

**WILTSHIRE LOCAL DEVELOPMENT FRAMEWORK
STRATEGIC TRANSPORT ASSESSMENT**

**TRANSPORT DEVELOPMENT SERVICES
WILTSHIRE COUNCIL
APRIL 2009**

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1.0 INTRODUCTION

1.1 INTRODUCTION

- 1.1.1** The cross-cutting nature of transport makes it a major factor when considering where any new development should be located. For example, the opportunity and ability to access key services and facilities (e.g. healthcare, education and employment) is important for all members of the community, and the impact of new development on the highway network can have significant social, environmental and economic consequences.
- 1.1.2** In view of the above, this study aims to provide a strategic transport assessment of Wiltshire's settlements and potential development options to assist in the production of the emerging Wiltshire Core Strategy which forms part of the Local Development Framework (LDF). The LDF is a folder of local development documents prepared by the local planning authority that outline the spatial planning strategy for a local area. Together with the Regional Spatial Strategy (RSS), the LDF forms the 'development plan' which determines how the planning system will help shape communities over the next 20 years.
- 1.1.3** In undertaking the strategic transport assessment, settlements and potential development options have been assessed against a set of key transport indicators. The results have then been presented in the form of an assessment matrix to allow a direct comparison between settlements and potential development options.
- 1.1.4** It should be noted however, that as a 'strategic' transport assessment, the results and conclusions of this study are generalised in nature; for instance, the assessment of possible development options has been based on 'areas of search' and not 'site specific' locations. Moreover, the assessment has been based on current circumstances in terms of, for example, the highway network and bus service provision, and not on the particular circumstances that would exist following the implementation of any new development.

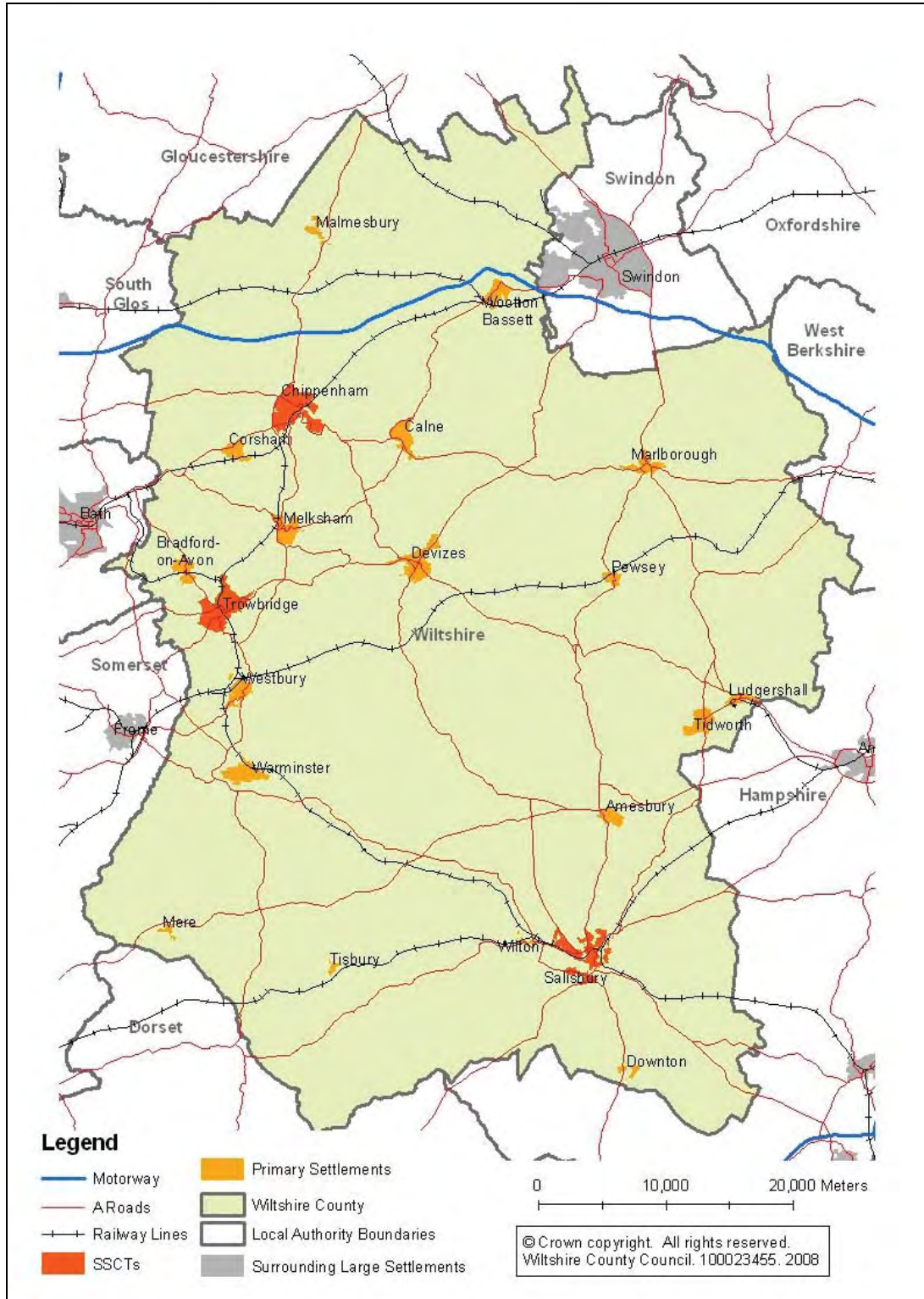
1.2 STUDY OBJECTIVES

- 1.2.1** This strategic transport assessment has three main objectives:
- to provide a relative assessment of the transport systems currently found in Wiltshire's market towns, smaller towns and villages;
 - to provide a limited transport assessment of proposed development 'areas of search' in and around the towns of Wiltshire; and
 - to ultimately contribute to the robust evidence base which is required to inform and support the development of the emerging Wiltshire Core Strategy.
- 1.2.2** In meeting the above objectives, the study is intended to complement the transport models commissioned by the Council for Chippenham, Devizes, Salisbury and Trowbridge, and help to inform the infrastructure assessment for the Wiltshire Core Strategy which will be undertaken at a later date.

1.3 STUDY AREA

1.3.1 Figure 1 below shows the Wiltshire Council area.

Figure 1: Wiltshire Council area



Note: 'SSCTs' refers to those large settlements identified by the Regional Spatial Strategy for the South West as Strategically Significant Cities or Towns.

1.4 STUDY STAGES

1.4.1 A staged approach was identified for the study:

- Stage 1 - Development of overall methodology and initial data gathering.
- Stage 2 - Assessment of market towns, and small towns and Villages.
- Stage 3 - Assessment of development 'areas of search'.

1.4.2 While the option of a 'Stage 4 – Assessment of trip generation and distribution from the strategic sites' was included at the inception of the study, it was subsequently not undertaken due to data, resource and timetable considerations.

1.5 FORMAT OF DOCUMENT

1.5.1 The structure of the remainder of this report is as follows:

Section 2 - Context and Scope of Study

Section 3 - Development of Methodology and Initial Data Gathering (Stage 1)

Section 4 - Assessment of Market Towns, Small Towns and Villages (Stage 2)

Section 5 - Assessment of Development Options (Stage 3)

Section 6 - Results

Appendix 1 – Overall Stage 2 Results

Appendix 2 – Individual Stage 2 Results

Appendix 3 – 'Areas of Search' Maps

Appendix 4 – Overall Stage 3 Results

2.0 CONTEXT AND SCOPE OF STUDY

2.1 CONTEXT OF STUDY

2.1.1 The context to this strategic transport assessment is made up of a variety of spatial planning, transport planning and community planning documents.

Spatial Planning

2.1.2 The spatial planning system is fundamentally made up of:

- Planning Policy Statement 12 (PPS12): 'Local Spatial Planning' (June 2008) - this PPS sets out the Government's policy on local spatial planning and describes how planning should have a central role in shaping places, creating strong, safe and prosperous communities and facilitating the delivery of new development. It states that:

"...spatial planning underpins the wider corporate strategy of the council and the Local Strategic Partnership...and plays a central role in the overall task of place shaping and in the delivery of land, uses and associated activities".

It also details the importance of good infrastructure planning, and the need to develop a robust evidence base. Infrastructure planning will consider the infrastructure required to support development and the associated costs, funding and timescales, as well as responsibilities for delivery. The evidence base for local spatial planning should contain two elements: evidence of the views of the local community and others who have a stake in the future of the area; and evidence that the choices made by the plan are backed up by facts. This evidence should be relevant to the place in question and as up-to-date as practical having regard to what may have changed since the evidence was collected.

- Regional Spatial Strategy (RSS) for the South West 2006-2026 - the RSS provides the overall spatial vision for the south west region and identifies broad locations for growth and major infrastructure requirements, together with housing numbers to be provided for in Local Development Documents (LDDs).

It seeks to recognise the diverse needs and potential for change of different parts of the region and guide future development with three linked policies – Development Policies A, B and C – which respectively deal with development at:

- Strategically Significant Cities and Towns (SSCTs);
- other towns which play an important functional role locally; and
- other smaller settlements and the countryside.

These policies seek to ensure that the primary focus for development in the region is at the SSCTs. However, it is recognised that other settlements in the region have an important role to play in accommodating growth. These include market and coastal towns which meet the criteria set out by Development Policy B and smaller towns and villages identified through Development Policy C. It should be noted that these

policies apply collectively, not sequentially. The SSCTs in Wiltshire that are identified by the RSS are Chippenham, Salisbury and Trowbridge.

Following an Examination in Public into the draft RSS, and the publication of the resulting Panel Report in January 2008, the Secretary of State published a Schedule of Proposed Changes for public consultation in July 2008. Over 35,000 consultation responses have been received by the Government Office for the South West (GOSW) and it is now anticipated that the final RSS will not be published before June 2009.

In accordance with 'PPS 11: Regional Spatial Strategies', the draft RSS includes the Regional Transport Strategy (RTS) which sets out a regional approach to transport. The main aim of the RTS is to support the RSS and reduce the rate of road traffic growth through the following objectives:

- Supporting economic development (identified in the Regional Economic Strategy) by maintaining and improving the reliability and resilience of links from the region's SSCTs to other regions (particularly the South East and London), international markets and connectivity within the region;
 - Addressing social exclusion by improving accessibility to jobs and services;
 - Making urban areas work effectively and creating attractive places to live by developing the transport network in support of the strategy to concentrate growth and development in the SSCTs; and
 - Reducing negative impacts of transport on the environment including climate change.
- Development Plan Documents (DPDs) - DPDs are required by the Planning and Compulsory Purchase Act 2004, and must be prepared by Local Planning Authorities. They will replace Local Plans and collectively form a portfolio of documents call the Local Development Framework (LDF).

The Core Strategy is the principal DPD for an area. It must set out:

- the overall vision for the area;
- strategic objectives for the area (focussing on the key issues to be addressed);
- a delivery strategy for achieving the objectives and a key diagram indicating locations for strategic development; and
- clear arrangements for managing and monitoring the delivery of the strategy.

2.1.3 The statutory development plan for Wiltshire, which is the starting point for the determination of planning applications, consists of the RSS and the DPDs.

2.1.4 On 1 April 2009, Wiltshire Council formally replaced Wiltshire County Council and the District Councils of Kennet, North Wiltshire, Salisbury and West Wiltshire. It is the responsibility of Wiltshire Council, as the new unitary authority, to prepare DPDs to replace the existing Local Plans which have been produced by the four District Councils. Whilst a number of DPDs will be produced, the new Council's initial priority is to focus on the delivery of the Wiltshire Core Strategy.

2.1.5 More information on the 'saved' local plan policies and the timetable for preparation of the Core Strategy and other DPDs can be found in the Wiltshire Local Development Framework Local Development Scheme No. 1 (December 2008).

2.1.6 Other relevant Planning Policy Statements include:

- PPS1: 'Delivering Sustainable Development' (January 2005);
- PPS3: 'Housing' (November 2006);
- PPS4 (Draft): 'Planning for Sustainable Economic Development';
- PPS6: 'Planning for Town Centres' (March 2005); and
- PPS7: 'Sustainable Development in Rural Areas' (August 2004).

Transport Planning

- 2.1.7** In terms of transport, Planning Policy Guidance Note 13: 'Transport' (March 1994) aims to integrate planning and transport at the national, regional, strategic and local level, and promote more sustainable transport choices both for carrying people and for moving freight. It also aims to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and to reduce the need to travel, especially by car. To deliver these objectives, the guidance requires that local planning authorities should actively manage the pattern of urban growth, locate facilities to improve accessibility on foot and cycle, accommodate housing principally within urban areas and recognise that provision for movement by walking, cycling and public transport are important but may be less achievable in some rural areas.
- 2.1.8** More recently, the DfT has published its consultation document 'Delivering a Sustainable Transport System' (November 2008) setting out its five goals for transport:
- to **support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport network;
 - to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**;
 - to **contribute to better safety, security and health** and longer life-expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
 - to **promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society; and
 - to **improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**.
- 2.1.9** The Government's 1998 White Paper on transport, 'A New Deal for Transport: Better for Everyone', introduced the concept of LTPs to steer the development of national transport policies at the local level. The Transport Act 2000 then made it a statutory requirement for local transport authorities to produce LTPs.
- 2.1.10** The first Wiltshire LTP was published in July 2000 and covered the five year period 2001/02- 2005/06. The second and current Wiltshire LTP, published in March 2006 sets out the Council's transport objectives, strategy, plans and targets for the period 2006/07 – 2010/11 and addresses the Government's 'shared priorities' – tackling congestion, safer roads, delivering accessibility and better air quality – as well as issues relating to quality of life and network management.
- 2.1.11** At the same time as reiterating the statutory position of LTPs, the Local Transport Act 2008 has provided local authorities with greater flexibilities in how they develop and review their LTPs. For instance, the next LTP (LTP3):
- will need to include a distinct long-term strategy with details of transport challenges, trends, vision, objectives and approaches etc.; and

- should provide details of a shorter duration implementation plan showing how the long term strategy will be delivered over a three to five year time period.

2.1.12 The Wiltshire LTP3 is due to be published by 2011. As an initial step, the Council has published a 'Consultation Issues Paper' which proposes the following long-term transport objectives which reflect national, regional and local priorities:

- To support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns.
- To provide, support and promote a choice of sustainable transport alternatives.
- To reduce the impact of traffic on people's quality of life and Wiltshire's built and natural environment.
- To minimise traffic delays and disruption, and improve journey time reliability on key routes.
- To improve sustainable access to a full range of opportunities particularly for those people without access to a car.
- To make the best use of the existing transport infrastructure through effective design, management and maintenance.
- To enhance Wiltshire's public realm and streetscene.
- To improve safety for all road users and to reduce the number of casualties on Wiltshire's roads.
- To reduce the impact of traffic speeds in towns and villages.
- To encourage the efficient and sustainable distribution of freight around Wiltshire.
- To reduce the level of air pollutant and climate change emissions from transport.
- To support planned growth and ensure that developments provide for their transport requirements and mitigate their traffic impacts.
- To reduce reliance on the private car.
- To encourage people to improve their health by walking and cycling.
- To reduce barriers to transport and access for people with disabilities and mobility impairment.

Community Planning

2.1.13 At the community level, the document 'A Sustainable Community Strategy for Wiltshire 2007-2016' has a vision of 'Strong and Sustainable Communities in Wiltshire' and sets out key trends and unsustainable aspects. Those which have transport-related impacts are summarised below:

Key Trends:

- Generally increasing levels of wealth.
- Poverty often a hidden problem with a more dispersed incidence throughout the rural parts of the county.
- Continuing growth in out-commuting to surrounding towns and cities.
- Future expansion and role of Swindon.
- Continuing military restructuring.
- Planned population growth particularly focussed on Chippenham, Trowbridge and Salisbury.
- Current drive towards healthier lifestyles.
- Higher levels of economic participation resulting in more time spent commuting and working.
- High and increased car ownership and use resulting in the closure/reorganisation of local services and more traffic congestion.

- Increased mobility of people which has led to more dispersed lifestyles and weakened people's links to local communities.
- The threat of climate change.

Unsustainable Aspects:

- Current Wiltshire business base has not restructured.
- Financial pressures to reduce rail services.
- Increases in out-commuting.
- Difficulties in maintaining and expanding community and voluntary transport services.
- Road and pavement maintenance backlog.
- Lack of resources to significantly invest in sustainable transport solutions.
- Bus services operating costs increasing significantly which are leading to reductions in services and higher fares.
- Government policies for the delivery of services such as education and health that promote choice, flexibility and specialised provision, leading to longer journeys and dispersed travel patterns that do not favour the use of sustainable transport modes.
- Increased pressure on existing transport infrastructure from population growth and new development.
- Increasing and more widespread impact of traffic, particularly Heavy Goods Vehicles, on some communities.
- Current and projected levels of air pollution (nitrogen dioxide) and greenhouse gas (carbon dioxide) emissions.
- A persistent level of road casualties on Wiltshire's roads despite recent good progress reducing the number of collisions involving personal injury.
- Employers facing recruitment difficulties amongst the low skilled and school leavers.
- Investment being disproportionately focused on the region's largest settlements leading to an infrastructure deficit in Wiltshire.

2.1.14 The new Local Agreement for Wiltshire (LAW), which includes the Local Area Agreement (LAA), effectively acts as the delivery mechanism for the Sustainable Community Strategy over the next three years. The LAW and LAA were approved by the Wiltshire Strategic Board in June 2008 and include a number of transport-related ambitions and actions.

2.2 SCOPE OF THE STUDY

2.2.1 In looking at Wiltshire, this study is based on the hierarchy of settlements described in the RSS for the South West:

- SSCTs – Chippenham, Salisbury and Trowbridge (Development Policy A settlements);
- Market Towns – see Figure 1 and Table 1 below (Development Policy B settlements); and
- Small Towns and Villages – see Figure 1 and Table 1 below (Development Policy C settlements).

Figure 2: Development Policy B and C settlements included in the study

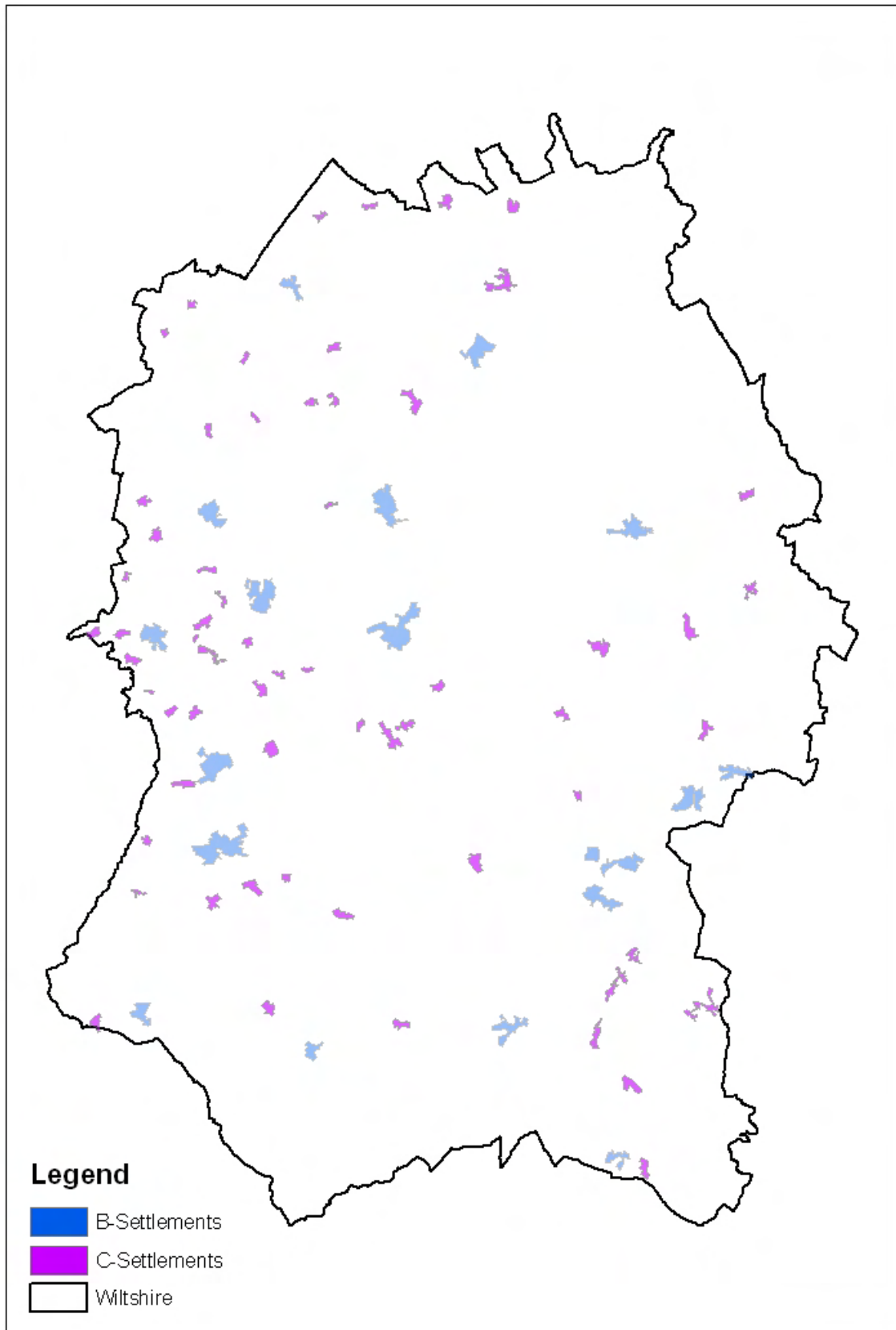


Table 1: List of Development Policy B and C settlements included in the study

Alderbury	Great Cheverell	Porton
Amesbury	Great Somerford	Purton
Ashton Keynes	Heytesbury	Ramsbury
Atworth	Hilperton	Semington
Box	Hindon	Sherston
Bradford on Avon	Holt	Shrewton
Bratton	Horningsham	Southwick
Broughton Gifford	Hullavington	Staverton
Bulford	Keevil	Steeple Ashton
Bulkington	Kington St Michael	Sutton Benger
Burbage	Laverstock	Sutton Veny
Calne	Limpley Stoke	Tidworth
Christian Malford	Longbridge Deverill	Tisbury
Codford St Mary	Luckington	Upavon
Colerne	Ludgershall	Urchfont
Collingbourne Ducis	Lyneham	Warminster
Corsham	Malmesbury	West Lavington & Littleton Panell
Corsley Heath	Market Lavington	Westbury
Cricklade	Marlborough	Westwood
Crudwell	Melksham	Wilton
Derry Hill	Mere	Wingfield
Devizes	Monkton Farleigh	Winsley
Dilton Marsh	Morgans Vale & Woodfalls	Winterbournes
Dinton	Netheravon	Winterslows
Downton	North Bradley	Wootton Bassett
Durrington	Oaksey	Yatton Keynell
Great Bedwyn	Pewsey	Zeals

Note: Development Policy B settlements are shaded.

2.2.2 As the Wiltshire Core Strategy must determine the broad distribution of built development in accordance with the requirements of the RSS and local needs, it is not appropriate for this strategic transport assessment to challenge projected levels of growth or determine whether development should or should not occur. It is appropriate, however, for this study to evaluate the transport systems in Wiltshire's settlements and the range of potential development options, and make recommendations about where, in transportation terms, new development is best located. Having said this, in the SSCTs and Devizes, the modelling work commissioned by the Council will take precedence over the outputs of this study.

2.2.3 Overall, this strategic transport assessment will form an important part of the evidence base of the Wiltshire Core Strategy, and alongside other studies, such as the Strategic Housing Land Availability Assessment, the Workplace Strategy/Employment Land Review and the Wiltshire Retail Assessment, provide a logical and transparent process for site selection.

2.2.4 It should be noted that some transport studies have already been undertaken in connection with emerging LDDs at a district level, prior to the transition to Wiltshire Council. For example, the former Salisbury District Council commissioned MVA Consultancy in 2008 to undertake an accessibility review to inform its emerging Core

Strategy for Salisbury. It is intended that this strategic transport assessment will complement these studies.

- 2.2.5** The study will also inform the infrastructure assessment for Wiltshire which will be undertaken at a later date. This assessment is necessary to determine specific infrastructure requirements for strategic sites and assess additional requirements to support overall levels of growth.
- 2.2.6** Further details on the management of the evidence base for the Wiltshire Core Strategy can be found in the Wiltshire Local Development Framework Local Development Scheme No. 1 (December 2008).

3.0 DEVELOPMENT OF OUTLINE METHODOLOGY AND INITIAL DATA GATHERING (STAGE 1)

3.1 OUTLINE METHODOLOGY

3.1.1 A staged approach was identified as the most appropriate outline methodology for the study:

- Stage 1 - Development of overall methodology and initial data gathering.
- Stage 2 - Assessment of market towns, and small towns and villages.
- Stage 3 - Assessment of development 'areas of search'.

3.1.2 While the option of a 'Stage 4 – Assessment of trip generation and distribution from the strategic sites' was included at the inception of the study, it was subsequently not undertaken due to data, resource and timetable considerations.

3.1.3 The following factors were identified as the key issues in undertaking a strategic transport assessment:

- access to essential services and facilities;
- public transport service provision;
- highway network capacity; and
- journey-to-work patterns.

3.2 INITIAL DATA GATHERING

3.2.1 The following data sources were initially identified:

- Accession mapping software (utilising the National Public Transport Data Repository (NPTDR) bus service database);
- bus stop locations and frequency of service information;
- rail station locations and frequency of service information;
- ArcGIS mapping software (road network and speed limit information);
- the Design Manual for Roads and Bridges (DMRB);
- traffic flow data for key routes from the Council's Automatic Traffic Counter (ATC) sites and manual counts (where available);
- travel-to-work patterns and journey times from the 2001 Census;
- trip generation of developments from the Trip Rate Information Computer System (TRICS) database; and
- ITIS data from the DfT.

3.3 METHODOLOGY AND DATA ISSUES

3.3.1 Two significant issues were experienced by the project team during the initial part of the study.

- 3.3.2** Firstly, the collation of data was often problematic. In some cases data was not available (or at least not available within a realistic timeframe) and in other cases it was not available in the required format. These difficulties, particularly the latter, had a considerable impact on the overall timetable of the project.
- 3.3.3** Secondly, in view of the above issues and the complexity of some of the tasks, the project team had to adopt a flexible and iterative approach to the development of the methodology. Therefore, a number of additions and amendments were made to the outline methodology as the project progressed.

3.4 LIMITATIONS OF METHODOLOGY

- 3.4.1** There are a number of significant limitations which should be borne in mind when considering the results and conclusions of this study.
- 3.4.2** Firstly, as a strategic transport assessment, this study only provides generalised conclusions about the most appropriate locations, in transportation and access terms, for new development in Wiltshire. In particular, the assessment of the 'areas of search' has been based on the transport network, infrastructure and services as they currently exist and not as they would be following the implementation of any development (having said this, it should be noted that the 'areas of search' in and around Chippenham, Devizes, Salisbury and Trowbridge will be evaluated as part of the modelling work commissioned by the Council). Given this, the study does not remove the need to undertake appropriate transport assessments of selected sites as part of further spatial planning and development control processes.
- 3.4.3** Secondly, the study has been undertaken within a relatively limited timeframe (to accord with the timetable for the preparation of the Wiltshire Core Strategy), with limited staff resources and with no allocated budget.
- 3.4.4** Thirdly, and in view of the above, the assessment had to be developed and based on data that was available within the timeframe and limitations of the study. Where data was found to be incomplete or unavailable, a number of assumptions had to be made to allow the study to progress. While these assumptions were based on sound professional judgement, it should be obvious that as such, a number of equally valid assumptions could also have been made.

4.0 ASSESSMENT OF MARKET TOWNS, SMALL TOWNS AND VILLAGES (STAGE 2)

4.1 INTRODUCTION

4.1.1 The second stage of the study involved the assessment of Wiltshire's market towns (excluding the SSCTs), small towns and villages against the following factors:

- access to essential services and facilities;
- public transport service provision;
- highway network capacity; and
- journey-to-work patterns.

4.1.2 As a first step, the former District Councils provided a list of the Development Policy B and C settlements in their areas. These were then mapped in ArcGIS.

4.2 ASSOCIATED INDICATORS

4.2.1 Associated indicators for each of the above factors were then determined as follows:

Access to Essential Services and Facilities

4.2.2 Accessibility to the services and facilities listed below was analysed using the DfT's Accession software:

- retail centre;
- secondary school;
- further education college;
- major hospital;
- doctor's surgery;
- supermarket; and
- large employment site.

4.2.3 As it is considered important to remain realistic about public transport in a rural county such as Wiltshire where the private car is likely to remain the main mode of transport for many people, accessibility was assessed by car as well as by public transport.

4.2.4 Accessibility to each service and facility by public transport and car was assessed in the AM peak (2 hour period) from the location of the 'best' bus stop in each settlement (i.e. the bus stop with the highest number of services). The time adopted for each Accession run was dependent on the typical time frame a person would access that particular service/facility:

- retail centre - 9-11 am;
- secondary school - 7-9 am;
- further education college - 7-9 am;
- major hospital - 8-10 am;
- doctor's surgery - 8-10 am;

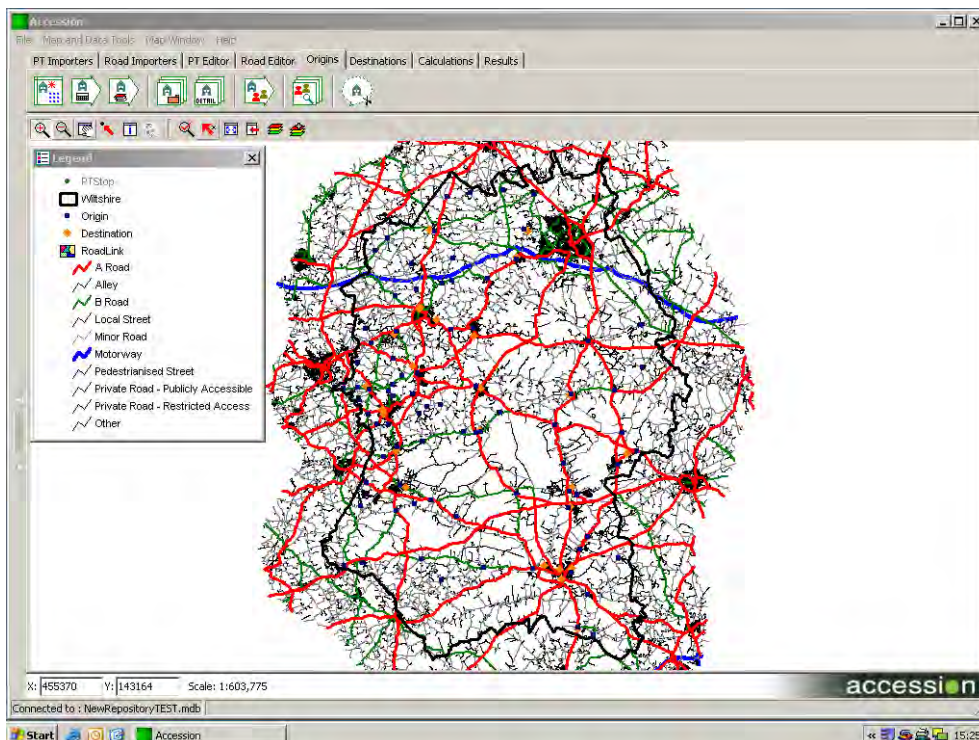
- supermarket - 9-11 am; and
- large employment site - 7-9 am.

4.2.5 Example outputs from Accession are provided in Figures 3 and 4 below.

Figure 3: Accession report

A1	A	B	C	D	E	F	G	J	L	M	N	P
	ORIGIN	ORIGINX	ORIGINY	DestinationName	DEST1	DEST2	Calculation	OriginID	DestinationID	TimeValue	Distance	WaitTime
2	Staverton	385680	160719	St Laurence School	382047	181480	dirOutbound	1	14	21.5	4724.9	2.37
3	Staverton	385680	160719	St Augustine's Catholic School	384685	157705	dirOutbound	1	18	21.54	5375.4	0.31
4	Staverton	385680	160719	The John of Gaunt School, A Sc	384744	157540	dirOutbound	1	12	21.54	5222.4	2.23
5	Staverton	385680	160719	The Clarendon College - Specia	384913	158951	dirOutbound	1	8	27.54	5775	1.52
6	Staverton	385680	160719	The George Ward School	385634	154842	dirOutbound	1	4	38.3	7584.1	7.09
7	Staverton	385680	160719	Mutravets School	386908	150891	dirOutbound	1	28	61.5	15071	11.28
8	Staverton	385680	160719	Warminster Kingdown	386840	144808	dirOutbound	1	11	65.19	19872.5	4.43
9	Staverton	385680	160719	Devizes School	400971	161271	dirOutbound	1	22	74.94	23424	2.96
10	Staverton	385680	160719	The Corsham School - A Visual	386724	170180	dirOutbound	1	6	79.32	26859.9	11.94
11	Staverton	385680	160719	Sheldon School	390627	174934	dirOutbound	1	19	94.94	21893.6	6.32
12	Staverton	385680	160719	Abbeyfield School	393654	172558	dirOutbound	1	1	84.94	22029	3.47
13	Staverton	385680	160719	Pewsey Vale	415826	160165	dirOutbound	1	18	85.19	41197.2	19.54
14	Staverton	385680	160719	Salisbury High School	411558	131896	dirOutbound	1	28	95.19	50682.8	4.17
15	Staverton	385680	160719	South Wills Grammar School for	414183	131173	dirOutbound	1	23	95.19	49202.1	8.84
16	Staverton	385680	160719	Bishop Wordsworth's Church of	414488	128591	dirOutbound	1	24	95.19	47885.1	8.41
17	Staverton	385680	160719	Hardenhush School	390442	174659	dirOutbound	1	25	104.18	37787.2	9.4
18	Staverton	385680	160719	Wyvern College	418103	131147	dirOutbound	1	2	105.19	50439.6	8.79
19	Staverton	385680	160719	St Joseph's Catholic School	418173	131347	dirOutbound	1	15	105.19	51213.1	8.85
20	Staverton	385680	160719	St Edmund's Church of England	418112	131282	dirOutbound	1	13	105.19	50404	9.23
21	Staverton	385680	160719	The Trafalgar School	417200	131253	dirOutbound	1	3	105.19	57478.9	3.72
22	Staverton	385680	160719	The John Benlley School	388860	168503	dirOutbound	1	20	118.92	41726.4	8.67
23	Staverton	385680	160719	The Stonehenge School	415895	141647	dirOutbound	1	9	100000000	100000000	100000000
24	Staverton	385680	160719	Avon Valley College	416251	144859	dirOutbound	1	10	100000000	100000000	100000000
25	Staverton	385680	160719	Castledown Foundation School	425260	150385	dirOutbound	1	27	100000000	100000000	100000000
26	Staverton	385680	160719	Wootton Bassett School	408876	182947	dirOutbound	1	7	100000000	100000000	100000000
27	Staverton	385680	160719	Lavington School	400821	154168	dirOutbound	1	17	100000000	100000000	100000000
28	Staverton	385680	160719	Bradon Forest School	408841	187269	dirOutbound	1	21	100000000	100000000	100000000
29	Staverton	385680	160719	Malmesbury School	382526	181747	dirOutbound	1	5	100000000	100000000	100000000
30	Cricklade	409904	193286	Bradon Forest School	408841	187269	dirOutbound	2	21	19.52	8570.7	0.13
31	Cricklade	409904	193286	Wootton Bassett School	408876	182947	dirOutbound	2	7	59.52	21230.3	8.49
32	Cricklade	409904	193286	Abbeyfield School	393654	172558	dirOutbound	2	1	70.52	41831.3	5.23

Figure 4: Accession map



4.2.6 The outputs from Accession provided a journey time to each essential service and facility from every Development Policy B and C settlement in Wiltshire.

Public Transport Service Provision

4.2.7 An assessment was made of each settlement's existing public transport provision using the following information:

- percentage of households within 400 metres of an hourly bus service;
- range of destinations accessible by direct bus service (bus connectivity);
- distance from the nearest rail station; and
- frequency of rail services.

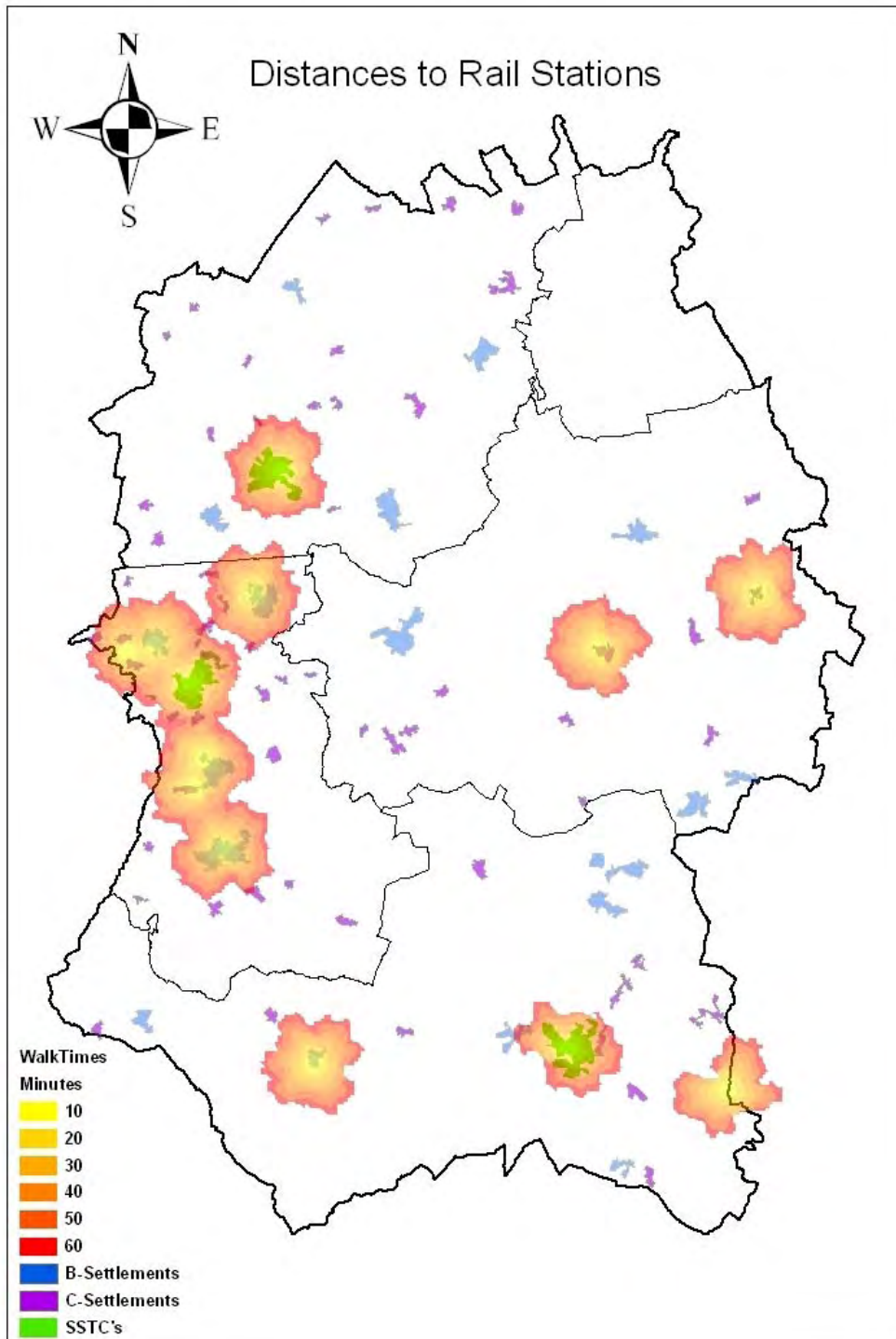
4.2.8 Percentage of households within 400 metres of an hourly bus service - using ArcGIS, the total number of households within each settlement boundary was determined and a 400 metre buffer was drawn around each bus stop having an hourly or better bus service (400 metres is widely accepted as a reasonable walking distance for people to access bus services). The number of households within 400 metres of an hourly bus stop could then be calculated as a percentage of the total number of households in a settlement.

4.2.9 Bus connectivity - this indicator provides a measure of the range of destinations served by direct bus services from each settlement. It takes account of the number of settlements connected and their population size, and the number of weekday buses between the respective settlements. It should be noted that this indicator takes no account of the journey time or cost.

4.2.10 Distance from nearest railway station - the Accession software was used to establish distances and walk times to all the railway stations in Wiltshire. Contours were then created showing the walking times to each station using a walk speed of 4.8 kmph (see Figure 5 over). However, in order to avoid encouraging the combined use of the car and train for longer distance commuting, and in order to reflect the difficulty of delivering new railway infrastructure and/or additional rail services, it was eventually decided appropriate to only include settlements already benefiting from a railway station in the assessment. These are:

- Bradford on Avon;
- Dilton Marsh;
- Great Bedwyn;
- Melksham;
- Pewsey;
- Tisbury;
- Warminster; and
- Westbury.

Figure 5: Accession contour map



4.2.11 Frequency of rail service - in order to reflect the fact that some railway stations in Wiltshire benefit from a greater level of rail service than others, the number of trains on a typical workday was determined using the published timetable data (as at October 2007).

Highway Network Capacity

- 4.2.12** This indicator is a measure of the extent of spare capacity on significant road links serving each settlement (within 5km). Specifically, it looks at the link capacity on the inter-urban highway network in Wiltshire.
- 4.2.13** The link capacity of each of the key roads serving a settlement was determined by comparing the hourly design capacity of that road type (as stipulated in the DMRB) against the actual morning peak hour traffic flow as derived from the Council's nearest Automatic Traffic Counter (ATC). A weighting factor is applied to the indicator which diminishes the importance of a link in relation to its distance from the settlement in question; this is to reflect the dispersal of traffic.

Journey-to-Work Patterns

- 4.2.14** This indicator seeks to determine daily travel-to-work patterns. This is considered important because the Wiltshire Core Strategy should be seeking to facilitate growth that encourages the greater self-containment of settlements (i.e. ensuring that housing growth is matched with additional employment opportunities to reduce out-commuting). It is also a key objective of PPG13 'Transport' to reduce people's need to travel, especially by car.
- 4.2.15** As a first step, Census output areas were associated with a settlement when their boundaries crossed and where the geographical centroid of the settlement and the population centroid of the output area were within 1km of each other. The journey-to-work distance and car mode share for each settlement was then determined from the average of the associated output areas' 2001 Census data. These were then weighted to represent the working age population.

4.3 SCORING FRAMEWORK

- 4.3.1** Having completed the above processes, each settlement needed to be awarded a score and then a ranking for each factor. The scores for each of the settlements were assessed against the following framework:

Access to Essential Services and Facilities

- 4.3.2** Initially, access to essential services and facilities by public transport and car was assessed in accordance with the DfT's recommended standards (i.e. 20 minute time periods). However, this provided little variance in the accumulated scores. So, in order to allow a more valid comparison between settlements, further Accession runs were undertaken using locally determined accessibility standards (i.e. 15 minute time periods). The following scores were then allocated to the respective journey times to each essential service/facility:

Minutes	0-14.99	15-29.99	30-44.99	45-59.99	60-74.99	75-89.99	+90
Score	5	4	3	2	1	0	-1

4.3.3 However, in order to reflect the fact that access by public transport is more sustainable, scores for public transport were weighted by a factor of 2 (e.g. a journey time of 18 minutes by bus would score $4 \times 2 = 8$).

4.3.4 The accumulated score for each settlement was then calculated from the sum of all the relevant individual journey times to essential services and facilities. Ultimately, the ranking of each settlement was based on 10 ranges with 10 points being awarded for good accessibility and 1 point for poor accessibility – see below:

Score	0-10	11-21	22-32	33-43	44-54	55-65	66-76	77-87	88-98	99-101
Ranking	1	2	3	4	5	6	7	8	9	10

Bus Service Provision

4.3.5 The percentage of households in each settlement within 400 metres of an hourly bus service was ranked against 11 ranges. This allowed a maximum score of 10 if all the households in the settlement are within 400m of an hourly bus service and a minimum score of 0 if there are no households in the settlement within 400 metres of an hourly bus service – see below:

% of households	0-9	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90-99	100
Ranking	0	1	2	3	4	5	6	7	8	9	10

Bus Connectivity

4.3.6 This indicator provides a measure of the range and type of destinations accessible by direct bus service from each settlement. The score for each settlement was based on the number of buses (in both directions) serving a Development Policy A or B settlement. A bus was deemed to connect two settlements if it stops at least once within the origin settlement and at least once within the destination settlement.

4.3.7 While almost equal weighting is applied to service frequency and to the diversity of destinations offered (although there is a small bias against infrequent services), a double weighting has been applied to Development Policy A destinations in recognition of the extra value derived from the wider range of services and facilities found in SSCTs. The ranking for each settlement score was calculated from the overall totals – see below:

Score	0-103	104-207	208-311	312-415	416-519	520-623	624-727	728-831	832-935	936-1040
Ranking	1	2	3	4	5	6	7	8	9	10

Access to a Railway Station

4.3.8 As stated in paragraph 4.2.10, only those settlements currently benefiting from a railway station were awarded a flat score of 10.

Frequency of Rail Service

4.3.9 The number of trains on a typical workday at each station was scored for each relevant settlement and ranked against 10 ranges - see below:

No. of trains	1-10	11-21	22-32	33-43	44-54	55-65	66-76	77-87	88-98	99-110
Ranking	1	2	3	4	5	6	7	8	9	10

Highway Capacity

4.3.10 The highway capacity score for each settlement was obtained by calculating the average free daily vehicle capacity for the sum of the road links within a 5km buffer area – see below:

Vehicle capacity	0-4257	4258-8515	8516-12773	12744-17031	17032-21289	21290-25547	25548-29805	29806-34063	34064-38321	38322-42580
Ranking	1	2	3	4	5	6	7	8	9	10

Journey-to-Work

4.3.11 Both parts of the journey-to-work assessment were scored and given a ranking based on the overall spread of results. Unlike the other factors, in this case, a high score was awarded for the least distance travelled and the lowest number of people travelling to work by car. This was done both to support the principle of self-containment and to avoid the promotion of long distance commuting and use of the private car for travelling to work – see below:

Distance to work (kms)	8.99-11.51	11.52-14.05	14.06-16.58	16.59-19.12	19.13-21.65	21.66-24.18	24.19-26.72	26.73-29.25	29.26-31.7	31.8-34.33
Ranking	10	9	8	7	6	5	4	3	2	1

% of people who travel to work by car	39-42.3	42.4-45.7	45.8-49.1	49.2-52.5	52.6-55.9	56-59.3	59.4-62.7	62.8-66.1	66.2-69.5	69.6-73
Ranking	10	9	8	7	6	5	4	3	2	1

5.0 ASSESSMENT OF DEVELOPMENT OPTIONS (STAGE 3)

5.1 INTRODUCTION

5.1.1 In a similar fashion to Stage 2, the third stage of the study involved the assessment of 162 development 'areas of search' against the following factors:

- access to essential services and facilities;
- public transport service provision;
- highway network capacity; and
- journey-to-work patterns.

5.1.2 As a first step, the former District Councils provided a list of the development 'areas of search' in their areas. These were then identified and mapped in ArcGIS (see Appendix 3).

5.2 ASSOCIATED INDICATORS

5.2.1 Associated indicators for each of the above factors were then determined as follows:

Access to Essential Services and Facilities

5.2.2 Accessibility by public transport and car was analysed using the Accession software against the same types of services and facilities, and in the same time periods as Stage 2. Namely:

- retail centre - 9-11 am;
- secondary school - 7-9 am;
- further education college - 7-9 am;
- major hospital - 8-10 am;
- doctor's surgery - 8-10 am;
- supermarket - 9-11 am; and
- large employment site - 7-9 am.

5.2.3 However, as the 'areas of search' lack any internal details regarding a highway network and bus service provision, the Accession analysis had to be run from the centroid of each 'area of search' to the nearest highway network link for the car journey, and to the nearest available bus stop/railway station for the public transport journey.

5.2.4 The outputs from Accession provided a journey time to each essential service and facility from each 'area of search'.

Public Transport Service Provision

5.2.5 An assessment was made of the public transport provision related to each 'area of search' using the following information:

- range of destinations accessible by direct bus service (bus connectivity);
- access to a rail station; and
- frequency of rail services.

5.2.6 The bus connectivity indicator provides a measure of the range of destinations served by direct bus services from each 'area of search'. As there was no information available on the proposed or likely bus service levels for each 'area of search', a 400m buffer was taken from each centroid to establish the service levels at existing 'local' bus stops (400m is generally recognised as the furthest people will usually walk to catch a bus). As with the Stage 2 assessment, this indicator takes account of the number of settlements connected and their population size, and the number of weekday bus services. The indicator takes no regard of the journey time or cost.

5.2.7 The information used to assess the provision of a rail station and associated rail services was as per the Stage 2 assessment (see paragraphs 4.2.10 and 4.2.11).

Highway Network Capacity

5.2.8 This indicator is a measure of the extent of spare capacity on the most relevant 'local' road link for each 'area of search'. In most instances there was only one relevant link or, if there were two or more, then there was usually an easily identifiable closest link. In situations where this was not the case, the link with the greatest spare capacity was chosen if it was within 10% of the distance of the closest link. Otherwise, the closest link was chosen.

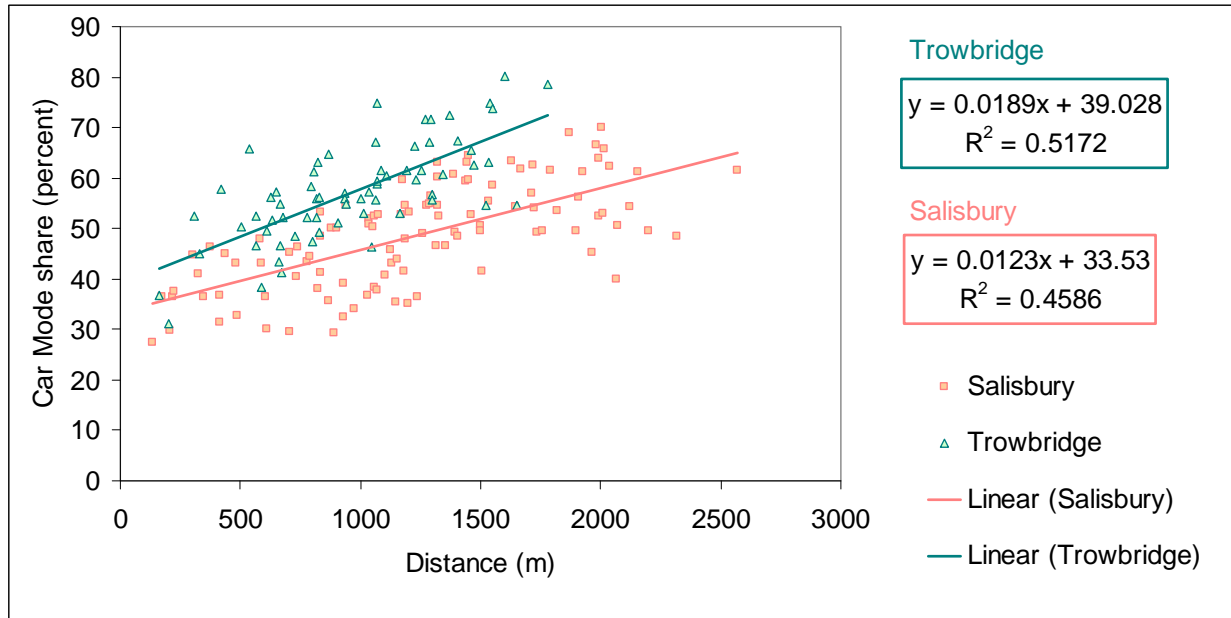
5.2.9 The actual capacity of each highway link was taken from the Stage 2 results although without any weighting factor applied.

Journey-to-Work Patterns

5.2.10 Given the edge of settlement location of most of the 'areas of search' and the lack of information on their proposed or likely development composition, the assessment of journey-to-work patterns first required the project team to undertake a detailed analysis of the Stage 2 results. From this analysis it was established that in the majority of cases there is no consistent relationship between the distance from a settlement centre and the journey-to-work car mode share. As a result, an average car mode share figure of 64% was used for all the 'areas of search' except those related to Bradford-on-Avon, Salisbury, Trowbridge, Warminster and Westbury.

5.2.11 For these 'areas of search' (Bradford-on-Avon, Salisbury, Trowbridge, Warminster and Westbury), the journey-to-work car mode share was based on a linear regression analysis (see Figure 10) of the relationship between the car mode share of each Census output area and the distance of that output area from relevant settlement centre. In essence, this established that for the Bradford-on-Avon, Salisbury, Trowbridge, Warminster and Westbury 'areas of search', car mode share is basically a linear function of the distance from the town centre up to about 2 km from the centre when the car mode share levels out at approximately 75%. That this figure is higher than the average of the other settlements shows that while the centre of the larger towns benefit from relatively low travel-to-work car share modes (e.g. Salisbury 34% and Trowbridge 39%), the output areas at the edge of these larger towns actually have higher car share modes than some of the smaller rural settlements.

Figure 10: Linear Regression Analysis of Average Travel-to-Work Car Mode Share



5.2.12 In terms of journey-to-work distances, each ‘area of search’ was allocated the average journey-to-work distance for its respective nearest settlement.

5.3 SCORING FRAMEWORK

5.3.1 Having completed the above processes, each ‘area of search’ needed to be awarded a score and then a ranking for each factor. The scores for each of the ‘areas of search’ were assessed against the following framework:

Access to Essential Services and Facilities

5.3.2 The scoring process for this factor was as determined for Stage 2 (see paragraphs 4.3.2 – 4.3.4).

Bus Connectivity

5.3.3 As per Stage 2, this indicator provides a measure of the range and type of destinations accessible by direct bus service from each ‘area of search’. However, in view of the wide range of service levels found in some ‘areas of search’, the scoring bands had to be stretched at the top of the scale – see below:

Score	1-124	125-249	250-374	375-500	501-624	625-749	750-874	875-999	1000-2599	2600-4200
Ranking	1	2	3	4	5	6	7	8	9	10

Access to a Railway Station

5.3.4 Reflecting the scoring methodology adopted in Stage 2, 'areas of search' allocated to settlements with a railway station were awarded a score of 10 points if their centroid was less than 1km from the station and 5 points if the distance was more than 1km.

Frequency of Rail Service

5.3.5 The number of trains on a typical workday at each station was scored for each relevant 'area of search' and ranked - see below:

No. of trains	1-10	12-23	24-35	36-47	48-59	60-71	72-83	84-95	96-107	108-120
Ranking	1	2	3	4	5	6	7	8	9	10

Highway Capacity

5.3.6 The highway capacity score for each 'area of search' was based on the available free capacity of the most relevant 'local' road link – see below:

Vehicle capacity	-341-0	1- 4740	4741- 9476	9477- 14212	14213- 18948	18949- 23684	23685- 28420	28421- 33156	33157- 37892	37893- 42628	42629- 47365
Ranking	-1	1	2	3	4	5	6	7	8	9	10

JOURNEY-TO-WORK

5.3.7 The assessment of journey-to-work for each 'area of search' was based on three separate elements:

- Journey-to-work car mode share – 40% (8 points);
- Average journey-to-work distance – 40% (8 points); and
- Distance between 'area of search' centroid and nearest defined settlement – 20% (4 points).

5.3.8 The third of the above elements was introduced into the methodology in an attempt to more readily assess the peripheral location of some of the 'areas of search'.

5.3.9 The three elements were then ranked based on the spread of results – see below:

Distance to work (km)	11-12	13-14	15-16	17-18	19-20	21-22	23-24	24-25
Ranking	8	7	6	5	4	3	2	1

% of people who travel to work by car	34-38	39-43	44-48	49-53	54-58	59-63	64-68	69-75
Ranking	8	7	6	5	4	3	2	1

Distance to nearest settlement (metres)	127-1084	1085-2039	2040-2994	2995-3950
Ranking	4	3	2	1

6.0 RESULTS

6.1 STAGE 2 RESULTS

- 6.1.1** The overall results from Stage 2 of the study are presented in Appendix 1. The individual results (in score and then alphabetical order) for each of the factors (except for rail stations and rail connectivity) are then shown in Appendix 2.
- 6.1.2** From Appendix 1 it is clear that this strategic transport assessment has identified significant differences in the quality of the transport systems found in Wiltshire's settlements (e.g. Westbury scored 64 points whereas Longbridge Deverill only scored 17 points). As might be expected, the Development Policy B settlements achieved higher overall scores than the Development Policy C settlements: Development Policy B settlements typically benefit from higher levels of service provision in terms of both essential services and facilities, and public transport services.
- 6.1.3** It is evident that five out of the six top scores have been achieved by settlements with a rail station and it might be considered that the planning of future development should take advantage of this situation. However, while this might be argued for Westbury, Bradford on Avon and Warminster, there is a notable drop off in score totals for the rest of the settlements with a rail station: while these settlements (Melksham, Dilton Marsh, Great Bedwyn and Pewsey) benefit from having a rail station, they do not have high train service frequencies and, moreover, except for Melksham, all have poor bus connectivity levels.
- 6.1.4** Turning to Appendix 2 and the individual results for each factor (except rail stations and rail connectivity). In terms of accessibility during the AM peak period, apart from Horningsham, the settlement scores only vary between 10 and 7. It is likely that this can be attributed to three main factors. Firstly, it reflects the fact that except for public transport to general hospitals, accessibility from most settlements to most services and facilities in Wiltshire can be considered as reasonable (i.e. although there are exceptions, journey times are generally less than 30 minutes duration). Secondly, and this would probably be expected, the majority of car journey times to essential services and facilities are below 15 minutes. Thirdly, in view of the above, the scoring mechanism had to adequately reflect the full range of journey times (i.e. both some very short car journey times and some long journey times to general hospitals): while paragraph 4.3.2 outlines that the framework was tweaked, nevertheless, it still meant that the majority of the journey times were located in the top two scoring bands.
- 6.1.5** The bus connectivity results clearly show that Development Policy B settlements generally have the best access to a range of different destinations. Moreover, the assessment has probably underplayed the bus connectivity found in the larger Development Policy B settlements because it doesn't include intra-settlement bus services.
- 6.1.6** Two issues stand out from the results showing the percentage of households within 400m of an hourly bus service. First is the number of settlements (both Development Policy B and C) that have more than 70% of households located within 400m of an hourly bus service. Second is the significant number of settlements, including Tisbury (a Development Policy B settlement), that cannot meet this criteria.

- 6.1.7** Arguably, the findings on highway capacity are the most indistinct of all the results: there is no clear pattern to the spread of Development Policy B and C settlements, and the majority of the settlements only achieve a score of 4 or less.
- 6.1.8** While the two sets of results on journey-to-work broadly re-establish the usual pattern of Development Policy B and C settlements, the overall results themselves do not indicate that Wiltshire benefits from many sustainable journey-to-work trips. For instance, the majority of settlements have average journey-to-work distances of over 14 kms and have over 50% of their residents travelling to work by car.

6.2 STAGE 3 RESULTS

- 6.2.1** The overall results from Stage 3 of the study are presented in Appendix 4.
- 6.2.2** Firstly, it is evident that the strategic nature of the study has led to a general clustering of the 'areas of search'. While this situation might be expected (each 'area of search' will rely on and be heavily influenced by its nearest settlement), a more detailed transport assessment would be likely to tease out more clearly defined local differences between the 'areas of search'. Having said this, the strategic transport assessment has identified a wide overall difference between the 'areas of search': Salisbury G scored 69 points whereas Dilton A only scored 18 points. It is also evident that generally those 'areas of search' associated with the larger settlements dominate the top of the ranking. However, there are some variations within these general themes, the most significant of which are outlined below.
- 6.2.3** Perhaps the most significant variation is the relatively low scores achieved by most of the 'areas of search' in and around Chippenham and particularly Devizes. While the former largely reflects zero bus connectivity scores, the latter reflects the lack of a railway station and rail services, poor levels of bus connectivity and the apparent lack of free capacity on the highway network.
- 6.2.4** The flipside to this situation is the fact that some 'areas of search' in and around Development Policy B settlements scored relatively high scores. In particular, the 'areas of search' associated with Westbury were all ranked in the top quartile. This seems to indicate that locating development at one of these Development Policy B 'areas of search' may be preferable to locating it at a peripheral Development Policy A 'area of search'; the modelling to be undertaken by the Council will be better able to analyse this issue in terms of assessing the value of conglomerating 'areas of search'.

APPENDIX 1 – OVERALL STAGE 2 RESULTS

Settlement	Accessibility	Bus Connectivity	% within 400m of Hourly Bus Service	Rail Station	Rail Connectivity	Highway Capacity	Journey to Work Distance	% Journey To Work by Car	Total	Rank
Westbury	9	10	9	10	10	4	9	3	64	1
Bradford on Avon	10	8	10	10	8	3	8	4	61	2
Warminster	9	8	9	10	6	4	9	5	60	3
Melksham	9	5	9	10	1	3	9	3	49	4
Bulford	9	4	9			5	10	10	47	5
Dilton Marsh	9	2	10	10	2	4	8	2	47	5
Tidworth	9	5	9			4	10	10	47	5
Wilton	10	8	10			3	9	7	47	5
Lyneham	9	6	8			5	10	7	45	9
Great Bedwyn	9	2	7	10	3	4	5	4	44	10
Pewsey	9	3	7	10	2	3	6	4	44	10
Amesbury	10	7	10			4	8	4	43	12
Wootton Bassett	10	7	9			4	9	3	42	13
Box	9	7	10			3	7	4	40	14
Downton	10	7	9			4	8	2	40	14
Ludgershall	9	5	9			4	8	5	40	14
Marlborough	10	4	8			3	8	6	39	17
Laverstock	9	2	10			4	9	4	38	18
Corsham	9	4	10			3	8	3	37	19
Deveses	9	5	9			2	8	4	37	19
Malmesbury	9	2	9			4	8	5	37	19
Semington	9	5	10			3	8	2	37	19
Tisbury	8	2	0	10	4	4	4	5	37	19
Codford St Mary	8	3	10			7	6	2	36	24
Winsley	9	5	10			2	7	3	36	24
Alderbury	9	2	9			5	8	2	35	26
Durrington	9	3	10			4	7	2	35	26
Hilperton	9	4	9			3	8	2	35	26
Corsley Heath	8	1	10			4	7	4	34	29
Heytesbury	9	3	10			3	6	3	34	29
West Lavington & Littleton Panell	8	3	10			2	6	5	34	29
Calne	9	6	4			3	8	3	33	32
Hullavington	8	1	10			6	6	2	33	32
Luckington	8	1	10			6	4	3	32	34
Mere	8	2	6			6	5	5	32	34
North Bradley	9	3	7			3	9	1	32	34
Southwick	8	3	9			3	8	1	32	34
Atworth	8	2	10			3	7	1	31	38
Cricklade	9	2	6			4	8	2	31	38
Holt	9	1	9			3	6	3	31	38
Porton	8	1	8			3	9	2	31	38
Sherston	8	1	10			2	6	4	31	38
Sutton Benger	8	1	10			5	5	2	31	38
Westwood	8	1	10			2	8	2	31	38
Winterbournes	8	1	9			3	8	2	31	38
Christian Maford	8	1	9			6	4	2	30	46
Derry Hill	9	1	10			3	5	2	30	46
Netheravon	8	2	10			2	7	1	30	46
Ramsbury	8	2	7			4	5	4	30	46
Shrewton	8	2	9			4	6	1	30	46
Winterslows	9	1	9			4	5	2	30	46
Burbage	9	2	8			4	4	2	29	52
Limpley Stoke	9	5	5			2	4	4	29	52
Market Lavington	8	2	7			2	7	3	29	52
Morgans Vale & Woodfalls	8	1	9			4	6	1	29	52
Zeals	7	2	0			9	7	3	28	56
Broughton Gifford	7	1	7			3	8	1	27	57
Upavon	8	2	7			3	5	2	27	57
Crudwell	7	1	5			4	5	3	25	59
Purton	9	1	0			4	9	2	25	59
Hindon	7	1	0			10	2	4	24	61
Yatton Keynell	8	1	6			4	4	1	24	61
Dinton	7	1	0			4	8	3	23	63
Monkton Farleigh	8	1	0			3	8	3	23	63
Wingfield	8	1	0			3	7	4	23	63
Horningsham	4	1	0			3	8	6	22	66
Steeple Ashton	8	1	0			3	7	3	22	66
Staverton	8	1	0			3	8	1	21	68
Colerne	7	1	0			3	7	2	20	69
Kington St Michael	8	1	0			4	5	2	20	69
Sutton Veny	8	1	0			3	6	2	20	69
Urchfont	8	2	0			3	5	2	20	69
Ashton Keynes	7	1	0			4	6	1	19	73
Bratton	8	1	0			3	6	1	19	73
Bulkington	7	1	0			3	7	1	19	73
Collingbourne Ducis	8	2	0			4	3	2	19	73
Keevil	7	1	0			3	7	1	19	73
Oaksey	7	1	0			3	6	2	19	73
Great Cheverell	7	1	0			2	4	4	18	79
Great Somerford	8	1	0			5	3	1	18	79
Longbridge Deverill	8	1	0			3	1	4	17	81

Note: Development Policy B settlements are shaded.

APPENDIX 2 – INDIVIDUAL STAGE 2 RESULTS

Settlement	Accessibility
Amesbury	10
Bradford on Avon	10
Downton	10
Marlborough	10
Wilton	10
Wootton Bassett	10
Alderbury	9
Box	9
Bulford	9
Burbage	9
Calne	9
Corsham	9
Cricklade	9
Derry Hill	9
Devizes	9
Dilton Marsh	9
Durrington	9
Great Bedwyn	9
Heytesbury	9
Hilperton	9
Holt	9
Laverstock	9
Limpley Stoke	9
Ludgershall	9
Lyneham	9
Malmesbury	9
Melksham	9
North Bradley	9
Pewsey	9
Purton	9
Semington	9
Tidworth	9
Warminster	9
Westbury	9
Winsley	9
Winterslows	9
Atworth	8
Bratton	8
Christian Malford	8
Codford St Mary	8
Collingbourne Ducis	8
Corsley Heath	8
Great Somerford	8
Hullavington	8
Kington St Michael	8
Longbridge Deverill	8
Luckington	8
Market Lavington	8
Mere	8
Monkton Farleigh	8
Morgans Vale & Woodfalls	8
Netheravon	8
Porton	8
Ramsbury	8
Sherston	8
Shrewton	8
Southwick	8
Staverton	8
Steeple Ashton	8
Sutton Benger	8
Sutton Veny	8
Tisbury	8
Upavon	8
Urchfont	8
West Lavington & Littleton Panell	8
Westwood	8
Wingfield	8
Winterbournes	8
Yatton Keynell	8
Ashton Keynes	7
Broughton Gifford	7
Bulkington	7
Colerne	7
Crudwell	7
Dinton	7
Great Cheverell	7
Hindon	7
Keevil	7
Oaksey	7
Zeals	7
Horningsham	4

Settlement	Bus Connectivity
Westbury	10
Bradford on Avon	8
Warminster	8
Wilton	8
Amesbury	7
Box	7
Downton	7
Wootton Bassett	7
Calne	6
Lyneham	6
Devizes	5
Limpley Stoke	5
Ludgershall	5
Melksham	5
Semington	5
Tidworth	5
Winsley	5
Bulford	4
Corsham	4
Hilperton	4
Marlborough	4
Codford St Mary	3
Durrington	3
Heytesbury	3
North Bradley	3
Pewsey	3
Southwick	3
West Lavington & Littleton Panell	3
Alderbury	2
Atworth	2
Burbage	2
Collingbourne Ducis	2
Cricklade	2
Dilton Marsh	2
Great Bedwyn	2
Laverstock	2
Malmesbury	2
Market Lavington	2
Mere	2
Netheravon	2
Ramsbury	2
Shrewton	2
Tisbury	2
Upavon	2
Urchfont	2
Zeals	2
Ashton Keynes	1
Bratton	1
Broughton Gifford	1
Bulkington	1
Christian Malford	1
Colerne	1
Corsley Heath	1
Crudwell	1
Derry Hill	1
Dinton	1
Great Cheverell	1
Great Somerford	1
Hindon	1
Holt	1
Horningsham	1
Hullavington	1
Keevil	1
Kington St Michael	1
Longbridge Deverill	1
Luckington	1
Monkton Farleigh	1
Morgans Vale & Woodfalls	1
Oaksey	1
Porton	1
Purton	1
Sherston	1
Staverton	1
Steeple Ashton	1
Sutton Benger	1
Sutton Veny	1
Westwood	1
Wingfield	1
Winterbournes	1
Winterslows	1
Yatton Keynell	1

Note: Development Policy B settlements are shaded.

Settlement	Hourly Bus Service
Amesbury	10
Atworth	10
Box	10
Bradford on Avon	10
Codford St Mary	10
Corsham	10
Corsley Heath	10
Derry Hill	10
Dilton Marsh	10
Durrington	10
Heytesbury	10
Hullavington	10
Laverstock	10
Luckington	10
Netheravon	10
Semington	10
Sherston	10
Sutton Benger	10
West Lavington & Littleton Panell	10
Westwood	10
Wilton	10
Winsley	10
Alderbury	9
Bulford	9
Christian Malford	9
Devizes	9
Downton	9
Hilperton	9
Holt	9
Ludgershall	9
Malmesbury	9
Melksham	9
Morgans Vale & Woodfalls	9
Shrewton	9
Southwick	9
Tidworth	9
Warminster	9
Westbury	9
Winterbournes	9
Winterslows	9
Wootton Bassett	9
Burbage	8
Lyneham	8
Marlborough	8
Porton	8
Broughton Gifford	7
Great Bedwyn	7
Market Lavington	7
North Bradley	7
Pewsey	7
Ramsbury	7
Upavon	7
Cricklade	6
Mere	6
Yatton Keynell	6
Crudwell	5
Limpley Stoke	5
Calne	4
Ashton Keynes	0
Bratton	0
Bulkington	0
Colerne	0
Collingbourne Ducis	0
Dinton	0
Great Cheverell	0
Great Somerford	0
Hindon	0
Horningsham	0
Keevil	0
Kington St Michael	0
Longbridge Deverill	0
Monkton Farleigh	0
Oaksey	0
Purton	0
Staverton	0
Steeple Ashton	0
Sutton Veny	0
Tisbury	0
Urchfont	0
Wingfield	0
Zeals	0

Settlement	Highway Capacity
Hindon	10
Zeals	9
Codford St Mary	7
Christian Malford	6
Hullavington	6
Luckington	6
Mere	6
Alderbury	5
Bulford	5
Great Somerford	5
Lyneham	5
Sutton Benger	5
Amesbury	4
Ashton Keynes	4
Burbage	4
Collingbourne Ducis	4
Corsley Heath	4
Cricklade	4
Crudwell	4
Dilton Marsh	4
Dinton	4
Downton	4
Durrington	4
Great Bedwyn	4
Kington St Michael	4
Laverstock	4
Ludgershall	4
Malmesbury	4
Morgans Vale & Woodfalls	4
Purton	4
Ramsbury	4
Shrewton	4
Tidworth	4
Tisbury	4
Warminster	4
Westbury	4
Winterslows	4
Wootton Bassett	4
Yatton Keynell	4
Atworth	3
Box	3
Bradford on Avon	3
Bratton	3
Broughton Gifford	3
Bulkington	3
Calne	3
Colerne	3
Corsham	3
Derry Hill	3
Heytesbury	3
Hilperton	3
Holt	3
Horningsham	3
Keevil	3
Longbridge Deverill	3
Marlborough	3
Melksham	3
Monkton Farleigh	3
North Bradley	3
Oaksey	3
Pewsey	3
Porton	3
Semington	3
Southwick	3
Staverton	3
Steeple Ashton	3
Sutton Veny	3
Upavon	3
Urchfont	3
Wilton	3
Wingfield	3
Winterbournes	3
Devizes	2
Great Cheverell	2
Limpley Stoke	2
Market Lavington	2
Netheravon	2
Sherston	2
West Lavington & Littleton Panell	2
Westwood	2
Winsley	2

Note: Development Policy B settlements are shaded.

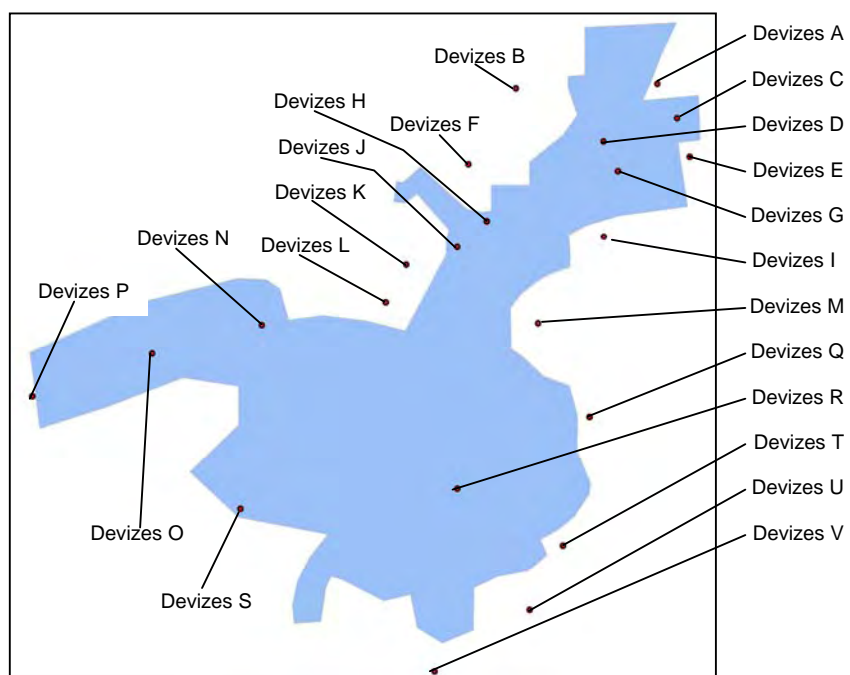
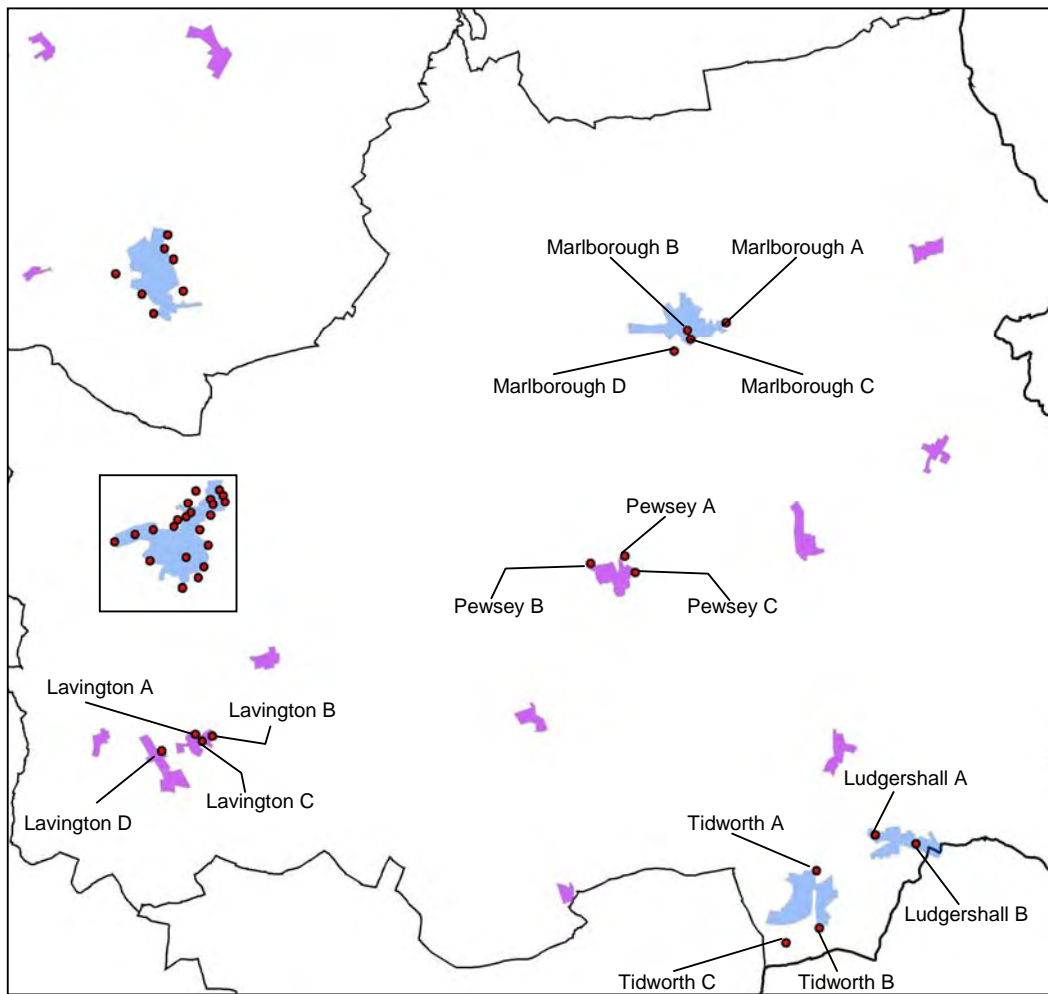
Settlement	Journey to Work Distance
Bulford	10
Tidworth	10
Lyneham	10
Westbury	9
Warminster	9
Melksham	9
Wilton	9
Wootton Bassett	9
Laverstock	9
North Bradley	9
Porton	9
Purton	9
Bradford on Avon	8
Dilton Marsh	8
Amesbury	8
Downton	8
Ludgershall	8
Marlborough	8
Corsham	8
Devizes	8
Malmesbury	8
Semington	8
Alderbury	8
Hilperton	8
Calne	8
Southwick	8
Cricklade	8
Westwood	8
Winterbournes	8
Broughton Gifford	8
Dinton	8
Monkton Farleigh	8
Horningsham	8
Staverton	8
Box	7
Winsley	7
Durrington	7
Corsley Heath	7
Atworth	7
Netheravon	7
Market Lavington	7
Zeals	7
Wingfield	7
Steeple Ashton	7
Colerne	7
Bulkington	7
Keevil	7
Pewsey	6
Codford St Mary	6
Heytesbury	6
West Lavington & Littleton Panell	6
Hullavington	6
Holt	6
Sherston	6
Shrewton	6
Morgans Vale & Woodfalls	6
Sutton Veny	6
Ashton Keynes	6
Bratton	6
Oaksey	6
Great Bedwyn	5
Mere	5
Sutton Benger	5
Derry Hill	5
Ramsbury	5
Winterslows	5
Upavon	5
Crudwell	5
Kington St Michael	5
Urchfont	5
Tisbury	4
Luckington	4
Christian Malford	4
Burbage	4
Limpley Stoke	4
Yatton Keynell	4
Great Cheverell	4
Collingbourne Ducis	3
Great Somerford	3
Hindon	2
Longbridge Deverill	1

Settlement	% Journey To Work by Car
Bulford	10
Tidworth	10
Wilton	7
Lyneham	7
Marlborough	6
Horningsham	6
Warminster	5
Ludgershall	5
Malmesbury	5
Tisbury	5
West Lavington & Littleton Panell	5
Mere	5
Bradford on Avon	4
Great Bedwyn	4
Pewsey	4
Amesbury	4
Box	4
Laverstock	4
Devizes	4
Corsley Heath	4
Sherston	4
Ramsbury	4
Limpley Stoke	4
Hindon	4
Wingfield	4
Great Cheverell	4
Longbridge Deverill	4
Westbury	3
Melksham	3
Wootton Bassett	3
Corsham	3
Winsley	3
Heytesbury	3
Calne	3
Luckington	3
Holt	3
Market Lavington	3
Zeals	3
Crudwell	3
Dinton	3
Monkton Farleigh	3
Steeple Ashton	3
Dilton Marsh	2
Downton	2
Semington	2
Codford St Mary	2
Alderbury	2
Durrington	2
Hilperton	2
Hullavington	2
Cricklade	2
Porton	2
Sutton Benger	2
Westwood	2
Winterbournes	2
Christian Malford	2
Derry Hill	2
Winterslows	2
Burbage	2
Upavon	2
Purton	2
Colerne	2
Kington St Michael	2
Sutton Veny	2
Urchfont	2
Collingbourne Ducis	2
Oaksey	2
North Bradley	1
Southwick	1
Atworth	1
Netheravon	1
Shrewton	1
Morgans Vale & Woodfalls	1
Broughton Gifford	1
Yatton Keynell	1
Staverton	1
Ashton Keynes	1
Bratton	1
Bulkington	1
Keevil	1
Great Somerford	1

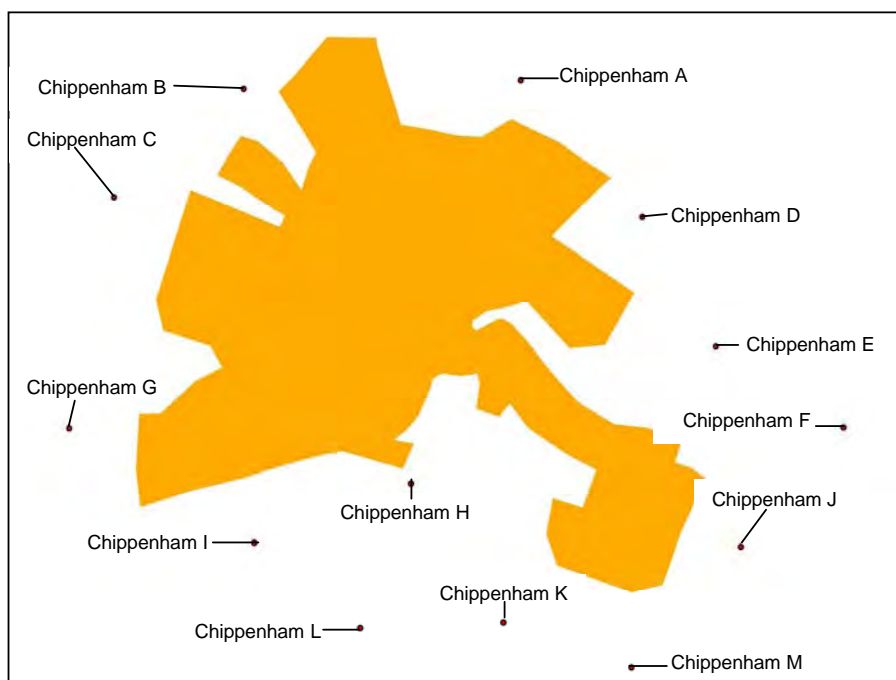
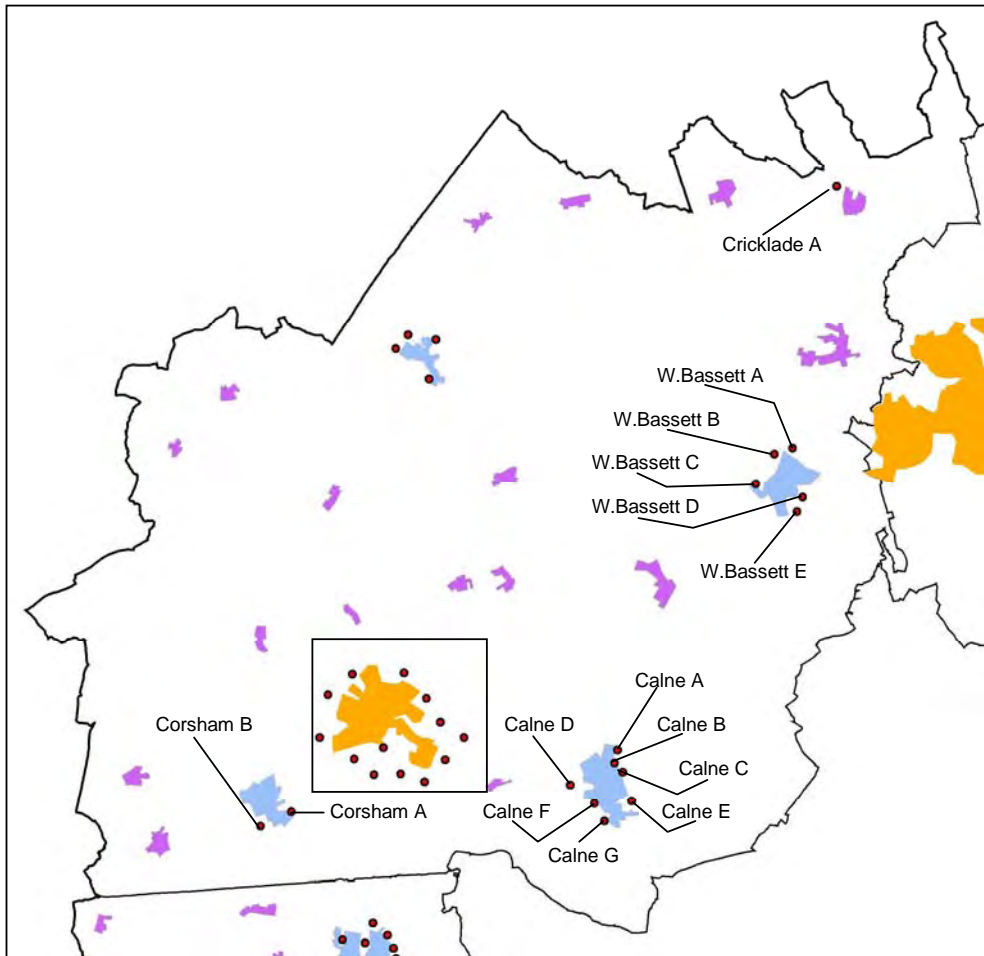
Note: Development Policy B settlements are shaded.

APPENDIX 3 – ‘AREAS OF SEARCH’ MAPS

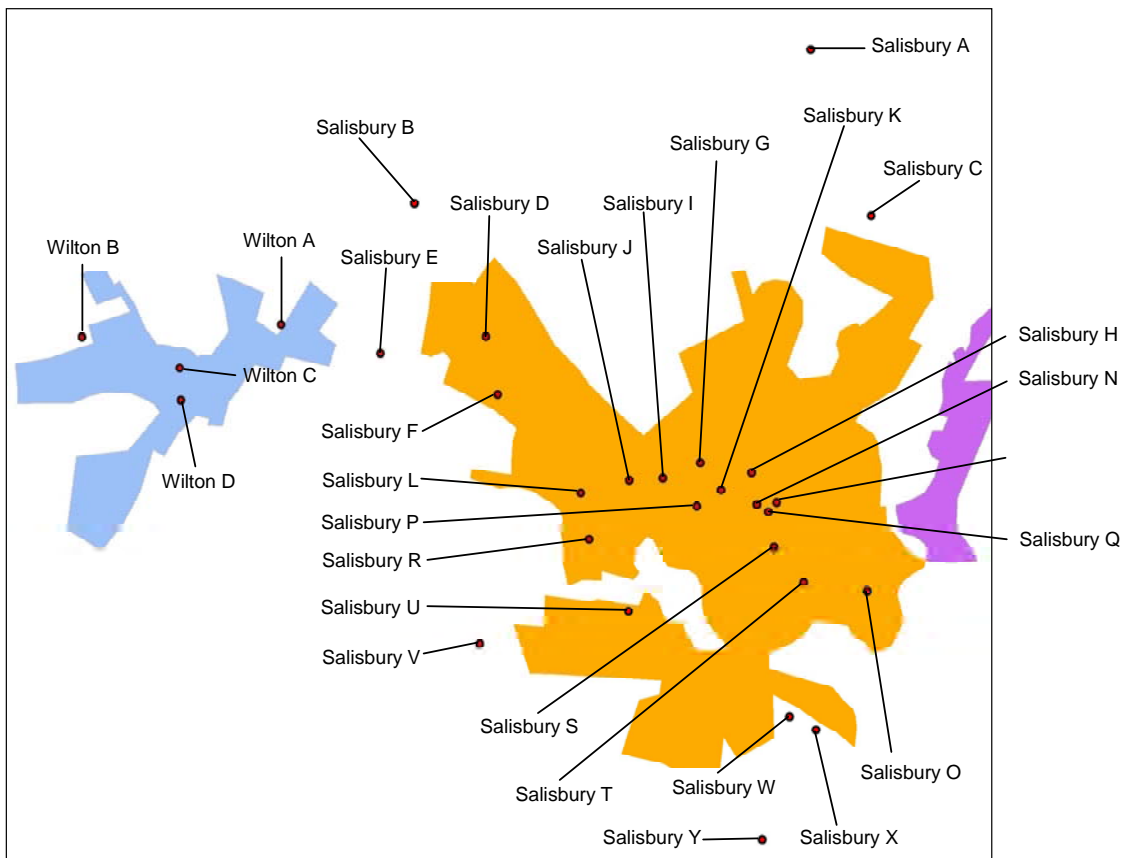
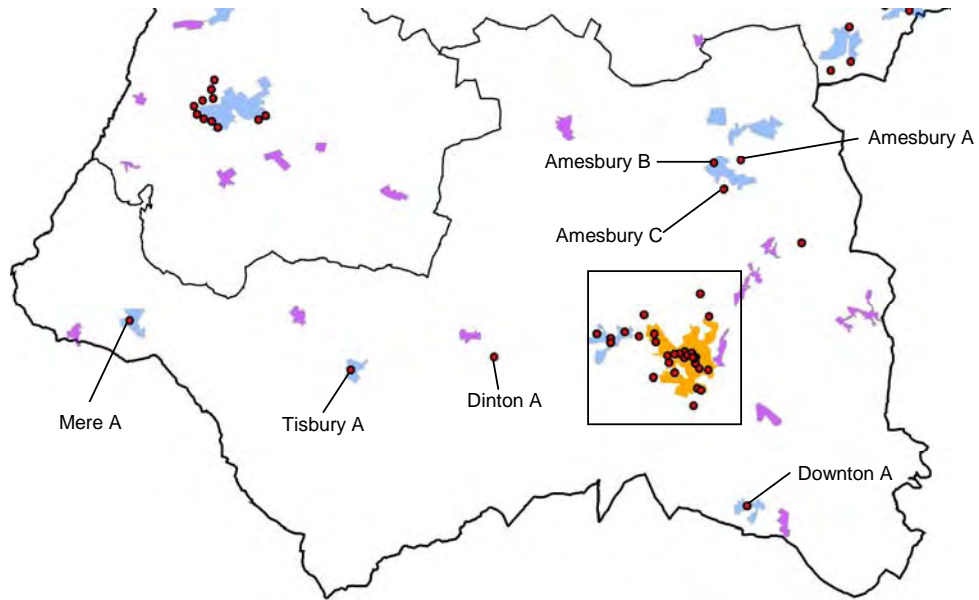
Kennet District ‘Areas of Search’



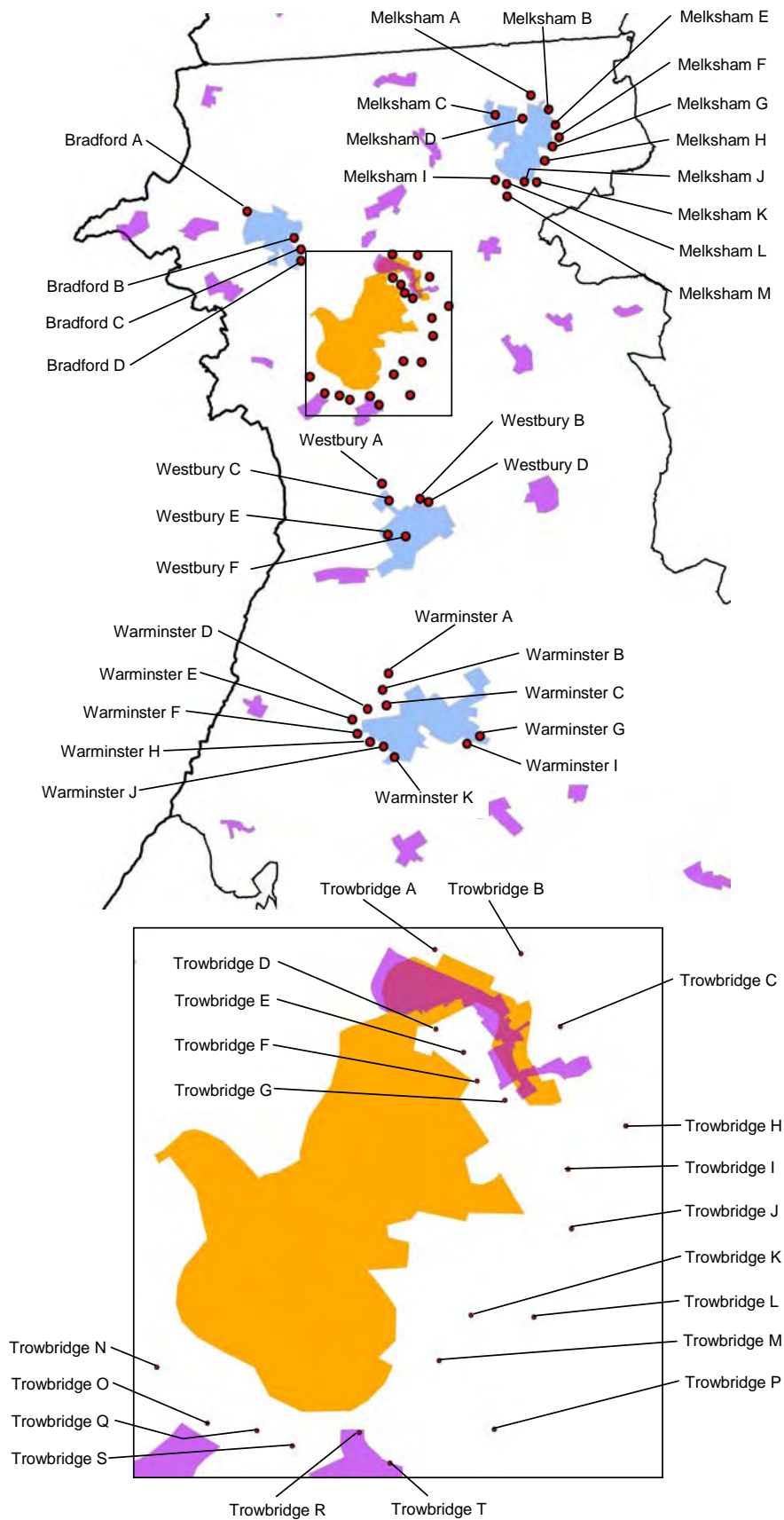
North Wiltshire District 'Areas of Search'



Salisbury District 'Areas of Search'



West Wiltshire District 'Areas of Search'



APPENDIX 4 – OVERALL STAGE 3 RESULTS

Area of Search	Accessibility	Bus Connectivity	Rail Station	Rail Connectivity	Highway Capacity	Journey to Work	Total	Rank
Salisbury_G	10	10	10	10	10	19	69	1
Salisbury_K	10	10	10	10	10	13	63	2
Salisbury_M	10	10	10	10	9	13	62	3
Salisbury_N	10	10	10	10	4	18	62	3
Salisbury_J	10	9	10	10	2	18	59	5
Salisbury_Q	10	10	10	10	4	13	57	6
Salisbury_T	10	9	5	10	9	14	57	6
Salisbury_H	10	10	10	10	4	12	56	8
Salisbury_I	10	9	10	10	2	15	56	8
Salisbury_S	10	10	10	10	1	14	55	10
Westbury_C	9	9	10	9	6	12	55	10
Salisbury_U	10	1	10	10	4	19	54	12
Salisbury_L	10	9	10	10	2	12	53	13
Salisbury_P	10	9	10	10	1	13	53	13
Salisbury_W	10	7	5	10	3	16	51	15
Salisbury_X	10	7	5	10	3	16	51	15
Westbury_A	9	4	10	9	6	13	51	15
Salisbury_E	10	6	5	10	2	17	50	18
Salisbury_R	9	0	10	10	2	19	50	18
Trowbridge_D	9	4	5	8	4	19	49	20
Salisbury_D	10	4	5	10	2	17	48	21
Salisbury_O	10	3	5	10	2	18	48	21
Salisbury_F	10	4	5	10	2	16	47	23
Salisbury_Y	9	4	5	10	4	15	47	23
Bradford_B	9	4	10	7	2	13	45	25
Westbury_E	9	1	10	9	4	12	45	25
Westbury_B	9	1	5	9	6	14	44	27
Westbury_F	9	5	5	9	4	12	44	27
Trowbridge_F	8	5	5	8	4	13	43	29
Trowbridge_G	8	5	5	8	4	13	43	29
Salisbury_C	9	1	5	10	2	15	42	31
Trowbridge_A	9	4	5	8	4	12	42	31
Trowbridge_T	9	5	5	8	3	12	42	31
Warminster_I	9	3	5	5	5	15	42	31
Westbury_D	9	1	5	9	6	12	42	31
Trowbridge_R	9	4	5	8	3	12	41	36
Warminster_G	9	3	5	5	5	14	41	36
Bradford_D	9	4	5	7	2	12	39	38
Tisbury_A	8	1	10	4	4	12	39	38
Melksham_C	9	5	10	1	1	12	38	40
Salisbury_V	8	0	5	10	4	11	38	40
Trowbridge_E	8	0	5	8	4	13	38	40
Trowbridge_O	8	3	5	8	2	12	38	40
Bradford_A	9	1	5	7	3	12	37	44
Chippenham_J	9	6	5	6	2	9	37	44
Salisbury_A	9	0	5	10	1	12	37	44
Salisbury_B	9	0	5	10	2	11	37	44
Trowbridge_B	8	0	5	8	4	12	37	44
Trowbridge_C	8	0	5	8	4	12	37	44
Trowbridge_K	7	0	5	8	4	13	37	44
Trowbridge_N	8	2	5	8	2	12	37	44
Trowbridge_P	8	0	5	8	4	12	37	44
Warminster_C	9	1	5	5	5	12	37	44
Bradford_C	9	1	5	7	2	12	36	54
Trowbridge_J	7	0	5	8	4	12	36	54
Trowbridge_L	7	0	5	8	4	12	36	54
Trowbridge_Q	8	0	5	8	3	12	36	54
Trowbridge_S	8	0	5	8	3	12	36	54
Warminster_H	8	1	5	5	1	16	36	54
Tidworth_A	8	5			5	17	35	60
Trowbridge_H	7	0	5	8	3	12	35	60
Trowbridge_I	7	0	5	8	3	12	35	60
Trowbridge_M	8	0	5	8	2	12	35	60
Warminster_A	8	0	5	5	5	12	35	60
Warminster_B	8	0	5	5	5	12	35	60
Warminster_F	8	1	5	5	3	13	35	60
Warminster_K	9	1	5	5	1	14	35	60
Chippenham_A	9	0	5	6	3	11	34	68
Chippenham_L	8	3	5	6	3	9	34	68
Melksham_D	8	1	10	1	2	12	34	68
Warminster_J	8	1	5	5	1	14	34	68
Wilton_A	9	9			4	12	34	68
Chippenham_C	8	1	5	6	3	10	33	73
Chippenham_D	8	0	5	6	3	11	33	73
Chippenham_E	8	0	5	6	3	11	33	73
Chippenham_I	9	0	5	6	4	9	33	73
Chippenham_K	8	0	5	6	3	11	33	73
Melksham_L	9	3	5	1	3	12	33	73
Melksham_M	9	3	5	1	3	12	33	73
Pewsey_B	9	2	10	2	2	8	33	73

Chippenham_B	8	0	5	6	3	10	32	81
Chippenham_F	8	0	5	6	2	11	32	81
Chippenham_G	7	0	5	6	4	10	32	81
Pewsey_A	8	0	10	2	4	8	32	81
Warminster_D	8	0	5	5	2	12	32	81
Wilton_D	10	4			4	14	32	81
Chippenham_H	8	0	5	6	2	10	31	87
Melksham_K	9	2	5	1	2	12	31	87
Warminster_E	7	0	5	5	3	11	31	87
Wilton_C	10	4			4	13	31	87
Amesbury_B	10	7			1	12	30	91
Chippenham_M	7	0	5	6	3	9	30	91
Melksham_H	9	1	5	1	2	12	30	91
Melksham_I	8	3	5	1	1	12	30	91
Tidworth_B	8	0			4	18	30	91
Tidworth_C	8	4			4	14	30	91
Amesbury_A	8	0			10	11	29	97
Calne_D	9	6			3	11	29	97
Devizes_N	9	6			1	13	29	97
Devizes_O	9	4			3	13	29	97
Marlborough_B	10	5			3	11	29	97
Melksham_B	8	1	5	1	2	12	29	97
Melksham_J	9	0	5	1	2	12	29	97
Devizes_P	9	4			3	12	28	104
Melksham_E	8	0	5	1	2	12	28	104
Melksham_F	8	0	5	1	2	12	28	104
Melksham_G	8	0	5	1	2	12	28	104
Calne_B	9	5			2	11	27	108
Marlborough_C	10	3			3	11	27	108
Melksham_A	8	0	5	1	1	12	27	108
Wooton Bassett_B	9	3			3	12	27	108
Calne_A	9	5			2	10	26	112
Devizes_H	9	2			1	14	26	112
Devizes_L	9	2			2	13	26	112
Devizes_T	9	1			3	13	26	112
Ludgershall_B	9	5			2	10	26	112
Marlborough_A	9	2			5	10	26	112
Pewsey_C	8	0	5	2	4	7	26	112
Porton_A	7	1			3	15	26	112
Wilton_B	9	1			4	12	26	112
Devizes_A	9	2			4	10	25	121
Devizes_C	8	2			4	11	25	121
Downton_A	10	1			3	11	25	121
Malmesbury_D	9	2			4	10	25	121
Calne_F	9	1			3	11	24	125
Corsham_B	9	1			3	11	24	125
Devizes_R	9	1			3	11	24	125
Devizes_S	9	1			1	13	24	125
Devizes_U	9	1			3	11	24	125
Wooton Bassett_A	9	1			3	11	24	125
Corsham_A	8	1			3	11	23	131
Devizes_I	8	1			2	12	23	131
Devizes_J	9	2			1	11	23	131
Devizes_K	9	1			1	12	23	131
Devizes_M	9	0			2	12	23	131
Lavington_A	8	2			3	10	23	131
Lavington_D	8	3			3	9	23	131
Malmesbury_B	8	1			4	10	23	131
Wooton Bassett_E	8	0			3	12	23	131
Calne_G	8	1			3	10	22	140
Devizes_B	8	0			1	13	22	140
Devizes_D	9	2			1	10	22	140
Devizes_F	9	1			1	11	22	140
Devizes_G	9	2			1	10	22	140
Devizes_Q	8	1			2	11	22	140
Devizes_V	8	0			3	11	22	140
Lavington_C	8	1			3	10	22	140
Amesbury_C	9	0			1	11	21	148
Amesbury_D	9	0			1	11	21	148
Calne_E	8	0			3	10	21	148
Devizes_E	8	1			1	11	21	148
Ludgershall_A	9	0			3	9	21	148
Malmesbury_A	8	0			3	10	21	148
Marlborough_D	9	0			2	10	21	148
Wooton Bassett_C	10	0			0	11	21	148
Wooton Bassett_D	9	0			2	10	21	148
Calne_C	8	0			2	10	20	157
Cricklade_A	8	0			3	9	20	157
Lavington_B	8	0			3	9	20	157
Malmesbury_C	8	1			2	9	20	157
Mere_A	8	2			3	7	20	157
Dinton_A	6	0			4	8	18	162

Note: Shading represents - Development Policy A; Development Policy B; and Development Policy C settlements.

