



BREEAM Framework Travel Plan

**Proposed Diagnostic and Surgical Hub (DASH) Facility,
Western Car Park Improvements and New Bus Stop
Infrastructure, Salisbury District Hospital**

Salisbury NHS Foundation Trust

Prepared by:

SLR Consulting Limited

Tudor House, 16 Cathedral Road, Cardiff, CF11 9LJ

SLR Project No.: 407.0655120.00001

17 September 2026

Revision: 06

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	15 July 2026	Aalisha Sorathiya	Ian Southwell	Ian Southwell
02	16 July 2026	Aalisha Sorathiya	Ian Southwell	Ian Southwell
03	16 July 2026	Aalisha Sorathiya	Ian Southwell	Ian Southwell
04	18 August 2026	Aalisha Sorathiya	Chris Evans	Chris Evans
05	18 August 2026	Aalisha Sorathiya	Chris Evans	Chris Evans
06	17 September 2026	Aalisha Sorathiya	Ian Southwell	Ian Southwell

Basis of Report

This document has been prepared by SLR Consulting Limited (SLR) with reasonable skill, care and diligence, and taking account of the timescales and resources devoted to it by agreement with Salisbury NHS Foundation Trust (the Client) as part or all of the services it has been appointed by the Client to carry out. It is subject to the terms and conditions of that appointment.

SLR shall not be liable for the use of or reliance on any information, advice, recommendations and opinions in this document for any purpose by any person other than the Client. Reliance may be granted to a third party only in the event that SLR and the third party have executed a reliance agreement or collateral warranty.

Information reported herein may be based on the interpretation of public domain data collected by SLR, and/or information supplied by the Client and/or its other advisors and associates. These data have been accepted in good faith as being accurate and valid. SLR may have used artificial intelligence (AI) in the preparation of this document. Should SLR use AI, any information and analysis resulting therefrom will be reviewed for accuracy.

The copyright and intellectual property in all drawings, reports, specifications, bills of quantities, calculations and other information set out in this report remain vested in SLR unless the terms of appointment state otherwise.

This document may contain information of a specialised and/or highly technical nature and the Client is advised to seek clarification on any elements which may be unclear to it.

Information, advice, recommendations and opinions in this document should only be relied upon in the context of the whole document and any documents referenced explicitly herein and should then only be used within the context of the appointment.



Table of Contents

Revision Record.....	i
Basis of Report	i
1.0 Introduction	1
Purpose of a Travel Plan.....	2
BREEAM Compliance	3
Report Structure.....	3
2.0 TRA-01 – Transport Assessment and Travel Plan	4
TRA-01 Criteria 1	4
TRA-01 Criteria 2	4
TRA-01 Criteria 2b - Predicted travel patterns and transport impact of future building or site users	4
TRA-01 Criteria 3	13
TRA-01 Criteria 4	13
TRA-01 Criteria 5	14
Summary	14
3.0 TRA-02 – Sustainable Transport Measures	15
4.0 Objectives and Targets	16
Objectives	16
Target	16
5.0 Travel Plan Management Strategy	17
Management.....	17
Travel Plan Coordinator	17
Travel Plan Measures	17
Funding.....	19
Marketing Strategy	19
6.0 Measures and Initiatives	20
Hard Measures	20
Soft Measures.....	21
Initiatives to Promote Travel by Public Transport	22
Initiatives to Promote Walking	22
Initiatives to Promote Cycling	22
Communication	22
7.0 Administration Monitoring and Review	24
Administration	24
Monitoring	24
Reporting	24



Review	24
8.0 Action Plan	26

Tables in Text

Table 2.1: Staff Mode Share (February 2026)	5
Table 2.2: Bus Services	6
Table 4.1: TP Targets	16
Table 8.1: Action Plan	26

Figures in Text

Figure 1.1: Site Location	1
Figure 1.2: Travel Plan Pyramid	2
Figure 2.1: Location of Britford P&R.....	Error! Bookmark not defined.
Figure 2.2: Nearby National Cycling Routes.....	10
Figure 2.3: Local Cycle Routes	11
Figure 2.4: Indicative Cycling Journey Time Isochrone	12
Figure 2.5: Indicative Walking Journey Time Isochrone	13

Appendices

Appendix A	Development Plans
Appendix B	AI Calculations



1.0 Introduction

- 1.1 SLR Consulting Limited (SLR) is appointed by Salisbury NHS Foundation Trust (Trust) to provide highways and transportation advice in relation to the proposed '*Diagnostic and Surgical Hub (DASH) Facility*' and the separate application for the "*Demolition of Buildings 16, 17 and 22 and the partial demolition of Building 15 (to include elements of the southern rear section of the building)* at Salisbury District Hospital, and associated works to provide replacement car parking, together with the siting of a new bus stop and shelter".
- 1.2 Salisbury District Hospital (SDH) is located approximately 2.7 km to the south of Salisbury city centre. SDH is bound to the west by Odstock Road, to the north by a Traveller site, whilst undeveloped land abuts the eastern and southern boundaries.
- 1.3 The proposed site falls within the administrative boundary of Wiltshire Council who are the Local Planning and Highway Authority. The application sites are illustrated in **Figure 1.1**.

Figure 1.1: Site Location



- 1.4 An earlier version of this Framework Travel Plan (FTP) was submitted, along with a dedicated Transport Assessment (TA) (Ref: 407.065120.00001 SDH - DASH_Transport Assessment_V3), in support of the planning application (Ref: PL/2026/04559) for proposed Diagnostic and Surgical Hub (DASH) facility. This DASH facility comprises a 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.

- 1.5 This FTP has been updated to consider the effects of the further proposed development at SDH, which is linked to the DASH proposals. further planning application is being made for the demolition of three existing buildings on the western boundary of SDH, with a fourth building to be partially demolished, to facilitate the creation of a new 182 space surface-level staff car park, hereafter referred to as the Western Car Park (WCP). A new bus stop on Victoria Drive East, adjacent to the DASH building, also forms part of the development proposals. These facilities are being proposed to mitigate the loss in car parking on the DASH site, whilst the new bus stop enhances accessibility to the DASH building by public transport. It is anticipated that both applications will be linked and considered as one overall development. A separate SLR TA has been produced to assess the effects of these development proposals (Ref: 407.0655120.00001 SDH - Western Car Park Transport Assessment - V2).
- 1.6 This is an updated version of the SLR FTP which was submitted with the DASH application and is intended to supersede that version. A Travel Plan (TP) is a living document and can be updated and revised throughout the planning and operational lifecycle. Whilst the car park and bus stop are not trip attractors in their own right, they are transport nodes for people travelling to DASH and therefore form part of the overall transport consideration.
- 1.7 Drawings illustrating the proposed DASH facility, the proposed WCP and new bus stop are provided in **Appendix A**.

Purpose of a Travel Plan

- 1.8 A 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



- 1.9 This FTP sets out the basis and methodology for implementation, marketing and monitoring of the future TP. It also provides a 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

- 1.10 This FTP will help the DASH building gain a BREEAM certification. Specifically, this report will provide information relating to BREEAM 2024 focusing on sections TRA-01 and TRA-02.
- 1.11 To note, the BREEAM elements of this FTP relate to the DASH facility and not the WCP or new Bus Stop, for which BREEAM certification is not required.
- 1.12 The specifications for TRA-01 and TRA-02 are outlined in the BREEAM UK New Construction Technical Manual – SD5079 Version 6.1 (November 2024).
- 1.13 This document should be read alongside the submitted Sustainable Energy Strategy prepared by Mott MacDonald.

Report Structure

- 1.14 This FTP should be read in conjunction with the SLR Transport Assessment (TA) for the proposed '*DASH facility*' and the SLR TA for the '*Western Car Park Improvements and New Bus Stop*', which also accompanies the planning application.
- 1.15 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 both application TA's and this FTP accords with the BREEAM Guidance, so that the DASH building gain a BREEAM certification.

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 has provided a TA and FTP as part of the DASH application, further to this a revised FTP (this document) will be submitted as part of the WCP 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 (Ref: 407.065120.00001 SDH - DASH_Transport Assessment_V3).

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 Railway 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 This application includes for a new bus stop, located on the western side of Victoria Drive East, adjacent to the DASH building location. A new section of footway will connect the stop to DASH via the existing pedestrian crossing and people will be able to wait for buses in a new cantilever bus shelter. The stop will be circa 75 m from the entrance to DASH and will be served by the existing R1 bus service.
- 2.17 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.
- 2.18 **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 -	6 Services per day (at 10:34, 12:04,	6 Services per day (at 10:34, 12:04,	No Service



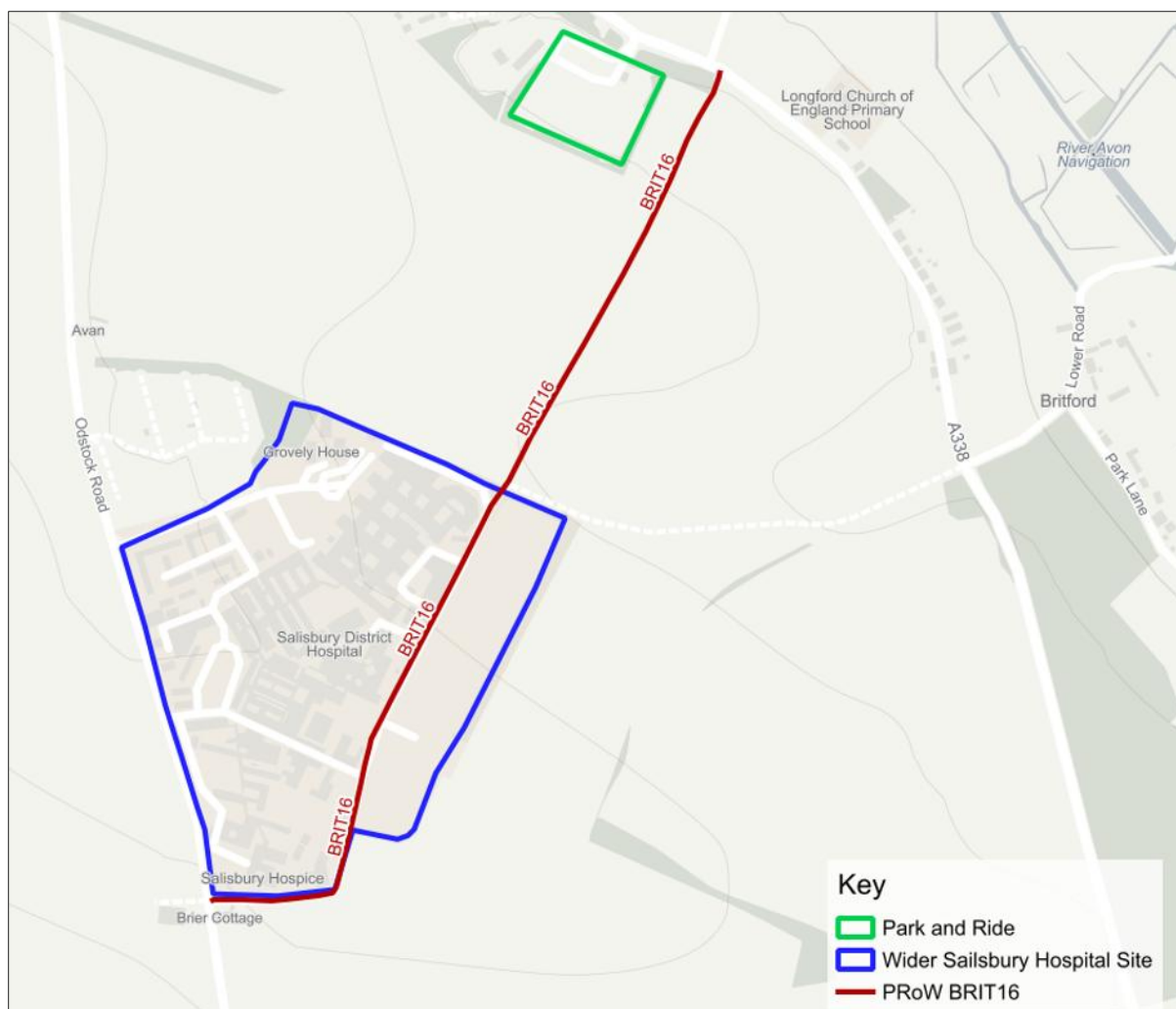
Service No.	Route	Frequency		
		Mon - Fri	Sat	Sun
	Bowerchalke - Shaftesbury	13:34, 15:14, 16:40 and 18:03)	13:34, 15:14, 16:40 and 18:03)	
44	Salisbury - District Hospital - Morgan's Vale - Woodfalls	6 Services per day (at 09:59, 11:19, 12:49, 14:19, 16:47 and 17:44)	6 Services per day (at 09:59, 11:19, 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	

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. This is illustrated in **Figure 2.1**.



Figure 2.1: Location of Britford P&R



- 2.20 The Park and Ride facility is equipped with approximately 490 car parking spaces, together with a passenger waiting area and information desk. The Trust has previously benefitted from the use of 200 spaces at the facility, but this has recently been expanded to include 320 spaces. This has been agreed to partially offset the loss of parking spaces on the DASH site.
- 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 and the provision of a new bus stop located 75 m from the DASH building, the DASH site achieves an AI score of 5.17. This score has increased due to the inclusion of the currently proposed bus stop, from the previously calculated 3.37, which was based on existing bus stops only. This significant improvement demonstrates the site's good accessibility by public transport. The full calculation is presented in **Appendix B**.

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

- 2.31 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.
- 2.32 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.
- 2.33 **Figure 2.3** illustrates the location of NCN Routes with respect each of the proposed elements of development.



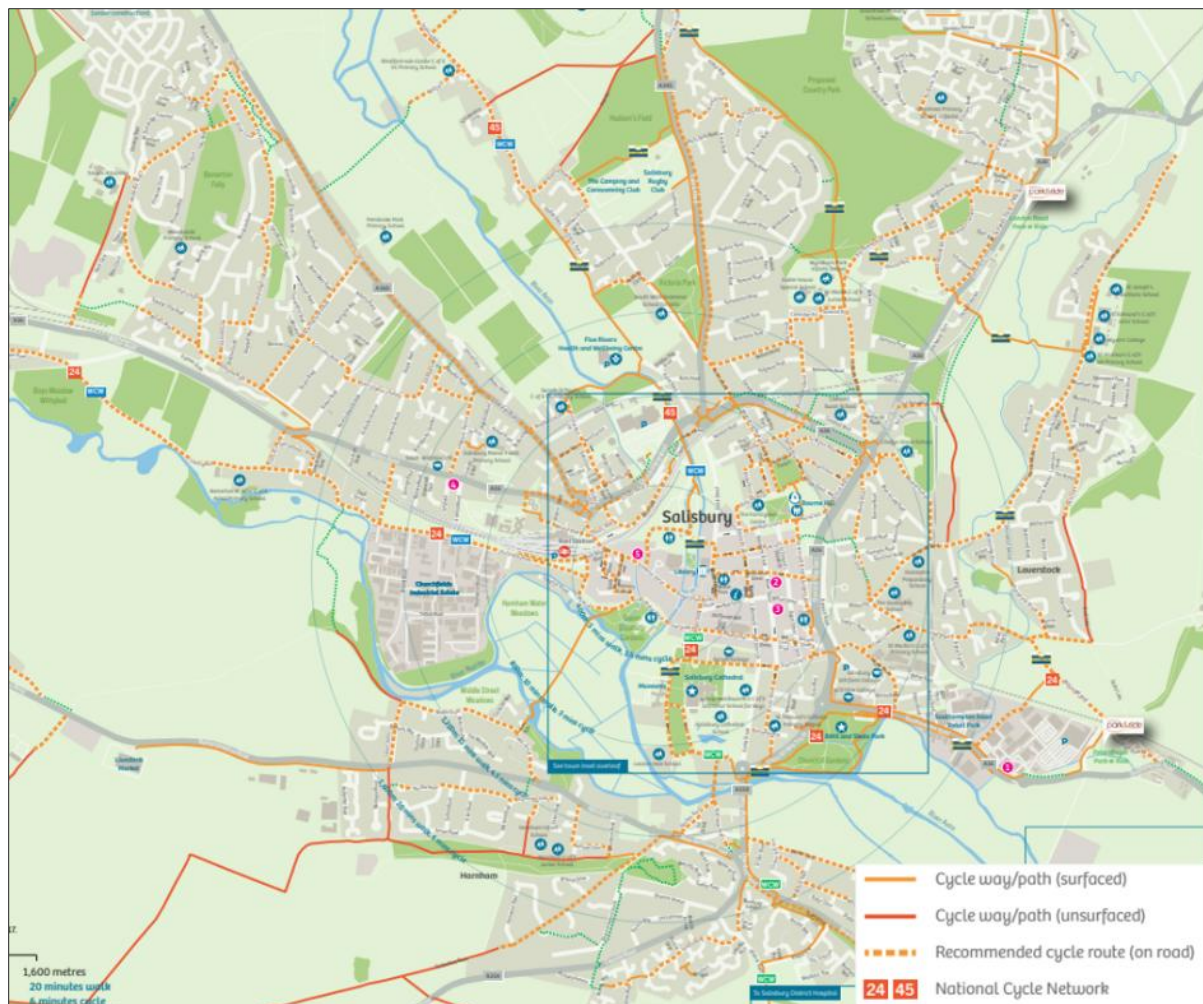
Figure 2.2: Nearby National Cycling Routes



2.34 An extract from the Salisbury Cycle Route Map, as presented on the Connecting Wiltshire website, is illustrated in **Figure 2.4**.



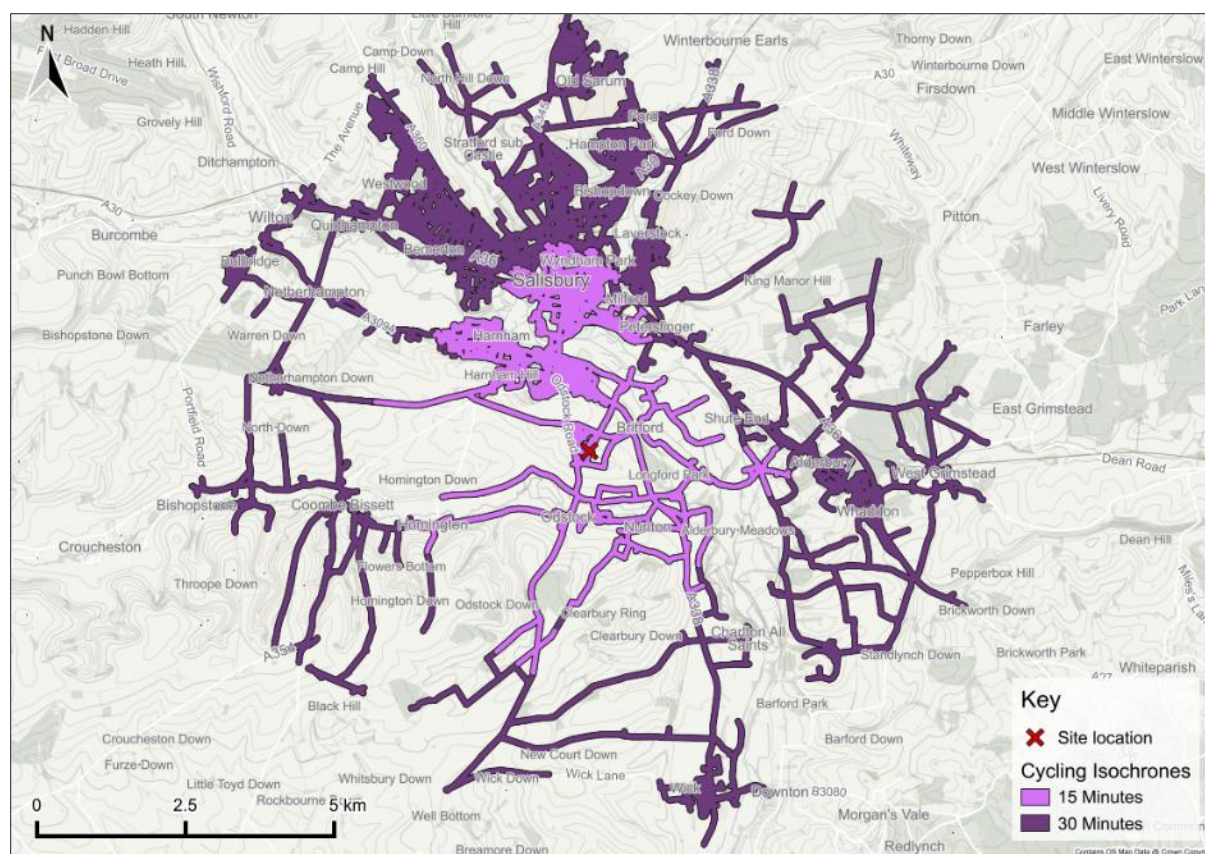
Figure 2.3: Local Cycle Routes



2.35 With the above review of local cycle links in mind, consideration has been made as to the areas which can be reached from the DASH facility within a journey time of 15 and 30-minutes cycle time. **Figure 2.5** illustrates these indicative cycling isochrones.



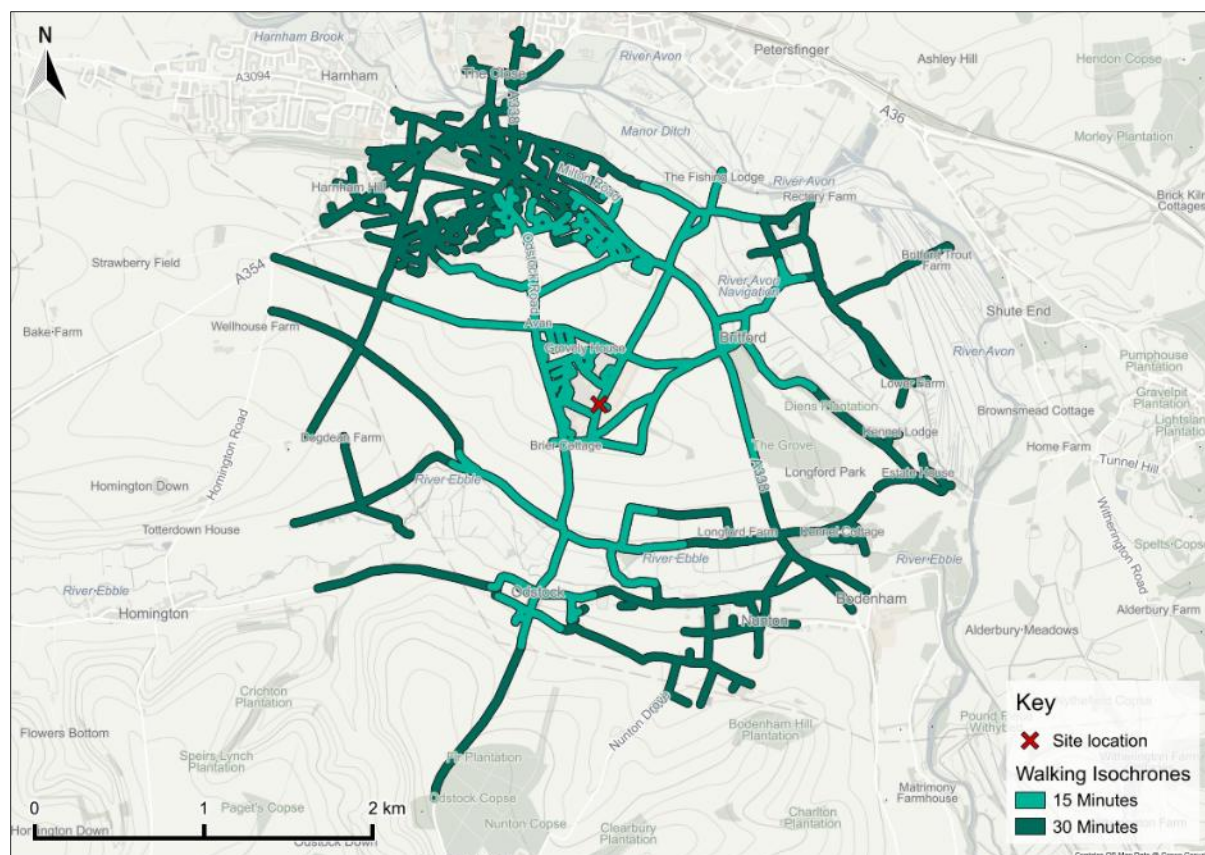
Figure 2.4: Indicative Cycling Journey Time Isochrone



- 2.36 As illustrated in **Figure 2.4**, almost all of Salisbury, as well as a significant number of surrounding rural villages, are located within a 30-minute cycle of the proposed development.
- 2.37 For completeness, consideration has been made as to the areas which can be reached from the DASH facility within a journey time of around 15 and 30-minutes' walk time. **Figure 2.6** illustrates these indicative walking isochrones.



Figure 2.5: Indicative Walking Journey Time Isochrone



TRA-01 Criteria 3

2.38 The BREEAM guidance states:

“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.”

2.39 As mentioned earlier this FTP is being submitted at the planning application stage.

TRA-01 Criteria 4

2.40 The BREEAM guidance states:

“If the occupier is known, involve them in the development of the travel plan.”

2.41 The final occupier is known and was actively involved in the preparation of the FTP.



TRA-01 Criteria 5

2.42 The BREEAM guidance states:

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

2.43 This FTP commits the building's management to implementing and supporting the TP throughout the operational phase, including the appointment of a TPC and ongoing monitoring and review.

Summary

2.44 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 both application TA's and this 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. It should be noted that these works are considered to be able to be undertaken as permitted development and as such, so not form part of either the DASH or WCP planning applications.



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 (TPC) 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 full future TP is developed for implementation with the development.

Travel Plan Coordinator

- 5.3 To oversee the implementation and monitoring of the FTP, a 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 following high-level overview summarises the measures already in place at SDH and those proposed as part of the development. 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.
- 5.7 The Trust already operate a SDH TP and some of the sustainable travel measures already introduced / achieved are set out below:
- Operating a staff TP covering a range of sustainable travel initiatives;
 - Established a multi-agency, Transport Strategy Steering Group (TSSG) to promote and deliver low carbon strategies to support Green Plan objectives;
 - Established a Public Transport User Group (PTUG);
 - Partially funded (along with Salisbury Reds) heavily discounted period tickets for bus services;



- Liftshare to its staff and has several carpool only spaces in prominent places within the existing car parks;
- New secure cycle parking hubs in several key locations across the site;
- Showers, changing rooms and lockers available for active travel users;
- Installed 14, 7kw Electric Vehicle chargers in CP7;
- Provide external E-bike charging stations;
- Restrictions for staff permits within a 1.5 mile exclusion zone around the hospital;
- Improved signage on cycle routes, to and from the Hospital;
- Promotion of a 'cycle to work' scheme, linked to salary sacrifice, with threshold increased to include EBikes;
- Achieved gold status as an accredited Cycle Friendly Employer;
- Awarded Bronze level Modeshift STARS accreditation for efforts to increase levels of walking, cycling and other forms of sustainable travel by delivering a Good Travel Plan that includes a range of sustainable travel initiatives;
- Free shuttle bus to connect the Britford P&R facility with SDH; and
- Continued to support homeworking by improving IT hardware & video conferencing.

5.8 These measures, along with any others considered beneficial, will be promoted and adapted as part of the ongoing DASH TP process to ensure that sustainable travel is encouraged and a sensible modal shift is achieved over time.

5.9 As part of the development proposals and associated TP measures, the Trust will:

- Provide a new bus stop on Victora Drive East, directly adjacent to the DASH building entrance and utilising the existing pedestrian crossing facility;
- Expanded use of the Britford P&R facility by 120 spaces to total 320 available spaces for staff use;
- Continued provision of the Trust run and funded shuttle bus to connect SDH with the P&R facility. This will continue to be available to NHS staff for free. The use will continue to be monitored and if demand dictates the need for improved service frequency, then the Trust will seek to provide this;
- The Trust will investigate opportunities to utilise the Wilton P&R facility as a measure of redundancy for the Britford P&R site, should public demand ever increase. A shuttle bus service would be provided between SDH and the Wilton P&R should this ever be required;
- Provision of a new 182 space at-grade car park for staff use on the WCP, a net increase of 68 spaces over existing in this location;
- The Trust currently operate a car park exclusion zone whereby Trust staff who live within a 1.5 mile radius of SDH are not permitted to purchase an on-site parking permit. The TP will continually monitor staff parking to determine if 1.5 miles remains the optimal distance. An increase to 2 miles would affect circa 500 staff. Whilst perhaps not all of these staff currently drive to work, there are options to potentially take a staged increase until the optimal zone size is determined, should staff demand for parking not be fulfilled in the future;
- Introduce further improvements to car parks 8, 8A and 9, which are located adjacent to the DASH facility, to provide dedicated drop off spaces, additional disabled space



provision, better pedestrian footways and crossings to gain safe access to DASH, as well as other circulation and access amendments;

- More dedicated Liftshare parking spaces, sited in the most convenient locations within the car parks; and
- Reallocate staff parking spaces for visitor and / or disabled spaces should demand provide this is needed.

Funding

- 5.10 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

- 5.11 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:
- Align the TP with the wider SDH Trust TP;
 - 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;
 - Provide details of the free shuttle bus connecting SDH with the Britford P&R as more staff will need to use this once the development is operational, as there will be less parking provision on site; and
 - Provide details of the new bus stop and how to connect with the new DASH building.
- 5.12 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 expected further physical and management measures to be implemented as part of the future TP, which will benefit all future DASH staff. 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 currently proposed to improve public transport accessibility. The existing Red 1 bus will serve the proposed bus stop, providing a frequency of four services per hour in line with current service operations. The operator, Salisbury Reds, has confirmed that the service will call at the new stop and this can be accommodated.

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 already provided. The use of these spaces is continually monitored and the Trust are committed to increasing provision in line with demand.
- 6.6 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. There is an opportunity to increase the distance within which staff are not able to apply for onsite parking permits. On site, and off site at Britford P&R, parking demand will be monitored as part of the TP process and should it be necessary to do so, the Trust will increase the zone to manage parking demand.

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

- 6.7 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

- 6.8 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

- 6.9 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.



- 6.10 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

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

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

- 6.12 The DASH 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.
- 6.13 The new bus stop is located on Victoria Drive East and as such, will be street-lit in line with the provision elsewhere on this main access route around SDH. This will provide sufficient lighting to connect the stop to the DASH building for future users.
- 6.14 Lighting will be provided around the WCP to ensure the car park is secure and safe for staff to use.

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

- 6.15 The proposed DASH development provides a pedestrian and cyclist-friendly environment in line with the above requirements.
- 6.16 The proposed bus stop will provide a high-quality public transport node for the DASH facility, as detailed above.

Soft Measures

Marketing the Travel Plan

- 6.17 From the outset, sustainable travel will be promoted to staff and visitors of the development. The TP 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.
- 6.18 Key to the success of the TP 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.
- 6.19 The TPC will implement and promote the TP measures. The contact details are to be provided by the occupier. The TPC's responsibility is described in **Section 5**.
- 6.20 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 TP.
- 6.21 Promotional events and literature will be arranged by the TPC, to encourage walking, and emphasising the health benefits.
- 6.22 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 (travel) 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.

- 6.23 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.
- 6.24 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

- 6.25 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.
- 6.26 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

- 6.27 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

- 6.28 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.
- 6.29 Details of local cycling shops will be provided to staff at the site using the travel notice board and within the information packs.
- 6.30 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-schemeguidance).

Communication

- 6.31 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.

- 6.32 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.
- 6.33 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 It is anticipated that this FTP will be developed into a TP ready for operational use prior to occupation of the DASH building. The Trust will work with the design team and WC to ensure the TP aligns with the wider SDH Travel Plan, addresses any specific issues that arise during the planning process that are not already covered in this FTP, and is essentially ready for the TPC and staff to use.
- 7.2 The administration of the TP 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.
- 7.3 The Action Plan for the implementation of the TP is discussed in **Section 8**.

Monitoring

- 7.4 The TP 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.
- 7.5 The main reasons for monitoring the TP 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

- 7.6 The TPC will prepare a full monitoring report every 2 years on the progress of the TP. 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.
- 7.7 The report will be provided to the TP Officers at the council.

Review

- 7.8 The first review will be 12 months after completion of the full TP and will include production of a brief Travel Plan review report. This will be submitted to the Local Authority for information.
- 7.9 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 TP 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.



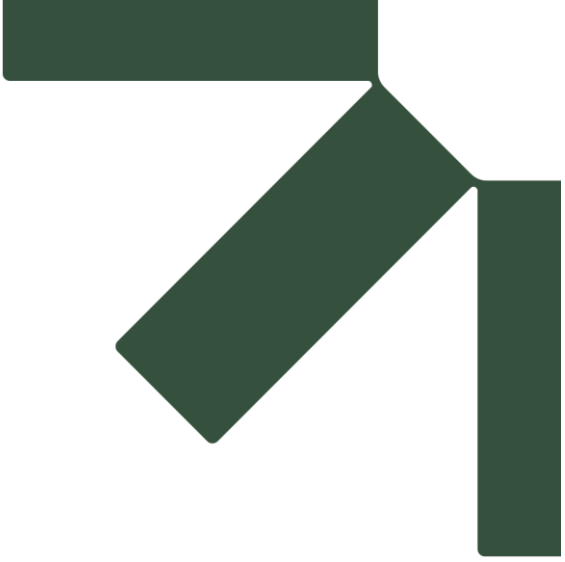
8.0 Action Plan

- 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





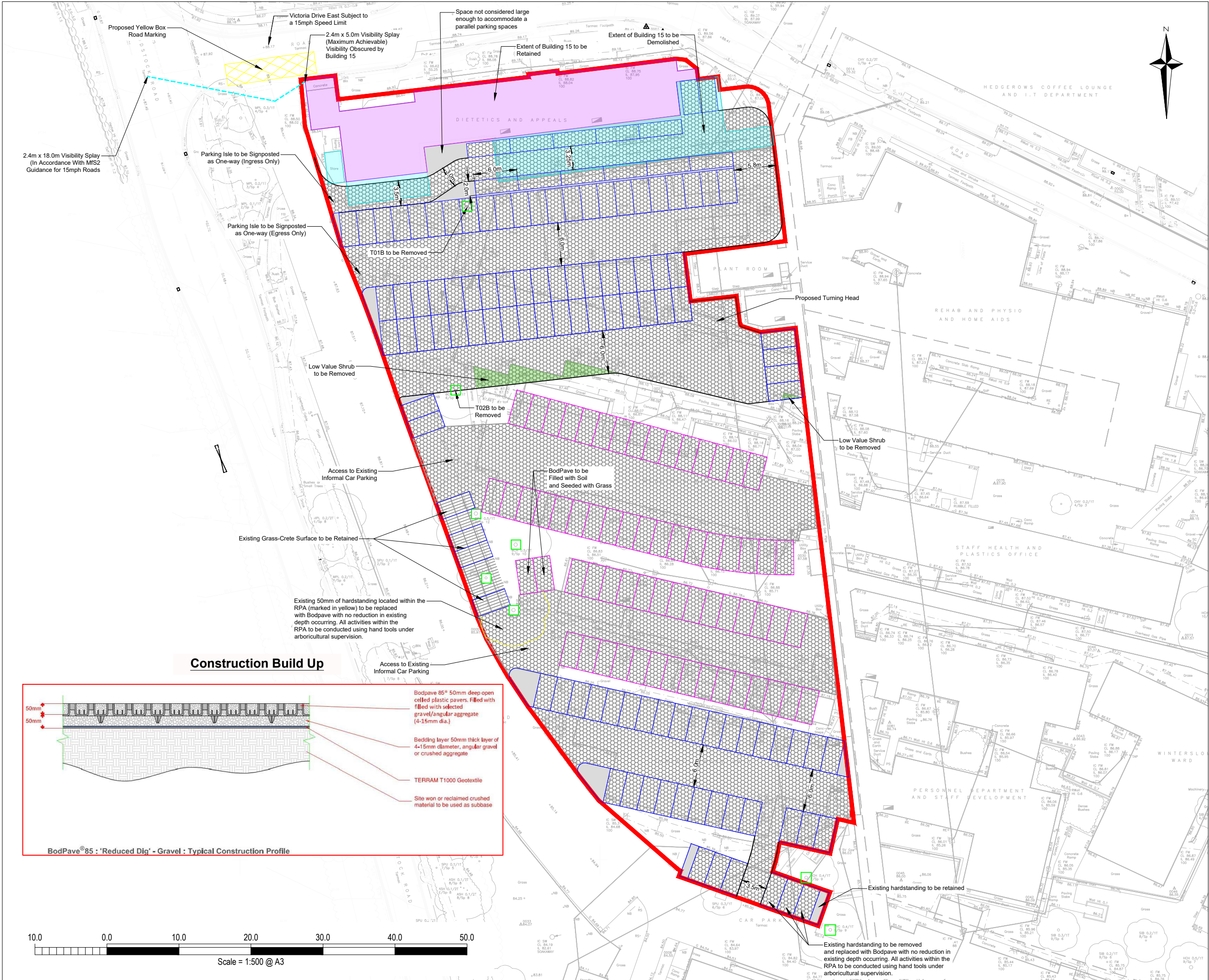
Appendix A Development Plans

BREEAM Framework Travel Plan

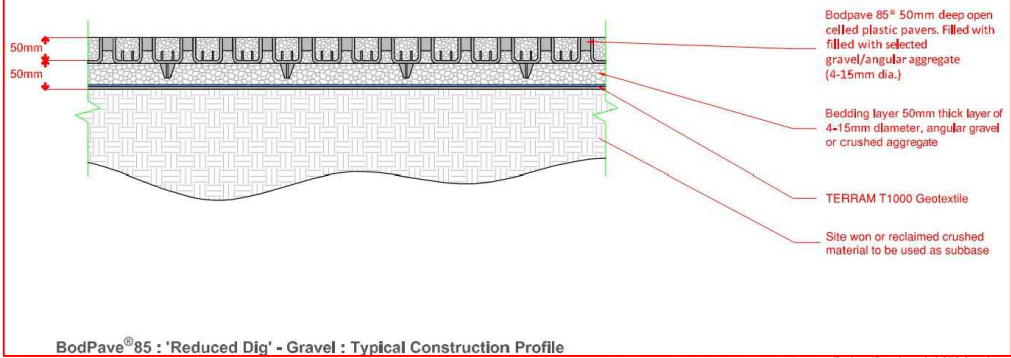
**Proposed Diagnostic and Surgical Hub (DASH) Facility, Western Car Park
Improvements and New Bus Stop Infrastructure, Salisbury District Hospital**

Salisbury NHS Foundation Trust

SLR Project No.: 407.0655120.00001



Construction Build Up



GENERAL NOTES

1. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
3. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
4. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
5. FOR SPECIFIC NOTES REFER TO DRAWING.

SOURCE: Topographical Survey

KEY

- RED LINE BOUNDARY
- MAXIMUM ACHIEVABLE VISIBILITY SPPLAY
- PROPOSED KERB
- PROPOSED / REARRANGED CAR PARKING SPACE
- EXISTING INFORMAL CAR PARKING SPACES TO BE RETAINED
- EXISTING TREES (0.5M OFFSET FROM TRUNK OF TREE)
- SHRUB TO BE REMOVED
- PROPOSED BODPAVE
- EXISTING GRASS-CRETE TO BE RETAINED
- YELLOW BOX ROAD MARKING
- EXTENT OF BUILDING 15 TO BE RETAINED
- EXTENT OF BUILDING 15 TO BE DEMOLISHED

NOTES:

- 118 PROPOSED NEW / REARRANGED CAR PARKING SPACES ON-SITE
- 64 INFORMAL CAR PARKING SPACES TO BE RETAINED ON-SIT
- 182 TOTAL CAR PARKING SPACES

THE TOPOGRAPHICAL SURVEY DOES NOT REFLECT THE CURRENT SITE CONDITIONS, AS DEMOLITION HAS TAKEN PLACE SINCE THE SURVEY WAS UNDERTAKEN. EXISTING CAR PARKING SPACES HAVE BEEN PLOTTED BASED ON SITE MEASUREMENTS AND OBSERVATIONS.

P01	INFORMATION	07/09/26	DI	BD
Rev:	Description:	Date:	By:	Chkd:

Curtins

Building a better future

Curtins Consulting Ltd
40 Compton Street, London, EC1V 0AP
t: 020 7324 2240 f: 020 7324 2241
e: london@curtins.com www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kentish • Leeds • Liverpool • London • Manchester • Nottingham

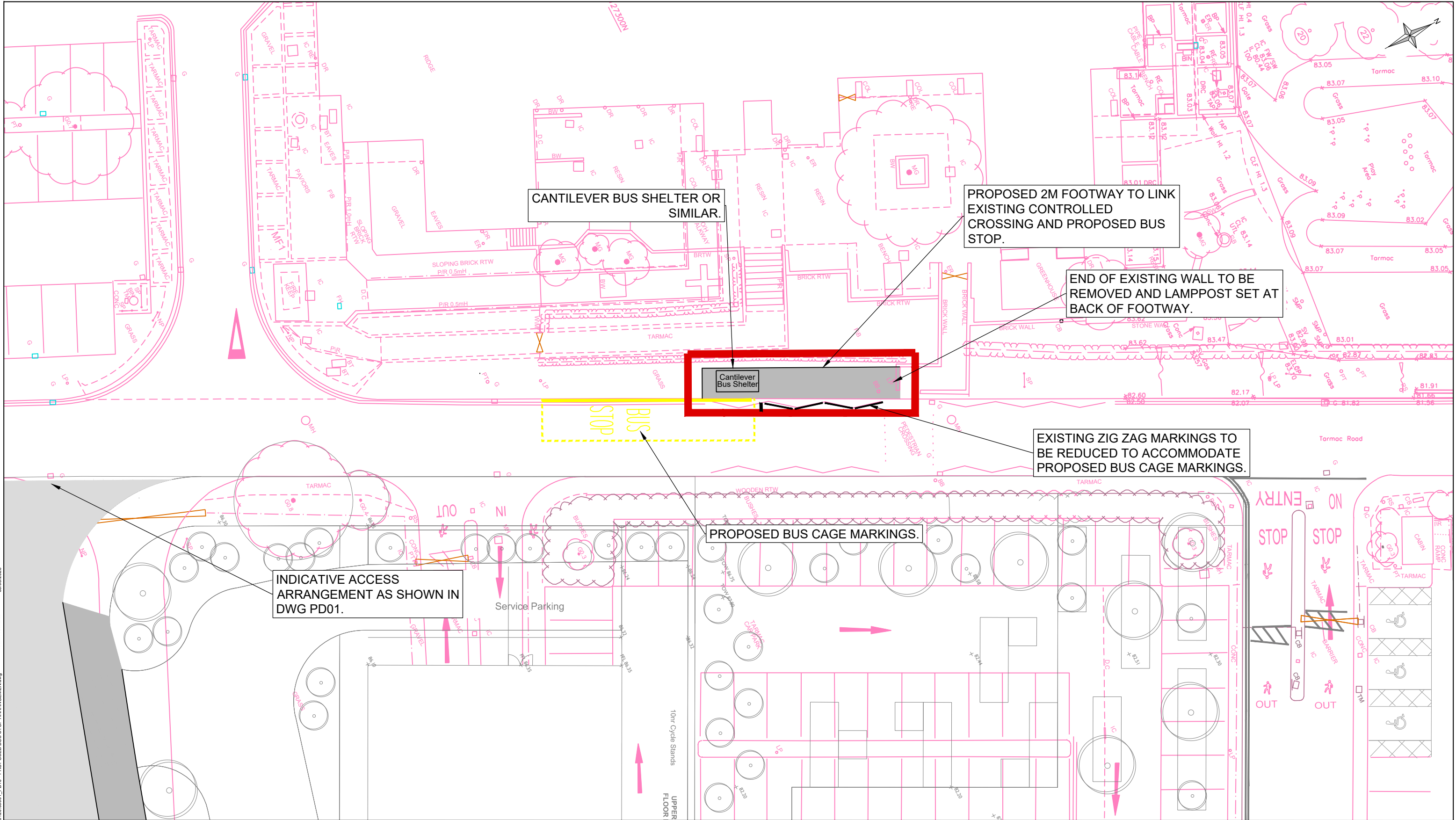
Status: **PLANNING**

Project: **SALISBURY DISTRICT HOSPITAL
WESTERN CAR PARK**

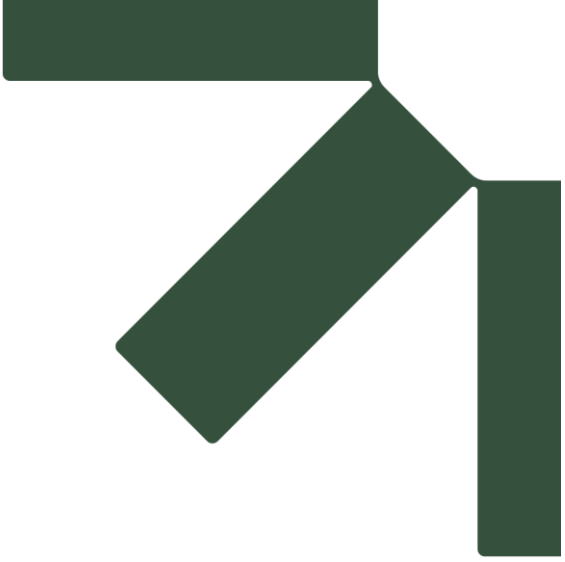
Drg Title: **WESTERN CAR PARK
PROPOSED LAYOUT
BUILDING 15 RETENTION**

Scale:	Size:	First Issue:	Drawn:	Checked:
1:500	A3	07/09/2026	DI	BD

Drg No:	Rev:
89865-CUR-00-XX-DR-TP-06005	P01



 www.slrconsulting.com				Client Salisbury NHS Foundation Trust																				Notes: 1. THIS IS NOT A CONSTRUCTION DRAWING AND IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY. 2. WHITE LINING IS INDICATIVE ONLY.								Legend:															
Drawing Status & Suitability Code																																								Project Salisbury District Hospital - DASH project							
Designed CE				Drawn CE		Checked KR																																		Authorised CE		Drawing Title Proposed Bus Stop and Footpath					
Date 05.08.26		Date 05.08.26		Date 05.08.26		Date 05.08.26																																									
Drawing Number PD10				Rev. -		Scale 1:250 @ A3																										SLR Project No. 407.065120.0001															
Rev		Amendments						Date		By		Chk		Auth		Rev		Amendments						Date		By		Chk		Auth																	



Appendix B AI Calculations

BREEAM Framework Travel Plan

**Proposed Diagnostic and Surgical Hub (DASH) Facility, Western Car Park
Improvements and New Bus Stop Infrastructure, Salisbury District Hospital**

Salisbury NHS Foundation Trust

SLR Project No.: 407.0655120.00001

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	321.86									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	3.76	0.46	0.46							

NODE 2

Public transport type	Bus									
Distance to node (m)	1609									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1.76	2.23								

Accessibility Index	3.37
---------------------	------

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus										
Distance to node (m)	75										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	4										

NODE 2

Public transport type	Bus										
Distance to node (m)	321.86										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	3.76	0.46	0.46								

NODE 3

Public transport type	Bus										
Distance to node (m)	1609										
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	1.76	2.23									

Accessibility Index

5.17



Making Sustainability Happen