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traffic engineering and transport planning

Coomber Associates Limited

Proposed Salisbury Sixth Form College Extension

Travel Plan

June 2026

Armstrong House,
The Flemingate Centre,
Beverley,
HU17 0NW

01482 679 911
info@ltp.co.uk
www.local-transport-projects.co.uk

Registered No. 5295328

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Client Commission			
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LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

Team Member	LTP Designation	Qualifications
Steven Windass	*Technical Director*	*BSc(Hons) MSc(Eng) CEng FIHE MCIHT*
Annabel Stephenson-Carrick	*Principal Transport Planner*	*BSc(Hons) EngTech MIHE MCIHT fCMgr*
Tom Farniss	*Transport Planner*	*BSc(Hons)*

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PROPOSED SALISBURY SIXTH FORM COLLEGE EXTENSION

TRAVEL PLAN

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1. INTRODUCTION

1.1 Background

1.1.1 Local Transport Projects Ltd (LTP) has been commissioned to produce a Travel Plan (TP) in support of a planning application for the proposed extension of the existing Salisbury Sixth Form College, situated on Tollgate Road in Salisbury, Wiltshire. This TP provides a strategy for encouraging sustainable travel at the site, including walking, cycling, car share and public transport. A plan of the proposed site layout is attached as Appendix 1.

1.1.2 The local planning and highway authority for the site is Wiltshire Council (WC).

1.2 Pre-Application Feedback

1.2.1 Pre-application feedback has been obtained from WC Highways, which is reproduced in full below. A note alongside each comment raised indicates where within the report the comment has been addressed.

"Policies CP60 to CP64 set the transport and accessibility framework for development in Wiltshire. Proposals must provide safe and suitable access for all users and should not have a severe impact on the transport network." **(See Section 3)**

"Core Policy 60 seeks to help reduce the need to travel, particularly by car, and support and encourage the sustainable, safe and efficient movement of people and good within and through Wiltshire through a series of initiatives and together with Core Policy 62 seeks to mitigate any adverse impact on the transport network on transport users, local communities and the environment.

Core Policy 61 also requires 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 and requires proposals to demonstrate that the proposal is capable of being served by safe access to the highway network and states in the supporting text that transport impacts of new developments need to be assessed and connection to the highway should be safe for all road users." **(See Section 7)**

"The National Design Guide is in the process of being updated, but the 'ten characteristics' in the current National Design Guide (Ministry of Housing, Communities & Local Government September 2019) and Building for a Healthy Life (Homes England 2020) both referenced in the current NPPF emphasise the importance of facilitating walking, cycling and public transport for development to be sustainable.

Infrastructure should be delivered to the standards set out in Local Transport Note 1/20 Cycle Infrastructure Design (LTN 1/20) published by the DfT in July 2020)." **(See Sections 1.8 and 3.2)**

"The highways authority has advised that the means of access serving the site from Tollgate Road for vehicles and pedestrians will remain unchanged, and the form of access is considered acceptable for the increased use that would be generated.

Wiltshire's Car Parking Standards requires sufficient car parking to be provided.

The supporting text to Core Policy 64 refers to a parking study, commissioned by the council in January 2010, which included a comprehensive review of parking standards, charges and policy within both the plan area and neighbouring areas. The reviewed LTP3 Car Parking Strategy was adopted by the council in March 2015 and includes policy PS4 – non-residential parking standards.

Policy PS4 - 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 (Blue Badge) 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. The actual parking provision for developments will be negotiated between the council and developers taking account of a range of issues including the accessibility of the development, mix of land uses, ancillary uses, scale of development, approach to design, availability of and opportunities for public transport use, local car ownership levels and opportunities for sharing parking.

Parking standards are set out in the Wiltshire Local Transport Plan 2011-2026 – Car Parking Strategy.

The highways authority has provided the following advice on parking requirements:

With regard to the Option 1 proposal, for infill extensions and internal alterations, the revised layout would provide for a total of 41 parking, including retaining the 2 disabled spaces. This would achieve an increase in 9 parking spaces, including the reorientation of the parking spaces on the east side of the car parking area.

The Option 2 proposal, for a new two storey classroom block, would result in the loss of existing car parking at the southern end of the site to facilitate the new building. The existing car parking would be reorganised to provide perpendicular parking on the east side, but the total parking provision on the site would be reduced by one space to a total of 31 spaces, including the retained disabled spaces.

The pre-application statement has not provided any detail of the number of additional staff that would be proposed, and therefore a full assessment of the additional car parking requirement has not been possible.

However, if it were to be based on an additional teaching member of staff per classroom, a likely minimum parking requirement of 10 to 11 spaces should be sought." **(See Section 1.8)**

"The car parking spaces, in accordance with the current adopted Car Parking Standards, require parking space dimensions of 4.8m x 2.4m, however emerging standards require spaces of a minimum of 2.5m by 5m. An aisle width of 6m is also required behind a parking space to enable vehicles to manoeuvre, which is noted to be achievable with the layouts proposed due to the removal of a footpath which currently runs behind the eastern parking area." **(See Section 1.9)**

"Having regard to the two development proposals options, only Option 1 could be considered acceptable, on the basis that additional provision for parking could be achieved to accommodate the increased number of staff and students.

The principle of additional classrooms and ancillary rooms, under Option 1, is generally acceptable, however, further details of the staffing numbers is required to be provided to properly assess the parking requirements for the increased number of staff and students". **(See Section 1.7)**

"As currently proposed, the revised parking layout removes part of the gated tarmac pedestrian pathway/fencing linking Tollgate Road and Marina Road, along the eastern boundary of the site. As this then makes the pathway either side of the revised parking spaces redundant, this leaves potential for additional parking to be created through removal of the path/fencing in its entirety (marked in orange) to provide sufficient parking in accordance with Wiltshire standards." **(See Section 1.8)**

"The gated link through to Marina Road could still be retained/referenced in an updated travel plan to ensure pedestrian connectivity of the site and encourage walking to college (the travel plan submitted with the original application envisaged that the great majority of students would live within the city of Salisbury, i.e. within 1.6km, and could travel to the college each day on foot)." **(See Section 1.6)**

"In addition to the need to provide EV charging as set out in the Air Quality SPD, the minimum cycle parking standards will also apply and are included at appendix 4 of the Cycling Strategy and are as follows:

Land Use	Area	Minimum Cycle Parking Standards
D1 Education establishments (Including primary, secondary and colleges of further education, crèches and nurseries)	Principal Settlements and Market Towns	1 covered space per 10 staff. +1 visitor space per 45 pupils. +1 covered space per 5 pupils (Years 1-6) +1 covered space per 3 pupils (Years 7+)
	All other areas	1 covered space per 12 staff

Source: WC, 2014

The highways authority has noted that the proposals have not included any provision for cycle parking/storage, and given the increase in staff and students, adequate provision for cyclists should be accommodated within the scheme.

In line with the above standards, the proposed increase in staff and students would require the provision of 23 spaces, which should be covered and secure. Details of how this will be accommodated within the scheme will need to be submitted.

Details of cycle parking in accordance with these standards to provide sustainable options for travel should be included with an application." **(See Section 1.8)**

"The original consent included a Travel Plan and the highways authority has also advised an updated School Travel Plan should be included with an application:

School Travel Plan

The Council's School Travel Plan Advisor has commented on the proposals and advises that an updated Travel Plan should accompany the application.

It is noted that the most recent travel plan is dated 2014 and since this time the numbers on roll have increased and it is proposed, through the development, to increase them further.

The plan should set out how pupils are currently travelling to school and how it is proposed the manage the travel impact of the increase in numbers, particularly bearing mind that although the 2014 travel plan states the catchment is largely local, our data show average journey length is in excess of six miles. It should also be borne in mind that for sixth-form pupils there is a cost to education transport." **(See Section 5.1)**

1.3 Scope

1.3.1 This report is written in accordance with the Government's *'National Planning Policy Framework'* (MHCLG, 2024) and *'Planning Practice Guidance'* (MHCLG, 2014), with the scope outlined below:

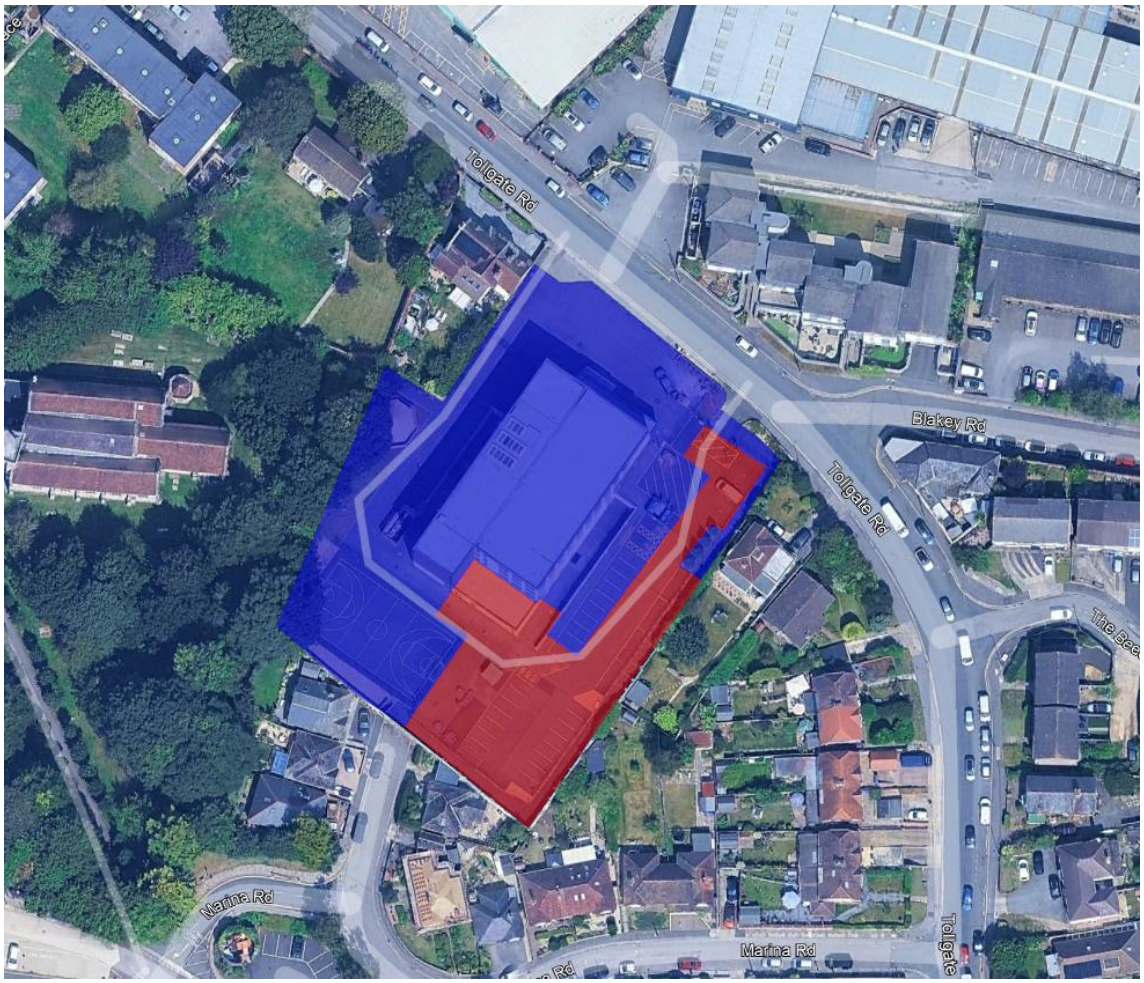
- ***Background:***
  - Introduction to the Travel Plan, the proposals and the relevant planning history;
  - Determine the benefits that a successful Travel Plan can achieve, relative to students, staff, visitors, the local community and the developer;
  - Outline the relevant travel planning policy context, including the latest local and national travel planning guidance.
- Assess ***accessibility*** of the site by sustainable modes, including:
  - Walking;
  - Cycling;
  - Public Transport;
  - Car Sharing.
- Definition of the ***overall aim and objectives*** of the Travel Plan.
- Establish the expected ***baseline travel situation***.
- Set appropriate ***targets*** to minimise car journeys to/from the site, based on the expected baseline situation.
- Establish ***roles and responsibilities*** for implementing the Travel Plan, including the role of the Travel Plan Co-ordinator and the overall responsibility for funding.
- Outline the Travel Plan Strategy and ***Action Plan***, which would include a range of measures for achieving the objectives, under the following headings:
  - Walking;
  - Cycling;
  - Public transport;
  - Car sharing;
  - Welcome Travel Pack.

- The Action Plan would also contain details on the ***funding and timescales*** for each of the proposed schemes.
- Outline the ***monitoring and evaluation strategy*** of the Travel Plan, to include annual surveying and other indicators.
- Establish ***intervention measures*** to be implemented if the review process identifies that the Travel Plan targets are not being achieved.

1.4 Site Location

1.4.1 Salisbury Sixth Form College is situated to the south-west of Tollgate Road in Salisbury, Wiltshire. The overall college site (shown in blue within Figure 1) is bound by Tollgate Road to the north-east and dwellings served by Tollgate Road and Marina Road to the south-east. Marina Road and dwellings served by it bound the site to the south-west, and St Martin's Church and a dwelling served via Tollgate Road bound the site to the west. The proposed extension is situated within the eastern area and south-east corner of the college site. The approximate location of the proposed extension of Salisbury Sixth Form College is shown in red within Figure 1 below.

Figure 1: Site Location



Map Data: Google, Airbus, Maxar Technologies © 2026

1.5 Planning History

1.5.1 A planning application (ref: 14/11997/FUL) was submitted in January 2015 and approved in August 2015 for the '*Demolition of existing building and erection of 6th form college building with access, parking and multi use games area*'. A Transport Assessment (TA) (IT, 2014a) and TP (IT, 2014bA) were submitted in support of the application.

1.6 Existing Site Operation

1.6.1 Salisbury Sixth Form College currently accommodates 460 students across Years 12 and 13, between the ages of 16 and 19 years old. There are currently 12 full-time staff and 46 part-time staff, equating to 33.3 Full-Time Equivalent (FTE) staff working at the site. The college also employs 10 part-time seasonal exam invigilators, with a FTE of 0 given the infrequent nature of their employment. The college day operates between 08:30 and 16:00 Monday to Friday, with extra-curricular activities taking place after the teaching day concludes.

1.6.2 The site is accessed via a simple priority T-junction connecting with Tollgate Road on the north-eastern boundary of the site. The access junction connects with a car park which accommodates 32 parking spaces, including 2 disabled bays and 2 Electric Vehicle (EV) charging bays.

Photo 1: Existing Site Access on Tollgate Road

1.6.3 A total of 38 cycle parking spaces are currently provided at the site in the form of '*Sheffield*' style cycle stands, situated to the west of the college building.

1.6.4 Coaches currently access the site via the forecourt area to the north-west of the college building. Refuse vehicles currently reverse into the site utilising the site access junction connecting with Tollgate Road, exiting in a forward gear upon completion of the collection. Delivery vehicles currently park on Tollgate Road along the site frontage.

1.6.5 Pedestrian and cycle access to the site is taken via Tollgate Road, both via the existing access junction and the forecourt. A secondary pedestrian access is provided via Marina Road within the south-western extents of the site.

1.7 Development Proposals & Access Arrangements

1.7.1 It is acknowledged that the pre-application feedback received from WC Highways discusses development options 1 and 2, however the scheme has since progressed to a final layout which has been assessed within this report.

1.7.2 Therefore, this report is based upon the proposals outlined on the site layout plan attached as Appendix 1. The proposals involve a 3-storey extension within the south-eastern extents of the existing college building, with a proposed Gross Floor Area (GFA) of 278m^2.

1.7.3 The total number of staff will increase from 33.6 FTE to 41.12 FTE as part of the proposals, an increase of almost 8 FTE staff. The number of students is proposed to increase to from 460 to 560, an increase of 100 students.

1.7.4 The site will continue to be accessed via the existing simple priority T-junction connecting with Tollgate Road on the north-eastern boundary of the site. Pedestrian and cycle access arrangements to the site will remain as existing.

1.7.5 The timings of the college day will remain as existing.

1.8 Proposed Parking Provision

Car Parking

1.8.1 The pre-application feedback from WC Highways references the local parking standards contained within the '*Wiltshire Local Transport Plan 2011-2026*' (WC, 2011). It is acknowledged that the '*Wiltshire Local Transport Plan 4*' (WC, 2025) has since been adopted, however no parking standards are contained within the document. Table 1 below outlines the required car parking provision based on the standards outlined in the '*Wiltshire Local Transport Plan 2011-2026*' (WC, 2011).

Table 1: Car Parking Requirements

Use	Parking Requirements	Required No. of Spaces
Staff	2 spaces per 3 staff	14 spaces
Visitors	1 space per 7 staff	6 spaces
Pupils	1 per 10 2nd year 6th formers	28 spaces*
TOTAL		**48 spaces**

*Assumes half of the pupils (280) are 2nd year students

1.8.2 Table 1 demonstrates that 48 car parking spaces are required at the site. The proposed development will increase the parking provision at the site by 12 spaces, to provide a total of 44 spaces at the site. Therefore, the proposed number of car parking spaces is in accordance with the parking requirements, as these are maximum standards.

1.8.3 However, the college operates a non-student parking policy in which students are not allowed to park at the site except for exceptional circumstances (e.g. to accommodate accessibility requirements). Students are instead required to park off-site or utilise the Petersfinger Park and Ride to access the site (PR15 service outlined within Section 3.3). The car park is for staff and visitor use only.

1.8.4 A snapshot parking survey of the existing Salisbury Form College car park was undertaken on Thursday 7th May at circa 11:00. The snapshot survey, which was undertaken at a time when staff would be on-site, demonstrated that 28 of the 32 parking spaces were occupied (84.4% total occupancy), which is largely commensurate with the number of staff currently driving to the site. Therefore, it is expected that the additional 6 staff who are expected to drive to the site upon completion of the extension would be suitably accommodated for within the reconfigured car park.

1.8.5 Furthermore, the Electric Vehicle (EV) charging provision at the site will be increased from 2 spaces to 9 spaces, therefore an increase of 7 EV charging bays.

Cycle Parking

1.8.6 The pre-application feedback from WC Highways references the local cycle parking standards contained within the '*Wiltshire Local Transport Plan 2011-2026'* (WC, 2011). WC Highways outline that *"the proposed increase in staff and students would require the provision of 23 spaces, which should be covered and secure".* As shown on the site layout plan attached as Appendix 1, a covered cycle store to accommodate the parking of 24 cycles will be provided at the site.

1.9 Swept Path Analysis

1.9.1 Swept path analysis has been undertaken to establish whether the vehicles expected to access/egress the site can suitably do so.

Refuse Vehicle

1.9.2 Swept path analysis of WC's refuse vehicle has been undertaken. The vehicle specification is commensurate with that utilised in the assessments within the approved TA (IT, 2014a) for the previous planning application for the site (ref: 14/11997/FUL) which was accepted by WC Highways.

1.9.3 Salisbury Sixth Form College has outlined that refuse vehicles currently reverse into the site access and exit in a forward gear. The existing refuse collection strategy will remain unchanged as part of the development, therefore this existing movement has been tested, which is attached as Appendix 2. The swept path analysis shows the suitability of this movement.

Car

1.9.4 A car has also been tested navigating the site access junction with Tollgate Road, with a number of car parking spaces within the site also tested, with the findings attached as Appendix 2. The swept path analysis demonstrates that a car can suitably navigate the site access junction and internal site layout.

Coach

1.9.5 It is understood that a coach currently accesses the site via the forecourt area to the west of the college building, and this movement will remain unchanged as part of the proposed extension. Coaches reverse into the forecourt area and exit in a forward gear. Swept path analysis is attached as Appendix 2 which demonstrates the suitability of this movement.

2. TRAVEL PLANNING BACKGROUND

2.1 What is a Travel Plan?

2.1.1 Planning Practice Guidance (PPG) entitled *'Travel Plans, Transport Assessments and Statements in Decision-taking'* defines Travel Plans as *"long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)"* (MHCLG, 2014).

2.1.2 Best practice has been identified within the appropriate national guidance and has informed the development of this Travel Plan. Within the '*National Planning Policy Framework*' (NPPF) (MHCLG, 2021) Travel Plans are identified as a key tool to promote sustainable modes of travel, stating that "*all developments that will generate significant amounts of movement should be required to provide a Travel Plan.*" The NPPF identifies that Travel Plans should exist as a long-term strategy and should be regularly reviewed.

2.1.3 As well as the guidance highlighted above, this Travel Plan is situated within the context of the following policy documents:

- Wiltshire Local Transport Plan 4 (WC, 2025);
- National Planning Policy Framework (MHCLG, 2024);
- Wiltshire Core Strategy (WC, 2015);
- Planning Practice Guidance (MHCLG, 2014);
- The Essential Guide to Travel Planning (DfT, 2008);
- Manual for Streets (DfT, 2007a);
- Guidance on Transport Assessment (DfT, 2007b);
- A Guide on Travel Plans for Developers (DfT, 2005a);
- Making Smarter Choices Work (DfT, 2005b); and
- Using the Planning Process to Secure Travel Plans. Best Practice Guide (DfT, 2002).

2.2 Why Prepare a Travel Plan? – The Benefits

2.2.1 A successful Travel Plan can be expected to realise a number of environmental, economic, health and social benefits. These benefits can be experienced by individuals, the developer, the Local Authority and the wider community. Figure 2 highlights a number of benefits that a successful Travel Plan can bring.

Figure 2: Potential Benefits of a Successful Travel Plan

Benefits to the individual

- Improved travel choices which can provide travel options that are ***cheaper***, ***quicker*** and ***more convenient***.
- There are various health benefits associated with walking and cycling, including improved physical fitness and reduced stress.
- A more attractive and cleaner environment at the site as a result of reduced congestion and lower demand for parking.

Benefits to the local community

- Improved travel links in the area for local people.
- Reducing the number of car journeys on the local roads can help make the streets less congested.
- A reduction in pollutants will improve air quality and help contribute towards wider local, national and global environmental targets.

Benefits to the College

- Enhances site accessibility.
- Producing a Travel Plan could offer positive image enhancement benefits to the development, which could help aid the recruitment and retention of staff.
- Creates good relations with the local community.
- Potentially reduce the need for expenditure on new highway infrastructure.
- Staff, students and visitors are provided with a better experience form the reduced congestion and demand for parking.

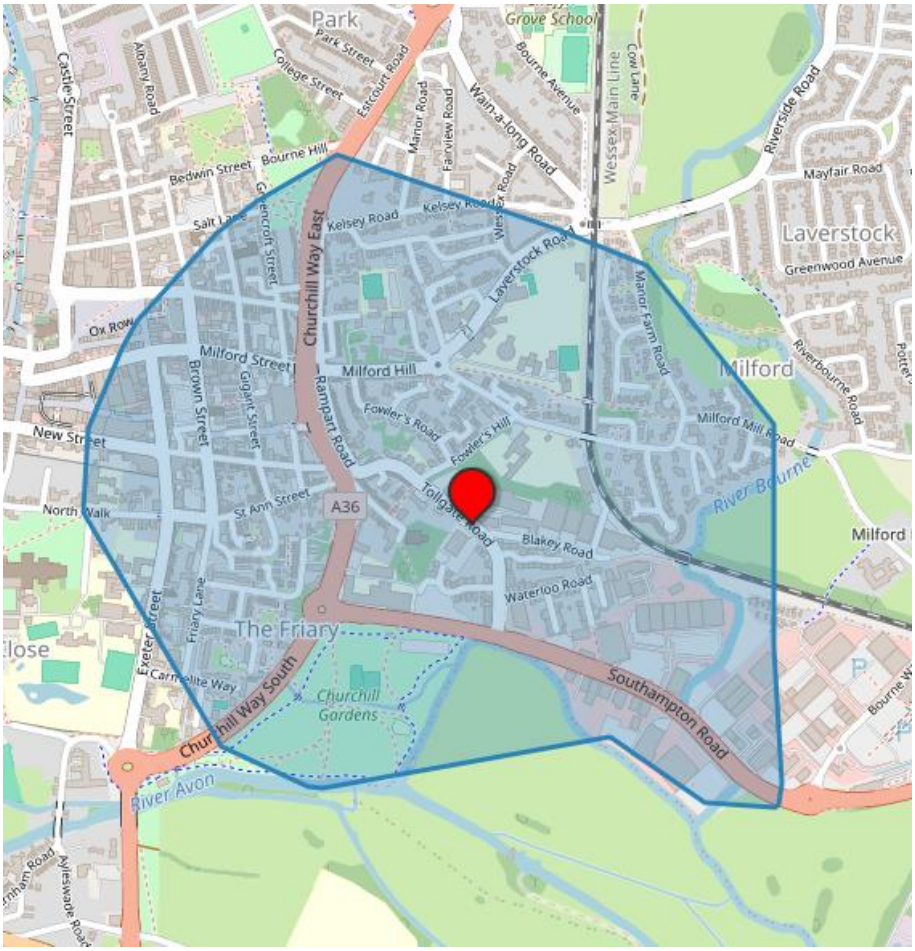
2.2.2 This Travel Plan sets out the proposals for promoting sustainable travel choices by students, staff and visitors of the proposed development.

3. OPTIONS FOR SUSTAINABLE MODES OF TRAVEL

3.1 Pedestrian Provision

3.1.1 Guidance from the Chartered Institution of Highways & Transportation (CIHT) suggests a typical walkable neighbourhood catchment of around 800m, or a 10-minute walk (CIHT, 2015). The site is located within a 10-minute walking distance of the south-eastern extents of Salisbury, as shown within Figure 3 below.

Figure 3: 10-Minute Walking Isochrone



Source: ORS, 2026

3.1.2 Footways measuring approximately 2.5m in width are provided on both sides of Tollgate Road and Marina Road. These footways connect with the existing pedestrian infrastructure within the vicinity of the site and provide pedestrian access to the centre of Salisbury to the north-west and Southampton Road to the south.

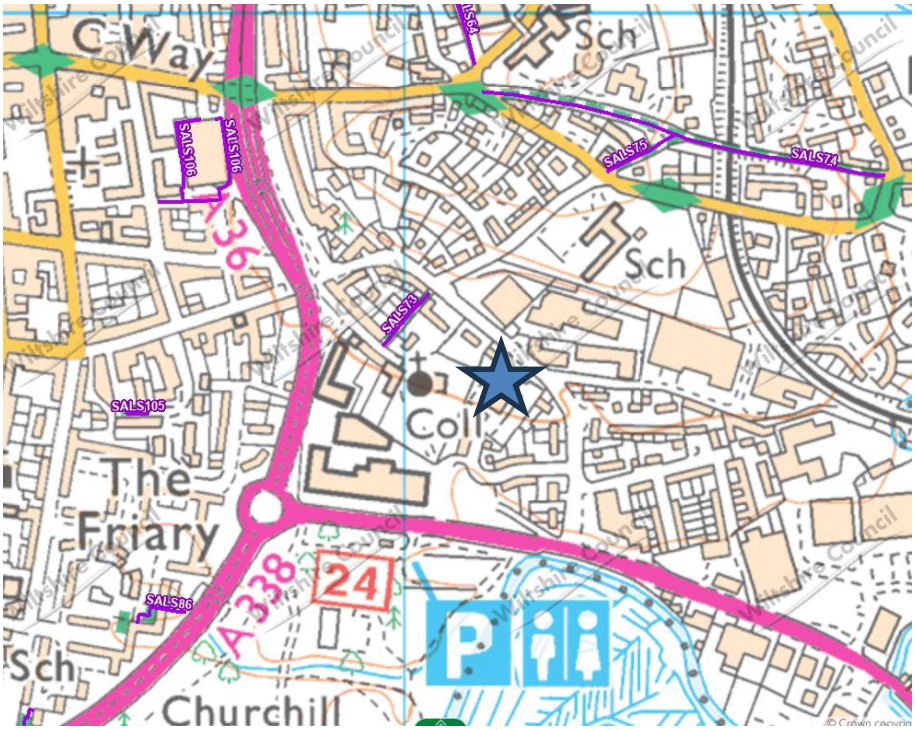
Photo 2: Footway on Western Side of Tollgate Road

3.1.3 Shared use foot/cycleways measuring approximately 4.4m in width are provided on both sides of Southampton Road circa 250m to the south of the site.

Photo 3: Shared Use Foot/Cycleway on Northern Side of Southampton Road

3.1.4 Figure 4 below shows the existing Public Rights of Way (PRoW) within the vicinity of the site, with the location of the site indicated by the blue star and public footpaths shown in purple.

Figure 4: Local Public Rights of Way



Source: WC, 2026

3.1.5 As shown in Figure 4, there are a number of public footpaths accessible within the vicinity of the site, including public footpath '*SALS73*' which is accessible via Tollgate Road circa 145m to the north-west of the site.

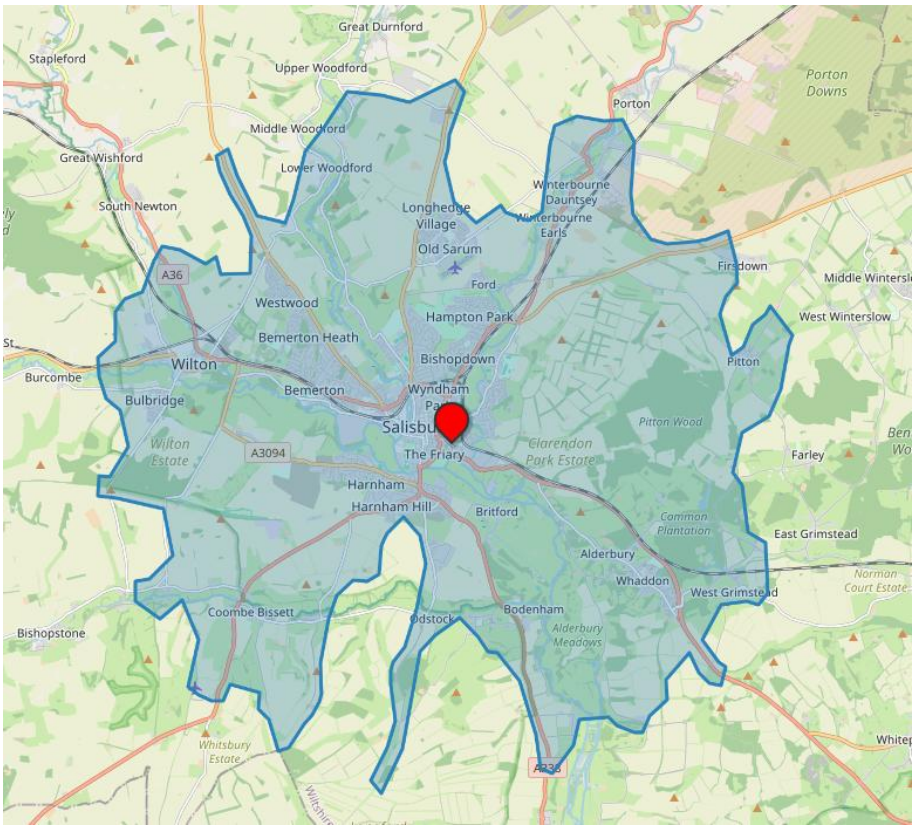
3.1.6 Measures to promote and encourage walking trips to the site are outlined within Section 7.3.

3.2 Cycling Provision

3.2.1 Cycling is a low cost and healthy alternative to car use, which can substitute for short car trips, or can form part of a longer journey by public transport. The Department for Transport (DfT) state that journeys up to five miles (circa 8km) are "*an achievable distance to cycle for most people*" (DfT, 2020).

3.2.2 The site is located within a reasonable cycle ride, up to 8km (approximately 25 minutes at the average cycling speed of 12mph), of the entire built-up extents of Salisbury, and the surrounding settlements of Bulbridge, Whaddon, Wilton and Bemerton, as shown in Figure 5 below.

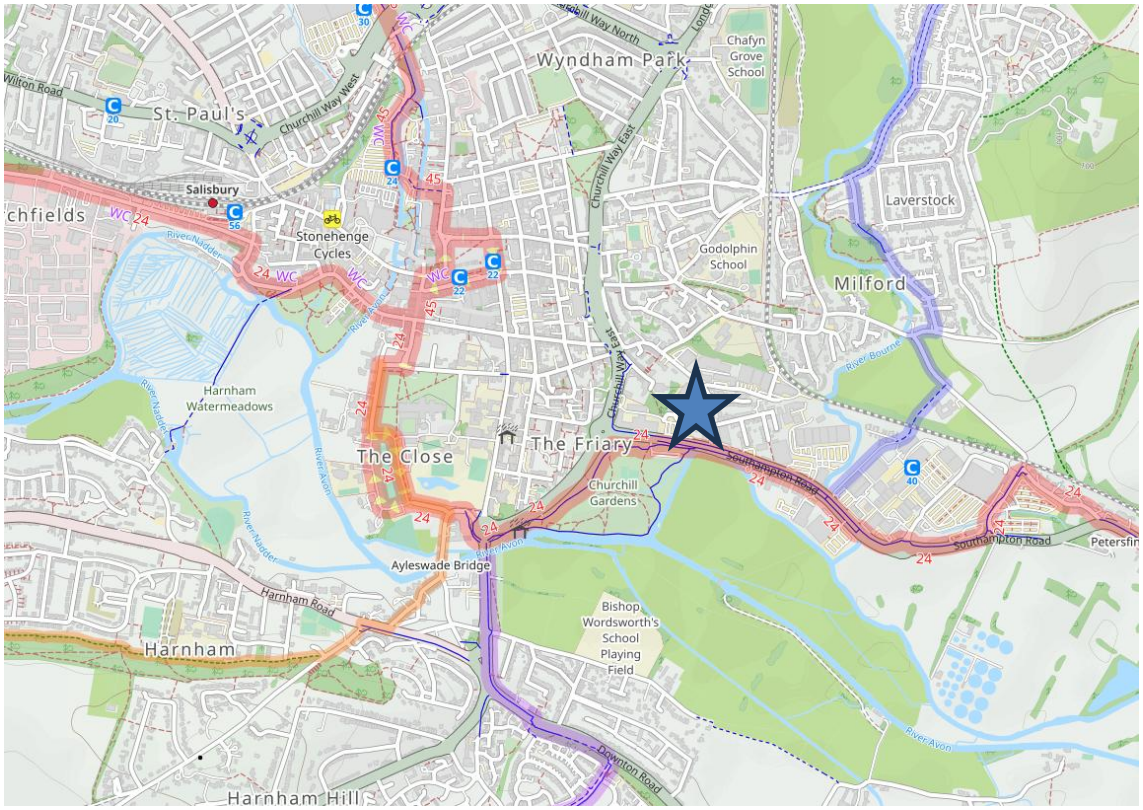
Figure 5: 8km Cycling Isochrone



Source: ORS, 2026

3.2.3 An extract of the Open Cycle Map (OCM) is provided within Figure 6 below and shows the available cycle facilities within the vicinity of the site. National Cycle Routes (NCN) are shown in red, regional cycle routes in purple and local cycle routes are highlighted in blue. The location of the site is indicated by the blue star.

Figure 6: Extract of Local Cycle Map



Source: OCM, 2026

3.2.4 As shown in Figure 6, NCN Route 24 is accessible via the shared use foot/cycleway on Southampton Road circa 200m to the south of the site. NCN Route 24 is a long-distance route which connects Bath and Eastleigh via Frome, Salisbury and Romsey.

3.2.5 Given the proximity of the site to existing cycle infrastructure, and that most roads within the vicinity of the site are subject to a 20mph or 30mph speed limit, it is considered that the local environment is generally conducive to encouraging cycling trips.

3.2.6 Measures to promote and encourage cycling trips to the site are outlined within Section 7.4.

3.3 Public Transport Provision

3.3.1 Advice outlined within *'Buses in Urban Developments'* (CIHT, 2018) indicates that the recommended maximum walking distance to a bus stop varies according to service frequency and urban context. It suggests that distances of up to 500m may be acceptable on core corridors with multiple high-frequency services, reducing to 400m for a single high-frequency route, 300m for less frequent services, and 250m within town and city centres, where a higher level of accessibility is expected.

3.3.2 There nearest bus stops to the site are situated on Tollgate Road within an approximately 70m walk to the south-east of the site access, providing travel in both directions. There are additional bus stops situated on Southampton Road within an approximately 280m walk to the south-west of the site access, providing travel in both directions.

Photo 4: Eastbound Bus Stop on Southampton Road

3.3.3 Details of the bus services that operates from the local stops are provided within Table 2 below.

Table 2: Local Bus Services

Service	Route	Weekday Frequency*
Service available from Tollgate Road bus stops (≈70m walk)		
37	Laverstock – Salisbury – **Tollgate Road** – Alderbury – Whaddon – West Grimstead – East Grimstead – Farley – West Dean – Lockerley – East Dean	Four services per day in each direction
Additional services available from Southampton Road bus stops (≈280m walk)		
5	Salisbury – **Southampton Road** – Alderbury – Whaddon – Landford – Plaitford – West Wallow – Wigley – Romsey – Eastleigh – Boyatt Wood	One service per day in one direction
68	Winchester Bus Station – Fulflood – Stockbridge – Lopscombe – Laverstock – Salisbury – **Southampton Road** – Britford	Two services per day in each direction
677	Salisbury – **Southampton Road** – Alderbury – Whaddon – Landford – Nomansland – Plaitford – West Wallow – Shootash – Sherfield – Cowesfield – Whiteparish	One service per day in each direction
B5	Fordingbridge – Breamore – Downton – Nunton – Salisbury – **Southampton Road** – Alderbury – Whaddon – West Grimstead – Whiteparish	One service per day in each direction
PR15	Salisbury – **Southampton Road** – Petersfinger Park & Ride	Every 30 minutes
X7	Salisbury – **Southampton Road** – Alderbury – Whaddon – Landford – Plaitford – West Wallow – Wigley – Freemantle – Southampton	Seven services per day in each direction
X7R	Salisbury – **Southampton Road** – Alderbury – Whaddon – Whiteparish –Sherfield – Wigley – Freemantle – Southampton	Three services per day in each direction

*Refers to the general daytime service between 08:00 and 18:00.

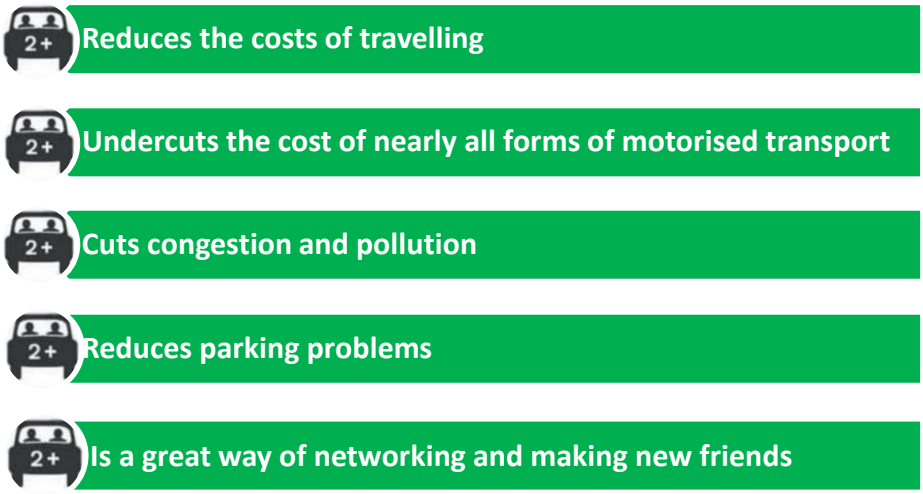
3.3.4 Salisbury Rail Station is located approximately 1.9km to the west of the site and accommodates services to local, regional and national destinations, including London Waterloo, Exeter, Bristol, Cardiff, Portsmouth and Yeovil. Facilities at Salisbury Rail Station include car parking, cycle parking, and step-free access.

3.3.5 Measures to promote and encourage trips by public transport to the site are outlined within Section 7.5.

3.4 Potential for Car Sharing

3.4.1 Car sharing is a sustainable mode of travel that can reduce the number of single occupant vehicle trips generated by a site. www.liftshare.com enables organised car sharing by connecting people travelling in the same direction so they can arrange to travel together. Liftshare suggests that there are several benefits to car sharing, as outlined within Figure 7.

Figure 7: Benefits of Car Sharing



3.4.2 Another car sharing website that may be useful to students and staff at the proposed development site is www.blablacar.co.uk.

3.4.3 Measures to promote and encourage car sharing trips to the site are outlined within Section 7.6.

4. AIM & OBJECTIVES

4.1 Overall Aim

4.1.1 In order to minimise the impact of traffic generated by the proposed development, the overall aim of producing and implementing this Travel Plan is:

To minimise the number of vehicle trips generated by the site, particularly single occupant trips, in favour of more sustainable travel.

4.2 Objectives

4.2.1 To help achieve the overall Travel Plan aim, a number of Travel Plan objectives have been set, as outlined below in Figure 8:

Figure 8: Travel Plan Objectives

1. To encourage staff, students and visitors of the proposed development to evaluate their travel patterns and consider options for more sustainable travel

2. To increase awareness and actively promote travel by sustainable modes of transport, including the health and environmental benefits

3. To promote car sharing as a more sustainable alternative to travelling as a single car occupant

4. To set and agree appropriate targets that are regularly reviewed and amended if necessary to reflect changing circumstances

5. To monitor the travel patterns and performance against the Travel Plan targets

6. To provide a long term commitment to meeting the overall aim of this Travel Plan

4.2.2 This Travel Plan sets out the strategy for meeting these objectives through a variety of mechanisms and measures. This is a 'live' document that is to be reviewed and updated at key milestones in the development's planning, construction and occupation phases, as discussed in Section 8.

5. BASELINE TRAVEL SCENARIO & TARGETS

5.1 Baseline Travel Scenario

5.1.1 To inform the baseline travel patterns at the site, the Applicant has provided modal split information for both existing students and staff at the college, which is summarised below.

Table 3: Staff Modal Split

Mode of Travel	Modal Split	Number of Existing Staff	Number of Proposed Total Staff
Car	81%	27	33
Bus	3%	1	1
Rail	2%	1	1
Cycle	3%	1	1
Pedestrian	11%	4	5
TOTAL	**100%**	**33.6**	**41.12**

* The total may not represent the sum of its parts due to rounding

Table 4: Student Modal Split

Mode of Travel	Modal Split	Number of Existing Students	Number of Proposed Total Students
Car	6%	28	34
Bus	53%	244	297
Rail	3%	14	17
Cycle	2%	9	11
Pedestrian	36%	166	202
TOTAL	**100%**	**460**	**560**

* The total may not represent the sum of its parts due to rounding

5.1.2 For the purposes of this Travel Plan, it is assumed that the above modal split projections reflect the baseline travel scenario at the proposed development site. Therefore, the baseline travel situation for the site relative to the overall aim of this Travel Plan (see Section 4.1) is predicted to be:

81% of trips by staff are made by vehicle trip generating modes.

6% of trips by students are made by vehicle trip generating modes.

5.2 Targets

5.2.1 The key emphasis of Travel Plans is to minimise the number of vehicle trips generated by a development, particularly those made by single occupants. This is most commonly done by setting appropriate targets. In setting Travel Plan targets it is important to highlight that targets need to be responsive as situations change. It is recognised that the target of this Travel Plan should be SMART:

Figure 9: SMART Travel Plan Components

5.2.2 Travel Plan targets for reducing travel by vehicle trip generating modes have been set for a five-year period and are a means of monitoring progress and aim to be challenging, but achievable. The targets are based on the assumed baseline situation (see Section 5.1) and are to be achieved within the timeframes set out below:

Staff

Year 0 (baseline) – No more than 81% of staff trips to be made by vehicle trip generating modes

Year 1 - No more than 80% of staff trips to be made by vehicle trip generating modes

Year 2 - No more than 79% of staff trips to be made by vehicle trip generating modes

Year 3 - No more than 78% of staff trips to be made by vehicle trip generating modes

Year 4 - No more than 77% of staff trips to be made by vehicle trip generating modes

Year 5 - No more than 76% of staff trips to be made by vehicle trip generating modes

Students

Year 0 (baseline) – No more than 6% of student trips to be made by vehicle trip generating modes

Year 1 - No more than 5.5% of student trips to be made by vehicle trip generating modes

Year 2 - No more than 5% of student trips to be made by vehicle trip generating modes

Year 3 - No more than 4.5% of student trips to be made by vehicle trip generating modes

Year 4 - No more than 4% of student trips to be made by vehicle trip generating modes

Year 5 - No more than 3.5% of student trips to be made by vehicle trip generating modes

5.2.3 The performance of the proposed development against the Travel Plan targets is to be monitored via annual travel surveys as detailed within Section 8. The first travel survey should be undertaken within 12 months of occupation of the extended site, and should the results reveal a vastly different modal split from that assumed within Section 5.1, then the above targets should be revised as appropriate.

6. ROLES & RESPONSIBILITIES

6.1 Ownership & Funding

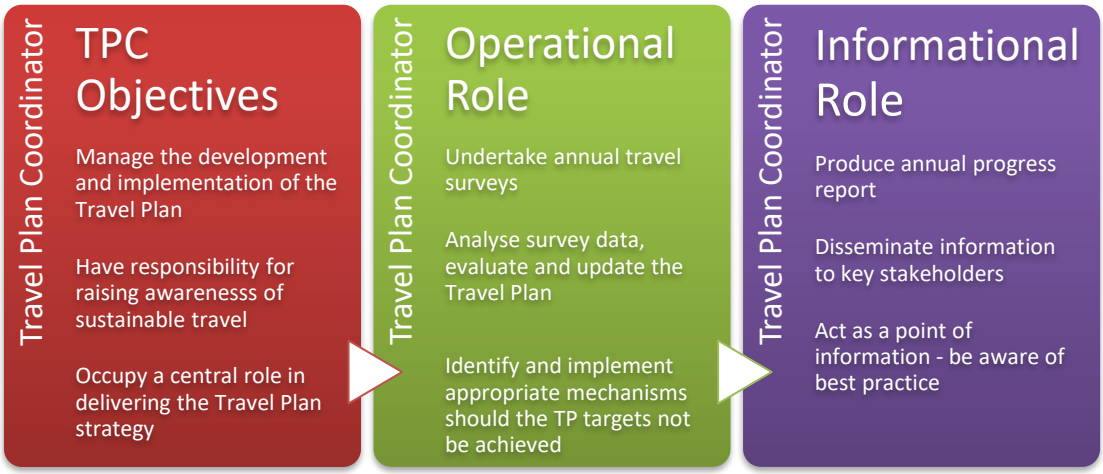
6.1.1 It is recognised that the ownership and management of the site may change across the various planning, construction and operational stages of the development. The responsibility for implementing this Travel Plan lies with the owner of the overall development, therefore the responsibility for this Travel Plan may change hands with the ownership of the site.

6.1.2 Salisbury Sixth Form College is responsible for the implementation of this Travel Plan and will be responsible for ensuring the provision of adequate resources to develop and implement the Travel Plan, including the appointment of an appropriately experienced and qualified Travel Plan Coordinator (TPC). It will be the role of the TPC to utilise the funding provided by the site owner to deliver the Travel Plan measures, as detailed in Section 7. The funding stream associated with each of the Travel Plan measures is outlined within Section 7.2.

6.2 Travel Plan Coordinator (TPC)

6.2.1 The Applicant will appoint a suitably qualified person/organisation to act as a TPC at the site at least 3 months prior to first occupation of the extended site. The role of the TPC is wide ranging, incorporating key actions which will provide a focus for Travel Plan development over the duration of the appointment. The TPC will also be responsible for the monitoring and evaluation of the Travel Plan. The suggested objectives and roles of the TPC are illustrated within Figure 10:

Figure 10: TPC Objectives & Roles



6.3 Key Stakeholders

6.3.1 For the Travel Plan to be successful it is essential that partnership working between key stakeholders takes place. As well as students and staff, the developer and the TPC, other key stakeholders include the local planning and highway authority (WC) and local public transport providers.

6.3.2 It is essential that all stakeholders work together to help make sure that the greatest Travel Plan benefits possible are achieved. An example of this is providing TPC support for the production of the *'Welcome Travel Pack'* (WTP) which is to be issued to all staff (see Section 7.7 for further details on the WTP). Rather than the developer providing a WTP on their own, any WTP is likely to be more effective if it has input from knowledgeable key stakeholders.

6.3.3 To ensure that key stakeholders buy-in and provide continued support to the Travel Plan, it is recommended that stakeholders provide details of the relevant contacts in relation to the Travel Plan. Once all contact details are provided, the Travel Plan (and subsequent WTP information) can be updated accordingly with all points of contact clearly outlined. The provision of contact details will also ensure that all monitoring and evaluation data is sent to the correct Officers in a timely manner.

7. ACTION PLAN

7.1 Introduction

7.1.1 This section outlines the Travel Plan measures that are to be implemented with respect to each mode of transport. An audit of existing transport infrastructure in the vicinity of the site was carried out to help inform the development of sustainable travel initiatives. The Travel Plan contains measures to increase travel choices and reduce reliance on single occupancy car travel.

7.1.2 The monitoring of the Travel Plan will allow travel patterns to be determined and the actual modal split to be identified. This will enable measures to be determined and specifically targeted at students and staff to facilitate the production of a more efficient and relevant Travel Plan.

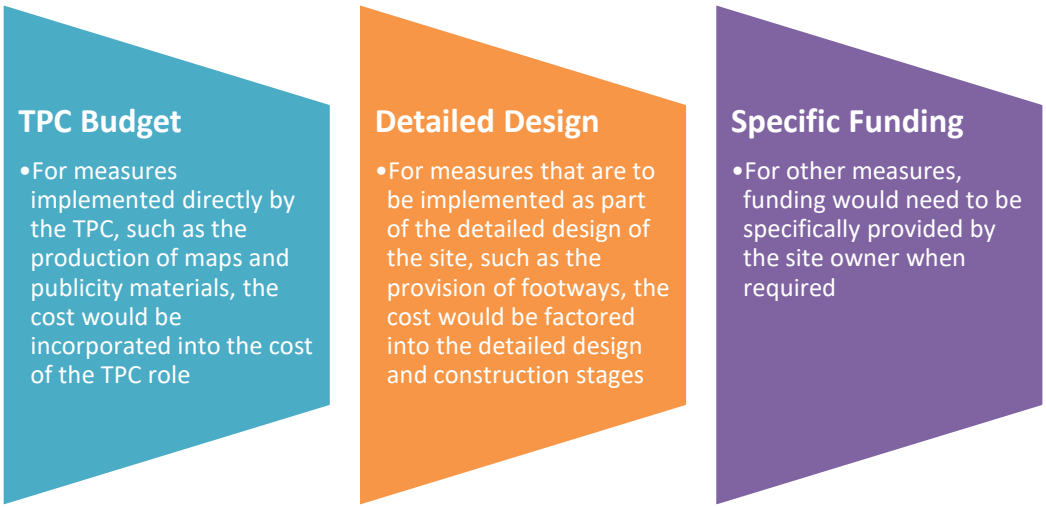
7.1.3 The key measures as currently identified will be implemented and then following monitoring will be refined and developed to meet the specific needs of the users of the site.

7.1.4 The early stages of the Travel Plan development and implementation cover the detailed design process, construction period, initial occupation of the site, and the first monitoring and review periods of the plan. This period is crucial in terms of ensuring that the outlined measures are actively implemented. As a result, the majority of measures detailed herein are to be implemented prior to, or within the first year of plan implementation.

7.2 Funding Streams

7.2.1 As outlined in Section 6, the measures outlined in this Travel Plan are to be funded by the Applicant, with the TPC responsible for implementing the measures. However, not all of the Travel Plan measures would require separate funding; the fees associated with implementing a number of the measures would be absorbed into other funded activities. The potential ways in which the Travel Plan measures can be funded are outlined below:

Figure 11: Funding Streams for Measures



7.3 Measures to Promote Walking

7.3.1 Practically all journeys, regardless of the main mode used, start and end by walking, which is the most sustainable mode of all. There is potential for travel to be made to and from the proposed development site on foot, particularly for journeys to/from local amenities. Table 5 outlines the measures to be employed to actively promote travel to and from the site on foot.

Table 5: Measures to Encourage Walking

Measures	Timescale	Funding
Distribute a map showing key pedestrian features within the local network. This will form part of the WTP for staff and students, to include a table of walking/cycling distances and travel times.	Upon occupation of the extended site	TPC Budget
Publicity materials regarding the health and financial benefits of walking to be made available to staff and students as part of the WTP.	Upon occupation of the extended site	TPC Budget
Encourage staff and students to take part in a 'Walk to College Week'	Upon occupation of the extended site	TPC Budget
Ensure that all students are aware of the college's involvement in the Travel Plan initiative.	Upon occupation of the extended site and ongoing	TPC Budget
Promote walking via newsletter, website and posters.	Upon occupation of the extended site and ongoing	TPC Budget
Review pedestrian crossing opportunities on roads in the vicinity of the college.	Upon occupation of the extended site and ongoing	TPC Budget

7.4 Measures to Promote Cycling

7.4.1 Cycling is a sustainable mode of travel and is an excellent way of introducing physical activity into the everyday lives of people. Table 6 outlines the measures that will be implemented to help promote cycling to/from the site.

Table 6: Measures to Encourage Cycling

Measures	Timescale	Funding
Ensure that adequate covered and secured cycle parking is provided at the site.	During detailed site design	Detailed Design
Promote the benefits of and provide information on any established 'Cycle to Work' salary sacrifice scheme that staff should be able to access.	Upon occupation of the extended site and ongoing	TPC Budget
Publicity materials regarding the health and financial benefits of cycling to be made available to staff and students.	Upon occupation of the extended site and ongoing	TPC Budget
Inform staff of local WC and national initiatives aimed at increasing cycling levels.	Upon occupation of the extended site and ongoing	TPC Budget
Promote cycling via newsletter, website and posters.	Upon occupation of the extended site and ongoing	TPC Budget
Survey staff and students, living within 5km, to find out why they don't cycle to college. Promote health benefits of cycling to college.	Upon occupation of the extended site and ongoing	TPC Budget

7.5 Measures to Promote Public Transport Use

7.5.1 Measures that will be implemented to encourage public transport use at the site are summarised in Table 7.

Table 7: Measures to Encourage Public Transport Use

Measures	Timescale	Funding
Disseminate public transport information to all staff and students. To encourage public transport use it is essential that information is readily available. Bus maps, timetable information, taxi firm numbers and wider publicity should be displayed in communal areas and should also be readily available from the TPC. Information on resources such as journey planner sites which can help plan trips using both buses and trains should also be disseminated. This information should be regularly reviewed and updated when required.	Upon occupation of the extended site and ongoing	TPC Budget
Promote public transport via newsletter, website and posters.	Upon occupation of the extended site and ongoing	TPC Budget

7.6 Measures to Promote Car Sharing

7.6.1 The TPC should encourage site users to consider car sharing as an alternative to travelling as a single car occupant. Information on local and national car sharing schemes should be distributed. The national 'Liftshare' website (www.liftshare.com) estimates that a typical car sharer will save themselves around £1,000 and 1 tonne of CO_2 per year by sharing their daily journey. There is the facility to calculate tailored potential CO_2 and cost savings. Measures that will be implemented to encourage car sharing amongst students and staff are summarised within Table 8.

Table 8: Measures to Encourage Car Sharing

Measures	Timescale	Funding
Promote the use of on-line car share databases such as www.liftshare.com and www.blablacar.co.uk aimed at assisting people in finding car share partners for commuting journeys.	Upon occupation of the extended site and ongoing	TPC Budget
Make staff and students aware of the environmental (and financial) benefits of car sharing.	Upon occupation of the extended site and ongoing	TPC Budget
Coordinate postcodes on a map to put staff who live in the same areas in touch with each other with a view to encouraging car sharing (also to liaise with Wiltshire College Staff).	Upon occupation of the extended site and ongoing	TPC Budget
Promote car sharing via newsletter, website and posters.	Upon occupation of the extended site and ongoing	TPC Budget

7.7 Measures to Monitor Road Safety

7.7.1 As per the approved TP (IT, 2014b) for the original planning application (ref: 14/11997/FUL) at the site, measures to monitor road safety for students and staff are to be undertaken by the TPC, which are outlined below in Table 9.

Table 9: Measures to Monitor Road Safety

Measures	Timescale	Funding
Review pedestrian crossing opportunities on roads in the vicinity of the college.	Upon occupation of the extended site and ongoing	**TPC Budget**
Consider any problem areas identified by the staff / students.	Upon occupation of the extended site and ongoing	**TPC Budget**
Continually remind students of the need to drive and park with care in the vicinity of the college.	Upon occupation of the extended site and ongoing	**TPC Budget**
Liaise with local groups if required to monitor the effect of student cars within the locality.	Upon occupation of the extended site and ongoing	**TPC Budget**

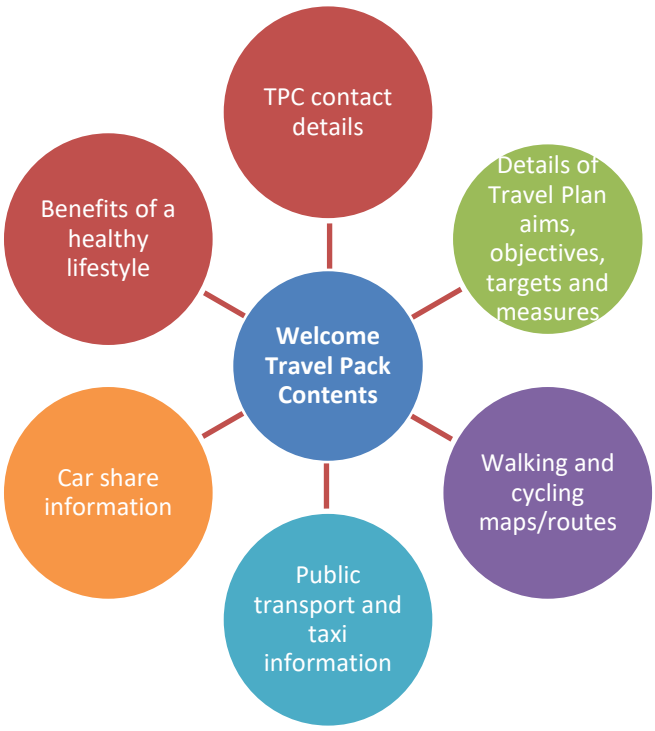
7.8 Welcome Travel Pack

7.8.1 Raising awareness of the existing sustainable transport options available to students and staff at the site would allow them to make informed travel choices. The provision of information on a variety of transport options for travelling to and from the site will ensure all students and staff are fully aware of the choices available to them.

7.8.2 An effective time to change an individual's travel behaviour is at a transition point in their lives, such as when moving to a new house, job or workplace. Therefore, it is proposed that all existing and new students and staff would receive a WTP upon the completion of the extension.

7.8.3 The pack is to be prepared and disseminated by the TPC with assistance from WC and local public transport operators (in terms of producing walking, cycling maps and public transport information). The proposed contents of the WTP are outlined within Figure 12:

Figure 12: Proposed Welcome Travel Pack Contents

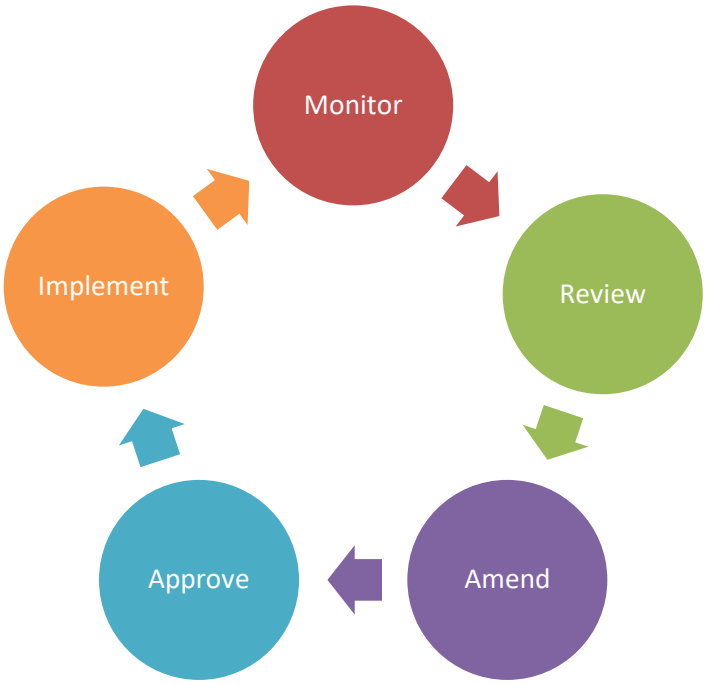


8. MONITORING & EVALUATION STRATEGY

8.1 Introduction

8.1.1 In order to measure the effectiveness of any Travel Plan it is important that an appropriate monitoring and evaluation strategy is employed. This Travel Plan is intended to provide a flexible working strategy that will be regularly reviewed and updated based upon experience of students and staff at the site. It is anticipated that as part of an annual evaluation certain aspects, such as the Travel Plan targets, will be reviewed, and modified if required. The Travel Plan monitoring and evaluation process is shown graphically in Figure 13.

Figure 13: Monitoring & Evaluation Process

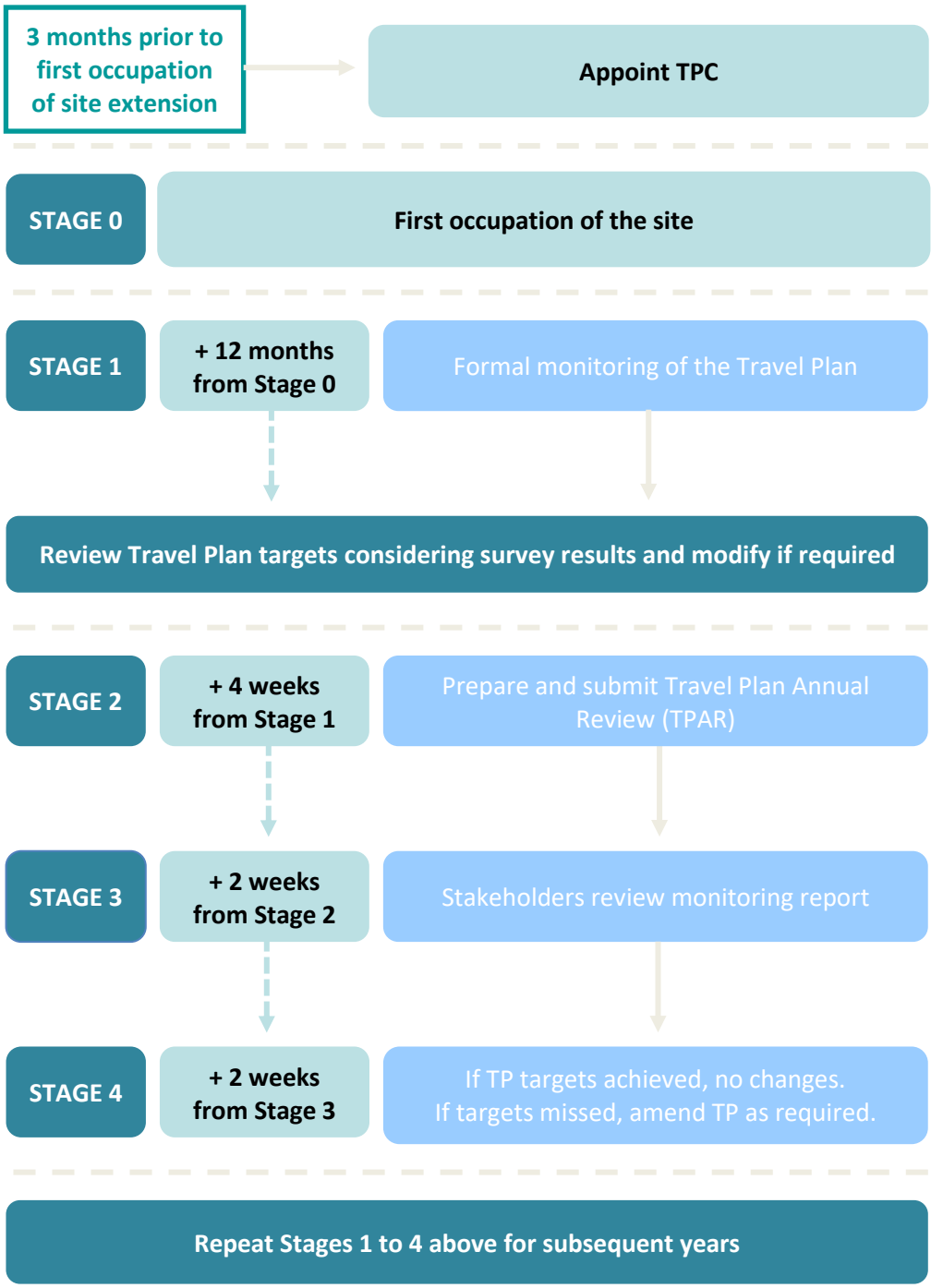


8.1.2 The review process provides the opportunity for key stakeholders to consider the performance of the Travel Plan and determine whether the targets have been achieved. All stakeholders should come together to consider the outcomes of the review process and decide, if any amendments are required to the Travel Plan. Any intervention measures (see Section 8.7) should be approved by all key stakeholders and implemented as appropriate.

8.2 Monitoring & Evaluation Strategy

8.2.1 The proposed monitoring and evaluation strategy is illustrated in Figure 14 followed by the relevant explanatory text.

Figure 14: Monitoring & Evaluation Strategy



8.3 Stage 0 – First Site Occupation

8.3.1 A number of the measures and actions of the Travel Plan are to be implemented prior to occupation of the extended site; however, Stage 0 provides a starting point for the formal monitoring and evaluating process. It is recognised that occupation of the development is likely to occur gradually over time, therefore this Travel Plan is to be monitored from the occupation of the extension.

8.4 Stage 1 – Formal Monitoring

8.4.1 Implementation of the Travel Plan must be monitored and reviewed if the intended benefits are to be secured. Formal monitoring of the Travel Plan and its targets is to start 12 months after first occupation of the extended site. This will involve undertaking a questionnaire-based survey.

8.4.2 This would ascertain details of site-specific circumstances, behaviours, existing and preferred travel patterns. The survey can also enhance the support of students and staff for the Travel Plan and increases their awareness of sustainable travel issues. The TPC will organise the survey and prior to undertaking the surveys it may be beneficial to seek agreement with WC Highways on a standardised travel survey questionnaire for the site.

8.4.3 As a minimum, a travel survey questionnaire should look to establish the mode of transport usually used by students and staff. As the survey could be used to justify alterations to the Travel Plan targets, it is essential that the reasoning behind mode choice (particularly car drivers) is established. This can be done by a series of 'why' questions which assess why students and staff are using their chosen mode and may outline likely barriers in achieving modal shift. There are a number of things that a travel questionnaire could look to establish, such as:

- Usual mode of transport used and reasons for current mode choice;
- Other modes of transport used;
- Number of times per week (on average) students and staff travel to/from the site and distance travelled;
- Perceived barriers and incentives to a modal switch towards sustainable travel;
- Receptiveness to a modal switch towards sustainable travel and receptiveness to potential Travel Plan measures;
- Awareness of Travel Plan, initiatives, measures and travel options;
- General opinions and views on site travel issues; and
- Any special travel circumstances (e.g. mobility issues).

8.4.4 The surveys should ascertain detailed data regarding modes of travel, distance travelled, reasons for travel mode and suggestions for measures that would encourage sustainable travel. A key question to be added to the survey in subsequent years could be a question asking if a person's mode of travel has changed over the last year. This will provide an explicit expression of any modal shift.

8.4.5 It is recommended that a short covering letter/email is provided with a travel survey questionnaire to explain the purpose and aim of the survey. To encourage responses an appropriate prize could be offered (e.g. a voucher towards buying cycle equipment).

8.4.6 If necessary, 12 hour (07:00-19:00) daily person trip generation surveys could also be undertaken at the development site access points to supplement the questionnaire data.

8.5 Stage 2 – Travel Plan Annual Review (TPAR)

8.5.1 The results of the formal monitoring surveys will culminate in the production of a Travel Plan Annual Review (TPAR) report that can be used to assess the performance of the Travel Plan. The report could also identify possible future Travel Plan actions at the site. The report will be prepared by the TPC on behalf of the Applicant and would be provided to WC. The TPAR is to be provided to key stakeholders within 4 weeks of completion of the annual monitoring surveys.

8.6 Stage 3 – Stakeholder Review

8.6.1 As part of the stakeholder review stage, WC are to provide the TPC with any comments on the submitted monitoring report. Revisions to the Travel Plan may follow once the development is constructed and occupied, the travel patterns are understood from data collected through the formal monitoring stage and the Travel Plan Annual Review is undertaken. Any amendments (if required) to the Travel Plan and the targets within it will be discussed at this stage.

8.7 Stage 4 – Intervention Strategy

8.7.1 If the annual review process identifies that the Travel Plan targets are being missed by a significant margin, then potential additional measures/initiatives may be required at the site. Discussion should take place between the TPC, the Applicant, WC and any other relevant parties to determine which, if any, additional Travel Plan measures need to be implemented. For example, if the targets require a 5% reduction in single-occupant car travel, then a reduction of only 1% or less could be considered to have missed the targets by a significant margin, although this definition would need to be discussed and agreed with WC in light of the site-specific circumstances and feedback from the annual monitoring exercise.

8.7.2 Potential additional measures include:

- Area-wide (potentially local authority-wide) initiatives, working with neighbouring developments and the local authority;
- More active marketing of the Travel Plan, incorporating a shift of focus; and
- Offer of personalised journey planning services to students and staff.

8.7.3 Any intervention measures would need to be funded either through the TPC role or implemented with specific funding from the site owner. The impact of the intervention measures will be monitored as part of future annual reviews.

8.7.1 Should the identified intervention measures still not result in the Travel Plan targets being met, the TPC should work with the Applicant/WC and any other relevant parties to identify and implement appropriate additional intervention measures to meet the identified targets.

8.8 Subsequent Years

8.8.1 Stages 1 to 4 of the above monitoring and evaluation strategy would be repeated for subsequent years. It is suggested that a monitoring and evaluation period of five years from first occupation of the site should be suitable.

8.8.2 It is considered that the monitoring and evaluation strategy outlined above will allow the Travel Plan to be appropriately reviewed and modified to ensure the achievement and maintenance of the TP targets.

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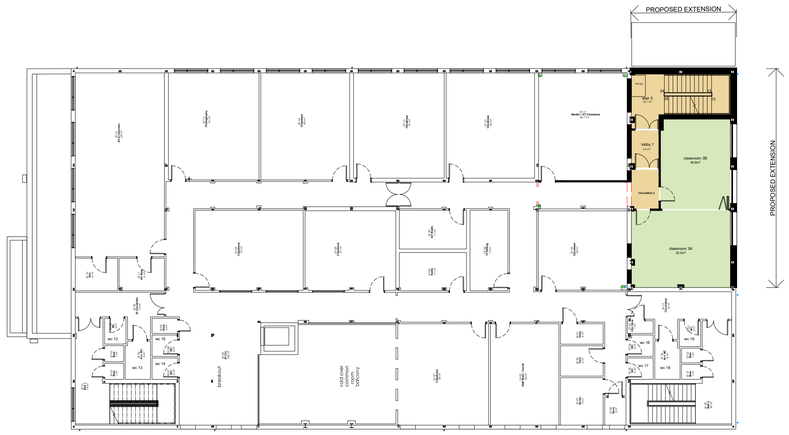
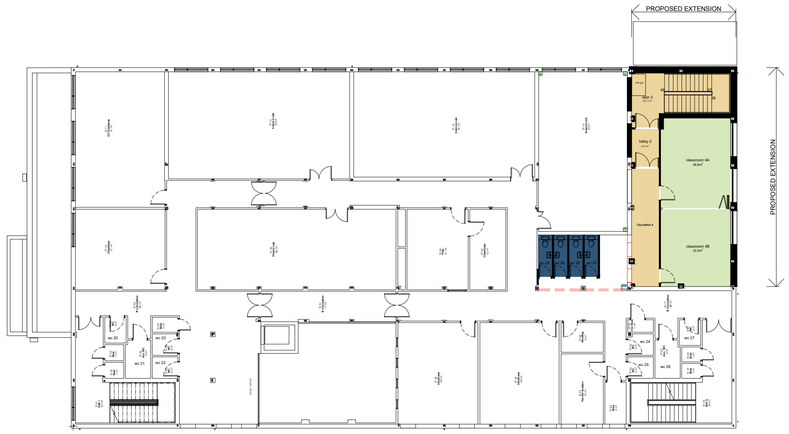
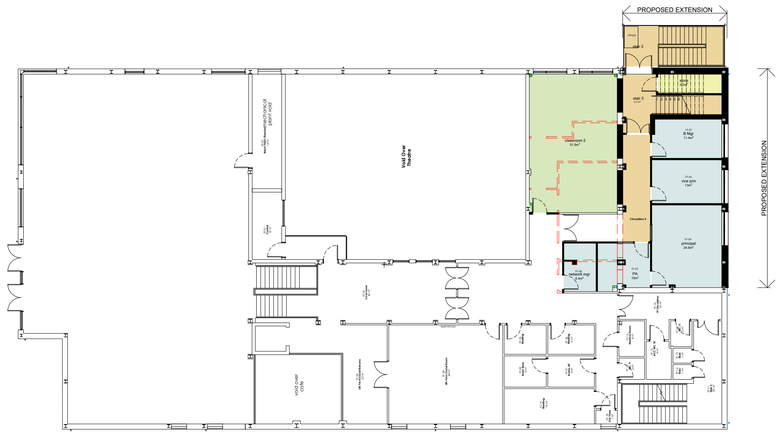
Appendix 1 – Proposed Site Layout Plan



SECOND FLOOR PLAN
SCALE @ 1/200

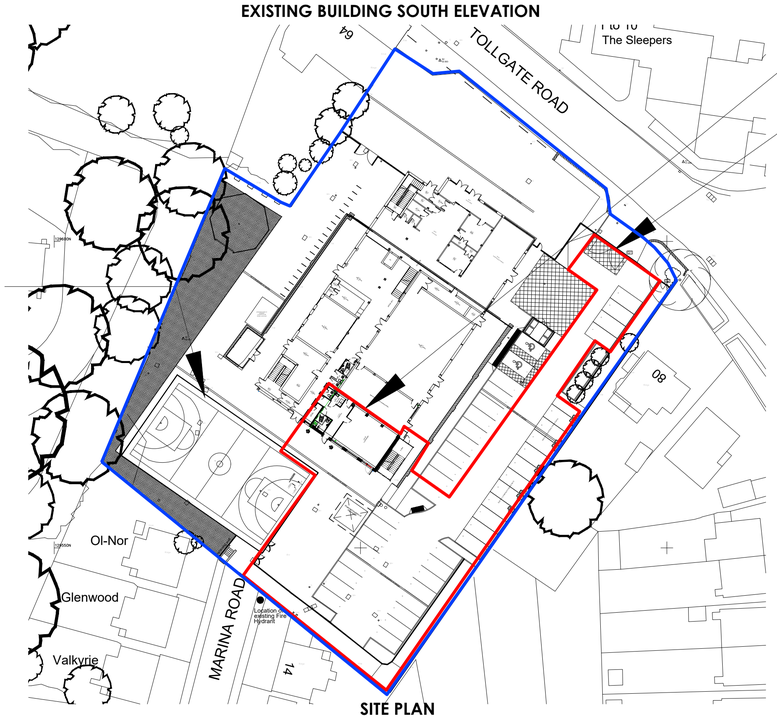


THIRD FLOOR PLAN
SCALE @ 1/200

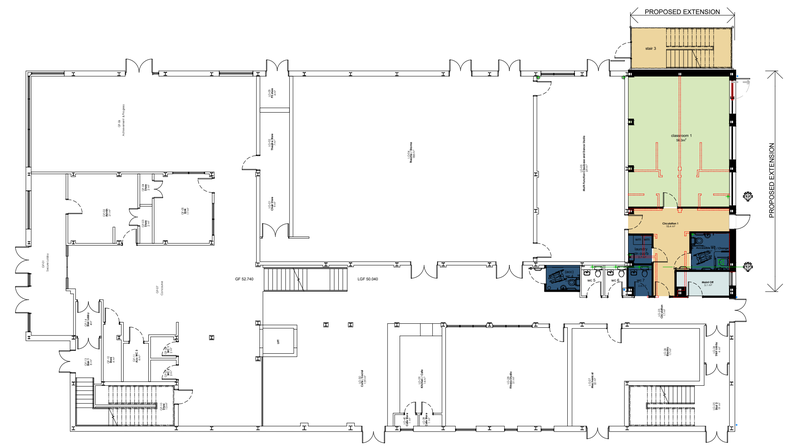


FIRST FLOOR PLAN
SCALE @ 1/200

EXISTING BUILDING SOUTH ELEVATION



SITE PLAN
SCALE @ 1/500



LOWER GROUND / GROUND FLOOR PLAN
SCALE @ 1/200

PROPOSED EXTENSION

RED LINE INDICATING SITE

NOTES

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LEGEND

Actual size @ A1

0 5 10

1:200

4m 0 4m 8m

1:500

10m 0 10m 20m

KEY:

DOTTED RED LINE INDICATING ALTERATIONS TO EXISTING

- Acc WC
- Teaching Space
- Circulation / lobby / Stairs
- Office
- Store
- Proposed Walls

No	Details	Date	By
A	minor amendment to parking	12/05/26	DR

S6C EXPANSION
SALISBURY 6TH FORM COLLEGE
66-78 TOLLGATE ROAD
SALISBURY
SP1 2JJ

SITE AND FLOOR PLANS
AS PROPOSED

Scale AS SHOWN @ A1	Drawn by DR
Date May 2026	Checked OC
Dwg 691- P - 03	Revision A

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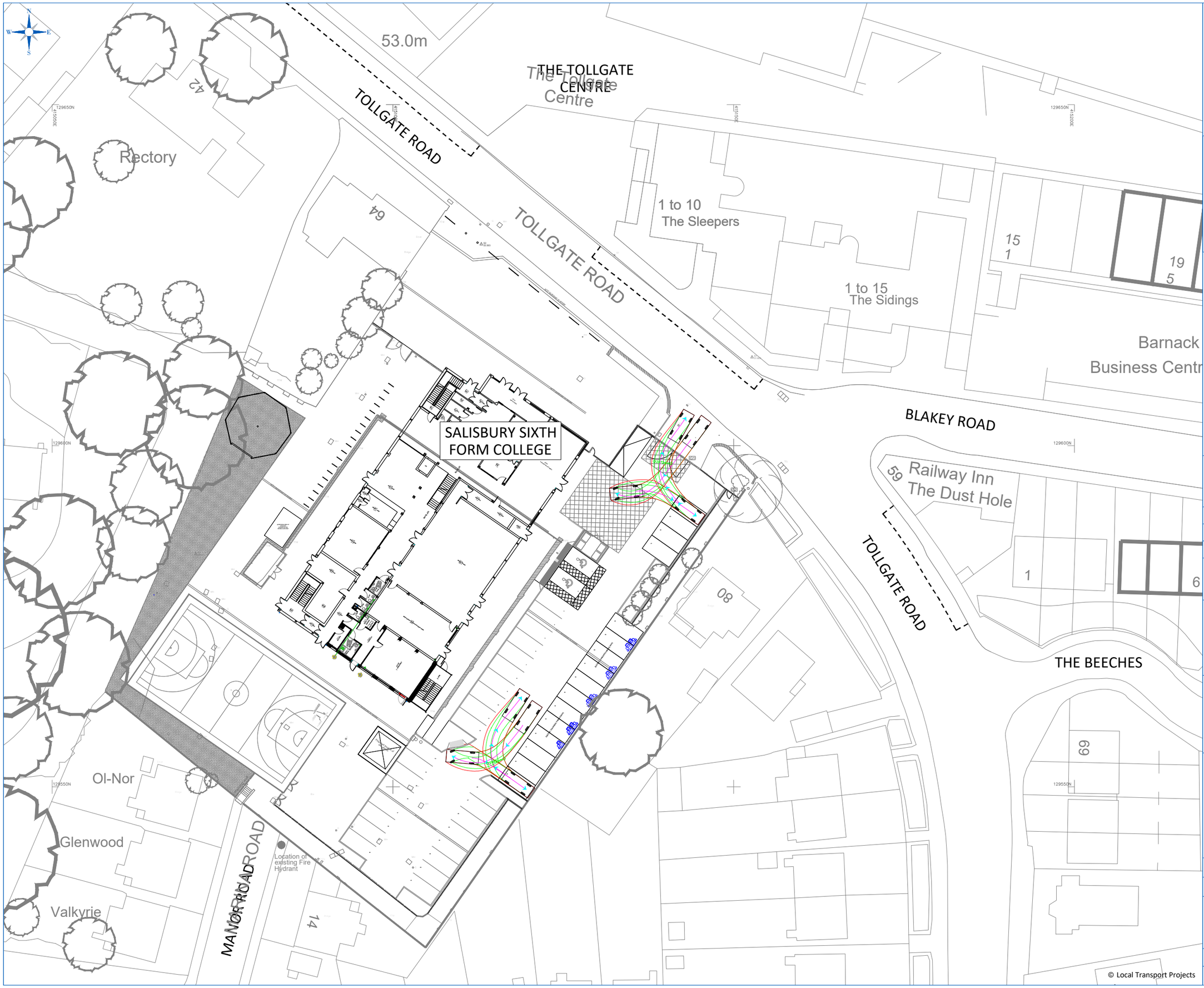
Appendix 2 – Swept Path Analysis



© Local Transport Projects

10mm

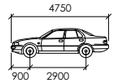
A3

Key:-

	Outer Wheel Track
	Vehicle Swept Path
	Vehicle Centreline and Direction

Notes:-

1. Simulated speed - not more than 5 mph
2. Actual vehicle dimensions and track may vary.



Car

	mm
Width	: 1800
Track	: 1800
Lock to Lock Time	: 6.0
Steering Angle	: 30.2

Disclaimers:-

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Rev.	Date	By	Chk	Description
B	27 05 26	ED	TF	Updated site layout and tracking based on client comments
A	15 05 26	RB/OA	ASC	Updated site layout and tracking based on client comments

Client

Coomber Associates Limited

Project

Proposed Salisbury Sixth Form College Extension

Title

Swept Path Analysis for Car Accessing Proposed Parking Bays

local transport projects
traffic engineering and transport planning

Armstrong House,
The Flemingate Centre,
Beverley,
East Riding of Yorkshire.
HU17 0NW.

01482 679 911
info@ltp.co.uk
www.local-transport-projects.co.uk
Registered No. 5295328

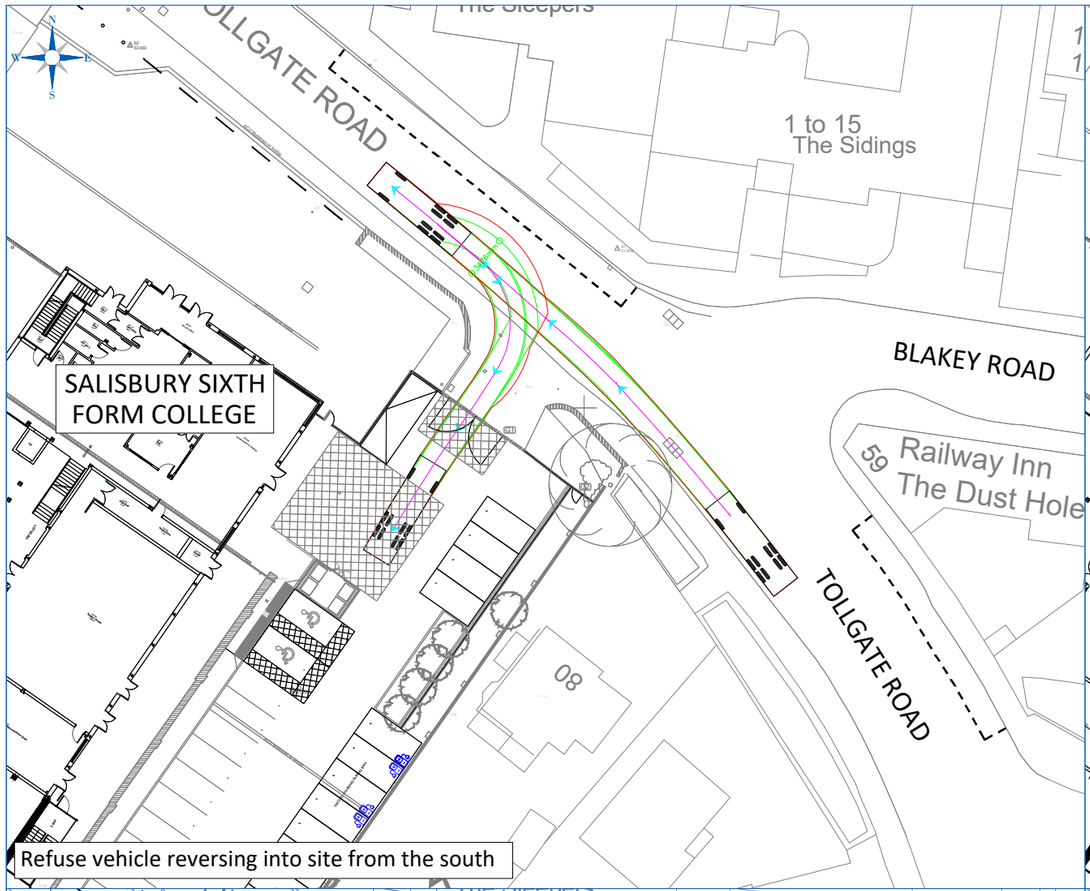
Drawn	Date	
ED	29 04 2026	
Scale	Checked	Approved
1 : 500	ASC	ASC

Status

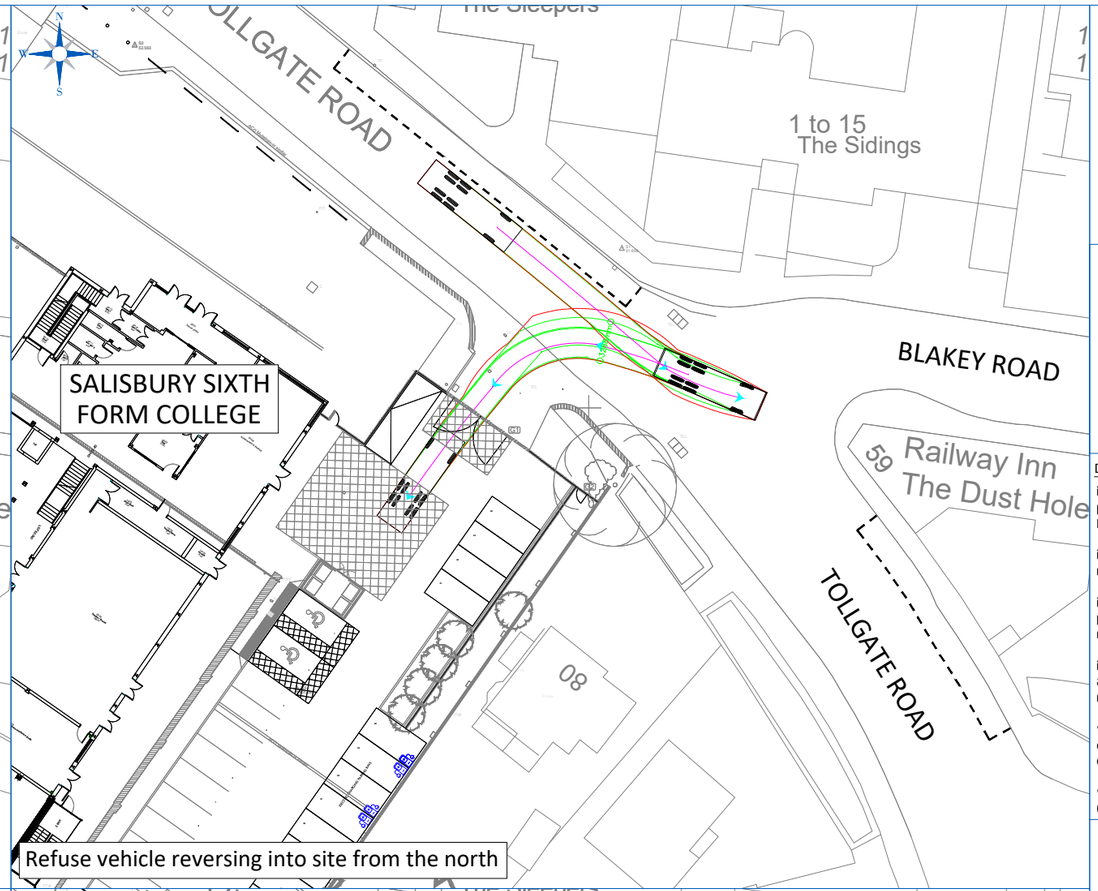
SITE TESTING

Drawing number

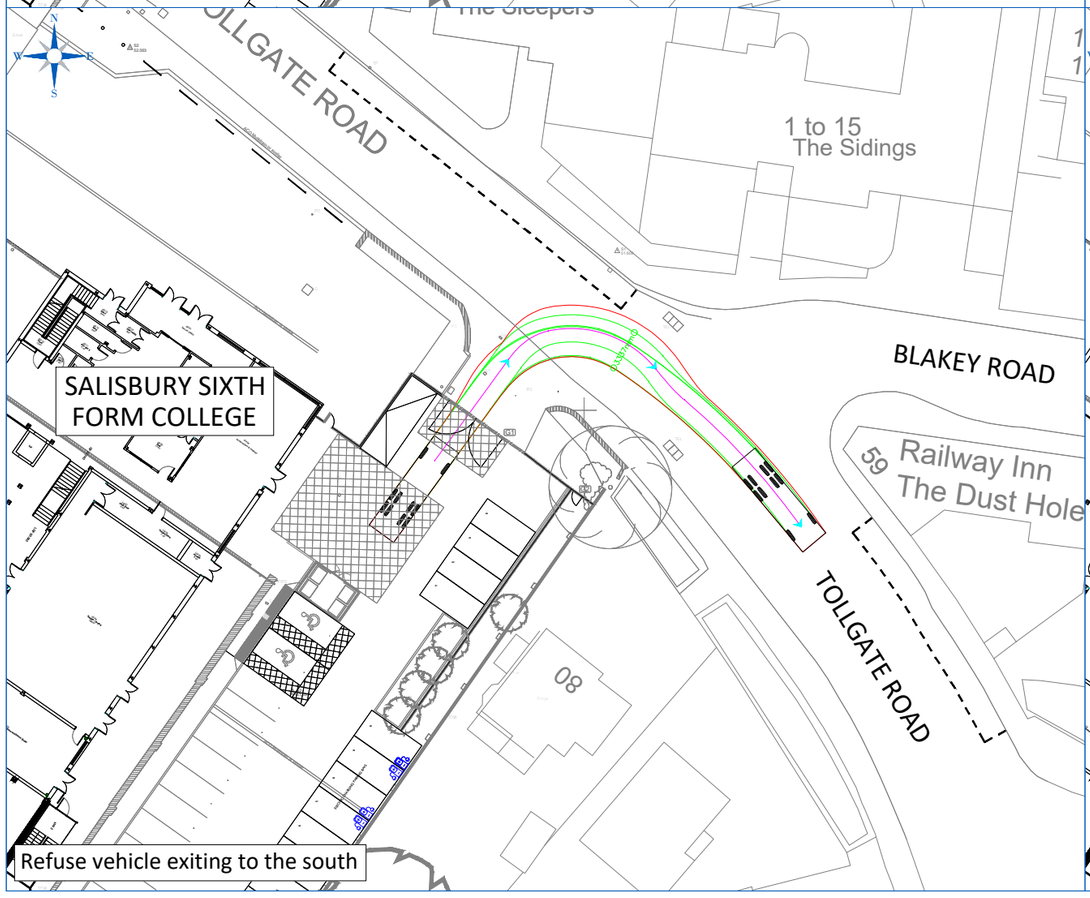
Project	Job	Drawing	Sheet	Revision
LTP/ 6918 /	T1 /	01	.01	B



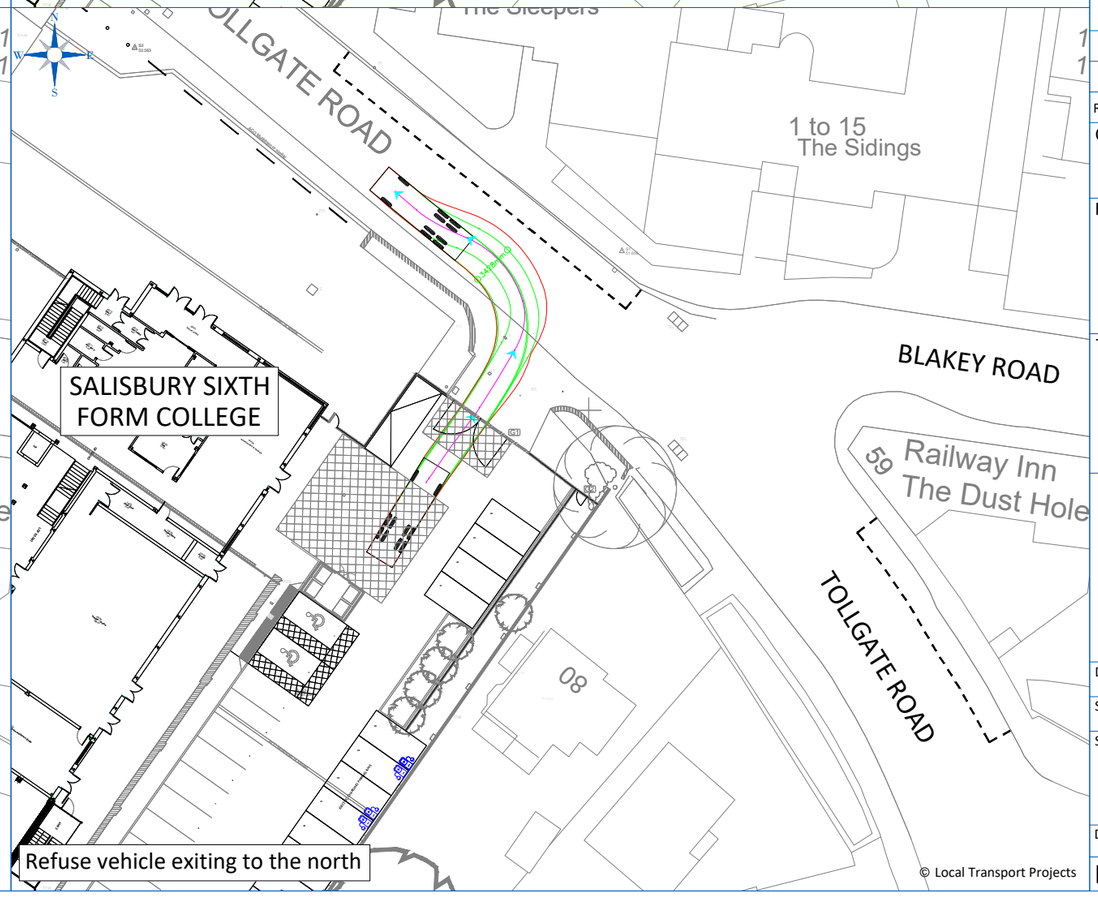
Refuse vehicle reversing into site from the south



Refuse vehicle reversing into site from the north



Refuse vehicle exiting to the south



Refuse vehicle exiting to the north

© Local Transport Projects

10mm

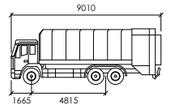
A3

Key:-

	Outer Wheel Track
	Vehicle Swept Path
	Vehicle Centreline and Direction

Notes:-

1. Simulated speed - not more than 5 mph
2. Actual vehicle dimensions and track may vary.



Refuse vehicle

	mm
Width	: 2450
Track	: 2450
Lock to Lock Time	: 4.0
Steering Angle	: 31.6

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Client

Coomber Associates Limited

Project

Proposed Salisbury Sixth Form College Extension

Title

Swept Path Analysis for Refuse Vehicle using Main Entrance

local transport projects
traffic engineering and transport planning

Armstrong House,
The Flemingate Centre,
Beverley,
East Riding of Yorkshire.
HU17 0NW.

t 01482 679 911
info@ltp.co.uk
www.local-transport-projects.co.uk
Registered No. 5295328

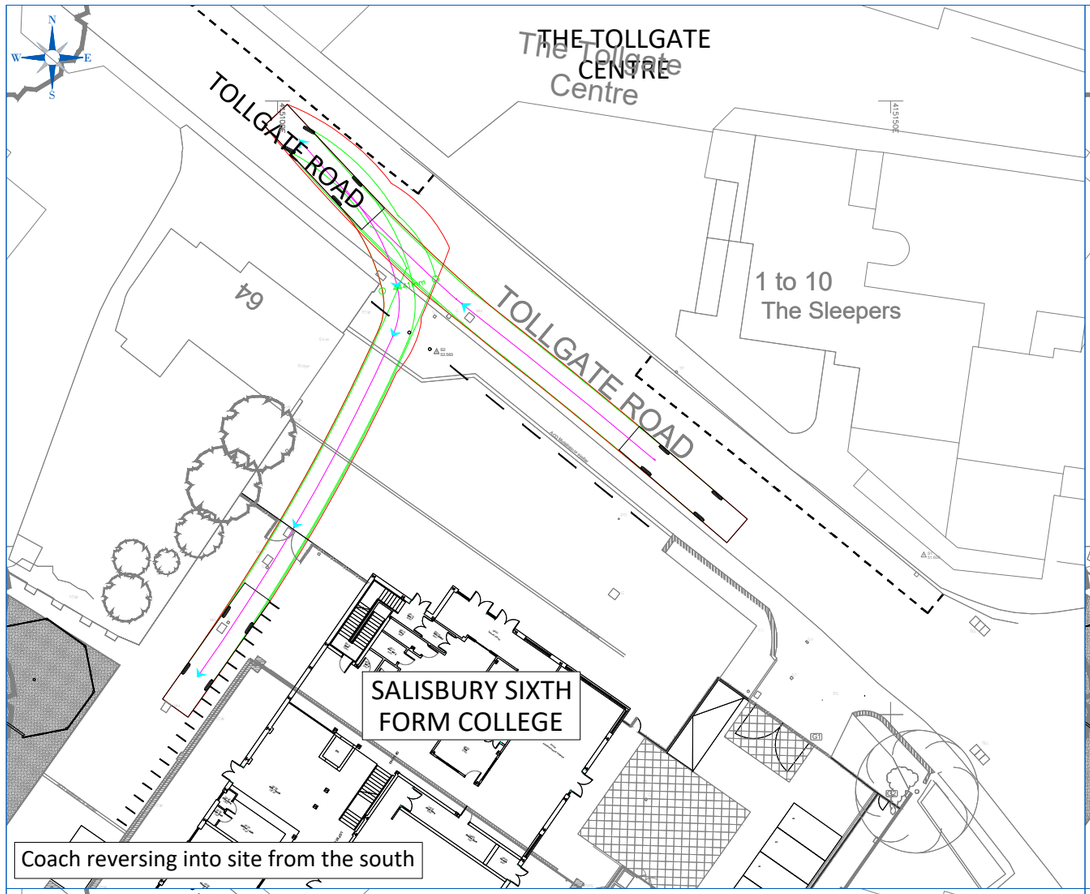
Drawn	Date	
ED	29 04 2026	
Scale	Checked	Approved
1 : 500	ASC	ASC

Status

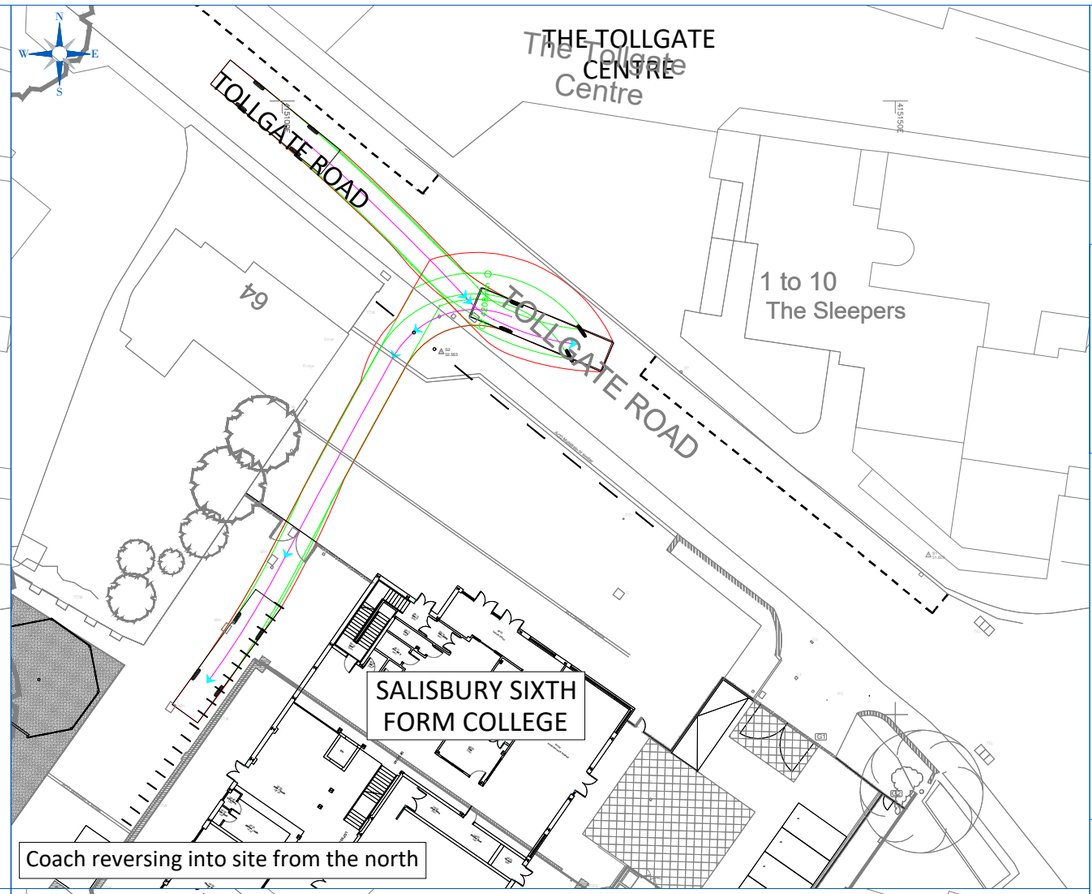
SITE TESTING

Drawing number

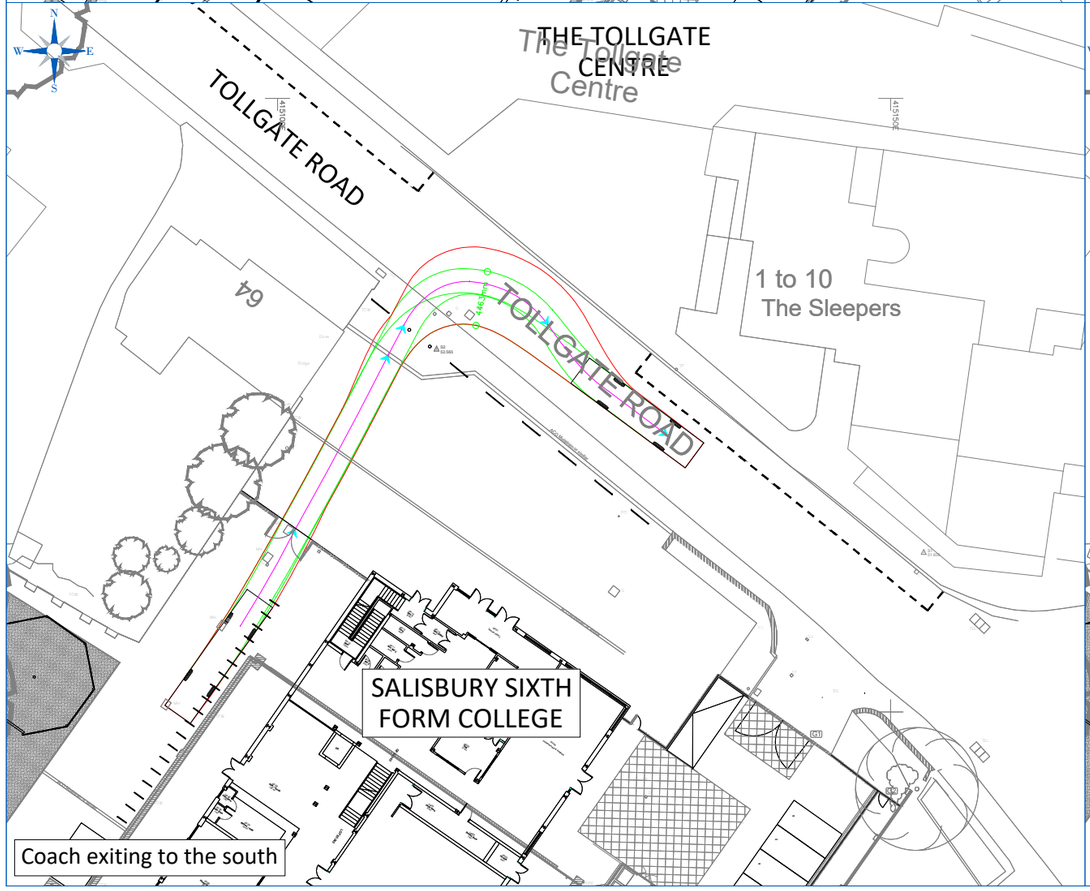
Project	Job	Drawing	Sheet	Revision
LTP/6918/	T1 /	02	.01	B



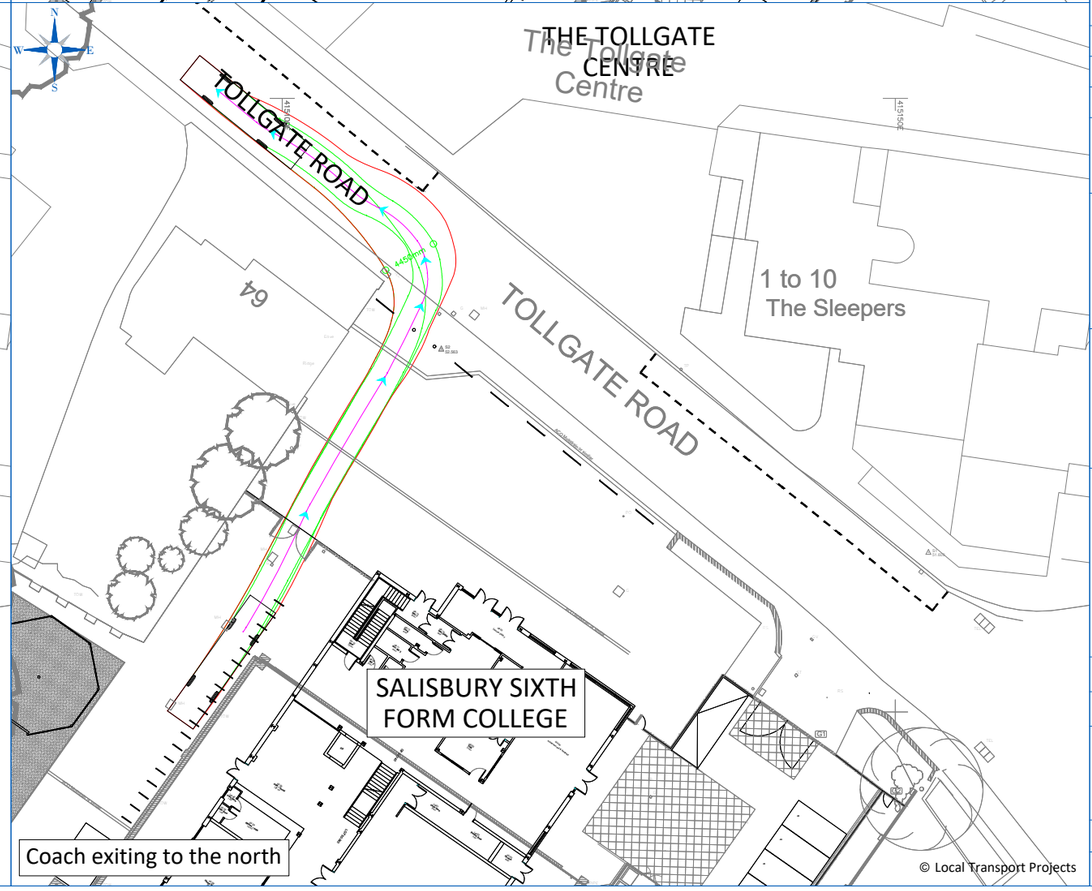
Coach reversing into site from the south



Coach reversing into site from the north



Coach exiting to the south



Coach exiting to the north

© Local Transport Projects

10mm

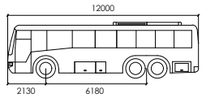
A3

Key:-

	Outer Wheel Track
	Vehicle Swept Path
	Vehicle Centreline and Direction

Notes:-

1. Simulated speed - not more than 5 mph
2. Actual vehicle dimensions and track may vary.



COACH

	mm
Width	: 2550
Track	: 2550
Lock to Lock Time	: 6.0
Steering Angle	: 43.1

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B	27 05 26	ED	TF	Updated site layout and tracking based on client comments
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Client

Coomber Associates Limited

Project

Proposed Salisbury Sixth Form College Extension

Title

Swept Path Analysis for Coach using Side Access

local transport projects
traffic engineering and transport planning

Armstrong House,
The Flemingate Centre,
Beverley,
East Riding of Yorkshire.
HU17 0NW.

t 01482 679 911
info@ltp.co.uk
www.local-transport-projects.co.uk
Registered No. 5295328

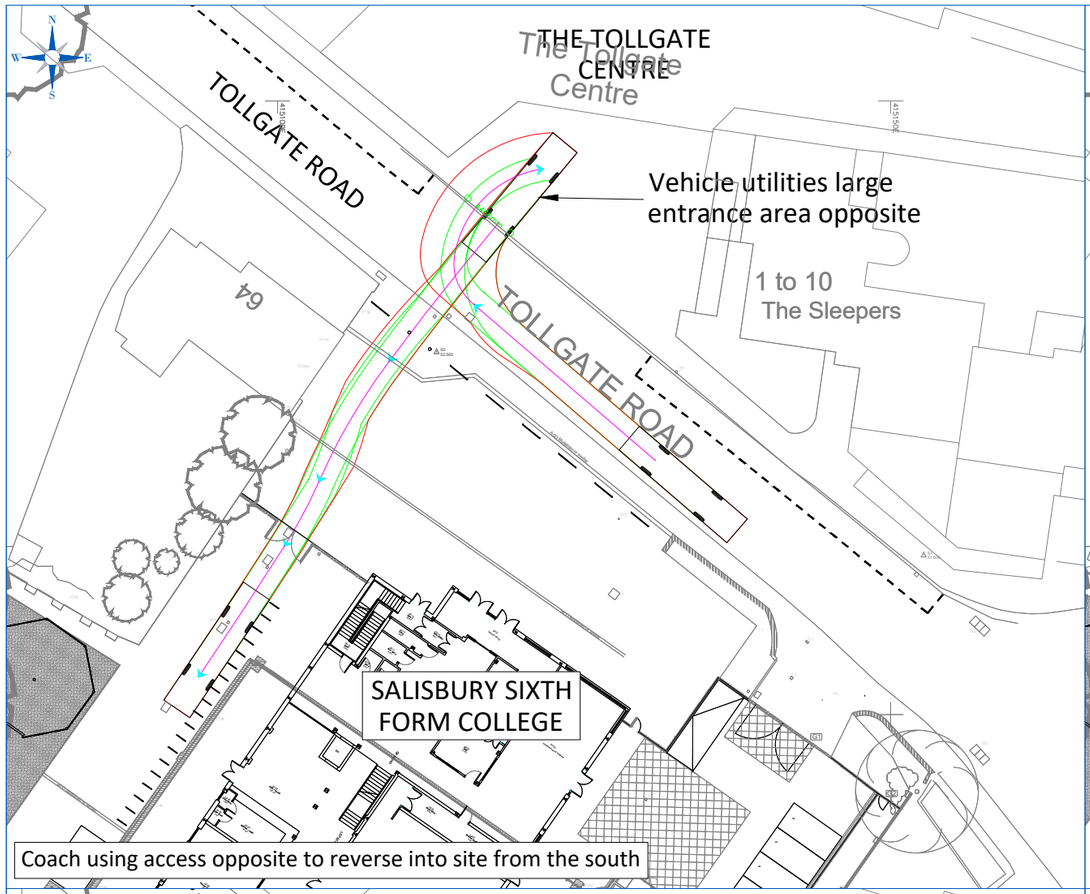
Drawn	Date	
ED	29 04 2026	
Scale 1 : 500	Checked ASC	Approved ASC

Status

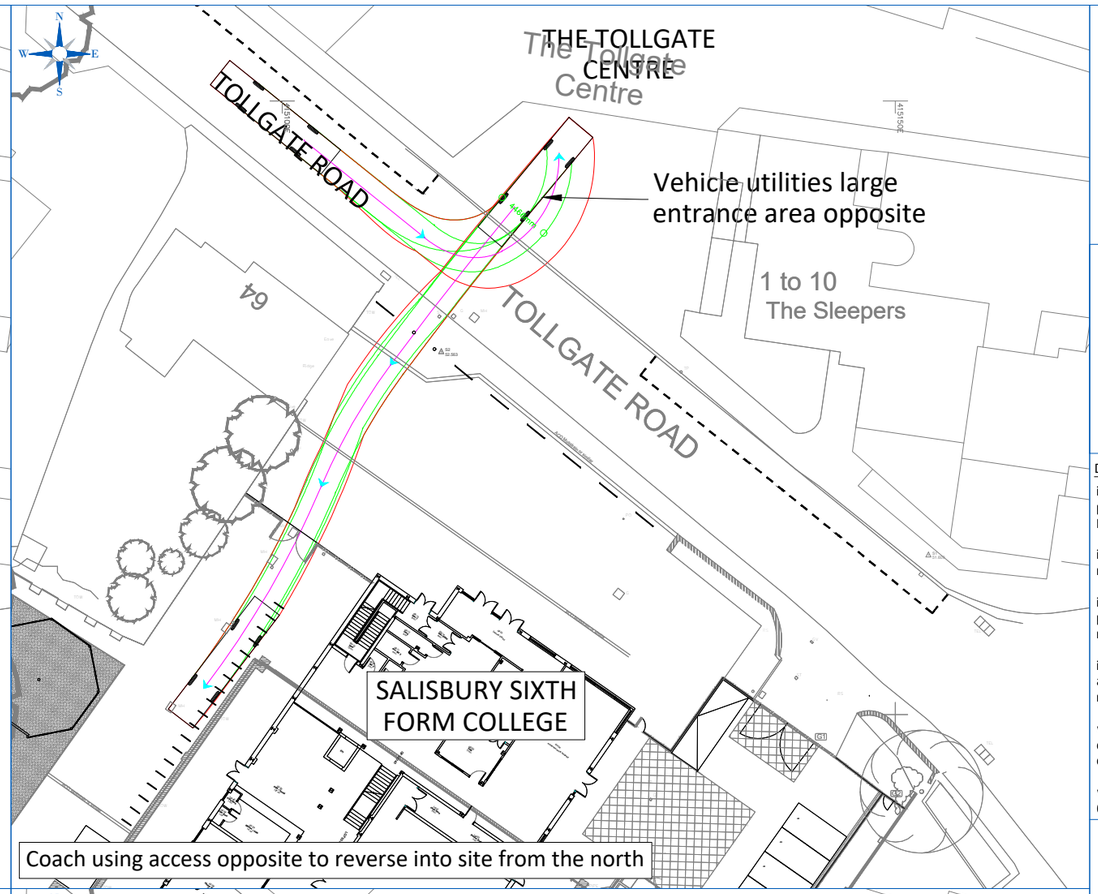
SITE TESTING

Drawing number

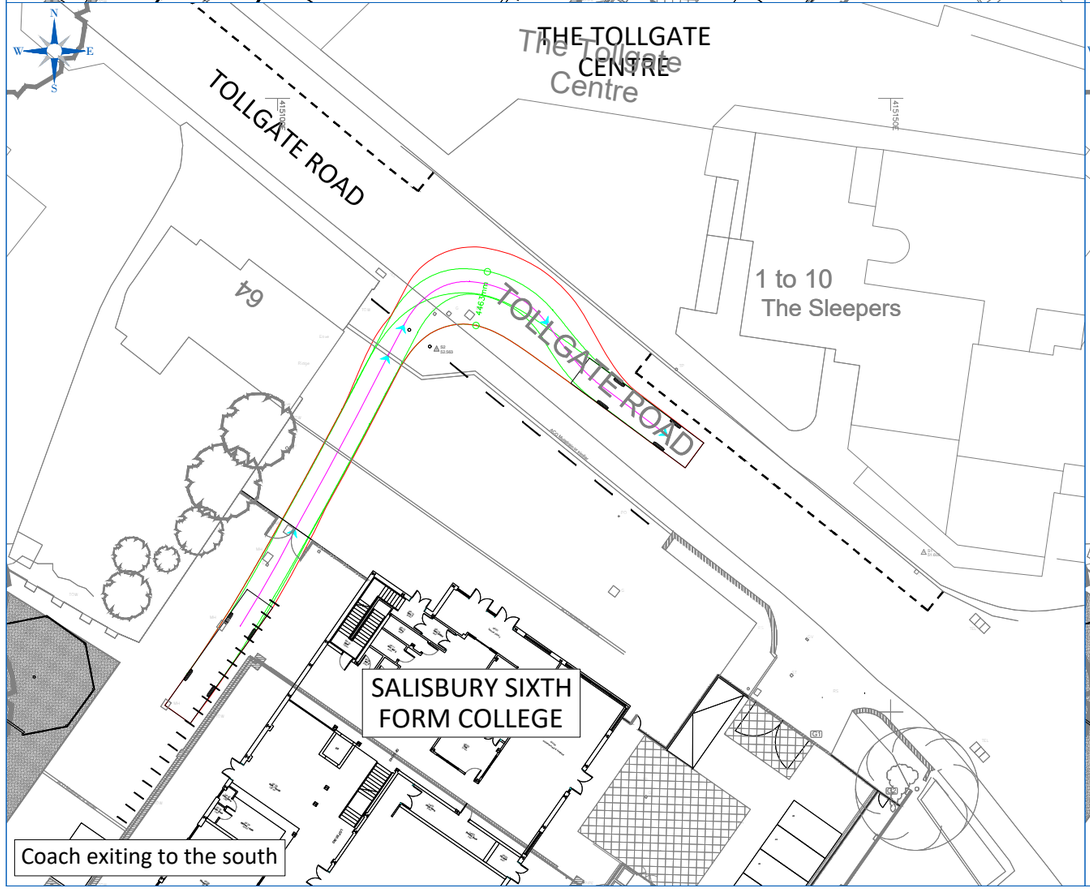
Project	Job	Drawing	Sheet	Revision
LTP/ 6918 /	T1 /	03	.01	B



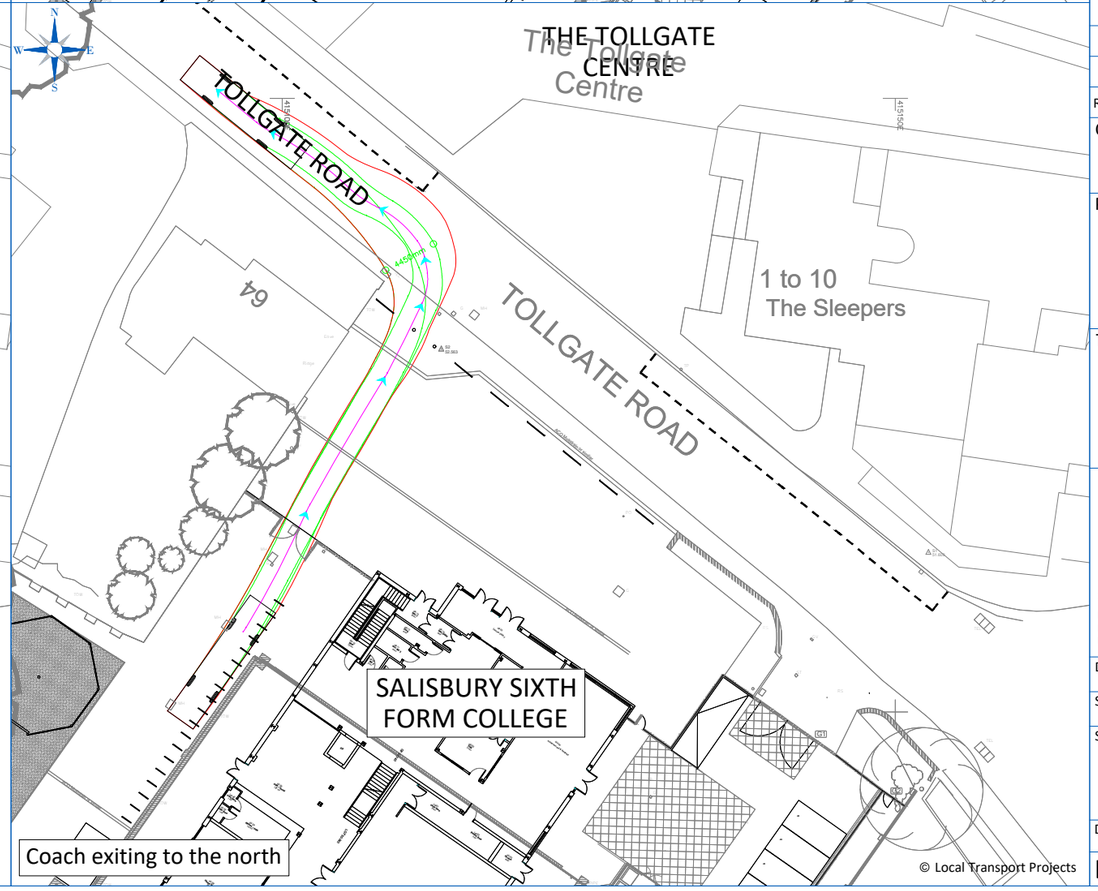
Coach using access opposite to reverse into site from the south



Coach using access opposite to reverse into site from the north



Coach exiting to the south



Coach exiting to the north

© Local Transport Projects

10mm

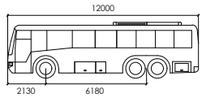
A3

Key:-

	Outer Wheel Track
	Vehicle Swept Path
	Vehicle Centreline and Direction

Notes:-

1. Simulated speed - not more than 5 mph
2. Actual vehicle dimensions and track may vary.



COACH

	mm
Width	: 2550
Track	: 2550
Lock to Lock Time	: 6.0
Steering Angle	: 43.1

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Client

Coomber Associates Limited

Project

Proposed Salisbury Sixth Form College Extension

Title

Swept Path Analysis for Coach using Side Access

local transport projects
traffic engineering and transport planning

Armstrong House,
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Status

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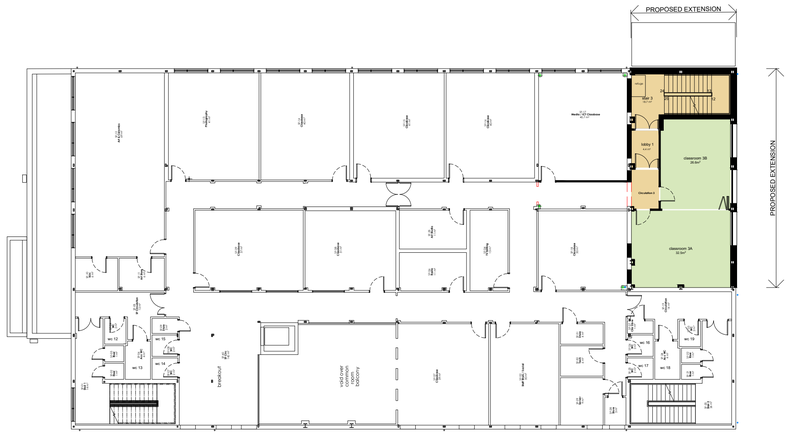
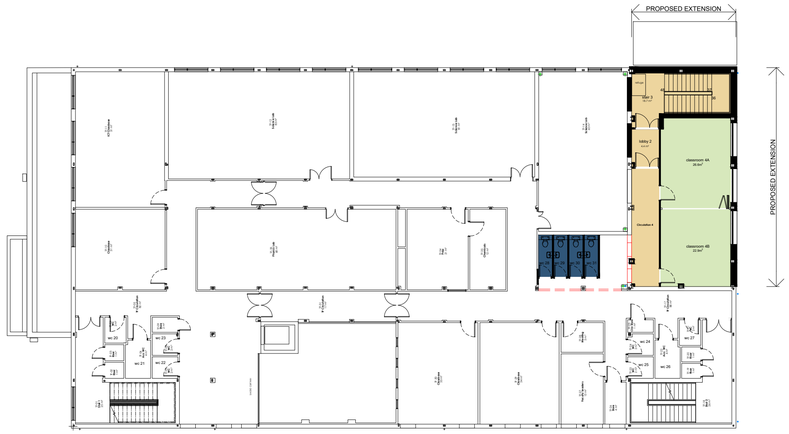
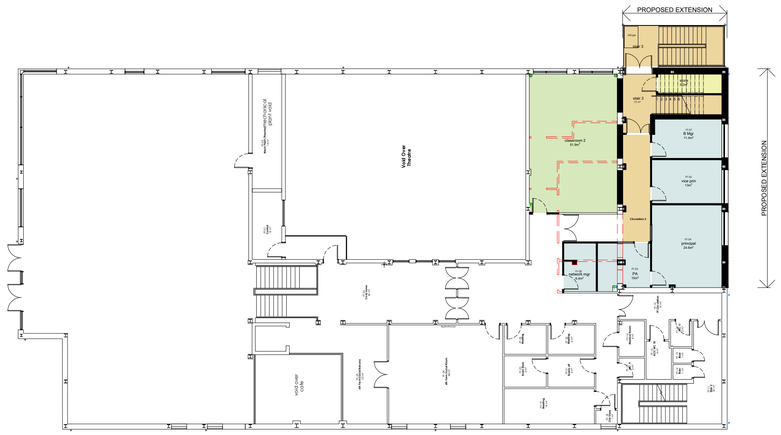
LTP/	6918 /	T1 / 03	.02	B



SECOND FLOOR PLAN
SCALE @ 1/200

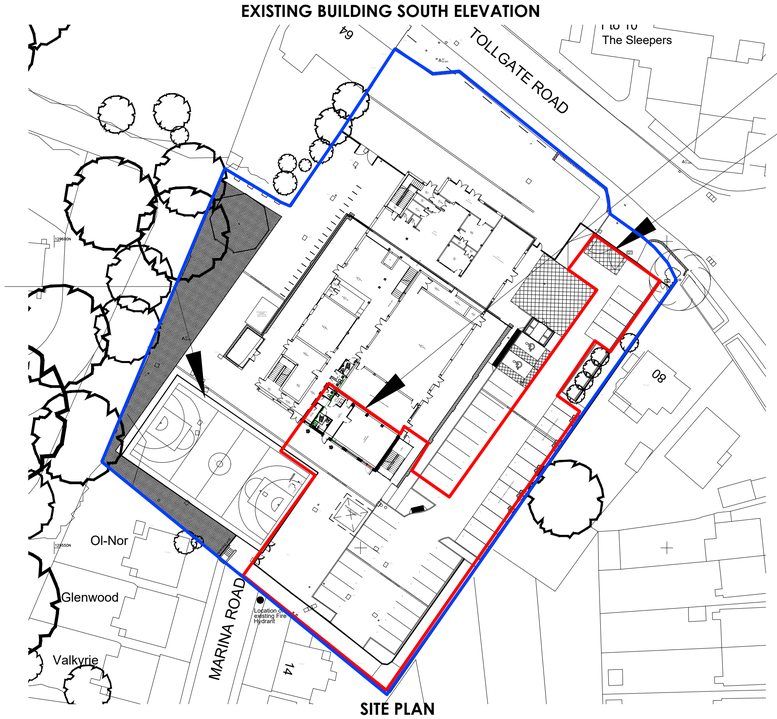


THIRD FLOOR PLAN
SCALE @ 1/200

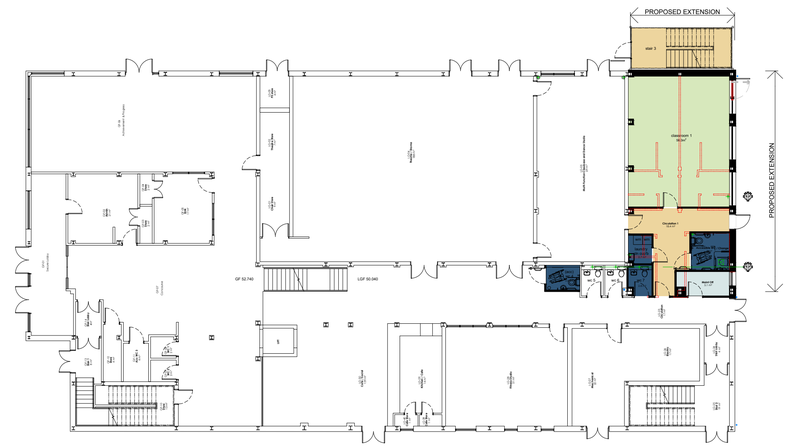


FIRST FLOOR PLAN
SCALE @ 1/200

EXISTING BUILDING SOUTH ELEVATION



SITE PLAN
SCALE @ 1/500



LOWER GROUND / GROUND FLOOR PLAN
SCALE @ 1/200

PROPOSED EXTENSION

RED LINE INDICATING SITE

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LEGEND

Actual size @ A1

0 5 10

1:200

4m 0 4m 8m

1:500

10m 0 10m 20m

KEY:

DOTTED RED LINE INDICATING ALTERATIONS TO EXISTING

- Acc WC
- Teaching Space
- Circulation / lobby / Stairs
- Office
- Store
- Proposed Walls

No	Details	Date	By
A	minor amendment to parking	12/05/26	DR

S6C EXPANSION
SALISBURY 6TH FORM COLLEGE
66-78 TOLLGATE ROAD
SALISBURY
SP1 2JJ

SITE AND FLOOR PLANS
AS PROPOSED

Scale AS SHOWN @ A1	Drawn by DR
Date May 2026	Checked OC
Dwg 691- P - 03	Revision A

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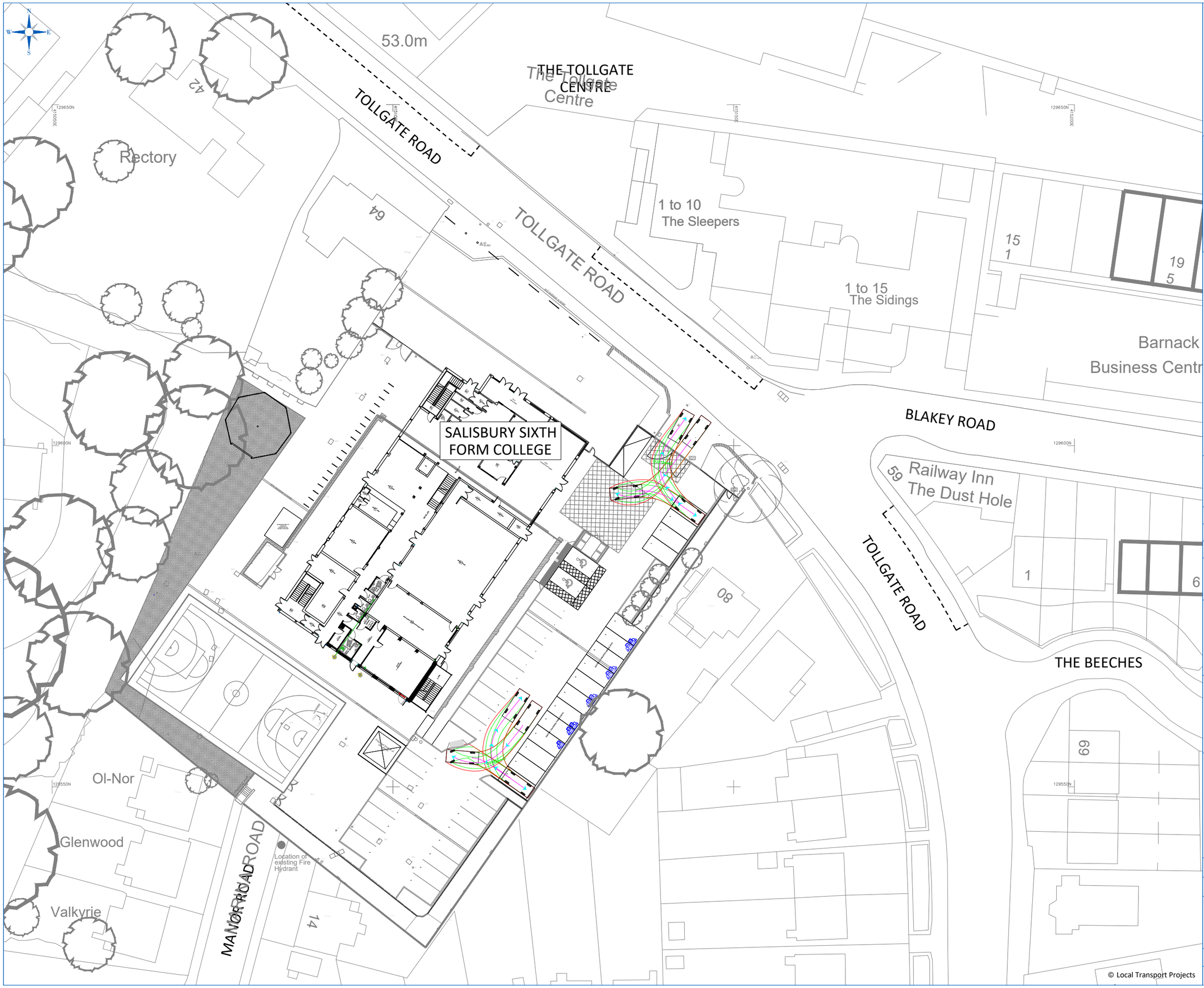


© Local Transport Projects

10mm

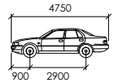
A3

Key:-

	Outer Wheel Track
	Vehicle Swept Path
	Vehicle Centreline and Direction

Notes:-

1. Simulated speed - not more than 5 mph
2. Actual vehicle dimensions and track may vary.



Car

	mm
Width	: 1800
Track	: 1800
Lock to Lock Time	: 6.0
Steering Angle	: 30.2

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Client

Coomber Associates Limited

Project

Proposed Salisbury Sixth Form College Extension

Title

Swept Path Analysis for Car Accessing Proposed Parking Bays

local transport projects
traffic engineering and transport planning

Armstrong House,
The Flemingate Centre,
Beverley,
East Riding of Yorkshire.
HU17 0NW.

01482 679 911
info@ltp.co.uk
www.local-transport-projects.co.uk
Registered No. 5295328

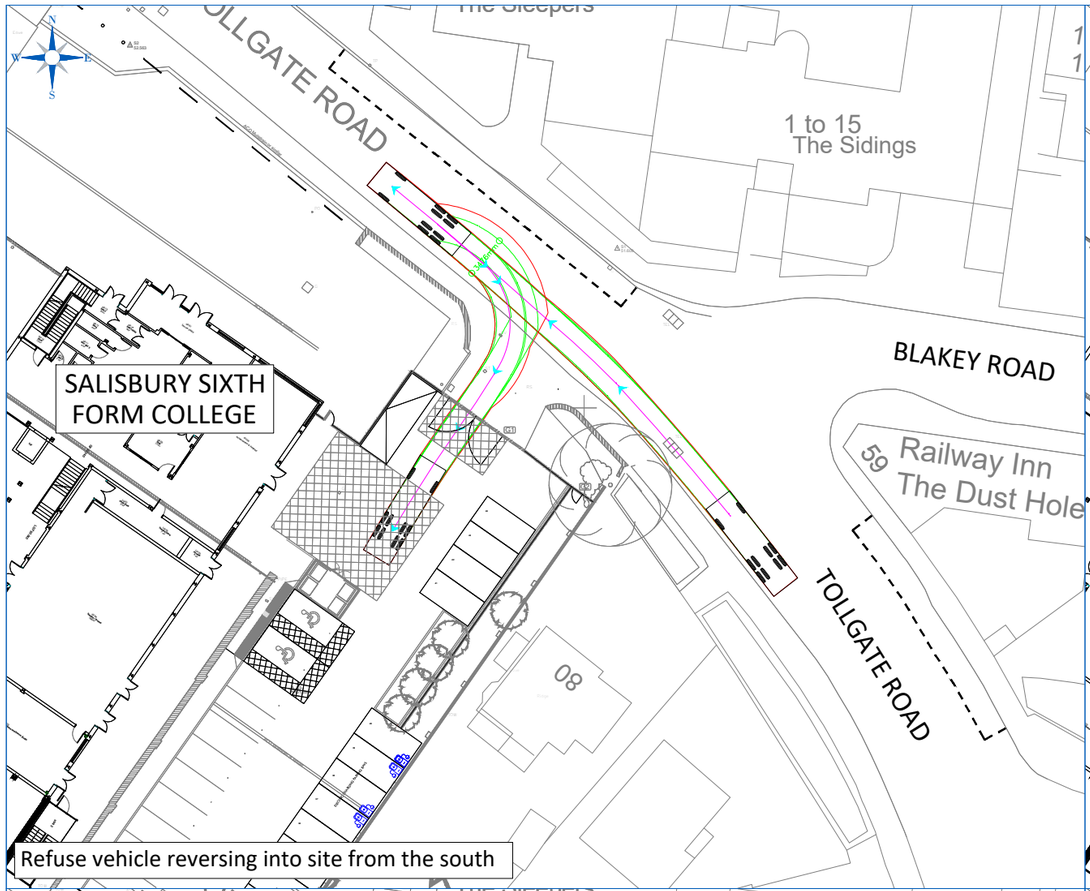
Drawn	Date	
ED	29 04 2026	
Scale	Checked	Approved
1 : 500	ASC	ASC

Status

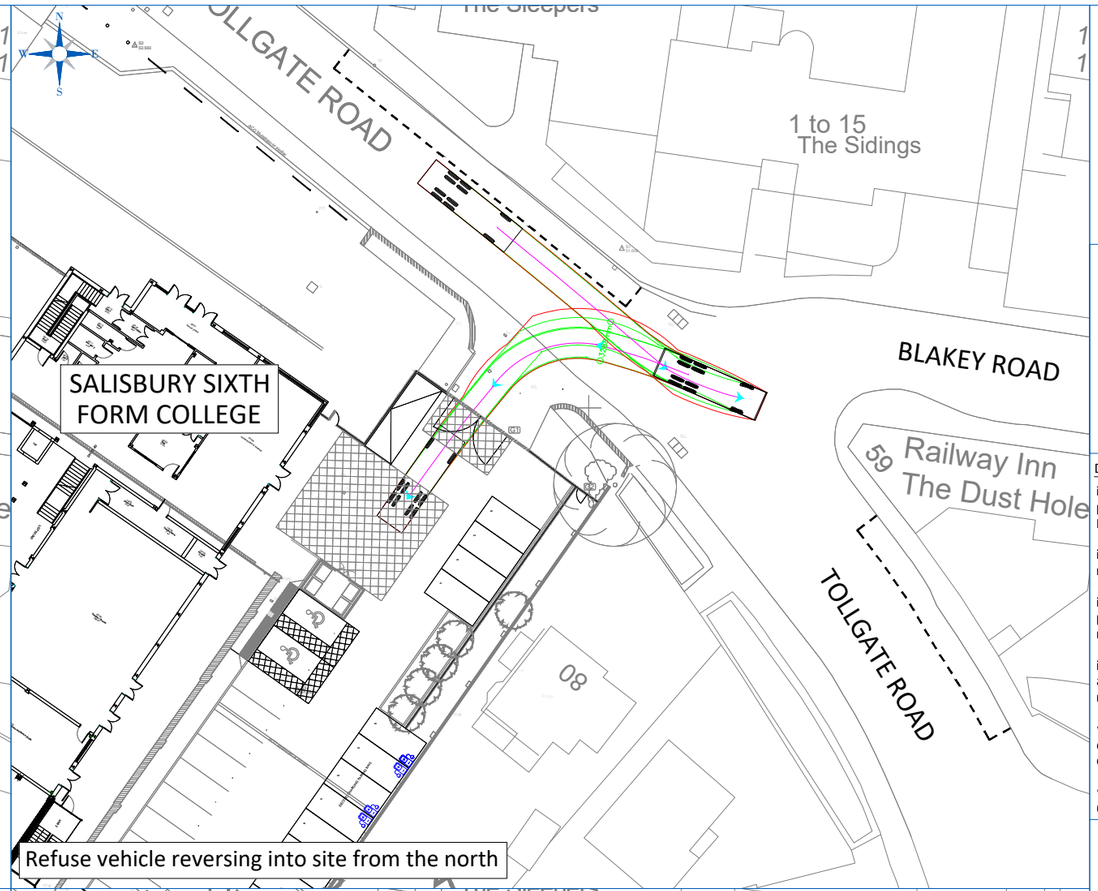
SITE TESTING

Drawing number

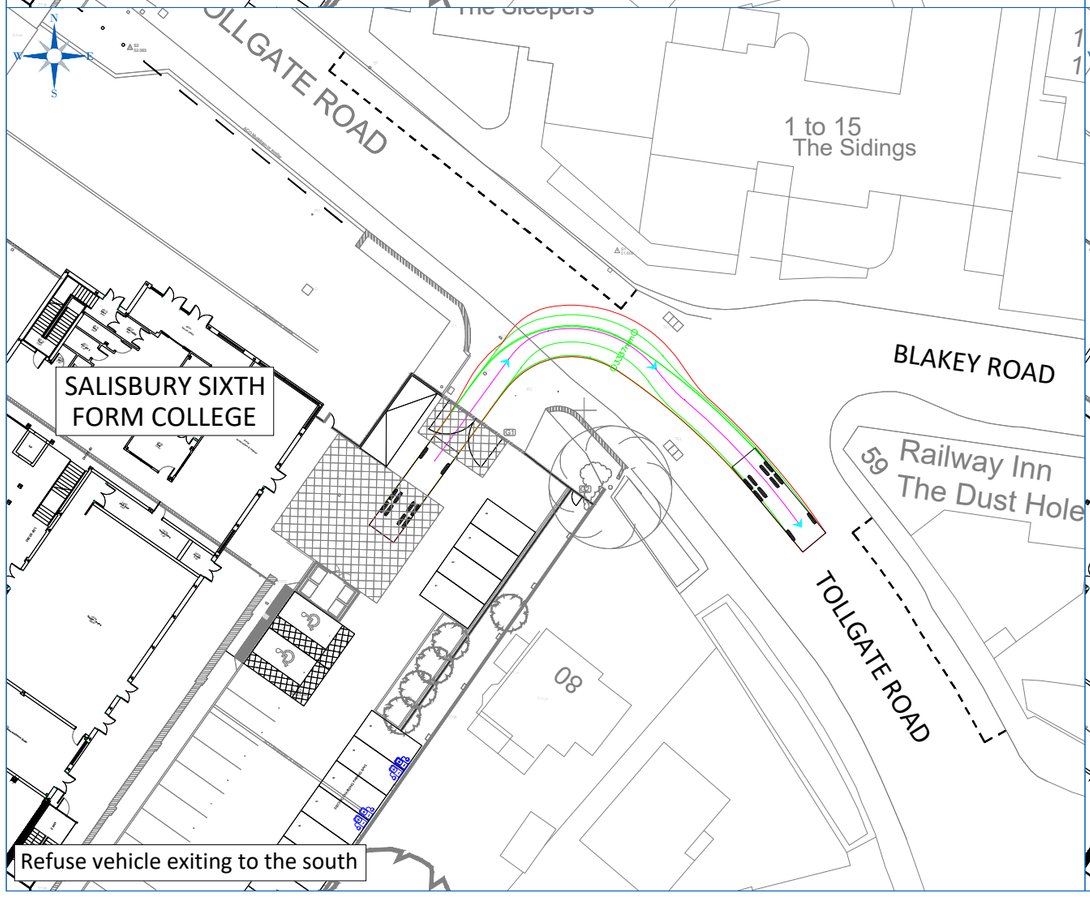
Project	Job	Drawing	Sheet	Revision
LTP/ 6918 /	T1 /	01	.01	B



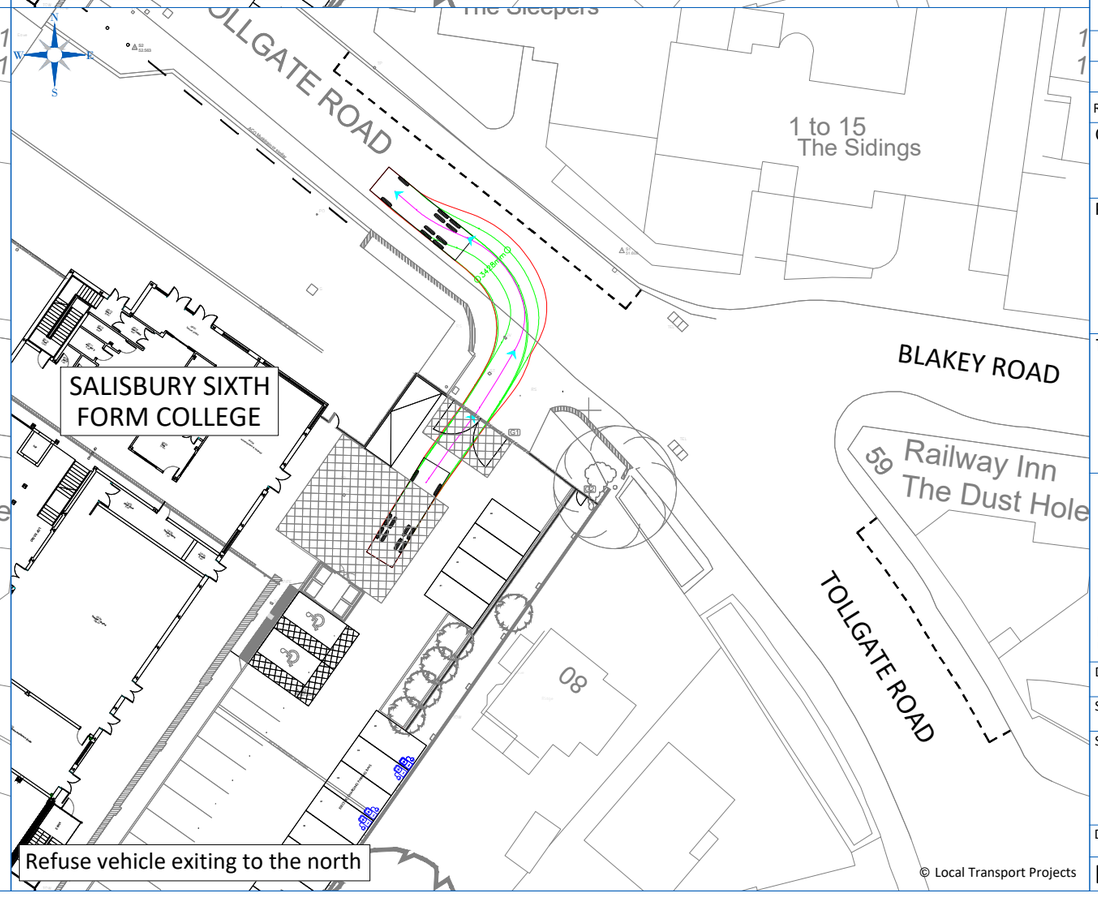
Refuse vehicle reversing into site from the south



Refuse vehicle reversing into site from the north



Refuse vehicle exiting to the south



Refuse vehicle exiting to the north

© Local Transport Projects

10mm

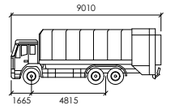
A3

Key:-

	Outer Wheel Track
	Vehicle Swept Path
	Vehicle Centreline and Direction

Notes:-

1. Simulated speed - not more than 5 mph
2. Actual vehicle dimensions and track may vary.



Refuse vehicle

	mm
Width	: 2450
Track	: 2450
Lock to Lock Time	: 4.0
Steering Angle	: 31.6

Disclaimers:-

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v. This drawing is produced to be printed and read in colour. Reproduction in black and white may prevent correct interpretation of some aspects.

vi. Based on site plan provided by client, drawing ref: 691-planning for LTP 2026.05.07

Rev.	Date	By	Chk	Description
B	27 05 26	ED	TF	Updated site layout and tracking based on client comments
A	15 05 26	RB/OA	ASC	Updated site layout and tracking based on client comments

Client

Coomber Associates Limited

Project

Proposed Salisbury Sixth Form College Extension

Title

Swept Path Analysis for Refuse Vehicle using Main Entrance

local transport projects
traffic engineering and transport planning

Armstrong House,
The Flemingate Centre,
Beverley,
East Riding of Yorkshire.
HU17 0NW.

t 01482 679 911
info@ltp.co.uk
www.local-transport-projects.co.uk
Registered No. 5295328

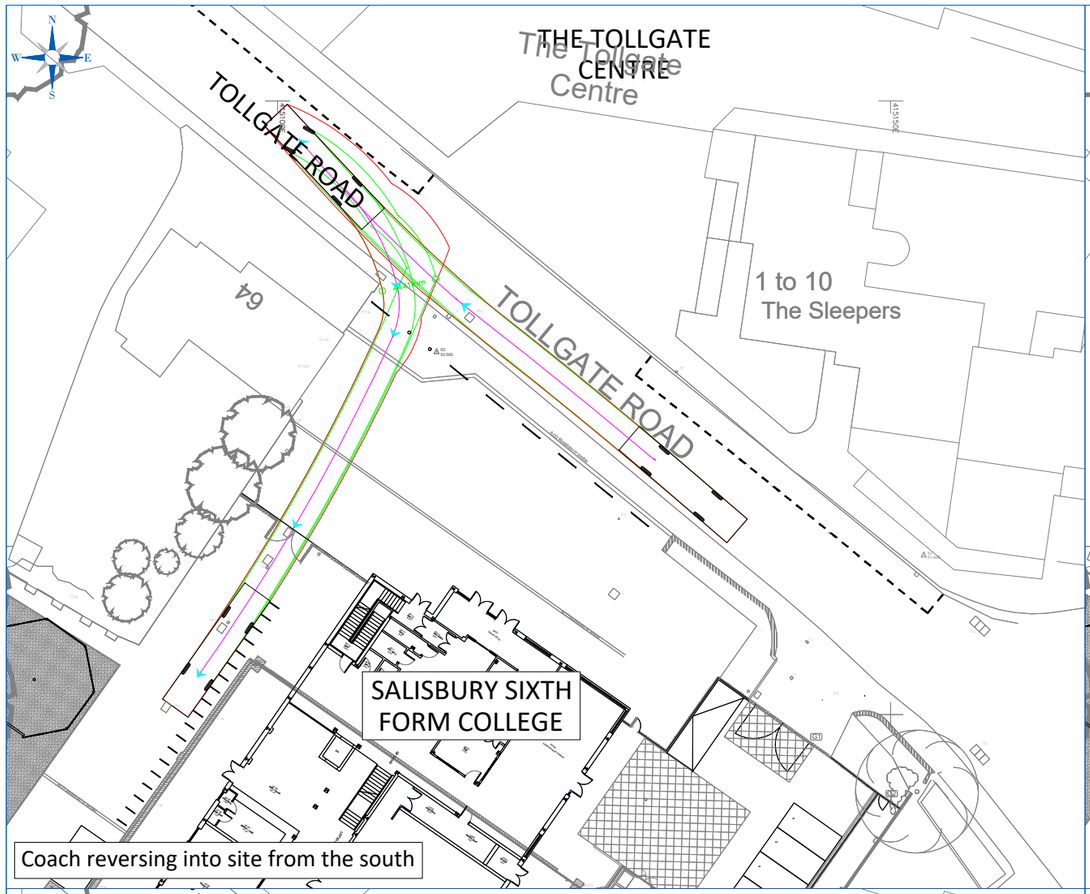
Drawn	Date	
ED	29 04 2026	
Scale	Checked	Approved
1 : 500	ASC	ASC

Status

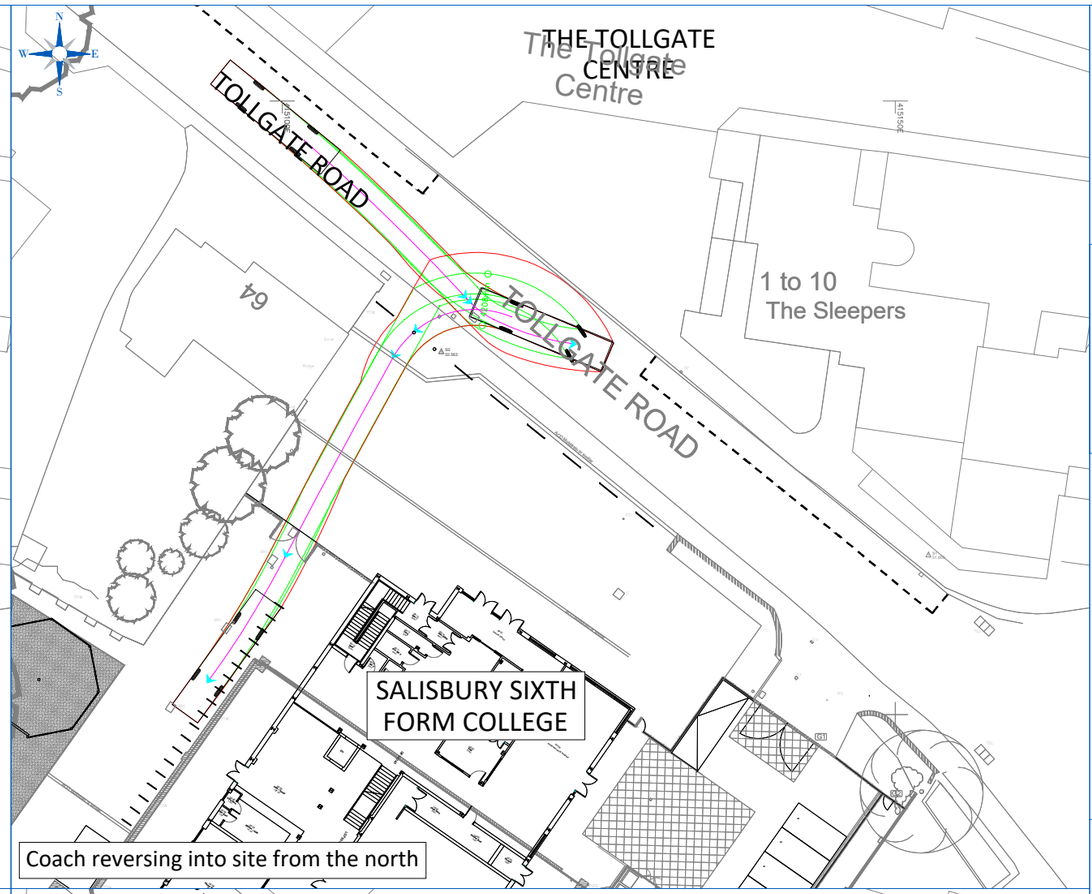
SITE TESTING

Drawing number

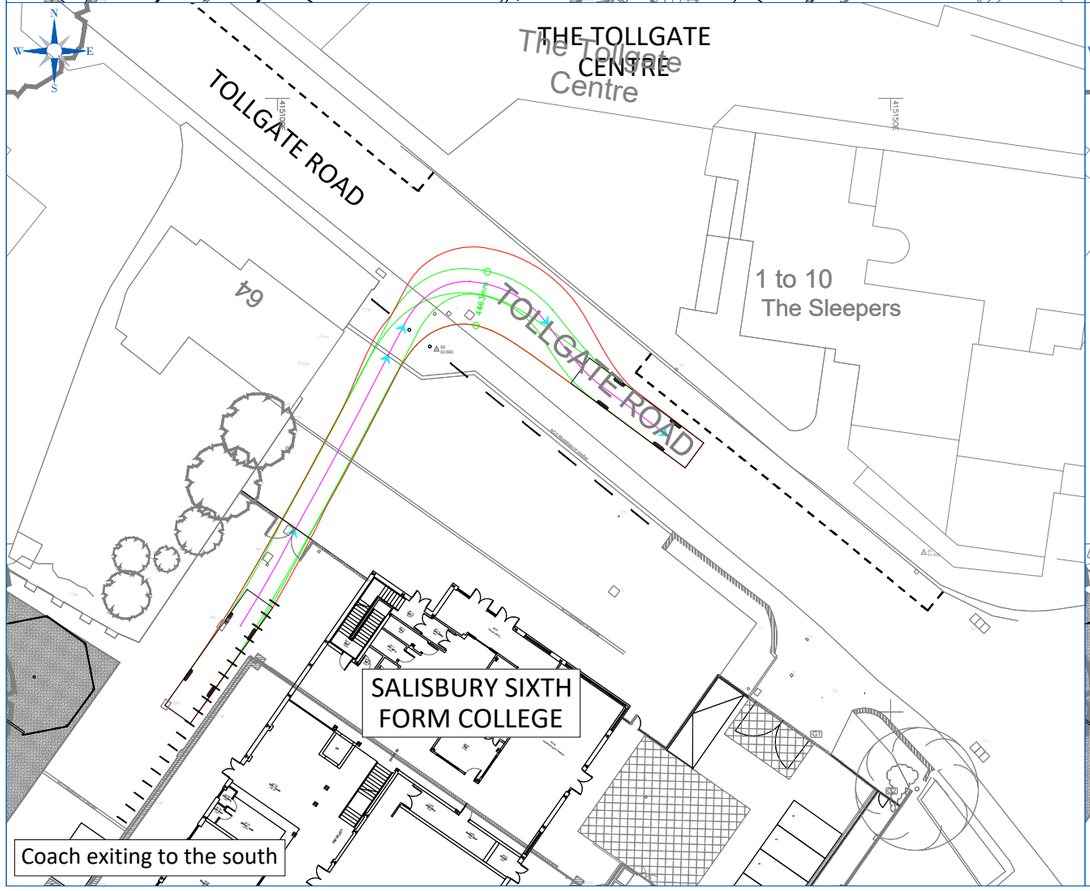
Project	Job	Drawing	Sheet	Revision
LTP/6918/	T1 /	02	.01	B



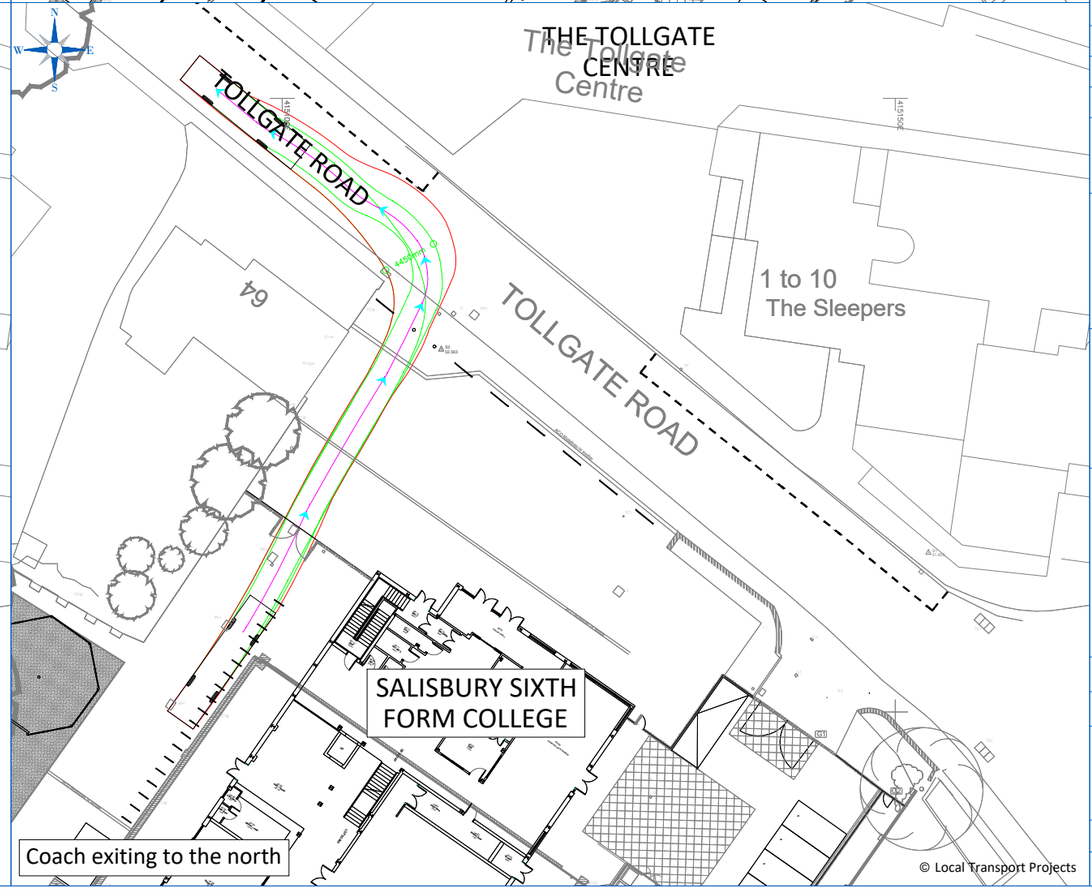
Coach reversing into site from the south



Coach reversing into site from the north



Coach exiting to the south



Coach exiting to the north

© Local Transport Projects

10mm

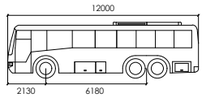
A3

Key:-

	Outer Wheel Track
	Vehicle Swept Path
	Vehicle Centreline and Direction

Notes:-

1. Simulated speed - not more than 5 mph
2. Actual vehicle dimensions and track may vary.



COACH

	mm
Width	: 2550
Track	: 2550
Lock to Lock Time	: 6.0
Steering Angle	: 43.1

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Client

Coomber Associates Limited

Project

Proposed Salisbury Sixth Form College Extension

Title

Swept Path Analysis for Coach using Side Access

local transport projects
traffic engineering and transport planning

Armstrong House,
The Flemingate Centre,
Beverley,
East Riding of Yorkshire.
HU17 0NW.

t 01482 679 911
info@ltp.co.uk
www.local-transport-projects.co.uk
Registered No. 5295328

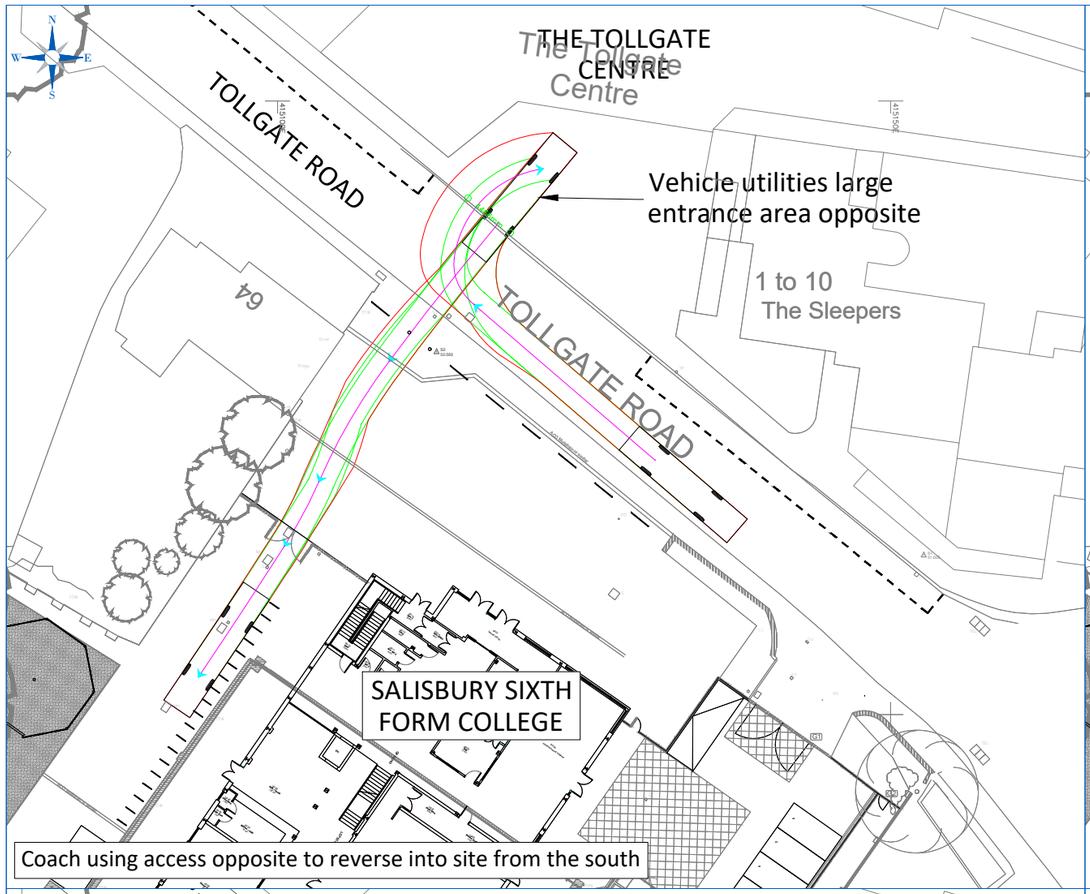
Drawn	Date	
ED	29 04 2026	
Scale 1 : 500	Checked ASC	Approved ASC

Status

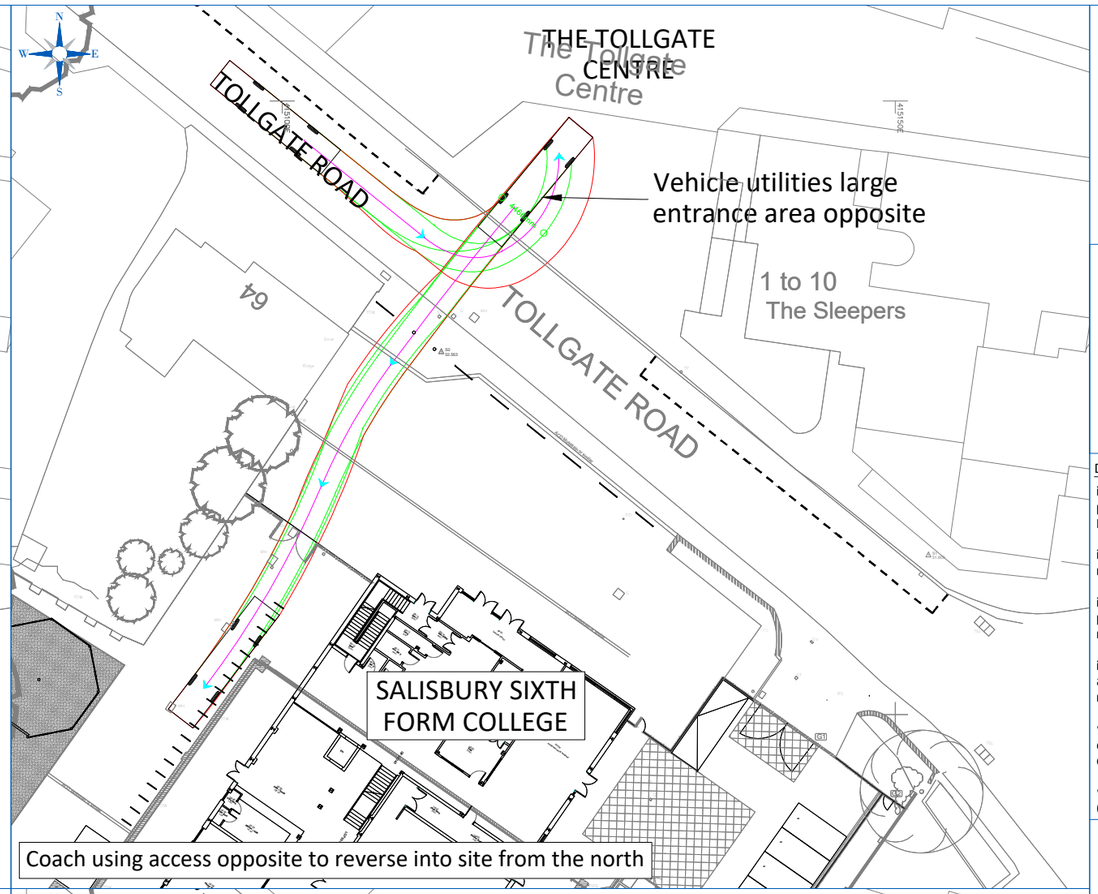
SITE TESTING

Drawing number

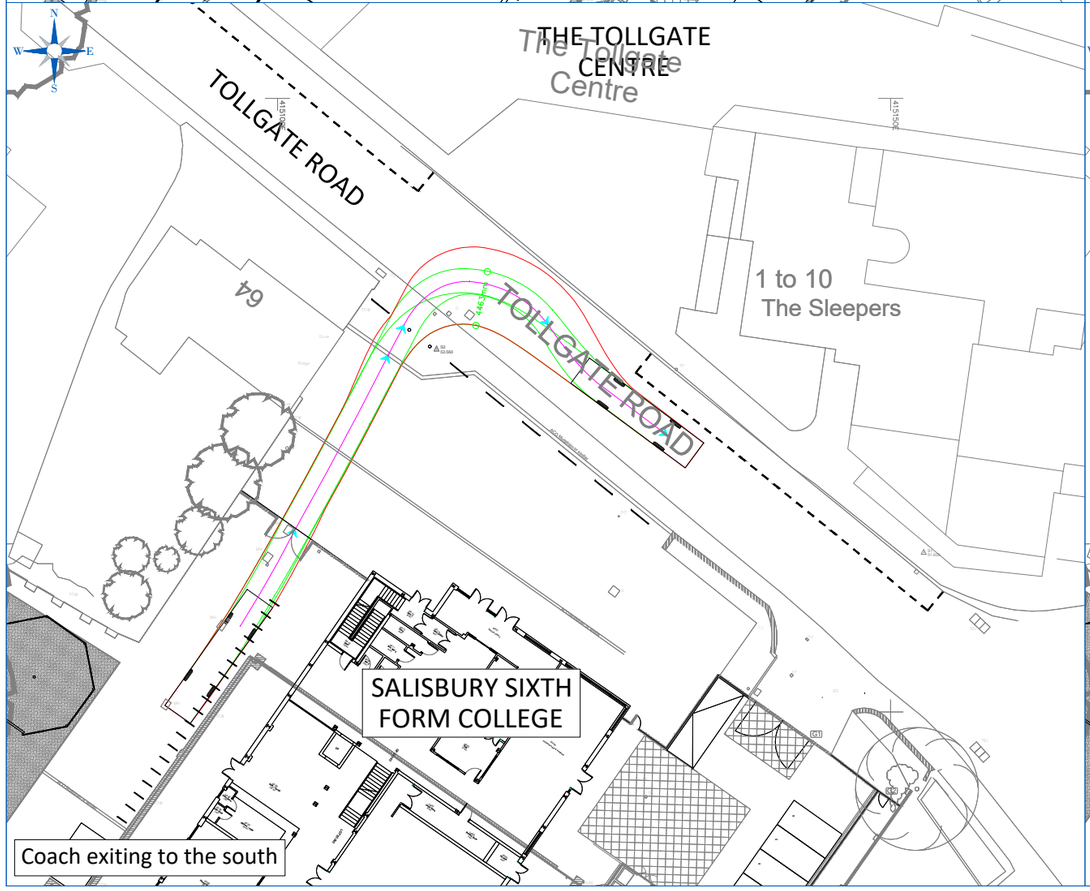
Project	Job	Drawing	Sheet	Revision
LTP/ 6918 /	T1 /	03	.01	B



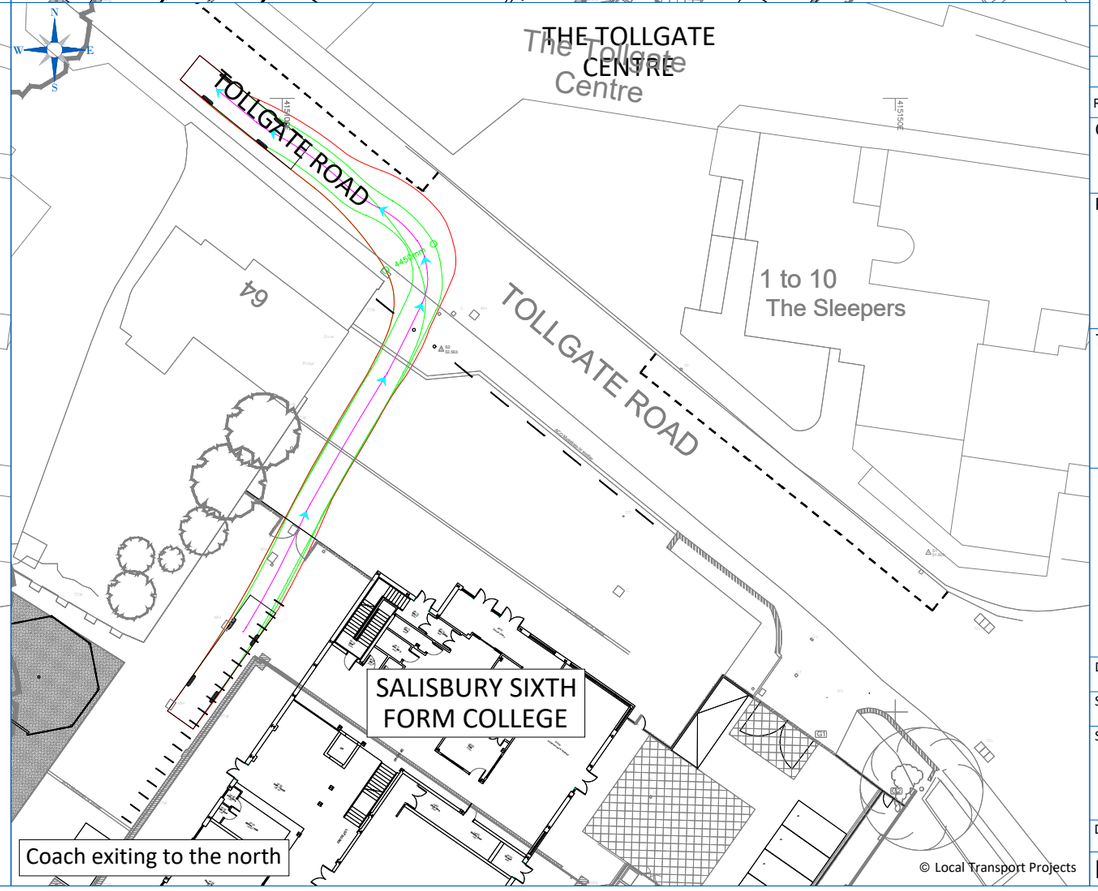
Coach using access opposite to reverse into site from the south



Coach using access opposite to reverse into site from the north



Coach exiting to the south



Coach exiting to the north

© Local Transport Projects

10mm

A3

Key:-

	Outer Wheel Track
	Vehicle Swept Path
	Vehicle Centreline and Direction

Notes:-

1. Simulated speed - not more than 5 mph
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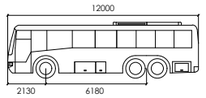

COACH

	mm
Width	: 2550
Track	: 2550
Lock to Lock Time	: 6.0
Steering Angle	: 43.1

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Coomber Associates Limited

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local transport projects
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LTP/	6918 /	T1 / 03	.02	B