

Main suggested changes from draft LTP3

| LTP3 Section | Suggested Change | Reason for Change |
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| Foreword | <p>While acknowledging short to medium term difficulties, the LTP3 also needs to help achieve the long-term aspirations of a low carbon transport system in 2026.</p> <p>The Council should do more to engage the help of local communities as part of the 'big society' and 'localism' agendas.</p> | <p>Comment from Campaign for Better Transport, Duncan Hames MP and Environment Select Committee.</p> <p>Comment from Transition Community Corsham and Corsham Civic Society.</p> |
| Executive Summary | <p>Reduce in length.</p> <p>Update to reflect changes in main documents.</p> | Comment from David Feather. |
| 1. Introduction | <p>Include details of theme strategies planned to be developed in 2011/12.</p> <p>Include outputs of comprehensive housing requirements review and details of Government funding streams in 'Current realities' section.</p> <p>Include a diagram which outlines the linkages and timelines of the LTP3 documents.</p> | <p>Comment from Etchilhampton Parish Council.</p> <p>To ensure the LTP3 is up-to-date.</p> <p>Comment from Environment Select Committee rapid scrutiny exercise.</p> |
| 2. Wider Context | <p>Include brief details of recent White Paper 'Creating Growth, Cutting Carbon'.</p> <p>Remove references to regional context.</p> | <p>To ensure LTP3 is up-to-date</p> <p>To reflect changes by coalition government.</p> |

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| | <p>Add section on minerals and waste policy documents.</p> <p>Update position on Local Enterprise Partnership proposal.</p> <p>Include reference to Stonehenge/Avebury World Heritage Site.</p> <p>Include reference to New Forest National Park Authority Local Development Framework which extends into Wiltshire.</p> <p>Update references to Wiltshire Community Plan.</p> <p>Where realistic, incorporate community area ambitions into LTP.</p> | <p>To reflect important linkages between the LTP and minerals and waste policy.</p> <p>To ensure LTP3 is up-to-date.</p> <p>Comment from South West Tourism and Avebury World Heritage Site.</p> <p>Comment from New Forest National Park Authority.</p> <p>To reflect adopted plan and comment from Campaign for Better Transport.</p> <p>Comment from Environment Select Committee rapid scrutiny exercise.</p> |
| 3. Challenges and Opportunities | <p>Include reference to towpaths as an opportunity for cycle networks.</p> <p>Include reference to high costs of rail travel.</p> <p>Need references to more detailed data – key documents listed.</p> | <p>Comment from Mr Ken Oliver.</p> <p>Comment from Andrew Hungerford.</p> <p>Comments from Campaign for Better Transport.</p> |

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| | <p>Include importance of car-free travel for international travel and importance of tourist features as attraction.</p> <p>Clarify position on sustainable drainage.</p> <p>Update information on AQMAs – Marlborough added.</p> <p>Add to opportunities the potential to promote community-led schemes to reduce social exclusion. Clarify text on opportunities to improve streetscene.</p> | <p>Comments from South West Toursim.</p> <p>Comments from the Environment Agency.</p> <p>Comment from local councillor.</p> <p>Comments from a number of consultees.</p> |
| 4. Consultation | Added references to car parking strategy consultation and LTP3 public consultation and workshops. | To ensure LTP3 is up-to-date. |
| 5. Overall Strategy | <p>Include vision statement for 2026.</p> <p>Update relationship ratings (Table 5.3) to reflect objectives of new community plan.</p> <p>Amend strategic objective SO17 to say “To improve sustainable access to...”.</p> | <p>Comments from Environment Select Committee and a number of consultees.</p> <p>To ensure LTP3 is up-to-date.</p> <p>Suggested mitigation identified in Strategic Environmental Assessment.</p> |

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| | <p>Theme of 'big society' and 'localism' needs to support all strategies (reference to encouraging and supporting local communities added).</p> <p>The preferred strategic option on cycle networks should include cycle links between market towns.</p> <p>Add bus option to public transport part of preferred options section.</p> <p>Set-out that Table 5.6 shows generalised and countywide nature of investment priorities, and highlight that priorities may be different in larger towns and for bidding processes.</p> <p>Increase investment priority allocated to freight management.</p> | <p>Comment from Mrs K Freeman and comments made at stakeholder workshops.</p> <p>Comments from a number of consultees.</p> <p>To reflect Public Transport Strategy.</p> <p>To clarify position on investment priorities.</p> <p>Comments made at stakeholder workshops.</p> |
| 6. Approaches to Goals | <p>Incorporate the Rights of Way Improvement Plan into the LTP3.</p> <p>Clarify that there are other ways to consider and enhance biodiversity than just maintenance procedures.</p> <p>Include an indication that the Transport Asset Management Plan will address the issue of non-native invasive plants wherever possible.</p> | <p>Comment from the New Forest National Park Authority.</p> <p>Comment from Natural England.</p> <p>Comment from Wiltshire Council's Strategic Landscape Team.</p> |

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| | <p>Provide information on Habitats Regulation (Screening) Assessment.</p> <p>Provide more details on the Council's approach to design issues (e.g. traffic management, street clutter, lighting, etc) in historic environments and the mechanism to take forward the principles of the Salisbury Public Realm Strategy.</p> <p>Should be recognition of the Bradford-on-Avon Historic Core Zone project and its relevance to other historic towns in Wiltshire.</p> | <p>To reflect discussions with Natural England.</p> <p>Comment from English Heritage.</p> <p>Comments from English Heritage, Bradford-on-Avon Town Council and Preservation Trust.</p> |
| Appendices | <p>Add glossary.</p> <p>Add principal statutory duties.</p> | <p>Comments from a number of consultees.</p> <p>Comments from a number of consultees.</p> |
| Implementation Plan | <p>That town centre based integrated transport strategies are developed to provide a framework for sustainable economic growth and incorporate the Visions (and the emerging Core Strategy) in developing masterplans for these towns. This requires that funding and implementation of this work is prioritised for the very near future.</p> <p>Remove references to targets at this stage and strengthen intent to make available data for informed decisions.</p> | <p>The Implementation Plan should make financial provision for the development of transport strategies for the towns that will accommodate large amounts of future growth and for which visions have been developed.</p> <p>Reduction and changes to central government target setting; comments from Campaign for Better Transport and others; improved local partnership working.</p> |

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| Freight Strategy | <p>Include reference to Avonmouth deep sea container port and its anticipated influence on traffic within Wiltshire.</p> <p>Ensure the Freight Assessment and Priority Mechanism includes reference to use of Access routes in its review of wider issues.</p> <p>Include evidence of partnership working (e.g. South West Freight Forum) and neighbouring authority liaison.</p> <p>Addition of Quidhampton Quarry as a possibility for future rail freight use.</p> <p>Addition of explanation text and diagram with regards to the freight intervention levels.</p> <p>Addition of text explaining linkages with development control.</p> <p>Addition of explanatory text and policy boxes to reinforce linkages with relevant Minerals and Waste policies.</p> | <p>Comment from Limpley Stoke Parish Council.</p> <p>Comment from Cllr Gamble.</p> <p>Comment from West Berkshire Council.</p> <p>Comment from IMERYS.</p> <p>Comment from Environment Select Committee rapid scrutiny exercise.</p> <p>Comment from Environment Select Committee rapid scrutiny exercise.</p> <p>Comment from Environment Select Committee rapid scrutiny exercise.</p> |
| Public Transport Strategy | Change contribution of strategy towards reducing carbon emissions from 'limited' to 'important'. | To reflect objectives 11 and 13 in Wiltshire Community Plan. |

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| | <p>Add brief statement to long term strategy section setting out Council's vision for public transport in 2026.</p> <p>Clarify that long term strategy statements about developer funding apply to rail as well as bus.</p> <p>Add to long term strategy encouragement to operators to adopt vehicles with low emissions and using energy from renewable sources; in Delivery Plan refer to seeking in the short term to assist where can do so within available funding or using external funding opportunities, but recognising that the first priority during a period of funding constraint will be to protect existing levels of public transport service provision.</p> <p>Strengthen reference to working with others (including neighbouring authorities) to influence the provision of improved rail services and facilities, and including mention of specific improvements such as the Swindon – Melksham – Westbury service, reopening Corsham station, and improving services and capacity from western Wiltshire into the Bristol conurbation .</p> | <p>Comments from Corsham Civic Society and several others that strategy lacks a vision for the future.</p> <p>Comment from Trans Wilts CRP.</p> <p>Comment from Climate Friendly BoA and several others; to strengthen link to strategic objectives.</p> <p>Comment from Duncan Hames MP, Trans Wilts CRP, Travel Watch SW, Network Rail and several others; also to reflect the high priority given to rail issues by the stakeholder workshops.</p> |

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| | <p>Add to long term strategy support for bus / rail integration, including for example at Salisbury rail station.</p> <p>Add to long term strategy consideration of options to provide brokerage for passenger transport services on behalf of other agencies.</p> <p>Redraft Delivery Plan section on buses to improve ease of understanding, emphasise the processes within the network review for defining the strategic bus network and reviewing local area services, and explain how the bus service funding priorities and criteria will be applied.</p> <p>Emphasise that area reviews of local services will include consideration of alternatives (demand responsive transport, community transport, taxis, car sharing etc.) where these may be more cost effective; and will include Area Boards and local communities in identifying local needs and service priorities.</p> <p>Amend hierarchy of bus services to remove reference to commercial operation in definition of strategic network services, to link definitions of local services in towns to bringing majority of population to within 400m of a regular service, and introduce higher minimum service level (3 return</p> | <p>Comment from Idmiston Parish Council and several others; also to reflect high priority given to rail issues by the stakeholder workshops.</p> <p>Omitted from original draft.</p> <p>General comment that the sections on network review and support guidelines in particular are difficult to understand.</p> <p>Comment from Kate Freeman, Tim Martiensen, Malmesbury Town Council and others; and to reflect comments in Equality Impact Assessment.</p> <p>Comment from Robert Smith; to provide a more needs – based definition; to reflect proposed designation of some rural settlements as Local Service Centres in the Wiltshire Core Strategy.</p> |

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| | <p>journeys per day including journey to work) for rural services that link a Local Service Centre to the strategic network.</p> <p>Confirm that the strategic network refers to bus services only, but that it will take account of rail services; and that the network review will consider opportunities to improve bus/rail integration where feasible.</p> <p>Various amendments to priorities for bus service funding (Appendix 1) including;</p> <ul style="list-style-type: none"> • High priority to a higher than daily level of weekday service (including journey to work) for rural settlements defined as 'local service centres' in the Council's settlement hierarchy • Providing more than an hourly daytime service on strategic network or primary town services moved from 'do not normally fund' to 'low priority' • Providing evening and Sunday services on routes where is a less than hourly daytime service moved from 'do not normally fund' to 'consider on individual merits where support specific local objectives' <p>(all still subject to value for money and availability of funding).</p> | <p>To clarify the position following comment from Trans Wilts CRP.</p> <p>Comments from strategic planning team, Stagecoach West, First Bus, Campaign for Better Transport and several others; and to reflect changes to the hierarchy of services (above).</p> |

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| | <p>In section on encouraging commercial bus services, add reference to recognising the need to ensure that operators are fairly reimbursed for taking part in the OAP free travel scheme.</p> <p>Emphasise opportunity in section on community and voluntary transport to harness 'Big Society' agenda to empower communities to find their own solutions to local transport and access needs, and provide 'safety net' where is no other public transport .</p> <p>Include the option (in the guidelines for council-funded services, appendix 1) for the Council to consider funding rail services 'on their individual merits' where they make an important contribution to achieving LTP objectives and cannot be funded from other sources'.</p> <p>Amend references to allowing free travel to OAPs before 0930 to reflect forthcoming consultation</p> <p>In Delivery Plan section on Information & Marketing, restate importance of ensuring provision of good information, and add reference to seeking to involve local communities in promoting services, for example through development of pilot</p> | <p>Comment from Stagecoach West.</p> <p>Comment from various respondents and the stakeholder workshops that should explore alternatives to bus services; comment in Equality Impact Assessment about promoting community and voluntary transport to reduce social isolation.</p> <p>Comment from Trans Wilts CRP.</p> <p>To reflect decision to consult on withdrawing free travel before 0930 as a way of releasing funding to protect transport services.</p> <p>Comment from Kate Freeman.</p> |

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| | <p>Bus Community Partnerships.</p> <p>Re-opening Wootton Bassett station added to the list of rail improvements mentioned in the long term strategy as examples of those that the Council will support.</p> <p>Section on the bus network review amended to make it clear that the Council will consult Area Boards etc., but will decide centrally which services to commission.</p> | <p>Comment from Environment Select Committee rapid scrutiny exercise.</p> <p>Comment from Environment Select Committee rapid scrutiny exercise.</p> |
| Road Safety Strategy | <p>Reflect work undertaken at Area Board level to promote road safety.</p> <p>Include reference to improved road surfaces for the benefit of cycling.</p> | <p>Comment from Environment Select Committee rapid scrutiny exercise.</p> <p>Comment from Environment Select Committee rapid scrutiny exercise. Also reflects comments from a number of consultees that vulnerable users should be prioritised.</p> |