



Active
Travel
England

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Your Ref: PL/2026/00589
Our Ref: ATE ATE/26/00259/HYB
Date: 10/04/2026

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Spatial Planning Service, Active Travel England

To: Georgina Wright - Wiltshire Council

Application Ref: **PL/2026/00589**

Site Address: **SARUM ACADEMY, WESTWOOD ROAD, BEMERTON HEATH,
SALISBURY, SP2 9HS**

Description of development: ***Hybrid application for a 10FE (Form Entry) school: full planning permission is sought for the works required to expand the school to 8FE, and outline planning permission (for access, scale and layout, with all other matters reserved e.g. internal layout, appearance and landscaping) is sought for the works to further expand the school from 8FE to 10FE.***

Notice is hereby given that Active Travel England's formal recommendation is as follows:

Deferral: ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.

1.0 Background and Summary

Active Travel England (ATE) acknowledges another opportunity to comment on the ATE/26/00259/HYB planning application. **However, no new documents affecting ATE's position on this application have been submitted for this consultation and ATE therefore directs the LPA and Applicant towards the previous response issued, which can be found below.** ATE is unable to support the application at this stage as further information, clarification and revisions are required to address the shortcomings identified in relation to trip generation, accessibility, active travel infrastructure and cycle parking.

2.0 Trip Generation, Assignment & Mode shares

Rating: AREA OF CONCERN > MORE INFORMATION REQUIRED

The Applicant has presented separate data for pupils and staff, which has been derived from the school's original 2011 Travel Plan and TRICS data. The Applicant has recognised that 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. However, ATE instructs that using a 15-year-old data does not reflect present infrastructure provision on site and does not account for any changes in behaviour in the last 15 years. While the 2011 survey data and TRICS can form a part of the analysis, ATE requests that the Applicant supplies the analysis with newer (e.g., NTS) data. The results need to:

- Be split between pupils and staff
- Represent daily trips
- Distinguish between modes

The car reliance of staff members (53.4%) is particularly concerning and the ATE would expect greater measures from the Applicant to promote sustainable means of transport beyond a 10% decrease in car use target. This includes greater measures for encouraging cycling and public transport use that go beyond information provision, promotion or campaigns, including but not limited to:

- Details of high-quality cycle infrastructure on site:
 - o Covered, secure cycle parking with CCTV with direct access from site entrance
 - o Showers, lockers, and changing facilities so staff can arrive comfortably
 - o Ancillary features like tool stations, bike pumps or e-bike charging points
- Financial incentives:
 - o Subsidised or discounted bus passes for staff
 - o Cycle-to-Work schemes, salary-sacrifice bike purchases, or e-bike leasing

3.0 Off Site Infrastructure

Rating: AREA OF CONCERN > CONDITION/CONTRIBUTION RECOMMENDED

ATE acknowledges the route descriptions in the TA 4.2-4.20, but highlights they do not contain sufficient information whether these routes are safe, direct, convenient and accessible for people of all abilities (paragraph 82 of the National Design Guide) or coherent, direct, safe, comfortable and attractive (core design principles in LTN 1/20).

While route photographs from the site visit already provide a sense of infrastructure quality, ATE requests that the Applicant examines the routes for policy compliance, especially considering issues with site entry as discussed below.

Walking

ATE instructs that current access to school is not acceptable in accessibility terms, which is concerning given the school's SEND provision (TA 5.7) and the popularity of walking to school among pupils (58% in TA Table 5). ATE notes the issues with gradients in the area, with gradients of 4.16% and 5.03% on the school's southern approach. Please refer to the diagram below for the major identified issues.



Residential areas north of the site: The new Persimmon development will have a positive influence on the neighbourhood permeability towards the north, clearing a simpler, more intuitive route. At the moment, these neighbourhoods can be accessed with Rambridge Crescent and Lambert Drive. Poorly sealed surfaces near the school access, missing tactile paving at boths Rambridge Cres/Westwood Rd junctions. Access via the path between Shropshire CI is unlit. Rest of the route is good quality, but side road crossings frequently lack tactile paving. The link between Ramleaze Dr and Lamber Dr has no passive surveillance.

Residential areas along Wilton Road – access around Westwood Road: Surfaces are very poorly sealed and cracked on the southern side of Westwood Road. Narrow pinch points (>1m) along the route, together with frequently missing tactile paving and/or dropped kerbs (Rowan Close, Pinewood Way on both ends). The stretch of Westwood Road going into the wood has likely insufficient lighting provision.

Alternative access through Bemerton Foly is possible, but footpath SALS33 is narrow and poorly surfaced (TA Photograph 7).

Cycling

Salisbury station and town centre via NCN24: Route via 30 mph roads, which may exclude some potential users or generate safety concerns (LTN 1/20 Table Figure 4.1). There is no crossing to access the shared footbridge through Wilton Road. Cyclists crossing Wilton Road as a regular junction will be passing 15,071 vpd traffic, which generates the SA01: Conflict at side roads and priority junctions critical issue. Some surface and maintenance defects throughout the route, with Skew Bridge Road being most affected.

Public transport

The Sarum Academy southbound bus stop features shelter, seating and real-time passenger information. However, the northbound bus stop does not have any of the listed infrastructure.

Off-site improvements

ATE acknowledges the proposed St Peters Place Tertiary Access Design (S/2012/0814 TA), which influences the current access to school. However, it does not address any of the issues identifies by ATE. ATE requests that the Applicant liaises with the LHA to explore opportunities to make the following improvements to school access:

- Tactile paving provision on the zebra crossing Guidance on the Use of Tactile Paving Surfaces, Figure 3A) or providing two uncontrolled crossings at Wetwood Road and Penning Road junctions instead of the zebra (MfS, 6.3.12).
- Footway widening to 2 m between the zebra crossing and the northbound bus stop (Inclusive Mobility, 4.2)
- Sealing the surfaces near the postbox
- Safe and appropriate crossing provision through Westwood Road that does not interfere with bus movement (e.g, by evening parts of the unused bus bays to footway level)
- Ramp provision (Inclusive Mobility 5.2) and chicane removal (MfS, 5.10) on the footpath between Westwood Road and Pinewood Close
- Northbound bus stop upgrades to match the southbound bus stop (LTN 1.24, 6.10).

4.0 Masterplanning and Permeability

Rating: PASS

Layout is largely dictated by the location of existing buildings. Pedestrian access is direct with no major issues on-site. For comments on cycle store's location, see below.

5.0 On-Site Facilities

Rating: MORE INFORMATION REQUIRED

The Applicant has committed to a level of provision with local standards and LTN 1/20 in TA 5.36. However, ATE would request more details at this stage, including:

Location: In the proposed site access strategy, cycle parking is located west of the athletics MUGA (drawing ZZ-XX-SK-A-90-0026 P04), while in the DAS p. 15 it is located at site entrance. ATE requests that the Applicant clarifies the location of the cycle parking. ATE instructs that the latter location is preferred due to direct access and visibility.

Details: ATE requests that details of accessibility, parking types and dimensions, security arrangements or lighting as appropriate are provided.

Staff facilities: ATE requests that the Applicant commits to showers, lockers, and changing facilities for staff with longer cycle commutes (LTN 1/20, 11.7.2). These may be provided as part of one of the refurbished buildings near the proposed cycle store, for example Block 4593/the Fitness building. Staff facilities need to be separate from student facilities.

6.0 Next Steps

ATE requests that the local planning authority shares this correspondence with the applicant and their agents. ATE would welcome the opportunity to review further submitted information to help address the identified deficiencies as detailed above, with a view to providing a further response and recommended conditions.