 – Travel Plan Targets

Table 8 – Monitoring Strategy

Appendices

Appendix A – 8FE Site Layout

Appendix B – 10FE Site Layout

Appendix C – 8FE and 10FE Access Strategies

Appendix D – Action Plan

1. INTRODUCTION

- 1.1 This Travel Plan (TP) has been prepared by Paul Basham Associates on behalf of Wiltshire Council to support a hybrid planning application which proposed the 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 proposes further expansion to a 10FE school. Phase 1 is the detailed aspect of the application while Phase 2 is outline.
- 1.2 The school is 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**.

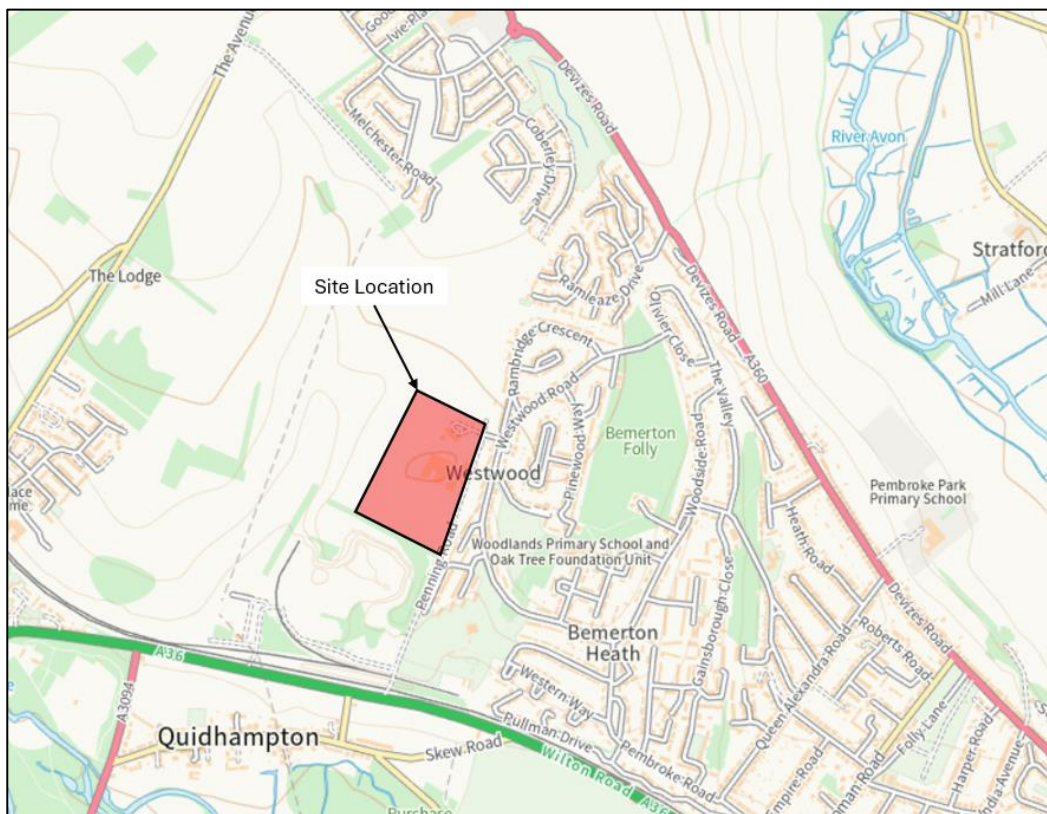


Figure 1: Existing School Location

- 1.3 Sarum 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 request that the TP covers the following:
- Baseline mode of travel data for all site users;
 - Identify barriers to active/sustainable travel modes;
 - Set out actions to address barriers to sustainable travel;
 - Set out how the school intends to manage the impact of the increases in pupil numbers, with clear indication of responsibilities and timescales; and
 - Timescale review of the TP.
- 1.6 In addition to this Travel Plan, a Transport Assessment has been prepared, detailing the anticipated impacts of the development in relation to transportation and highways. Therefore, this Travel Plan should be read in conjunction with that document. It is noted that this Travel Plan builds upon the school's existing Travel Plan.

Site Context and Planning History

- 1.7 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.
- 1.8 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.

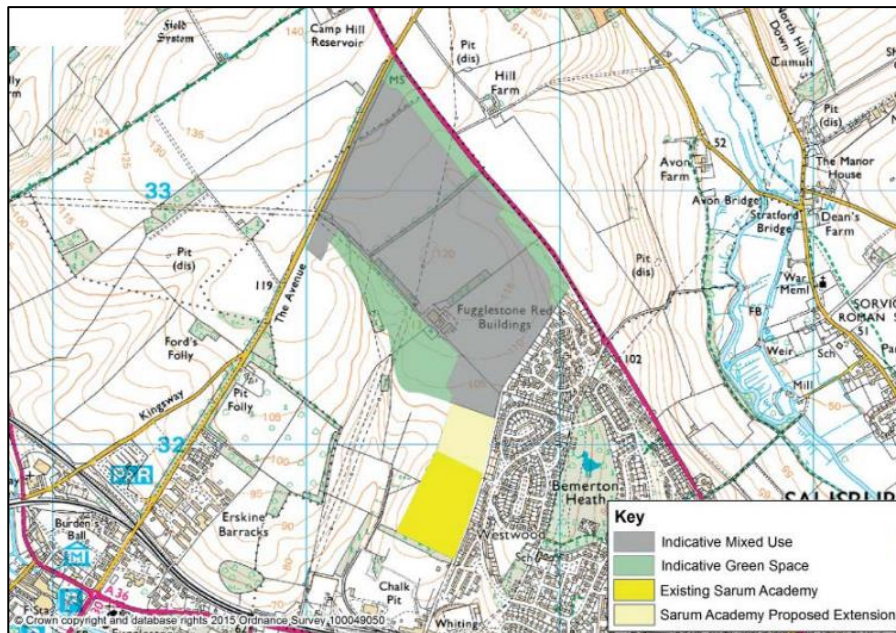


Figure 2: Fugglestone Red Adopted Allocation (Wiltshire Core Strategy)

- 1.9 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. The associated construction work for this development is underway and 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.
- 1.10 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.

Purpose of the Travel Plan

- 1.11 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. This TP supports access to a full range of local facilities and activities for staff, pupils and visitors, whilst encouraging good design principles and working with the local community.

- 1.12 A TP is an evolving process initiated by a front-loading exercise through site visits, the completion of a TP, and frequent meetings and conversations between its authors (Paul Basham Associates), the school (staff, pupils, visitors and governors) and the Local Authority (Wiltshire Council). As such the TP will develop over time following feedback received from monitoring exercises, local developments in sustainable transport and other external factors.

Travel Plan Principles

- 1.13 A successful TP must follow a set of principles to be determined acceptable and create a sustainable development. This TP therefore aims to demonstrate that there are sustainable local travel options available, and measures proposed, along with an implementation and monitoring strategy.

Travel Plan Structure and Approach

- 1.14 This TP will follow the following structure:
- Chapter 2 – Travel Plan Policy
 - Chapter 3 – Existing Conditions and Local Accessibility
 - Chapter 4 – Proposed Development
 - Chapter 5 – Indicative Baseline and Targets
 - Chapter 6 – Travel Plan Strategy
 - Chapter 7 – Implementation and Monitoring

2. TRAVEL PLAN POLICY

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

- National Planning Policy Framework (NPPF);
- 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 Travel Plan is '*a long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed*' and is a requirement for developments which generate a significant amount of movement. The following NPPF paragraphs are relevant to the Travel Plan:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

(NPPF Para.109)

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)

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.

(NPPF Para. 118)

2.3 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 therefore the NPPF continues to be dated December 2024.

- 2.4 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

- 2.5 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
- 2.6 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.

(Page 42-43)

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.

(Page 295)

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.

(Page 298)

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.

(Page 301-302)

- 2.7 The Core Strategy also locates Sarum Academy within the Fugglestone Red adopted allocation, with the existing academy extent and proposed extension 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

- 2.8 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).

- 2.9 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.

- 2.10 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.

(Page 46)

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.

(Page 46)

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.

(Page 46)

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.

(Page 47)

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.

(Page 47)

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.

(Page 48)

Wiltshire School Places Strategy 2023-2027

- 2.11 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.

- 2.12 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’.*
- 2.13 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.

(Page 19)

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.

(Page 116)

Salisbury Local Cycling and Walking Infrastructure Plan (2024)

- 2.14 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).

- 2.15 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.

Summary

- 2.16 This TP has been written in accordance with the above policies to meet the sustainable requirements for new developments within Wiltshire and seeks to increase the modal share of alternative transport options for the benefit of the school and wider community.

3. EXISTING SITE CONDITIONS AND LOCAL ACCESSIBILITY

Site Location

- 3.1 Sarum Academy is a 5FE 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 3**. 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.

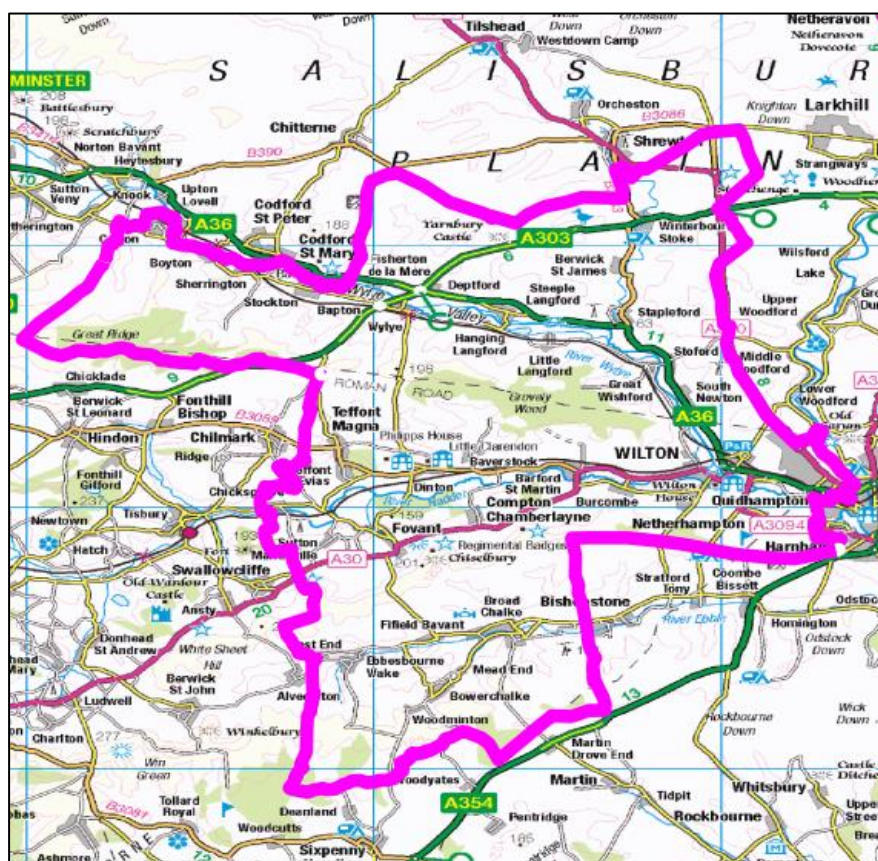


Figure 3: Catchment area (inside of the pink boundaries) of Sarum Academy (Source: Sarum Academy website)

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). The existing condition of Westwood Road is shown in **Photograph 1**.



Photograph 1: Westwood Road

- 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 demarcated 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, 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 2**. 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 2: 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 St Peters Place TA is shown in **Figure 4**.

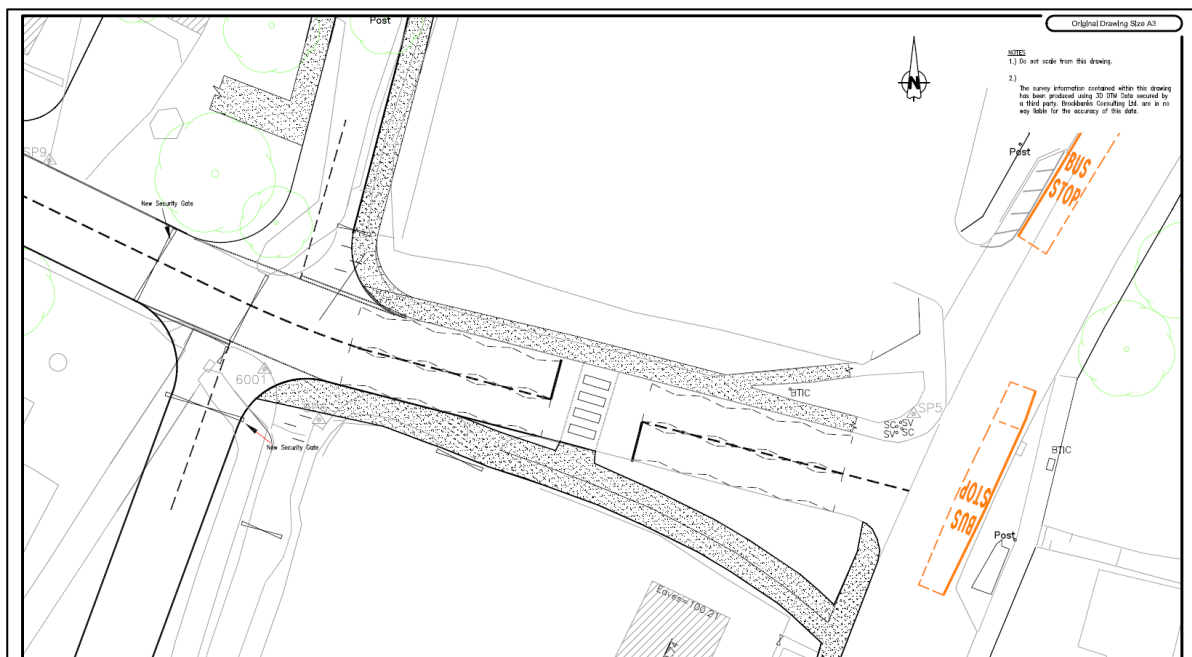


Figure 4: St Peters Place Tertiary Access Design (S/2012/0814 TA)

- 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.

Local Pedestrian Network

- 3.12 The site is well located within Bemerton Heath, a primarily residential area. Westwood Road supports pedestrian movements with 2m wide footways on both sides of the carriageway, as shown in **Photograph 3**. 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 3: Westwood Road Footway

- 3.13 Pedestrians can continue south along Westwood Road to where it becomes Rawlence Road. Using the footways available on either side of Rawlence Road 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.
- 3.14 Dropped kerbs are provided at all road junctions on Westwood Road, Pinewood Way; Rambridge Crescent; Hazel Close; and Rawlence Road to facilitate safe pedestrian crossing, as shown in **Photograph 4**. These roads all link to the wider Bemerton Heath residential area.



Photograph 4: Uncontrolled Crossing at Hazel Close

- 3.15 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 5** and **6**. Tactile paving is also provided at the crossing point between the site entrance to the school and the southbound bus stop.



Photograph 5: Traffic Calming Build-out on Westwood Road



Photograph 6: Uncontrolled Pedestrian Crossing on Westwood Road

3.16 The 30mph speed limit of the residential area, the traffic calming infrastructure (including build outs and speed humps, as shown in **Photograph 7**), 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 7: Westwood Road Speed Bumps

Public Rights of Way

- 3.17 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**.

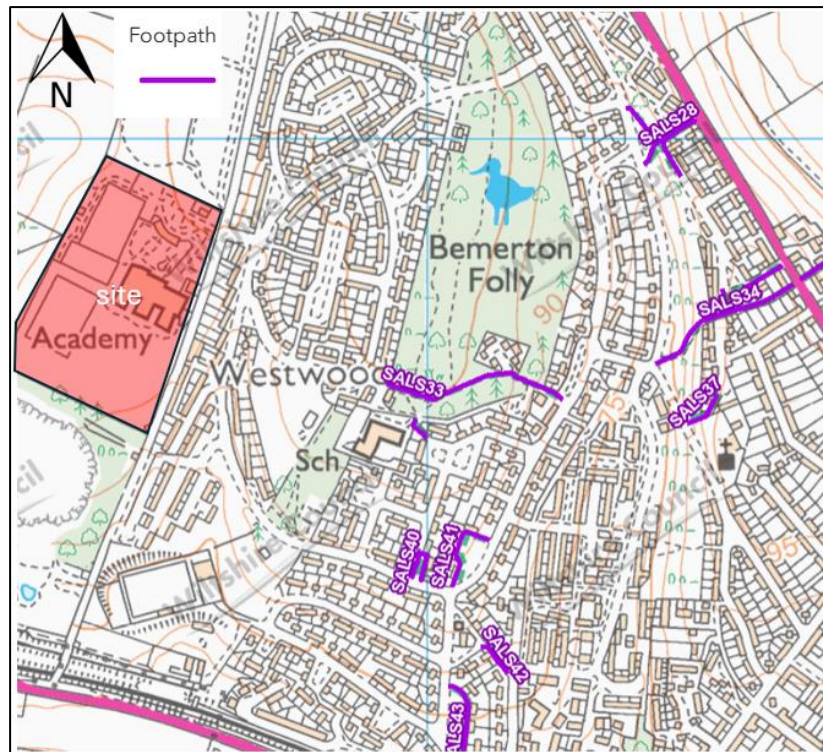


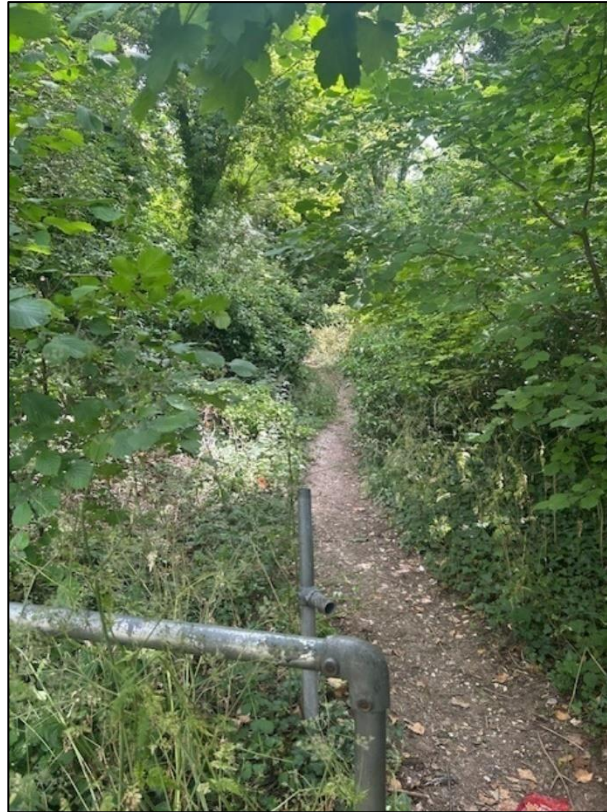
Figure 5: Public Rights of Way in Bemerton. Taken from Wiltshire Council's PROW

- 3.18 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 8**. 'SALS33' also allows pedestrians to access 'SALS34' which provides pedestrians access to the A360, Primrose Road bus stops, and the dwellings along it.



Photograph 8: PRoW SALS33

- 3.19 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 when travelling to/from the school
- 3.20 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. The path does not benefit from any lighting and as such 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 9**), as per the MfS inclusive mobility standards, however it does offer a potential route for those able.



Photograph 9: PRoW SALS34

- 3.21 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 10** and **11**.



Photograph 10: Stairs at PRoW SALS37



Photograph 11: Guard Railing at Cheshire Close – SALS37

Walking distances

3.22 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

3.23 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).

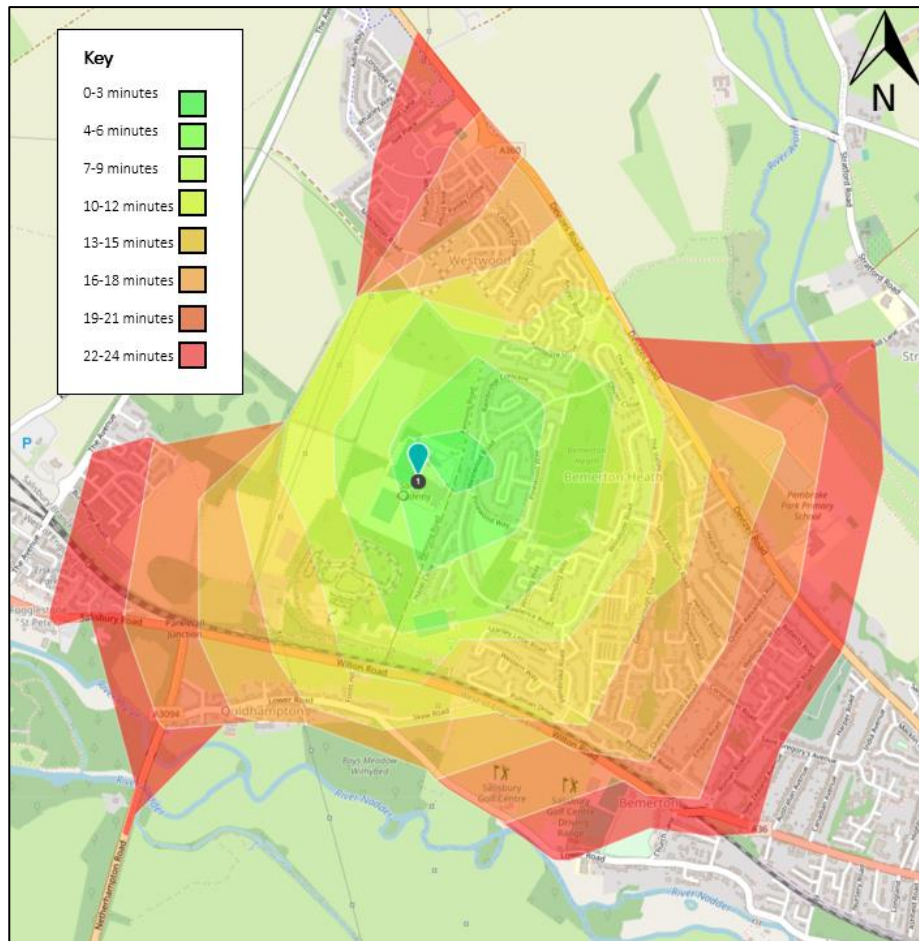


Figure 6: Walking Isochrone Map

- 3.24 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.
- 3.25 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 (2015).
- 3.26 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

- 3.27 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 12** and **13**), thus there is capacity for 100 bikes. The cycle parking provision will be reviewed within **Chapter 5**.



Photograph 12: Cycle Hoops at Sarum Academy



Photograph 13: Cycle Hoops at Sarum Academy
Reception Entrance

- 3.28 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.
- 3.29 The access to NCN Route 24 is approximately 2km to the south of the site. It is accessed via the 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.

3.30 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, with the railway station and Salisbury City Centre accessible in 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.

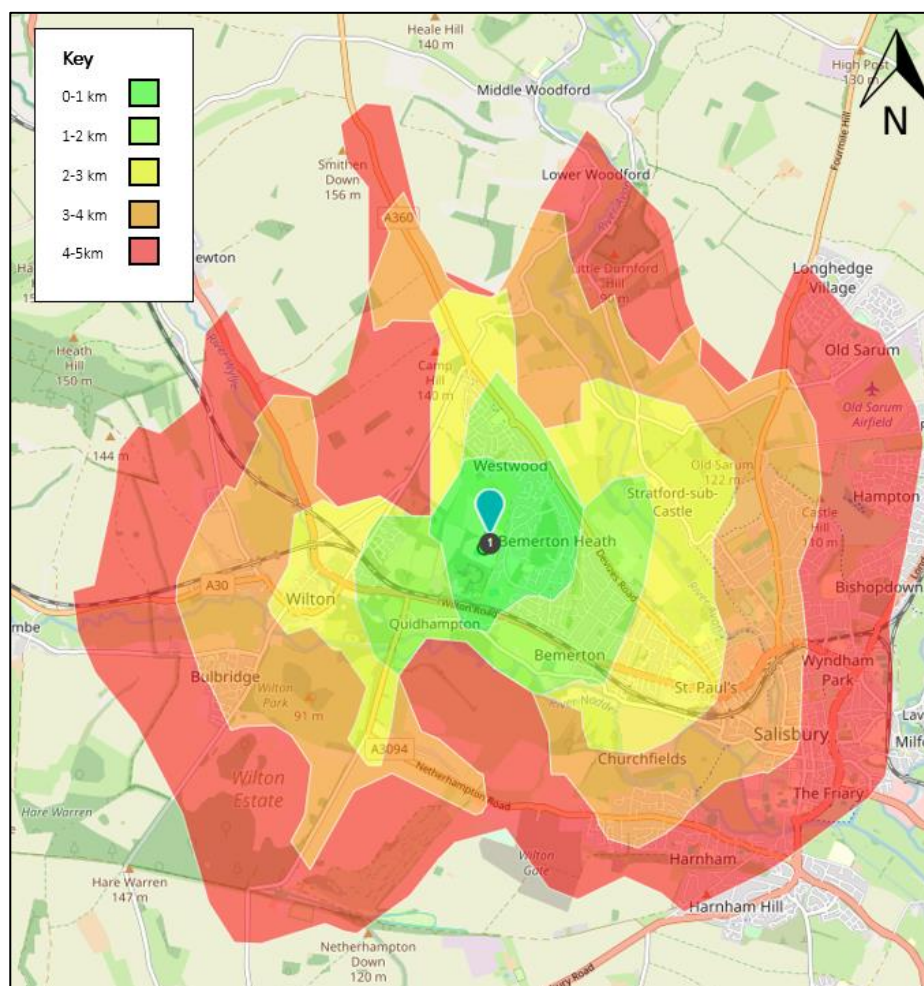


Figure 7: Cycling Isochrone Map

Public Transportation

Public Bus Services

3.31 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 14**.



Photograph 14: 'Sarum Academy' Bus Stop

- 3.32 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. The service operates every 15 minutes at school peaks, with the frequency suggests that taking the bus to and from school is attractive for students.
- 3.33 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.
- 3.34 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. The Primrose Road bus stops comprise of a flag and pole with the southbound bus stop also benefiting from a shelter. These bus stop are served by the R10, the X2 and the B6.
- 3.35 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

3.36 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.

3.37 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)

3.38 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

3.39 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

- 3.40 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.
- 3.41 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).
- 3.42 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.
- 3.43 The good cycling links along NCN route 24 and the R1 bus connections present rail travel as a viable travel option for staff.

Summary

- 3.44 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.
- 3.45 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.

4. PROPOSED DEVELOPMENT

4.1 This TP 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 site plans for Phases 1 and 2 are attached as **Appendices A and B**.

4.2 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.

Phased Approach

4.3 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.

Staff

4.4 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.

4.5 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.

4.6 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

4.7 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.

4.8 The principle of a shared access arrangement and the associated interaction with Sarum Academy was approved within application S/2012/0814. 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’*.

4.9 Therefore, the access has not been assessed further within this report or the accompanying TA.

Drop-off/Pick-up

4.10 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. The proposed access strategies for the 8FE and 10FE expansion are attached as **Appendix C** with further detail on these arrangements provided in the TA

Car Parking

4.11 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 break down 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

4.12 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.

- 4.13 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.
- 4.14 Due to the excellent active and sustainable travel infrastructure, proximity of the site to a large residential area and the measures detailed in this TP, the parent spaces identified in **Table 3** are not considered to be required. The removal of this requirement reduces the parking space requirement to 109 spaces for 8FE and 138 spaces for 10FE, which are accommodated by the existing 131 parking spaces and proposed 139 spaces, respectively.
- 4.15 Car parking provision is detailed further in the accompanying TA.

Cycle Parking

- 4.16 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

- 4.17 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.
- 4.18 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. Cycle parking use will be monitored and if the demand exists additional spaces would be implemented by the school as needed.

5. INDICATIVE BASELINE AND TARGETS

Travel Plan Aim

5.1 The overall aim of the TP is:

to support a sustainable development by reducing the need for private vehicle trips through highlighting and promoting the use of more sustainable travel methods.

Travel Plan Objectives

5.2 Specific to this TP, the objectives are:

- Reduce private vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users

5.3 Meeting these objectives will help the school have a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

Timeframe

5.4 At this stage it is anticipated that the monitoring would be in place for five years following the completion of the 8FE expansion. This TP has therefore identified targets and implementation strategy for the five-year period following the opening only, however, the school will continue to work on this TP after the formal 5-year period to continue sharing sustainable travel information and encouraging active travel habits for staff, pupils and visitors. It is also envisaged that this TP and the modal split targets set out in this report will be applied to the 10FE expansion. Therefore, the 10FE would not target a further reduction in private vehicle, instead maintaining the splits associated with the 8FE expansion.

5.5 As aforementioned, the expansion will be opened to students in phases of approximately 150 pupils. This phased approach will not only disperse the highway impact of the school expansion but also enable the implementation of the TP and the associated uptake in sustainable travel habits to be grounded prior to the next phase.

Baseline Travel Patterns

5.6 Before setting specific targets, understanding how students and staff travel to the school is essential. Therefore, the modal splits presented in the existing school TP have been reviewed and are set as the

baseline before a new survey is conducted in the preliminary period. The staff and pupil baseline modal splits are presented in **Table 5**.

Mode of Travel	Indicative Baseline - Staff	Indicative Baseline - Pupils
Car	53.4%	8%
Walk	10%	58%
Cycle	6.9%	1%
Bus/Train	11.6%	6%
Academy Bus	6.9%	25%
Taxi	1.1%	1%
Other	9.3%	1%

Table 5: Baseline Modal Trips – Staff and Students

5.7 It is noted that in the future surveys it would be beneficial to determine what the 'other' transport modes are, this would enable the production of more tailored travel planning materials and support on site, in addition to determining the sustainability of these 'other' modes.

5.8 Using the staff and student modal split recorded via a 2011 survey (through the existing TP), a target to reduce staff private vehicle trips by 10 percentage points is identified. The baseline modal splits and Year 1, 3 and 5 targets are presented in **Table 6**.

Mode of Travel	Indicative Baseline	Year 1 Target	Year 3 Target	Year 5 Target
Car	53.4%	50.4%	46.4%	43.4%
Walk	10%	11%	11.5%	12%
Cycle	6.9%	7.4%	8.15%	8.9%
Bus/Train	11.6%	12.6%	14.6%	15.6%
Academy Bus	6.9%	7.4%	8.15%	8.9%
Taxi	1.1%	1.1%	1.1%	1.1%
Other	9.3%	9.3%	9.3%	9.3%

Table 6: Indicative Baseline Splits and TP Targets – Staff

5.9 As the modal split for pupils is already considered very sustainable, with only 8% of pupils commuting to school by private car, this TP aims to maintain the existing splits as the school expands. Therefore, the TP will promote active and sustainable travel modes, whilst not actively targeting a reduction in private vehicle trips. Nonetheless, any further reduction will be considered beneficial for the school TP and local road network.

- 5.10 It is proposed that to determine the ‘actual’ travel patterns, surveys would be completed within 3 months of first phase of the 8FE expansion opening. This would enable a sufficient sample size whilst also providing the opportunity to embed the residential TP before the next phase of the expansion.
- 5.11 Once the ‘actual’ baseline modal splits have been established following opening of the expansion, the Travel Plan Coordinator (TPC) and WC Travel Plan Officer (TPO) should discuss the acceptability of the indicative staff modal share targets presented in **Table 6** and the outlined aims for maintaining pupil modal splits.

Travel Plan Targets

- 5.12 To enable the progression and assessment of the success of the travel plan, it is key that SMART targets (Specific, Measurable, Achievable, Realistic and Time-bound) are implemented.
- 5.13 This Travel Plan proposes three targets which should be met over the lifetime of the TP, which we would expect to be implemented for the 8FE school expansion. These aims are set out in **Table 7** and represent the overarching goals of this TP.

Target	Timescale
Decrease the proportion of staff journeys made by private vehicles by 7% / 10%	End of Year 3 / Year 5
Increase the proportion of trips made by active modes (walking/cycling) by 7% / 10%	End of Year 3 / Year 5
Maintain or reduce the existing private vehicle modal split for pupils	All Years of TP

Table 7: Travel Plan Targets

- 5.14 The suitability of the TP targets and the lifetime of the TP have been assessed further in the subsequent sections of this report.

6. TRAVEL PLAN STRATEGY

- 6.1 A Travel Plan is a useful tool produced to encourage staff and students to use alternative modes of transport to private vehicle journeys. The following provides a summary of the measures available to target users of the development school.

Measures Package

- 6.2 The following section proposes a package of soft measures to be implemented and refined by the TPC over the lifetime of the TP. The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy.

Key Stages: Preliminary

- 6.3 In order to meet the objectives of the TP it is essential that a number of tasks are completed prior to the first occupation, as outlined within the site's Action Plan (**Appendix D**). These include:
- Appoint a Travel Plan Coordinator (appointed member of the school staff)
 - Set up the Travel Plan webpage
 - Produce Staff Welcome Pack for new staff including:
 - Walking and cycling routes;
 - Bus stop locations, prices and times;
 - Rail Station information;
 - Electric charging information;
 - Car sharing information and benefits; and
 - Details of the TPC.

Key Stages: Five Years Following Completion of Expansion

- 6.4 It is proposed that the TP period would become fully active upon completion of the proposed expansion, and subsequent phase 1 of its opening, and would remain active for 5 years following that date. After the 5 years of official monitoring has ended and WC have signed off the TP, the TP measures would continue to be promoted by the school as part of ongoing work to encourage travel to the school by sustainable modes.
- 6.5 During these five years, the Action Plan outlined in this TP would evolve to reflect the needs of the staff and students. Such measures would be determined by the TPC in dialogue with staff, students, parents and visitors of the school, Wiltshire Council, school governors and other key players as necessary. These measures are discussed in further detail in the remainder of this section and are included in the Action Plan which is included in **Appendix D**.

Modal Measures: Walking and Cycling

- 6.6 This TP has summarised the local walking and cycle networks and the facilities which this TP would promote to staff and students. These will be detailed to staff, parents and students in posters displayed on internal travel boards within the school, as well as information being available on the school's website/intranet.
- 6.7 The accessibility review and baseline modal splits indicate that walking is a key travel mode for existing students (58% walk) due to well-lit, wide footways, the nearby residential area and a number of facilities and amenities within reasonable proximity to the school. Walking is the third most utilised travel mode by staff at 10%.
- 6.8 Secure covered cycle storage will be provided for students, staff and visitors to encourage cycling to and from the school. The provision will be a significant increase and improvement upon the existing and staff and students will be made aware of this provision upon its installation.
- 6.9 Whilst the baseline modal splits do not indicate that cycling is a key travel mode for existing staff and students, it is hoped that the proposed increase in cycle storage and promotion of cycling within the TPC materials will help this become a more favourable travel mode.
- 6.10 The TPC would continue to work with walking and cycling campaigns and support local and national campaigns and events (i.e. Cycle to Work Day, Walk to School Week, Sustrans Big Walk & Wheel, and local bike doctor events). The TPC materials will promote local walking and cycling routes to encourage increased uptake of walking and cycling as part of healthy lifestyle practices. The school would not be limited to local/national campaigns and would also explore their own campaigns, such as a cycle/walk reward scheme, or their own cycle/walk to school week.
- 6.11 The TPC will promote free health apps including (but not limited to) NHS Better Health, Map My Walk, Strava and Footpath Route Planner to help encourage active travel, particularly for staff members.

Modal Measures: Public Transport

- 6.12 The baseline modal splits indicate that 11.6% of existing staff and 6% of students travel to work by public bus or train, and 6.9% of staff and 25% of students utilise the Academy bus (free for pupils within catchment). Therefore, it is considered that the development provides an opportunity to promote bus travel as an alternative mode.

- 6.13 The attractiveness of the bus services, particularly those from 'Sarum Academy' bus stop would be supported and promoted through tailored promotions.
- 6.14 Maximising staff and student use of public transport would also be supported through highlighting costs and benefits in comparison to single occupancy vehicle use through the use of the travel information posters and webpage. Where possible, the school would use public transport for school trips and could introduce its own 'catch the bus week'. The school would promote responsible behaviour on public transport.
- 6.15 The TPC will promote rail services from Salisbury Railway Station as well as the potential link-trip afforded by the frequent R1 bus service which operates between the station and 'Sarum Academy' bus stop, taking just 25 minutes. The opportunity to utilise rail services will be aimed at staff, as there are no other rail services located within the school's catchment.

Modal Measures: Car Sharing

- 6.16 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing staff or student interaction and creating a sense of community.
- 6.17 Liftshare is a well-established scheme and would be promoted to staff through the travel posters and webpage to help them find potential lift sharing partners in the local area. Similarly, if enough interest is gained and based on the practicality of organising routes, the school would look to run its own carshare scheme, which would be promoted to staff.
- 6.18 The TPC will also look to promote the savings brought about through car sharing.

Modal Measures: Car Clubs

- 6.19 Car clubs are a great option for those individuals who may require access to a car, on occasion, but don't want the hassle or expense of running their own vehicle or a second vehicle. These are basically hire vehicles, that you can use from one hour and are located either in private car parks or on-street and available for car club members to hire, when they need them.

Modal Measures: Sustainable Private Vehicle Use

- 6.20 On occasions when single occupancy vehicle use is unavoidable or where alternative travel options are significantly limited in comparison, opportunities to promote sustainable driving practices would be promoted. This would include eco-driving practices and anti-idling.

- 6.21 A wider network of electric charging points is being explored across the County, encouraging the greater uptake of electric and hybrid vehicles. The TPC would promote electric charging infrastructure both on and off-site.
- 6.22 Promotion of both electric and hybrid vehicles is becoming a key aspect of sustainable travel, and with Government grants available, this would be promoted as part of the TPC, where appropriate.

Modal Measures: Other Modes

- 6.23 Should monitoring exercises and communication with staff and students identify a strong interest in other travel modes (such as motorcycle/taxi), measures (and associated targets) will be explored by the TPC through dialogue with the relevant groups/individuals such as operators and the WC Travel Plan Officer.

Personalised Travel Planning

- 6.24 Staff and students will be offered free personalised Travel Planning advice as part of the TPC works. This will be provided by the TPC and will inform staff and students on how they can travel to school more sustainably in support of achieving the longer-term targets for the school. The literature provided will contain up to date information regarding public transport facilities, walking and cycling routes within the local area.

Marketing and Communication - Travel Plan Webpage and Posters

- 6.25 To ensure the ongoing promotion of the Travel Plan to staff and students, over its life a number of marketing and communication elements would be implemented. This information would also be shared with parents at induction.
- 6.26 Firstly, a dedicated Travel Plan webpage will be created on the school's existing website, which will provide residents with up to date information and latest changes to travel services, news and events. This would be reviewed biannually and updated as required, to ensure the latest travel information is suitably reflected. The provision of this webpage also allows parents to view the travel information, which is crucial as they ultimately assist in how students travel to school.
- 6.27 The TPC would also produce biannual posters to be displayed on internal travel boards for the five years of the Travel Plan, providing staff and students with updated sustainable travel information, details of any national events and offer personalised travel planning information.

Visitors and Deliveries

- 6.28 As well as co-ordinating the promotion and practice of sustainable travel with the wider local community, the TP should be encouraging and extending sustainable travel opportunities to any visitors travelling to and from the school. Staff and students having positive sustainable travel experiences should have a knock-on effect to visitors.

7. IMPLEMENTATION AND MONITORING

Implementation

- 7.1 The Travel Plan would be secured through a Section 106 agreement, which would confirm the proposed measures as well as any monitoring costs, required by WC.

Travel Plan Coordinator

- 7.2 This section covers the implementation and monitoring of the school. The TPC position would be part-time over the life of the TP which at this stage is anticipated to be the Preliminary period followed by five years of full implementation, beginning upon the completion of the proposed 8 FE expansion.
- 7.3 The TPC role and contact details will be finalised with WC prior to occupation and following their appointment by the school. This is however anticipated to remain a staff member on the site. The TPC would be responsible for the day-to-day implementation and monitoring of the TP to ensure targets are met.
- 7.4 More specifically, the role of the TPC requires:
- Overseeing the development and implementation of the TP and maintaining support:
 - Liaising with public transport operators, local interest groups, WC:
 - Designing and implementing an effective marketing strategy and raising awareness:
 - Acting as the point of call for all TP enquiries: and
 - Co-ordinating the monitoring and evaluation programme for the TP including organisation of surveys.

Surveys and Feedback

- 7.5 It is important that a consistent approach to data collection and feedback is implemented in order to ensure that the following outcomes are delivered:
- Collect a representative and informative data account in accordance with the development timescales:
 - Develop an accurate understanding of local travel modal shares, perceptions and influencing factors:
 - Adoption of the TP by staff and students beyond the TP's active period: and
 - The successful delivery of the TP in co-ordination with other local developments and communities.

Monitoring

- 7.6 This TP's approach to monitoring acknowledges the above requirements and is based on our experience of being TPC's on a number of sites within Wiltshire.
- 7.7 The resultant monitoring structure for the TP is therefore set out within **Table 8** and summarised in the subsequent paragraphs.

Preliminary Period	End of Year 1	End of Year 2	End of Year 3	End of Year 4	End of Year 5
Staff/Student Questionnaire	Staff/Student Questionnaire	Staff/Student Questionnaire	Staff/Student Questionnaire	Staff/Student Questionnaire	Staff/Student Questionnaire

Table 8: Monitoring Strategy

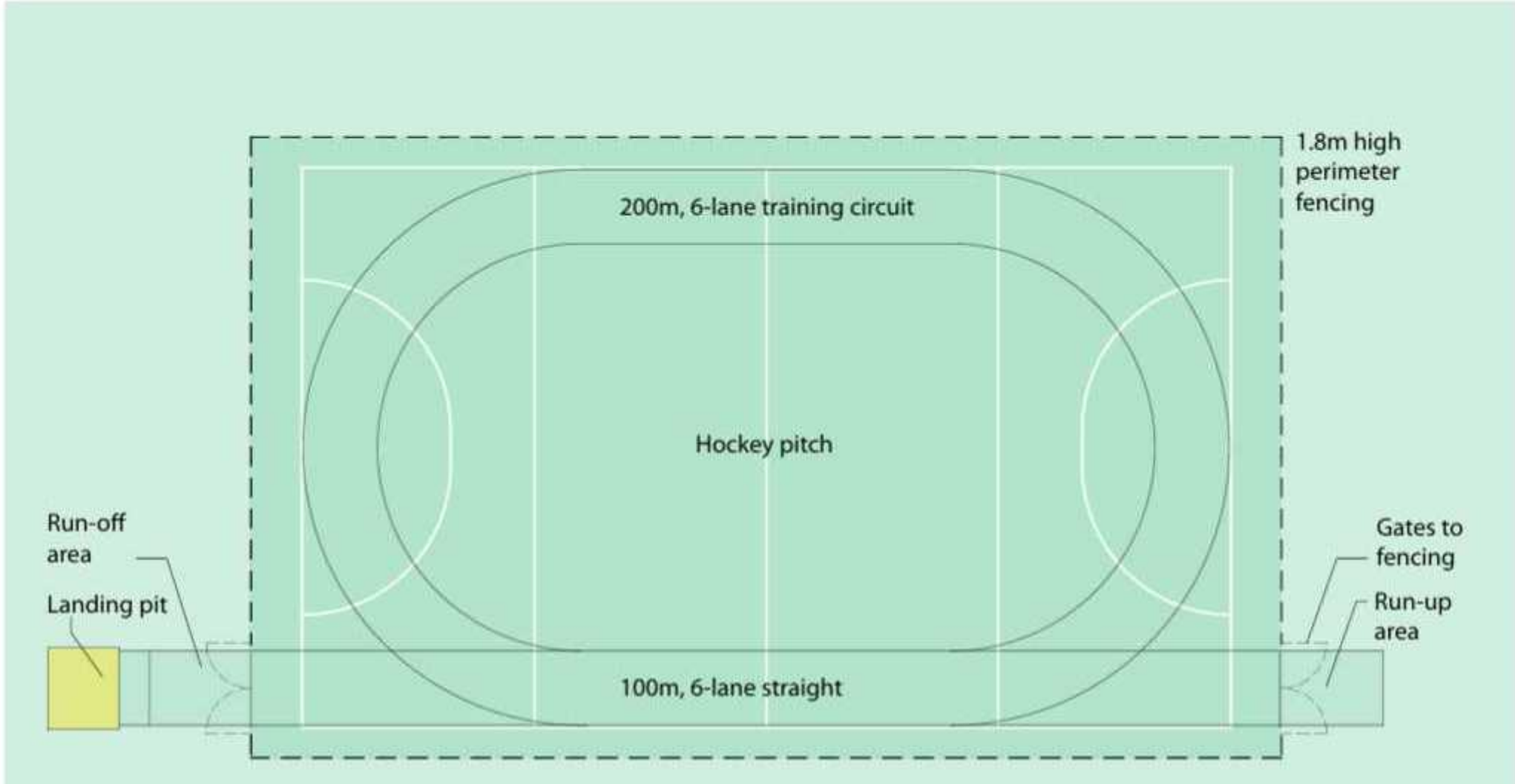
- 7.8 The questionnaires issued at the end of the preliminary period would provide an updated overview of the current travel habits of staff and students. If found to differ considerably to the modal splits utilised as the baseline from the 2011 surveys, the TP targets will be reviewed and discussed with WC, as appropriate.
- 7.9 A staff/student questionnaire is proposed to be undertaken annually and would be conducted at the start of every school year. The questionnaire would be conducted as a hands up survey, with the same questions asked each year for continuity and comparability of results. A more detailed questionnaire would be utilised for staff travel to help understand their travel choices more and determine what could support a shift to more sustainable travel modes, and this would be distributed via email.
- 7.10 The results of the survey will be available for staff and students to view on the school's dedicated Travel Plan webpage and also included within posters, when appropriate.
- 7.11 An annual monitoring/progress report will be produced and submitted to WC within 3 months of surveys taking place. This report will outline how the TP has been implemented for the year, along with a presentation of any survey results, analysis of the responses and information of measures implemented. The report will then conclude with an outline of the future monitoring strategy and a confirmation of targets and revisions where necessary/applicable.

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)

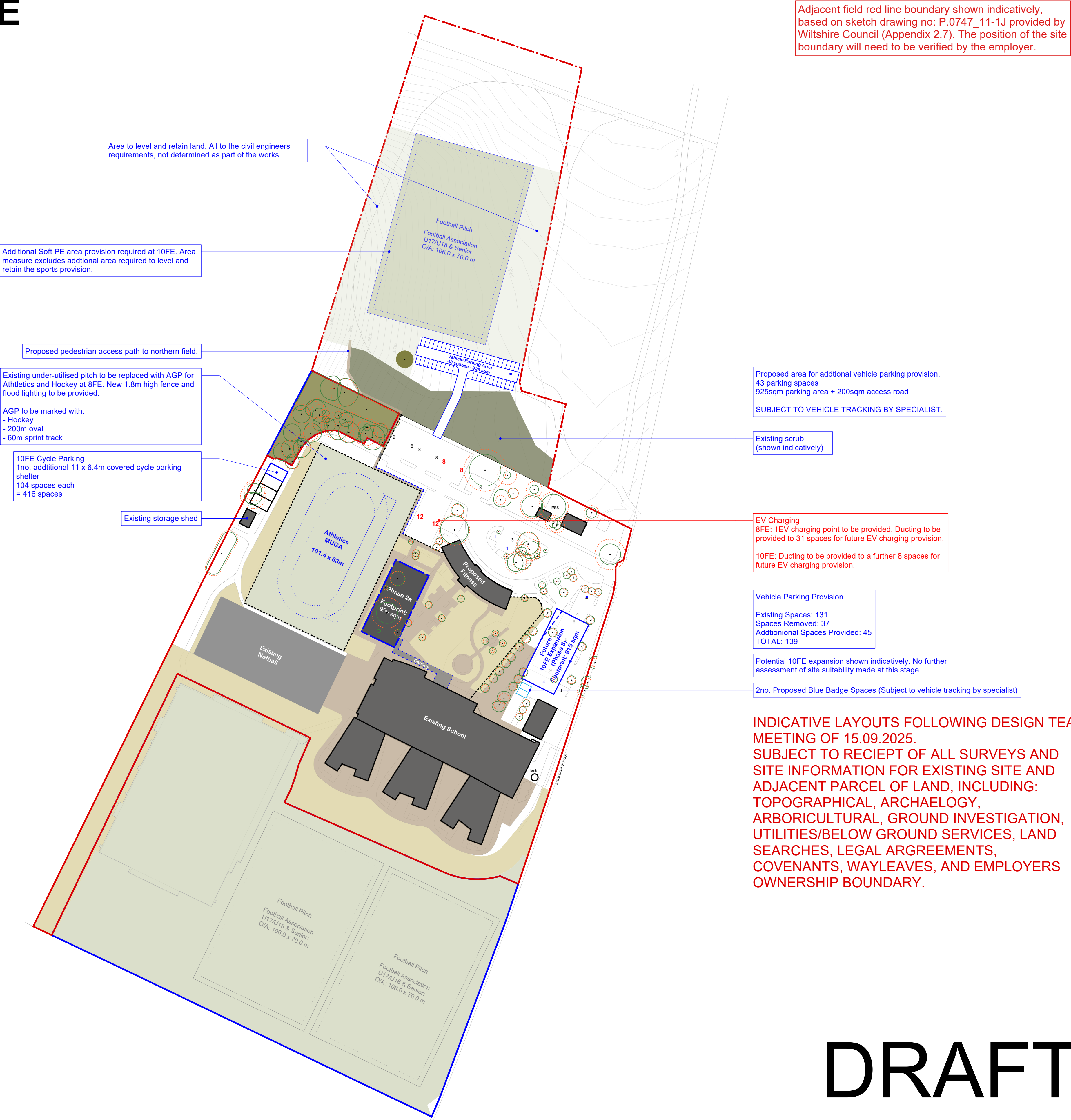
EV Charging
8FE: 1EV charging point to be provided. Ducting to be provided to 31 spaces for future EV charging provision.
10FE: Ducting to be provided to a further 8 spaces for future EV charging provision.

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.

DRAFT

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

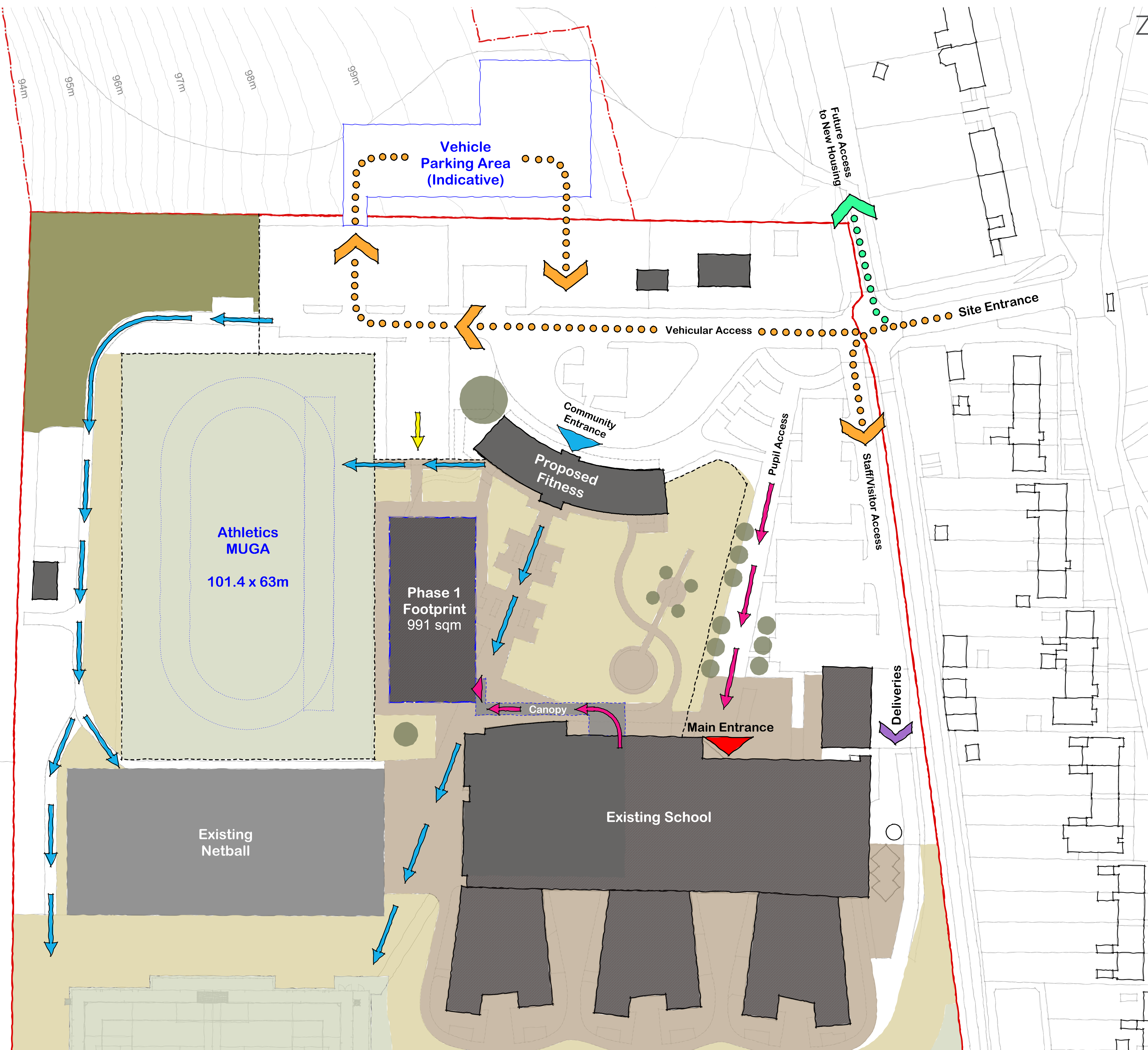
SITE AREA
Existing Site Area: 81,667 sqm (**BB103 = 87,750 sqm**)
Proposed Additional Site Area: 24,879 sqm
Total (Gross) Site Area: 106,546 sqm

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

DRAFT

Appendix C



- ACCESS STRATEGY KEY**
- Staff, Visitor and Community Vehicular Access
 - Future Access to New Housing
 - Deliveries
 - Community Entrance
 - Community and School Pedestrian Access to Sports Facilities
 - Main School Entrance
 - Staff and Pupil Pedestrian Access
 - Maintenance/Fire Access
 - Potential Area of School to be Closed Down in the Evenings
- SITE AREA**
- Existing Site Area
 - Proposed Additional Site Area

#	Date	Revision Note
P01.01	07/04/2025	Updated to suit the school's comments following CEM 03 (02.04.2025).
P02	07/07/2025	Updated to reflect RIBA Stage 1 feasibility and CEM process.
P03	09/07/2025	Updated to show circular vehicular flow following CEM. Fence shown.

DRAFT

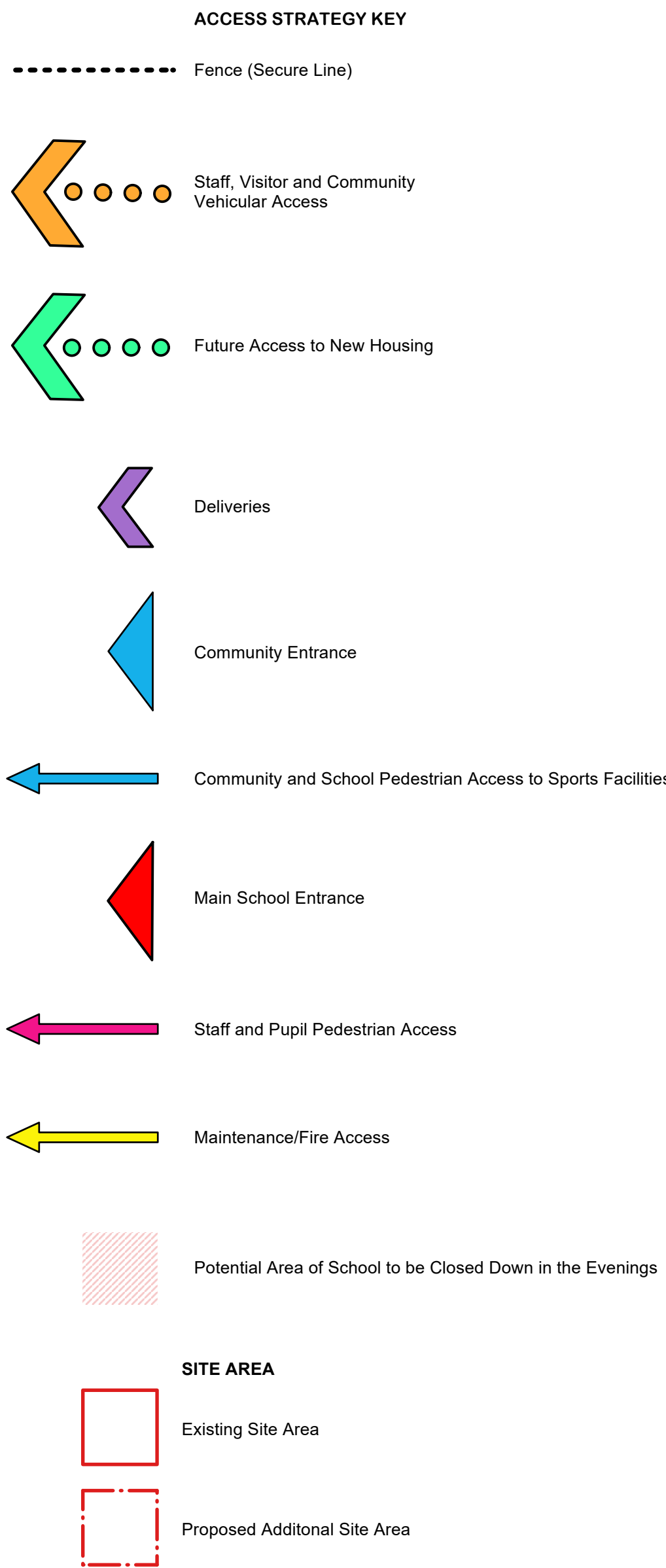
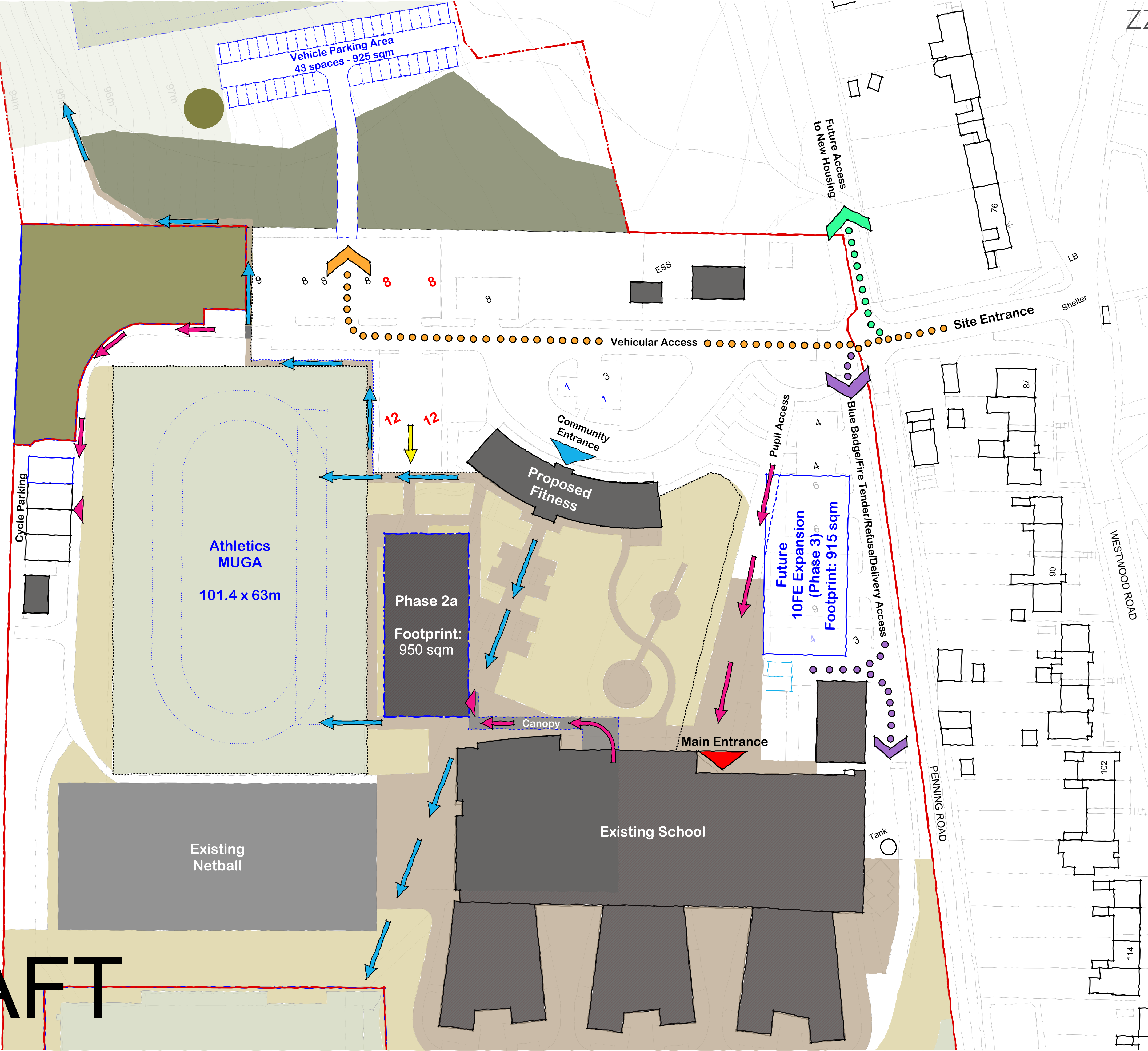
FENCING STRATEGY TO NORTHERN FIELD TO BE DETERMINED BY THE LANDSCAPE ARCHITECT

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

DRAFT

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

SARUM ACADEMY, SALISBURY

TRAVEL PLAN ACTION PLAN



Actions	Responsibility	Timescale
TPC to contact WC and agree targets, monitoring and confirm Action Plan	Wiltshire Council/TPC	Three months prior to new expansion completion
Develop webpage	TPC	Prior to completion
Determine communication strategy inc. posters	TPC	Prior to completion
Travel Plan 'logo' and branding to be established	TPC	Prior to completion
Prepare TP action database for logging/recording: Action Plans, Personal Travel Planning, Assistance/Communication, Local Key	TPC	Prior to completion
Players Contact Details, Survey Responses	TPC	Prior to completion
Liaison with the staff and students to introduce TP	TPC	Prior to completion
Monitoring Stages - Surveys and Feedback		
End of Preliminary Phase Report and revise targets where necessary	TPC/WC	End of Preliminary Phase

Actions	Responsibility	Timescale
Personal Travel Planning (General TPC Activities)		
Liaison with staff re: PTP	TPC	Ongoing
Promote sustainable routes to school	TPC	Ongoing
Promote car sharing	TPC	Ongoing
Maintain dialogue with local public transport service operators for service changes and promotions	TPC	Ongoing
Keep up to date on local walking, cycling, public transport and car-sharing initiatives	TPC	Ongoing
Promote local area key facilities, including walking and cycling routes/access points	TPC	Ongoing
Cooperation and coordination with local, regional and national campaigns and events	TPC	Ongoing
Promote Bike Week and local cycling routes	TPC	Ongoing
Promote car sharing schemes such as Liftshare	TPC	Ongoing
Provision of information on local road network routes, cost comparison tables, fuel efficiency practices and fuel efficient vehicles and local electric vehicle charger provision	TPC	Ongoing
Marketing and Communications		
Posters	TPC	Biannually
Website	TPC	Minimum of 2 updates per year
Monitoring Stages - Surveys and Feedback		
Progress Review/Liaison with WC	TPC	Annually
Staff/Student Survey	TPC	Annually

Project Details	
Scheme	Sarum Academy, Salisbury
Consent Date	TBC
Completion Target	TBC
Applicant	Wiltshire Council
Local Authority	Wiltshire Council
LA Travel Plan Officer	TBC
Travel Plan Author	EKE
Travel Plan Co-ordinator	TBC

Version	Date	TPC Author	Comment
1	Jan-26	EKE	