

Topic Paper

15



Addendum

Revisions to take account of Issues and Options Consultation results

Transport



TRANSPORT TOPIC PAPER

SUPPLEMENTARY REPORT

Executive summary

This document should be read in conjunction with the original transport topic paper which was produced for the Core Strategy Issues and Options. The original topic paper highlighted the various transport policies at national, regional and local level and described how these might be applied to Salisbury district. The original topic paper drew together a wide range of evidence upon which the Issues and Options were based. This paper has been produced in order to respond to information gathered during the consultation.

A number of questions were included within the consultation which specifically related to transportation issues. These questions included...

- Should new development should be located in areas that have good public transport links?
- Should new developments encourage walking, cycling and the use of public transport?
- Should unnecessary car trips into Salisbury City centre be actively discouraged?
- Should an AQMA be set up in Salisbury to alleviate pollution caused by car fumes?
- Should developers contribute to public transport services in rural and other areas?
- Major developments should encourage equality of access by providing adequate public transport choices to address the diverse needs of all sections of the local community.

Further questions about the location of both employment and housing development were included within the consultation. These questions, although not framed as specifically transport related, have a transport dimension. The consultation also included questions relating to the Salisbury Vision projects, many of which have a transportation dimension.

In terms of responses, the consultation shows that transportation issues are high on the public's agenda and attracted a wide variety of comments. In general, there was wide spread support for the options presented in the consultation. There was support for the principle of locating new development, be it housing, employment or new facilities in areas which are accessible by a wide variety of transport modes. Support was also shown for the principle of making new development accessible by a range of transportation modes. The question relating the creation of an Air Quality Management Area (AQMA) within Salisbury proved to be rather unpopular. However, the analysis of the written comments relating to this question showed a great deal of confusion as to what an AQMA actually is. The question of city centre air quality was also addressed in the question relating to reducing unnecessary car trips into Salisbury. As with the AQMA question, the written comments showed a lot of confusion over what might constitute an 'unnecessary' car trip. The consultation results show that a majority of respondents support the aims of the Salisbury Vision. However, the questions relating to individual projects have yielded mixed results. The projects relating to the redevelopment of various city centre car parks (Salt Lane,

Brown Street and Central) were supported. However, the written comments showed that there was a high level of concern about the loss of car parking within the city centre.

Although yielding a number of answers and comments there are few spatially distinctive trends emerging from the consultation. Many of the themes for transportation apply equally across the district and reflect the overarching nature of the topic. Having analysed the responses from the consultation the following preferred options have been identified.

- The Council will promote sustainable transport and reduce the need to travel by ensuring that new development will be provided in locations which are accessible by a range of transport modes, including public transport.
- The Council will promote sustainable transport and reduce the need to travel by ensuring that new development contributes to improved public transport provision within and between settlements.
- The Council will encourage a model shift away from private cars and promote more sustainable and healthy modes of travel, by ensuring that they are woven into the fabric of all development. This will be achieved by ensuring that...

New development promotes safe pedestrian, cycle and road movement.

New development provides measures and facilities to support sustainable transport modes and actively promotes green travel plans.

New development is laid out in such a way that buildings, public spaces and roads are accessible to all.

- The Council will work collaboratively with other agencies in order to achieve an environmentally acceptable solution to the duelling of the A303 and increasing capacity of the rail network between Salisbury and Exeter.
- The Council will promote demand management measures in order to reduce the reliance upon the private motor car and encourage sustainable transport
- Through the Salisbury and Wilton Area Action Plan (SWAAP) the Council will support the...

Redevelopment of the Churchfields industrial estate for residential led mixed use.

Creation of The Station Interchange and the redevelopment of the Bus Depot

Redevelopment of Slat Lane, Brown Street and the Maltings subject to following the completion of the final Park and Ride site at Petersfinger and the revision of the Parking Strategy

Remodelling of the Southampton Road as a major transport corridor

The above preferred options have been formulated using current national and regional planning guidance and have had regard to the responses of the

consultation. The options have been tested against the sustainability objectives of the Sustainability appraisal.

Introduction, purpose of document and context.

This document is the second element of the series topic papers that were published in order to present a coordinated view of the assessment of the evidence upon which we based our Core Strategy Issues and Options consultation. In order to make it easier for stakeholders to understand how we had reached our conclusions and as a key part of identifying the challenges facing our district and feasible options for addressing them, a series of 16 topic papers were written. These were as follows:

- [Topic 1 - Climate Change](#)
- [Topic 2 - Housing](#)
- [Topic 3 - Settlement Strategy](#)
- [Topic 4 - Supporting Communities](#)
- [Topic 5 - Biodiversity](#)
- [Topic 6 - Flooding](#)
- [Topic 7 - Agriculture](#)
- [Topic 8 - Retail](#)
- [Topic 9 - Economy](#)
- [Topic 10 - Tourism & Leisure](#)
- [Topic 11 - Planning Obligations](#)
- [Topic 12 - Waste & Pollution](#)
- [Topic 13 - Conservation](#)
- [Topic 14 - Design](#)
- [Topic 15 - Transport](#)
- [Topic 16 - Inclusive Design](#)

The Issues and Options that were identified within the topic papers formed the basis for the consultation document, "Salisbury and South Wiltshire, Our Place in the Future". This document represented a 'joined up' consultation exercise incorporating questions relevant to the Community Strategy and Salisbury Vision, as well as the LDF Core Strategy Issues and Options. This document was the subject of consultation for 10 weeks between the 26th July and 5th October 2007. Over 50 public events were undertaken, to promote the process, and over 6,000 responses were received.

Review of Original Topic Papers

The next stage in the process is to review the initial evidence base in the topic papers and update where necessary and analyse the results of the consultation to formulate a set of preferred options. Where factual errors, anomalies or areas requiring clarification have been highlighted by the consultation, then these changes have been indicated on the original topic papers to show their evolution.

Analysis of Results of the Issues and Options Consultation

The next stage in the process is to review our analysis of the evidence base within the topic papers to take account of the outcome of the consultation and also update them where there has been a change in the evidence available to us since their publication. This review of the topic papers is an essential step on the road to producing the Core Strategy Preferred Options paper, which builds on the response of stakeholders to the issues and options we presented in the 'Our Place in the Future' paper. The following are the stages you should undertake to ensure all Topic Papers are reviewed in a robust and consistent manner.

Assessing the Local Need - Why Are We Developing Policies on transport?

The need for this topic to be included within the emerging Local Development Framework has emerged clearly from an analysis of national and regional planning policy and an appraisal of the growing body of specialist literature and guidance given to local planning authorities. Furthermore original work that has formed part of the base of evidence which will inform the Local Development Framework process has highlighted that there is a need for a new and effective set of policies to help meet our objectives.

What are we trying to achieve - what are our overall objectives?

The core objectives as envisioned at the outset of this project were to develop a set of planning policies, which contribute to the following patterns of land use:

- social progress which recognises the needs of everyone
- effective protection of the environment
- prudent use of natural resources
- maintenance of high economic growth and employment

On a more specific level the desired outcomes at the outset of this project were:

- Improvement of strategic road and rail links passing through the district
- Retention and enhancement of public transport service levels
- Continued partnership working with highway authorities in local transport delivery
- Good quality transport choices to reduce overall reliance on the private car
- Reduce the need to travel

In linking to other topic areas the following objectives are relevant.

- Sustainable distribution of development across the district - i.e. in locations where services and facilities, including public transport provision, are available.
- High quality design – creating places in which people want to live
- Delivery of infrastructure in step with new housing
- Climate Change

Taking a spatial approach

It would be a crude mistake to develop a set of policies which are based on a 'one size fits all' premise. South Wiltshire is a rich and varied part of the Country and the issues and challenges within it vary from place to place. For example, is it the case that the demands for affordable is uniform across the area or does it vary between settlements and should our policies reflect this? We feel that they should and this way we should produce spatial strategies that are rooted in the distinctive character of specific places and are tailored to solving their particular sets of problems. This is in a nutshell for us, what spatial planning is all about.

One of the drawbacks we have encountered in the past is that of plans and strategies being delivered over disparate areas, when it makes much more sense from the customers perspective to have them coordinated and covering the same areas. This is often called co-terminus service delivery and is based on joining up services and policy solutions so that they are more tailored to where they are needed.

To align our policy solutions to the areas where the issues are arising, we have taken a detailed look at how the diverse character of our district and assessed if there are broad areas which share similar characteristics and present similar sets of challenges.

The Wiltshire community areas were defined in the early 1990's in response to a review of local government boundaries that set greater store by 'natural' communities, i.e. areas that described real patterns of local life (shopping, employment, schooling, etc.) as opposed to administrative boundaries.

A number of dimensions were used to define these areas of local life including:- secondary school catchment areas, local convenience shopping patterns, postcode town boundaries, pre-1974 urban and rural district council boundaries, housing market areas, journey to work catchment areas, a historical study of patterns of local life by local historian, Dr. John Chandler, and the local geology/topography of the county.

Six of Wiltshire's twenty community areas are in Salisbury district, namely:

- City community area
- Four Rivers community area (also known as Wilton area)
- Mere community area
- Nadder Valley community area (also known as Tisbury area)
- Southern community area (also known as Downton area)
- Stonehenge community area (also known as Amesbury or Northern area)

On analysis the justification for the Community areas appears just as valid today as it did when they were formed, being as they were based on a sound understanding of the hierarchy and function of settlements and how communities view their sense of place. Furthermore the issues and challenges identified do reflect the similarities within these existing areas and also the diversity between them.

However there is a lilted point in rigidly sticking to a spatial pattern of interpreting the District if it is not appropriate to certain issues or challenges. For example the Military issues reach outside of the District to the north of the plain and similarly there is a huge synergy between Wilton and Salisbury. Therefore while, where appropriate the Community Plan areas will form the basis of our spatial model, it will not be pursued dogmatically so, and where the functional relationship between places dictates we will promote a flexible approach. In other words the areas defined by the community plans should best be considered as soft verges rather than cliff edges.

FINDINGS OF THE 'OUR PLACE IN THE FUTURE' CONSULTATION ON THE CORE STRATEGY ISSUES AND OPTIONS

What did we ask?

Options 28 and 39 of the Our Place in the future consultation included specific questions relating to transportation. These included:

- Should new development should be located in areas that have good public transport link?
- Should new developments encourage walking, cycling and the use of public transport?

- Should unnecessary car trips into Salisbury City centre be actively discouraged?
- Should an AQMA be set up in Salisbury to alleviate pollution caused by car fumes?
- Should developers contribute to public transport services in rural and other areas?
- Major developments should encourage equality of access by providing adequate public transport choices to address the diverse needs of all sections of the local community.

Questions relating to transport were also included in the '*priorities and concerns*' and '*satisfaction*' section of the consultation. These questions asked respondents to rank on a scale of 1 to 10 which of the issues are important in the respondent's local area. A condensed version of the same questions were included in the *householder survey* and in the young peoples survey on the *yeah but* website.

Although not placed under the heading of transport specifically, there were a number of options in the consultation which had a transport dimension. These included questions about the broad location of new housing and employment opportunities as well as access to and location of services such as hospitals and schools.

Transportation also featured as a theme in the questions relating to the Salisbury Vision which were also included in the consultation. The Salisbury Vision proposes a number of projects for redevelopment and regeneration within the city centre. Some of these projects have direct links to transportation and include the creation of a station interchange, the redevelopment of the Southampton Road (A36) and improvements to the city in order to remove traffic and making the city more pedestrian friendly. Other Vision projects have more indirect implications for transportation and include redevelopment of the Maltings car park, redevelopment of the Churchfields industrial estate and development on a number of city centre car parks. The householder and school survey gave people the opportunity to comment on a range of Vision projects.

The results of these questions are summarised in *consultation methodology and output report* which should be read in conjunction with the topic papers which can be found online at www.salisbury.gov.uk/planning/forward-planning/local-development-framework.

Summary of responses

Issues and Priorities

The main consultation documents asked people to rank various issues in terms of their priority and also in terms of the satisfaction with action being taken at the local level. This section included 19 different issues, a number of which related directly to transport and included access to services, public transport, congestion and the condition of roads. When comparing mean result for each issue, the results show that transport issues were rated as some of the most important. Improving public transport, congestion and road conditions occupied the third, fourth and fifth highest ranking issues respectively. When asked how satisfied people were with the action being taken to tackle these issues at the local level, the mean scores show that these same issues were the ones which respondents are most dissatisfied with. The condition of roads and congestion were bottom of the 'satisfaction' table of 19 issues with improvements to public transport occupying the number fourteenth

position. Access to health services was rated as the ninth most important issue but was the second issue which the respondents were most satisfied with.

The questions mentioned above were also included in the householder survey. The results from this section of the consultation show that the mean response from the 5325 respondents was lower for improved access to health services and improving public transport than for reducing traffic congestion and repairing roads and pavements. Overall, traffic congestion and the condition of roads and pavements are at the higher end of the spectrum when it comes to people's priority concerns. The condition of roads achieved the second highest mean score after reducing crime and antisocial behaviour and traffic congestion achieved the fourth highest mean score after providing support for post offices and services in rural villages. Improving public transport and access to health services occupied the seventh and eighth most important issue when comparing the mean scores.

The same questions were asked as part of the schools survey but the results of this show a much lower mean score for each of the transport related questions. Responses to the schools survey showed that traffic congestion and the condition of roads were rated as the highest priority followed by improvements to public transport and improved access to health services when it came. However, the results overall show that the transportation issues were much lower priority compared to the results of the householder survey and the main consultation document. This could be taken at face value or might be because younger people have grown up with the current transport situation and do not perceive transport issues as having got better or worse over their lifetime. Alternatively this could be due to the fact that many of the respondents to the schools survey are not legally able to drive and therefore have a different experience of roads and transportation.

Options

Overall, the results of the main Our Place questionnaire consultation show a positive response of the transport options presented in the documents. Just over 77% of the 408 respondents, either agreed or agreed strongly that new development should be focused in settlements with good public transport links. Of those that responded, over 88% either agreed or agreed strongly that any new development should encourage and facilitate a modal shift from private car use. Approximately 76% of 413 respondents agreed or strongly agreed that developers should contribute to public and community transport. Just over 63% of 410 respondents agreed or agreed strongly that unnecessary car journeys into the city centre should be discouraged. However, there were numerous text based comments which pointed to confusion as to what an unnecessary car trip could be defined as. Approximately 48% of 393 respondents agreed or strongly agreed that an air quality management area (AQMA) should be set up within Salisbury. However, 31% of the respondents to this question neither agreed nor disagreed with this statement. This could be interpreted at face value in that respondents were generally indifferent or that there might be some confusion as to what exactly an AQMA actually is and what the implications of one would be.

Written comments on the options in this section included

- *Dedicated cycle routes in to Salisbury from Laverstock, Harnham, Alderbury and Wilton would encourage more people to leave their cars at home*
- *There is a danger of expecting unrealistic social commitment from commercial developers who are free to go elsewhere and will recoup the money from the homebuyers.*

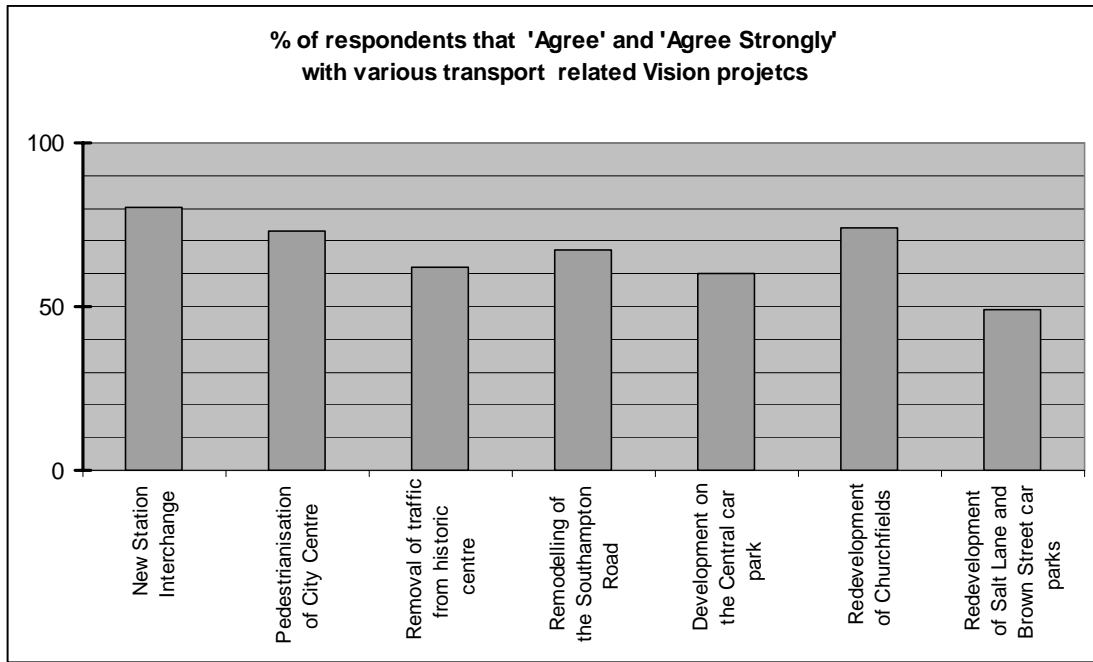
- *Developers should be forced to make contributions towards transport provision*
- *Development could be accommodated at smaller settlements along bus routes, rather than just large settlements.*
- *If you take parking away from Salisbury, know one will come to the city centre*
- *New bus routes should be created to service new developments as well as existing ones which have a poor bus service.*

The main consultation document also included a number of other questions which had a transport dimension but were not explicitly included under the umbrella of transportation. The results of these questions are available in the *consultation methodology and output report* and they will be explored more fully in the supplementary reports to the relevant topic papers. In order to guide future development across the district a settlement hierarchy was created and respondents to the main were given the opportunity to comment on the so called *settlement strategy*. The results of this part of the consultation are more fully explored in the update report on the settlement strategy topic paper. Whilst there is certainly some wrangling over the amount of development these settlements should see, the results indicate that those settlements with the best job opportunities, transport links and facilities should play host to a majority of development. In terms of employment the results also reflect this pattern in that the majority of respondents either agreed or strongly agreed that new employment opportunities should be located in and around the main settlements.

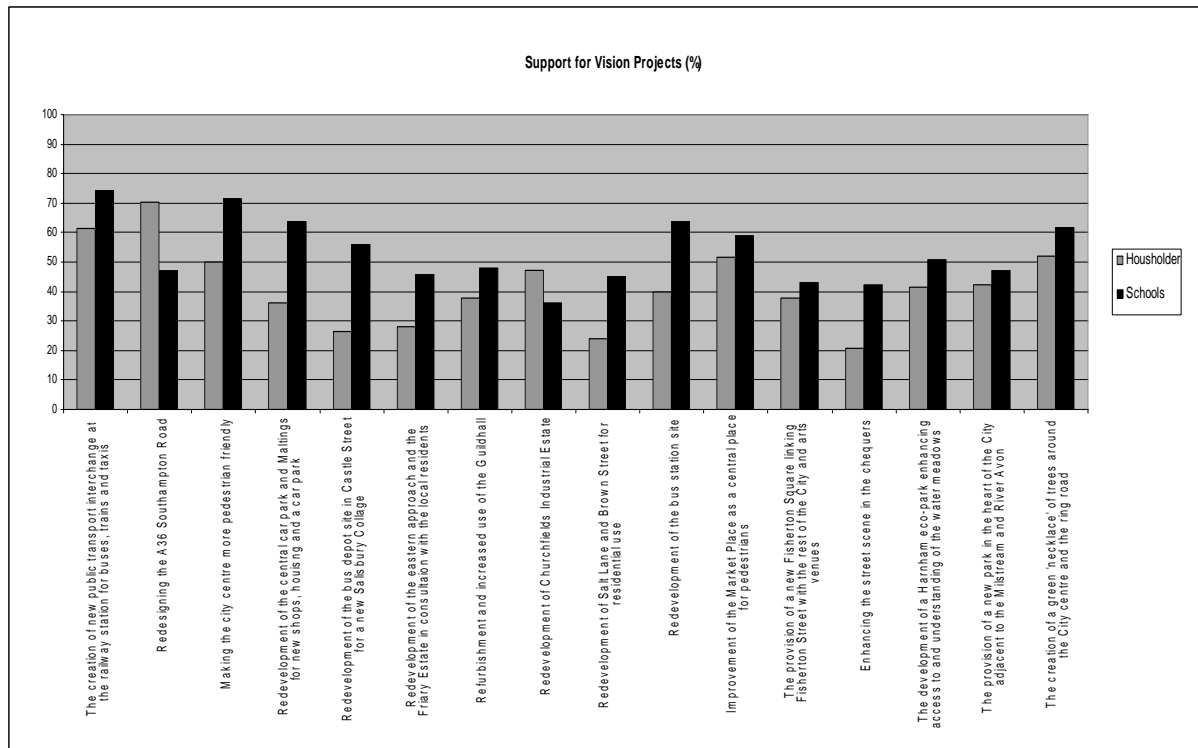
The results of the consultation show that 73% of 389 respondents agree or strongly agree that small scale rural business development should be located majority near to larger settlements. Just over 77% of 388 respondents agreed or strongly agreed that working from home should be encouraged as a way reducing the need to commute.

Salisbury Vision

The results of the questions relating to the Salisbury Vision show a general support for the objectives of the Vision. As one would expect, there is a degree variation between the level of support for the different vision projects. The table below shows the results for the seven Vision projects which have direct transportation implications. The results take the percentage of 'agree' and 'agree strongly responses' for each of the projects. Conversely the redevelopment of the Maltings attracted just over a 20% and the redevelopment Salt Lane and Brown Street car park 27% of respondents to either disagree or disagree strongly with pursuing these project.



The householder and school survey also included questions related to the Vision projects which asked people to indicate which of the projects they would support. The graphs below show the level of support for the different vision projects split between the householder survey and the schools survey.



The main consultation documents offered the opportunity to answer the Vision questions in five different ways i.e *agree/disagree/strongly agree/strongly disagree or neither agree or disagree*. In the householder and schools survey, questions on the Vision were asked in a slightly different way to those in the main consultation documents. In these surveys, respondents were asked to tick the Vision projects

which they supported. In light of this, analysis of these results needs to be undertaken with a note of caution. Due to the way in which the questions were asked, no firm conclusion as to the nature of non 'yes' votes can be arrived at. The absence of a 'yes' vote for a Vision project does not automatically mean that the respondent does not support the project as the respondent could equally have no view on the matter.

Notwithstanding this, these results do indicate the broad level of support for the creation of the transport interchange and also the redesigning of the A36 Southampton Road. Support for these projects is mirrored in the results from the main consultation documents. Written responses regarding the station interchange although generally supportive raise issues about how practical it would be to create the station interchange. Many comments relate to the fact that the train station is located in an out of centre position compared to the existing bus station and would leave users some distance from the shops.

The survey results show that the redevelopment the Maltings, Brown Street and Salt Lane car parks was comparatively unpopular both in the householder survey and within the main consultation documents. Upon looking at the written consultation responses it is clear that these suggested projects have generated a lot of mixed feeling which ranges from fully against to wholly support. From a purely transport related point of view the main concern is about the implications of losing the existing parking spaces and the impact this might have on businesses and the accessibility of the city. The comments on this section range from...

'...it would be nice to see all traffic removed from the [city] centre...'

'Ridiculous ideas. This will kill the centre of Salisbury. Where do you propose people will park? Not everyone has time to do Park and Ride. Especially if they have several stops to make and goods to carry'

The existing Slat Lane and Brown Street Car parks are hideous and ugly blots on the landscape. The spoil the appearance of the city. Their redevelopment is an excellent idea'

'It seems that there will be even less car parking than there is today which is not enough at certain times'

Responses to the relocation of the Churchfields industrial estate were generally mixed with the respondents to the main consultation and the schools survey being more positive about the scheme than the respondents to the householder survey. Comments on this section of range from...

'There are parts of Salisbury in desperate need of redevelopment, the Churchfields estate being a prime example; it is frankly a bit of a mess'

'Please note SDC Churchfields Business survey 2003, 161 Buisness [with] turnover £600m a year employing 4500 and most have settled and are satisfied. The only problem is access which should be solved by the Brunel Link to Harnham now. The disruption and cost of trying to move business only to partly solve the service problem, is not acceptable'

'The redevelopment of Churchfields estate is a must. Being near the rail station and with improved bus services, cycle links and a new footpath to the city centre would make this a very desirable area for a mixture of offices, homes, small business and a

much needed hotel. Businesses moved from Churchfields should not impact on residential areas.'

'Where will all the businesses on Churchfields be relocated to? Surely we have to know this before we can say if we support it or not.'

Analysis of responses

Spatial analysis of results

The district of Salisbury has a number of strategic road transport routes running through it including the A36 route to Southampton and the A303 which links the M3 to the west of the country. The districts transport and communication links are vital to its economic success. Policy TR3 of the draft RSS seeks to ensure that the A303 is brought up to dual carriageway standard between the M3 and M5 and becomes the 'second strategic route' into the South West Region. The duelling of the A303 and the reliability of the route is widely regarded as important for the economic prosperity of the South West Region and much of it has been brought to dual carriageway standard. The consultation on the Core Strategy Issues and Options did not include any specific questions relating to the duelling of the A303. Nevertheless, this attracted a number of comments as did the issue of a bypass for Salisbury. A large number of respondents were of the opinion that development, particularly within Salisbury, could not be accommodated unless alterations to the strategic road network were undertaken and a bypass was provided. At the moment there is the lack of funding commitment for a Salisbury bypass and the Department for Transport has recently decided not to pursue the A303 Stonehenge improvements. In light of this it seems unlikely that such improvements will be delivered in anything other than the long term.

Salisbury is a large employment centre which plays a service role to a wider hinterland of smaller towns and villages. This function is highlighted in the designation of Salisbury as a Strategically Significant City or Town (SSCT) within the RSS. Transportation is an important issue which has cross cutting implications and numerous comments on the matter were received as part of the consultation. Although it was treated as an individual topic in its own right, it is clear that transport is intrinsically bound up with decisions about the location of services, jobs, leisure opportunities and homes. As discussed above, there seems to be fairly widespread agreement with the principle of locating new development in settlements which have good public transportation linkages with other places. This lends credence to the need for the settlement hierarchy, where Salisbury sits at the top as the largest, most accessible settlement and has a full range of employment, shopping and leisure opportunities. The settlement strategy can be interpreted as promoting a more sustainable pattern of development which seeks to reduce the need to travel, especially by car, and promote accessibility to jobs and services by sustainable transport modes. This objective is at the core of current national guidance in Planning Policy Guidance Note 13: Transportation (PPG13), the Structure Plan and supports the RSS designation of Salisbury as a SSCT.

The main consultation document posed questions (options 24 and 25) relating to the location of services. The questions suggested that facilities should be located in the most accessible places in order to ensure that everyone has easy access to them. Of those that responded to the questions, over 80% either agreed or strongly agreed with both of these statements. Whilst the LDF has a very clear remit to decide on the location and direction of employment and housing provision, its role in the

provision of services is not quite as obvious. There are clear market trends of growing centralisation of services which may prove difficult to reverse. Decisions relating to service centralisation and provision, such as post office closures and the rationalisation of health facilities, are taken for financial reasons by the operators. This can be a particular problem in rural areas, as the population in the smaller settlements can become increasingly isolated from services which have been moved to more central locations. Whilst operational decisions will remain with the service provider, policies within the LDF could ensure that access to these relocated services is improved and sustainable travel choices are provided.

In light of the above, the location of new development is recognised as being of principle importance in delivering the objectives of PPG13 and regional transport objectives set out in the RSS. The above approach advocates adopting a settlement strategy, where new development is located in Salisbury and the larger settlements.

Implications on a district-wide or wider area

Many of the responses to the consultation deal with transport in a general sense rather than dealing with specific transportation issues in settlements. As such many of the recommendations have district wide implications or establish principles which can be applied in all instances across the district.

Reducing the need to travel and promoting sustainable travel choices

The promotion of public transport, cycling and walking as alternative options to the private motor car is as much about the design of new development as it is the location of it. Although development can be located within areas which have the greatest range of modal choice and access to facilities, this on its own does not ensure connectivity and so promote alternative forms of travel other than the private car. By way of illustration the Fugglestone Red development is located within Salisbury and is close to the city centre, however, the way in which the development was laid out precludes buses from travelling around parts of the estate. This serves only to promote car trips rather than actively promoting viable alternatives such as public transport, walking or cycling which is the focus of current policy. Robust policies are therefore needed to ensure that new development actively promotes alternative modes of transportation from the outset rather than as an afterthought. This objective is already well established in existing planning policies at national, regional and local levels and the consultation results show widespread support for this approach. At one level this policy objective can be promoted through design, in terms of layout which can ensure that new development can be navigated easily either on foot, by bike as well as by car. However any new development should also connect well to existing cycle, footpath and public transport network to ensure that the development links up with shops, employment areas and leisure facilities. The consultation results not only show a wide spread agreement that new development should maximise the use of any existing infrastructure but also that developers should provide and contribute towards highway infrastructure improvements where it is needed. This principle is nothing new in terms of planning legislation, as it is often the case that highway infrastructure, such as junction improvements, are provided for by developers and secured by way of legal agreements as part of planning applications. However, there could be scope for providing contributions to transport improvements 'off site' rather than the more traditional provision of new junctions or traffic lights. These are particularly important for rural areas where large scale development is more unlikely but who would benefit from contributions to any community transport initiatives in order to improve accessibility to services. The rural part of the district is already served by public transport predominately in the form of

bus services. Numerous comments were received relating to the scheduling and frequency of these services. There are also a number of 'on demand' services such as TisBus and the Wigglybus which deviate from their route in order to pick up users close to their house as possible. Given the nature of the district, with its principle settlement and local centres serving a wider rural community, rural sustainable transport is perhaps the greatest transport challenge facing the district. Improvements to and provision of both regular bus services and on demand services will aid better connection of smaller settlements to the main service centres and Salisbury. The issue of developer contributions and how this might be used to improve services is explored more fully in the '*Supporting Communities*' and '*Planning Obligations*' topic papers.

Option 22 of the main consultation document suggested that working from home should be encouraged through the design of buildings and a positive approach to the re-use of out buildings. Over 70% of respondents to this question gave a positive reply and either agreed or agreed strongly with the statement. In many instances, working from home does not require planning permission as the use of a room within a dwelling as a home office does not constitute a material change of use requiring planning permission. However, combined Live/Work space is defined as property that is specifically designed for dual use, combining both residential and employment space. It is regarded as a Sui Generis use rather than having a specific use class as defined in the Town and Country Planning (Use Classes) Order 2005. From a transportation point of view live/work units can reduce the reliance on the private car and the need to commute. However, the special nature of live work accommodation and the need to prevent subsequent use for purely residential or employment purposes, live/work development would benefit from specific land use controls. Further clarification and guidance through subsequent DPD's on suitable use classes, locations and sizes of Live/Work developments would be beneficial. This matter is also taken further in the design topic paper.

Implications for the six community areas

The consultation has yielded few area specific comments about locations outside of Salisbury. Where specific comments relating to transport have been made about a settlement, these have been indicated below.

Mere and District

Local centre: Mere

The settlement strategy has identified Mere as a 'local centre' which would provide a sustainable location for development. The consultation responses to the settlement strategy are explored in more detail in the relevant topic paper. Some respondents commented that Mere is already 'overdeveloped' and the existing infrastructure cannot cope as it is. However, some respondents comment that Mere is a good location due to its links to the A303 and its interrelationship with Gillingham to the south.

Main village: Zeals

No spatially distinct information regarding Zeals has emerged from the consultation

Cluster villages:

No spatially distinct information on cluster villages in this area has emerged from the consultation.

Other villages:

No spatially distinct information on other villages in this community area has emerged from the consultation.

Rural issues:

See 'implications on a district wide scale' above

Nadder valley

Local centre: Tisbury

Numerous comments were received regarding the access roads to Tisbury and this was raised as a particular issue during the transport focus group. The location of Tisbury in the Area of Outstanding Beauty places a constraint on the opportunities for further expansion to the road network. However Tisbury is the only local centre with an operational train station.

Main village: Hindon

No spatially distinct information regarding Hindon has emerged from the consultation.

Cluster villages: Ludwell, Donhead St Andrew, Donhead St Mary, Charlton.

Few comments were received with which specifically raised issues for the above settlements. However, those that were received highlighted the fact that the dispersed nature of the 'cluster villages' made the people living there very car dependent. One respondent highlighted the interrelationship between the cluster and Shaftesbury.

Other villages:

No spatially distinct information on other villages in this community area has emerged from the consultation.

Rural issues:

See 'implications on a district wide scale' above

Stonehenge

Northern urban cluster: Amesbury, Bulford, Durrington

Expanding employment in the north of the district needs to be served by good bus and cycle routes to encourage.

Main village: Shrewton

The ability to access Salisbury and colleges via public transport from Shrewton was raised as an issue.

Main village: Porton

Network Rail should be persuaded to reopen the station at Porton in order to improve public transport links to the employment site at Porton Down.

Main village: Winterbourne Dauntsey / Earls / Hurdcott

No spatially distinct information on these villages has emerged from the consultation.

Cluster villages: Winterbourne Dauntsey / Winterbourne Earls, Hurdcott, Winterbourne Gunner, Idmiston, Porton, Gomeldon.

Comments relating to these areas were not very specific but implied that infrastructure should be provided prior to allowing new development in the area.

Other villages:

No spatially distinct information on other villages in this community area has emerged from the consultation.

Rural issues:

See 'implications on a district wide scale' above

Four rivers: Ebble, Nadder, Wylde, Till.

Local centre: Wilton

Network Rail should be encouraged to reopen Wilton train station.
Better cycle and walking routes are needed between Wilton and Salisbury in order to make them safer and more appealing.
Extension of park and ride hours.

Main village: Dinton

Dinton should be identified for expansion and bus services should be provided.

Cluster villages: Great Wishford, South Newton, Stoford.

No spatially distinct relevant information on other villages has emerged from the consultation.

Other villages:

No spatially distinct relevant information on other villages in this community area has emerged from the consultation.

Rural issues:

See 'implications on a district wide scale' above

Southern

Local centre: Downton

Downton should act as a sustainable centre for smaller villages

Main village: Alderbury

A complete cycle network should be constructed to avoid the Southampton Road and make cycling into Salisbury easier and safer.

Main village: Whiteparish

Whiteparish is a sustainable location with good access to amenity

Main village: The Winterslows

No spatially distinct relevant information on the Winterslows has emerged from the consultation.

Cluster villages: Morgans Vale, Woodfalls, Redlynch, Lover, Bohemia.

No spatially distinct relevant information on these villages has emerged from the consultation.

Other villages:

No spatially distinct relevant information on other villages in this community area has emerged from the consultation.

Rural issues:

See 'implications on a district wide scale' above

Salisbury City

Many of the comments received from the consultation related to Salisbury and the Salisbury Vision projects.

In the context of Salisbury, linking development to the city centre and train station by the shortest route would not only promote and facilitate modal choice but would also help reduce trips into the city centre via car. This will go some way towards reducing congestion but also contribute to improvements in air quality. The existing Salisbury Transport Plan already advocates discouraging through traffic journeys within the city centre in an effort to reduce congestion and to improve air quality. Questions relating to city centre congestion and the issue of air quality were included in the consultation. However, these options scored fairly low positive scores but from the free text comments it is clear that there was a degree of confusion as to what an 'unnecessary' car journey and AQMA actually was. Although the AQMA was clearly defined within the transport topic paper, an 'unnecessary' car journey was not qualified. Obviously most people using a car would say that their trip was necessary and had a purpose. It would perhaps be better to qualify 'unnecessary' as including the following...

- Short journeys of 1 to 3 miles, which could be made on foot or by bike
- All day commuters which park in the city centre but could use park and ride
- LGV and non-over height HGV's which use the city centre as a short-cut to access Churchfields.

It is perhaps outside the scope of the LDF to police car journeys or to insist that weight and vehicle limits are imposed on roads around the city as powers already exist under various pieces of highway legislation. However, LDF could play a role in facilitating alternatives and making it easier to choose alternative mode of travel other than the car. This could be done by putting in place policies which seek to locate development in accessible locations and provide sufficient infrastructure to link into the existing transport network. The ability to designate an AQMA is enshrined under environmental health legislation rather than planning. Under the AQMA specific measures are put in place to improve air quality. In this respect an AQMA is not a LDF policy in its own right, rather, it is a consideration which needs to be taken into account when making decisions. These could be decisions on the location of new development through the various development plan documents or specific detailed concerns related to a specific planning application.

A number of comments were received which related to the creation of a dedicated cycle/walking route through the city from one end to the other. This coincides with

the current Connect2 project for Salisbury being promoted by Sustrans in order to promote sustainable transport. Whilst the detail of the scheme is not necessarily for discussion in the Core Strategy, the principle of establishing a network of cycle/walking paths across the city is desirable. Policies within the Core Strategy can ensure that, as a matter of principle, new development is not constructed in isolation, but links into and improves the existing cycle/walking network. Although this objective can be carried through on a district wide basis, particular emphasis can be given to the matter in the Salisbury and Wilton Area Action Plan.

The Vision Projects

Churchfields

Churchfields industrial estate has, for many years, been regarded as being in the wrong location. The estate is home to many businesses and is a large journey attractor for both commercial and commuting trips. The estate is sandwiched between the railway to the north and the river to the south which imposes significant access restrictions. Both bridges under the railway to the north are too low and the approach road from west is too narrow, to allow HGV access. This routes all HGV travelling to and from Churchfields via Fisherton Street which has the only accessible bridge. This in turn has a negative impact on city centre congestion, air quality and highway safety. As a major attractor of commuting trips, both in terms of employees and visitors to the various businesses, the accommodation of car parking is also an issue.

In an effort to alleviate these problems, the so called 'Brunel Link/ Harnham Relief Road' was proposed and endorsed in Local Plan policy TR10. This road scheme proposed the construction of a viaduct across the River Nadder and water meadows to Churchfields Industrial Estate to join a new junction with A3094 Netherhampton Road. This part of the scheme was called the Brunel Link and it would join the new Harnham Relief Road which would run around Harnham Hill and ultimately join the A338.

A planning application was submitted in 2006 but was not pursued and was eventually withdrawn. In response to this the Salisbury Vision proposes a radical alternative to the traffic issues of Churchfields. The Salisbury Vision has suggested that the entire estate is re-zoned as a residential led mixed use development and the existing businesses are moved elsewhere.

The results of the consultation show a majority response in favour of this vision project. However, it is clear from the written comments on to the question that there is much concern over where displaced businesses might be located. Other comments suggested leaving the employment uses where it was and improving public transport to the site. Further comments were received which related to the relocation of the businesses was not needed and that the Harnham Relief Road/Brunel Link would be a better idea.

Interpreting the results, it could be said that provided, suitable land can be found to accommodate those businesses which would have to move, the Vision proposal could be supported. The option to 'do nothing' and provide better public transport alternatives to the estate for all day commuters would not address the issue of HGV access to the site and its associated problems. As mentioned above there were numerous comments which called for the Brunel Link to be put back on the agenda in order to alleviate the issues of congestion and access to Churchfields. Whilst at the time of consultation the Draft RSS was silent on the matter, the recently published *Panel Report* has recommended that the scheme is specifically mentioned in the final

RSS. The re-zoning of Churchfields would call into question the need for the Brunel Link Road on the basis that the access issues would have been overcome. This approach would also have an impact on the Harnham Relief Road as this was packaged with the Brunel Link. Conversely, if the re-zoning of the estate doesn't go ahead, then the access issue remains with the Brunel link being an option to alleviate the access issues. At the time of the planning application for the scheme, much concern was made over a number of issues which included the following...

- Traffic
- Ecology and nature conservation
- Landscape and Visual Impact
- Cultural heritage
- Impacts on Pedestrians, Cyclists, Equestrian and Community
- Water Quality
- Flood Risk and Drainage

The potential impact on the River Nadder, which is part of the River Avon Special Area of Conservation (SAC) would necessitate an appropriate assessment. Notwithstanding the location of the displaced businesses, the re-zoning of Churchfields is considered to have less of an impact on the SAC.

This gives rise to two clear options which could be carried forward into the Core Strategy. The first is to pursue the re-zoning of Churchfields as outlined in the Salisbury Vision. The second option would be to keep the existing arrangements and then pursue the Brunel Link across the River Nadder as a way of alleviating the access problems.

Station interchange

At the moment, Network Rail owns the forecourt of Salisbury train station and leases this to South West Trains. The project to create a transport interchange would accord well with guidance at national, regional and local level which seeks to provide a more integrated travel network. However the success of the project hinges on the willingness of the main stakeholders to commit to the scheme. This has a number of dimensions; firstly the forecourt of the station is used as a car park for rail commuters and as such generates revenue for the both Network Rail and South West Trains. Secondly, the success of the project is linked to the operational needs of the bus operators. Whilst Network Rail have confirmed that this vision project is '*...clearly something that has potential*' the company doesn't have any plans to or comments on the scheme at the time of consultation. Whilst there is a general trend of support for the creation of a new station interchange, many comments have been received which point to concern over the distance that the bus stops would be from the city centre. Indeed this concern has been expressed by Wilts and Dorset, the bus operator at the transport focus group who felt that the out of centre location would not be desirable from an operational point of view. One specific comment from the consultation is highlighted below....

'An alternative to using the station forecourt would be to open the north side of the station to passengers. Buses would pull in to an enhance bus stop, with shelter, at the junction with Windsor Road and passengers access the station via a covered walk way to platform 1'

This serves to highlight that there are different options for the station interchange, other than that proposed in the Salisbury Vision. The location of some type of interchange, not necessarily as proposed in the Salisbury Vision could be more

achievable. Coupled with complementary measures to prioritise alternative modes of travel to the private car along Fisherton Street, this could serve to promote more integrated public transport within the city. In this respect it is considered appropriate for preferred option to be carried forward into the core strategy. However this might not be as proposed in the Salisbury Vision and will need to be further explored in the SWAAP.

A36 Southampton Road

The idea of remodelling the A36 along the Southampton road was generally well received. As well as providing aesthetic benefits of making the Southampton Road approach more befitting of the historic city, this project is designed to promote access to the city by alternative modes of transportation other than the car. The A36 is a trunk road and therefore falls under the jurisdiction of the Highways Agency who supports the project in principle, subject to detail. The detail of this scheme is crucial given the routes strategic importance in linking the south coast to the M4 and beyond. It is important to stress that there is a proposal in the Salisbury Vision (project 15) which relates to the land either side of Southampton Road, as well as the highway. In this respect transport is just one dimension of a larger project which would see the rationalisation of the comparison retail development either side of the road. The details of both schemes would need to be further explored in the forthcoming Area Action Plan for Wilton and Salisbury. Any alteration to the highway would also have to be tested through the emerging Salisbury transport study.

The Maltings, Brown Street and Salt Lane Car Parks

Although attracting some positive feedback, the consultation has highlighted widespread concern over these projects on account of the potential loss of car parking spaces. The redevelopment of the Brown Street and Salt Lane car parks was included in the adopted local plan on condition that it was phased to coincide with the construction of the city's park and ride sites. These redevelopment projects, although perhaps unpalatable due to the implications of altering car parking, would further the objective of reducing city centre congestion and improving air quality. Coupled with improvements to public transport the redevelopment could also help achieving the RSS objective of a 'prioritisation of public transport'. However, this would need to be balanced against the needs of the business community and ensuring that the city centre is accessible. A review of the existing parking strategy is currently underway and will be used to balance the use of the car in order to access the city against environmental objectives.

One of the keys to unlocking this will be Salisbury's unique position in Wiltshire as the only settlement with park and ride facilities. Once the final park and ride site is operational it seems parking within the city centre could be reduced as a way of increasing usage of the park and ride. In terms of the Maltings development, it is likely that the car parking spaces will be replaced rather than lost.

Follow-up work required as result of consultation

Wiltshire County Council are currently seeking a consultant to construct a traffic model (or models) of traffic conditions within and in the immediate vicinity of Salisbury city. One of the key outcomes of this study will be to produce a micro simulation model of traffic condition which can be used to test various development scenarios. The contract is due to be awarded in March 2008 and is due to be completed late 2008 to early 2009.

A separate study is being commissioned by Salisbury District Council (SDC) which will undertake to investigate the relative accessibility of various settlements within the

district. This will highlight those areas which have the best availability and access to services and could therefore offer a more sustainable location for development. The study will also identify, in broad terms the transport strengths, weaknesses, opportunities and threats for the transport in the settlements.

As mentioned in the Transportation topic paper, SDC is currently reviewing its parking strategy. This aims establish principles and priorities which balance the paradoxical nature of demand management of parking in pursuance of environmental goals against providing access to the city in order to support the economy. This will up date the existing parking strategy which was produced in 2000 and is due out for consultation in December 2007.

As mentioned above there is widespread support and increasing interest in the concept of live/work accommodation. Whist no work has been undertaken on the matter, it is suggested that specific policies and a supplementary planning document on the subject. To ensure that the Council's definition of live/work and the land use considerations are fully defined. It is suggested that this be brought forward as a policy within the Core Strategy and further expanded upon in the Development Control Policies DPD or by way of a Supplementary Planning Document in due course.

THE IDENTIFICATION OF PREFERRED OPTIONS FOR THIS TOPIC AREA

This section undertakes some cross-cutting analysis which takes those options preferred by the stakeholders as expressed through the consultation process and then subjects them to a number of tests including sustainability appraisal, deliverability and conformity with regional and national guidance to make an assessment to see if they could or should be taken forward.

Preferred Option from Stakeholder feedback	Sustainability Appraisal*	Alignment with national and regional policy**	Deliverability***	Other and action****
<p>The Council will promote sustainable transport and reduce the need to travel by ensuring that new development will be provided in locations which are accessible by a range of transport modes, including public transport.</p>	<p>Positive</p> <p>Accords with <u>Objective 2</u> which seeks to promote social inclusion. <u>Objective 5</u> which promotes access services and facilities.</p>	<p>Accords with two of the three overarching objectives of PPG13, namely...</p> <p>Promoting accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling.</p> <p>Reducing the need to travel.</p> <p>This approach also accords with the 'spatial strategy' identified in the RSS.</p>	<p>This is an overarching policy and the main delivery vehicle will be through the allocation of land for housing and employment in accordance with the agreed settlement strategy.</p>	<p>Further investigation on settlement accessibility is being under taken. This option supports the principle of settlement hierarchy in the RSS and should be taken forward as a preferred option.</p> <p>This option can be applied on a district wide basis</p>
<p>The Council will promote sustainable transport and reduce the need to travel by ensuring that new development contributes to improved public transport provision within and between settlements.</p>	<p>Positive</p> <p>Accords with <u>Objective 2</u> which seeks to promote social inclusion. <u>Objective 5</u> which promotes access services and facilities. <u>Objective 10</u> which promotes sustainable</p>	<p>Accords with two of the three overarching objectives of PPG13, namely...</p> <p>Promoting accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling.</p> <p>Reducing the need to travel.</p>	<p>Yes</p> <p>Working in partnership with public transport operators to provide extensions to existing routes and improvements in existing infrastructure. Capitalise on the 'planning gain' from developments in order provide improvements.</p>	<p>Site specific improvements should be identified in future DPD's. This underpins the RSS need to provide a step change in public transport provision in the Salisbury (SSCT) as well as the main settlements. However, this needs to be balanced with the</p>

	transport choices	<p>Promoting sustainable transport choices</p> <p>This approach also accords overarching aim of the RSS to encourage the model shift from car use towards greater use public transport.</p>		<p>need to improve public transportation provision to these settlements from more rural areas. Emphasis should be on adapting and improving existing routes including, on demand and regular bus services.</p> <p>This option should be taken forward as preferred options.</p>
<p>The Council will work collaboratively with other agencies in order secure improvements to existing rail transport infrastructure and will support the provision of new infrastructure including the reopening of stations (such as at Porton and Wilton) subject to environmental assessment.</p>	<p><u>Objective 10</u> which promotes sustainable transport choices</p> <p><u>Objective 5</u> which promotes access services and facilities.</p>	<p>Accords with two of the three overarching objectives of PPG13, namely...</p> <p>Promoting accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling. Promoting sustainable transport choices</p> <p>The policy also supports the draft RSS policy to increase</p>	<p>Yes-</p> <p>Although the implementation of this policy will be highly dependent operational decisions of the operator the level of new development within the district could provide the 'critical mass' to warrant extension to services or the provision of new services.</p>	<p>This policy relates specifically to improvements in rail provision as a sustainable travel mode. Comments were received as part of the consultation which indicated support for the reopening of Wilton and Porton train stations. The Tisbury parish plan also identifies the town's station as a key asset. Improvements to existing stations and the reopening of stations.</p> <p>This option should be</p>

					taken forward as preferred option.
<p>The Council will encourage a model shift away from private cars and promote more sustainable and healthy modes of travel, by ensuring that they are woven into the fabric of all development. This will be achieved by ensuring that...</p>	<p>New development promotes safe pedestrian, cycle and road movement.</p>	<p>Yes Accords with...</p> <p><u>Objective 2</u> seeks to promote social inclusion.</p>	<p>Accords with the three overarching objectives of PPG13, namely...</p> <p>Promoting accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling.</p> <p>Reducing the need to travel.</p> <p>Promoting sustainable transport choices</p> <p>This approach also accords overarching aim of the RSS to encourage the model shift from car use towards greater use walking and cycling and public transport Accords with Planning Policy</p>	<p>These need to be designed into buildings from the outset and would include such things as safe cycle storage, change facilities and stage the use of green travel plans.</p> <p>Key delivery mechanism for these options will be strong design policies which promote good urban design. Possible use of planning gain to improve links to the existing network. Further detail should be given in development briefs the SWAAP.</p>	<p>These options relate to physical accessibility and should be treated as guiding principles for future development. The options are intended to place transport at the heart of new development from the outset rather than fitted as an after thought.</p> <p>This option should be taken forward as preferred option and applies to the whole district.</p>
	<p>New development provides measures and facilities to support sustainable transport modes and actively promotes green travel plans.</p>	<p><u>Objective 5</u> which promotes access services and facilities.</p> <p><u>Objective 9</u> which seeks to improve air quality</p> <p><u>Objective 10</u> which promotes sustainable transport choices</p>			
	<p>New development is laid out in such a way that buildings, public spaces and roads are accessible to all.</p>	<p><u>Objective 13</u> which seeks to improve road safety and reduce congestion</p>			
<p>The Council will work collaboratively with other agencies</p>	<p>Accords with</p>	<p>In terms of the extra rail capacity the policy</p>	<p>Yes but subject to outside agency funding</p>	<p>This option should be taken forward as a</p>	

<p>in order to achieve an environmentally acceptable solution to the duelling of the A303 and increasing capacity of the rail network between Salisbury and Exeter.</p>	<p><u>Objective 17</u> which supports sustainable economic development</p> <p><u>Objective 18</u> Which seeks to provide suitable infrastructure for business growth</p> <p><u>Objective 13</u> which seeks to improve road safety and reduce congestion</p> <p>There is potential conflict with objectives 16 and 15 which seek to protect landscape and biodiversity.</p>	<p>accords with the three overarching objectives of PPG13, namely</p> <p>Promoting accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling. Reducing the need to travel.</p> <p>Promoting sustainable transport choices</p> <p>The policy also supports the wider economic objectives of national planning policy.</p> <p>This option accords with regional planning policies TR3 and TR5. The policy relates to inter regional transport routes which are of strategic significance and supports wider economic objectives.</p>	<p>priorities and objectives. This has proved to be the limiting factor with previous schemes, namely the A303 Stonehenge improvements, and has postponed the delivery of the schemes. Given the complexities of funding commitment for road schemes, this policy has not phasing element but is envisaged that this will be implement later in the plan period.</p>	<p>preferred option because of its strategic implications. The policy has stopped short of identifying any route options as this would not offer future flexibility.</p>
<p>The Council will promote demand management measures in order to reduce the reliance upon the private motor car and encourage</p>	<p>Accords with...</p> <p><u>Objective 9</u> which seeks to improve air</p>	<p>Accords with the overarching objectives of PPG13, namely</p>	<p>Yes Demand management encompasses a wide range of measures</p>	<p>Demand management will compliment the other policies and will influence the level of</p>

<p>sustainable transport</p>	<p>quality</p> <p><u>Objective 10</u> which promotes sustainable transport choices</p> <p><u>Objective 13</u> which seeks to improve road safety and reduce congestion</p>	<p>Promoting accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling.</p> <p>Reducing the need to travel.</p> <p>Promoting sustainable transport choices</p> <p>The policy also supports the draft RSS aspiration of promoting a step change in public transport provision within Salisbury.</p>	<p>including parking standards, park and ride, parking tariffs, 'workplace parking' levy and round pricing to amongst others.</p> <p>The delivery of these is dependent on a wide range of agencies and will be applied on the basis of their appropriateness within the particular settlements. Maximum parking standards will be detailed in the development control Policies DPD and specific measures for Salisbury will be identified within the SWAPP.</p>	<p>traffic within Salisbury and the districts towns. Demand management will be influenced by the parking strategy and the County transport model for Salisbury. The will need to suit specific settlements and detail will need to be explored within subsequent development plan documents.</p> <p>The County Council is preparing a parking plan for Wiltshire (excluding Salisbury) which will be relevant in deciding parking standards for smaller settlements.</p>	
<p>Through the Salisbury and Wilton Area Action Plan (SWAAP) the Council will support the...</p>	<p>Redevelopment of the Churchfields industrial estate for residential led mixed use.</p>	<p>Accords with...</p> <p><u>Objective 5</u> which promotes access services and facilities.</p> <p><u>Objective 9</u> which</p>	<p>Accords with two of the three overarching objectives of PPG13, namely...</p> <p>Promoting accessibility to jobs, shopping, leisure</p>	<p>Yes</p> <p>The SWAAP and Site specific allocations DPD's are key to delivery of this policy and projects. Development briefs will also be</p>	<p>The projects have the potential to transform the city but need to be balanced with the need to parking requirements. In terms of demand management, the City</p>

	<p>Creation of The Station Interchange and the redevelopment of the Bus Depot</p>	<p>seeks to improve air quality</p> <p><u>Objective 10</u> which promotes sustainable transport choices</p>	<p>facilities and services by public transport, walking and cycling.</p> <p>Reducing the need to travel.</p>	<p>instrumental in providing detail.</p> <p>Loss of parking will be a key issue and the forthcoming parking strategy will need to be in place and the Petersfinger park and ride site will also need to be operational.</p>	<p>has a huge asset in the form of park and ride. Other demand management options will need to be explored in order to provide the step change public transport provision envisaged by the draft RSS.</p>
	<p>Redevelopment of Slat Lane, Brown Street and the Maltings subject to following the completion of the final Park and Ride site at Petersfinger and the revision of the Parking Strategy</p>	<p><u>Objective 13</u> which seeks to improve road safety and reduce congestion</p> <p><u>Objective 17</u> which supports sustainable economic development</p> <p><u>Objective 18</u> Which seeks to provide suitable infrastructure for business growth</p>	<p>The option also supports other national guidance which seeks to retain and enhance existing markets through investing in their improvement and encouraging and supporting the growth of town centres. More information on this is contained within the retail topic paper.</p> <p>The proposals also support the draft RSS focus on Salisbury as the SSCT.</p>		
	<p>Remodelling of the Southampton Road as a major transport corridor</p>				
<p>The Council will support the creation of the Brunel Link/Harnham Relief Road as an alternative to the redevelopment of</p>		<p><u>Objective 5</u> which promotes access services and facilities.</p>	<p>This would accord with the proposals set out in the Draft RSS Panel Report</p>	<p>Yes although the scheme is dependent on outside funding.</p>	<p>This scheme has the potential to alleviate the access issues to Churchfields but could</p>

Churchfields	<p><u>Objective 13</u> which seeks to improve road safety and reduce congestion</p> <p><u>Objective 17</u> which supports sustainable economic development</p> <p><u>Objective 18</u> Which seeks to provide suitable infrastructure for business growth</p> <p>Depending on the scale and nature of the scheme there may be potential conflict with the following objectives.</p> <p><u>Objective 16</u> which seeks to conserve and enhance the districts landscape.</p> <p><u>Objective 14</u> To maintain and improve the quality and quantity of the district's (rivers including SAC's).</p> <p><u>Objective 22</u> which seeks to protect, maintain and improve</p>			have major environmental implications.
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	the built heritage of the district.			
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****With the Sustainability Appraisal rank from Positive, neutral or negative***

***** does it accord with strategic policy say yes or no***

****** Is it a realistic goal?***

******* Any other influencing factors and given the assessment should it be pursued as a preferred option***