

# Policies - Transportation

## Policies for Salisbury

### General

#### TR1

The Local Planning Authority, in conjunction with the Local Highway Authority, will implement a sustainable land use and transportation strategy for the Salisbury urban area. The components of this strategy will include:

- Support for bus services through financial subsidies, bus priority measures and infrastructure provision;
- Support for demand measures initiatives in co-operation with local employment, schools and other large traffic generators;
- The creation of a comprehensive cycling and walking network;
- City centre environmental enhancement and traffic management measures;
- Support for rail services;
- The limitation of traffic growth through the provision of Park and Ride sites supported by central car parking management measures including restrictions on long-term car parking within the city centre;
- The promotion of a sustainable pattern of development that reduces the need to travel by private car and encourages increased use of public transport, walking and cycling.

#### TR2

The use of the Salisbury Market Place as a car park will be kept under continuous review and car parking will be removed during the Local Plan period, subject to the introduction and cost-effective operation of remaining park and ride sites in the Council's programme.

#### TR3

The Council will develop and implement a coach strategy for Salisbury and increase the coach parking spaces and dropping off facilities within the City Centre.

#### TR4

The former Eastern Goods Yard is proposed as a freight/passenger interchange. The Steam Engine Shed site is proposed as a freight interchange/terminal. Other development will not be permitted on the above land if it would prejudice the implementation of these proposals.

#### TR5

In respect of development proposals within the Salisbury Central Area, the District Council will accept the commutation of developers' car parking

liabilities. Payments received in this way will be put toward the provision of park and ride facilities or will be used to assist public transport (including rail) or walking or cycling.

#### **TR6**

The creation of private non-residential car parks will not be permitted in the Salisbury Central Area.

#### **TR7**

Residents' car parking schemes will continue to be established in Salisbury where circumstances are appropriate and resources permit.

### **Park and Ride**

#### **TR8**

Park and Ride car parks will be constructed in the following locations on the edge of Salisbury:

- (i) adjacent to the Beehive junction on the A345
- (ii) adjacent to the A36 at Petersfinger
- (iii) adjacent to the Kingsway and with primary access from C57, The Avenue, at Wilton
- (iv) adjacent to the A30 at Bishopdown
- (v) adjacent to the A338 at Harnham

The development of the site at the Beehive will be subject to the improvement of the junction between the A345 and C56 roads. The development of the site at Petersfinger will be dependent upon the formation of a satisfactory junction with the A36 Trunk Road. Particular attention will be paid to landscaping within and around the Beehive site in order to minimise the visual impact from Old Sarum, and at all proposed locations to landscaping and layout of the sites and junctions and the protection of trees to minimise the impact on the amenity of local residents and the landscape. The archaeology of the sites will be carefully monitored during development. The Beehive site will be restored to its present agricultural use if the Park and Ride use is abandoned.

#### **TR9**

As each Park and Ride site is introduced or is expanded, the District Council will reduce the number of long-stay car parking spaces within the city centre and will increase the number and proportion of short-stay car parking spaces.

### **Brunel Link**

#### TR10

The construction of a road and river bridge link between Brunel Road and Netherhampton Road (the Brunel Link) will be sought as a matter of urgency.

### District Wide Policies

#### TR11

The provision of off-street car parking spaces, on the basis of the guidance given at Appendix V to this Local Plan, will be sought in respect of all new development proposals.

#### TR12

Permission will not be granted for major new development unless provision is made in the layout for:

- (i) facilities giving priority to, and allowing access by, buses;
- (ii) cycleways and footpaths;
- (iii) direct and sustainable links to adjoining developments and urban centre, particularly those links giving priority to public transport, walking and cycling; and
- (iv) measures to achieve safe traffic speeds and secure a pleasant and safe environment.

#### TR13

Proposals to improve and extend the footpath, cycleway and bridleway network will be permitted provided they:

- (i) are integrated with existing routes;
- (ii) take into account the needs of agriculture;
- (iii) are located and designed to reduce opportunities for criminal behaviour;
- (iv) have regard to the needs of people with impaired mobility; and
- (v) have regard to the needs of other users of the route and network.

#### TR14

Secure bicycle parking spaces will be sought in new developments in a manner acceptable to the Local Planning Authority and in accordance with the guidelines given in Appendix VI.

#### TR15

In villages the Council will seek the implementation of traffic and pedestrian safety measures on the Highway Network, particularly on through routes, to improve road safety for pedestrians and cyclists, reduce vehicle speeds and enhance the street environment. The Council will support measures to reduce the weight and size of lorries using inappropriate rural roads.

**TR16**

Existing bus and rail services should be retained and expanded where appropriate to provide an attractive alternative to the use of the car.

**TR17**

Proposals to provide new railway stations, new rail freight terminals and reopen former railway stations will be permitted. Planning permission will not be granted for development that would prevent realistic proposals of this nature.

**TR18**

Measures to assist motorcycling, including secure parking, will be permitted.

### **A345 Amesbury Link Road**

**TR19**

The construction of a Amesbury Link Road (A303 to A345) and all movements junction with the A303 Trunk Road at Folly Bottom, Amesbury, will be sought.

### **A350 Shaftesbury Eastern Bypass**

**TR20**

The corridor of interest of the A350 Shaftesbury Eastern Bypass will be protected from development.