

Matter 4 Sustainable Transport for the Tisbury Community Area

Question 4.7 What will be done to promote sustainable transport options in the Tisbury Community Area?

The Core Strategy is unsound because it does not ensure the “timely implementation of sustainable transport requirements and effective mitigation of traffic impacts” ⁽¹⁾ resulting from growth in the Tisbury Community Area.

The proposed development will undoubtedly have “traffic impacts” on the area.

- 440 new homes and 1.4 ha of employment land (on a saved Local Plan allocation) will be provided in the Tisbury Community Area over the 20 year lifetime of this Strategy. ⁽²⁾
- Increased incentives to travel will come with the plan to develop Salisbury’s retailing potential ⁽³⁾ and locating 13500 of the 13900 new jobs in the Salisbury Travel to Work Area (TTWA). ⁽⁴⁾
- The first phase of this development is likely to be the construction of 90 dwellings (Saved Local Plan allocation) ⁽⁵⁾ on Hindon Lane, a narrow road between Tisbury and Hindon. It is used by local traffic as well as by long-distance traffic accessing the A303 and the A350 going north. At peak periods the amount of traffic on Hindon Lane already makes it dangerous for cyclists and pedestrians.

The proposed development will produce a significant increase in local traffic in an area where “car ownership and long-distance commuting are above average”. ⁽⁶⁾ Without provision of sustainable transport alternatives there will be a negative impact on road safety, air quality, health and well-being.

Strategic Objective 8 expresses the aim of providing all with a viable range of transport choices. Top of the list of desired outcomes is the objective that by 2026 “a range of viable, efficient transport alternatives will have been provided to reduce reliance on the private motor vehicle, including effective choices for those people without access to a car and for freight.” ⁽⁷⁾

Ensuring “access to services by public transport, walking and cycling”⁽⁸⁾ is as important in the smaller communities as it is in the city. The provision of sustainable

(1) Core Strategy – Strategic Objective 8 p 35

(2) Core Strategy - 11.8 p 123

(3) Core Strategy – 5.14 p45

(4) Core Strategy - 5.7 p42

(5) Core Strategy – 11.8 p 123

(6) Core Strategy – 11.3 p 121

(7) Core Strategy – Strategic Objective 8 p 35

(8) Core Strategy – Strategic Objective 8 p 35

transport is an essential part of the infrastructure required to support any large housing development.

Public transport in the Tisbury Community area is somewhat limited. Buses are infrequent and consequently not well used. The additional services required to make them more attractive may not be viable.

Train travel is more popular. Tisbury is on the Exeter to Salisbury line, which provides good local services and a direct service to London Waterloo. It is well used by regular commuters and others. However, parking facilities at the station are inadequate and perceived as expensive (£3 per day and £10 per week). Cars are parked on the narrow road outside the station leading to congestion. Station parking should be extended and pricing set at levels designed to encourage rail use.

Pavements and dedicated cycle-ways should be provided to allow safe, car-free access from all new developments to the rail station and local facilities in Tisbury, particularly along Hindon Lane. This option is essential if the expected increase in traffic does not lead to an escalation in non-essential car use simply because the road has become too dangerous for those who usually prefer greener modes of transport.

Maps showing the position of Hindon Lane are attached.