



BREEAM Framework Travel Plan

Proposed DASH Facility, Salisbury District Hospital

Salisbury NHS Foundation Trust

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Revision Record

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Basis of Report

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1.0 Introduction

- 1.1 SLR Consulting Limited (SLR) is appointed by Salisbury NHS Foundation Trust to provide highways and transportation advice in relation to the proposed new Diagnostic and Surgical Hub (DASH) at Salisbury District Hospital (SDH).
- 1.2 SDH is located approximately 2.7 km to the south of Salisbury city centre. The SDH is bound to the west by Odstock Road whilst undeveloped land abuts the north, east and southern boundaries.
- 1.3 The application site is located to the southern east edge within the wider SDH site, as shown in **Figure 1.1**.

Figure 1.1: Site Location



- 1.4 The proposed site falls within the administrative boundary of Wiltshire Council who are the Local Planning and Highway Authority.
- 1.5 The proposed DASH facility will comprise dedicated day-case surgery theatres, CT and MRI scanning and diagnostic facilities, as well as endoscopy services. The development is being brought forward in response to the limitations of the existing day surgery theatres, which are partly no longer considered fit for purpose, while also providing additional diagnostic capacity.
- 1.6 The proposed layout is presented in **Appendix A**.

Purpose of a Travel Plan

- 1.7 A Travel Plan (TP) can be thought of as a pyramid of measures. The plan is built from the bottom up, with decisions and actions at each level creating the conditions that provide the foundation for success at the next level up. A diagrammatical explanation of this is provided in **Figure 1.2**.



Figure 1.2: Travel Plan Pyramid



- 1.8 This Framework Travel Plan (FTP) therefore sets out the implementation, marketing, monitoring, and review of a variety of travel measures to meet travel targets. The FTP offers many benefits such as reducing car use, increasing safety, and creating healthier environments for staff working at the site.

BREEAM Compliance

- 1.9 This FTP is to gain a BREEAM certification for the proposed site. Specifically, this report will provide information relating to BREEAM 2024 focusing on sections TRA-01 and TRA-02.
- 1.10 The specifications for TRA-01 and TRA-02 are outlined in the BREEAM UK New Construction Technical Manual – SD5079 Version 6.1 (November 2024).
- 1.11 This document should be read alongside the submitted Sustainable Energy Strategy prepared by Mott MacDonald.

Report Structure

- 1.12 This FTP should be read in conjunction with the Transport Assessment (TA), which also accompanies the planning application.
- 1.13 Following the introduction, this report provides the following information:
- **Section 2** – Sets out the BREEAM guidance for TRA-01 and how the BREEAM TS and FTP applies;
 - **Section 3** – Sets out the BREEAM guidance for TRA-02 and then specifies the measures that the development will implement;
 - **Section 4** – Sets out the objectives and targets of the FTP;
 - **Section 5** – Sets out the TP Management Strategy;



- **Section 6** – Sets out the measures that will be implemented to help achieve the objectives and targets of the FTP;
- **Section 7** – Sets out the administration, monitoring and review process for the FTP; and
- **Section 8** – Outlines the action plan for the site.



2.0 TRA-01 – Transport Assessment and Travel Plan

- 2.1 This section outlines the criteria as part of TRA-01 and how this BREEAM Transport Assessment and FTP accords with the BREEAM Guidance.

TRA-01 Criteria 1

- 2.2 The BREEAM guidance states that:

“No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form; see Methodology.”

- 2.3 SLR will be providing a TA and an FTP in submission of the planning application.

TRA-01 Criteria 2

- 2.4 The BREEAM guidance states that:

“The site-specific travel assessment (or statement) shall cover as a minimum:

2.a: If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.

2.b: Predicted travel patterns and transport impact of future building or site users.

2.c: Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.

2.d: Reporting of the number and type of existing accessible amenities, see Table 7.1, within 500m of the site.

2.e: Disabled access accounting for varying levels and types of disability, including visual impairment.

2.f: Calculation of the existing public transport Accessibility Index (AI), see Methodology.

2.g: Current facilities for cyclists.”

TRA-01 Criteria 2a – If relevant, travel patterns and attitudes of existing building users or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.

- 2.5 The site is currently occupied by the existing helipad and the southern sections of Visitor Car Park 8 and Staff Car Park 9. As there are no existing building users, Criterion 2a is not applicable.

TRA-01 Criteria 2b - Predicted travel patterns and transport impact of future building or site users

- 2.6 The predicted travel patterns and transport impacts of future building users have been assessed through a first principles trip forecasting methodology based on the proposed operational characteristics of the development.
- 2.7 Staff mode share assumptions are derived from the February 2026 staff travel survey undertaken as part of the wider SDH's ongoing Travel Plan monitoring. The survey results are presented in **Table 2.1**.



Table 2.1: Staff Mode Share (February 2026)

Mode	Percentage
Car as driver	62%
Car as passenger (inc Taxi)	6%
Hopper Bus (Shuttle Bus to P&R)	5%
Walk/Run	9%
Bus	13%
Bicycle	4%
Motorcycle/moped	1%
Train	0%
Total	100%

- 2.8 Further details of the predicted trip generation, travel patterns and associated transport impacts are provided within the submitted TA.

TRA-01 Criteria 2c – Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.

- 2.9 The local environment provides a well-connected network of pedestrian and cycle infrastructure serving the site. Continuous footways, traffic-free pedestrian routes, street lighting and zebra crossings provide safe access throughout the SDH site, while shared footway/cycleways, on-carriageway cycle lanes and local Public Rights of Way connect the site to Salisbury city centre and surrounding areas. The site also benefits from access to National Cycle Network Routes 24 and 45. Further details are provided within the submitted Transport Assessment.

TRA-01 Criteria 2d - Reporting of the number and type of existing accessible amenities, see Table 7.1, within 500m of the site.

- 2.10 The wider Salisbury District Hospital site comprises a range of amenities. The following facilities are located within a 500-metre walking distance of the proposed development:
- Odstock Health and Fitness Centre
 - Tops Day Nurseries: Salisbury Nursey
 - Art Care's Culture Club
 - Hedgerows Café

TRA-01 Criteria 2e - Disabled access accounting for varying levels and types of disability, including visual impairment.

- 2.11 Footways are provided throughout the wider SDH site and generally these are of suitable width for wheelchair users with dropped kerbs provided at crossings. The wider pedestrian network in the vicinity of the site, including footways on Odstock Road, provide suitable widths for wheelchair users with dropped kerbs and tactile paving at crossing aiding not only wheelchair users but also the visually impaired.



- 2.12 All of the Salisbury Red buses, including the routes in **Table 2.2**, have low floors and easy access for those with mobility issues including wheelchair users. It should be noted that these services include the Red 1 route which stops within the wider hospital site.
- 2.13 Salisbury station offers assistance to customers boarding and alighting trains, and to those moving through the station with a 24-hour helpline available to organise aid alongside staff help. Step free access is provided to all platforms within the station and ramp access for trains is available for those who require it. It is noted that the Red 1 service operates from Fisherton Street, circa 200 metres from the station providing a convenient and accessible public transport link to the hospital.
- 2.14 Disabled parking is provided throughout the hospital site in close proximity to key buildings. This includes several accessible bays located to the southeast of the recently constructed elective care recovery ward.

TRA-01 Criteria 2f – Calculation of the existing public transport Accessibility Index (AI), see Methodology.

Bus

- 2.15 The closest existing bus stop to the proposed development is the District Hospital stop, located opposite the Fitness Centre. The stop is approximately 320 metres north-west of the DASH site, equating to a walking time of around 5 minutes. The bus stop is equipped with a sheltered seating area and timetable information.
- 2.16 In addition to this stop, there are two bus stops within the wider SDH site, accessible via the internal footway network. Furthermore, two bus stops are located along Odstock Road, on the SDH frontage.
- 2.17 **Table 2.2** summarises the bus services accessible from the above-mentioned bus stops.

Table 2.2: Bus Services

Service No.	Route	Frequency		
		Mon - Fri	Sat	Sun
Red1	District Hospital - Salisbury - Bemerton Heath	Every 15 Mins	Every 30 Mins	Every 30 Mins
29	Salisbury - District Hospital - Bowerchalke - Shaftesbury	6 Services per day (at 10:34, 12:04, 13:34, 15:14, 16:40 and 18:03)	6 Services per day (at 10:34, 12:04, 13:34, 15:14, 16:40 and 18:03)	No Service
44	Salisbury - District Hospital - Morgan's Vale - Woodfalls	6 Services per day (at 09:59, 11:19, 12:49, 14:19, 16:47 and 17:44)	6 Services per day (at 09:59, 11:19, 12:49, 14:19, 15:49 and 17:41)	No Service
PR9 Park & Ride	Salisbury City Centre – SDH – Britford P&R	One service per day (at 18:23)	No Service	



- 2.18 In addition to the proposed development, a new bus stop on Victoria Drive East, opposite the DASH Building, is being explored. Further details regarding this are provided within submitted TA. However, it should be noted that this proposal is subject to a separate planning application.

Britford Park & Ride

- 2.19 SDH benefits from its proximity to the Britford Park and Ride. A restricted byway (BRIT 16) provides a direct connecting link between the SDH site at its eastern corner and the A338 High Road. From the proposed development, the P&R facility is located approximately 965 metres away, equating to a 15-minute walk or 5-minute cycle.
- 2.20 The Park and Ride facility is equipped with approximately 490 car parking spaces, together with a passenger waiting area and information desk.
- 2.21 The Park and Ride is served by two bus services, namely PR9 and X3. The PR9 service operates between Salisbury City Centre and Britford P&R at a frequency of every 30 minutes from Monday to Saturday and does not operate on Sundays.
- 2.22 The X3 service operates between Salisbury and Bournemouth via Ringwood, with a frequency of every 30 minutes Monday to Saturday and hourly on Sundays.
- 2.23 In addition, SDH operates a dedicated private shuttle bus service to the P&R, which is available free of charge to NHS staff holding valid staff identification. The shuttle runs at approximately 10-minute intervals between 07:00 and 21:00, Monday to Friday.

Rail Services

- 2.24 The closest rail station to the proposed development is Salisbury railway station, located approximately 3.4 km to the north. The station can be accessed via the Red 1 bus service, with a journey time of approximately 35 minutes, or by bicycle in around 15 minutes.
- 2.25 The station provides 110 cycle parking spaces, which are sheltered and benefit from CCTV coverage.
- 2.26 Services from Salisbury operate to a range of destinations including London Waterloo, Portsmouth Harbour, Basingstoke, Cardiff Central, Exeter St David's and Chandlers Ford.

Accessibility Index (AI) Score

- 2.27 As part of this FTP the public transport Accessibility Index (AI) has been used to assess the accessibility of the site from a public transport perspective.
- 2.28 The AI provides an indicator of the accessibility and density of the public transport network at a point of interest. The index is influenced by the proximity and diversity of the public transport network and the frequency of services at the accessible nodes. The greater the number of compliant nodes, services, and their proximity to the building, the higher the AI.
- 2.29 For the purposes of this assessment, the building type category of "Healthcare GP surgery, Health centre, Community hospital" has been used as the most reflective of the development. As proposed development is envisioned to be operational from 07:30 – 21:30, the default hours of 0700-2000 have been used to determine the frequency of services.
- 2.30 Based on the local bus services, the site achieves an AI score of 3.37 resulting in 1 Tra01 BREEAM credit being scored. The full calculations are included in Appendix B of the submitted TA.
- 2.31 As mentioned previously, a new bus stop on Victoria Drive East, opposite the DASH Building, is being explored.



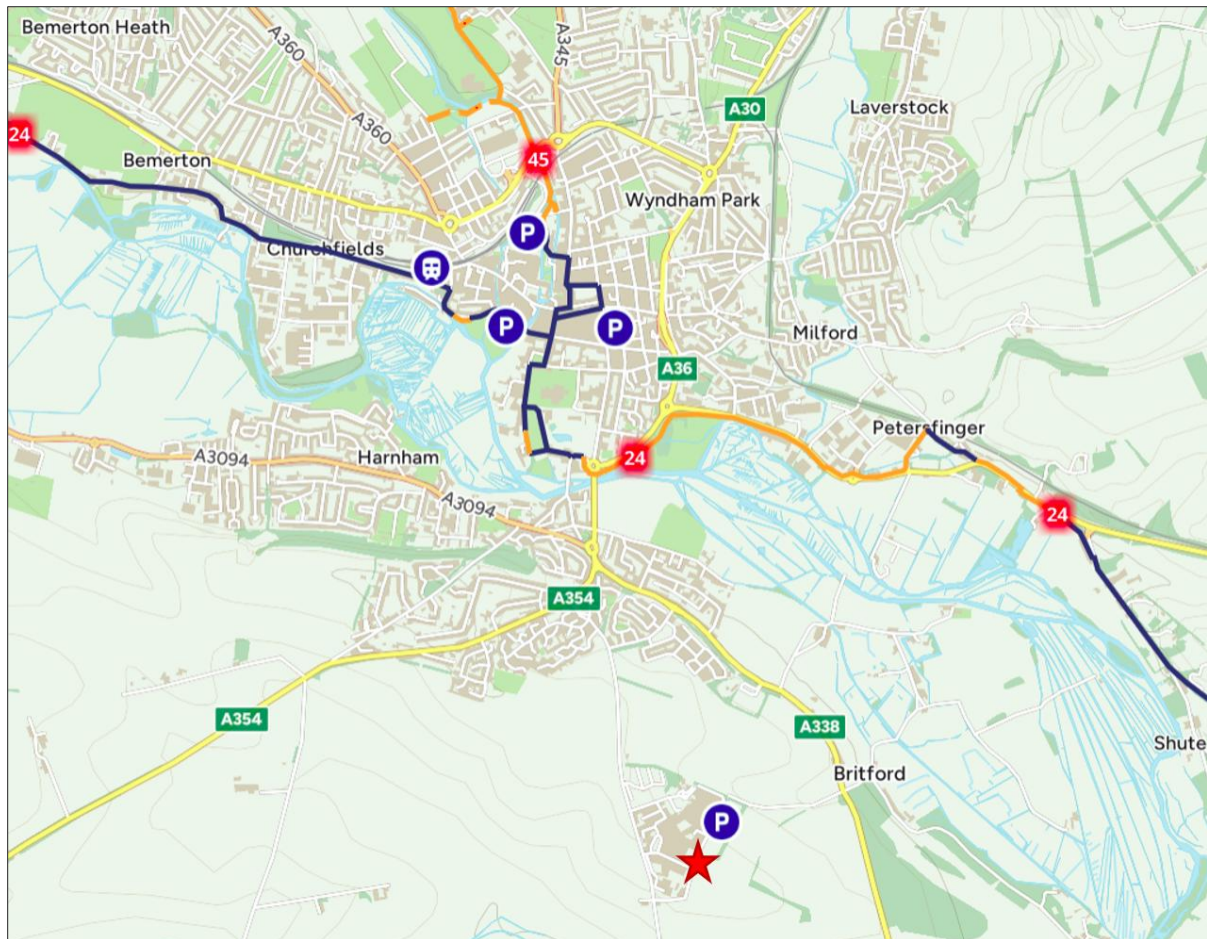
- 2.32 It is anticipated that the existing Red 1 bus service could be extended to serve the proposed bus stop, providing a frequency of four services per hour. Initial engagement has been undertaken with Salisbury Reds, which has been positive.
- 2.33 To reflect this enhancement, the BREEAM Accessibility Index (AI) calculation has been updated to include the proposed bus stop. This results in an increase in the AI score from 3.37 to 5.26, demonstrating a significant improvement in the site's accessibility by public transport. The full calculation is presented in Appendix B of the submitted TA.
- 2.34 However, it should be noted that this proposal is subject to a separate planning application.

TRA-01 Criteria 2g - Current facilities for cyclists.

- 2.35 There is a shared footway/cycleway on the eastern side of Odstock Road extending north to Rowbarrow where a signed route operates to the east towards Downton Road and the city centre. In addition, a marked on-carriageway cycle lane is provided on the western side of Odstock Road operating to the north.
- 2.36 The localised infrastructure outlined above can be used to access the National Cycle Network (NCN), in particular routes 24 and 45. NCN Route 24 operates between Bath and Salisbury and can be joined approximately 1.8 km to the north of the site at the Exeter Street Roundabout. Route 45 can be joined circa 2.6 km to the north of the site at the New Street/High Street junction. The route operates between Cheshire and Wiltshire serving locations such as Swindon, Gloucester and Chester. Both routes comprise a mix of traffic-free and on-road signed links.
- 2.37 **Figure 2.2** illustrates the location of NCN Routes with respect to the proposed site.



Figure 2.1: Nearby National Cycling Routes



2.38 An extract from the Salisbury Cycle Route Map, as presented on the Connecting Wiltshire website, is shown in **Figure 2.3**.



Figure 2.2: Local Cycle Routes



2.39 With the above review of local cycle links in mind, consideration has been made as to the areas which can be reached from the site within a journey time of 15 and 30-minutes cycle time. **Figure 2.4** illustrates an indicative cycling isochrones from the proposed site.



Key

- Site location
- Cycling Isochrones
- 15 Minutes
- 30 Minutes

0 2.5 5 km

Map showing the location of the site (marked with a red star) and the surrounding area, including the city of Salisbury and various surrounding villages and hamlets. The map displays the 15-minute and 30-minute cycling isochrones from the site location.

- ### TRA-01 Criteria 3

- “Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building’s operation see Methodology.”*

- ## TRA-01 Criteria 4

- "If the occupier is known, involve them in the development of the travel plan."*

-

TRA-01 Criteria 5

2.45 The BREEAM guidance states:

“Demonstrate that the travel plan will be implemented and supported by the building's management in operation.”

2.46 This Framework Travel Plan commits the building's management to implementing and supporting the Travel Plan throughout the operational phase, including the appointment of a Travel Plan Coordinator and ongoing monitoring and review.

Summary

2.47 This BREEAM FTP has met the criteria set out within TRA-01.



3.0 TRA-02 – Sustainable Transport Measures

- 3.1 This section outlines the criteria as part of TRA02 and how this BREEAM Transport Assessment and FTP accords with the BREEAM Guidance.
- 3.2 TRA02 sets out the sustainable transport measures that should be considered as a minimum for BREEAM compliant schemes, and awards points based on the measures that are implemented. Up to 10 credits can be achieved for TRA02.
- 3.3 As a prerequisite for achieving any credits for TRA02, criteria 3-5 of TRA01 must be achieved.
- 3.4 The following measures shall be considered when developing the TP:
- Negotiation with local bus, train, or tram companies an increase in the local service provision for the development;
 - Provision of a public transport information system in a publicly accessible area;
 - Provision of electric recharge stations;
 - Provision of parking priority spaces for car sharers;
 - Consultation with the local authority on the state of the local cycling network and on improvements;
 - Provision of dedicated and convenient cycle storage;
 - Provision of cyclists' facilities;
 - Lighting, landscaping, and shelter to create pleasant pedestrian and public transport waiting areas;
 - Restrictions or charging for car parking;
 - Pedestrian and cyclist friendly with the provision of safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes; and
 - Provision of suitable taxi drop-off or waiting areas.
- 3.5 All of the BREEAM transport measures outlined above have been considered and will be incorporated into the proposed development, with the exception of dedicated taxi drop-off and waiting areas.
- 3.6 However, it should be noted that, as part of the potential reconfiguration of Car Parks 8 and 9, dedicated short-term parking bays are proposed for patients being dropped off or picked up at DASH before drivers move their vehicles to other parking spaces. It should be noted that these works are subject to separate planning application.



4.0 Objectives and Targets

- 4.1 This chapter sets out the overarching objectives and targets for the FTP.
- 4.2 Objectives and targets are the high-level aims of the FTP. They help to give the FTP direction and provide a clear focus.

Objectives

- 4.3 The following objectives have been identified which are intended to achieve current Government and local policies in respect to transport in employment related developments:
- Reduce reliance on single occupancy car journeys;
 - Promote alternative modes of travel to the car;
 - Advocate means of travel that are beneficial to the health of those working on or visiting the site;
 - Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
 - Contain car parking demand.
- 4.4 TP guidance recognises that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the site. As such, the relative importance of each of these objectives will be reviewed as part of the development of the full TP at the site.

Target

- 4.5 Targets are measurable goals by which the progress of the TP will be assessed. Targets are essential for monitoring progress and the success of the TP. These should be 'SMART,' i.e., **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.
- 4.6 The key action targets are set out as follows:
- A Travel Plan Coordinator will be appointed within three months of the expanded site becoming operational; and
 - A progress note will be completed on an annual basis and will include a travel survey which includes stated main mode of travel undertaken for five years.
- 4.7 The targets set out in **Table 4.1** below are indicative and will be reviewed following the first survey being undertaken based on the timescales set out above.

Table 4.1: TP Targets

Target	Indicator
Staff	
Reduce single occupancy vehicle trips	Staff modal split monitoring survey
Increase the proportion of car sharing trips	Staff modal split monitoring survey

- 4.8 The actual staff modal share target will be set following the completion of the development and completion of the travel survey within 3 months of occupation.
- 4.9 Indicators are the elements which will be measured in order to assess progress towards meeting the final and interim targets. Travel patterns will be measured as the main mode of travel to the site by staff provided through monitoring surveys conducted in year 0 (opening year), 1, 3 and 5.



5.0 Travel Plan Management Strategy

Management

- 5.1 The Management Strategy and associated initiatives included in this FTP are intended to encourage and promote travel by sustainable modes amongst employees.
- 5.2 As far as possible, the measures set out are designed to be suitable for review and monitoring. The selection of measures provided in this document are not exhaustive and additional measures are likely to be added to the list in the future as the TP develops.

Travel Plan Coordinator

- 5.3 To oversee the implementation and monitoring of the Framework Travel Plan (FTP), a Travel Plan Coordinator (TPC) will be appointed. It is anticipated that the existing TPC for the wider site will undertake this role for the proposed development.
- 5.4 Day-to-day operation and management of the TP will be carried out by the TPC who will promote, maintain, monitor, and review it. The TPC will be the focal point and point of contact for all travel-related issues amongst employees.
- 5.5 The role of the TPC will include (but not be limited to):
- The operation of the plan;
 - Management of the allocated budget;
 - Maintenance of a database containing existing travel information;
 - Monitoring of the FTP;
 - The preparation of subsequent update Travel Plan reports for submission to the Local Authority;
 - Liaison with the Local Authority TPC (where appropriate);
 - Liaison with Public Transport providers (where appropriate);
 - Promotion of the FTP; and
 - Promotion of travel events.

Travel Plan Measures

- 5.6 The objectives of the TP will be supported by a series of physical and behavioural measures for the site. These are put in place to encourage greater use of active travel and public transport modes, with the aim of minimising the level of single occupancy private car trips, as noted in the TP's objections.

Funding

- 5.7 The TP, its accompanying measures, and initiatives, and the TPC role will be funded by the applicant, throughout the five-year period. The applicant will ensure that the TPC has sufficient funding to effectively implement the TP.

Marketing Strategy

- 5.8 An essential element of the strategy identified in this FTP, and one which largely determines its success, is the promotion of the FTP. In order to promote and increase awareness of the FTP, the following measures will be adopted:



- Display of key FTP information within employee travel packs;
- Arrange Q&A sessions and offer a personalised travel planning service if demand is identified;
- Promote national travel initiatives and organise events such as organised cycle rides; and
- The provision of Information Packs.

5.9 The Information Packs will be distributed to all employees at the commencement of their employment or upon recruitment.



6.0 Measures and Initiatives

- 6.1 This section of the FTP outlines the specific physical and management measures to be implemented as part of the FTP. The implementation of these measures includes both 'hard' and 'soft' measures and is considered to be the core of the FTP.
- 6.2 The measures outlined below will be agreed with Wiltshire Council as being suitable for the situation at the site. However, this list is not exhaustive and the TPC will be free to investigate other potential initiatives.
- 6.3 An Action Plan is also included in this report, at **Section 8**, which shows the measures / initiatives and a possible timescale for implementation.

Hard Measures

Negotiation with local bus, train, or tram companies an increase in the local service provision for the development;

- 6.4 As mentioned previously, a new bus stop on Victoria Drive East, opposite the DASH Building, is being explored. It is anticipated that the existing Red 1 bus service could be extended to serve the proposed bus stop, providing a frequency of four services per hour. Initial engagement has been undertaken with Salisbury Reds, which has been positive. However, it is noted that this proposal is subject to a separate planning application.

Provision of electric recharge stations; Provision of parking priority spaces for car sharers and Restrictions or charging for car parking;

- 6.5 As part of the wider SDH parking strategy, electric vehicle (EV) charging points and priority parking spaces for car sharers are provided across the wider SDH site. In addition, ongoing Travel Plan measures are in place across the site, including restrictions on staff parking, such as preventing staff living within 1.5 miles of SDH from parking on site.

Provision of a public transport information system in a publicly accessible area

- 6.6 Public transport information will be provided in a public location for staff working at the site.

Consultation with the local authority on the state of the local cycling network and on improvements;

- 6.7 The applicant has engaged with the local authority regarding the existing conditions and potential improvements in the local area.

Provision of dedicated and convenient cycle storage;

- 6.8 A covered cycle store is proposed along the western edge of the proposed DASH building. The cycle store can accommodate up to 30 cycles and is proposed for staff use.
- 6.9 In addition, five Sheffield stands are proposed providing a further 10 cycle parking spaces. These stands are located near to the main building entrance.

Provision of cyclists' facilities;

- 6.10 The proposed development includes the provision of shower and locker facilities.



Lighting, landscaping, and shelter to create pleasant pedestrian and public transport waiting areas

- 6.11 The site access will be built with the appropriate tactile paving surfaces, and the site will be well-lit. Step-free access to the development will also be integrated into the design.

Pedestrian and cyclist friendly with the provision of safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes;

- 6.12 The proposed development provides a pedestrian and cyclist-friendly environment in line with the above requirements.

Soft Measures

Marketing the Travel Plan

- 6.13 From the outset, sustainable travel will be promoted to staff and visitors of the development. The FTP will be launched as soon as possible after the development is completed and will be continually marketed through the provision of travel information, leaflets, and communication sessions.
- 6.14 Key to the success of the FTP is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the TPC, the Council's Travel Planning Team and other sustainable travel groups.
- 6.15 The TPC will implement and promote the FTP measures. The contact details are to be provided by the occupier. The TPC's responsibility is described in **Section 5**.
- 6.16 The TPC will be the first point of contact for staff and other outside organisations in all matters regarding staff travel. He / she will maintain an up-to-date file containing all correspondence to and from staff relating to the FTP.
- 6.17 Promotional events and literature will be arranged by the TPC, to encourage walking, and emphasising the health benefits.
- 6.18 The TPC will prepare and arrange for distribution of maps showing safe local walking routes as part of a Staff Travel Induction Pack. The Induction Packs will be prepared and kept up to date by the TPC, who will maintain a stock and issue to new staff members when they start work at the site. These can be available in hard copy and / or electronic format.
- 6.19 The objective of the Induction Pack is twofold: to inform and to promote. The latter aspects of the Induction pack are aimed at promoting and achieving sustainable travel choices for trips to / from the development. Targeted promotional events and literature will be arranged by the TPC, to promote sustainable travel initiatives and options.
- 6.20 This will include, inter alia, encouraging walking and cycling, and emphasising the health benefits, taking advantage of the platform of national and local initiatives, such as National Bike Week, as well as arranging development specific events. Similarly, events / promotional activities will be aimed at promoting public transport and car sharing. Information will be distributed to staff via staff intranet if available.

Initiatives to Promote Travel by Public Transport

- 6.21 Information on the public transport services available which can be accessed by employees will be provided within the information pack. This will include timetable details and links to online journey planning websites.



- 6.22 Details of local public transport operators, including timetables and route maps, will be provided within the information packs. Opportunities to provide discounted tickets or taster tickets will also be investigated.

Initiatives to Promote Walking

- 6.23 The Travel Plan will promote walking and cycling by providing pedestrian and cycle route maps within staff information packs, encouraging participation in national walking initiatives, and raising awareness of the health benefits associated with active travel.

Initiatives to Promote Cycling

- 6.24 The information pack will include information on the cycle routes available between the site and common destinations, including local amenities and facilities. Copies of local cycling maps will be provided within the information packs.
- 6.25 Details of local cycling shops will be provided to staff at the site using the travel notice board and within the information packs.
- 6.26 The TPC will set up a Cycle to Work scheme to enable staff to access a tax-exempt loan for the purchase of bicycles and safety equipment. (www.dft.gov.uk/publications/cycle-to-work-scheme-guidance).

Communication

- 6.27 The FTP itself will be promoted to raise awareness of its existence and how it can help people to make more sustainable choices regarding how they travel. The promotion of the FTP would link into other wider events, such as health promotion, cycle rides and bike week. Information on the FTP, its progress, impacts and benefits will be disseminated to employees as follows:
- E-shots (an email shot to staff with the latest survey results, upcoming sustainable travel events, case studies of people using sustainable modes, reminders of the incentives available through the FTP etc.); and
 - Social media.
- 6.28 The TPC will provide staff with a way of communicating with each other e.g. through use of a site intranet or social media tools.
- 6.29 The TP will commit to ongoing marketing and promotion of the measures e.g. through email, newsletters etc.



7.0 Administration Monitoring and Review

Administration

- 7.1 The administration of the FTP will initially be the responsibility of a TPC. The TPC will be responsible to provide employees with details of the environmental, social and health benefits to be gained by using sustainable transport modes. They should be the first point of contact for employees and other outside organisations in all matters regarding travel.
- 7.2 The Action Plan for the implementation of the FTP is discussed in **Section 8**.

Monitoring

- 7.3 The FTP will be monitored for a period of five years. The baseline survey (Staff) will be undertaken in Year 0 (year of opening), with monitoring surveys also taking place on years one, three and five.
- 7.4 The main reasons for monitoring the FTP are:
- To measure the level of success in meeting identified targets (mode share targets) using key performance indicators;
 - To understand cycle parking demand; and
 - To provide feedback to the TPC so the Travel Plan can be refined where necessary.

Reporting

- 7.5 The TPC will prepare a full monitoring report every 2 years on the progress of the FTP. The reports will include the following:
- Progress on the implementation of measures and initiatives to promote sustainable transport use;
 - Summary of the travel surveys; and
 - Survey of cycle parking usage.
- 7.6 The report will be provided to the TP Officers at the council.

Review

- 7.7 The first review will be 12 months after completion of the full Travel Plan and will include production of a brief Travel Plan review report. This will be submitted to the Local Authority for information.
- 7.8 After the initial review, a further update should be carried out annually, which would include the submission of a summary report to the Local Authority. This should continue for a period of five years. The review of the Plan might include:
- Analysis of the latest travel survey responses;
 - Review of the Travel Plan budget and spending;
 - The latest bus, cycle, and walking route information;
 - Consideration of any subsequent development or new transport provision in the local area and its implications for the Plan;
 - Review of targets for the future year;
 - Any additional measures, any changes / refinements to existing measures; and



- Evaluation of the success of the various measures implemented to date.



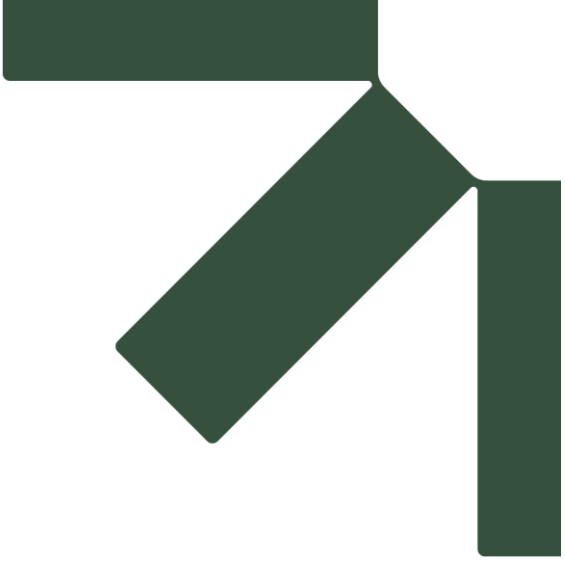
8.0 Action Plan

8.1 An Action Plan is summarised in **Table 8.1** below. This sets out the key actions from the document for the FTP process.

Table 8.1: Action Plan

Action Type	Action	Responsibility	Timeframe
Management	Appointment of Travel Plan Coordinators (TPC)	Applicant	Three months prior to first occupation
Travel Plan Document Progression	Finalisation of measures to be implemented	TPC and Planning Authority officers	Within 3 months of full occupation
Measures, Monitoring, Review and Reporting	Monitoring of measures and initiative take-up	TPC	On-going
	Baseline Surveys	TPC	Within 3-months of occupation
	First review report	TPC	At Year 1
	Year 1 review report	TPC	At Year 3
	Year 3 review Report	TPC	At Year 5
	Final review and reporting	TPC and Council Travel Plan Officers	Following Year 5 monitoring report
Implementation	Provision of Travel Packs to staff	TPC	Upon occupation of unit
	Cycle Parking located on-site	As part of development and TPC to monitor maintenance/ uptake	Within construction period and TPC to monitor uptake to ensure provision is sufficient
	Promote cycling through awareness campaigns	TPC	On-going
	Promote walking through awareness campaigns	TPC	On-going





Appendix A Proposed Site Layout

BREEAM Framework Travel Plan

Proposed DASH Facility, Salisbury District Hospital

Salisbury NHS Foundation Trust

SLR Project No.: 407.0655120.00001

The use of drawings by the Customer and/or any other person is subject to the following conditions. The Customer must not use the drawings if it does not agree with any of the following statements. All drawings are based upon information supplied by third parties and as such their accuracy cannot be guaranteed. All features are approximate and subject to verification by a detailed topographical survey, statutory service enquiries and confirmation of the legal boundaries. Do not scale the drawings. Figure dimensions must be used in all cases. All dimensions must be checked on site. Any discrepancy must be reported in writing to ColourUDL before proceeding. All drawings are copyright protected. Refer to full Terms & Conditions at www.colour-udl.com

KEY

Existing Features

- Existing Vegetation
To be conserved
- Existing Built Feature
To be conserved

Proposed Features

- Proposed Tree
- Native Scrub Planting
Biodiverse mix
- Lawn
Species rich grassland
Clamp tolerant grass mix to swales
- Ornamental Planting
Biodiverse mix of ornamental shrubs,
herbaceous plants & grasses
- Ornamental Hedge
- Native Hedgerow
Species rich
- Vehicular Paving
Macadam
- Pedestrian Paving
Macadam
- Arrival Forecourt & Pedestrian Routes
Block paving
- Play Space Surface
Rubber play surface
- Car park
Reinforced gravel
- Road Kerb
British standard PCC road kerb
125 x 225 x 915mm
- Pedestrian Kerb
50mm wide PCC concrete pin kerb
- Retaining Wall
Faced with first filled gabions
- Plant Compound Enclosure
2.4m high fence
Sliding gates to Engineer's details
- Balustrade to Protect Falls
1.1m high vertical bar railing
- Pedestrian Barrier to
Service Vehicle / Ambulance Parking
0.9m high metal barrier
- Benches
- Cycle Stands
Shelford stands
- Bollard
- External Lighting
To Engineer's details

Levels

- Proposed Contours

P24	M81 scanner route adjusted	14.07.26	FT	CG
P23	Minor changes	14.07.26	FT	CG
P22	Paving type adjusted	13.07.26	CG	CG
P21	Cost reduction exercise	10.07.26	CG	CG
P20	Plant compound wall adjusted	26.06.26	FT	CG
P19	Radii removed	22.06.26	FT	CG
P18	Width of access road updated	16.06.26	GT	CG
P17	Layout updated	27.05.26	BH	CG
P16	Southern access reorientated	21.05.26	JR	CG
P15	Trees added	20.04.26	FT	CG
P14	Plan coloured for pre app	16.04.26	FT	CG
P13	Landscape updated for pre app	15.04.26	FT	CG
P12	Radii Updated	01.04.26	FT	CG
P11	Radii Amended	26.03.26	FT	CG
P10	Building Footprint Updated	20.03.26	FT	CG
P09	FI, Ramped	19.03.26	FT	CG
P08	Building Footprint North	12.03.26	FT	CG
P07	Building position adjusted	11.03.26	FT	CG
P06	Surrounding context added	05.03.26	FT	CG
P05	DASH Concept first issue	04.03.26	FT	CG
P04	Landscape updated for stage 2	22.02.25	FT	CG
P03	Pathway to disposal hold added	19.06.25	FT	CG
P02	Radii & cycle stands added	17.06.25	FT	CG
P01	First issue	16.06.25	FT	CG

Rev Amendments Date Drawn Child

Project

Salisbury DASH

Drawing Title

Landscape General Arrangement Plan

Project No.

2628

Drawing No.

STECC-COL-XX-XX-D-L-1001

Scale @ A0

1:200

Project Status

S3

Revision

P24

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