

Framework Travel Plan

**PROPOSED SOUTHERN POLICING HUB
OLD SARUM**

September 2026

PROPOSED SOUTHERN POLICING HUB, OLD SARUM FRAMEWORK TRAVEL PLAN

September 2026

Prepared For

Police and Crime Commissioner for Wiltshire
Wiltshire Police HQ
London Road
Devizes
Wiltshire
SN10 2DN

Prepared by

Ridge and Partners LLP
Tower Wharf
Cheese Lane
Bristol
BS2 0JJ

Contact

Marisa Mullett
Principal Transport Planner
mmullett@ridge.co.uk

VERSION CONTROL

Project Name: Proposed Southern Policing Hub, Old Sarum
Project Ref: 5032745
Report Title: Framework Travel Plan
Date: September 2026
Report Ref: 0001
Applicant Name: Police and Crime Commissioner for Wiltshire

VERSION	DATE	DESCRIPTION	CREATED BY	REVIEWED BY
P01	14/07/2026	INTERNAL DRAFT – FOR REVIEW	MM	CL
P02	28/07/2026	INTERNAL TO WILTSHIRE COUNCIL	MM	CL
P03	07/08/2026	INTERNAL – CLIENT REVIEW	MM	CL
P04	13/08/2026	FOR PLANNING SUBMISSION	MM	CL
P05	19/08/2026	REVISED – NPPF AUGUST 2026	MM	CL
P06	02/09/2026	FOR PLANNING SUBMISSION	MM	CL

CONTENTS

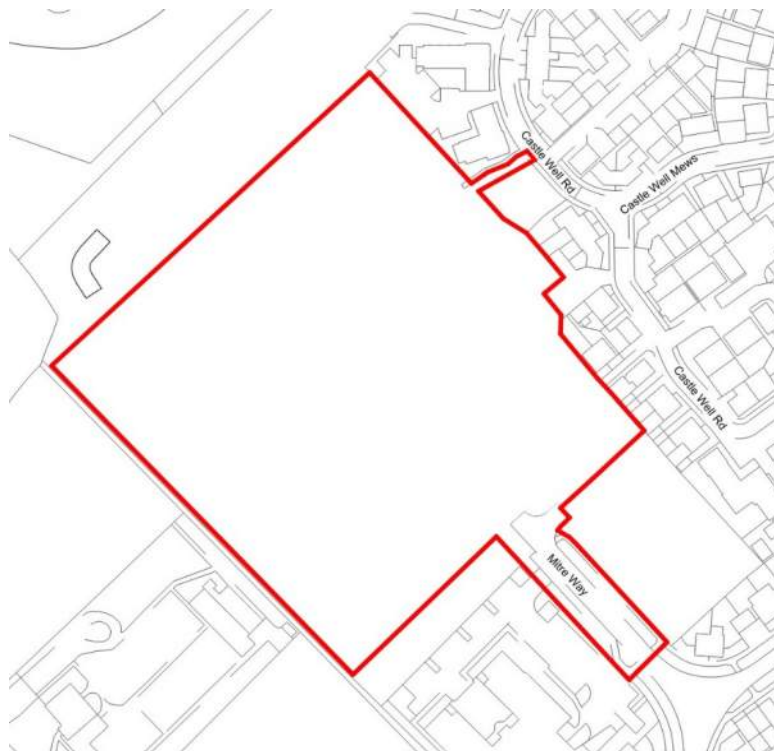
1	INTRODUCTION	5
1.1	Context	5
1.2	Purpose of the Report	5
1.3	Proposed Development	6
1.4	Report Structure	7
2	PLANNING POLICY	8
2.2	National Policy	8
2.3	Regional Policy	14
2.4	Policy Compliance.....	18
3	SITE ACCESSIBILITY	19
3.2	Police Operations.....	19
3.3	Access by Walking.....	22
3.4	Access by Cycling.....	23
3.5	Public Transport – Bus	25
3.6	Public Transport – Train	26
3.7	Sustainability of Site Location	26
4.2	Accessibility Index	27
4.3	Local Highway Network.....	28
5	AIMS AND OBJECTIVES	29
6	MODAL TRAVEL SURVEY	30
6.1	Initial Baseline	30
6.2	Baseline Travel Surveys.....	30
7	TARGETS AND MONITORING.....	32
7.1	Targets	32
8	TRAVEL PLAN MEASURES	33
8.1	Overview	33
8.2	Travel Plan Co-ordinator.....	33
8.3	Site Location and Design	33
8.4	Marketing and Promotional Strategy	33
8.5	Measures to Reduce the Need to Travel.....	34
8.6	Measures to Promote Car Sharing	34
8.7	Deliveries	34
8.8	Measures to Promote Walking and Cycling	34
8.9	Promoting Public Transport	35
8.10	Visitor Travel	35
9	MONITORING AND REVIEW	36
9.1	Overview	36
9.2	Monitoring and Review Framework	36
10	ACTION PLAN	37
10.1	Overview	37

1 INTRODUCTION

1.1 Context

- 1.1.1 Ridge and Partners LLP has been appointed by the Police and Crime Commissioner for Wiltshire to prepare a Framework Travel Plan to support a planning application in relation to a proposed Southern Policing Hub at Mitre Way, Old Sarum, Salisbury.
- 1.1.2 The Site is allocated employment site under saved Policy E1 of the Salisbury District Local Plan 2011 (Adopted June 2003) as saved in the Wiltshire Core Strategy (2015), with which development for a Police Hub is considered to be an appropriate use. Overall, the Site is within the built form of Old Sarum and part of the Wiltshire Local Plans mixed-use development area with closer functional links to Salisbury.
- 1.1.3 The Site is located to the north of Portway, accessed via Ramsbury Drive and Mitre Way within the defined boundary of Old Sarum, to the north of Salisbury. **Figure 1** shows the Site location.

Figure 1: Site Location Plan



Source: Ridge Architecture

1.2 Purpose of the Report

- 1.2.1 A Travel Plan is a package of measures tailored to the individual needs of a Site. The key aim of a Travel Plan is to inform staff and visitors of the alternatives to driving their cars to the Site, to increase awareness of and promote greener, cleaner modes of travel, and to reduce the overall number of single-occupancy car trips to and from the Site. This Travel Plan relates primarily to staff as although there will be visitors to the Southern Policing Hub, the focus will mainly be on staff travel behaviours as there is more potential for staff to alter their travel patterns.

- 1.2.2 Travel Plans are dynamic documents that evolve over time with changing travel needs. They are not meant to be onerous documents but rather developed to enhance awareness of alternative modes of travel to the single occupancy private car. This Travel Plan sets out a series of measures that will be introduced at the Site to encourage travel to and from the Site by non-car modes and an Action Plan detailing how and when the measures will be implemented.
- 1.2.3 The effectiveness of the Travel Plan will be monitored at regular intervals through a series of employee and visitor travel surveys. The Travel Plan targets will then be reviewed, and any necessary amendments made. This will ensure that the plans can be updated regularly to cater for any change in travel demand.
- 1.2.4 This document provides details of those personnel who need to be involved in the Travel Plan process and their role in formalising and implementing the Travel Plan. It also provides information regarding current public transport and key facilities in the area.

1.3 Proposed Development

- 1.3.1 **Figure 2** shows the illustrative Site masterplan for the policing hub (also provided in **Appendix A**). The proposed development is a new 3 storey Southern Policing Hub (circa 3,200m²) which will operate on a 24/7 basis for operational functions and will include a public-facing enquiry office providing staffed access during advertised hours.
- 1.3.2 It should be noted that, all design elements shown are indicative of a potential design approach that may be taken by the PCC and will be developed at the Reserved Matters stage.

Figure 2: Site Layout Plan



Source: Ridge Architecture

- 1.3.3 The main car park provides 166 standard staff parking spaces, along with 8 accessible bays and 8 spaces designated for IVECO police vans. In addition, a separate visitor car park comprising 10 spaces—of which 3 are accessible—is located close to the main entrance.
- 1.3.4 In addition to the main hub building there is an ancillary stores building of circa 1,490m² across two storeys with a building footprint of 1,025m² within the police compound. This is supported by 6 car parking spaces.
- 1.3.5 The following proposed policing functions will be accommodated at the Old Sarum Site, with a total currently estimated Officer and Staff headcount of circa 200, with approximately 20 additional staff including contractors:
- Neighbourhood Policing Teams (Police officers, PCSO's and Specialists)
 - Response Team
 - Licensing team
 - An Enquiry Office
 - Criminal Investigation Department
 - Volume Crime Team
 - Public Protection Department
 - Facilities and DDAT Team

1.4 Report Structure

- 1.4.1 This Framework Travel Plan is structured as follows:
- Chapter 2 provides the National and local policy background to Travel Plans
 - Chapter 3 describes the Site accessibility of the Site including access to walking, cycling and public transport routes and services.
 - Chapter 4 presents the aims and objectives of the Travel Plan
 - Chapter 5 provides the modal baseline used for this report, and how this will be updated once baseline surveys have been undertaken.
 - Chapter 6 presents the interim targets for the Travel Plan and summarises the monitoring process.
 - Chapter 7 summarises the proposed measures to be implemented for the Site
 - Chapter 8 details the monitoring and review process of the Travel Plan including ownership, duration and funding.
 - Chapter 9 presents the Action Plan for the Travel Plan.

2 PLANNING POLICY

- 2.1.1 The relevant national, regional and local transport planning policy context has been reviewed in the preparation of this Travel Plan. This section provides a summary of the key principles and themes arising from these policy documents.

2.2 National Policy

National Planning Policy Framework (NPPF – August 2026)

- 2.2.1 The National Planning Policy Framework (NPPF) was originally published in March 2012 and sets out the Government's planning policies for England. It has been updated a number of times over the intervening years with the previous version published in February 2025. The current version of the NPPF (with a new layout and format) was published on the 17th of August 2026.
- 2.2.2 The August 2026 version updates transport policy which is now covered in Section 15 of the NPPF. In addition, there are Meeting the Challenge of Climate Change policies in Section 5 and Achieving Well Designed Places policies in Section 14 which also relate to transport and are relevant.
- 2.2.3 The following policy summary considers the relevant Transport Planning policies first and then the other policy areas which need to be considered in turn as they are set out in the NPPF. These are as follows:
- 2.2.4 TR3: Locating development in sustainable locations:

1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:

- a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;
- b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;
- c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;
- d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and

e. In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.

2. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development.

2.2.5 TR4: Street design, access and parking:

1. To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:

a. Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;

b. Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;

c. Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:

i. Minimise the scope for conflict between pedestrians, cyclists and vehicles;

ii. Meet the needs of disabled people, older people and children in relation to all modes of transport, and

iii. Avoid unnecessary street clutter.

d. Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and

e. Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.

2. The principles set out in National Design Guidance should be used to inform how this policy is applied.

2.2.6 TR6: Assessing transport impacts:

1. Development proposals that are likely to generate significant amounts of movement should be supported by:

a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and

b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.

2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).

3. In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).

4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

2.2.7 Other relevant policies which cross over with transport are as follows:

2.2.8 CC2: Mitigation of climate change:

1. In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal:

a. Accord with policies TR3 and TR4 so that sustainable patterns of movement are prioritised, opportunities are taken to improve walking, wheeling, cycling and public transport, and infrastructure is provided to support the transition to zero-emission vehicles;

b. Support good access to facilities in order to limit the need to travel, whether through the development's location, through development densities which improve catchment populations for local services, or by incorporating community facilities and premises to support local employment opportunities;

c. Use design approaches which conserve energy and other resources in accordance with policy DP3(2)(b);

d. Take advantage of opportunities to reuse existing structures and materials, including by reusing non-contaminated excavated soil and hardcore within the site;

e. Take advantage of opportunities to draw low carbon energy from decentralised networks (such as district heat networks), where these are available, and to co-locate energy and heat generators and users, especially to take advantage of suppliers of surplus heat and energy;

f. Contribute to the creation or restoration of habitats which can act as carbon stores, such as through woodland planting and peatland restoration, while avoiding harm to habitats which can act as important carbon stores, including peatland and salt marsh; and

g. Not involve the extraction of fossil fuels unless it is in accordance with policy M5.

2. Substantial weight should be given to the benefits of improving the energy efficiency of existing buildings and/or drawing energy from district heat networks, renewable and low carbon sources (including through the installation of heat pumps and solar panels where these do not already benefit from permitted development rights) where this would be achieved through proposals for development.

2.2.9 DP3: Key principles for well-designed places:

1. Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets. This should not preclude innovation or change where appropriate, especially where an increased scale or density of development is justified in accordance with policies L2 and L3.

2. To create well-designed places, development proposals should also reflect relevant aspects of the following principles, as appropriate to the nature of the development and its location

a. Liveability: support healthy, mixed, vibrant and integrated communities, which will function well over the lifetime of the development, by incorporating a range of uses and tenures, employing features which promote social interaction, and which are robust, durable and easy to look after;

b. Climate: contribute to climate change mitigation and adaptation and the transition to net zero by using building layouts, building orientation, massing, landscaping and materials which conserve energy and other resources, and which minimise risks from the impacts of climate change including overheating;

c. Nature: incorporate and/or connect to a network of high quality, accessible, multi-functional green infrastructure to provide opportunities for recreation and healthy living, strengthen habitats, improve climate change resilience and improve air and water quality. This should include maintaining and enhancing tree cover and incorporating sustainable drainage systems in accordance with policies N3 and F8;

d. Movement: provide transport infrastructure and choices which support the design vision for the site, provide good connections to the wider settlement (or those nearby), and prioritise walking, wheeling, cycling and public transport;

e. Built Form: use the pattern of buildings to define the arrangement of streets, squares and other spaces, promote compact forms of development to optimise the site's potential, distinguish between public and private areas, create focal points and, where appropriate, enhance views into and out of the scheme;

f. Public Space: include spaces that are safe, secure, inclusive, and accessible for all ages and abilities, including for groups such as women and girls; and which facilitate and encourage social interaction, play and healthy lifestyles (for example by providing high quality, clear and legible pedestrian and cycle routes, a variety of recreational spaces and places to meet, integrating lighting and making building entrances and windows face onto streets and other public spaces to provide natural surveillance); and

g. Identity: create visually attractive, distinctive and characterful development to establish or maintain a strong sense of place and pride, including through the use of a coherent palette of materials, design features and planting.

3. Development proposals should be refused if, without clear justification, they conflict with paragraph 1 of this policy or relevant aspects of the principles in paragraph 2, or with any explicit design standards set out in the development plan (including those in locally-specific policies, guides, codes or masterplans). Substantial weight should be given to compliance with relevant development plan policies when assessing the design quality of proposals.

4. The principles set out in the Design and Placemaking planning practice guidance should be used to inform how this policy is applied in the absence of locally-produced design policies, guides, codes or masterplans.

5. Substantial weight should also be given to outstanding or innovative designs which promote high levels of sustainability, or which help raise the standard of design more generally in an area, so long as they are consistent with the overall form and layout of their surroundings.

Planning Practice Guidance (PPG): Travel Plans (March 2014)

2.2.10 This guidance supersedes earlier guidance published by the Department for Transport (DfT) in 2009 ('Good Practice Guidelines: Delivering Travel Plans through the Planning Process') and has been prepared in consultation with Department for Communities and Local Government (DCLG), bringing together current practice from examples from around the country. The guidelines cover, in particular:

- When a travel plan is required;
- How the need for and scope of a travel plan should be established;
- What information should be included in travel plans; and
- How Travel Plans should be monitored.

2.2.11 The planning practice guidance provides advice on what information should be included in travel plans and on how it should be monitored. The guidance states that:

"Travel Plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. They should also consider what additional measures may be required to offset unacceptable impacts if the targets should not be met."

2.2.12 Travel Plans should set explicit outcomes rather than just identify processes to be followed (such as encouraging active travel or supporting the use of low emission vehicles). They should address all journeys resulting from a proposed development by anyone who may need to visit or stay, and they should seek to fit in with wider strategies for transport in the area.

National Design Guide (2021)

2.2.13 The National Planning Policy Framework makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. This National Design Guide (NDG) published in 2021 alongside the revised NPPF illustrates how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

- 2.2.14 The National Design Guide addresses the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics which includes at number four: 'Movement – design should be accessible and easy to move around.'
- 2.2.15 The Movement section of the NDG outlines that: *patterns of movement for people are integral to well-designed places*. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport.
- 2.2.16 A well-designed movement network defines a clear pattern of streets that:
- is safe and accessible for all;
 - functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes;
 - limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality;
 - promotes activity and social interaction, contributing to health, well-being, accessibility and inclusion; and
 - incorporates green infrastructure, including street trees to soften the impact of car parking, help improve air quality and contribute to biodiversity.
- 2.2.17 In terms of specific guidance on Movement the NDG sets out the following:
- 2.2.18 **M1 A connected network of routes for all modes of transport:** A well-designed and connected network gives people the maximum choice in how to make their journeys. This includes by rail, other public transport, walking, cycling and by car.
- 2.2.19 **M2 Active travel:** In well-designed places, people should not need to rely on the car for everyday journeys, including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment. Safe and direct routes with visible destinations or clear signposting encourage people to walk and cycle.
- 2.2.20 **M3 Well-considered parking, servicing and utilities infrastructure for all users:** Well-designed car and cycle parking at home and at other destinations is conveniently sited so that it is well used. Electric vehicle spaces and charging points need to be considered, so they are suitably located, sited and designed to avoid street clutter. Access for servicing should be well integrated into developments, including for refuse collection, deliveries and removals. Utilities services and infrastructure siting and layout should take into account their space requirements and visual impact; convenient maintenance and implications for foreseeable future changes.

National Highways Circular 01/2022

- 2.2.21 Circular 01/2022 outlines how National Highways engages with the planning system to support sustainable development while maintaining a safe and efficient Strategic Road Network (SRN) in England. This circular replaces the earlier Circular 02/2013 and was last updated in December 2022.
- 2.2.22 The circular establishes three overarching objectives for National Highways when engaging in the planning system:
- Enable the delivery of sustainable development: Ensuring that development proposals contribute positively to sustainable growth.
 - Support the needs of the freight and logistics sector: Recognizing the importance of freight movement and providing necessary infrastructure.

- Mitigate the impact of growth on the natural environment: Balancing development with environmental considerations.
- 2.2.23 New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.
- 2.2.24 The circular promotes a vision-led approach to transport planning, encouraging developments to reduce reliance on private car travel. Transport Assessments should begin with a clear vision for the development, focusing on sustainable transport options and applying mode shift reductions to forecast vehicular trips.
- 2.2.25 National Highways is expected to:
 - Engage early with local planning authorities during plan-making and decision-taking processes.
 - Provide timely and substantive responses to planning applications that may impact the SRN.
 - Collaborate with stakeholders to ensure that development proposals align with the objectives of the circular

2.3 Regional Policy

Wiltshire Core Strategy (2015)

- 2.3.1 The Wiltshire Core Strategy Local Plan sets out a flexible and realistic framework within which local communities can work. It states, “new development can potentially have both a positive and negative impact on transport. It is for this reason that the transport impacts of new developments need to be assessed in accordance with national guidance.”
- 2.3.2 **Core Policy 60** deals with Sustainable Transport. The Council will use its planning and transport powers to help reduce the need to travel, particularly by private car, and support and encourage the sustainable, safe, and efficient movement of people and goods within and through Wiltshire.
- 2.3.3 This will be achieved by:
 - Planning developments in accessible locations
 - Promoting sustainable transport alternatives to the use of the private car
 - Promoting appropriate demand management measures
 - Assessing and, where necessary, mitigating the impacts of developments on transport users, local communities and the environment.
- 2.3.4 Core Policy 61 deals with Transport and new development. It states:

“Where appropriate, contributions will be sought towards sustainable transport improvements, and Travel Plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.”
- 2.3.5 Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages.

- 2.3.6 The site is allocated employment site under saved Policy E1 of the Salisbury District Local Plan 2011 (Adopted June 2003) as saved in the Wiltshire Core Strategy (2015), with which development for a Police Hub is considered to be an appropriate use.

Wiltshire Emerging Local Plan

- 2.3.7 Wiltshire Council submitted a review of the Wiltshire Local Plan to the Secretary of State for Housing Communities and Local Government for independent examination on 28 November 2024.
- 2.3.8 On Friday 27 February 2026, Wiltshire Council received the response from the Inspectors, appointed by the government to examine the Local Plan, to the proposed programme of work submitted to them on 30 January 2026.
- 2.3.9 Having reviewed the council's proposed work programmes, the Inspectors set out two options for the council, to either (i) withdraw the Local Plan from examination or (ii) request that the Inspectors draft a final report (which would recommend non-adoption).
- 2.3.10 On 6 May 2026 WC's Cabinet agreed to recommend to Full Council that the draft Wiltshire Local Plan (2020-2038) is withdrawn to allow the preparation of a new Local Plan under the Government's new plan making system. This decision was ratified by Full Council on 19 May 2026.
- 2.3.11 Therefore, the adopted Wiltshire Local Plan (2015) remains the current policy for Wiltshire.

Wiltshire's Local Transport Plan (LTP4) 2025-2038

- 2.3.12 The fourth Wiltshire Council Local Transport Plan 2025 -2038 (LTP4) was endorsed at full council on 11 March 2025.
- 2.3.13 LTP4 sets out Wiltshire Council's strategic transport objectives, using a place-based approach that aligns with the Wiltshire Local Plan. It is designed to address the needs of three distinct areas: principal settlements, including Salisbury, Trowbridge, and Chippenham; market towns; and rural communities.
- 2.3.14 The long-term aspiration for transport in Wiltshire to 2038 and beyond, is set out in the LTP4 vision:
- 2.3.15 "A safe and connected transport system which protects the county's unique built, natural and historic environment making this accessible for all, supports sustainable economic growth across Wiltshire's communities and contributes to a low carbon future".
- 2.3.16 Key relevant policies include:
- Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of longer journey) by improving journey safety, access and quality
 - Policy S2: Provide more public and shared transport options and improve service quality
 - Policy S3: Provide better access to public and shared transport services
 - Policy I1: Facilitate and encourage move to low and zero emission vehicles
 - Policy SU1: Empower people with the skills, knowledge, motivation and opportunity they need to safely access more sustainable and healthier transport

Wiltshire Local Cycling and Walking Infrastructure Plan (September 2024)

- 2.3.17 The Salisbury Local Cycling and Walking Infrastructure Plan (LCWIP) identifies the key walking and cycling routes that need to be improved in the Salisbury urban area.
- 2.3.18 The document identifies the Old Sarum and Longhedge area as a key residential growth location and prioritises the delivery of enhanced walking and cycling connections to the city centre and surrounding destinations.
- 2.3.19 Central to this is improvement of the Portway/A345 corridor, which provides the principal radial route into Salisbury, alongside the development of complementary links such as the Green Lane / Longhedge connection to integrate new development areas.
- 2.3.20 The LCWIP also promotes upgrades to existing strategic routes, including the Avon Valley Path (National Cycle Network Route 45), to provide a high-quality traffic-free corridor, as well as improvements to the wider “Golden Way” orbital route to strengthen connectivity between suburbs.
- 2.3.21 These measures are supported by targeted enhancements to local walking infrastructure, including improved crossing facilities and footway provision, with the overall aim of reducing reliance on private car travel and encouraging modal shift towards active travel for shorter journeys.

Salisbury District Local Plan (2011)

- 2.3.22 The Salisbury District Local Plan sets out a framework of place-shaping objectives focused on managing growth while protecting the city’s character and environment. Its key objectives are to deliver sustainable development by providing new homes, jobs and supporting infrastructure, reinforce Salisbury’s role as a principal settlement and key service/economic centre, and ensure growth is well-planned and supported by transport, community facilities and services.
- 2.3.23 Policy E1 (Land at Old Sarum) allocates land for mixed development including employment (and sets phasing requirements).

Laverstock and Ford Communities Neighbourhood Plan 2021 to 2036

- 2.3.24 The Parish vision is to “continue to be an outstanding place in which to live, work and study. Any future development will protect and enhance, for the enjoyment of all, its semi-rural character, landscape, connected green spaces and access to the countryside.”
- 2.3.25 The aim of the Neighbourhood Plan is to preserve the character and sustainability of this semi-rural parish by the following objectives:
 - protect, and where possible enhance, the existing open spaces, landscape and heritage assets much valued by residents and visitors
 - conserve and enhance the River Bourne and its environs
 - protect and improve biodiversity in the Parish and respond to the climate crisis
 - encourage the farming community to continue to be a significant part of the Parish economy and an important contributor to and guardian of the landscape and environment
 - ensure that the community has a say in the type, location, scale and design of future housing development in the parish, whether to meet local needs or a strategic allocation under the Local Plan
 - encourage business and industry to make best use of the land in the Parish set aside for this purpose to the benefit of the Parish

- seek to ensure that any future development in the Parish is supported by the implementation of a complementary and structured approach to infrastructure
- support the provision of community services and facilities which benefit the Parish
- ensure policies do not restrict schools
- support improvements to public transport and foot/cycle links within and between Parish and key destinations
- encourage implementation of schemes which reduce the impact of traffic within the Parish without compromising the other objectives.

2.3.26 **Community Action 1** is consistent with Wiltshire Council's most recent draft Local Cycling and Walking Infrastructure Plan for the Salisbury area. It highlights the "Development of a comprehensive, attractive network of footpaths and cycleways within the Parish."

2.3.27 The Parish Council will use Community Infrastructure Levy funds generated by any future development (and other sources of funding) to improve the network of footpaths and cycleways within the parish. Priority will be given to:

- improving access from Old Sarum and Longhedge villages and Bishopdown Farm/ Hampton Park /Riverdown Park to:
 - the city centre (as recommended in the Salisbury Transport Strategy, 2018 refresh) –
 - the green spaces of the parish, including the River Bourne, the Community Farm, Cockey Down and Castle Hill Country Park
 - Laverstock schools' site (including improvements to Green Lane)
- improving access between Old Sarum Country Park and Longhedge Community Open Space, and to give safe pedestrian and cycle access to Monarch's Way
- improving the cycle route on Church Road to overcome the problem of parked cars, preferably by the provision of an off road route
- identifying and implementing a safe route for that part of the proposed Salisbury to Stonehenge cycle route which lies within the parish
- improving safe connectivity to local employment centres, including those in Salisbury, Old Sarum and Porton
- Improving the safety of the Golden Way route especially on Milford Mill Road.
- maintaining Monarch's Way as a green route for horses and leisure cycling / walking and improving connectivity to any future adjacent developments through a bound-surface route to LTN 1/20 standards to accommodate walking and cycling as a means of transport.

BREEAM Guidance [BREEAM 2018, TRa01 and TRa02]

2.3.28 BREEAM is being targeted for this development. The transport category within these requirements encourages the provision of and improved access to local amenities and to sustainable means of transport. The aim is to reward locations and solutions that support reductions in car journeys and, therefore, congestion and CO2 emissions over the life of the building.

2.3.29 Tra01 criteria aims to reward awareness of existing local transport and identify improvements to make it more sustainable. As part of this the following has been undertaken within this Travel Plan and the Transport Statement supporting the development:

- A site-specific travel assessment including:
 - Predicted travel patterns of future building or site users;
 - Current local environment for pedestrians and cyclists;

- Reporting the number and type of existing accessible amenities including access to a cash machine, appropriate food outlet, outside space, postal facility and community facilities;
 - Disabled access including disabled parking;
 - Calculation of public transport accessibility level using the PTAL calculations; and
 - Current facilities available for cyclists.
 - A long term management strategy which encourages more sustainable travel including measures to increase or improve more sustainable modes of transport and movement of people or goods.
 - Demonstrate that the Travel Plan will be implemented and supported by the building's management in operation.
- 2.3.30 Tra02 encourages and rewards a building that facilitates easy access to local services and so reduced the environmental, social and economic impacts resulting from multiple or extended building user journeys, including transport-related emissions and traffic congestion. The Travel Plan, and associated Transport Assessment will address the criteria for Tra02.

2.4 Policy Compliance

- 2.4.1 It is considered that the proposed development complies with all the relevant transport policies and guidance listed above.

3 SITE ACCESSIBILITY

- 3.1.1 This section for the Framework Travel Plan reviews the location of the Site with regard to accessibility to sustainable modes of transport.
- 3.1.2 The Site is undeveloped land bounded by residential areas to the north and east, a care home and Ramsbury Drive to the south and a garden centre, fields and the A345 to the west.

3.2 Police Operations

- 3.2.1 The new policing hub at Old Sarum will replace the existing policing accommodation at Bourne Hill, which has been assessed by operational leadership as no longer fit for purpose for modern policing, and will provide a secure, purpose-built facility to support neighbourhood policing, response and associated functions.
- 3.2.2 The new 3 storey hub will operate on a 24/7 basis for operational functions and will include a public-facing enquiry office providing staffed access during advertised hours.
- 3.2.3 The staff count will increase from circa 103 at Bourne Hill to 220 at the Old Sarum Site. The following proposed policing functions will be accommodated at Old Sarum:
- Neighbourhood Policing Team
 - Response Team
 - Licensing Team
 - An Enquiry Office
 - Criminal Investigation Department
 - Volume Crime Team
 - Public Protection Department
 - Facilities and DDAT Team
- 3.2.4 The following proposed facilities will be accommodated at Old Sarum Site:
- Dedicated Policing facilities*
 - Enquiry Office
 - Dedicated parade and briefing rooms*
 - PACE complaint interview rooms
 - Search room*
 - Police special property store*
 - Secure policing site with dedicated public access areas*
 - Secure car park*
 - Faith / Wellbeing / MH Trauma rooms
 - Staff gym / health facility*
 - Locker / equipment store
 - Changing and Shower Facilities
 - Car wash down facilities*
 - Fuel Delivery / Dispensing*

**New facilities provided in the new development.*

- 3.2.5 While the wider policing facility will operate 24/7 to support response and other operational functions, the enquiry office will provide staffed public access during advertised hours (08.30

to 17.30 Monday to Friday, and Saturday 09.00 to 13.00). Public access arrangements will be designed and managed to balance accessibility with essential security and safeguarding requirements, including clear separation between public areas and operational accommodation, controlled entry arrangements, and appropriate measures to ensure the privacy and safety of victims, visitors, detainees and staff.

- 3.2.6 Currently, it is expected that shift patterns will be similar as those implemented at Bourne Hill since January 2024.
- 3.2.7 At Bourne Hill there are eight response teams, shift times are typically 07:00 – 18:00, 10:00 – 22:00, 15:00 – 03:00 and 21:00 – 07:00hrs. The neighbourhood team's shift pattern is typically 07:00 – 16:00 and 13:00 – 22:00hrs. The busiest period at Bourne Hill is between 13:00 – 18:00hrs where three response teams and two of the neighbourhood teams shifts are on duty simultaneously.
- 3.2.8 Person trip generation has been derived from a first principles exercise incorporating data from Wiltshire Police on staff numbers and shift patterns. **Table 1**, **Table 2** and **Figure 3** show the arrival and departure profile respectively for the proposed 220 staff plus fleet for the facility.
- 3.2.9 The busiest period for arrivals occurs between 06:00 and 08:00, while the busiest periods for departures occur between 17:00 and 18:00 and 22:00 and 23:00. The busiest period for staff on site is between 12:00 and 19:00.

Table 1: Staff Arrival Profile

Team	Arrivals																							
	00.00 - 00.59	01.00 - 01.59	02.00 - 02.59	03.00 - 03.59	04.00 - 04.59	05.00 - 05.59	06.00 - 06.59	07.00 - 07.59	08.00 - 08.59	09.00 - 09.59	10.00 - 10.59	11.00 - 11.59	12.00 - 12.59	13.00 - 13.59	14.00 - 14.59	15.00 - 15.59	16.00 - 16.59	17.00 - 17.59	18.00 - 18.59	19.00 - 19.59	20.00 - 20.59	21.00 - 21.59	22.00 - 22.59	23.00 - 23.59
Neighbourhoods							5						5			3						3		
Response			5				16		10					10		5					10	5		
VCT							6	5					5				1						1	
CID								15						7			3							2
CAIT								2													1			
Specials																		2						1
Facilities and DDAT								3									1							
Enquiry Office								2																
SLT								3																
PSD								2																
Hot Desking								2																
Hot Desking								10																
Neighbourhoods							9						7											
Total staff + fleet	0	0	5	0	0	0	36	44	0	10	0	0	17	7	10	3	10	2	0	0	11	8	1	3

Table 2: Staff Departure Profile

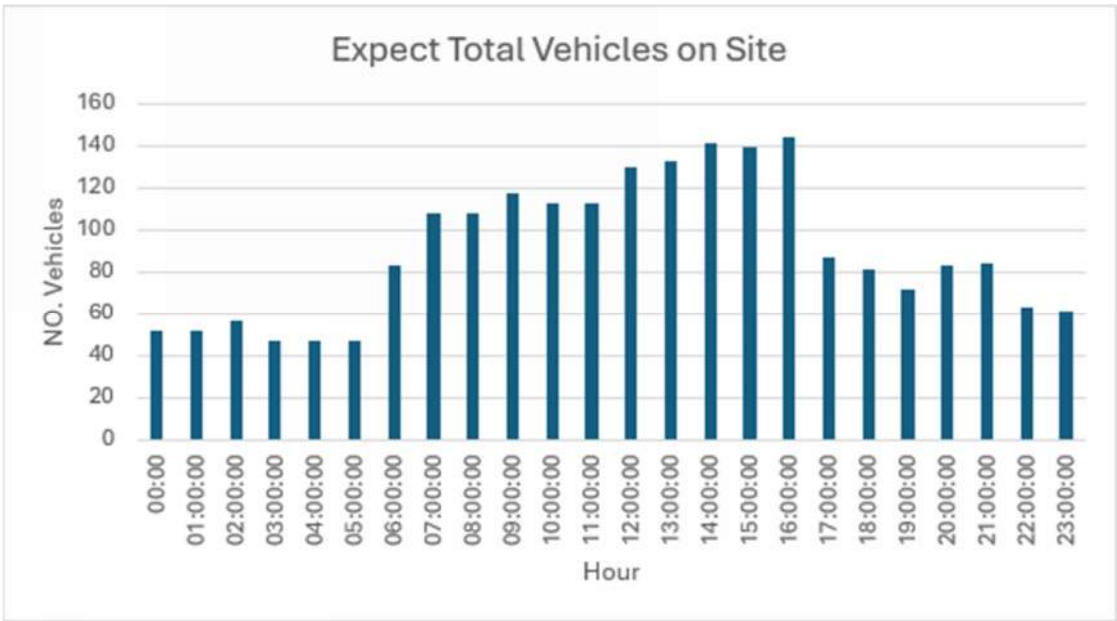
Team	Departures																							
	00.00 - 00.59	01.00 - 01.59	02.00 - 02.59	03.00 - 03.59	04.00 - 04.59	05.00 - 05.59	06.00 - 06.59	07.00 - 07.59	08.00 - 08.59	09.00 - 09.59	10.00 - 10.59	11.00 - 11.59	12.00 - 12.59	13.00 - 13.59	14.00 - 14.59	15.00 - 15.59	16.00 - 16.59	17.00 - 17.59	18.00 - 18.59	19.00 - 19.59	20.00 - 20.59	21.00 - 21.59	22.00 - 22.59	23.00 - 23.59
Neighbourhoods								3						3			5						5	
Response			10					15			5					5		11				5	10	
VCT								1						1				11						5
CID	7								3						2			15						
CAIT									1													2		
Specials	2																		1					
Facilities and DDAT									1									3						
Enquiry Office																		2						
SLT																		3						
PSD																		2						
Hot Desking																		2						
Hot Desking																		10						
Neighbourhoods																				9			7	
Total staff + fleet	9	0	0	10	0	0	0	19	5	0	5	0	0	4	2	5	5	59	1	9	0	7	22	5

Figure 3: Arrival / Departure Profile



- 3.2.10 In addition to the main facility, there is a store employing six staff and attracting approximately 15 visitors per day. The store is assumed to operate between 08:00 and 17:00, with staff arriving at 07:00 and departing at 17:00. Visitor arrivals are assumed to be distributed evenly throughout the day as per the enquiry desk opening hours.
- 3.2.11 Further to a request from Wiltshire Council at the pre-application stage, **Figure 4** (overleaf) provides a breakdown of the expected parking occupancy at the Site across the day, based on a standard day (shift patterns) and accounting for fleet vehicles and visitors.

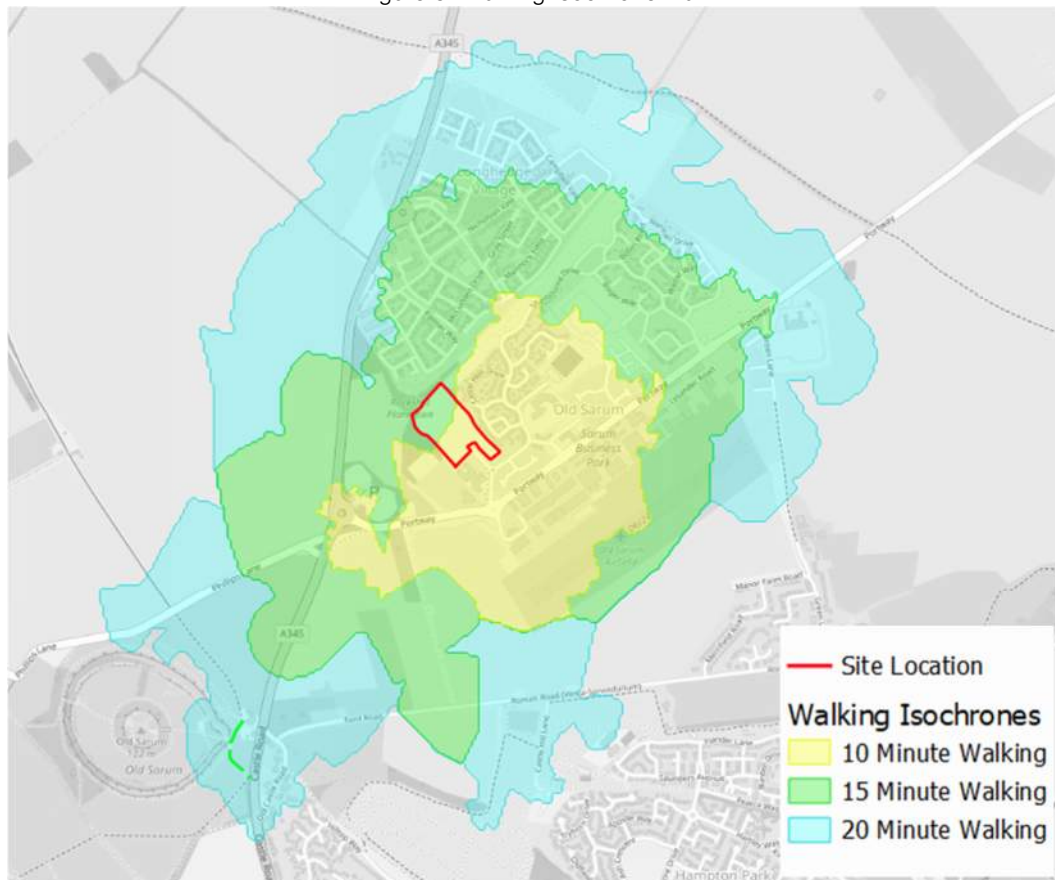
Figure 4: Site Occupancy (Staff, Fleet and Visitors)



3.3 Access by Walking

- 3.3.1 The Institution of Highways and Transport (IHT) guidance document 'Planning for Walking' (April 2015) states that 80% of journeys shorter than 1.6km are made wholly on foot with 26% for journeys that are 1.6km to 3.2km long also being undertaken on foot.
- 3.3.2 The National Travel Survey (NTS) 2021 identifies that walking is a favourable option for short trips, with the average person willing to walk for an average time of 19 minutes. Given the IHT guidance that pedestrians travel at a speed of 1.4m/s, pedestrians are therefore likely to walk to areas within approximately 1.6km of their origin.
- 3.3.3 The NTS 2021 also identifies that 82% of all trips under 1.6km are made on foot. These proportions are broadly similar to those put forward in the IHT 'Planning for Walking' document (2015) thereby verifying the results. As stated in 'Planning for Walking':
- "Most people will only walk if their destination is less than a mile away, so in meters or kilometres 1,600m or 1.6km is the approximate distance that people are prepared to walk."*
- 3.3.4 Ten, fifteen and twenty-minute walking isochrones are provided in **Figure 5**, which show those areas and facilities within walking distance of the Site. Within a 20 minute walk from the Site, bus stops the Beehive Park and Ride, and the surrounding residential and commercial areas can be accessed.
- 3.3.5 Wiltshire Council's local PROW definitive map shows that there are no byways within the immediate vicinity of the Site.
- 3.3.6 The existing walking infrastructure in the area is of a very good standard with footways and street lighting within the vicinity of the Site. Ramsbury Drive and Mitre Way have footways on both sides which connect to footways along Portway. These footways have dropped kerb crossings and street lighting and in some locations are shared use paths accessible for cycling off carriageway.

Figure 5: Walking Isochrone Plan



Source: Ridge GIS

- 3.3.7 Walking and cycling therefore are viable means of travel to the development, and a number of residential areas and transport hubs are accessible within a reasonable walking and cycling time including bus stops on Ramsbury Drive.

3.4 Access by Cycling

- 3.4.1 The Institution of Highways and Transport (IHT) guidance document 'Planning for Cycling' (October 2015) states the majority of cycling trips are for short distances, with 80% being less than 8km and with 40% being less than 3.2km. However, the majority of trips by all modes are also short distances (67% are less than 8km, and 38% are less than 3.2). The bicycle is therefore a potential mode for many of these trips.
- 3.4.2 Cycle Infrastructure Design LTN 1/20 states that, "two out of every three personal trips are less than five miles in length - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."
- 3.4.3 The NTS 2021 identifies that cycling is a favourable option for short trips, with the average person willing to cycle for an average time of 26 minutes. Local Transport Note 1/20 'Cycle Infrastructure Design' states that urban cycling speed averages between 10 and 15mph (16 to 24 kph) but vary depending on gradient. It is therefore considered that 16kph is an appropriate average travel speed, given the time spent negotiating the urban realm (e.g., manoeuvring through junctions). It is therefore considered that the average person is willing to cycle an average of 6.9km (26 minutes).
- 3.4.4 The existing cycle network around the vicinity of the Site is shown in **Figure 6**.

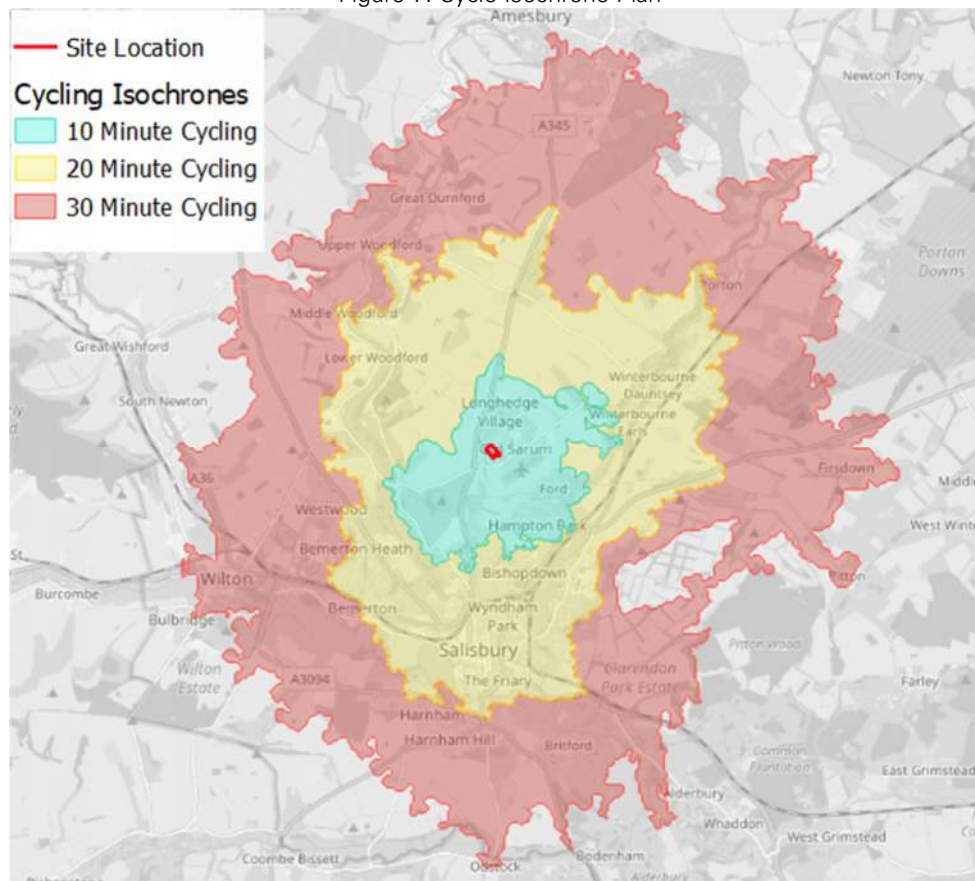
Figure 6: Old Sarum Cycle Map



Source: Ridge GIS

- 3.4.5 Ten, twenty and thirty minute cycling isochrones are provided in **Figure 7**, which show those areas and facilities within walking distance of the Site.

Figure 7: Cycle Isochrone Plan



Source: Ridge GIS

- 3.4.6 A shared footway / cycleway is provided along the southern side of Portway from the A345 Beehive roundabout to the south western corner of the Old Sarum development adjacent to the roundabout connecting Ramsbury Drive and Castle Gate Business Park. At this point the shared footway / cycleway crosses to the opposite side of the road over the southern section of Ramsbury Drive and along the northern side of Portway, as far as the western access into Sherbourne Drive. This shared foot and cycleway connects to Mitre Way on the western side.
- 3.4.7 The Site is located within cycling distance to Salisbury City Centre and therefore provides a practical alternative for staff and visitor trips from this location. Salisbury Station is within an 18 minute cycle of the Site.
- 3.4.8 A further shared footway and cycleway is provided from the eastern access into Sherbourne Drive, where a toucan crossing facilitates safe crossing over to the southern side of Portway. From this point access can be made into Green Lane, which provides a shortcut for pedestrians and cyclists heading southwest. A section of Green Lane between Portway and Ford is traffic free.
- 3.4.9 A largely traffic free route from the A345 into Salisbury City Centre which is approximately 4.5km south of the Site or a 15- minutes cycle, is provided using the shared footway / cycleway alongside the A345, which then crosses to the south of Old Sarum Fort. This joins the National Cycle Network Route 45 (NCR 45) to the south of Stratford Road alongside the Avon Valley Nature Reserve, and the River Avon into the city centre. NCR 45 also heads northwards on-road along Stratford Road towards Amesbury.
- 3.4.10 National Cycle Route 24 (NCR 24) can be accessed from Salisbury City Centre, which along the southern edges of the city centre is largely traffic free. From Salisbury City Centre NCR 24 operates on-road towards Wilton and Warminster in the west and Alderbury and Romsey in the southeast. These NCR routes offer the opportunity for longer distance commuting from the Site by bike.

3.5 Public Transport – Bus

- 3.5.1 The Site is located within 150m to the bus stops to the south on Ramsbury Drive. Further bus stops can be found approximately 300m southwest of the Site on Portway. These stops are provided with shelters, seating and timetable information.
- 3.5.2 Footways with street lighting are present along the pedestrian routes between the Site and these bus stops, enabling safe access between the two.
- 3.5.3 Beehive Park and Ride is located 650m from the Site on the A345 Castle Road. It is one of five Park and Ride sites serving Salisbury. The PR11 service runs Monday to Saturday with a bus every 30 minutes. Hours of operation are 06:10 – 23:25 Monday to Friday and 07:20 – 23:25 on Saturdays.
- 3.5.4 **Table 3** (overleaf) outlines the routes and frequencies of buses serving these stops.

Table 3: Bus Services on Ramsbury Drive and Portway

BUS STOP	SERVICE	ROUTE	APPROX FREQUENCY	BUS OPERATOR
Ramsbury Drive	X4	Larkhill – Boscombe- Beehive Roundabout – Salisbury CC	Mon – Sat approximately every 30min	Salisbury Reds
	PR11	Salisbury CC – Old Sarum, Primary School	Mon – Sat approximately every half an hour Sundays approximately every hour	Salisbury Red
	X67	Tidworth – Old Sarum – Salisbury CC	Weekdays 4 a day Sat 1 a day	Stagecoach
Portway Old Sarum Garden Centre	X4	Larkhill – Boscombe- Old Sarum – Salisbury CC	Mon – Sat approximately every hour	Salisbury Reds
	PR11	Salisbury CC – Old Sarum, Primary School	Mon – Sat approximately every half an hour Sundays approximately every hour	Salisbury Red

Timetable correct as of August 2026

3.6 Public Transport – Train

- 3.6.1 The Site is located approximately 4.8 km north of Salisbury railway station. The station lies on the West of England Line (Exeter–London Waterloo) operated by South Western Railway, and also on the Wessex Main Line corridor via Westbury served by Great Western Railway (GWR).
- 3.6.2 South Western Railway provides regular services between Exeter St Davids and London Waterloo via Salisbury, calling at stations including Andover and Basingstoke, typically at hourly intervals. South Western Railway also provides services southbound from Salisbury to Romsey and Southampton Central, with onward connectivity to the South Coast including Bournemouth and Weymouth.
- 3.6.3 Great Western Railway provides services from Salisbury towards Warminster and Westbury, with onward connections to Bath, Bristol, Cardiff and the wider South West, generally at approximately hourly frequency.
- 3.6.4 The station can be reached in approximately 18 minutes by bike and there are 110 sheltered cycle parking spaces. The station also has 358 car parking spaces. The bus interchange at the railway station provides access to a number of local bus services including the X4 and PR11 which connect to the Site.

3.7 Sustainability of Site Location

- 3.7.1 The development Site is located within a sustainable location – within walking and cycling distance to public transport stops and routes, as well as other core facilities and amenities. The sustainable location of the site will help minimise car trips to and from the proposed development.

- 3.7.2 The approximate walking and cycling distances to local amenities and facilities from the Site are summarised within **Table 4**. These distances are calculated from the centre of the Site.

Table 4: Distance of Core Amenities from the Site

NAME	DISTANCE (M)	1.6km WALKING ¹	6.4km CYCLING ²
RETAIL			
Co-operative (Portway)	480	✓	✓
Spar (Longhedge)	1,100	✓	✓
Greggs (Longhedge)	1,100	✓	✓
Waitrose (Salisbury)	3,500	×	✓
PUBLIC TRANSPORT			
Bus Stop (Ramsbury Drive)	150	✓	✓
Bus Stop (Portway- Old Sarum)	300	✓	✓
Beehive P&R	650	✓	✓
Salisbury Railway Station	4,800	×	✓
HEALTH & COMMUNITY CENTRES			
Bishopdown Pharmacy	2,800	×	✓
Bishopdown Surgery	2,800	×	✓
EDUCATION			
Happy Days Nursery	1,100	✓	✓
Old Sarum Primary School	300	✓	✓
Greentrees Primary School	2,800	×	✓
OTHER			
Salisbury Football Club	250	✓	✓
The Church of Jesus Christ Latter-	70	✓	✓
Old Sarum and Lodgehedge	480	✓	✓

¹ and ² National Travel Survey (2021)

- 3.7.3 Based upon the data within Table 4, it can be concluded that the Site is located within good walking and cycling distances to a number of core amenities, thereby potentially reducing the number of vehicular trips generated by the Site when accessing local facilities.

- 3.7.4 Most other facilities can be found in Salisbury City Centre is 4.5km from the Site and accessed within a 15-minute cycle ride.

3.8 Accessibility Index

- 3.8.1 This is a measure that provides an indicator of the accessibility and density of the public transport network at a point of interest (in the case of BREEAM, a building). The index is influenced by the proximity and diversity of the public transport network and the level or frequency of service at the accessible node.

- 3.8.2 The Accessibility Index is determined by entering the following information in to the BREEAM Tra 01 calculator:
- The distance (m) from the main building entrance to each compliant public transport node;
 - The public transport types serving the compliant node, e.g., bus or rail; and
 - The average number of services stopping per hour at each compliant node during the operating hours of the building for a typical day.
- 3.8.3 A compliant node includes any bus service with a stop within 650m and any railway station within 1,000m of the assessed building's main entrance, measured via a safe pedestrian route. The distance from the nearest bus stops to the Site is within these distances.
- 3.8.4 Therefore, the AI has been calculated for bus services only as the Site is outside the catchment for rail services. The resultant accessibility index is 2.55, which is classed as moderately good. The accessibility index calculator for the Site is contained in **Appendix B**.

3.9 Local Highway Network

- 3.9.1 The Site is accessed from Mitre Way and Ramsbury Drive which provide access to Portway.
- 3.9.2 Portway forms the main route into and out of the Old Sarum area towards Salisbury City Centre and beyond. Portway heads east to Beehive roundabout (at the junction with the A345, adjacent to the Park & Ride site of the same name) and connects Old Sarum with the A345 (for Salisbury and Amesbury) west of the Site down to the A36 in Salsbury and north to the A303 at Amesbury.
- 3.9.3 To the east Portway connects with the A388 at Mill Corner (Down Barn Road) to the east of the Site, which then connects north to the A303 at Cholderton and north to Marlborough and Swindon. South of Mill Corner the A388 connects south back into Salisbury via the A30 / London Road junction.
- 3.9.4 From Beehive Roundabout and alongside the Old Sarum development, Portway is subject to a 40mph speed limit. To the East of the development, Portway is subject to the national speed limit east of access to Throgmorton Hall approximately 1km from Ramsbury Drive. Ramsbury Drive and Mitre Way and the surrounding residential estate are subject to a 20mph speed limit.
- 3.9.5 The Site benefits from close proximity to the strategic highway network, which is critical to meet the operational and response requirements for the Southern Policing Hub.

4 AIMS AND OBJECTIVES

- 4.1.1 The main aim of this Travel Plan is to encourage staff and visitors of the new Policing Hub to use more sustainable, healthier and lower carbon transport options whilst achieving an overall reduction the percentage of single occupancy car travel to the site.
- 4.1.2 The key objectives identified for this Travel Plan, to meet the overarching aim (4.1.1) are summarised as:
- Achieve a 10% modal shift away from single occupancy journey to work car trips over a 5-year period;
 - Achieve a 3% Increase in the modal split of cycling and walking to and from the site over a five year period
 - Achieve a 3% increase in public transport use to and from the Site over a five year period;
 - Raise awareness amongst staff, and visitors of sustainable transport options including public transport (bus and rail), car sharing, walking and cycling; and
 - To continually develop, implement, monitor, and evaluate progress of the travel plan towards achieving its targets through the undertaking of Year 1, 3 and 5 surveys and monitoring reports
- 4.1.3 It should be noted that given the rolling shift patterns of the police officers that will be based at the Site, the majority currently drive to their place of work. Antisocial out of hours shifts often do not fit with public transport provision, this can make modal shift to public transport more difficult. There is also a safety consideration for police staff in terms of out of hours travel, late at night or early in the mornings in terms of walking and cycling.
- 4.1.4 It may be possible to achieve some modal shift for certain shifts to public transport or car sharing, but shifts can often overrun which impacts the ability of staff to catch public transport and for staff to car share if either the driver or passenger(s) are delayed on shift. These operational requirements can impact modal shift and meeting targets year on year across the monitoring period.

5 MODAL TRAVEL SURVEY

5.1 Initial Baseline

- 5.1.1 The main indicator for the development of targets and objectives within a Travel Plan is the modal split of travel patterns.
- 5.1.2 Baseline mode splits have been obtained from the 2011 Census Data (excluding those not in employment and those who mainly work at or from home). Data has been extracted for super output area E02006672 Wiltshire 057 (where the Site lies) for Method of travel to work (2001 specification). Modal percentage splits are shown in **Table 5**.

Table 5: Mode Splits from Census 2011 Travel to Work Data

SUPER OUTPUT AREA E02006672 WILTSHIRE 057	
MODE	% SPLIT
Train	0
Bus/Minibus/Coach	6
Taxi	0
Motorcycle/Moped	1
Driving a Car/Van	78
Passenger in Car/Van	5
Bicycle	3
On Foot	7
Other Method of Travel to Work	0
Total	100

- 5.1.3 This shows 78% of the workplace population in this area drive to work, 7% walk, 3% cycle and 6% use the bus.
- 5.1.4 It is felt this interim modal split is reflective of the Site, as the Site lies on the outskirts of Salisbury. Census data will be used to inform the baseline and then updated once baseline travel surveys have been undertaken.

5.2 Baseline Travel Surveys

- 5.2.1 The baseline data presented in Table 4 is interim only and will be updated when the Full Travel Plan documents are produced. There will be a commitment from Wiltshire Police to conduct a baseline staff survey within six months of occupation, and update targets and measure accordingly within the Full Travel Plan.
- 5.2.2 Surveys will be sent to all staff asking about their current main mode of travel to and from the site, and willingness to change modes. This survey will be co-ordinated by the appointed Travel

Plan Co-ordinator. An example of the type of survey which will be sent is shown in **Appendix B**.

- 5.2.3 Staff will be encouraged to complete the survey. It is expected that a response rate of least 80% will be achieved.
- 5.2.4 The survey data obtained will be used to determine the existing travel methods of staff and also the willingness to change modes. Additional surveys will be undertaken every year following occupation of the site to enable mode shift to be monitored, and to evaluate whether targets have been met.
- 5.2.5 As noted above, given the rolling shift patterns of the police officers that will be based at the Site, the majority currently drive to their place of work. Antisocial out of hours shifts often do not fit with public transport provision, this can make modal shift to public transport more difficult. There is also a safety consideration for police staff in terms of out of hours travel, late at night or early in the mornings in terms of walking and cycling.
- 5.2.6 It may be possible to achieve some modal shift for certain shifts to public transport or car sharing, but shifts can often overrun which impacts the ability of staff to catch public transport and for staff to car share if either the driver or passenger(s) are delayed on shift. These operational requirements can impact modal shift and meeting targets year on year across the monitoring period.

6 TARGETS AND MONITORING

6.1 Targets

- 6.1.1 Modal travel targets provide Wiltshire County Council with a means to measure the performance of the Travel Plan and to adjust the range of initiatives within the Travel Plan accordingly. Targets within the Travel Plan are designed to be appropriate to the development and SMART (Specific, Measurable, Achievable, Realistic and Time-bound). These targets are currently interim and will be updated once a baseline survey has been undertaken.
- 6.1.2 Interim employee mode share targets for the area are shown in **Table 6**, with the baseline relating to census 2011 data as set out in Table 3. These will be reviewed and revised following a full baseline survey when the Site is occupied.

Table 6: Interim Mode Share Targets

MODE OF TRAVEL	BASELINE % SPLIT	INTERIM MODE SPLIT		
		YEAR 1	YEAR 3	YEAR 5
Train	0	0	0	0
Bus/Minibus/Coach	6	7	8	9
Taxi	0	0	0	0
Motorcycle/Moped	1	1	1	1
Driving a Car/Van	78	74	71	68
Passenger in Car/Van	5	6	7	8
Bicycle	3	4	5	6
On Foot	7	8	8	8
Other Method of Travel to Work	0	0	0	0
Total	100	100	100	100

- 6.1.3 Interim targets reflect the reduction in single occupancy car trips and increase in car sharing, bus and train use as well as increases in cycling.
- 6.1.4 Final targets will be agreed with Wiltshire County Council alongside the final mode split for the development following completion of the baseline travel surveys.
- 6.1.5 As noted above, given the rolling shift patterns of the police officers that will be based at the Site, the majority currently drive to their place of work. Antisocial out of hours shifts often do not fit with public transport provision, this can make modal shift to public transport more difficult. There is also a safety consideration for police staff in terms of out of hours travel, late at night or early in the mornings in terms of walking and cycling. It may be possible to achieve some modal shift for certain shifts to public transport or car sharing, but shifts can often overrun which impacts the ability of staff to catch public transport and for staff to car share if either the driver or passenger(s) are delayed on shift. These operational requirements can impact modal shift and meeting targets year on year across the monitoring period.

7 TRAVEL PLAN MEASURES

7.1 Overview

- 7.1.1 This chapter of the Travel Plan outlines the measures and initiatives that will be implemented at the Policing Hub Site in order to promote a change within the travel patterns of employees, whilst understanding the nature of police operations means car travel is often necessary. Measures can be categorised as being either 'hard', such as physical infrastructure on site, or 'soft', such as promotional materials.
- 7.1.2 The purpose of these measures is to encourage modal shift towards more sustainable travel, including bus use, car sharing and cycling. Once full baseline travel surveys have been undertaken, these measures can be updated and refined to take account of any specific travel issues.
- 7.1.3 The measures outlined within this Travel Plan will be subject to review at the end of Year 1, 3 and 5 to ensure their effectiveness to achieve the aim and objectives of the Travel Plan. The measures will be implemented by the Travel Plan Coordinator as discussed in Chapter 8 of the report.

7.2 Travel Plan Co-ordinator

- 7.2.1 Wiltshire Police will appoint a TPC for the site in order to manage the Travel Plan and oversee the day to day progress. They will also be responsible for the monitoring of the Travel Plan including undertaking the travel surveys. More information on the TPC role is within Section 8.1 of this report. It is likely this role will be undertaken by a member of the Police admin staff who will be located at the new policing hub site.

7.3 Site Location and Design

- 7.3.1 The Site is located in an area with good pedestrian, cycling and public transport access therefore there is opportunity to promote travelling by sustainable modes. There are a number of retail areas, services and facilities located within walking and cycling distance of the site.
- 7.3.2 Well-lit and wide pedestrian footways and amenity spaces are provided throughout the policing hub, and the appropriate level of secure cycle parking will be provided for employees and visitors.
- 7.3.3 The Site will be pedestrian and cyclist friendly. There are provision of safe crossing points, direct routes and appropriate tactile paving for the visually impaired. Lighting, landscape and shelter will create pleasant pedestrian and public transport waiting areas. Disabled access has been considered in the design process, with accessible parking spaces and provision for the visually impaired with tactile paving.
- 7.3.4 There are no restrictions or charging for car parking due to the operational nature of the Site.

7.4 Marketing and Promotional Strategy

- 7.4.1 The TPC will be responsible for the marketing and publicity of all travel information within the Site for the lifetime of the Plan. Several measures can be introduced to ensure that Travel Plan information is readily available to employees and visitors.
- 7.4.2 All employees will be given a New Starter Pack when they start work which will include the following:
 - Introduction to the Travel Plan and its benefits;

- Promotion of car sharing;
- Public transport timetable information and maps giving information on local bus services and rail station;
- Cycling maps showing cycle routes (and cycle parking) both on and off-site showing key routes and journey times to local facilities;
- Information on Governments Cycle to Work Scheme;
- Information on cycle training courses;
- Website addresses for public transport providers, taxi services and local cycling groups

7.4.3 The pack will also be made available on Wiltshire Police's intranet for all existing staff to access. New starter inductions will cover the Travel Plan and its benefits.

7.4.4 In addition, the TPC will promote national and local sustainable travel related events such as Bike Week and Walk to Work Week for all staff to take part in.

7.4.5 Posters promoting the Travel Plan will be displayed in office/communal areas visible to all staff. Where applicable staff intranet pages should have a page dedicated to sustainable travel, with news, initiatives and events that employees can get involved in. At team meetings the Travel Plan will be promoted by managers to keep employees updated of progress.

7.5 Measures to Reduce the Need to Travel

7.5.1 The proposed Old Sarum Policing Hub will consolidate policing operations within a single location, reducing the need to travel between sites whilst improving operational integration and supporting continuous 24/7 service delivery.

7.5.2 In addition, Wiltshire police currently operate a hybrid working policy, which assists in spreading staff travel demand across the day and reducing the impacts during peak traffic periods where practical.

7.5.3 As noted above however, the police work shifts and there may be limited opportunities to reduce their need to travel.

7.6 Measures to Promote Car Sharing

7.6.1 EV charging will be provided on Site for 10% of the car parking spaces as per Building Regulations Part S and Wiltshire Council's emerging parking policy.

7.6.2 A number of dedicated car share parking spaces could be designated near the main entrance points to the building as an incentive for staff to participate. In addition, the TPC could promote car sharing by organising certain days where staff car sharers could be given (for example) a free breakfast when they arrive in the morning.

7.7 Deliveries

7.7.1 Wiltshire Police will work with suppliers to increase the efficiency of deliveries and to minimise the associated carbon emissions.

7.8 Measures to Promote Walking and Cycling

7.8.1 A number of potential measures that will be implemented to encourage walking and cycling:

- **Cycle parking** – Dedicated and convenient cycle parking will be provided in accordance with LTN20/1 (Cycle Infrastructure Design) and Wiltshire Cycle Design Standards.

Wiltshire parking standards state 1 space per 10 employees for sui generis plus visitor spaces on merit. This equates to 22 spaces for employees. 10 spaces are proposed for visitors.

- **Shower and Changing Facilities for Cyclists** – There will be showering, changing and drying facilities for employees who walk / cycle to work as an incentive for use. Lockers will also be provided for staff. Costs are part of overall construction and fitting out.
- **Cycle to Work Scheme** – Staff will be given the opportunity to participate in a Cycle to Work Scheme where substantial discounts can be obtained for purchasing bikes and/or bike related equipment where the bike is used for a journey to work.
- **Promotion of walking and cycling related events** - The TPC will promote upcoming walking and cycling events such as Bike to Work Week to staff.
- **Liaison with local bike shops** - The TPC will liaise with local businesses to secure discounts and offers for employees.

7.8.2 Cycling will also be promoted to visitors where possible through the provision of safe and covered cycle parking spaces within the development.

7.8.3 The government backed Cycle to Work Scheme will also be promoted to all employees via the TPC which allows savings of up to 47% to be made on the purchase of bikes and bike accessories for travel to work.

7.9 Promoting Public Transport

7.9.1 Encouraging the use of public transport is an effective means of reducing car dependency, especially for those who do not wish cycle and/or those who need to travel relatively long distances.

7.9.2 Bus services run within 150m of the Site, which connect to Salisbury City Centre and the Train Station. Salisbury Train Station is within acceptable cycling distance.

7.9.3 The TPC will promote multi modal journey planners such as Traveline enabling staff to make informed choices about travelling. In addition, the TPC would offer a free of charge personalised travel planning service to members of staff. The TPC would also be on hand to answer any queries the staff may have regarding sustainable travel. Cost for this would be part of the TPC role.

7.10 Visitor Travel

7.10.1 Alongside employee trips, the Travel Plan also aims to encourage visitor journeys to the Site to be made, as much as practicable, by sustainable modes of transport.

7.10.2 Visitors to the Site will be able to access guidance (prior to their visit) on how to reach the Site by all modes of transport from the end users' website, and visitors will be encouraged to travel sustainably, car share where possible and make use of the local bus services which serve the Site.

8 MONITORING AND REVIEW

8.1 Overview

- 8.1.1 Wiltshire Police will have overall responsibility for this Framework Travel Plan and the relevant obligations, including the appointment of the Travel Plan Coordinator (TPC), who will be responsible for the travel plan's ongoing implementation and review.
- 8.1.2 The TPC role will be funded by Wiltshire Police. The name and contact details of the allocated TPC are currently unknown, but the role is likely to be undertaken by a member of Wiltshire Police's facilities team and will be identified within the Full Travel Plan when this comes forward.
- 8.1.3 The name and contact details of the TPC will be notified to the Travel Plan Advisor at Wiltshire County Council upon appointment. The role will terminate upon completion of the five-year review and submission of the final Year Monitoring Report to Wiltshire County Council. It is envisaged that the TPC will dedicate 2-3 hours a week to Travel Plan duties however there will be a higher level of input at review times when surveys are being carried out.
- 8.1.4 The role and responsibilities envisaged for the TPC are set out as follows and will be kept under review, in keeping with the evolving nature of the travel plan:
- Promoting the Travel Plan to all staff and visitors including distributing New Starter Packs to new employees;
 - Leading on the implementation of all travel plan measures;
 - Electronically communicating information to all staff regarding relevant national, regional and local initiatives related to the promotion of sustainable travel;
 - Being on hand to answer any queries or questions on sustainable travel employees or visitors may have;
 - Conducting employee Travel Surveys at the end of Years 1, 3 and 5 and submitting results to Wiltshire County Council.
- 8.1.5 The TPC will actively engage with Wiltshire County Council to discuss the progress of the Travel Plan including the addition, variation, or removal of any measures as the plan progresses and evolves.

8.2 Monitoring and Review Framework

- 8.2.1 A programme of monitoring and review will be implemented by the TPC to evaluate the effectiveness of the Travel Plan measures. This will include:
- **Baseline Travel Surveys:** 6 months after first occupation, to obtain a range of qualitative and quantitative information, including current mode of travel data for staff and gathering feedback on travel plan measures.
 - **Year 1, 3 and 5 Travel Survey.** This will be a repeat of the baseline travel survey for employees and visitors to understand how travel patterns have changed over time and which measures have been successful in relation to mode shift.
 - **Year 1, 3 and 5 Travel Plan Monitoring Report:** this will be compiled by the TPC to summarise travel survey results, report on the implementation status of the travel plan measures and performance of the travel plan in relation to the mode shift targets. A copy of this monitoring report will be submitted to Wiltshire Council.
- 8.2.2 Monitoring will be undertaken during neutral months where possible and will be carried out at the same time of year on each occasion.

9 ACTION PLAN

9.1 Overview

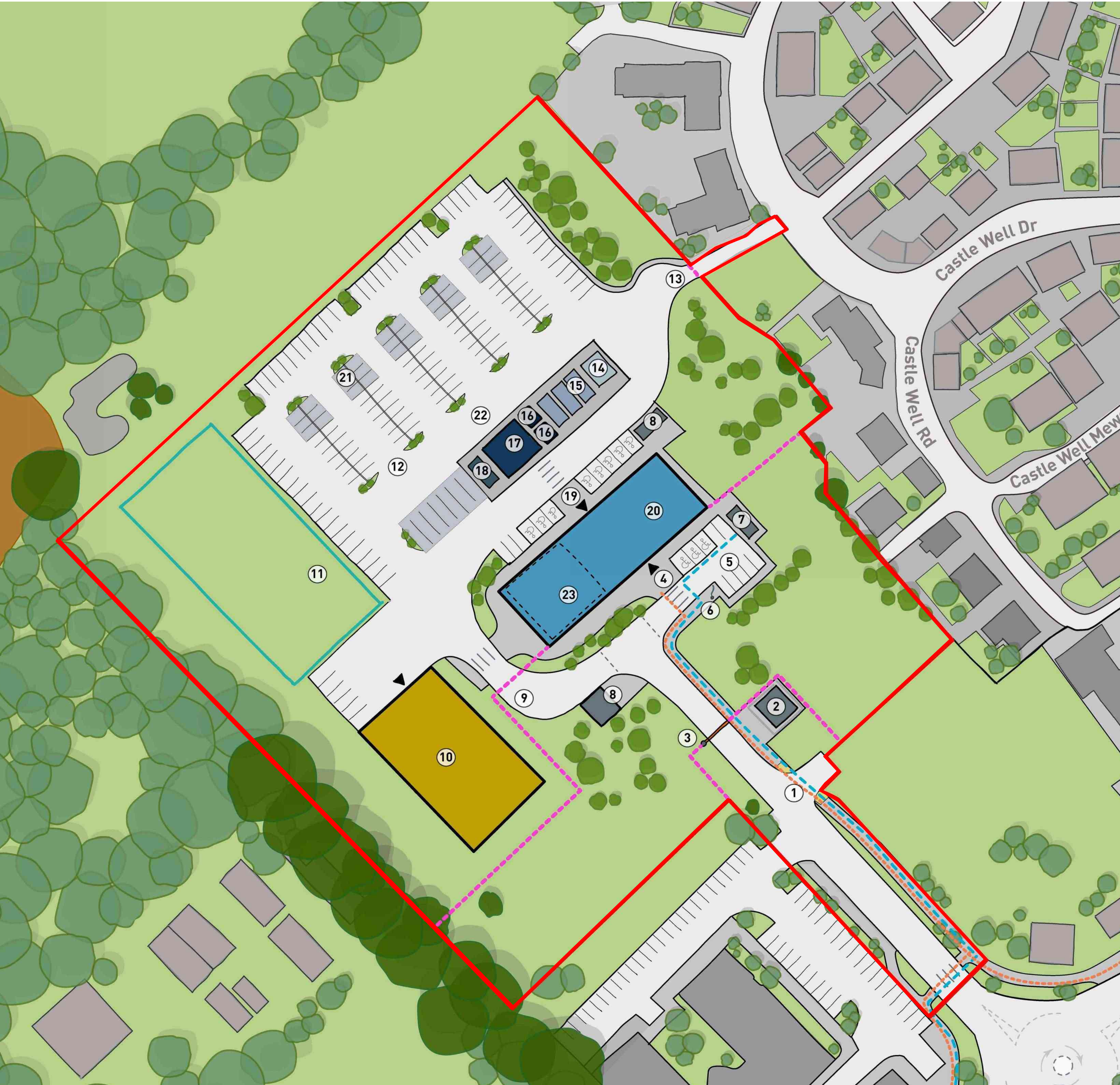
- 9.1.1 The Action Plan is not intended to be an exhaustive list but aims to provide an overview of the type and scale of measures to be included within the implementation of the Travel Plan and will be continually reviewed.
- 9.1.2 **Table 7** provides a summary of actions for this Travel Plan with indication of the timescale and responsibility.

Table 7: Action Plan

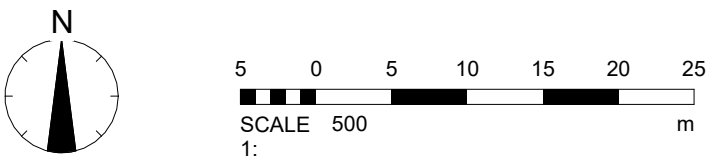
TRAVEL PLAN ACTION	DESCRIPTION	PERIOD	TIMESCALE	RESPONSIBILITY
Appointment of a Travel Plan Co-Ordinator	The TPC will manage and oversee the Travel Plan at the Site, implementing measures and undertaking monitoring	Short Term	ASAP	Wiltshire Police
TPC to provide all new employees with a New Starter Pack	Information pack incl. information on Travel Plan, cycle route maps, and public transport route maps and timetables	Short Term	ASAP	TPC
Place posters in key communal and reception areas promoting the Travel Plan and sustainable Travel	To promote the Travel Plan to all	Short Term	ASAP	TPC
Update staff intranet pages and external website pages regarding Travel Plan and promotion of sustainable modes of travel to the Site before use of car	Enabling easy access to information regarding sustainable travel to and from the Site	Short term	ASAP	TPC
Promotion of local and National sustainable transport events to employees e.g., Bike Week	Promoting sustainable travel to employees	Medium / Long Term	ASAP	TPC
Set up and promote car sharing groups for employees at the Site	Promotion of car sharing	Short Term	ASAP	TPC
Mark 5% of car parking spaces for car sharers, located close to entrances	Promoting car sharing	Medium/Long Term	Construction	Wiltshire Police

TRAVEL PLAN ACTION	DESCRIPTION	PERIOD	TIMESCALE	RESPONSIBILITY
Provide minimum 3kw electric charging spaces within car park in line with Regulations Part S	To reduce carbon emissions	Long Term	Construction	Wiltshire Police
Provide secure, covered and convenient cycle storage at the Site	To encourage uptake of cycling	Short Term	ASAP	TPC
Provide shower, changing and drying facilities at the Site	To encourage uptake of cycling	Short Term	ASAP	TPC
Promote the government backed Cycle to Work Scheme to all staff	To encourage uptake of cycling	Short Term	ASAP	TPC
Liaise with local bike shops to secure bike discount for staff and offers.	To encourage uptake of cycling	Short/Medium Term	ASAP	TPC
Undertake the Baseline Travel Surveys for all staff and visitors at the Site	To understand current travel patterns of employees at the Site	Medium Term	Within 6 months of first occupation	TPC
Undertake the 1, 3, and 5 employee and visitor Travel Surveys	Part of ongoing monitoring process.	Long term	Every other year	TPC
Production of monitoring report after Year 1, 3 and 5	To update targets and inform Wiltshire County Council on mode shift and success of measures	Long Term	After years 1,3 and 5 travel surveys	TPC

APPENDIX A SITE PLAN



ILLUSTRATIVE SITE PLAN
1 : 500



- Key :
- 1 - Primary Site Entry / Exit point
 - 2 - Electrical Substation
 - 3 - Arm Barrier
 - 4 - Main Staff and Public Entrance
 - 5 - Visitor Car Park
 - 6 - Flagpole
 - 7 - Cycle Storage
 - 8 - Bin Storage
 - 9 - Bi-fold vehicular and pedestrian gate to secure rear yard
 - 10 - Storage Building
 - 11 - Potential Expansion Space
 - 12 - Staff Car Park
 - 13 - Secondary Site Access (emergencies only)
 - 14 - Generator & Fuel Tank
 - 15 - Secure Store (3)
 - 16 - Waste Skips
 - 17 - Vehicle Washdown
 - 18 - Vehicular Fuel Store and Pumps
 - 19 - Staff Entrance to Police Hub
 - 20 - Police Hub Building ~ 3 storey
 - 21 - Covered Parking Bays
 - 22 - Secure Police Yard
 - 23 - Roof Top Plant
- Red Line Boundary & Secure Fence Line
Secure Line (segregating Public Area and Police Secure Yard)
Potential Expansion Space
Cyclist Route
Pedestrian Route
Arboricultural Surveyed Trees
Indicative Existing Trees
New Indicative Landscaping
Accessible Bays
Indicative Parking Bay Shelter Cover
Indicative Existing Buildings in Surrounding Context

DISCLAIMER NOTES:

- THIS DOCUMENT IS COPYRIGHT OF THE ORIGINATOR AND IS NOT FOR REPRODUCTION OR RELIANCE WITHOUT THE ORIGINATOR'S WRITTEN CONSENT
- THIS DOCUMENT MUST NOT BE ALTERED, REPRODUCED OR DISTRIBUTED WITHOUT PRIOR WRITTEN CONSENT OF THE ORIGINATOR
- THIS DOCUMENT MUST NOT BE ALTERED - THE ORIGINATOR ACCEPTS NO RESPONSIBILITY FOR ANY DISCREPANCIES ARISING AS A RESULT OF THE ORIGINATOR'S INFORMATION BEING ALTERED BY OTHERS
- ANY DISCREPANCY MUST BE REPORTED TO THE ORIGINATOR
- DO NOT SCALE - EXCEPT FOR TOWN & COUNTRY PLANNING APPLICATION PURPOSES
- ALL DIMENSIONS ARE IN MMS UNLESS OTHERWISE STATED
- ALL DIMENSIONS MUST BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF ANY RELATED WORKS
- THIS DOCUMENT MUST BE READ IN CONJUNCTION WITH ALL SUPPORTING DOCUMENTS PRODUCED BY THE ORIGINATOR AND OTHER PROJECT DISCIPLINES
- THE ORIGINATOR ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY
- USERS OF THIS DOCUMENT ARE RESPONSIBLE FOR CHECKING WHICH REVISION IS CURRENT
- THE DOCUMENT STATUS "INFORMATION" OR "PRELIMINARY", INDICATES THAT THIS DRAWING IS FOR REFERENCE PURPOSES ONLY - THE ORIGINATOR WILL ACCEPT NO RESPONSIBILITY FOR THE COMPLETENESS OF INFORMATION UNDER THIS STATUS
- DOCUMENTS WITH THE STATUS "RECORD", AND DOCUMENTS WITH THE STATUS "AS-BUILT", HAVE BEEN PREPARED BASED UPON INFORMATION FURNISHED BY OTHERS. AS SUCH, THE ORIGINATOR ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THESE DOCUMENTS OR FOR ANY ERRORS OR OMISSIONS THAT MAY HAVE BEEN INCORPORATED INTO THEM AS A RESULT OF INCORRECT INFORMATION PROVIDED TO THE ORIGINATOR. THOSE RELYING ON THE "RECORD" DOCUMENTS OR "AS-BUILT" DOCUMENTS ARE ADVISED TO OBTAIN INDEPENDENT VERIFICATION OF THEIR ACCURACY

DRAWING NOTES:

CDM REGULATIONS 2015/PAS1192-6:2018
SIGNIFICANT OR NON-OBVIOUS RISKS AND RISKS WHICH ARE DIFFICULT TO MANAGE ARE IDENTIFIED ON THIS DRAWING USING THE SYMBOL DISPLAYED TO THE RIGHT. THIS SYMBOL WILL APPEAR ON ALL RELEVANT DRAWINGS. THE SYMBOLS HAVE A UNIQUE IDENTIFIER WHICH CAN BE CROSS-REFERENCED WITH THE CDM DESIGN RISK REGISTER (DRR).

P07	Final Planning Issue	10/08/2026	EP	EM
P06	Draft Planning Issue - Co-ordination Updates	16/06/2026	EP	EM
P05	Draft Planning Issue	04/06/2026	EP	EM
P04	Illustrative Site Plan Updates - Issue	19/05/2026	EP	EM
P03	Public Consultation Visuals - Issue	14/05/2026	EP	EM
P02	Site Plan Draft - Comment Updates	29/04/2026	EP	EM
P01	Initial Site Plan Draft	22/04/2026	EP	EM

REV	DESCRIPTION	DATE	BY	CHKD
-----	-------------	------	----	------

ORIGINATOR:

RIDGE

RIDGE PROJECT No: 5032745

CLIENT:

Wiltshire and Swindon
pcc

IN ASSOCIATION WITH:

PROJECT:
Proposed Southern Policing Hub, Mitre Way, Old Sarum, Salisbury

TITLE:
ILLUSTRATIVE SITE PLAN

DRAWN BY: EP CHECKED BY: EM APPROVED BY: EM

SCALE: As indicated @ A1 DATE: 02/07/2026

STATUS: S5
DESCRIPTION: FOR REVIEW AND ACCEPTANCE

MODEL REFERENCE: 5032745-RDG-XX-XX-M3-A-000001

PROJECTNUMBER - ORIGIN - FUNC - SPATIAL - FORM - DIS - NUMBER REV:
5032745 - RDG - XX - ST - D - A - 950001 P07

APPENDIX B EMPLOYEE TRAVEL SURVEY

Employee Travel Survey

Question 1:

How do you usually travel to work?

Pick one box only, for the longest part, by distance, of your usual journey to work

☐	On foot	☐	Passenger in a car with driver going to the same destination
☐	Bicycle	☐	Passenger in a car with driver going to a different location
☐	Bus, minibus or coach	☐	Taxi
☐	Train	☐	Lorry or van
☐	Motorcycle or scooter	☐	Other means
☐	Driving a car	☐	Work mainly at or from home

Question 2:

What is your main reason for choosing that mode?

Please choose one response only

☐	Cheapest	☐	Habit
☐	Quickest	☐	Personal Safety
☐	Environmentally-friendly	☐	Other commitments
☐	Lack of alternative	☐	Reliability
☐	Less stressful	☐	Other – Please specify

Question 3:

What time do you usually arrive for work?

Please choose one response only

☐	05:00-05:29	☐	17:00-17:29
☐	05:30-05:59	☐	17:30-17:59
☐	06:00-06:29	☐	18:00-18:29
☐	06:30-06:59	☐	18:30-18:59
☐	07:00-07:29	☐	19:00-19:29
☐	07:30-07:59	☐	19:30-19:59
☐	08:00-08:29	☐	20:00-20:29
☐	08:30-08:59	☐	20:30-20:59

Question 4:
What time do you usually leave for home?
Please choose one response only

☐	05:00-05:29	☐	17:00-17:29
☐	05:30-05:59	☐	17:30-17:59
☐	06:00-06:29	☐	18:00-18:29
☐	06:30-06:59	☐	18:30-18:59
☐	07:00-07:29	☐	19:00-19:29
☐	07:30-07:59	☐	19:30-19:59
☐	08:00-08:29	☐	20:00-20:29
☐	08:30-08:59	☐	20:30-20:59

Question 5:
How far do you travel to work?
Please choose one response only

☐	Less than 1 mile	☐	Between 21-30 miles
☐	Between 1 and 10 miles	☐	Between 31-40 miles
☐	Between 11 and 20 miles	☐	Greater than 40 miles

Question 6:
What is your home postcode?

.....

PLEASE RETURN TO [insert TPC name] BY [insert date]