



# Transport Assessment

## Proposed 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: 03

## Revision Record

| Revision | Date              | Prepared By       | Checked By    | Authorised By |
|----------|-------------------|-------------------|---------------|---------------|
| 02       | 18 August 2026    |                   | Chris Evans   | Chris Evans   |
| 03       | 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         |
| <b>Basis of Report .....</b>                          | <b>i</b>  |
| <b>1.0 Introduction .....</b>                         | <b>3</b>  |
| Report Structure.....                                 | 3         |
| <b>2.0 Site Location and Baseline Conditions.....</b> | <b>5</b>  |
| Site Location .....                                   | 5         |
| Existing SDH Car Parks .....                          | 6         |
| Active Travel .....                                   | 8         |
| Public Transport Network.....                         | 11        |
| SDH Sustainable Travel Initiatives .....              | 12        |
| Local Highway Network.....                            | 13        |
| Personal Injury Collision Data Review.....            | 13        |
| Summary .....                                         | 15        |
| <b>3.0 Policy Context .....</b>                       | <b>16</b> |
| National Planning Policy Framework (August 2026)..... | 16        |
| Wiltshire Core Strategy (January 2015).....           | 17        |
| Wiltshire Replacement Local Development Plan .....    | 17        |
| Wiltshire Local Transport Plan (March 2025) .....     | 17        |
| Summary .....                                         | 18        |
| <b>4.0 Proposed Development .....</b>                 | <b>19</b> |
| Development Description .....                         | 19        |
| Britford Park & Ride .....                            | 22        |
| <b>5.0 Parking Strategy.....</b>                      | <b>23</b> |
| Background - DASH Parking Provision Effect .....      | 23        |
| Proposed Development – Parking Provision Effect ..... | 24        |
| Other Future Parking Provision Effect .....           | 25        |
| Parking Provision Effects Summary .....               | 27        |
| Summary .....                                         | 29        |
| <b>6.0 Traffic Effect Analysis.....</b>               | <b>30</b> |
| Travel Plan Summary.....                              | 31        |
| <b>7.0 Summary and Conclusion .....</b>               | <b>33</b> |
| Summary .....                                         | 33        |
| Conclusion .....                                      | 34        |



## Tables in Text

|                                                                                                         |    |
|---------------------------------------------------------------------------------------------------------|----|
| Table 2.1: Summary of existing relevant car parks .....                                                 | 6  |
| Table 2.2: Bus services .....                                                                           | 12 |
| Table 5.1: Estimated Impact of the DASH Application on Parking Provision by Car Park .....              | 24 |
| Table 5.2: Estimated Impact of the DASH Application on Parking Provision by User Group .....            | 24 |
| Table 5.3: Estimated Impact of the WCP Application on Parking Provision by Car Park .....               | 25 |
| Table 5.4: Estimated Impact of the WCP Application on Parking Provision by User Group .....             | 25 |
| Table 5.5: Estimated Impact of Future Changes to CP8, 8A and 9 on Parking Provision by Car Park .....   | 27 |
| Table 5.6: Estimated Impact of Future Changes to CP8, 8A and 9 on Parking Provision by User Group ..... | 27 |
| Table 5.7: Estimated Overall Impact of Parking Provision by Car Park .....                              | 27 |
| Table 5.8: Estimated Overall Impact on Parking Provision by User Group .....                            | 28 |

## Figures in Text

|                                                              |    |
|--------------------------------------------------------------|----|
| Figure 2.1: WCP red line boundaries .....                    | 5  |
| Figure 2.2: Car park locations .....                         | 7  |
| Figure 2.3: Location of Britford P&R .....                   | 8  |
| Figure 2.4: PRoW Network .....                               | 9  |
| Figure 2.5: Nearby National Cycling Routes .....             | 10 |
| Figure 2.6: Local Cycle Routes .....                         | 11 |
| Figure 2.6: Accident Records .....                           | 14 |
| Figure 4.1: Proposed WCP development .....                   | 19 |
| Figure 4.2: Example of Bodpave Car Park .....                | 20 |
| Figure 4.3: Proposed WCP junction improvements .....         | 21 |
| Figure 4.4: Proposed Victoria Drive East Bus Stop .....      | 22 |
| Figure 5.1: DASH application boundary .....                  | 23 |
| Figure 5.2: Likely future changes to CP8, CP8A and CP9 ..... | 26 |

## Appendices

|                   |                                                                |
|-------------------|----------------------------------------------------------------|
| <b>Appendix A</b> | <b>Likely Future Parking Arrangements in CP8, CP8A and CP9</b> |
| <b>Appendix B</b> | <b>Detail Breakdown of Parking Provision</b>                   |



## 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 *“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 The proposed replacement car parking is located within an area of Salisbury District Hospital (SDH) referred to as the ‘Western Car Park’ (WCP). The proposals also include a small number of parking spaces from Car Park 15, as well as the informal gravel parking areas located between the buildings proposed for demolition, with the exception of Building 15, which is only proposed to be partially demolished.
- 1.3 The proposed bus stop is located on the western side of Victoria Drive East, adjacent to the proposed Diagnostic and Surgical Hub (DASH).
- 1.4 The proposed DASH is subject to a separate application. SLR produced a Transport Assessment (TA) (Ref: 407.065120.00001 SDH - DASH\_Transport Assessment\_V3) and a Travel Plan (TP) (Ref: 407.065120.00001 SDH - DASH\_FTP\_V3) to support the proposed DASH application (Ref: PL/2026/04559), which confirmed the extent of anticipated operations and the likely parking and traffic effect.
- 1.5 The DASH application SLR TA confirmed that a separate application(s) would be required for the additional works necessary to mitigate the loss of car parking spaces associated with DASH. This TA, and the accompanying updated TP, were produced to support an application for improvements to the existing WCP on the western boundary of SDH, for the purpose of mitigating the loss of parking spaces resulting from DASH. This TA also confirms the location and purpose of a proposed bus stop on Victoria Drive, adjacent to the proposed DASH building, as well as the expanded use of parking at Britford Park & Ride (P&R).
- 1.6 This TA also presents the overall parking strategy for SDH and the effects resulting from each stage of development.
- 1.7 It is understood that the proposals contained in this TA are linked to the DASH proposals and the proposed development is needed to mitigate the effect of DASH. On this basis, these applications do relate to each other and it is anticipated that these applications will be linked.

## Report Structure

- 1.8 This Transport Assessment provides information on the transportation and mobility planning aspects of the development proposals. It outlines the existing accessibility of the site along with the potential effects of the development proposals on the characteristics of the local network in the vicinity of the site.
- 1.9 Following this introduction, the report provides the following information:
  - **Baseline Condition:** Describes the sites, the surrounding area and the local highway infrastructure, including an analysis of collision statistics and accessibility by sustainable transport modes.
  - **Policy Context:** Reviews relevant national and local planning policies;
  - **Development Proposal:** Describes the development proposals, sustainable travel improvements, as well as parking, servicing and access arrangements;
  - **Parking Strategy:** Presents the overarching parking strategy to mitigate the loss of parking spaces as a result of DASH
  - **Traffic Effect Assessment:** Sets out the forecast traffic trip generation and distribution of the development, along with capacity assessment of the site access junction;



- **Summary and Conclusion:** Provides a summary and conclusion to the Transport Assessment.



## 2.0 Site Location and Baseline Conditions

### Site Location

- 2.1 The site is made up of two separate red line boundaries. The first boundary includes all of the proposed car parking amendments to the area referred to as the 'WCP' and is located on the western boundary of the SDH site, adjacent to Odstock Road. The site currently includes four SDH building. There are also three pockets of formal parking located along the southern and western site boundary, which forms part of car park 15 (CP15) as well as three slightly larger pockets of informal gravel-surfaced parking areas.
- 2.2 A separate, and smaller, red line boundary is located to the east of the main WCP site and directly opposite the proposed DASH building. Sited within this smaller red line is just a verge but this is the proposed location of a new bus stop and footway to serve the DASH building.
- 2.3 The applications red lines are illustrated, within the context of SDH and the DASH application boundary, in **Figure 2.1**.

**Figure 2.1: WCP red line boundaries**



## Existing SDH Car Parks

- 2.4 The total car parking provision across SDH is provided across multiple formal car parks, as well as several unbound-surface areas used for more informal parking by staff. However, there are around 2,320 on-site car parking spaces spread across the entire SDH estate. The current split of parking is broadly:
- Staff parking 70%
  - Public parking 19%
  - Shared parking 6%
  - Disabled parking 5%
- 2.5 The vast majority of the existing onsite car parking is located in CP8, CP8A, CP9, CP10 and CP15, which are affected by the DASH application and the WCP proposals contained in this TA.
- 2.6 In addition to the four buildings, three of which are proposed to be demolished and one partially demolished, the WCP red line boundary also includes three informal, gravel-surfaced parking areas providing 98 parking spaces for staff. The red line also includes 14 shared and 2 disabled parking spaces, which are part of the adjacent CP15. All 114 spaces within the red line will be replaced with a purpose built surface level car park, details of which are contained in **Section 4**.
- 2.7 A summary of the current parking provision in each of these car parks are summarised in **Table 2.1**.

**Table 2.1: Summary of existing relevant car parks**

| Car Park     | Visitor Spaces | Staff Spaces | Shared Staff & Visitor Spaces | Disabled Spaces | Total        |
|--------------|----------------|--------------|-------------------------------|-----------------|--------------|
| CP8          | 292            |              |                               |                 | 292          |
| CP8A         |                |              |                               | 17              | 17           |
| CP9          |                | 766          |                               |                 | 766          |
| CP10         |                | 303          |                               |                 | 303          |
| CP15         |                |              | 64                            | 2               | 66           |
| Gravel areas |                | 98           |                               |                 | 98           |
| Britford P&R |                | 200          |                               |                 | 200          |
| <b>Total</b> | <b>292</b>     | <b>1,367</b> | <b>64</b>                     | <b>19</b>       | <b>1,742</b> |

- 2.8 **Figure 2.2** illustrates the location of the onsite SDH car parks, relevant to this, and the DASH applications.



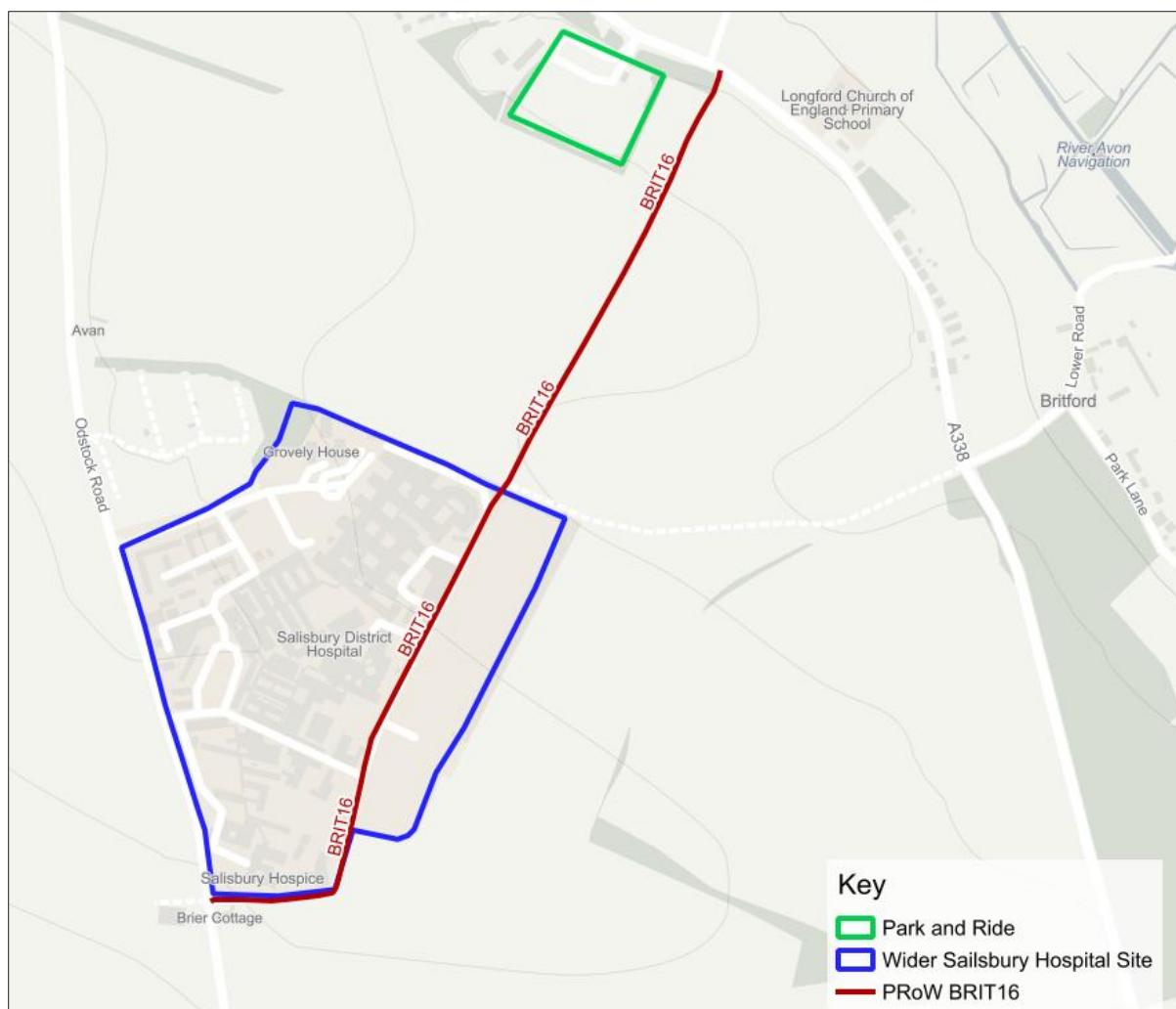
**Figure 2.2: Car park locations**



- 2.9 In addition to these on-site car parks, the Trust currently have an agreement with Wiltshire Council (WC) to use 200 spaces for staff parking at the currently under-utilised Park & Ride (P&R) facility at Britford P&R, accessed from Downton Road. The agreement has been in place for some time and the Trust 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.
- 2.10 Alternatively, staff can choose to walk between SDH and Britford P&R via the existing Public Right of Way (PRoW), known as BRIT16. This is illustrated in **Figure 2.3**.
- 2.11 The Park and Ride facility is equipped with approximately 490 car parking spaces in total, together with a passenger waiting area and information desk.
- 2.12 The Park and Ride is also 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.
- 2.13 The X3 service operates between Salisbury and Bournemouth via Ringwood, with a frequency of every 30 minutes Monday to Saturday and hourly on Sundays.



**Figure 2.3: Location of Britford P&R**



## Active Travel

- 2.14 Footways are provided throughout SDH creating a series of safe pedestrian routes through the site. These benefit from street lighting as well as uncontrolled zebra crossings at key locations, including in the vicinity of local bus stops. In addition to footway provision, several traffic-free pedestrian routes are provided throughout the site.
- 2.15 To the west, the on-site pedestrian infrastructure joins a shared footway/cycleway on the eastern side of Odstock Road. Footway provision continues to the north, including along both sides of the A354, providing a continuous pedestrian link to Salisbury City Centre and the various residential areas of the city.
- 2.16 In addition to the PRoW BRIT16 noted above, the remainder of the local PRoW network in relation to the site is provided in **Figure 2.4**.



**Figure 2.4: PRow Network**



- 2.17 The proposed development includes a new car park and bus stop. Whilst these are not destinations in their own right, they are transport nodes for staff and visitors traveling to SDH, after which they will need to walk to their ultimate destination. On this basis, people can walk anywhere within SDH within a 15 minute or less journey time from either the WCP or the new bus stop, meaning that they are attractive options for people travelling to SDH. It is unlikely that people will travel by car or bus and then cycle to their ultimate destination in SDH, however access to SDH in general by bicycle is summarised in the SLR DASH TA, and this remains broadly accurate following the development proposed here, which will not change accessibility by bicycle.
- 2.18 The proposed increase in use of the Britford P&R will mean that more staff park in that location before either using the Trust provided shuttle bus service to take them to SDH or choosing onward travel by active travel mode along BRIT16.
- 2.19 As highlighted above, a shared footway/cycleway is located 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.
- 2.20 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. While 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.
- 2.21 **Figure 2.5** illustrates the location of NCN Routes with respect to the proposed site.



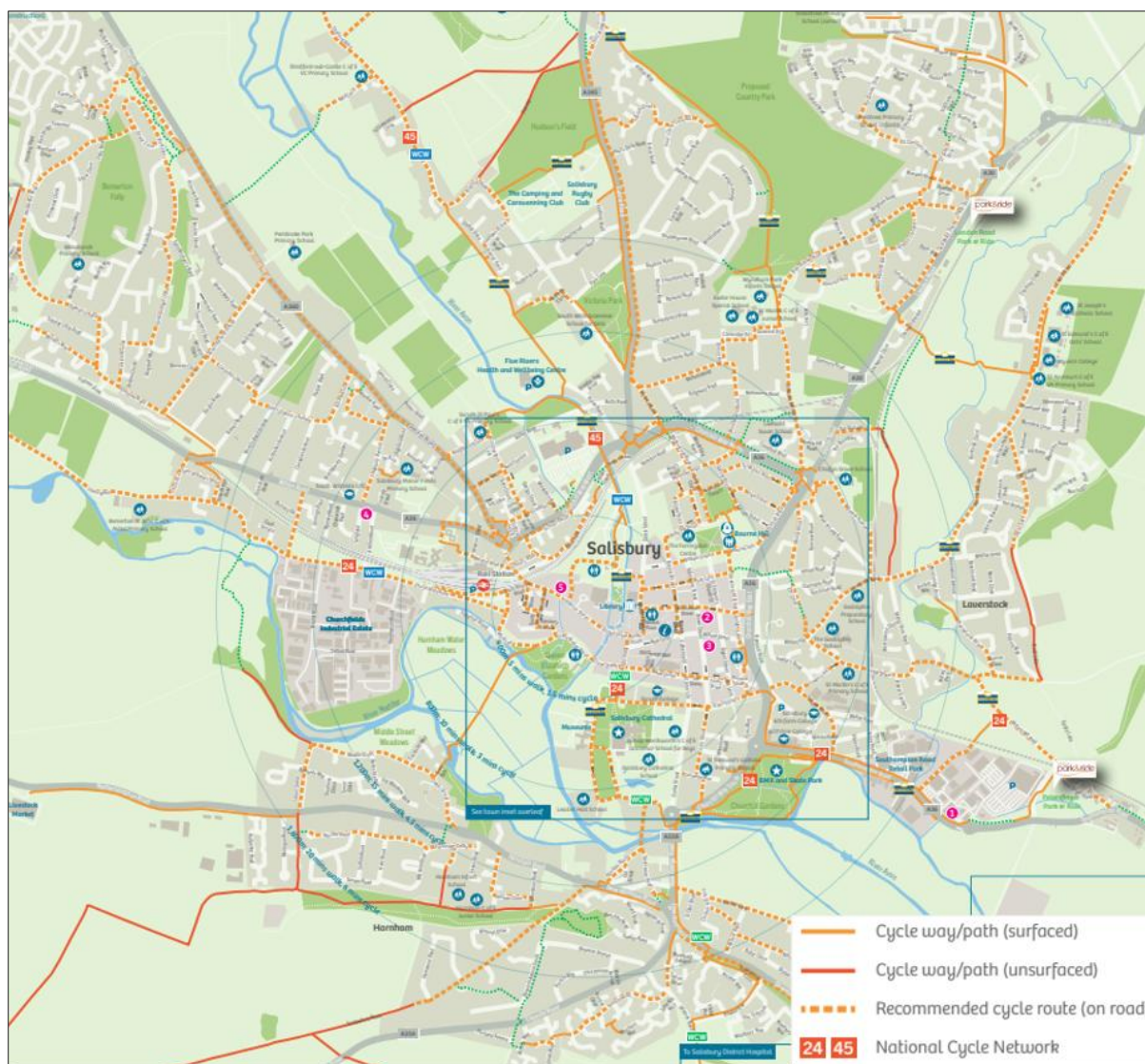
**Figure 2.5: Nearby National Cycling Routes**



2.22 An extract from the Salisbury Cycle Route Map, as presented on the Connecting Wiltshire website, is shown in **Figure 2.6**.



**Figure 2.6: Local Cycle Routes**



## Public Transport Network

### Bus Services

- 2.23 The closest existing bus stop to the proposed WCP development are the northbound and southbound stops located on Odstock Road and are around 20-40m walking distance away. The southbound stop provides a bus shelter and timetable information. The southbound stop is served by service numbers 29, 44 and PR9, whilst the northbound stop is served by service 44 only.
- 2.24 However, the most frequent bus service, the R1, can be accessed from the bus stop, around 150m walk from the WCP. The bus stop is equipped with a sheltered seating area and timetable information. Services 29, 44 and PR9 can also be caught from this stop.
- 2.25 **Table 2.2** summarises the bus services accessible from the above-mentioned bus stops.



**Table 2.2: Bus services**

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

- 2.26 The other part of the proposed development is a new bus stop on Victoria Drive East, opposite the DASH Building. This stop can be accessed from all over SDH but is being specifically provided to improve accessibility to the DASH building, the front entrance of which is around 75 m walk from the proposed stop, via the existing pedestrian crossing on Victoria Drive East.

### Rail Services

- 2.27 The closest rail station to the proposed development is Salisbury Railway Station, located approximately 3.4 km to the north.
- 2.28 The station can be accessed via the Red 1 (R1) bus service, with a journey time of approximately 35 minutes, or by bicycle in around 15 minutes.
- 2.29 The station provides 110 cycle parking spaces, which are sheltered and benefit from CCTV coverage.
- 2.30 Services from Salisbury operate to a range of destinations including London Waterloo, Portsmouth Harbour, Basingstoke, Cardiff Central, Exeter St David's and Chancellors Ford.

## **SDH Sustainable Travel Initiatives**

- 2.31 The Trust has already introduced a plethora of sustainable travel initiatives at SDH, including:
- 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 parking 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.

## Local Highway Network

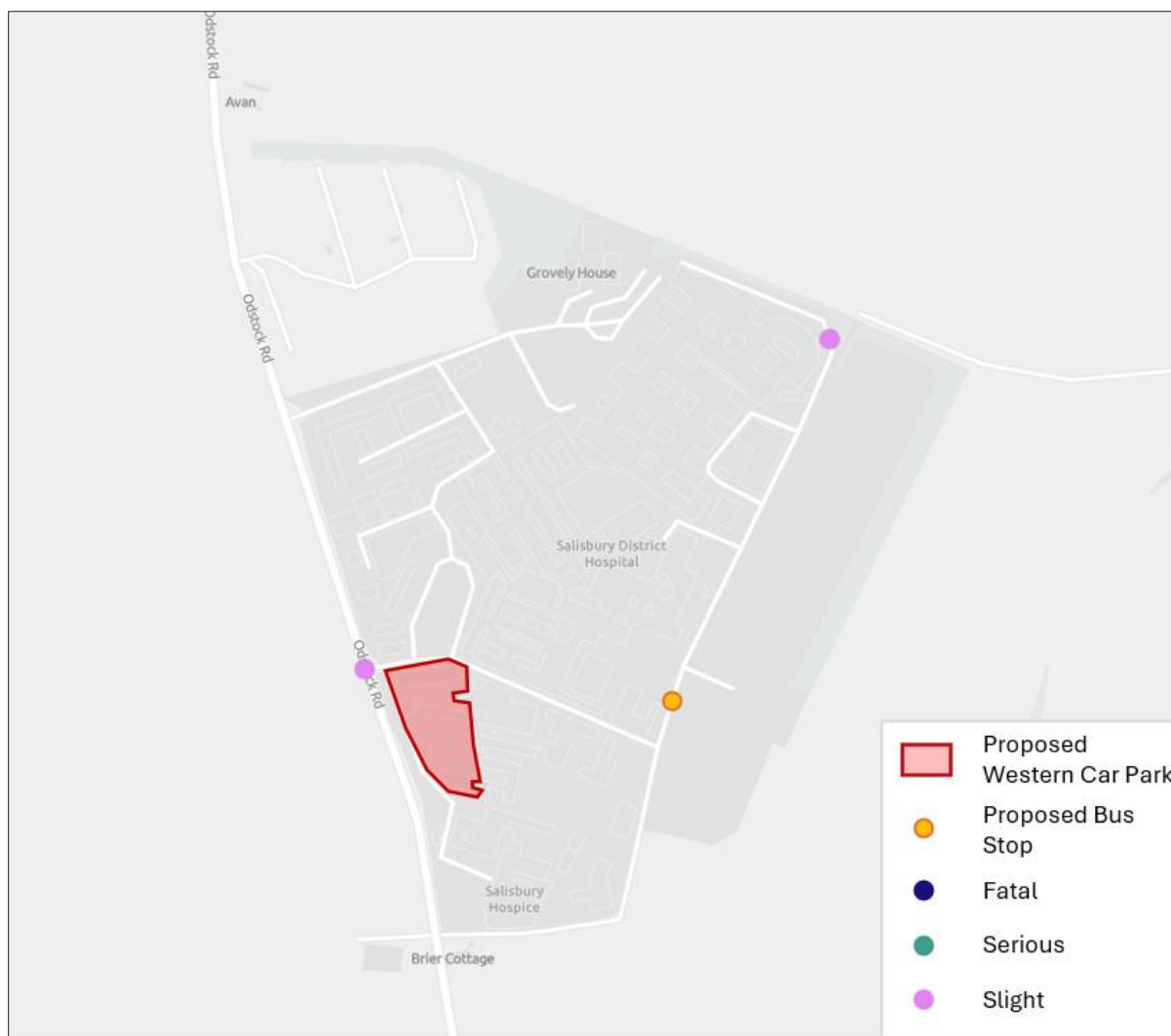
- 2.32 Vehicular access to SDH is taken from Odstock Road, a two-way carriageway subject to the national speed limit in the vicinity of the site. Double yellow line restrictions are present on both sides of the carriageway while a footway is located on the eastern side, and a marked on-carriageway cycle lane is provided on the western side. To the south, Odstock Road serves the village of Odstock, whilst to the north it joins the A354 at a A354 Coombe Road/ Bouverie Avenue roundabout.
- 2.33 The A354 is a two-way carriageway subject to a 30 mph speed limit through the built-up areas of Salisbury. The A354 provides access to the wider strategic network connecting to the A30 and A36 to the northeast and subsequently providing a link to Southampton, Warminster and Swindon. To the west the A354 serves the settlements of Blandford Forum and Puddletown with onward connections to Dorchester, Weymouth and Bournemouth.
- 2.34 Both the WCP and the proposed bus stop will be accessed via Victoria Drive East, which is the internal access road, which is approximately 5.5 m in width, subject to a site wide speed limit of 15 mph and is street-lit in the areas adjacent to the proposed developments.

## Personal Injury Collision Data Review

- 2.35 The Department for Transport's Mapping Application for Visualising Road Injury Casualties (MAVRIC) tool has been used to examine Personal Injury Collision (PIC) data for the latest available six-year period (January 2020 to December 2025). The site location and survey area as illustrated in the extract from the DfT's road safety statistics database, which are illustrated in **Figure 2.6**.



**Figure 2.7: Accident Records**



- 2.36 Within the vicinity of SDH there have been 2 PICs, both of which were recorded as slight.
- 2.37 The easternmost PIC occurred in 2022 and appears to have been caused by a vehicle reversing along Victoria Drive East and collided with another vehicle who was proceeding northeast-bound. This PIC description suggests that drivers failed to take avoiding action on what is a very straight section of highway. There is sufficient car park signage to direct people to the correct car parks, and this is constantly reviewed by the Trust's onsite car park management team. This is a one-off collision during the survey period and as such, no further investigation of mitigation is considered necessary.
- 2.38 The westernmost PIC occurred in 2020, which is outside of the normal five-year survey period for PIC analysis, however due to its location, the survey period has been extended to include it in this analysis. The PIC was caused by a vehicle proceeding southbound along Odstock Road colliding with the rear of a vehicle turning left into SDH. The approaching vehicle was noted as skidding before impact, but this may have been due to the wet conditions, which would also potentially have extended vehicle braking distances. There are multiple road signs indicating that there are several hospital access junctions on this section of Odstock Road and this is the only PIC of this type and in this location during the six-year survey period. On that basis, it appears to be a one-off occurrence and no junction improvements considered necessary. Despite this, the Trust will seek to introduce yellow hatch markings on the internal junction with the CP15/WCP access road, so that any vehicles exiting SDH do not block inbound vehicles.



## Summary

- 2.39 The above review demonstrates that the site can be accessed via the local active travel network comprising a mix of shared foot/ cycleways and public rights of way. Access to the public transport network is provided via local bus stops circa within the wider SDH site Salisbury City Centre and surrounding areas. This provision will be enhanced with the inclusion of a new stop located on Victoria Drive East, which will be served by the R1 bus route.
- 2.40 On the basis of the above, it has been illustrated that future users will continue to have real choice in transport modes such that sustainable travel behaviours can be encouraged and prioritised above the private car. This will be further supported by the updated TP.



## 3.0 Policy Context

### National Planning Policy Framework (August 2026)

- 3.1 The latest National Planning Policy Framework (NPPF) was published in August 2026. The NPPF sets out the Government's planning policies for England and how these are to be applied in both plan-making and decision-taking. Central to the Framework is the presumption in favour of sustainable development, which seeks to meet development needs through sustainable patterns of growth.
- 3.2 Policy TR1 (Vision-led Approach to Planning for Transport) states that sustainable transport should be considered from the earliest stages of plan-making and development proposals so that it forms an integral part of creating well-designed, sustainable, inclusive and popular places. The policy advocates a vision-led approach to transport planning, aligning land use and transport strategies and prioritising sustainable movement patterns.
- 3.3 Policy TR3(1)(a) highlights the importance of locating development in sustainable locations that 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.
- 3.4 Policy TR3 states that development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:
- Development proposals that could generate a significant amount of movement should be located in sustainable locations, or locations that can be made sustainable;
  - Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development that can be accommodated;
  - Any significant adverse impacts 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;
  - 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
  - In rural areas, opportunities to improve walking, wheeling, cycling and public transport, and enhance connectivity, should be taken where they exist and can be supported by the proposed development
- 3.5 Policy TR6(1) states that development proposals likely to generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment, as appropriate, together with a Travel Plan setting out how sustainable transport objectives will be delivered, monitored and managed over time.
- 3.6 Policy TR6(2) states that Transport Assessments and Statements, together with Travel Plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, including how these objectives are intended to be achieved. In the case of Travel Plans, this should include identifying fallback measures where initial measures do not deliver the expected outcomes.
- 3.7 Policy TR6(3) requires the assessment of movement patterns and potential transport impacts, including whether impacts are considered to be severe, to consider reasonable future scenarios. This should take account of relevant times of day, cumulative impacts, multimodal trip generation, opportunities to promote sustainable travel and the transport vision for the development, alongside other relevant NPPF policies.



- 3.8 Policy TR6(4) states that 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 proposed mitigation measures and wider network improvements.
- 3.9 The threshold established by the 'severe adverse impact' test in Policy TR6(4) is intentionally high. Consequently, localised congestion or delays during peak periods would not ordinarily justify the refusal of development where impacts are appropriately mitigated and the development accords with the wider objectives of sustainable development and accessibility promoted by the Framework.

### Wiltshire Core Strategy (January 2015)

- 3.10 The Wiltshire Core Strategy was formally adopted by Wiltshire Council on 20 January 2015 and provides the strategic planning framework for the county up to 2026.
- 3.11 The overarching vision of the Core Strategy is to create "*stronger, more resilient communities*" by promoting sustainable development that balances economic growth, environmental protection, and social wellbeing.
- 3.12 The transport relevant policies are as follows:
- **Policy 60 Sustainable Transport:** Promotes a sustainable transport system by reducing reliance on private cars and encouraging walking, cycling and public transport. It supports improvements to transport infrastructure that enhance accessibility and help reduce the environmental impacts of travel.
  - **Policy 61 Transport and New Development:** Requires new development to prioritise sustainable transport modes through a user hierarchy that places pedestrians, cyclists and public transport users ahead of private cars. Development must provide safe access, integrate with existing networks and, where necessary, be supported by Transport Assessments and Travel Plans.
  - **Policy 62 Development Impacts on the Transport Network:** Ensures that development does not have unacceptable impacts on the transport network. Proposals must demonstrate that they can be safely accommodated and, where required, provide mitigation measures or contribute towards transport improvements.

### Wiltshire Replacement Local Development Plan

- 3.13 The proposed development supports the DASH development proposals, which form part of the overall SDH HEAT project and the site allocation proposed in the Wiltshire RLDP. Whilst the RLDP was ultimately not progressed, the proposed allocation demonstrates Wiltshire's commitment to improving facilities at SDH and significant employment in this location.

### Wiltshire Local Transport Plan (March 2025)

- 3.14 The Wiltshire Local Transport Plan 4 (LTP4) was endorsed by Wiltshire Council on 11 March 2025 and covers the period 2025–2038.
- 3.15 The vision of LTP4 is to create a transport system that supports sustainable economic growth, improves health and wellbeing, reduces environmental impacts and provides safe, reliable and accessible travel choices for residents, businesses and visitors across Wiltshire.
- 3.16 The following key objectives are set out to achieve the overarching vision of the Plan:
- Support sustainable economic growth by improving connectivity between homes, jobs and services.



- Reduce carbon emissions from transport and contribute towards climate change objectives.
- Improve access to sustainable travel options, including walking, cycling and public transport.
- Enhance health, wellbeing and quality of life through safer and more active travel opportunities.
- Improve transport network resilience, safety and reliability for people and businesses.
- Ensure transport investment supports the differing needs of principal settlements, market towns and rural communities.
- Facilitate the efficient movement of goods while minimising environmental and community impacts.

## Summary

- 3.17 The above policy review highlights that sustainability is at the forefront of national and regional planning policy as well as emerging local policy. As highlighted in Section 2, the site is well located to take advantage of the existing active travel and public transport networks in accordance with policy aims and objectives and this will be enhanced as part of the DASH proposals contained in a separate planning application, as well as the improvements proposed in this application.





- Creation of a new 182 space, at-grade staff car park which utilises the existing topography to create parking plateaus which step down from north to south; and
- Therefore, the total net benefit over the current 114 spaces provided within the WCP red line boundary is 68 parking spaces.

4.5 The new staff car park will be constructed using gravel/ angular aggregate, which will be retained in-situ by deep open celled plastic pavers (Bodpave, or similar). An additional benefit of using this product is that markers can be used to demarcate parking spaces so that people park correctly. Generally speaking, if no markings are provided people will leave wider gaps between vehicles, thereby reducing the quantum of vehicles able to park in the same area. All spaces will be marked out and be at least 2.4 m wide and 4.8 m long. An illustration of how the WCP could look using the Bodpave product is provided in **Figure 4.2**.

**Figure 4.2: Example of Bodpave Car Park**



- 4.6 The WCP will continue to be accessed from the existing priority T-junction with Victoria Drive East, which is also shared with SDH CP15.
- 4.7 To enhance this junction arrangement, it is proposed to provide new yellow hatch markings on Victoria Drive East which will prevent any vehicles queuing to exit SDH along Victoria Drive East blocking access and egress to the WCP access road. The addition of these road markings on Victoria Drive East, which is a private road, does not require planning permission and therefore, is not included within either of the application red line boundaries.
- 4.8 It is noted that Building 15 will be partially retained, which will result in some restriction to visibility for vehicles egressing the car park. However, given the generally low-speed environment within SDH and the proximity of the Odstock Road/Victoria Drive East junction, it is expected vehicles will be travelling at low speeds in this location and that the junction arrangement will continue to operate smoothly. This is an existing access to a car park, and in the last five years there are no reports of any collisions at this junction. On this basis, the retained section of Building 15 is not considered to present a safety concern.
- 4.9 The proposed junction improvements at the WCP junction are illustrated in **Figure 4.3**, which is an extract from Curtins Drawing Ref: 89865-CUR-00-XX-DR-TP-06006-P01.



LEAGUE OF FRIENDS BUNGALOW (2nd)

Victoria Drive East Subject to a 15mph Speed Limit

2.4m x 5.0m Visibility Splay (Maximum Achievable) Visibility Obscured by Building 15

Space not considered large enough to accommodate a parallel parking spaces

Extent of Building 15 to be Retained

Extent of Building 15 to be Demolished

DIETETICS AND APPEALS

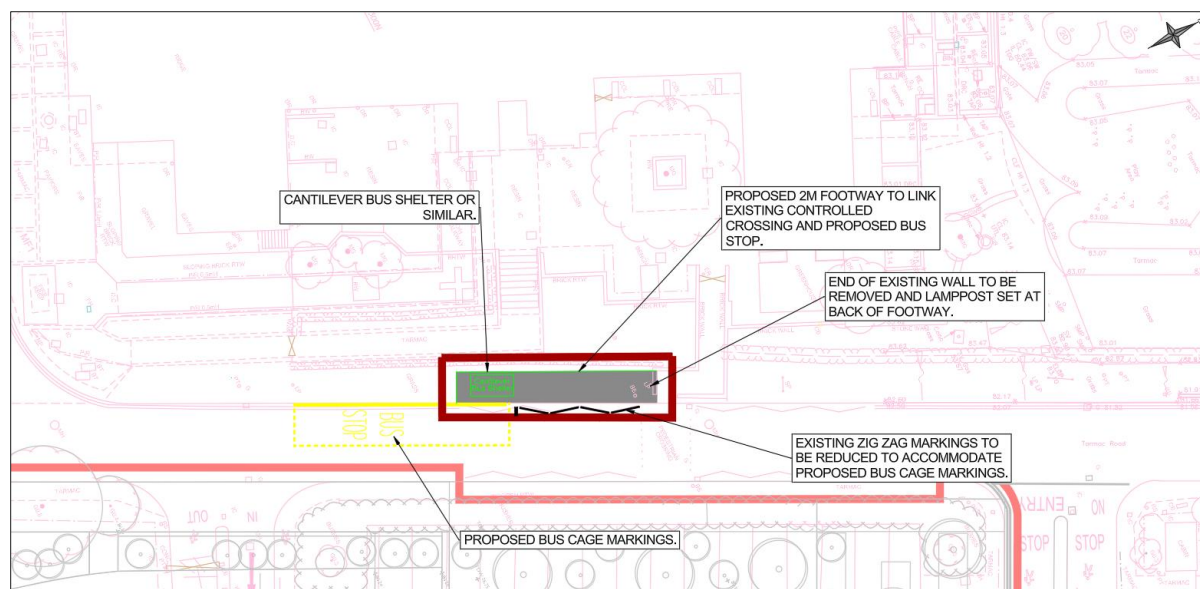
Parking Isle to be Signposted as One-way (Ingress Only)

Parking Isle to be Signposted as One-way (Egress Only)

Dimensions: 3.0m, 2.0m, 6.0m, 3.25m, 5.8m, 3.5m

It is proposed to locate a new bus stop on the western side of Victoria Drive East, adjacent to the proposed DASH building. The inclusion of this public transport infrastructure demonstrates the Trust's commitment to sustainable travel, alignment with the HEAT project mobility strategies, and addresses concerns raised by the Design West team around accessibility.

**Figure 4.4: Proposed Victoria Drive East Bus Stop**



## Britford Park & Ride

- 4.14 Whilst planning consent is not sought for the following, details are provided here to inform the overall SDH parking strategy.
- 4.15 The Trust has extended their agreement with WC to continue using the under-utilised Britford P&R facility for staff car parking. The previous agreement allowed the Trust to utilise up to 200 spaces, and this has now been expanded to 320 spaces, an increase of 120 spaces.
- 4.16 The Trust will continue to provide a shuttle bus service to facilitate staff movement between the P&R and SDH, which will be monitored as part of the TP process. Should demand dictate it necessary, the Trust will increase the service frequency and / or provide more / larger buses.
- 4.17 The consequence of this proposal is that there will be circa 120 less staff driving to the SDH site, and they will instead drive to Britford P&R instead. It is hoped that a proportion of staff will review the reduced on-site parking provision and reconsider their travel habits, potentially seeking a more sustainable form of transport, such as bus travel, active travel or carpooling instead.



## 5.0 Parking Strategy

### Background - DASH Parking Provision Effect

- 5.1 The DASH red line boundary is illustrated in **Figure 5.1** and straddles the northern end of SDH Car Park 10 (CP10) (staff), the helipad and the southern part of Car Parks 8 (CP8) (visitor) and Car Park (CP9) (staff).

**Figure 5.1: DASH application boundary**



- 5.2 The number of existing car parking spaces located within, or straddling, the DASH red line application boundary are:
- 225 spaces total, in the following car parks:
    - 1 visitor space in CP8,
    - 202 staff spaces in CP9; and
    - 22 staff spaces in CP10.
- 5.3 The DASH proposals, however, propose to retain 2 existing CP10 spaces as well as provide 59 new spaces by extending the northern boundary of CP10 (staff) to accommodate an additional parking aisle. Therefore, whilst there are 225 existing spaces within the red line the net loss is only 164 spaces in total, which are summarised as follows:
- -1 visitor (CP8),
  - -202 staff (CP9) and
  - +39 staff (CP10) (20 removed, 59 new spaces)



- 5.4 **Tables 5.1 and 5.2** set out the estimated impact of the DASH application on the existing parking provision. **Table 5.1** categorises the parking spaces by car park, while **Table 5.2** sets out the parking spaces by user group.

**Table 5.1: Estimated Impact of the DASH Application on Parking Provision by Car Park**

| Car Park     | Existing Provision | Spaces Lost | Spaces Gained | Net Loss/ Gain | Revised Provision |
|--------------|--------------------|-------------|---------------|----------------|-------------------|
| CP8          | 292                | -1          |               | -1             | 291               |
| CP8A         | 17                 |             |               | 0              | 17                |
| CP9          | 766                | -202        |               | -202           | 564               |
| CP10         | 303                | -20         | 59            | 39             | 342               |
| CP15         | 66                 |             |               | 0              | 66                |
| Gravel Areas | 98                 |             |               | 0              | 98                |
| P&R Britford | 200                |             |               | 0              | 200               |
| <b>Total</b> | <b>1742</b>        | <b>-223</b> | <b>59</b>     | <b>-164</b>    | <b>1578</b>       |

**Table 5.2: Estimated Impact of the DASH Application on Parking Provision by User Group**

|                        | Existing Provision | Spaces Lost | Spaces Gained | Net Loss/ Gain | Revised Provision |
|------------------------|--------------------|-------------|---------------|----------------|-------------------|
| Visitor                | 292                | -1          |               | -1             | 291               |
| Staff                  | 1367               | -222        | 59            | -163           | 1204              |
| Shared Staff & Visitor | 64                 |             |               | 0              | 64                |
| Disabled               | 19                 |             |               | 0              | 19                |
| <b>Total</b>           | <b>1742</b>        | <b>-223</b> | <b>59</b>     | <b>-164</b>    | <b>1578</b>       |

## Proposed Development – Parking Provision Effect

- 5.5 This application proposes to amend the WCP layout by removing existing buildings and creating a new at-grade car park. The new WCP parking area is provided for staff parking only, to compensate for the loss in staff parking spaces at DASH.
- 5.6 The proposed 182 spaces at WCP will create a net benefit of spaces over the current 114 spaces provided across the gravel car parks and the small number of CP15 spaces that sit within the red line.
- 5.7 Whilst consent is not sought for an expanded use of the Britford P&R site, the proposed use of this facility forms part of the parking strategy confirmed in this TA, to offset the net loss in staff parking spaces resulting from the DASH application. The increase in use from the previous agreement of 200 space to the new agreement of 320 spaces, represents an increase of 120 spaces.



- 5.8 The combined net benefits of the proposed WCP proposals and the increase in available spaces for staff use in the Britford P&R make a combined increase of 188 spaces, which more than mitigates the loss of 164 car parking spaces resulting from DASH.
- 5.9 **Tables 5.3 and 5.4** set out the estimated impact of the WCP application on the revised parking provision resulting from the DASH proposals. **Table 5.3** categorises the parking spaces by car park, while **Table 5.4** sets out the parking spaces by user group.

**Table 5.3: Estimated Impact of the WCP Application on Parking Provision by Car Park**

| Car Park       | Provision – After DASH | Spaces Lost | Spaces Gained | Net Loss/ Gain | Revised Provision |
|----------------|------------------------|-------------|---------------|----------------|-------------------|
| CP8            | 291                    |             |               | 0              | 291               |
| CP8A           | 17                     |             |               | 0              | 17                |
| CP9            | 564                    |             |               | 0              | 564               |
| CP10           | 342                    |             |               | 0              | 342               |
| CP15           | 66                     | -16         |               | -16            | 50                |
| Gravel Areas   | 98                     | -98         |               | -98            | 0                 |
| WCP (Proposed) | 0                      |             | 182           | 182            | 182               |
| P&R Britford   | 200                    |             | 120           | 120            | 320               |
| <b>Total</b>   | <b>1578</b>            | <b>-114</b> | <b>302</b>    | <b>188</b>     | <b>1766</b>       |

**Table 5.4: Estimated Impact of the WCP Application on Parking Provision by User Group**

|                        | Provision – After DASH | Spaces Lost | Spaces Gained | Net Loss/ Gain | Revised Provision |
|------------------------|------------------------|-------------|---------------|----------------|-------------------|
| Visitor                | 291                    |             |               | 0              | 291               |
| Staff                  | 1204                   | -98         | 302           | 204            | 1408              |
| Shared Staff & Visitor | 64                     | -14         |               | -14            | 50                |
| Disabled               | 19                     | -2          |               | -2             | 17                |
| <b>Total</b>           | <b>1578</b>            | <b>-114</b> | <b>302</b>    | <b>188</b>     | <b>1766</b>       |

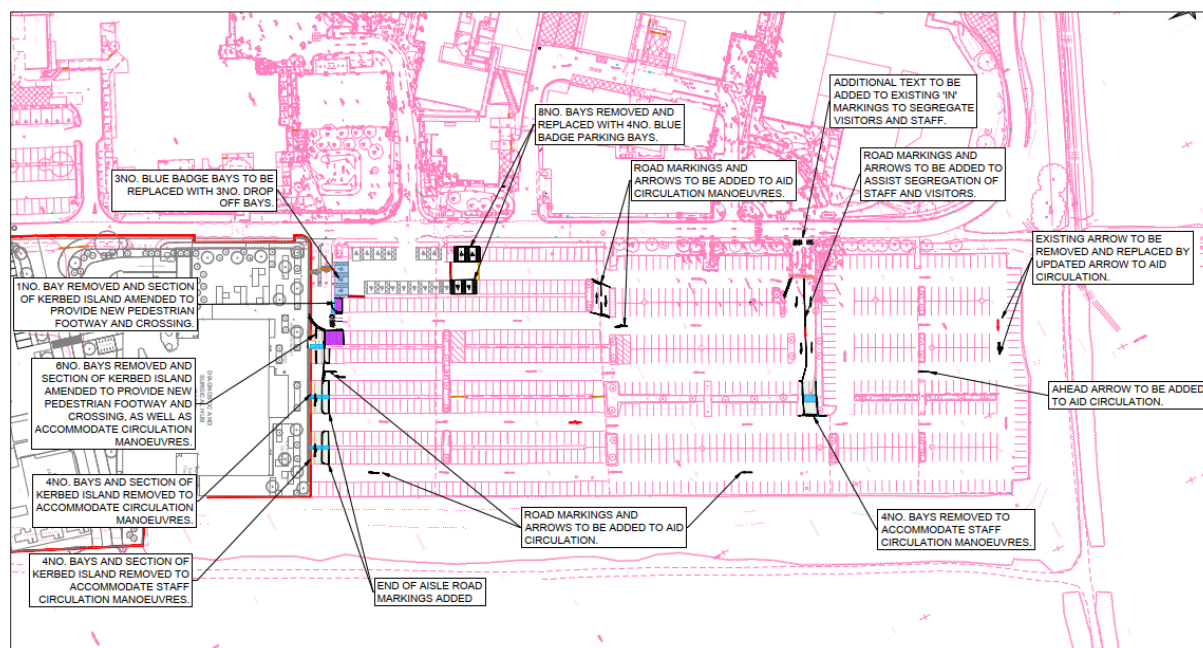
## Other Future Parking Provision Effect

- 5.10 The following section below considers further changes, which do not form part of this application, potentially needed in CP8, CP8A and CP9 to ensure that the car parks continue to function. This section is provided only for information to confirm the overall parking strategy resulting from DASH. The changes currently being considered are summarised below, but represent minor works that are within the permitted development and as such, do not require planning permission.



5.11 **Figure 5.2** illustrates the changes currently being considered to CP8, CP8A and CP9, which supersedes the illustrative plan provided in Figure 4.4 of the SLR DASH TA. This is provided in more detail in **Appendix A**.

**Figure 5.2: Likely future changes to CP8, CP8A and CP9**



5.12 The likely changes are predominantly road marking changes but will include very minor changes to some kerbed islands. The following provides an overview of the anticipated changes:

- Conversion of the existing CP8 access for use to access both CP8 and CP9;
- Conversion of the existing CP8 egress for use by vehicles exiting both CP8 and CP9;
- Removal of 4 spaces (2 staff and 2 visitor) to provide a new connection from the former CP8 (visitor) access through to the CP9 (staff) car park;
- Retention of the CP8A access;
- The 3 southernmost disabled spaces in CP8A are reallocated for short-term drop off spaces only;
- Conversion of 8 standard spaces in CP8 to create 4 new disabled spaces. The existing water barriers moved by approximately 9 m further north to extend CP8A slightly to include these new disabled spaces. This is necessary because CP8A is not controlled by the Trust's ANPR car parking management system which allows disabled users, and drop off visitors in the future, the ability to park for the designated time for free and without requiring ANPR activation;
- Removal of 5 visitor spaces in CP8 to provide new footways and pedestrian crossings to link the disabled and drop-off spaces to the front entrance of DASH; and
- Removal of 10 staff spaces in CP9, to provide end-of-aisle markings and vehicle circulation space.

5.13 **Tables 5.5** and **5.6** set out the estimated impact of the above listed changes on the revised parking provision resulting from the DASH and WCP proposals. **Table 5.5** categorises the parking spaces by car park, while **Table 5.6** sets out the parking spaces by user group.



**Table 5.5: Estimated Impact of Future Changes to CP8, 8A and 9 on Parking Provision by Car Park**

| Car Park       | Provision – After DASH and WCP | Spaces Lost | Spaces Gained | Net Loss/ Gain | Revised Provision |
|----------------|--------------------------------|-------------|---------------|----------------|-------------------|
| CP8            | 291                            | -15         | 4             | -11            | 276               |
| CP8A           | 17                             | -3          | 3             | 0              | 21                |
| CP9            | 564                            | -12         |               | -12            | 552               |
| CP10           | 342                            |             |               | 0              | 342               |
| CP15           | 50                             |             |               | 0              | 50                |
| Gravel Areas   | 0                              |             |               | 0              | 0                 |
| WCP (Proposed) | 182                            |             |               | 0              | 182               |
| P&R Britford   | 320                            |             |               | 0              | 320               |
| <b>Total</b>   | <b>1766</b>                    | <b>-30</b>  | <b>7</b>      | <b>-23</b>     | <b>1743</b>       |

**Table 5.6: Estimated Impact of Future Changes to CP8, 8A and 9 on Parking Provision by User Group**

|                        | Provision – After DASH and WCP | Spaces Lost | Spaces Gained | Net Loss/ Gain | Revised Provision |
|------------------------|--------------------------------|-------------|---------------|----------------|-------------------|
| Visitor                | 291                            | -15         |               | -15            | 276               |
| Staff                  | 1408                           | -12         |               | -12            | 1396              |
| Shared Staff & Visitor | 50                             |             |               | 0              | 50                |
| Disabled               | 17                             | -3          | 4             | 1              | 18                |
| DASH Drop-Off Bays     | 0                              |             | 3             | 3              | 3                 |
| <b>Total</b>           | <b>1766</b>                    | <b>-30</b>  | <b>7</b>      | <b>-23</b>     | <b>1743</b>       |

## Parking Provision Effects Summary

- 5.14 **Table 5.7** and **Table 5.8** sets out the overall impact on parking provision considering the above listed changes and proposals. **Table 5.7** categorises the parking spaces by car park, while **Table 5.8** sets out the parking spaces by user group.

**Table 5.7: Estimated Overall Impact of Parking Provision by Car Park**

| Car Park | Provision – After DASH and WCP | Spaces Lost | Spaces Gained | Net Loss/ Gain | Revised Provision |
|----------|--------------------------------|-------------|---------------|----------------|-------------------|
| CP8      | 292                            | -16         | 4             | -12            | 276               |



| Car Park       | Provision – After DASH and WCP | Spaces Lost | Spaces Gained | Net Loss/ Gain | Revised Provision |
|----------------|--------------------------------|-------------|---------------|----------------|-------------------|
| CP8A           | 17                             | -3          | 3             | 0              | 21                |
| CP9            | 766                            | -214        | 0             | -214           | 552               |
| CP10           | 303                            | -20         | 59            | 39             | 342               |
| CP15           | 66                             | -16         | 0             | -16            | 50                |
| Gravel Areas   | 98                             | -98         | 0             | -98            | 0                 |
| WCP (Proposed) | 0                              | 0           | 182           | 182            | 182               |
| P&R Britford   | 200                            | 0           | 120           | 120            | 320               |
| <b>Total</b>   | <b>1742</b>                    | <b>-367</b> | <b>368</b>    | <b>1</b>       | <b>1743</b>       |

**Table 5.8: Estimated Overall Impact on Parking Provision by User Group**

|                        | Provision – After DASH and WCP | Spaces Lost | Spaces Gained | Net Loss/ Gain | Revised Provision |
|------------------------|--------------------------------|-------------|---------------|----------------|-------------------|
| Visitor                | 292                            | -16         | 0             | -16            | 276               |
| Staff                  | 1367                           | -332        | 361           | 29             | 1396              |
| Shared Staff & Visitor | 64                             | -14         | 0             | -14            | 50                |
| Disabled               | 19                             | -5          | 4             | -1             | 18                |
| DASH Drop-Off Bays     | 0                              | 0           | 3             | 3              | 3                 |
| <b>Total</b>           | <b>1742</b>                    | <b>-367</b> | <b>368</b>    | <b>1</b>       | <b>1743</b>       |

- 5.15 A more detailed breakdown of the impact on parking provision is provided in **Appendix B** for reference.
- 5.16 As summarised in **Table 5.8**, the combined impact of DASH, the WCP proposals and future changes to Car Parks 8, 8A and 9 is estimated to result in a net loss of 16 visitor spaces, 14 shared spaces and 1 disabled space. This is offset by a net gain of 29 staff spaces and 3 drop-off bays. Overall, the proposed changes would fully mitigate the net parking loss associated with DASH and result in a net increase of one parking space across SDH.
- 5.17 It is noted that the proposals would result in the loss of 16 visitor parking spaces and 14 shared spaces, which can be used by either visitors or staff. This is partly offset by the provision of 3 dedicated drop-off bays, which would provide an alternative facility for visitors arriving at the hospital and reduce the reliance on formal parking spaces for short-duration drop-off activity.
- 5.18 Chapter 6 provides further details on additional mitigation measures should they be required, however the Trust's car park team continually monitor the car parks and should the slightly reduction in visitor parking cause any issues then they are able to quickly react and amend CP8 and CP9 further to reallocate staff parking as visitor parking, which is seen as a priority.



- 5.19 The loss of one disabled space is not considered to be an issue as it is not located near DASH, where there is a 1 space net gain, but rather at the southern end of CP15, where there will be less demand for disabled parking. Similarly, should this become an issue in the future, the car park team would seek to amend some existing parking spaces to disabled spaces should demand require it. There are also circa 140 disabled spaces distributed across SDH so there is considered to be sufficient provision.

## Summary

- 5.20 Overall, there is a net increase of 1 parking space.
- 5.21 There is a small loss in visitor and disabled spaces, which is slightly offset by the creation of three new DASH drop off spaces and a safe walking route, which should assist with patients being dropped off to attend DASH appointments and may even lead to a general lower demand for visitor parking.
- 5.22 The additional staff parking spaces would offset the loss in parking provision resulting from DASH.
- 5.23 It is hoped that the added convenience of the new bus stop adjacent to the DASH building will also have a positive impact upon staff and visitor travel and that the resulting overall parking demand will reduce once the new building is operational.



## 6.0 Traffic Effect Analysis

- 6.1 Chapter 5 confirms that the overall all parking provision increases by 1 space, 120 of these are provided in the Britford P&R, which is located to the north of SDH, i.e. off-site. This means that there is a net reduction in on-site car parking provision, by 119 spaces.

### Traffic Effect on the Local Highway Network

- 6.2 The traffic effects of the proposed DASH, WCP and other car park works is that there will be less traffic travelling along Odstock Road.
- 6.3 The proposed amendments to the parking provision will mean that staff trips will divert to Britford P&R instead of them travelling onwards and parking at SDH.
- 6.4 As an effect, there will be a diversion of up to 120 SDH staff traffic on to Downton Road as more staff will shift to parking in the Britford P&R, instead of in SDH. Consequently, there will be a slight change in turning movements at the Harnham Gyratory junction, but this is not expected to dramatically change the operational performance of this part of the highway network. Any increase in vehicle movements on the Downton Road arm by staff travelling to the Britford P&R facility will be balanced by a reduction in vehicle movements on the Coombe Road arm travelling to SDH via Odstock Road.
- 6.5 Therefore, as there are no new trips to the highway network proposed and any change in staff vehicle turning movements low, no junction capacity testing is considered necessary to support the development proposals.

### Traffic Effect on the Internal Highway Network

- 6.6 The significant reduction in parking provision on CP9 will mean that there are less vehicles arriving and travelling to that part of SDH / Victoria Drive East. Some of the people who currently park in CP9 will not be able to have access to a parking space in the future due to the reduced provision and will have to either relocate to the WCP or Britford P&R, which means either turning off Victoria Drive East very soon after leaving Odstock Road, or not travelling to SDH at all.
- 6.7 There will be one less car park access than is currently provided for CP8 and CP9, as it is proposed that both car parks will now share a single point of access and a single point of egress, albeit both accesses will provide two-lanes, side by side, for vehicles entering and exiting the car parks. The lost car park access is situated within the DASH boundary and is no longer considered necessary for accessing a much smaller quantum of parking spaces. CP8 and CP9 will continue to be controlled by the Trust's ANPR car park management and ticketing system.
- 6.8 It is proposed to retain the access to CP8A and increase the number of disabled spaces by 1, with a further 3 spaces used for drop off spaces for the DASH building. This minor amendment to the use of this area is not anticipated to alter the operation of this junction significantly from current day.
- 6.9 The increase in parking provision at the WCP will mean a slight increase in traffic movements to this part of the site over current arrangements. The proposed increase of 68 parking spaces may mean, as a very worst case, an additional 1 or 2 vehicle turning movements per minute, on average, at this junction in the peak hours. It is more likely that any additional vehicle movements associated with arrivals in the morning and departures in the afternoon will be spread across more than one hour, thereby further lowering the average number of vehicle movements per minute. It is important to note, that these are only new turning movements at the WCP access junction and not new movements on the local highway network, as these trips are already visiting the site and are being displaced from CP9 as a result of DASH. These vehicles are turning into and out of the WCP access road instead of continuing on Victoria Drive East to CP8 and CP9.



- 6.10 Furthermore, the expanded use of parking at the Britford P&R will mean that there are less staff travelling to SDH and therefore less overall traffic movements on the internal SDH access road, Victoria Drive East. As such no capacity issues are expected at the WCP/ Victoria Drive East junction, particularly with the proposed inclusion of the yellow box hatch markings to prevent the junction from being blocked by any vehicles existing SDH.

## Travel Plan Summary

- 6.11 A dedicated TP was produced by SLR and submitted with the DASH application. This was updated to include the proposals contained in this application and is resubmitted with the WCP application. A TP is a living document and it is intended for this version to supersede the version submitted with DASH.
- 6.12 The TP was updated to reflect the parking strategy detailed in this TA and the proposed improvements to public transport infrastructure. It also contains an updated list of opportunities to either relocate parking or introduce additional sustainable travel initiatives/ restrictions should these be required to further mitigate the effects of the DASH proposals. These include:
- New bus stop provision on Victoria 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;
  - Confirmation that the proposed DASH facility is now totally mitigated in terms of re-provided any lost parking spaces;
  - 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;
  - 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.
- 6.13 As detailed above, the TP is a living document and as the future parking schemes are finalised, the TP will be updated in the future to include these. However, for the purposes of completeness the TP submitted alongside this TA includes reference to the future:
- Likely changes to be made in CP8, CP8A and CP9, including
    - Dedicated DASH drop off bays;



- Footways and pedestrian crossings to reach DASH; and
- Other general arrangements to improve circulation.



## 7.0 Summary and Conclusion

### Summary

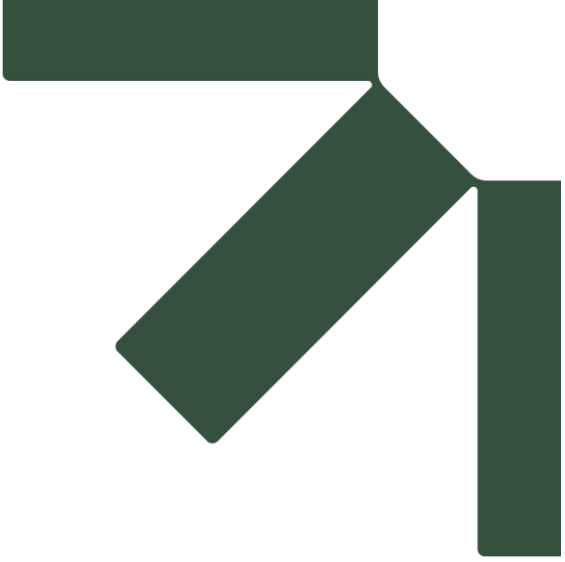
- 7.1 SLR Consulting Limited (SLR) is appointed by Salisbury NHS Foundation Trust (Trust) to provide highways and transportation advice in relation to the proposed *“Demolition of Buildings 16, 17 and 22 and the partial demolition of Building 15 (to include elements of the southern rear section of the building) at Salisbury District Hospital, and associated works to provide replacement car parking, together with the siting of a new bus stop and shelter”*.
- 7.2 This Transport Assessment and the accompanying updated Travel Plan were produced to support the proposed car park alterations and new bus stop, as well as confirm the overarching car parking strategy for SDH, resulting from the DASH application, combined with this WCP application and some further permitted development works in CP8, CP8A and CP9.
- 7.3 The proposed bus stop will be provided to enhance public transport accessibility to the DASH building. It does not replace any existing bus stops and will enable staff and visitors to reach the DASH front entrance within 75m walk, along a new section of footway and the existing pedestrian crossing on Victoria Drive East. It replaces an existing unutilised verge and includes a cantilever bus shelter, flag and pole and timetable information. Salisbury residents were consulted and confirmed that the R1 bus service will stop at the new bus stop as it takes its normal anti-clockwise route around SDH.
- 7.4 The WCP proposals will provide an at-grade car park for 182 staff vehicles, which represents a net increase of 68 spaces over the current 114 space provision across the informal gravel surface parking areas and the small number of CP15 spaces within the WCP red line boundary.
- 7.5 The Trust have reached an agreement with Wiltshire Council to expand the use of the Britford P&R from the previous 200 spaces, to up to 320 spaces, a 120 space increase.
- 7.6 The combined increase of 188 spaces at WCP and Britford P&R offset the loss of parking at CP8 and CP9 as a result of DASH. Further alterations to improve circulation and pedestrian accessibility in CP8, CP8A and CP9 will mean some minor further reductions in parking provision. However, the overall parking position resulting from the strategy outline in this TA remains positive. The final position once all applications and minor car park works are complete, the proposals would fully mitigate the net parking loss associated with DASH and result in an overall net increase of one parking space across SDH.
- 7.7 The internal and external traffic effect is that there is not expected to be any increase in trips on the internal access road (Victoria Drive East) and the local highway network. This is because there is the same level of parking provision proposed as is currently provided. The only likely effect on the highway network is a shift in staff vehicles traveling to SDH via Odstock Road and a corresponding increase in traffic travelling to Britford P&R via Downton Road. Whilst it is hoped that in line with a reduced on-site parking provision at SDH, Trust staff will take the opportunity to review their travel habits and choose to carpool or travel by active travel or public transport, as a worst case the trips associated with 120 space will move from traveling on the Coombe Road arm of the Harnham Gyratory, to the Downton Road arm of the same junction. On this basis, no individual junction capacity assessments were considered necessary to support the development proposals.
- 7.8 An updated version of the DASH TP is provided to confirm the proposals included in this TA, as well as include all potential further mitigation measures, should they be required to mitigate the effects of DASH.



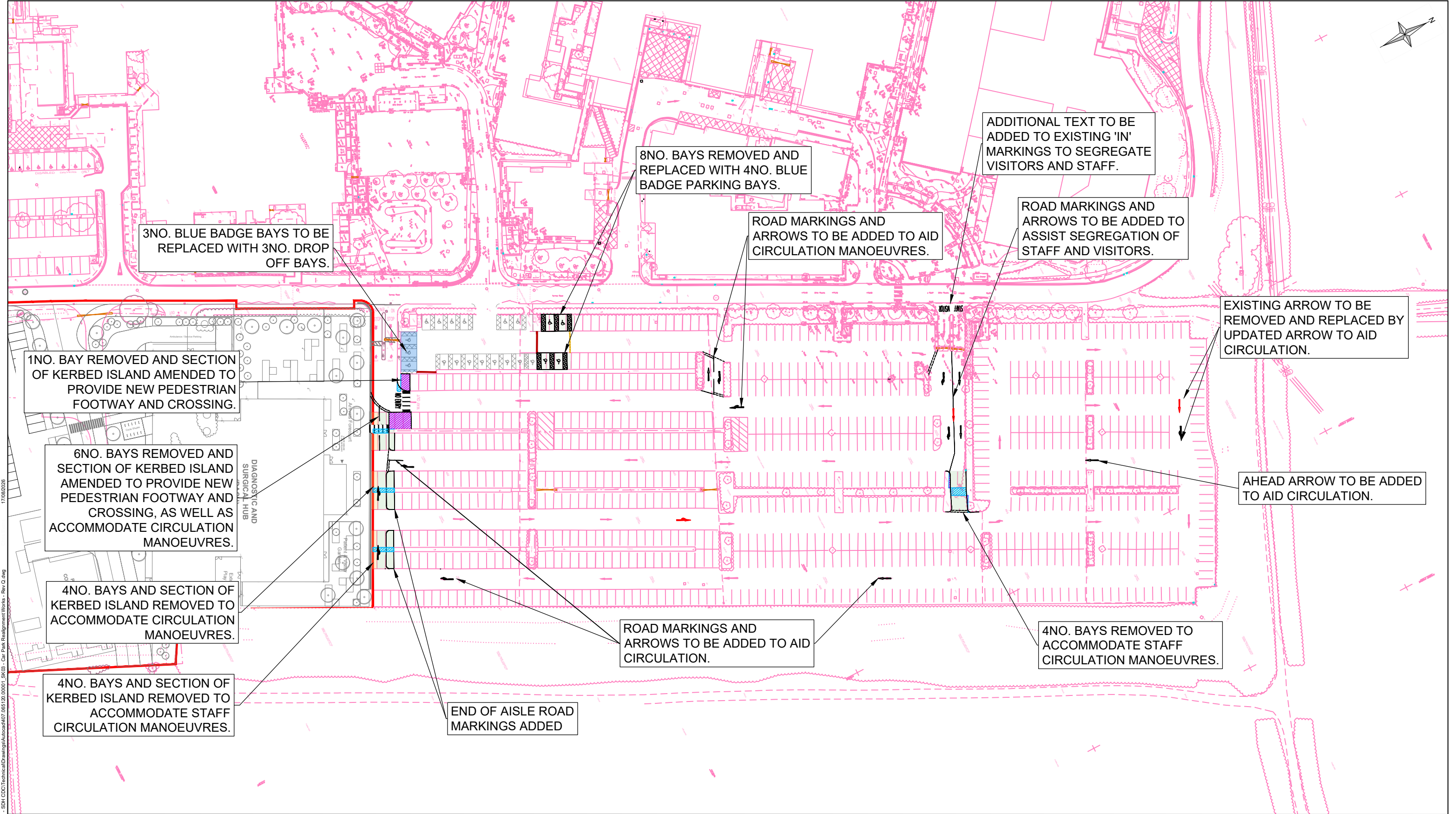
## Conclusion

- 7.9 This TA, along with the SLR TA provided in support of the DASH application, demonstrates that the proposed overarching parking strategy mitigates the parking spaces lost as part of the DASH proposals. The provision of a new bus stop adjacent to the DASH building also provide the opportunity to change travel habits from the outset of the new building and increase the mode share for staff and patient / visitor travel.





## **Appendix A    Likely Future Parking Arrangements in CP8, CP8A and CP9**





www.slrconsulting.com

Drawing Status & Suitability Code

|                  |                  |                  |                  |
|------------------|------------------|------------------|------------------|
| Designed<br>KR   | Drawn<br>KR      | Checked<br>CE    | Authorised<br>CE |
| Date<br>14.08.26 | Date<br>14.08.26 | Date<br>14.08.26 | Date<br>14.08.26 |

Drawing Number  
**SK03**

Client  
Salisbury NHS Foundation Trust

Project  
Salisbury District Hospital - DASH project

Drawing Title  
Car Parks 8, 8A & 9 Works

|                  |      |                                    |
|------------------|------|------------------------------------|
| Scale<br>1:1,000 | @ A3 | SLR Project No.<br>407.065120.0001 |
|------------------|------|------------------------------------|

|     |            |      |    |     |      |
|-----|------------|------|----|-----|------|
| Rev | Amendments | Date | By | Chk | Auth |
|     |            |      |    |     |      |

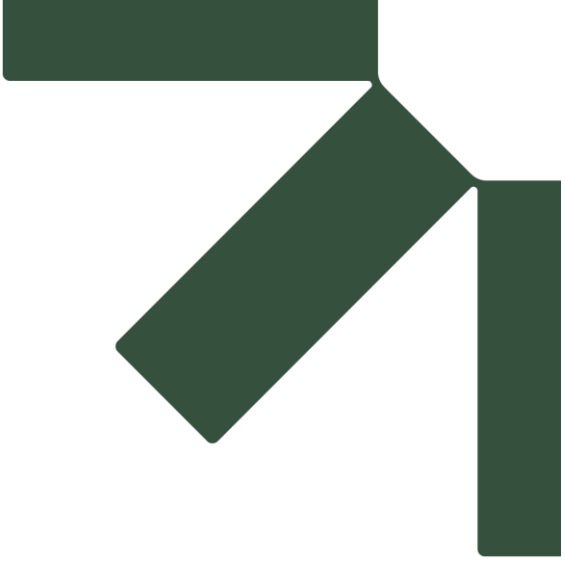
|     |            |      |    |     |      |
|-----|------------|------|----|-----|------|
| Rev | Amendments | Date | By | Chk | Auth |
|     |            |      |    |     |      |

**Notes:**

- THIS IS NOT A CONSTRUCTION DRAWING AND IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY.
- WHITE LINING IS INDICATIVE ONLY.

**Legend:**

- REMOVED BAYS FROM CAR PARK 8 & 9
- REMOVED BAYS IN DASH APPLICATION
- BLUE BADGE PARKING BAYS REPLACED WITH DROP OFF BAYS
- REMOVED KERBED ISLAND
- NEW FOOTWAY / KERBED ISLAND CONSTRUCTION
- REMOVED ROAD MARKINGS
- RETAINED ROAD MARKINGS
- NEW ROAD MARKINGS
- EXISTING WATER BARRIER LOCATION
- NEW WATER BARRIER LOCATION
- NEW KERB CONSTRUCTION



## **Appendix B    Detail Breakdown of Parking Provision**

[illegible]



Making Sustainability Happen