

## Supporting Evidence Consultation Response Form

Ref:

(For official use only)

To support the progress of the Local Plan review a number of documents have been prepared and published including a series of evidence base documents. If you wish to comment on one or more of one of these documents, please fill out ONE FORM PER DOCUMENT.

To view the evidence documents please visit the Council's Local Plan Review Consultation page on its website at: <https://www.wiltshire.gov.uk/planning-policy-local-plan-review-consultation>

**Please return to Wiltshire Council, by 5pm on Monday 8<sup>th</sup> March 2021.**

**By post to:** Spatial Planning, Economic Development and Planning, Wiltshire Council, County Hall, Bythesea Road, Trowbridge, Wiltshire, BA14 8JN.

**By e-mail to:** [spatialplanningpolicy@wiltshire.gov.uk](mailto:spatialplanningpolicy@wiltshire.gov.uk)

This form has two sections:

Section One – Personal details

Section Two – Your comments on the evidence documents. Please use a separate sheet for each representation.

### Section One – Personal details

\*if an agent is appointed, please fill in your Title, Name and Organisation but the full contact details of the agent must be completed.

	1. Personal details	2. Agent's details (if applicable)*
Title	Ms	
First name	Annie	
Last name	Child	
Job title (where relevant)	City Clerk	
Organisation (where relevant)	Salisbury City Council	
Address Line 1	Guildhall	
Address Line 2	Salisbury	
Address Line 3		
Address Line 4		

Postcode	SP1 1JH	
Telephone Number	01722 342860	
Email Address	achild@salisburycitycouncil.gov.uk	

## Section Two –

To which document does your comment relate?

Wiltshire Local Plan Transport Review

### Overall comment

The data used for Salisbury is considered to be out of date and should be updated in order to fully assess the impacts of proposed site allocations on the future of the City and its rural hinterland.

Specifically, the following new and up to date information is required in order to fully assess the proposals and alternative opportunities:

1. The Salisbury Transport Strategy should be updated to include recent housing permissions and changes to commuting behaviour post COVID-19. This should include consideration of parking, means of encouraging modal shift across Salisbury, but also within the CAF area, and the functionality of existing roundabouts notably Harnham Gyrotory, Exeter Street Roundabout, and College Roundabout.
2. A car parking study is required as a matter of urgency which should:
  - a. Quantify the need for surface car parks in Salisbury (including Culvert Street), so that car parks can be utilised to provide attractive town centre housing and services.
  - b. A wider study of parking which considers the introduction of parking zones, for instance residential, commercial and Central Area, with indicative provision standards to allow new development to encourage modal shift.
3. Leadership from WC Highways and Senior Management to encourage the Highways Agency to provide joined-up and progressive highways improvements to Salisbury, which has been ignored in strategic plans for too long.
4. There should also be consideration of an HGV routing strategy, which seeks to reduce the severance and pollution that HGVs cause to Salisbury's historic Conservation Area.

This review fails to adequately take account of the step-change in transport and its relationship to land use planning, which is now underway. The recent report from the RTPi '*Net Zero Transport: The role of spatial planning and place-based solutions*' <https://www.rtpi.org.uk/netzerotransport> makes the point (para 1.1) that "*transport is the largest contributor to the UK's greenhouse gas (GHG) emissions, and that while emissions from other sectors have fallen dramatically since 1990, those from transport have reduced by under 3%. In an average local authority, transport is responsible for 35.5% of all emissions, with the sector remaining 98% reliant on fossil fuels.*" The 'Climate Change' report submitted as part of the Local Plan Review makes the point that, in Wiltshire, transport is responsible for some 40% of all emissions.

Despite the imperative of giving consideration to transport solutions, which will contribute to the 2030 net zero carbon target, the Transport Review has failed to focus on the contribution that transport issues make to the problem, or could make to the solution.

It is suggested in section 4.4 of the Transport Review that one of the 'Next Steps' should be "*More explicit consideration of the carbon reduction agenda, including adoption of an 'Avoid-Shift-Improve' approach to reducing the need to travel, shifting to zero carbon modes and accelerating the uptake of electric vehicles*". This needs consideration at an early stage of strategic planning, and before drafting a Transport Review, not afterwards.

Turning to some specific comments:

### Walking and cycling measures (3.2)

- Should this make reference to detailed work which is presumably being undertaken for the Local Cycling and Walking Infrastructure Plan? (LCWIP)?
- It is unclear how the 'new walking and infrastructure' shown in Figure 3-3 relates to the 'eleven sections of new cycle infrastructure' mentioned in the text, and whether the £10.46 million mentioned in Appendix G (Estimated Scheme Costs) will cover all of these schemes.
- There are a number of queries around the cycle infrastructure shown on Figure 3-3:
  - The Sustrans NCN cycle routes which go from Wilton through Salisbury to Alderbury (NCN route 24) and the route from Salisbury Cathedral north via the Woodford Valley (NCN 45) have always been considered important links. Parts of these routes (e.g. out to Alderbury and Wilton) are still missing, why are these not prioritised and shown on Fig 3-3?
  - The River Park proposals for Salisbury offer opportunities for improving sub-standard parts of NCN 45. This should be shown on Fig 3-3.
  - Some of the roads, where on-carriageway cycle lanes are shown, do not appear to be wide enough to accommodate such lanes, particularly if they are built to LTN 1/20 standards – e.g. Wilton Road, Devizes Road, South Western Road, Milford Mill Road.
  - In some cases, on-carriageway cycle lanes or segregated cycle tracks are marked in Fig 3-3 where previous cycle network plans (see Salisbury and Wilton Town Cycle map on <https://www.wiltshire.gov.uk/transport-town-cycle-networks>) have shown 'quiet streets', which would not typically need such lanes (e.g. Heronswood, Bedwin Street/Bourne Hill, Estcourt Road).

### Rail Strategy (3.3.2)

Access to existing stations is important, but the Transport Review should also give consideration to further rail improvements such as those put forward in the SWLEP Rail Strategy Report (see SWLEP Rail Strategy Main Report on <https://swlep.co.uk/about/our-strategies>)

In addition to service improvements (some of which would provide benefit to Salisbury), the SWLEP Rail Strategy included recommendations for new stations in Wiltshire, including Corsham, Devizes Parkway, Porton & Wilton (the latter being subject to results of study on Porton). These last two would be particularly relevant to Salisbury and would help to encourage a modal shift to public transport locally.

### Bus Strategy (3.3.3/3.3.4)

This section should be expanded to include reference to Salisbury, in particular how routes can be extended/improved to serve the expanding settlement. It would be appropriate to refer to the role which Park & Ride sites, and associated bus services, might be able to contribute to modal shift. Plus there needs to be a section to cover 'Shared Transport' or 'Mobility as a Service' (Maas).

When responding to a questionnaire sent to local authorities, who are members of the Western Gateway Sub-national Transport Body, Wiltshire Council's response to the question "How much are you thinking about Future Mobility e.g. Mobility as a Service (MaaS), connected vehicles, Active travel measures within your local area?" included the statement that "Wiltshire's priorities are currently set out to maximise economic growth in those large towns where it can be accommodated more sustainably and where MaaS, Active Travel and commercial, frequent public transport can be supported." (see December 2020 Agenda and Supporting Papers at <https://westerngatewaystb.org.uk/about/board-meetings-and-minutes/>)

Given the statement that MaaS can be supported in large towns, it would be appropriate to include a section to cover the possibilities. In the case of Salisbury, this might include reference to how the existing Car Club (Co-Cars) could be expanded and other potential projects such as e-bike hire.

### C2 Car parking recommendations

As mentioned in this appendix, there is a need to review car park usage within Salisbury. The Salisbury Central Area Framework proposed that redevelopment of Brown St and Salt Lane car parks be explored, but the first step should be a review of current parking requirements across the City, to allow car parking in the City Centre to be consolidated. The redevelopment of brownfield sites, such as car parks, should be prioritised over green field allocations, so a review of car park requirements is of importance.

### **Future notification**

I wish to be notified of any future updates relating to the Local Plan Review:

YES:  NO:

Clicking yes will add you to the planning policy contact database. This will mean you are kept informed of any future planning policy updates and consultations.

Further information on how the Spatial Planning Department treats your personally identifiable information can be found by reading the privacy notice available via the link below:

<https://www.wiltshire.gov.uk/planning-privacy-notice>

Here you will also find information about how and why your data may be processed and your rights under the Data Subject Information Notice section further down the page.

Signature:

Date:

Thank you for completing this form.

### **Data Protection**

Wiltshire Council has a duty to protect personal information and will process personal data in accordance with Data Protection legislation. The personal data you provide on this form will only be used for the purpose of the Wiltshire Development Framework. It may also be used for the prevention or detection of fraud or crime and in an anonymised form for statistical purposes. The data will be stored on computer and/or manual files. You have a right to a copy of your information held by any organisation, with some exemptions. To gain access to your personal data held by Wiltshire Council or if you have any Data Protection concerns please contact Wiltshire Council's Data Protection Officer on 01225 713000 (switchboard) or e-mail to [dataprotection@wiltshire.gov.uk](mailto:dataprotection@wiltshire.gov.uk) ."