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**LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP) FOR SALISBURY**

**Purpose of Report**

1. This report outlines the progress made on the Local Cycling and Walking Infrastructure Plan (LCWIP) for Salisbury. It summarises the work program and consultation undertaken and seeks member approval for the LCWIP and priority schemes put forward for Salisbury.

**Relevance to the Council's Business Plan**

2. The development of LCWIPs will assist Wiltshire Council in meeting aims and objectives as set out in Local Transport Plan 3, the Climate Strategy (adopted 2022) the Joint Local Health and Wellbeing Strategy (2023-2032) and Wiltshire Council's Business Plan (2022-2032) priorities which are:
  - The people of Wiltshire are empowered to live, full, healthy and enriched lives.
  - Our communities continue to be beautiful and exciting places to live.
  - Our local economy thrives and is supported by a skilled workforce.
  - We lead the way in how councils and counties mitigate the climate challenges ahead.

**Background**

3. As set out in the Government's Cycling and Walking Investment Strategy, LCWIPs should be prepared by local authorities to outline their strategic approach to identifying cycling and walking improvements required at the local level and to enable local authorities to bid for future active travel improvements.
4. The Department for Transport's LCWIP guidance sets out a recommended approach to planning networks of walking and cycling routes in order to connect places that people need to get to, either for work, education, shopping or for other reasons.
5. It is planned to develop LCWIPs for Wiltshire's principal settlements and for all market towns by the end of 2025.
6. The development of the LCWIP has followed the approach outlined in the Department for Transport's Technical Guidance on developing LCWIPs (see Table 1).

**Table 1: LCWIP Process**

Stage	Name	Description
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of cycling and walking and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network planning for cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network planning for walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and application	Integrate outputs into local planning and transport policies, strategies, and delivery plans.

### Consultation

8. The LCWIP has been developed through extensive consultation with local elected members, key stakeholders and stakeholder groups, and the public.
9. A report of the public consultation between 29 July 2022 and 26 September 2022 can be found in **Appendix 1**, with the main points summarised below.
10. During the consultation period a total of 82 questionnaire survey responses and emails from 12 respondents were received. It is possible that there was a duplication of responses with email-senders also filling in the survey.
11. Groups and individuals who sent emails included those representing:
  - Cycle Opportunities Group for Salisbury (COGS)
  - Salisbury Walking for Health Co-ordinator
  - Salisbury City Council Planning Committee
  - Salisbury Area Greenspace Partnership (SAGP).

Face to Face engagement included:

- A meeting of the Salisbury Disabled Access and Walking Forum was held via Teams on 6 September 2022. Attendees included COGS, Co-ordinator of Ramblers Wellbeing Walks Salisbury (formerly Walking for Health), Salisbury City Council, Laverstock Parish Council, and the Salisbury Older People's Champion.
- A meeting of the Salisbury Cycle Liaison Panel was held on 8 September 2022. Attendees included COGS, Salisbury City Council, Laverstock Parish Council and a Sustrans Ranger/Bikeability instructor.

Key data from the on-line survey can be summarised as follows:

- 79% of residents who responded lived within the Salisbury LCWIP area

- 5% of respondents were business owners within the Salisbury LCWIP area
- 76% of respondents' main mode of travel was by car
- 64% of respondents partially or fully supported the LCWIP proposals
- 29% of respondents slightly opposed or fully opposed the LCWIP proposals.

### **Key themes**

- There was support expressed for more cycle routes segregated from both pedestrians and traffic.
- There was support to improve Town Path through widening and segregating the route. There was also some opposition to this, most notably from the Harnham West councillor who had asked pedestrians using the path for their views. Some respondents suggested alternative routes via Broken Bridges or St Nicholas Road. Some respondents did not support the proposed Town Path improvements but did want a new bridge to access Town Path.
- The Golden Way route was requested to be included on the network map.
- COGS and the Greenspace Partnership felt they should have been included more in the consultation process.
- There was a mixture of responses from the 29% of respondents that partially or fully opposed the LCWIP proposals. These responses are provided in **Appendix 1**. In summary, some felt the proposals did not go far enough to encourage walking and cycling, while others felt more funding should be directed towards improvements on the highway network and car parking facilities in the city.

### **Implementation of the Salisbury LCWIP**

12. The delivery of the proposed network of LCWIP routes will happen over time. Having an LCWIP allows schemes to be put forward for funding from the government which includes funding from Active Travel England's Active Travel Fund. In addition, funding can also be sought and secured when other opportunities arise, such as from planning gain.
13. As part of the development of the LCWIP, the costs of implementing the majority of short and medium-term priority routes within the network were estimated and are shown in Tables 2 and 3. Cost estimates are not available for some of the links on the strategic highway network managed by National Highways. Table 4 shows implementation costs for longer term schemes. All are included in the LCWIP document.

**Table 2: - LCWIP implementation costs of short-term (1-3 years) priority routes**

	Cost estimate	Funding	Type
<b>Wilton to Salisbury city centre route</b>			
A3094/A36 Park Wall to Edgam Place (Quidhampton) path and Lower Road improvements	£350,000	National Highways designated funds/Development sites/CATG	Walking & cycling
Wilton Roundabout and minor A36 Wilton Road improvements	N/A	National Highways	Walking & cycling
<b>Longhedge – Old Sarum – Salisbury city centre route</b>			
Longhedge to Old Sarum eastern path	£70,000	Development site	Walking & cycling
Old Sarum to Ford/Salisbury (Green Lane)	£500,000	Development site/Active Travel Fund	Walking & cycling
Green Lane to Laverstock Turn on-road feasibility study	£13,000	Development site	Walking & cycling
A36 St. Mark's Roundabout to Laverstock cycle path via Cow Lane	£300,000	Development site/TBC	Walking & cycling
Longhedge – Old Sarum – City Centre signage schedule	£15,000	Development site	Walking & cycling
<b>Fugglestone to Salisbury City Centre route</b>			
Bemerton Heath on street improvements including 20mph zone	£70,000	Development site	Walking & cycling
<b>Wilton – Wilton Station – Fugglestone route</b>			
Wilton Hill to Fugglestone traffic free path (see Appendix 4)	£1,000,000+	Development site/Active Travel Fund	Walking & cycling
A36 Wilton roundabout pedestrian and cycle improvements (National Highways scheme)	TBC	National Highways	Walking & cycling
<b>Salisbury city centre to Salisbury District Hospital route (see Appendix 4)</b>			
A3094 Harnham Gyratory to Harnham Road/Old Blandford Road	£1,062,000	Development site/CIL	Cycling
A338 New Bridge Road/Downton Road improvements (includes Britford Lane)	£2,000,000+	Development site/CIL	Walking & cycling
Odstock Road widening of existing shared path (frontage of Rowbarrow site)	Site design	Development Site	Walking & cycling
Salisbury City Centre to Hospital signage schedule	£15,000	Development Site	Walking & cycling

**Table 3: - LCWIP implementation costs of short-term (3-6 years) priority routes**

	Cost estimate	Funding	Type
<b>Wilton to Salisbury City Centre route</b>			
Churchfields Road	£1,000,000	Development site/TBC	Walking & cycling
Wilton to Salisbury City Centre signage schedule	£15,000	Development site/TBC	Walking & cycling
<b>Wilton – Wilton Station – Fugglestone route</b>			
Minster Street (Wilton) shared path	£500,000	Development site/TBC	Cycling
<b>Longhedge – Old Sarum – Salisbury city centre route</b>			
A345 Castle Road cycle, pedestrian and bus lane improvements	TBC	Development site/BSIP/TBC	Walking & cycling
<b>Southampton Road routes</b>			
Tollgate Road cycle path	£100,000	Development site/TBC	Cycling

Netherhampton/Harnham to Salisbury City Centre routes			
A3094 Netherhampton Road Carrion Pond Drove to Livestock Market (path widening)	£200,000	Development site/TBC	Cycling
A3094 Netherhampton south development site to Town Path	£350,000	Development site	Walking & cycling
Town Path widening	£1 to £5 million	TBC	Walking & cycling
A3094 Netherhampton north development site to Broken Bridges/ Middle Street	TBC	Development site	Cycling
Netherhampton development site to City Centre signage schedule	£15,000	Development site/TBC	Walking & cycling
Salisbury City Centre to Salisbury District Hospital route (see Appendix 4)			
Odstock Road widening of existing shared path (Rowbarrow site to Hospital)	TBC	Development Site	Walking & cycling
Britford Park & Ride to hospital bus lane, pedestrian and cycle path	£2 to £5 million	Development site/TBC	Walking & cycling
Salisbury to Porton route			
Ford to Hurdcott NB link to Tanners Lane is outside Salisbury LCWIP area.	£300,000+	TBC	Walking & cycling

**Table 4 : - LCWIP implementation costs of longer-term schemes**

	Cost estimate	Funding	Type
Wilton to Salisbury City Centre route			
Wilton: West Street (feasibility work required)	TBC	TBC	Cycling
Improvement of Salisbury Road shared use path (National Highways)	TBC	National Highways	Cycling
Fugglestone to Salisbury City Centre route			
A360 Devizes Road traffic-free path and other improvements	£1 to £2 million	TBC	Walking & cycling
Fugglestone to Salisbury City Centre signage schedule	£15,000	Development site/TBC	Walking & cycling
Longhedge – Old Sarum – Salisbury City Centre route			
A345/Portway shared path widening	£500,000	Development site/TBC	Walking & cycling
Southampton Road routes			
Southampton Road (Bourne Way/Petersfinger to Marshmead Close) (National Highways)	TBC	National Highways	Walking & cycling
Netherhampton/Harnham to Salisbury City Centre routes			
A3094 Netherhampton development site to Quidhampton (and connection to Bulbridge)	£1 to £2 million	TBC	Walking & cycling
Other routes			
A36 Foots Hill to Imerys (Imerys to Salisbury City Centre)	TBC	National Highways / Development	Walking & cycling
A36 Skew Bridge/Church Lane (National Highways)	TBC	National Highways	Walking & cycling
Church Road/Riverside Road, Laverstock (feasibility work required)	TBC	TBC	Walking & cycling
Mill Lane (Stratford Sub Castle) to A360 Devizes Road (feasibility work required)	TBC	TBC	Walking & cycling

## **Overview and Scrutiny Engagement**

14. No engagement.

### **Safeguarding Implications**

15. None identified.

### **Public Health Implications and Equalities Impact**

16. Encouraging active travel through the implementation of high-quality walking and cycling infrastructure will help deliver the goals set out in the Council's Joint Local Health and Wellbeing Strategy (2023-2032), improving the health and wellbeing of Wiltshire's residents.
17. The Wiltshire Joint Local Health and Wellbeing Strategy (WJLHWS) outlines the vision of people in Wiltshire being empowered to live full, healthy and enriched lives. There are four key elements of the WJLHWS:
  - Improving social mobility and tackling inequalities
  - Prevention and early intervention
  - Localisation and connecting with communities
  - Integration and working together
18. The LCWIP aligns with the prevention, localisation, connecting communities, and tackling inequalities elements of the WJLHWS. The LCWIP is the first stage of improving active travel infrastructure. This will encourage greater active mode use which improves overall health through physical exercise. The LCWIP network will also contribute to improving local transport networks and improves the resilience of local communities. Finally, routes chosen for prioritisation are partially based on their impact on equality, ensuring that communities in the most need of improved transport networks are prioritised.

### **Procurement Implications**

19. None identified.

### **Environmental and Climate Change Considerations**

20. Wiltshire's Climate Strategy (Adopted 2022) sets out actions Wiltshire Council will undertake to achieve net zero carbon emissions by 2030 and improve the resilience of Wiltshire to climate change.
21. Transport accounts for approximately 45% of Wiltshire's carbon emissions and is identified as a key target for action.
22. Implementation of the LCWIPs is a vital component in increasing active travel and reducing carbon emissions thus helping deliver climate targets.

### **Workforce Implications**

23. LCWIP development will be delivered within current staff resources utilising the Council's highways term contractor to manage peaks and troughs in workload. The Council will also maximise ad hoc funding opportunities as and when they arise, such as ATE's Capability Funding.

### **Risks that may arise if the proposed decision and related work is not taken**

24. Adopted LCWIPs are a key prerequisite for progression through ATE's Capability Self-Assessment scoring system which will unlock additional government funding through the Active Travel Fund. Failure to develop and adopt LCWIPs will significantly reduce the chance of successful funding bids and is likely to harm the Council's ambitious aspirations on active travel, climate, air quality, and health and wellbeing objectives.

**Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks**

25. None identified.

**Financial Implications**

26. There are no direct financial implications.

**Legal Implications**

27. None identified.

**Options Considered**

28. No other options have been considered. It is clear that the government require all walking and cycling schemes to be developed as part of a of systematic, evidence-based network of routes using the LCWIP methodology. Without the provenance of an LCWIP it is unlikely that any capital scheme bids will be successful in attracting government capital funding to enable implementation.

**Reason for Proposal**

29. Adopted LCWIPs are a key prerequisite for unlocking government funding through ATE. Failure to develop and adopt LCWIPs will significantly reduce the chance of successful funding bids and is likely to harm the Council's ambitious aspirations on active travel, climate change, air pollution, and health and wellbeing objectives.

**Proposal**

30. That the LCWIP for Salisbury be approved as set out in the Background Papers.

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**The following unpublished documents have been relied on in the preparation of this Report:**

LCWIP for Salisbury