

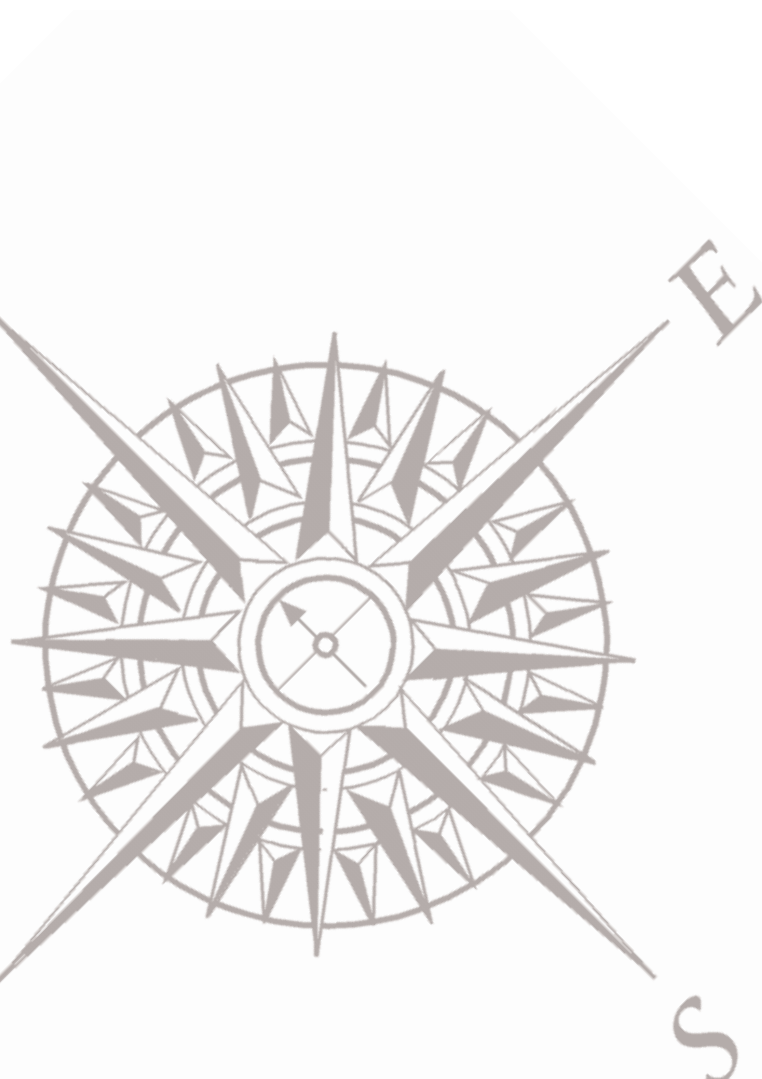
4 ACCESSIBILITY & TRANSPORT

INTRODUCTION

4.01 Policies in this Chapter deal specifically with the provision of an integrated and more sustainable transport network that will form the basis for addressing the future transport needs of the District. In an extensively rural area such as Kennet, the Council considers an effective transport network to be a key contributor to the successful delivery of 'Social Inclusion', 'Sustaining Our Rural Communities' and 'Sustainable Development', three of the cross-cutting themes identified in its corporate *Four Year Strategy (2000-2004)*.

4.02 There is now a consensus, at both national and regional level, that the current rate of growth in road traffic cannot be sustained. The environmental and health impacts of transport, especially from cars, are already well documented. Since adoption of the current Local Plan, the government has issued a considerable amount of new legislation and guidance relating to transport and accessibility. The first Transport White Paper (*A New Deal for Transport: - Better for Everyone*) for nearly twenty years was published in 1998. This heralded a significant shift in transport investment priorities by moving away from providing specifically for the needs of the private motor car, toward the development of a national integrated transport network with specific emphasis on the improvement of public transport, cycling and walking infrastructure. The maintenance of the existing highway network is identified as having precedence over the provision of new major road schemes. Particular emphasis is given to the role of planning to contain the dispersal of development, so reducing the need to travel, and improving access to jobs, leisure and services.

4.03 In Kennet District, transport facilities are provided by a number of different agencies.



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The Highways Agency is responsible for the maintenance of the M4 motorway, which passes through the northern limit of the District, while Wiltshire County Council, as the local highway authority, is responsible for the majority of highway building, improvement and maintenance of the non-trunk route network. The District Council, as the local planning authority, is responsible for ensuring that new development is served by appropriate roads and other transport infrastructure. Recent revisions to Planning Policy Guidance, principally PPG13 and PPG12, have further strengthened the key role of District Authorities in seeking the provision of facilities for alternatives to the private motor car. The District Council also has an important role in the management of public off street car parking facilities and selected on street facilities in Devizes and Marlborough.

4.04 The Policies set out in the transport chapter complement the spatial strategy described in Chapter One. The Policies seek to strike a balance between increasing the level of accessibility throughout the District whilst encouraging less reliance upon the private motor car. The principal objectives of the transport strategy are:-

- To reduce the growth in the length and number of motorised journeys;
- To ensure new development proposals provide facilities for means of travel other than by car that are at an appropriate level in relation to those facilities provided for the car;
- To ensure that uses which generate large numbers of trips are located in places which are, or have the potential to be, accessed by public transport, cycling and walking;
- To encourage greater use of walking and cycling, particularly for short journeys;
- To reduce the impact of Heavy Goods Vehicles (HGVs);
- To help manage traffic effectively to decrease congestion, improve air quality, reduce visual intrusion and noise;
- To improve the integration of different transport modes; *and*
- To ensure that new parking provision does not encourage high levels of car use

SOUTH WEST REGIONAL PLANNING GUIDANCE

4.05 Regional Planning Guidance builds on the principles contained within the Transport White Paper and PPG13 in promoting patterns of development which reduce reliance on the motor car, encourage greater use of public transport and enhance the potential for walking and cycling. Where improvements to the transport network are proposed, they should aim to assist in the economic development of the Region, increase the accessibility of existing and proposed development, ease congestion and improve conditions in the areas alongside transport routes and improve road safety.

WILTSHIRE STRUCTURE PLAN AND LOCAL TRANSPORT PLAN

4.06 The strategic context for transport provision within Kennet is set out in the Wiltshire County Structure Plan 2011. The transport policies of the Structure Plan emphasise the need to promote sustainable patterns of land use and transport, as outlined in national and regional planning guidance. To achieve sustainable development, emphasis is placed therefore, on reducing the growth in the length and number of motorised journeys, and encouraging alternative means of travel, which have less environmental impact, hence reducing reliance on the private motor car.

4.07 In line with government guidance, the Structure Plan recognises that the maintenance and improvement of the strategic highway network should have priority over the construction of new road networks.

4.08 The Local Transport Plan for Wiltshire 2001/2006 emphasises the need to integrate land use and transport planning to achieve a more sustainable pattern of development. The Local Transport Plan contains four area wide strategies, including the Devizes Community Area Transport Plan and Pewsey Vale Quiet Roads Strategy. The proposed housing and employment allocations discussed in Chapters Two and Three have been carefully considered in drawing up the Devizes Community Area Transport Plan. The Local Transport Plan also gives consideration to the transport infrastructure serving the additional principal settlement areas within Kennet.

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4.09 The Local Transport Plan for Wiltshire sets a specific target for reducing the rate of growth of car traffic in the Devizes Community Area. Wiltshire County Council estimate that through the application of the Plan, traffic will have grown at a rate of 17% by 2011 in the community area as opposed to 27% when applying the do minimum scenario. Further targets for the Devizes community area include increasing car sharing from 1% in 1997 to 4% by 2011. District wide targets include a 10% increase in children walking to school and employees walking to work by 2011, when compared to 2001. These targets will contribute to the principle of reducing the rate of road traffic growth throughout Wiltshire, which underpins the strategy contained in the Local Transport Plan. In accordance with this objective, the policies set out in this chapter attempt to strike a careful balance between enhancing the economic viability of the principal service centres, increasing levels of accessibility, whilst encouraging less reliance on the motor car.

INTEGRATING TRANSPORT AND LAND USE PLANNING

4.10 An effective transport network is essential to maintain economic prosperity in a rural area such as Kennet. However, in recent years, greater prosperity has resulted in a significant increase in the number of privately owned motor vehicles and the amount of goods transported by road. Vehicular traffic is now the primary contributor to the incidence of poor air quality in the District, undermining the integrity of the District's outstanding natural environment. Traffic congestion within the principal settlement areas detracts from the visual appeal of the District's market towns. The significant environmental impact of building new roads to accommodate this growth in traffic has to be considered, together with evidence that additional capacity provided by new roads is short lived. Supplying additional capacity results in an increase in demand on new roads. This necessitates a new approach to managing traffic in Kennet.

4.11 Land use decisions can contribute directly to high car dependency. The separation of home, work, education and leisure activities has encouraged increased use of the car. In addition, the 'freedom' of movement offered by the private motor car has encouraged people to live in the District's attractive

villages and market towns, and commute long distances to work. This has resulted in a corresponding fall in the number of people using public transport, particularly buses, to travel to work.

4.12 The spatial distribution strategy set out in Chapter One will enable the Local Plan to respond positively to the transport challenges in the period to 2011. The concentration of housing and employment growth in the principal centres ensures that existing shops and facilities are accessible by a range of different transport modes.

4.13 Where improvements to roads, public transport, cycling and pedestrian facilities are required as part of a new development, developers will be required to enter into Section 106 Legal Agreements to deliver these improvements. The term 'significant development' is used to describe development proposals that in the context of local circumstances are determined to be major generators of travel demand. The thresholds identified in PPG13 above which transport assessments and travel plans are mandatory, are rarely exceeded in Kennet. Therefore, whether Policies AT2, AT3, AT10, AT11 and AT12 apply depends on the evidence about the level of travel demand likely to be generated by the development.

Policy AT1

TRANSPORT APPRAISAL PROCESS

All development proposals should adequately address the issues listed below, where they are relevant to the development under consideration:-

- a) minimise travel through careful siting and design;
- b) the provision of alternative access to the development other than by the private car including by public transport, cycling and walking (with proper provision for people with disabilities and careful attention to cyclist and pedestrian safety);
- c) the incorporation of facilities such as secure cycle parking, bus stops or taxi pick up/drop off points to encourage a choice of travel mode;
- d) the provision of traffic calming measures including using imaginative design and layout wherever appropriate;
- e) the provision of off-site highway or public transport improvements in the locality where extra traffic generated by the development would have identifiable adverse effects on highway safety or convenience;
- f) the provision of car parking spaces in accordance with the Council's adopted maximum car parking standards; *and*
- g) the provision of cycle parking spaces in accordance with the Council's adopted Minimum Cycle Parking Standards

4.14 Policy AT1 underpins the strategy set out in the Accessibility and Transport Chapter. All new development proposals will be assessed against the criteria set out in AT1 where the Planning Authority deems these to be relevant. The emphasis on 'relevant' is to ensure that under certain circumstances, for example where re-use is proposed of an existing farm building in the countryside, the development is not prejudiced by having to contribute toward the provision of certain of the criteria set out in AT1. This will ensure that the diversification of the rural economy is encouraged in accordance with the criteria set out in Policy ED14.

4.15 PPG13 outlines thresholds of development above which Transport Assessments will be required. These assessments should consider the likely modal split of journeys to and from a site, together with proposals to improve public transport, walking and cycling. PPG 13 enables local authorities to set size thresholds appropriate for local conditions. For the purposes of this Local Plan, the Council will expect Transport Assessments to be submitted with applications for development on the key sites identified within this Plan and for other significant development that may arise during the Plan period.

Policy AT2

TRANSPORT ASSESSMENTS

Applications for significant new development, or proposals on allocated or significant windfall sites, will be required to submit a Transport Assessment to consider the likely modal split of journeys to and from the site and to establish proposals to improve public transport, walking and cycling.

TRAFFIC MANAGEMENT AND DEMAND RESTRAINT

4.16 The current policy climate emphasises the requirement for local authorities to take a strategic view of traffic management and assess its contribution to achieving wider integrated transport objectives. Traffic Management can address the needs of pedestrians (including the needs of disabled people), cyclists, public transport users, motorcyclists, taxis, freight and private car users. Consideration of all users ensures planning decisions are consistent with encouraging changes in attitudes and culture and delivering sustainable development objectives.

4.17 A range of traffic management measures can be used in combination to deliver the strategic objective of reducing reliance upon the motor car. The policies in this Chapter deliver improvements to alternatives i.e. pedestrian and cyclist infrastructure, and provide demand restraint through strategic car parking policies i.e. reducing public long stay capacity. Traffic management measures can also be deployed to make best use of the existing network. Traffic calming can eliminate excessive

speeds, improve driver concentration in sensitive areas such as residential streets and areas near schools, and remove extraneous traffic from inappropriate areas.

Policy AT3

TRAVEL PLANS

Applications for significant new development, or proposals on allocated or significant windfall sites, excluding housing, will be required to include a Travel Plan detailing how the use of the car will be kept to a minimum, especially for commuter journeys.

4.18 Travel Plans explore ways of reducing the need to travel and reducing reliance upon the private motor car through the promotion of alternatives. The Council supports Wiltshire County Council's Travelwise Initiative and will encourage the take up of Travel Plans by major traffic generators, including local businesses and schools. New development likely to generate significant numbers of additional car journeys will need to submit a travel plan to demonstrate how the impact of these journeys will be minimised. The Council intends to adopt its own Travel Plan to encourage a reduction in car use for commuter journeys and alleviate the day to day transport impacts of its delivery of services.

Parking

4.19 Controls on the amount, cost and type of car parking, are key to managing the demand for car use. The District Council is responsible for managing the public off street car parking facilities in Kennet together with enforcement of selected on-street parking areas in Devizes and Marlborough. Traffic and car parking often dominate the environment of Kennet's main towns and villages. This is not surprising given Devizes', Marlborough's, Pewsey's and Ludgershall's location on the strategic route network within and through the District. In Devizes and Marlborough in particular, repeated circulation for short stay on street public parking spaces in the Market Place adds to the feeling of congestion and contributes to a decline in air quality. The challenge for the Local Plan is to develop a parking strategy that reduces these impacts whilst increasing accessibility and protecting the economic viability of the principal settlement areas.

Devizes and Marlborough

Policy AT4

PUBLIC CAR PARKING IN DEVIZES AND MARLBOROUGH

Public car parking provision in Devizes and Marlborough will be managed within the context of emerging integrated Transport Plans for these settlements so as to:

- a) encourage a reduction in reliance upon the private motor car, particularly for short commuter journeys;
- b) protect the economic vitality and viability of these settlements; and
- c) improve access to each centre's facilities for those with a mobility impairment

4.20 The Devizes Community Area Transport Plan contains a comprehensive parking strategy to be phased in during the period to 2006. The parking strategy strikes a balance between reducing reliance upon the motor car, especially for the relatively high number of short commuter journeys, whilst nurturing economic viability. It is designed to be integrated with the schemes developed for the Transport Plan, including traffic management and public transport infrastructure improvements. Wiltshire County Council has indicated that a Transport Plan for the Marlborough Community Area should be developed for inclusion within the next Local Transport Plan for Wiltshire to be submitted in 2005. Policy AT4 anticipates this eventuality.

4.21 The Devizes parking strategy proposes to increase the proportion of short stay spaces by decreasing the long stay capacity in the town. Initially this proposal will not affect the overall number of car parking spaces available. This reduction in all-day parking capacity combined with the possible introduction of on street charges could encourage commuter traffic to park in the residential areas of the town. The Council will review and investigate the introduction of a resident's parking scheme where appropriate as part of the Devizes Community Area Transport Plan to alleviate the effects of displaced commuter parking. Previous residents surveys have demonstrated mixed support for such a scheme. However, the Council envisages that the Devizes Community Area Transport Plan is likely to

significantly alter commuter travel patterns and therefore residents' perceptions of the value of such a scheme. Further resident's parking schemes for the District's main towns will be investigated as part of the development of future Community Area Transport Plans.

Policy AT5

PUBLIC CAR PARKING CAPACITY IN DEVIZES AND MARLBOROUGH

In Devizes and Marlborough existing public parking provision will only be reduced when:

- a) it is necessary to improve road safety, remove obstructions to accesses, or to enhance the character of the Town Centre; or
- b) necessary improvements have been made in public transport and in provision for cycling and walking to increase non-car-based accessibility to those towns.

Pewsey, Ludgershall and Tidworth

4.23 Problems of congestion occasionally occur in the High Street, Pewsey as a result of the narrow street pattern. On-street parking and the loading/unloading of delivery vehicles exacerbates this problem. The provision of a short stay car park at the rear of Hallgate House will contribute to easing the congestion. The Council will also explore the opportunities that exist for gaining rear servicing to the commercial properties in the High Street. This will similarly help to alleviate many of the problems relating to visual intrusion and the detrimental effects of traffic on the environment.

Policy AT6

SHORT STAY CAR PARKING IN LUDGERSHALL AND TIDWORTH

In view of the proposed housing and employment development in Ludgershall and Tidworth, the Council will consider favourably proposals to increase short stay parking provision in these settlements, provided that these increases are considered in the context of an integrated approach to transport provision and comply with Policy PD1 regarding design principles.

Policy AT7

PUBLIC CAR PARKING IN PEWSEY, LUDGERSHALL AND TIDWORTH

Public car parking provision in Pewsey, Ludgershall and Tidworth will be managed in a way that supports the objective of securing pedestrian priority, whilst providing ease of access to each centre's facilities for those with a mobility impairment. Permission will not be granted for development which will result in a reduction in on street parking provision in these settlements except where such a reduction is required in the interests of highway operational and/or safety needs, or to enhance the character of the built environment.

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4.22 Investment secured through the Devizes Community Area Transport Plan and the anticipated Community Area Plan for Marlborough will provide greater flexibility in the management of the public car parking capacities of these towns as part of a wider integrated and more sustainable approach to transport provision. Reductions in the overall public and private car parking capacities in Devizes and Marlborough are viable within this framework. Chapter Three, Economic Development, outlines the Council's intention to redevelop the North Gate and The Wharf. This development will reduce the current off street car parking capacity at the Wharf. Concern has been raised that these reductions in levels of public car parking, prior to the implementation of the Devizes Community Area Transport Plan, will dissuade people from working or shopping in the town. To test the validity of these concerns, Wiltshire County Council completed a survey of the availability of public on and off street parking in Devizes during October 2000. Results indicate that there is sufficient spare capacity to accommodate the reduction in spaces brought about by the Wharf redevelopment. However, on Market day, spare capacity is limited.

4.24 In view of the proposed housing and employment allocations in Ludgershall and Tidworth and the Council's desire to establish more balanced communities in these settlements, favourable consideration will be given to the expansion of short stay car parking provision within these towns. This will encourage the growth of essential services in these centres and reduce the need to travel outside the settlement boundaries. Proposed increases will be considered in the context of planned improvements to the local public transport network and any emerging integrated transport strategies for these areas.

Avebury World Heritage Site

4.25 Survey work completed in 1997 reveals that 84% of visitors to the WHS had travelled by car. The remainder had travelled by foot (3%), public transport (3%), bicycle (5%), motorcycle (2%) and coach (3%). The majority of visitors (66%) travelled between the various sites within the WHS by car, although 20% of respondents travelled by foot. This places considerable pressure on the existing parking facilities at the site and it is estimated that during peak visitor periods there is currently a shortfall of between 100 and 150 spaces.

Policy AT8

AVEBURY WORLD HERITAGE SITE PUBLIC TRANSPORT FACILITIES

Through its membership of the Avebury WHS Steering Committee the Council will work with Wiltshire County Council, the National Trust, Avebury Parish Council and local bus operators to :

- a) locate improved and sympathetically designed bus waiting facilities at the site, with provision for mobility impaired people;
- b) establish a network of pick up/drop off points to serve a shuttle service within the boundaries of the site.

4.26 Policy TR9 in Chapter 7, *Tourism, Recreation & the Arts*, promotes the development of small parking areas, some at a distance from the Henge/village area to alleviate the environmental impact of visitors. However, the creation of more and more parking spaces is not desirable or sustainable in the long term. Therefore, the

satisfactory resolution of the conflict between greater accessibility to these monuments and their conservation will rely heavily on the development of alternate means of travelling to the monuments and access within the site.

4.27 The 1997 survey indicates that 60% of visitors to the site would pay to park. The issue of charging for access and/or parking at Avebury will be considered following a two year experiment with car park charges.

Parking Standards

Policy AT9

MOTOR VEHICLE PARKING STANDARDS

- a) Subject to their agreement by each of the local authorities in Wiltshire all new development will make provision for the parking of motorised vehicles in accordance with the proposed Maximum Standards, set out in Appendix AT2.
- b) Parking for Employment and Retail uses in settlement areas should serve the centre as a whole and not be reserved solely for use in connection with the proposed development.

4.28 The comprehensive treatment of public on and off street facilities needs to be supported by the application of standards to influence the provision of on-site private non-residential spaces. PPG13 states that it is necessary to achieve lower levels of parking in association with development than has generally been achieved hitherto. In addition, the levels of secure good quality cycle parking need to be increased to promote cycle use.

4.29 The policies in this section establish a parking supply and management approach that promotes sustainable transport choices. Kennet is developing with the County Council and other District Authorities in Wiltshire a framework to facilitate a county wide approach to the setting of parking standards and charges. The parking guidelines described in Appendix AT2 will be applied to new development in the Plan area to determine parking requirements.

4.30 The proposed framework takes account of the recommendation in PPG13 to adopt maximum parking standards. The adopted Structure Plan for Wiltshire to 2011 limits the provision of parking associated with new development to maximum standards. Similarly, the consultation draft of Regional Planning Guidance for the South West requires the level of parking in new development to not exceed regional maximum standards. The existing minimum standards, adopted in 1988, form the basis of the new maximum standards. In accordance with advice in PPG13, The District and County Council are developing a process to introduce discounts to the new maximum standards based on the level of accessibility to the development by alternatives to the motor car. This assessment framework will recognise the need for differing treatments of developments in rural areas, where more flexibility may be required in the treatment of planning applications and associated travel patterns. The discounting framework will ensure that no town can gain an unfair advantage within Wiltshire.

Policy AT10

DEVELOPER CONTRIBUTIONS

Contributions will be sought by way of planning agreements as appropriate for each development proposal, either separately or collectively, to ensure convenient access via alternatives to the motor car. Where contributions are deemed necessary, they will be directly and reasonably related in scale and kind to the proposed development, and should provide for infrastructure improvements, including bus priority measures, safety measures, pedestrian and cycle facilities and bus stopping facilities. Such contributions may be phased over time to reflect the progressive nature of the mode share changes being sought or alternatively may be time limited. They may also be linked to ranging levels of occupancy and use or parking provision.

4.31 The move to maximum parking standards has removed the ability to take contributions in lieu of a reduced on site parking provision. However, contributions from developers will continue to be required to ensure the impact of new development is provided for at the developer's expense. This will assist in avoiding the otherwise perverse effects of revised standards policies in encouraging out of centre developments where land costs and parking restraints will be lower than for comparable town centre locations.

Policy AT11

CAPITALISED REVENUE DEVELOPER CONTRIBUTIONS

Where deemed necessary, a capitalised revenue contribution will be sought to provide bus services to access new development. Such contributions will be directly and reasonably related in scale and kind to the proposed development. They may be linked to ranging levels of occupancy and use or parking provision.

4.32 Where deemed appropriate, to offset potential increases in car use, development will be required to make a capitalised revenue contribution to the provision of a bus service. The level of contribution will be set in consultation with local operators so as to provide a level of service appropriate to the type of development.

Cycle Parking

Policy AT12

CYCLE PARKING FACILITIES

Facilities for parking bicycles must be provided in developments in accordance with the minimum standards in Appendix AT2 (where those standards are relevant to the development). In the case of significant development proposals, consideration should also be given to the provision of associated shower and changing facilities to encourage further this mode of transport.

4.33 A component part of encouraging cycling is the provision of appropriate cycle parking facilities. Minimum cycle parking standards are set out in Appendix AT2. These facilities should be located in clear view of the development to ensure good security. Associated changing and shower facilities should be considered as part of the package of measures to encourage cycling to new development.

HEAVY GOODS VEHICLES

Policy AT13

HEAVY GOODS VEHICLE MOVEMENTS

The Council supports the use of traffic calming, weight restrictions, speed limits and parking control measures to assist in the successful operation of the emerging two-tier strategic and local lorry route network, limit through running across the District and protect villages on rural routes away from the designated routes.

4.34 There is a general perception that Kennet's narrow country lanes are unnecessarily used by strategic long-distance HGVs avoiding the primary route network. This is not borne out by the results of a recent freight study commissioned by Wiltshire County Council, which reveals that only 15% of HGV traffic in Wiltshire is strategic; 52% starts or finishes its journey in the County and 33% is travelling wholly within Wiltshire. Nevertheless, there remains a requirement to develop a strategic and local lorry network to alleviate any unnecessary use of the District's minor road network.

4.35 With some 85% of all freight traffic on Wiltshire's roads having some business within Wiltshire, it is clear that there must be some penetration into Kennet from the strategic lorry route network. The freight study identifies the following local strategic routes to alleviate the impact of HGVs servicing main settlement areas:- A4 West of A350, A342 to Devizes from A4, A365/A361 to Devizes from A350, and A342 and A3026 to Ludgershall and Tidworth from A303.

4.36 The Wiltshire Structure Plan strategy is to direct traffic, including HGVs, away from Devizes to an improved M4/A350 route and

therefore away from the A361. Seend suffers particularly from the impacts of HGV rat-running and the County Council, as part of the emerging freight strategy, will assess the option of introducing a weight restriction at Seend. This would cut down on the amount of HGV through traffic travelling from Trowbridge via Seend by directing it onto the improved M4/A350 route instead. This initiative would not affect the amount of traffic travelling from western Wiltshire and Melksham, through Devizes to Andover and the A303/M3 corridor.

Policy AT14

CANAL SIDE FACILITIES

Proposals for the development of small scale canal side facilities for the loading/off loading of freight and compliant with policies PD1, TR1 and TR2, will be considered by the Council as part of a wider integrated transport strategy.

4.37 Waterborne transport accounts for over a quarter of national freight movement. The Kennet and Avon Canal offers the opportunity for localised freight movement that would otherwise travel by road. Any proposals considered as part of Policy AT14 would need to be sympathetically designed to reduce the visual impact on the surrounding landscape.

Avebury World Heritage Site

Policy AT15

AVEBURY WORLD HERITAGE SITE TRAFFIC MANAGEMENT

Through its membership of the Avebury WHS Steering Committee the Council will work with Wiltshire County Council to implement traffic management measures to:

- a) reduce the amount of through traffic, particularly heavy goods vehicle traffic, using the A361/A4361;
- b) reduce the speed and environmental impact of vehicular traffic using the A4361 and A4 through Avebury; and
- c) reduce the amount and speed of traffic using the B4003.

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4.38 The Council will continue to promote the objectives of Policy AT15 through its membership of the Steering Committee and Sub-groups of the World Heritage Site Management Plan produced under the auspices of English Heritage. Due to the significant environmental impact of constructing a bypass to the Avebury site an easing of prevailing traffic problems will be sought through the introduction of palliative measures such as traffic calming. In 1998, a 30 mph speed limit was introduced on the A4361 through the Henge and along High Street and Green Street, together with a rationalisation and provision of new road signs.

4.39 The Management Plan expresses the aspiration to introduce a 50mph speed limit on the A4 within the boundaries of the WHS. The main aim of the lower speed limit is to improve ease of access to the main monuments located off the A4, such as Silbury Hill, West Kennet Long Barrow and the Sanctuary. The proposed 50 mph zone would help to raise driver awareness of the special nature of the area. The Management Plan also highlights the impacts of through traffic, vehicle speeds and HGV movements on West Kennet Avenue (B4003). The Council will work closely with Wiltshire County Council and the WHS Steering Committee to alleviate these impacts through the introduction of appropriate traffic management measures.

PUBLIC TRANSPORT

Bus Services

4.40 Within an extensively rural District such as Kennet a frequent and reliable public transport service is pivotal to achieving the Council's goals of a socially inclusive society and the development of a sustainable strategic transport network. For example, public transport services enable children to safely travel to school and for many people provide the primary means of access to essential services. In general, Kennet has the same level of service today as it did 15 years ago with recent enhancements secured through Rural Bus Grant funding. Wiltshire County Council subsidises bus services in Kennet, especially those services operating at off peak times and off the principal route network. The District Council has also increased its funding of concessionary travel to meet the Government's aspirations

for a nationally available free half fare pass for people of pensionable age.

4.41 The difficulty of providing the necessary number of commercially viable services requires a new approach to public transport provision in Kennet. Technology is now available to develop demand responsive services that offer the flexibility required to serve even the remotest areas of the District. The Wigglybus was launched in 1999 with the assistance of government rural bus challenge funding. This is an innovative project, established in partnership with Wiltshire County Council and the Pewsey Vale Transport Appraisal Group (a locally based voluntary group), to establish a high frequency, high quality demand responsive minibus service in the Pewsey Vale. The County Council will continue to monitor the project to determine the future of the service. The Council is keen to build on the lessons learned from the Wigglybus and introduce further demand responsive and flexible bus services linking the District's many remote settlements.

Policy AT16

BUS QUALITY PARTNERSHIPS

The Council will work with Wiltshire County Council, developers and local bus operators to establish Quality Partnership arrangements to facilitate:

- a) improvements to bus waiting facilities, including the provision of raised kerbs to allow convenient access for people with impaired mobility;
- b) improved buses, including low floor designs;
- c) the introduction of cycle storage facilities on buses;
- d) the introduction of bus priority measures; *and*
- e) better bus service provision.

4.42 The Transport White Paper establishes the concept of Quality Partnerships whereby local authorities provide traffic management schemes to assist bus services and reduce journey times, whilst operators offer better quality, better integrated and more reliable services. In conjunction with the Passenger Transport Unit at the County Council, the District Council will investigate the opportunities that exist for the establishment

of such arrangements in Kennet. Bus priority is difficult to achieve in Kennet due to the restricted carriageway widths on the primary route network. However, at signal controlled junctions it might be feasible to provide priority phasing for buses.

Rail

Policy AT17

RAIL SERVICES

The Council will seek the retention and improvement of rail passenger services, in partnership with service providers, to secure:

- a) better integration with the bus network;
- b) better cycle and car parking provision at Pewsey and Bedwyn stations; *and*
- c) provision on carriages for the storage of bicycles.

4.43 The Rail network serving the District offers direct links to London and the South West. In addition, there is a freight connection with the West of England line at Ludgershall. The Council is keen to improve the integration of the stations at Pewsey and Bedwyn with other transport modes, particularly bus services. The Local Transport Plan for Wiltshire identifies a possible new station for Devizes. The Council considers that any proposal will need to demonstrate that the economic and environmental benefits outweigh the potential for increasing outcommuting from the Devizes community area.

Policy AT18

INTERMODAL FREIGHT FACILITIES

Proposals to provide an inter-modal freight facility at the proposed employment development north of Tidworth Road, Ludgershall, will be considered favourably, particularly as part of a Quality Freight Partnership arrangement. Any proposal should be accompanied by a Transport Assessment to highlight the impacts of potential increases in HGV movements.

4.44 The proposed employment allocation to the north of Tidworth Road, Ludgershall, offers a potential freight connection to the rail network and the opportunity to develop associated inter modal freight facilities. The Planning Brief for the site will require an assessment of the viability for establishing such a facility. This will have to take into consideration the potential impact of increased HGV movements on the area.

Community Transport

4.45 Community Transport has an important role to play in the development of an integrated approach to transport provision in Kennet and meeting the specific transport needs of elderly people and people with impaired mobility. There are currently four community bus services (providing services to the general public and operating under Section 22 permits) in Kennet each having received support from the District Council through grants towards the purchase of vehicles. The Council will continue to provide grant support for the purchase of vehicles and maintain grant support for transport services for people with impaired mobility (i.e. Devizes Phab) where it can be demonstrated that there is sufficient demand for a service and that the necessary resources can be provided to operate the service. The Council also contributes to the running costs and development of the Link Scheme network, funding a Community First rural transport field worker and is actively involved in the Wiltshire Rural Transport Partnership. These initiatives will assist with the improved co-ordination of community transport services in Kennet, help to 'plug the gaps' in existing provision and integrate services with the public transport network.

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Taxis and Private Hire Vehicles

4.46 The flexibility of service offered by Taxi and Private Hire Vehicles is especially important for those people who do not have access to a motor car or are mobility impaired. The District Council operates a taxi and private hire licensing scheme to ensure that vehicles and drivers meet minimum quality standards, including the provision of wheelchair access. Where new development is proposed, the operational efficiency requirements of taxi operators' will need to be taken into account in the layout and site design required by Policy AT1.

4.47 Walking and Cycling are the two truly sustainable modes of transport. Both are relatively low-cost, healthy and provide a socially inclusive way of travelling. However, within a rural environment, the Council recognises that their role for the majority of people will be confined to relatively short journeys. Therefore, to achieve the maximum potential of these modes requires their integration with the public transport network. The Council supports the better provision of cycle carrier facilities on bus services and secure cycle parking at key bus interchange points.

4.48 The Local Transport Plan for Wiltshire sets specific targets, drawn from the recommendations of *The National Cycling Strategy*, for urban and rural areas. The County Council consider it viable to increase the modal share of cycling to at least 10% of all trips made in rural areas by 2010. Further targets include the development and implementation of comprehensive cycle networks for all towns over 10,000 population by 2010. Policy AT19 emphasises the importance of dedicated cycle parking and safe routes. In accordance with Policy PD1, development will contribute toward the provision of such facilities.

4.49 A cycle network has been developed for Devizes as an integral part of the Devizes Community Area Transport Plan and is included in the Plan at Appendix AT1. The network has been developed through a rational approach, including surveys of users, consultation with local user groups and public exhibitions. The intention is to link the town network with the National Cycle Network Route. Where new development could benefit from the town network, Policy AT19 facilitates the taking of contributions to assist with route construction. Policy AT20 protects the designated route of the cycle network.

4.50 The Kennet and Avon Canal towpath offers the opportunity to provide a relatively level and convenient route through Devizes. The towpath is designated as the 'backbone' of the Town Centre cycle network. The District and County Councils contribute to the maintenance of the tow path which has eliminated the need to purchase a cycle permit.

WALKING AND CYCLING

Policy AT19

CYCLING FACILITIES

Improvements in the safety, convenience and attractiveness of facilities for cyclists will be sought from new development, where opportunities arise, and publicly funded programmes which increase or improve the provision of cycle parking facilities in the main settlements, at railway stations, bus interchanges and at major public buildings and other appropriate locations; and through the provision of safe cycle routes within the main settlements, linking with employment areas, housing areas and education and leisure facilities.

The Council will work with public transport service providers to improve cycling facilities at railway stations and bus interchanges.

Policy AT20

DEVIZES TOWN CENTRE CYCLE NETWORK

Development will not be permitted that will prejudice the implementation of the Devizes Cycle Network, as shown at Appendix AT1, and its connection to the National Cycle Network Route.

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ACCESS FOR PEOPLE WITH IMPAIRED MOBILITY

Policy AT21

PEOPLE WITH IMPAIRED MOBILITY

Developments that will be open to the general public, especially retail, sports, recreational and community facilities will not be permitted unless they have been designed to meet the needs of people with impaired mobility in accordance with Policy PD1. Such developments must also make adequate provision for accessible parking spaces in accordance with the Council's adopted standards and convenient and unhindered approach routes for people with impaired mobility.

4.51 The Council considers that everyone in Kennet should have the opportunity for independent mobility. This requires consideration of the needs of people with mobility impairments from the start to the finish of their journey. The Disability Discrimination Act has begun the process of detailing the technical requirements for access onto public service vehicles. Those covering trains were introduced from January 1999, and buses used on local or scheduled services had to meet similar requirements when regulations were introduced in late 2000. Complementary improvements to the design of the pedestrian environment and public transport infrastructure are equally important to enable mobility impaired people to access the vehicles. Policy AT21 will require such facilities to be provided at new developments. The Council will work with Wiltshire County Council Public Passenger Transport Unit and bus operators to establish Quality Partnership arrangements to implement improvements on the bus network at the earliest opportunity.

4.52 The Council recognises that at least for some mobility impaired people the private car will remain the only viable way of getting around. Policy AT1 ensures that the needs of disabled people as motorists are taken into consideration in new developments.

ACCESS TO THE COUNTRYSIDE

4.53 The Council particularly welcomes proposals that will enable a wider appreciation of the natural and built heritage of the Plan Area. Development proposals should consider how access to places of interest in the countryside can be achieved by alternatives to the private motor car. People with impaired hearing or eyesight and those who cannot walk easily or who use wheelchairs also wish to enjoy the countryside and appreciate the quality of the environment but often encounter difficulties. Improvements to access and facilities for the disabled are required in the Plan Area in general and the Avebury area in particular. Measures such as providing suitable surfaces for wheelchair users, overcoming difficulties such as sprung gates and stiles, and visual, audible and tactile aids, to extend the interpretation and enjoyment of features to a wider public, are needed. Policies TR10 and TR11 in *Tourism, Recreation & the Arts* deal specifically with these issues.

Rights of Way

Policy AT22

EXISTING RIGHTS OF WAY

Planning permission will not be granted for development affecting any public right of way unless the proposals include either the maintenance or the diversion of the public right of way as an alternative route which is no less attractive, safe and convenient for public use. Diversions should contribute to the development of comprehensive cycling, walking and bridleway networks.

4.54 The District contains an extensive local Rights of Way network together with important long distance paths such as The Ridgeway National Trail and the Wessex Ridgeway Recreational Trail. Rights of Way include footpaths, bridleways and byways, and they provide the main means of access to the countryside for many residents and visitors to Kennet. Therefore, any route crossing a site proposed for development should be retained (although it may be diverted where appropriate) and it should be incorporated into the overall site design.

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Policy AT23

EXTENSIONS TO RIGHTS OF WAY

Proposals to improve and extend the Public Rights of Way network will be permitted provided they:

- a) are integrated with existing routes;
- b) do not harm residential amenities;
- c) do not harm nature conservation interests;
- d) have no adverse impact on landscape character;
- e) take into account the needs of agriculture;
- f) are located and designed to reduce opportunities for criminal behaviour;
- g) have regard to the needs of people with impaired mobility; *and*
- h) have regard to the needs of other users of the route and vehicular traffic.

4.55 The County Council, as local highway authority, has the primary responsibility for the development of public rights of way. The District and Parish Councils, however, have a role to play in protecting and maintaining the existing rights of way network. Proposals to create new routes or improve the existing network that are consistent with policy AT23 will be encouraged. For example, the Council will encourage local amenity groups to participate in establishing nature trails, archaeological trails, circular footpaths, horse riding and cycling routes and will co-ordinate them with the programmes of the National Trust, English Nature, Countryside Commission and British Waterways as appropriate.

4.56 The Ridgeway National Trail extends for some 85 miles from Overton Hill, near Avebury to Ivinghoe in Buckinghamshire. The Countryside Agency and Wiltshire County Council generally accept that there is a need to improve the existing footpath links onto the National Trail. The Council will support proposals, where considered appropriate, to improve footpath, cycleway and bridleway access to the route as it considers the Ridgeway National Trail to be a valuable asset that should continue to be promoted. The Council will liaise with Wiltshire County Council and the Countryside Agency to provide additional interpretation facilities and information for users of the Trail.

4.57 *The Ridgeway National Trail Management Strategy* was published in 1999 and proposes to explore the possibility of changing the start/finish of the Ridgeway from the A4 at Overton Hill. Careful consideration will need to be given to this proposed realignment to ensure that the current visitor pressure experienced at the Avebury World Heritage Site is not exacerbated. The needs of all users of the Ridgeway, including horse riders, will have to be taken into account. Chapter 7, *Tourism, Recreation & the Arts* details further policies relevant to the rights of way network.

SPECIFIC PROPOSALS

4.58 The Local Plan to 2001 contains a number of proposals to construct bypasses to alleviate the traffic congestion experienced by towns and villages in Kennet, including Marlborough and Collingbourne. The Wiltshire Structure Plan to 2011 identifies one non-trunk road bypass proposal at Westbury, outside the Kennet District. The previously considered Collingbourne bypass is dropped from the Structure Plan and no provision is made for a Marlborough bypass. However, the strategic allocations in the Local Plan do not prejudice the future construction of a bypass of the Collingbournes or a Marlborough bypass should circumstances change. The White Paper and PPG13 make it clear that road building should no longer be considered as the only solution to addressing the transport problems experienced by settlements. The approach promoted by revised government guidance is that better use is made of the existing road network to strategically manage traffic more effectively. An example of this revised approach is the development of the Devizes Community Area Transport Plan, which aims to deliver a reduction in congestion, originally envisaged through the construction of a bypass for the town. Similarly, the recently completed South West Area Multi-Modal Study (SWARMMS) commissioned by the government has sought to prioritise improvements to the existing principal east-west regional transport route corridors, including the M4 and the A303.

4.59 Despite not being included within the adopted Wiltshire Structure Plan, numerous studies have been undertaken into the need for an A338 bypass of the Collingbournes. Previous studies in the early 1990s confirmed the need for a Collingbournes bypass and examined possible route corridors to both the east and west of the villages. These went before Wiltshire County Council's committee in November 1996, where it was decided to defer any decision on the route until such a time as funding is available. The adopted Structure Plan does identify the A338 through the villages as part of the national primary route network i.e. a route of national and regional significance for through and long distance traffic. The highway authority policy in this case is to seek to develop and improve the highway network in accordance with a functional hierarchy of roads defined by their relative importance to long distance travel.

Riverside Walk

Policy AT24

RIVERSIDE WALKS IN MARLBOROUGH AND PEWSEY

The Council proposes the establishment of a riverside walk in Marlborough and Pewsey. Development or redevelopment of land within 5 metres of the banks of the River Kennet within the Limits of Development of Marlborough, and the River Avon within the Limits of Development of Pewsey, should contribute to the establishment of a riverside walk and the enhancement of the amenities of the riverside. Each riverside walk will form an integral part of the development of safe pedestrian networks serving these settlements.

4.60 The River Kennet and River Avon have long been recognised as an important asset in Marlborough and Pewsey although public access to them has tended to be somewhat neglected in the past. There is public concern about the long term future of the riverside, about continuing development pressures and the level of public access. The Council believes that it is appropriate for the Local Plan to safeguard these existing amenities and set the context for their enhancement. New development proposals adjacent to each river should,

therefore, contribute toward the establishment of a riverside walk.

A338-A3026 Link Road

4.61 The Local Plan allocates land to the north east of Tidworth for the development of 150 private sector houses and around 350 married quarters for the Ministry of Defence. Policy HC19 requires the construction of a link road between the A338 and A3026 to accommodate the traffic generated by this relatively large development.

A342-A3026 Western Link Road

Policy AT25

A342-A3026 WESTERN LINK ROAD

The District Council will protect a line for the construction of a road to link the A342 and the A3026 to the west of Ludgershall, as shown on Inset Map 4.

4.62 Improvements to the economic and environmental conditions in Ludgershall would be met to a large extent if through traffic were excluded from Butt Street, Castle Street and the High Street. A new link between the A342 and the A3026, following the route adjacent to the railway sidings to the west of the settlement could, in part, achieve this. The provision of the road would eliminate through traffic from the attractive townscape along Butt Street, Castle Street and the High Street, which form part of the designated Conservation Area. The Planning Brief prepared for the proposed employment allocation to the north of Tidworth Road will contribute to the completion of the A342/A3026 Western Link Road.

RURAL AREA POLICY

Policy AT26

TRAFFIC CALMING MEASURES

The Council supports the implementation of sympathetically designed traffic calming measures in villages that enhance the street environment, reduce vehicle speeds, and improve the safety of pedestrians and cyclists.

4.63 Many of the small villages and hamlets in the District are located on or adjacent to the primary route network. This has given rise to specific safety problems resulting from the relatively high speeds of vehicles passing through these scattered settlements. The District has co-operated with Wiltshire County Council to review vehicle speeds and 30mph limits have already been introduced in a number of villages. There is a requirement to further review the impact of vehicular speed and further develop the nature of traffic calming schemes to alleviate their visual intrusion within the AONB.

4.64 The *Local Transport Plan for Wiltshire* contains a proposal to develop a Quiet Lanes strategy for the Pewsey Vale. Quiet Lanes is a Countryside Agency initiative where appropriate traffic calming and design measures have been implemented to reduce vehicle speeds and facilitate the sharing of road space between vulnerable users and motorised vehicles. In addition, local measures e.g. safe routes to school, could also support the development of Quiet Lanes. A scoping study was completed in 1999 and concluded that the Pewsey Vale would be an appropriate area for the development of such an initiative. The reasons for this include good opportunities for through traffic to be catered for by alternative roads, existing rural roads widely used by cyclists, walkers and horse riders, and the need to alleviate the impact of HGV rat-running through the AONB. Funding, secured through the Local Transport Plan has enabled the first phase of the Strategy to be implemented. Following monitoring and evaluating a further 2 phases are considered for 2005 onwards.

ACCESSIBILITY AND TRANSPORT MONITORING STATEMENT

4.65 For the purposes of monitoring the implementation of policies and proposals within this chapter of the Plan the Council will monitor the following:-

1. The overall rate of growth in car traffic throughout the District including an assessment of transference to more sustainable modes.
2. The levels of Nitrogen Oxide and particulate (PM10) pollution throughout the District to meet National Air Quality Standards set for 2005.
3. The extent to which new development has contributed toward reducing reliance upon the motor car, especially for commuter journeys, by providing appropriate facilities and adopting travel plans.
4. The level of HGV movements off the strategic route network.
5. The number of accidents District wide involving users of all forms of transport.
6. The proportion of total public parking space allocated for short stay use.
7. The level of disabled parking provision both on street and off street.
8. The number of bus stops equipped with raised kerbs and covered waiting areas.
9. The level of public and private cycle parking.
10. The satisfaction of users of each form of transport.

Data will be collated from information principally supplied by Wiltshire County Council and from monitoring exercises to be undertaken by various Services of the Council.



APPENDIX AT1 Devizes Cycle Network

KEY

- Existing crossing, May require modification
- New Crossing
- Kennet & Avon Towpath (BWB owned)
- Lightly Trafficked Street (May require traffic calming)
- - - - New Links (May require improvements legal changes etc.)
- Existing / Committed Routes

↑
Scale 1:20,000

APPENDIX AT2

PARKING GUIDELINES

Notes for Interpretation:-

1. The standards relate to uses defined in the Town and Country Planning (Use Classes) Order 1987.
2. All standards are based on gross floor area (GFA) by external measurement unless stated to the contrary.
3. The parking standards given are maximum standards for the plan area. The maximum parking requirement is that to accommodate the parking demand of non-operationally essential vehicle trips, which will include commuting employees, shoppers, business callers and other visitors, which is normally a medium and long term parking demand.
4. Operational and non-operational parking areas will be required within the site curtilage, with the exception of certain visitor parking spaces.
5. The standards apply to new developments or extensions and to changes of use. When considering an extension to an existing use the opportunity for reduced operational parking should be considered.
6. Car parking spaces should be constructed to a minimum size of 2.4m x 5m with a minimum aisle width of 6m.
7. When required, lorry parking spaces will range between 13.5m x 6.3m to 17.5m x 7.4m depending on the types of vehicles anticipated.
8. For employment premises up to 200 spaces, 5% of capacity will be required for disabled parking. For employment premises over 200 spaces, 2% of capacity plus 6 spaces will be required for disabled parking. For shopping, leisure and recreational facilities of up to 200 spaces, 6% of capacity will be required for disabled parking, with a minimum provision of 3 spaces. For shopping, leisure and recreational facilities over 200 spaces, 4% of capacity plus 4 spaces will be required for disabled parking. Disabled parking bays should be large enough to facilitate access by wheelchair users i.e. 3.6m x 5m, especially in public car parks. Only where space is limited will a smaller space (minimum 3.0m x 4.8m) or two adjoining spaces of 2.4m x 4.8m each with a shared space between of 1.2m be acceptable. A standard of 2.4m x 4.8m can be provided where the long side is left open for access.

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TABLE 1: MAXIMUM CAR PARKING STANDARDS

Development Category	Maximum Car Parking Standard
A1 Retail (exc. Food Retail)	
Total GFA<1000m ²	1 per 35m ²
Total GFA>1000m ²	1 per 20m ²
A1 Food Retail	
Total GFA<1000m ²	1 per 35m ²
Total GFA>1000m ²	1 per 14m ²
A2 Financial & Professional Services	
	1 per 30m ²
A3 Food & Drink	
Restaurants, Cafes, Public Houses, Bars	1 per 25m ²
Takeaways	1 per 10m ²
B1 Business (incl. Offices not defined in A2)	
Total GFA<2500m ²	1 per 30m ²
Total GFA>2500m ²	1 per 30m ²
B2 General Industry	
Total GFA<235m ²	1 per 30m ²
Total GFA>235m ²	1 per 50m ²
B8 Storage & Warehousing	
Total GFA<235m ²	1 per 30m ²
Total GFA>235m ²	1 per 200m ²
C1 Hotels & Hostels	
	1 per bedroom
C2 Residential Institutions	
Hospitals	1 per 4 members of staff + 1 per 3 visitors
Nursing Homes	1 per 4 beds + 1 per 2 members of staff
C3 Dwelling Houses	
5+ bedrooms	3 per unit
up to 4 bedrooms (incl. flats)	2 per unit
Sheltered Accommodation	1 per 2 units
Other 'Retirement' Homes	1 per unit
	In addition, for groups of 5 or more dwellings (other than those intended for the mobile elderly), visitor spaces should be provided at a rate of no more than 1 per 5 units.

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Development Category	Maximum Car Parking Standard
D1 Non-Residential Institutions	
Places of Worship, Church Halls, Public Halls	1 per 5m ²
Clinics, Health Centres, Surgeries Libraries Art Galleries and Museums	5 per consulting room 1 per 25m ² 1 per 40m ²
Education Centres: (Nursery/Primary/Secondary/Sixth Form & Colleges of Further Education)	
Staff	2 per 3 staff (including ancillary staff)
Visitors	1 per 7 staff
Pupils	1 per 10 2nd year 6th
College students	1 per 4 students
Parents: Infants Primary Secondary	1 per 12 pupils 1 per 20 pupils 1 per 30 pupils
Higher and Further Education Centres (>2500m ²)	1 per 2 staff+ 1 per 15 students
D2 Assembly and Leisure	
Cinemas, and Conference Facilities	1 per 5 seats
Music and Concert Halls (>1000m ²)	1 per 22m ²
Music and Concert Halls (<1000m ²)	1 per 5 seats
Dance Halls, Bingo Halls, Casinos (>1000m ²)	1 per 22m ²
Dance Halls, Bingo Halls, Casinos (<1000m ²)	1 per 5m ²
Sports Facilities (>1000m ²)	1 per 22m ²
Sports Facilities (<1000m ²)	1 per 2 players + 1 per 5m ² of spectator area.
Field Sports	Max. no. participants
Stadia (>1500 seats)	1 per 15 seats

Cycle Parking Standards

Draft PPG13 requires development plans to include the provision of convenient and secure cycle parking at new development. Table 2 lists the minimum cycle parking standards. These apply to both new build and change of use. The tabulated minimum standard should be observed for the relevant use.

In some instances where change of use is sought, it will not be possible to provide the appropriate standard. In these cases the individual application will be considered on its merits to determine whether sub standard provision is acceptable.

TABLE 2: MINIMUM CYCLE PARKING STANDARDS

Retail and Leisure Development	Minimum Cycle Parking Standard
	4 cycle spaces + 2 spaces per each 500m ² above 1000 m ² GFA
Employment Development	
	4 cycle spaces + 2 spaces per each 500m ² above 1000 m ² GFA
Housing Development	
New Flats	Preferred : 1 secure covered space per flat (e.g. a cycle parking locker). Alternative : 1 Sheffield type stand per 2 flats
Low cost housing and housing without a garage	1 secure covered space per dwelling (e.g. a cycle parking locker)
Special needs housing	None
Housing with garage	None
Secondary Schools	
Staff	2 spaces per 3 staff
Visitors	1 space per 45 pupils
Pupils	1 space per 10 pupils (5-11 years) 1 space per 3 pupils (over 12 years)
Sixth Form Colleges and Colleges of Further Education	
Staff	2 spaces per 3 staff
Visitors/Pupils	1 space per 5 pupils
Hospitals	
Staff	1 space per 4 staff
Visitors	1 space per 5 beds
Health Centres, Surgeries, Clinics	
Staff	1 space per 4 staff
Visitors/Patients	2 spaces per consulting room
Libraries/Museums	
Staff	1 space per 3 staff
Visitors/Pupils	1 space per 50 square metres or part thereof
Sports Centres and Grounds	
Staff	1 space per four staff
Players	1 space per three players/visitors