

Adopted Local Plan - Transportation

Transportation

Objectives: To implement a sustainable transportation and land use strategy for the District in partnership with the County Council, which minimises the need to travel, reduces reliance on the private vehicle and encourages the use of environmentally friendly modes of transport such as public transport, walking and cycling whilst providing good accessibility and promoting economic vitality within the District.

Introduction

10.1

The growth in demand for travel, and in particular motorised traffic, is forecast to continue well into the next Millennium. Forecasts produced in 1997 suggested that traffic levels would be between 36% and 57% higher in twenty years time unless remedial policies are implemented. It is widely recognised that such traffic growth will have unacceptable consequences for both the environment and the economies of certain parts of the country. Transport emissions are the fastest growing contributor to atmospheric pollution, particularly of carbon dioxide and other gases linked to global warming. At the local level the increasing use of motor vehicles, particularly the private car, has led not only to additional pollution, but also to congestion, environmental damage and diminishing quality of life and security in urban and rural communities alike. It is now acknowledged that there is a need, at the very least, to secure a reduction in the rate of traffic growth by attempting to manage demand for travel particularly by private motor vehicles.

10.2

Transportation is an integral part of the Local Plan. The importance of the link between land use planning and transport is increasingly appreciated. The location and type of new development directly affects the amount and mode of travel. In turn, the nature of transport infrastructure can influence patterns of development. A central aim of this Local Plan is the achievement of a sustainable pattern of land use and transport infrastructure that will minimise the overall need to travel, and will reduced reliance on the use of motor vehicles, particularly the private car.

10.3

The Government endorses this aim in its White Paper on the future of transport 'A New Deal for Transport: Better for Everyone'. Planning Policy Guidance Notes PPG1, PPG6, PPG13, PPG13 - A Guide to Better Practice, also support this approach. Overall, the Government's intention is to lessen the environmental impact of transport and dependence upon the private motor car, whilst providing for economic and social needs for access to work places and facilities. Continued growth in the demand for

motorised transport threatens the nation's ability to meet agreed objectives for greenhouse gas emissions, for air quality, and for the protection of landscape and habitats. On the other hand, reducing the need to travel will contribute to the environmental goals set out in the Government's Sustainable Development Strategy (*Sustainable Development: The UK Strategy*).

10.4

Local Transport Plans have now replaced the annual Transport Policy Programme (TPP) submission as the means by which local highway authorities bid for Government funding for transport measures. A provisional plan will be submitted in July 1999, followed by the first definitive plan in July 2000. Funding for the measures proposed in the transportation strategy for Salisbury will be sought through the Local Transport Plan.

10.5

The District Council will be working in partnership with a variety of agencies to implement the transportation policies set out in this plan and the measures that form the local transport plan. The relationships between the various agencies and their respective functions will be crucial. The role of the various agencies is explained in the glossary to this Local Plan.

A Transportation Strategy for Salisbury

10.6

Salisbury District Council and Wiltshire County Council have worked closely in recent years in the preparation of a sustainable Transportation Strategy for Salisbury and Wilton. The Transportation Strategy for Salisbury and Wilton, which relies fundamentally on a sustainable transport approach, forms part of the wider local transport plan, for the County as a whole, prepared by Wiltshire County Council. This strategy and the countywide local transport plan seek to address general national guidance and environmental concerns, such as air quality, described above. The specific objectives of the strategy are to:

- reduce reliance on the private motor vehicle
- encourage the use of modes of travel other than the private car, particularly walking, cycling and public transport
- enhance and support the economic vitality and viability of the city centre
- reduce accident danger for all travellers, but particularly for pedestrians, the mobility impaired and cyclists

- maintain and enhance the city's accessibility and attractiveness as a place in which to live, shop, work and to visit
- promote development patterns which reduce journey lengths, reduce the overall need to travel and encourage people to use more environmentally friendly modes of transport
- minimise the environmental impact of motorised travel such as air pollution, greenhouse gas emissions and noise within the City by restricting the growth in the use of the motor vehicle.

10.7

The Transportation Strategy for Salisbury, based on these objectives, includes a wide range of integrated measures. These are described in detail in the Transportation Strategy for Salisbury policy document and in the Salisbury & Wilton Local Transport Plan, which both represent Supplementary Planning Guidance by the District Council. The five main policy components can be summarised as follows:

- the **promotion of alternative modes of transportation** including measures to promote public transport through bus priority measures, improved passenger facilities/information and financial support. This policy component also includes measures to improve infrastructure and facilities for pedestrians and cyclists.
- support for a **demand management** approach to transport policy, including the development of Green Commuter initiatives within the District, and promotion of measures to reduce the impact of travel demands associated with schools and other large trip generators.
- a **balanced city wide parking strategy** centred around the introduction of Park and Ride and the management of Salisbury's on-street and off-street parking. This would include the introduction of parking information measures to improve driver information/knowledge and produce more efficient parking patterns.
- city centre **traffic management** and traffic calming measures including pedestrianisation.
- 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.

Policy TR1

Demand Management

10.8

There are a number of important demand management measures that form a central part of the Transportation Strategy for Salisbury. These

policies will be pursued in both the short and long term as a means of reducing the need to travel by private car and encouraging use of alternative and more sustainable modes of transport.

10.9

The District Council will support and promote Green Commuter and Business Travel planning initiatives amongst employers in the Salisbury area. The main aim of these initiatives is to encourage employers to individually, or in partnerships, implement strategies to reduce the number of car journeys to work and for business purposes in the Salisbury area. It is recognised that green commuter plans can make a significant contribution to reducing car traffic.

10.10

Other demand management initiatives by large trip generating developments such as schools will be promoted within Salisbury city centre in particular. Journeys to and from school contribute significantly to congestion during peak periods. The District Council will support all measures that seek to encourage greater use of public transport by schoolchildren and more sustainable school travel patterns within the District.

10.11

Where new developments generate significant travel demands the District Council may require that developers produce plans to show how they would reduce their travel impact. Such plans are designed to address the transportation demands of new commercial developments and other generators of significant volumes of peak hour traffic.

The Market Place Car Park

10.12

The Conservation Study of Salisbury (1990) found that the use of the Market Place for car parking, although clearly convenient to car drivers, was at odds with its importance as a space within the city centre. It was a major generator of city centre traffic, and there were in addition calls from the Civic Society and others for a reduction in the number of parking spaces, leading eventually to the total removal of cars.

10.13

Salisbury Market Place is a major public open space at the heart of the Conservation Area. Its scale, setting and the quality of surrounding buildings, make it of international importance. Following the recent completion of the first phase of enhancement works in the Market Place, the Council substantially reduced the number of car parking spaces. It is

accepted that that the use of the Market Place as a car park runs counter to the desirability of extending its role as a pedestrian open space and carrying out further phases of physical enhancement. The draft version of this Local Plan proposed that car parking should be removed when the first park and ride site opened, but this has not proved to be possible, largely for financial reasons. The Council has to ensure that its overall car parking account operates at an appropriate level of surplus if further park and ride sites are to be brought into operation, and at the moment this would not be possible if income from the Market Place car park was terminated. For the time being, it is therefore necessary to maintain car parking at current levels in the Market Place, but with the clear intention of ceasing its use as a car park as soon as circumstances permit. It appears unlikely that this will be possible until at least the third park and ride site has been opened.

Policy TR2

10.14

Promoting tourism within Salisbury city centre is an important objective of the Council. Coach traffic is important as a component of the sustainable transport approach for the city and adequate provision is essential. The pattern of coach traffic is highly seasonal. The release of space, following the introduction of Park-and-Ride, within the Central Car Park will enable the Council to increase coach parking facilities in the city. This together with other measures will enable the coach parking facility to be doubled in capacity during the summer months. As part of the local transport plan the District Council and County Council are developing a coach strategy for Salisbury. This strategy will aim to improve both coach parking and drop off/pick up facilities with the city centre

Policy TR3

10.15

Rail services provide a valuable public transport service both locally and nationally. They enhance the accessibility of Salisbury, strengthen its economic position and increase the range of travel opportunities for residents, business users and visitors alike. Environmentally the benefits of rail use are considerable, removing freight and car users from the road, easing congestion and reducing pollution. Demand for rail freight transport is forecast to increase significantly in the future.

10.16

Proposals for rail based or served developments will be supported and the provision of new or expanded rail freight terminals will be encouraged.

The Eastern Goods Yard site in Salisbury will be safeguarded for possible future development as a passenger/freight interchange. The Steam Engine Shed site in Churchfields will also be safeguarded for possible future development as a freight interchange/terminal. Both sites are located adjacent to the railway and in close proximity to the city centre, the Churchfields Industrial Estate and the Railway Station and offer medium to long-term potential for redevelopment for local transportation purposes.

Policy TR4

10.17

As highlighted in policy G9 the Local Planning Authority will seek to negotiate contributions from developers toward measures to assist public transport, cycling or pedestrians where as a direct consequence of a proposed development additional infrastructure or facilities are required.

10.18

Proposed traffic management and demand management measures could do much to improve access for buses to Salisbury city centre. Similarly bus priority measures on main routes into the centre of Salisbury would give a physical, psychological and journey time advantage to bus transport (park and ride and scheduled bus services). The opportunities to give preference to buses, for example by the provision of bus lanes or bus actuation of traffic signals, will be examined. The District Council will continue to offer financial support to rural bus services.

Commuted Payments

10.19

To accommodate car parking requirements in the Central Area of Salisbury, and/or to enable developers to improve the accessibility of a site by non-car modes, the District Council will accept or may seek contributions from developers towards the extension of public car parking facilities or towards measures to assist public transport or walking and cycling (or other measures which are part of the current Local Transport Plan), in line with the advice contained in DOE Circular 1/97 (Planning Obligations) and Planning Policy Guidance Note 13 Transport. Payments received will be held in a fund established for this purpose and will be put toward the provision of Park and Ride facilities or, in accordance with paragraph 4.10 of PPG13, will be used to assist public transport (including rail) or walking and cycling. Payments will be held for a period of five years and, unless committed to an identified scheme, will be returned to the developer at the end of that period.

10.20

Supplementary Planning Guidance is being prepared by the District Council in respect of the level of contribution that will be sought and the measures developers may be asked to contribute towards.

10.21

Whilst mainly intended to satisfy the parking requirements and transportation demands of new commercial developments, commuted payments will also, at the discretion of the Local Planning Authority, be accepted in the case of residential proposals involving sites in the city centre. In general, such proposals will relate to the conversion or enlargement of existing, non-residential properties. The number of spaces sought and the level of contribution involved will be calculated in the manner set out in Appendix V and the supplementary planning guidance regarding commuted payments.

10.22

Where it can be demonstrated that the proposed development would bring forward low-cost residential accommodation to serve a local need, the Local Planning Authority may be prepared to relax the parking standard to be applied and, in exceptional circumstances, may waive the requirement altogether. Advice is available from the Local Planning Authority regarding the level of contributions that will be sought. The dedication of public car parking spaces to a specific user will not be permitted under the arrangements described above.

10.23

It has been the policy for many years to provide most of any required increases in car parking capacity in the Central Area of Salisbury within public car parks. There have been four reasons for this approach:

- a. the environmental damage that may be caused by the establishment of private car parks would conflict with the District Council's conservation objectives;
- b. additional private car parks would lead to an increase in traffic on city centre streets;
- c. public car parks are more efficient since spaces are pooled and made available at all times to the general public; and
- d. the management of car parks is an important aspect of transport policy and it is therefore better if the local authority has control over a high percentage of parking stock.

10.24

These reasons are perhaps more valid today than at any time in the past. It is recognised that private non-residential (PNR) car parks are a major generator of traffic within urban areas. The Council will therefore not permit the creation of PNR car parks.

Policy TR6

A Balanced Parking Strategy for Salisbury

10.25

National Planning Guidance (PPG13 and the Transport White Paper 'A New Deal for Transport: Better for Everyone' recognises the important role that the management of on and off-street parking plays in any sustainable transport strategy, particularly in the objective of reducing reliance on the use of the private car. Similarly, the Local Transport Plan produced by the County Council, in consultation with the District Council, stresses the importance of parking policy as a demand management tool and highlights its vital role as a policy of the Transportation Strategy for Salisbury.

10.26

Following District Council elections in May 1995, the new council administration determined that its predecessor's strategy of maximising car parking in Salisbury city centre should be abandoned. A balanced car parking strategy for Salisbury has since been introduced, which forms part of the Transportation Strategy for Salisbury. The parking strategy considers the overall availability of parking in the central area, as well as management and pricing policies for public parking.

10.27

Important components of this balanced parking strategy are:

1. Providing adequate shoppers' car parking in the city centre through an **increase in the proportion of short-stay spaces.**
2. Meeting the long-term car parking needs of commuters and other long stay visitors through the **phased build-up of park and ride facilities** in peripheral locations around the city. At the same time it is intended to reduce the provision of **long stay off-street parking spaces within the city centre.**
3. Introducing on-street restraint measures within the city centre - **residential permit zones** have been introduced to prevent parking conflict between residents and other road users, particularly long stay parking.

4. Introducing **on-street parking charges** within the city centre accompanied by the implementation of a **Special Parking Area** to enable all city centre parking management and enforcement to be carried out by the District Council. These on-street measures are designed to complement land use policies and prevent on-street parking in areas of restraint on development.

10.28

The principles of PPG13 are fully supported in the Local Plan. However, there is clearly more restricted scope for meeting the objectives of PPG13 in rural areas than in larger urban areas. The District Council is aware that its Transportation Strategy and its objectives must be applied flexibly to reflect local circumstances. The balanced parking strategy is designed to reflect the rural nature of the District outside Salisbury and the dispersed population catchment of Salisbury. Travel patterns in the area show a similarly dispersed pattern. Clearly within the urban area there is considerable scope to change the nature of travel patterns. However, whilst public transport services to some rural villages can be improved, and other methods of reducing dependency on the car can be promoted, the private car will remain essential for many trips in the District.

10.29

Park and Ride facilities will enable many of these trips, and particularly commuter trips to be integrated into a more sustainable mode of transport. The development of Park and Ride sites will bring about an overall increase in the total public parking stock serving the city. There will however be a net reduction in long-stay city centre parking. As each Park and Ride site is opened 250 city centre long-stay spaces will be taken out of use. This will maintain accessibility to the city whilst bringing significant environmental, economic and peak hour traffic benefits. Park and Ride will be accompanied by public transport priority measures. This approach is considered to be in accordance with PPG 13 which recognises, in paragraph 4.30, that an increase in total public parking stock may occur, but that the impact of park and ride can be enhanced if accompanied by public transport priority measures.

Residents' Car Parking

10.30

The first residents parking zone was introduced in Salisbury in 1989 and several more have since been created. Residents' parking schemes have been found to have a considerable environmental benefit in freeing residential streets of unbroken lines of parked cars and, by forcing

commuters to either use public car parking spaces or change their travel habits, they tend to reduce the volume of unnecessary traffic in the city centre area. In conjunction with the County Council, the District Council will monitor the need for additional residents' car parking areas and will introduce these as required and as resources permit.

Policy TR7

Park and Ride

10.31

The introduction of measures, such as Park and Ride, that seek to reduce traffic congestion, encourage the use of public transport and so reduce the environmental impact of travel, are central to Government policy on transport. Experience of Park and Ride schemes elsewhere in the United Kingdom shows that they can be attractive not only to long-stay city centre parkers, but to all travellers, particularly to shoppers who dislike driving and parking in the city centre, and to tourists who do not know the area. The introduction of a quality Park and Ride scheme provides a realistic alternative to those who currently drive to the city centre. It will allow the introduction of environmental improvements within the city centre that might otherwise be impossible because of the need to maintain road space for car based traffic and parking.

10.32

Park and Ride should not be considered in isolation. It forms only one element within the Transportation Strategy for Salisbury, which is designed to improve the relative attractiveness of public transport. Park and Ride will also be supported by a number of transportation proposals including the provision of bus priority measures, high quality Park and Ride stations and buses.

10.33

Park and Ride proposals for Salisbury have been based on an initial allocation of sites on the A345 at the Beehive, on the A36 at Petersfinger. Three other sites are now proposed and these are located off the Avenue at Wilton (just off the A30/A36), on the A30 London Road, and on the A338 Downton Road. The development of all these sites will be undertaken as a rolling programme as resources permit.

10.34

Park and Ride bus stop/termini facilities will be provided in the city centre. Associated traffic management measures designed to benefit users of the Park and Ride facilities will also be put in place. These measures will include the construction of bus only lanes and other schemes designed to

improve the journey time and reliability of Park and Ride bus services. Such measures, as noted earlier, will also benefit scheduled bus services.

10.35

Where possible the Park and Ride sites will be linked to the proposed cycle network in the city. It is also intended that each Park and Ride site will offer secure cycle parking facilities.

10.36

As a result of the poor quality of the existing Beehive junction (A345/C56), it will be a requirement that the junction should be improved as part of the development of the Beehive Park and Ride site. At Petersfinger a satisfactory junction will be required with the A36 Southampton Road. This junction could serve not only the proposed Park and Ride site, but also replace the existing Petersfinger Road junction, which is sub-standard. An assessment of the potential landscape, archaeological and ecological impact of the development of each of the Park and Ride sites will be required to accompany any planning applications.

Policy TR8

10.37

In accordance with PPG6 (paragraph 2.32) the parking strategy is designed to achieve better use of existing car parking, by adopting policies which give priority to short-term parking for visitors to the city centre, such as shoppers. To support city centre economic vitality and viability short stay parking provision in the city centre will be increased by approximately 100 spaces as each Park-and Ride Site is introduced. An important aspect of this parking strategy will be a review of the pricing policy for parking within the city centre, both on and off-street when the first Park & Ride site opens. The present intention for the off-street car parks is that short-stay car parking prices will be raised by approximately 33%, and long-stay by approximately 67%. The District Council and County Council will continually monitor the performance of the transportation strategy and policies, including Park and Ride. Further details on transportation monitoring are provided in the County Council's Local Transport Plan.

Policy TR9

Salt Lane and Brown Street Car Park

10.38

Until the Park and Ride sites come on stream, there may at times be a shortage of car parking capacity in Salisbury. As a result, the

redevelopment of the Salt Lane and Brown Street car parks (proposed by Policies H5, H6, E5 and S5 of this Local Plan) will be delayed. The District Council will pursue the eventual redevelopment of these car parks, as this is appropriate in conservation terms. Redevelopment of these sites will not take place until alternative parking provision has been made available through the development of Park and Ride sites.

The Brunel Link

10.39

Vehicular access to Salisbury's Churchfields Industrial Estate is extremely poor, and is constrained by a mixture of narrow, poorly aligned roads, low bridges and inadequate junctions. These difficulties result in heavy traffic congestion at peak periods and the generation of unnecessary vehicles trips, particularly by heavy and high-sided lorries, into the city centre.

10.40

It has for many years been the objective of the District Council to secure the construction of what has become known as the Brunel Link, a road and river bridge connecting Brunel Road, within the estate, with Netherhampton Road to the south. Both the District Council and Wiltshire County Council regard the construction of the Brunel Link as a major priority and are committed to achieve the road at an early stage during the period of this Local Plan. The Brunel Link features in the current TPP submission for construction between 2001 and 2003.

10.41

The proposed link crosses the River Nadder which is an SSSI and a candidate SAC. Further environmental assessment work is being undertaken on the river's environmental importance and nature conservation interest.

10.42

Alternative solutions to the accessibility problems of Churchfields will also be examined and promoted if they can be justified both financially and environmentally.

Policy TR10

District Wide Policies and Proposals

Parking Standards Guidelines

10.43

The parking guidelines and maximum standards described in Appendix V will be applied to determine the parking requirements of new developments in the plan area. Guidance on the level of provision that

should be allocated for disabled parking is also given. The District Council will also produce Supplementary Planning Guidance on the application of these standards including consideration of accessibility by all modes of transport.

Policy TR11

10.44

Parking represents a key link between the transport and the land use system. These guidelines are designed to form an integral part of the overall parking strategy for the district, one of the main aims of which is to reduce reliance on the private car. This is in accordance with Government guidance where the location, extent and availability of car parking for development is seen to be an integral aspect of planning and transportation measures that seek to reduce travel by private car.

10.45

Allowing unlimited provision of car parking spaces in new development only serves to exacerbate problems of congestion and pollution. The planning process can be used to influence the extent of private long stay parking and the future use of private cars. The aim will be to restrain commuter trips but not essential business trips. Levels of on site parking need to provide for the reasonable operational needs of businesses but not to encourage increased commuter parking.

10.46

Car parking provision for proposed developments will be determined having given consideration to the level of accessibility by other modes than private car, the level of traffic restraint appropriate for the location, individual site circumstances and taking account of advice contained in PPG13.

10.47

As set out in Appendix V it is intended that a more restrictive parking standard will be applied in the central area of Salisbury, and to other areas within the Local Plan area which can be demonstrated to have a high degree of accessibility by alternative modes of transport to the car. This is designed to conform with the overall transportation strategy for Salisbury, the aims of which are to reduce long term parking, congestion within the city centre and promote the use of public transport and encourage walking and cycling.

10.48

These parking guidelines have been revised from the car parking standards set out in the Wiltshire County Council document A Guide to

Parking Provision to bring them into line with the advice contained in PPG13 and to conform with the overall transportation strategy for the Local Plan area. The parking standards given in Appendix V represent a range of parking standards from the minimum operational standard to the maximum parking requirement (definitions are given in Appendix V).

10.49

Car free residential developments, where a new development has no associated parking provision, may be permitted. Such proposals will only be permitted where it can be demonstrated that the development has good accessibility by public transport, walking and cycling and there are no significant road safety or traffic management implications.

10.50

In an attempt to keep parking to the operational minimum, a developer may choose, or the Local Planning Authority may require the developer to provide a Parking Provision Assessment Guidelines on format will be included within Supplementary Planning Guidance issued and regularly updated by the Local Planning Authority.

10.51

Alternative means of assessment which is considered acceptable to the Local Planning and Highway Authority may also be used. It is intended that this approach to reducing parking provision in accordance with locality and accessibility will be applied mainly to commercial developments. Similar consideration of these factors should be applied to residential and leisure developments. The criteria for assessment should be:

- i. On-Street parking and highway restrictions
- ii. Highway capacity/traffic levels
- iii. Public transport accessibility
- iv. Accessibility by foot or cycle

New Development

10.52

New developments should be designed and located to minimise the need to travel. The District Council will require developers to incorporate appropriate provision for additional traffic generation by development and for access by public transport, cycling and walking.

10.53

Some recent housing developments in Salisbury and elsewhere have tended to be self-contained, and have not been satisfactorily linked to

adjoining housing, employment areas and community facilities. It will now be a requirement that new housing areas must be linked to adjoining development, and to neighbouring urban centres, this will reduce journey lengths and facilitate the use of sustainable modes of transport, such as public transport, walking and cycling.

10.54

Internally, new development areas should be laid out in a manner that encourages the use of sustainable modes of transport. New development proposals will be encouraged to identify measures where necessary to improve pedestrian and cycle access.

10.55

Measures to control traffic speeds help to reduce the car's impact and nuisance, lowers its speed, gives greater priority to the needs of pedestrians and cyclists and improves the quality and amenity of the local street environment. It can reduce the number of road accidents. Hence traffic calming measures should be an integral part of the detailed design of new residential development proposals. Supplementary guidance provided by the Highway Authority gives advice on residential road design standards and traffic calming measures.

10.56

Developers will be required to carry out Transport Assessments of their proposals where they are considered likely to have unacceptable impact on the local transport network. Adverse environmental and traffic effects arising from all development proposals shall be minimised by careful design and location, and by providing other improvements and facilities, particularly measures to improve provision for public transport, walking and cycling.

Policy TR12

Walking, Cycling and Traffic Management

10.57

Walking and cycling are not widely used modes of non-recreational transport in the Local Plan area, accounting for a small percentage of all trips. Indeed only 2 per cent of all journeys in the UK currently are made by bicycle, despite the fact that about half the journeys in the country are under 5 miles (a distance for which the cycling in particular is an ideal mode of transport). However, even at a low level of usage there is justification for measures that would encourage trips by pedestrians and cyclists and reduce the disproportionately high number of accidents

involving them. Government guidance strongly stresses the importance of promoting cycling and walking.

10.58

The level of cycling may well be depressed by a lack of safe routes due to the high level of traffic on city centre and radial roads, the lack of dedicated/segregated cycle lanes and the shortage of secure cycle parking places within the District centres. There are clear benefits in encouraging cycling as a mode of transport, particularly in the context of the proposed traffic restraint measures within the central area of Salisbury. Cycling is efficient, unintrusive, non-polluting and the provision of infrastructure and facilities tends to be inexpensive. Cycling is also particularly suited to Salisbury and the other larger urban areas within the District given their compact nature.

10.59

The Local Planning Authority, working with the Highway Authority, will seek to introduce better facilities for cyclists and pedestrians within the Local Plan area. A cycle route network for Salisbury is being developed which is included in the County Cycle Plan and is being implemented jointly by the County Council and District Council. The network will involve shared use paths where adequate safety measures can be ensured, and cycle lanes within the highway, particularly in traffic calmed streets. Networks for other towns will be developed.

Policy TR13

10.60

The many advantages of cycling will be lost if cyclists cannot conveniently park close to their destinations at secure facilities. Provision of cycle racks in suitable locations will be encouraged and it will be a requirement that all proposals involving commercial development, or facilities to which the public will have access, should incorporate measures for the safe parking of bicycles.

10.61

Guidelines for the calculation of this requirement are set out in Appendix VI. The District Council seeks covered and secure cycle parking facilities where possible, as well as the provision of changing facilities. Such facilities can be important in persuading commuters to cycle on a regular basis.

Policy TR14

10.62

Where it is not possible to provide cycle parking facilities, or to make up for any shortfall in cycle parking spaces, developers will be expected to make a financial contribution towards public provision of such facilities in accordance with the standards set out in Appendix VI. Within the city of Salisbury there will be emphasis on public communal provision of bicycle parking facilities at a number of key sites within and on the periphery of the town centre.

10.63

Walking forms an important part of many existing journeys. It is also a mode of transport that provides considerable environmental, economic and health benefits over motorised transport alternatives.

10.64

In the areas of high pedestrian activity within the central area of Salisbury it is proposed that pedestrians and vehicles will be separated by the introduction of traffic management schemes including pedestrianisation, surface treatments, limited vehicular access and other pedestrian priority measures in order to improve pedestrian safety.

10.65

The Local Authority in conjunction with Wiltshire County Council has already started to implement traffic management proposals within Salisbury City centre that allow the pedestrianisation and environmental enhancement of a number of city centre streets. This is an on-going programme of schemes. Such measures will be complemented by proposals to introduce a 20mph-vehicle speed restriction within the city centre. These measures form an integral part of the overall Transportation Strategy for Salisbury, a main objective of which is to promote a safer and more attractive environment for pedestrians. Improved pedestrian routes outside the city centre will also be sought.

10.66

Measures to control traffic speeds may also be sought on the public highway surrounding proposed developments as a result of increases in vehicular traffic arising. When this is necessary applicants will be required to enter a Section 106 Agreement under the Town and Country Planning Act 1990 and into an agreement under the Highway Act 1980 to implement measures or make an appropriate financial contribution.

10.67

The environment in villages, particularly on through traffic routes, will be improved by the introduction of traffic calming measures. The Local Authority will support the implementation of highway measures in villages by the Highway Authority to reduce traffic vehicle speeds and accidents.

Heavy Goods Vehicles are particularly environmentally intrusive in some villages. Therefore proposals by the Highway Authority to reduce the weight and size of lorries using the rural road network will be encouraged and supported.

Policy TR15

Support for Public Transport

10.68

Promoting a modal shift away from the private vehicle to more sustainable modes such as public transport is unlikely to be achieved unless the services available to potential users are more frequent, fast, reliable, safe and comfortable. For this reason the District Council will seek not only to impose demand management measures to restrain the use of private vehicles, but will support measures that bring about improvements in the availability, journey time and reliability of public transport services. This will apply not only to existing services, but also through the identification and safeguarding of potential new services.

10.69

Many people in the District are either members of non car-owning households or do not have a car available for all their travel needs and, therefore, rely on public transport. Most local bus services are operated, either wholly or in part, on a commercial basis, without local authority support. Commercial services are encouraged, but there is evidence that the commercial network is declining gradually and this is placing a larger burden on limited public funds. Reductions in the commercial network can be attributed to a number of factors, these include: the growth in car ownership and use, changing land use patterns, the changing nature of the community particularly in rural areas, demographic trends, a decline in the quality of public transport information provision, fare increases greater than the general rate of inflation and, until lately, the effects of the economic recession.

Policy TR16

10.70

Of particular relevance in regard to the promotion of local public transport services is the possibility of opening new, or reopening former, railway stations. The reopening of stations at Porton, Dinton, and particularly Wilton, is possible in the medium to long-term and is being investigated and supported by the Council. The Council will refuse planning permission in respect of development that would or hinder such provision and will

approve appropriate development that includes proposals for the reopening of these stations

Policy TR17

10.71

Motorcycles and mopeds can provide an alternative means of transport for many trips. Where public transport is limited and walking unrealistic, for example in rural areas, motorcycling can provide an affordable alternative to the car. Mopeds and motorcycles may produce environmental and congestion benefits if they substitute for car use but not if people switch from walking, cycling or public transport. The District Council in consultation with the Highway Authority will seek to implement measures to assist motorcycling, such as the provision of convenient and secure dedicated motorcycle-parking areas, in accordance with the local transport plan.

Policy TR18

A345 Amesbury Link Road

10.72

The provision of the Amesbury Link Road (including the construction of west-bound slip roads onto the A303 at Folly Bottom) is proposed during the lifetime of this Local Plan in association with the main development proposals H9 and E8. The northern part of the link road either follows the existing Porton Road or is provided for through existing development. The alignment of the southern part of the link road will be determined in association with the housing development proposed under policy H9. The provision of the all-movements junction at Folly Bottom is proposed in association with the employment development proposed under policy E8.

Policy TR19

The A303

10.73

On the A303 the Highways Agency has proposed to construct a dual carriageway in a 2km cut and cover tunnel alongside Stonehenge. The scheme will include the proposed A303 Winterbourne Stoke Bypass and include improvements to the Countess Roundabout at Amesbury. Two other schemes on the A303 are to be the subject of further studies and consideration by the regional planning conference:

A303 Wylde-Stockton Wood Improvements

A303 Chicklade Bottom-Mere Improvement

A350 Shaftesbury Eastern Bypass

10.74

The Shaftesbury Eastern Bypass is part of a planned strategic upgrading of the A350 which runs through the western part of the District. A route corridor has been defined and this will be protected.

Policy TR20