Salisbury Station Interchange

Options Assessment Report - Final

Wiltshire Council

22 May 2018

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This document has 81 pages including the cover.

Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 1.0	Draft shared with Wiltshire Council, South Western Railway and Network Rail for comment.	PG	BS	KM	RT	20/03/18
Rev 1.1	Update to table 5.2 and Appendix E	PG	KM	KM	KM	21/03/18
Rev 2.1	Updated following comments from - Rob Murphy, Wiltshire Council - Heather Blake and Paul Shaddock, Wiltshire Council - Andrew Ardley, South Western Railway And a skype meeting with rail partners on 12/4/18.	PG	MH	KM	KM	22/05/18

Client signoff

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1. Document purpose

This document has been prepared following an Options Assessment Process undertaken on behalf of Wiltshire Council, and with the involvement of South Western Railway, Network Rail and Go South Coast. The options were centred around Salisbury Station, specifically the interchange facilities between rail and other forms of transport at the station.

The process began in June 2017, when Atkins was first commissioned. The process is broadly set out below:

- June 2017 - Wiltshire Council issued a brief to Atkins which outlined six "elements"[1]. This drew on previous work from Local Sustainable Transport Fund (LSTF) project work.
- August 2017 - Atkins, Wiltshire Council, South Western Railway and Network Rail met at the station for a walk about. Following review Atkins concluded that the six elements described in the brief were not compatible as an integrated package of works and needed further work to consider them together. Additionally, the previous LSTF documentation was unclear on how the elements had been selected and why they were required.
- November 2017 - Atkins, Wiltshire Council, South Western Railway and Network Rail met to moderate and agree the scoring of the six packages.
- December 2017 - six concept packages and a multi-criteria assessment tool were prepared by Atkins.
- February 2017 - Option Assessment Workshop - Atkins, Wiltshire Council, South Western Railway and Network Rail met, adjusted and agreed scoring of the six packages.
- February 2017 - concept plans of two potential packages were drawn up in more detail and issued for internal Wiltshire Council and bus operator consultation (Go South Coast). From this consultation one preferred package emerged.
- March 2017 - Options Assessment Report drafted (this document), detailing the approach to identifying the need for intervention and the process of option development and selection.

It should be noted this has been a desk top study which has focused on access to the station, not the facilities within.

This report will:

- Define the strategic objectives that an interchange scheme at Salisbury Station would need to meet, as agreed by the key rail partners.
- Present the preferred concept plan which best meets all the agreed objectives.
- Assess the preferred package against the five business cases and suggest some steps to progress towards delivery.

[1] Salisbury Rail Interchange summary June 2017 v1.2.docx provided by email from Wiltshire Council

2. Current and future situation

2.1. Current situation

This section describes the physical station environment; access patterns to the station are then introduced along with an overview of the access via different transport methods.

2.1.1. The Station Environment

Salisbury Station is located to the west of the city centre, to the west of Fisherton Street and just south of the A36 (Figure 2-1). There are four platforms (numbers 2, 3, 4 and 6). The station is owned by Network Rail and managed by South Western Railway. Great Western Railway trains also stop at the station.

The railway runs east to west, with the main entrance to the south of the platforms. From the main entrance passengers exit onto the station forecourt where there are:

- Five taxi spaces;
- Four spaces marked as blue badge spaces;
- 14 parking spaces marked as 20 minutes only;
- a ‘drop off point’;
- a Network Rail space; and
- a large car parking area.

The above facilities are not built in line with current station design guidelines or best practice.[2] For example, the space around the blue badge spaces is too small and the drop off space does not have a level kerb next to it.

There used to be an exit to the north; however, this is now for staff only (see Figure 2-2). The north exit leads into the Station Courtyard area which has a listed building (the “Former Station Building”). The building is an inverted ‘L’ shape, the south half of it is unused and east half is a rail social club. The building has been extended to the north-west, within which a carpet shop is located.

To the east of Fisherton Street is the East Goods Yard, which is part of the railway property but unused. There is a building located there which was the rail social club, this has planning permission to be demolished[3] (see Figure 2-3). Immediately north of the East Goods Yard, is the Royal Mail sorting office; packages are collected from here by the public.

A summary of the existing situation is in Figure 2-1 and a drawing is provided in Appendix F.

[2] Design Standards for Accessible Railway Stations version 4, March 215, A joint Code of Practice by the Department for Transport and Transport Scotland.
[3] Planning application number - 17/02304/DEM

Figure 2-1 Station layout and locations of provided photographs

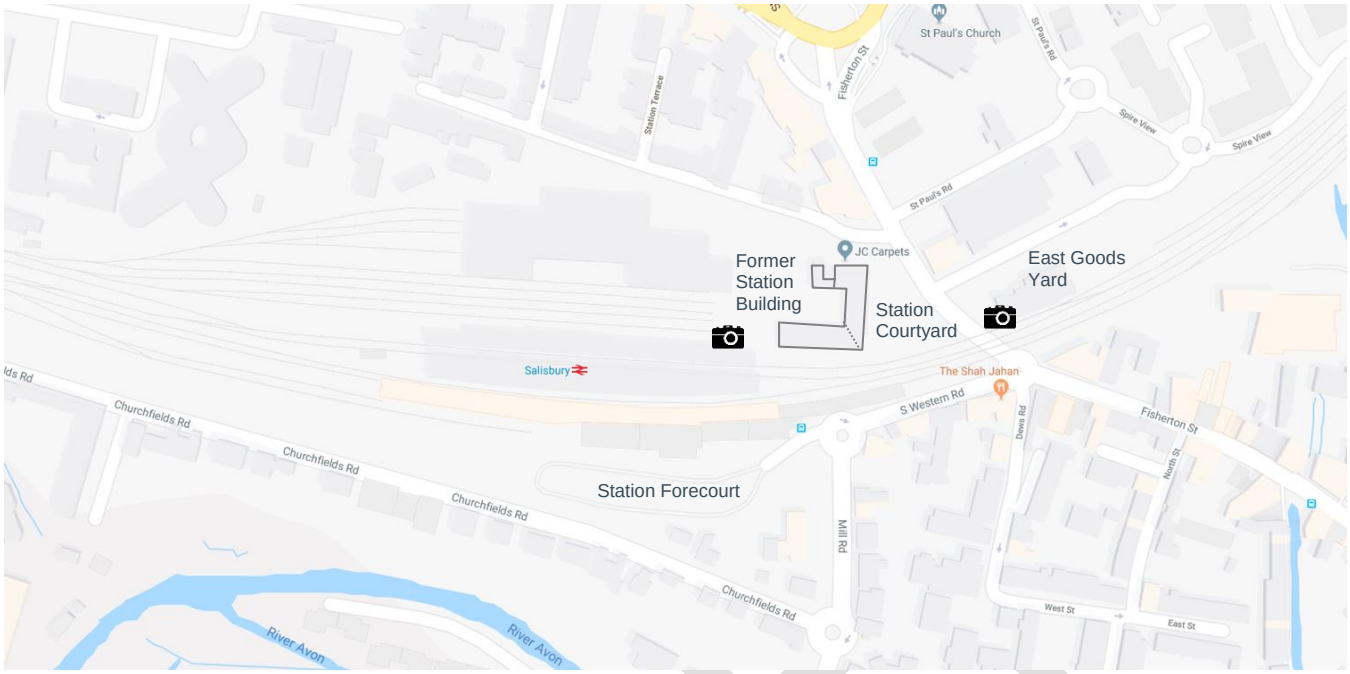


Figure 2-2 The former north entrance to the subway, now only used by staff

Figure 2-3 Former rail club (currently being demolished) and rail bridge over Fisherton Street

2.1.2. Access to the station

Below is a description of the station's immediate surroundings. This is based on research as part of this project and the 2014 review of station infrastructure which was undertaken as part of the Station Travel Planning[4] process:

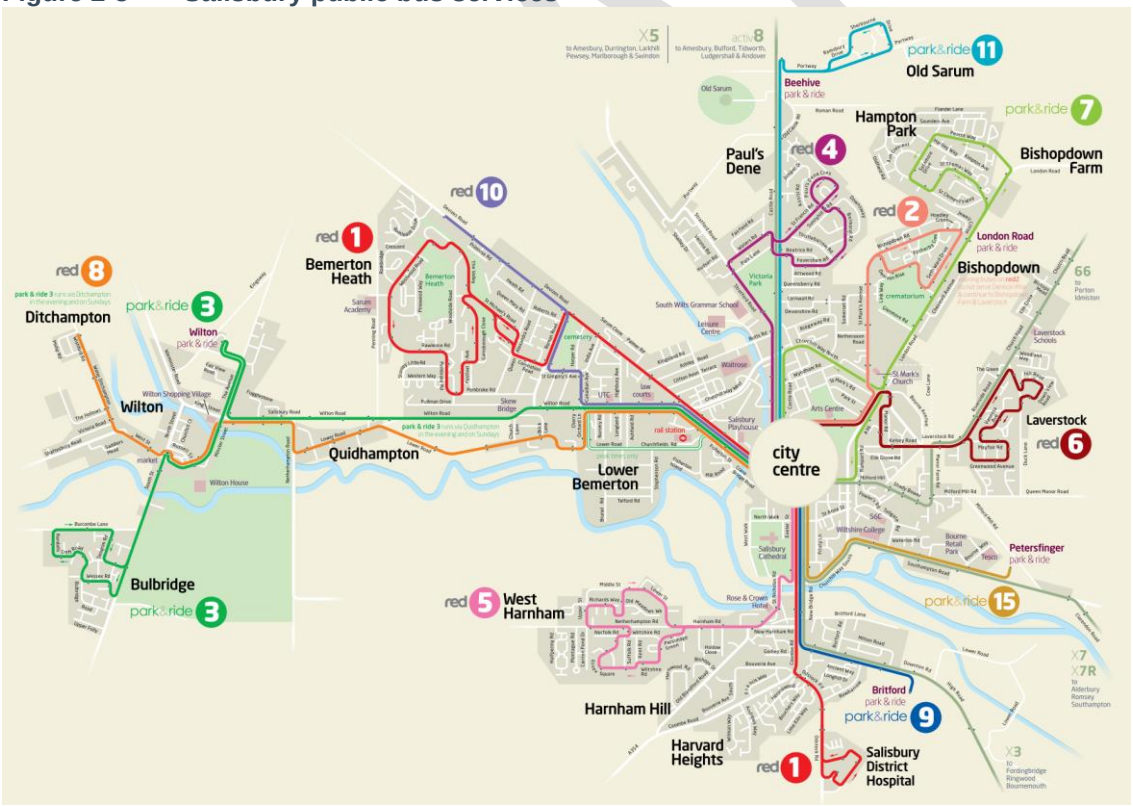
- Despite Salisbury being a popular tourist attraction, there are not currently any left luggage facilities at the station.
- The cycle parking on Platform 6 is underused however, in other parts of the station, the cycle parking areas are overcrowded.
- On Platform 4 there is a season ticket holder only cycle cage.
- The station travel planning process suggested that Platform 6 is not the best place for cycle parking to be located.
- Access to most platforms is via a subway. The only access to the subway is via ramps, these are too steep to be classed as step-free.
- There is a bus stop in the station forecourt, only used by the Stonehenge Tour Bus (due to space constraints at this location, to turn, buses must perform a multi-point turn, which is potentially dangerous).
- Public bus stops are on the main road (Fisherton Street) to the north or south of the station, approximately 400m away – bus operators are currently deterred from directly serving the station due to delays in exiting and lack of space to turn around. These can be seen in Figure 2-4, where the bus stops to the north are marked with a star, and those to the south are circled.
- Bus services which use the Fisherton Street stops are Red 1, Red 8 and Red 10. (See Figure 2-4 and Figure 2-5 for buses which serve the station and their destinations in the city).
- Salisbury has five Park & Ride services. One service (P&R3), calls at the Fisherton Street stops.

[4] Wiltshire Local Sustainable Transport Fund; STP Action Plans Report; Wiltshire Council; 18 August 2014

Figure 2-4 Fisherton Street bus stops

Source: OpenStreetMap.org

Figure 2-5 Salisbury public bus services[5]



5 https://assets.goaheadbus.com/media/cms_page_media/699/Salisbury_networkmap_March16_MASTER.pdf accessed 13th March 2017

There are also buses which travel to Salisbury (not shown in Figure 2-5) from surrounding areas which currently do not serve the station as there is not a suitable route, for example:

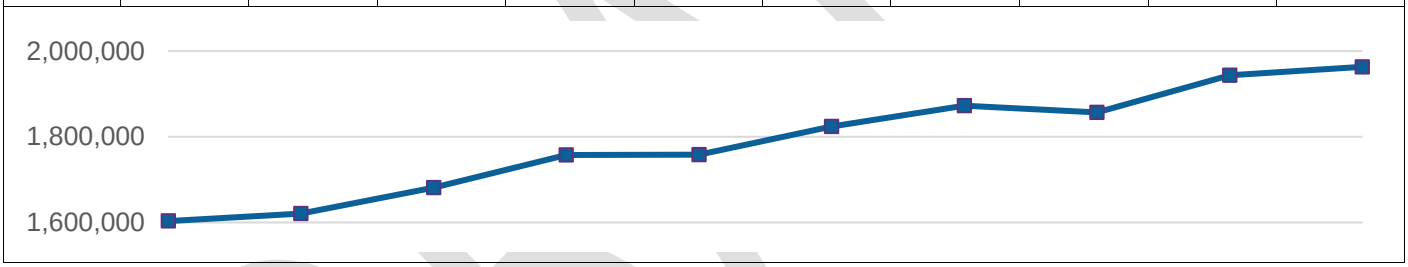
- X3 from Bournemouth via Fordingbridge;
- X4 from Larkhill via Amesbury; and
- X5 from Swindon via Marlborough and Pewsey.

2.1.3. Access patterns to the station

This report will now explore station access patterns and perceptions, then present the routes pedestrians and cyclists use. Station patronage has been increasing for the last few years (Table 2-1).

Table 2-1 Salisbury Station entries and exits for a ten-year period between 2007 and 2017

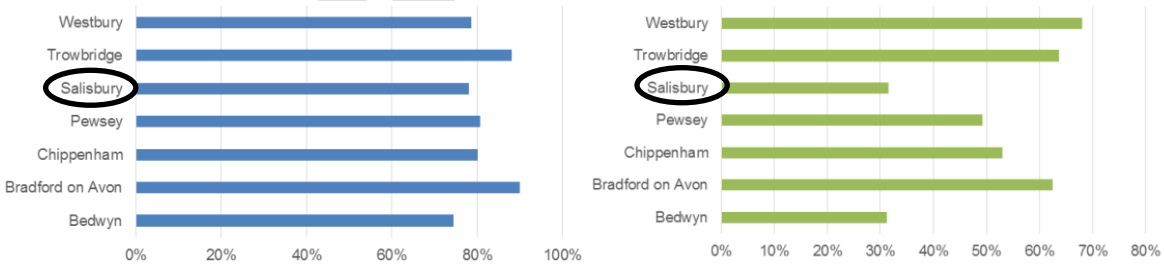
Year	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
No. of station entries and exits	1,681,413	1,757,216	1,758,400	1,824,320	1,872,520	1,856,882	1,943,654	1,963,292	2,028,148	2,075,866



Source: ORR, 2018

In 2013, Wiltshire Council commissioned Atkins to undertake a baseline report in preparation for monitoring the impact of LSTF spending[6]. The results (Figure 2-6) found that passengers consider Salisbury Station the second hardest to access station in the county. Just under 70% of passengers were unsatisfied with car and cycle parking at the station, the worst result of all stations.

Figure 2-6 a) Passengers satisfied with access to Wiltshire rail stations
b) Passangers satisifed with car and cycle parking to stations

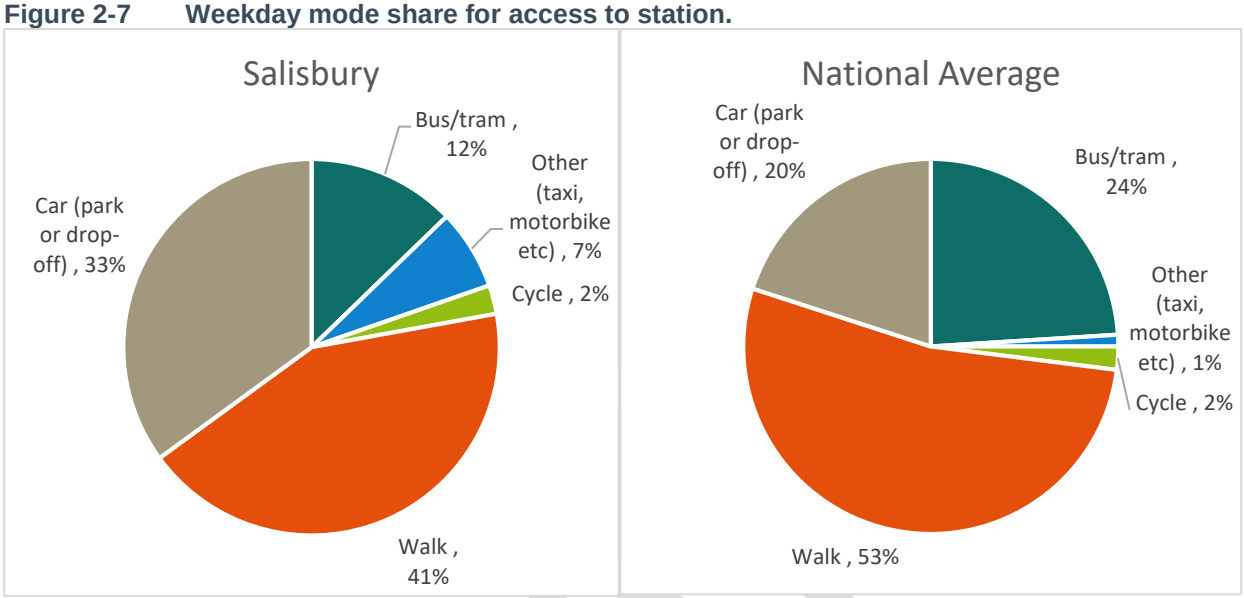


[6] LSTF Monitoring and Evaluation Plan; Baseline Report; Wiltshire Council; 23 April 2015

Passenger surveys were undertaken by Wiltshire Council to provide an insight into where station users travel from and where they park. The results relevant to Salisbury Station interchange are presented below.

Overall, there appears to be a smaller proportion of trips made to Salisbury Station by walking and public transport than the national average (Figure 2-7). A more detailed breakdown of access to the station (Figure 2-8) shows that Salisbury residents are much more likely to travel to the station by car than Salisbury visitors. Of those that travel by car, roughly half drive themselves and half are dropped off.

Figure 2-7 Weekday mode share for access to station.



Source: Wiltshire LTSF Surveys, 25/09/2013 and Better Rail Stations, November 2009

Figure 2-8 Salisbury weekday rail users by access mode

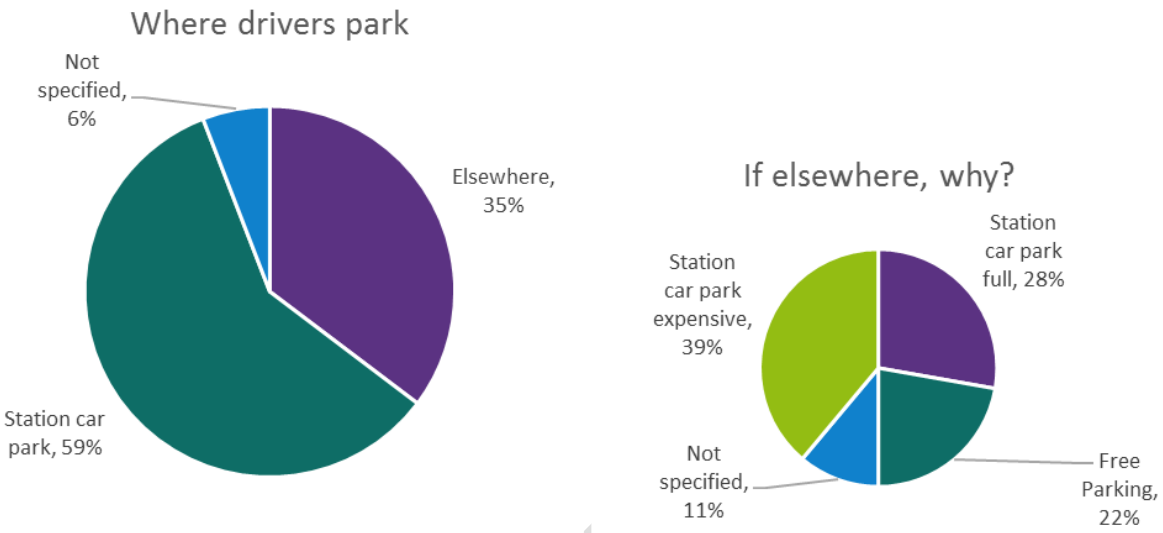
Transport Mode	Home end of journey	Non-home end of journey
Driver	23%	5%
Car passenger (share)	2%	0%
Car passenger (lift)	24%	10%
Bus	11%	13%
Park and ride	2%	0%
Motorcycle	0%	0%
Bicycle	3%	1%
Walk	26%	57%
Taxi	5%	8%

Source: Wiltshire LTSF Surveys, 25/09/2013

The majority of drivers to the station park their vehicles at the station parking provided, but a large proportion park elsewhere (Figure 2-9). According to the surveys, this is mainly due to the expensive cost of parking at the station, or the car park being full. Nearby council owned car parks and the number of spaces at each can be seen in Figure 2-10.

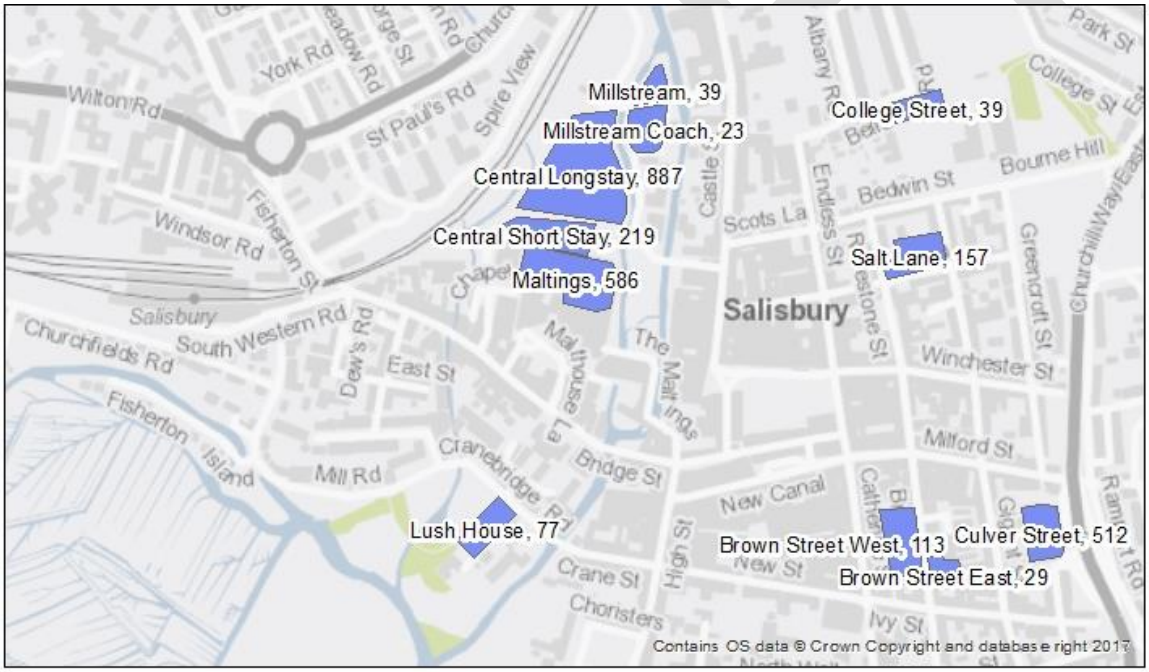
It is also known that many staff drive to the station, for whom there is dedicated staff parking in the Station Courtyard area (see Figure 2-1).

Figure 2-9 Where do people park their car?



Source: Wiltshire LTSF Surveys, 25/09/2013

Figure 2-10 Nearby council operatored car parks and their capacity



Source: Data provided by Wiltshire Council, 2017. Mapped by Atkins.

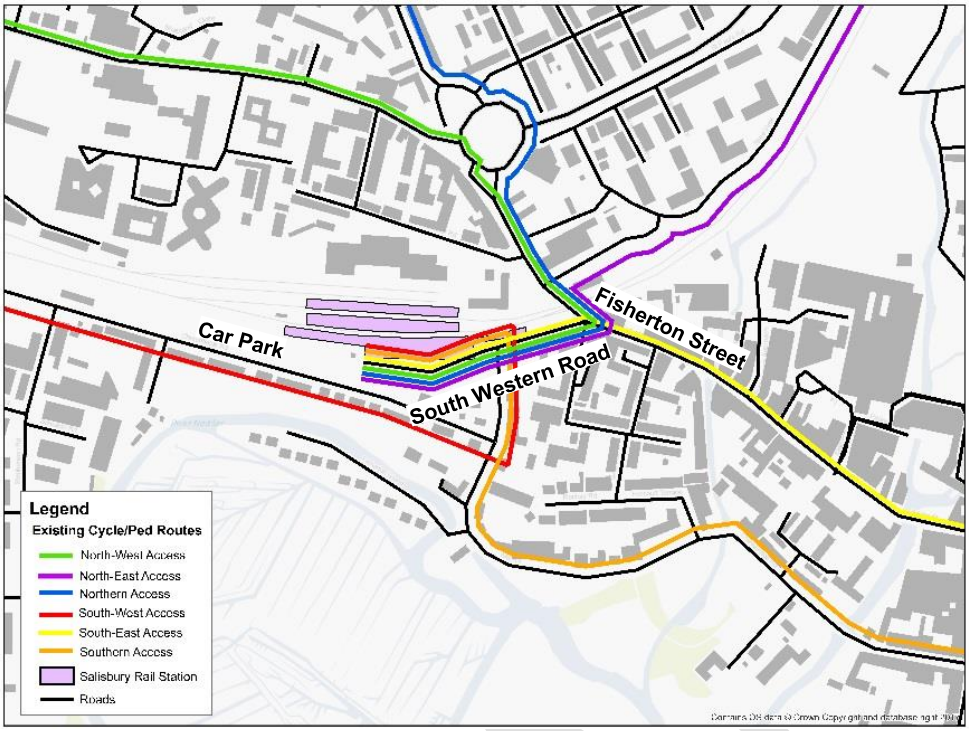
2.1.4. Pedestrian routes to station

A detailed study of access to the station was undertaken by Sustrans in 2013[7], the results of which are summarised in sections 2.1.4 and 2.1.5.

The Sustrans Cycle and Pedestrian access study identified several pedestrian routes that could be used to access the station, these are summarised in Figure 2-11. The report found that “there were a number of key desire lines to the station in need of improvement”, and most notably that half of the routes identified would be improved by a northern entrance to the station.

[7] Improving Wiltshire’s Rail Offer; Cycle and Pedestrian access study; June 2013

Figure 2-11 Existing pedestrian routes to the station



It can be seen that most pedestrian access routes involve crossing Fisherton Street and/or South Western Road near the roundabout between the two. This can be a difficult junction to negotiate safely, especially when accessed from the north (Figure 2-12).

From the north, one must walk along a narrow pavement which is often damp due to a leak in the rail bridge above. This same route is taken to access the station from the northern bus stops.

Access to the north of the city beyond the bus stops was said to have “good pedestrian access under the A36”[8].

The Station Travel Plan work echoed the Sustrans study which found that when traveling south “from the station towards the cathedral along Mill Road the access is not so good with awkward crossings of the station forecourt and Churchfields Road”. The awkward crossing of the station forecourt is exacerbated by the Stonehenge bus.

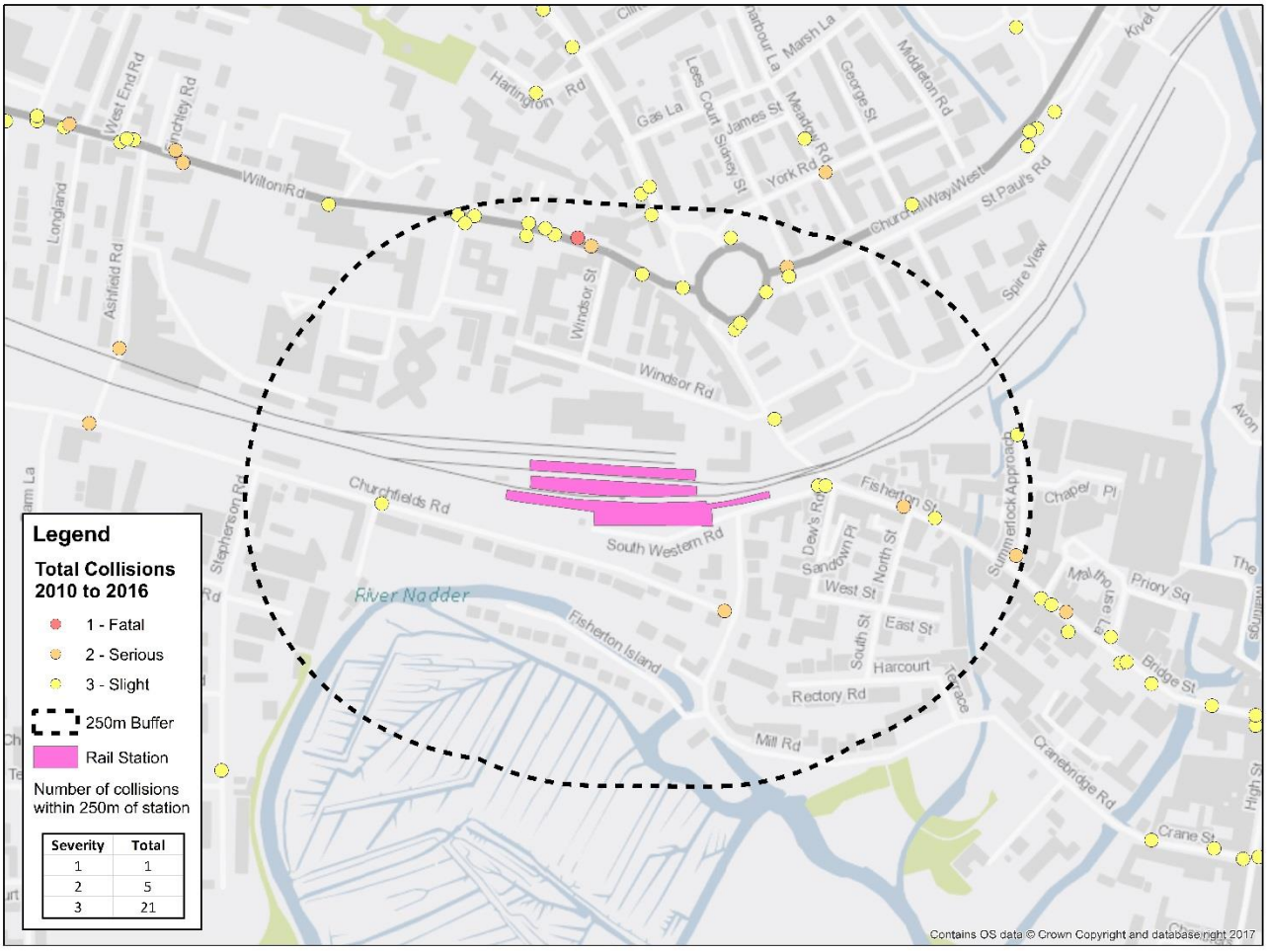
The Station Travel Plan exercise also stated that “there are pedestrian signs from the station to local tourist attractions, but none in the reverse direction.”

[8] Improving Wiltshire’s Rail Offer; Cycle and Pedestrian access study; June 2013

Figure 2-12 Fisherton Street / South Western Road roundabout

Collision data is available from the Department for Transport. This has been mapped for the area around Salisbury Station (Figure 2-13). The Fisherton Street / South Western Road roundabout has a small cluster of accidents.

Figure 2-13 Collisions sata in the vicinity of Salisbury Station



2.1.5. Cycle routes to station

One National Cycle Network (NCN) route passes near the station (Figure 2-14), although the Station Travel Plan found that the station was not signed from it.

Figure 2-14 National Cycle Network near station (map courtesy of OpenStreetMap.org)

As with pedestrian routes, most cycle routes use the Fisherton Street / South Western Road roundabout which the Station Travel Plan stated is “difficult for cyclists to negotiate”. The Sustrans study assumed that a northern entrance would be opened at the station so did not suggest improvements for the roundabout. Improvements were suggested for Churchfields Road and Mill Road.

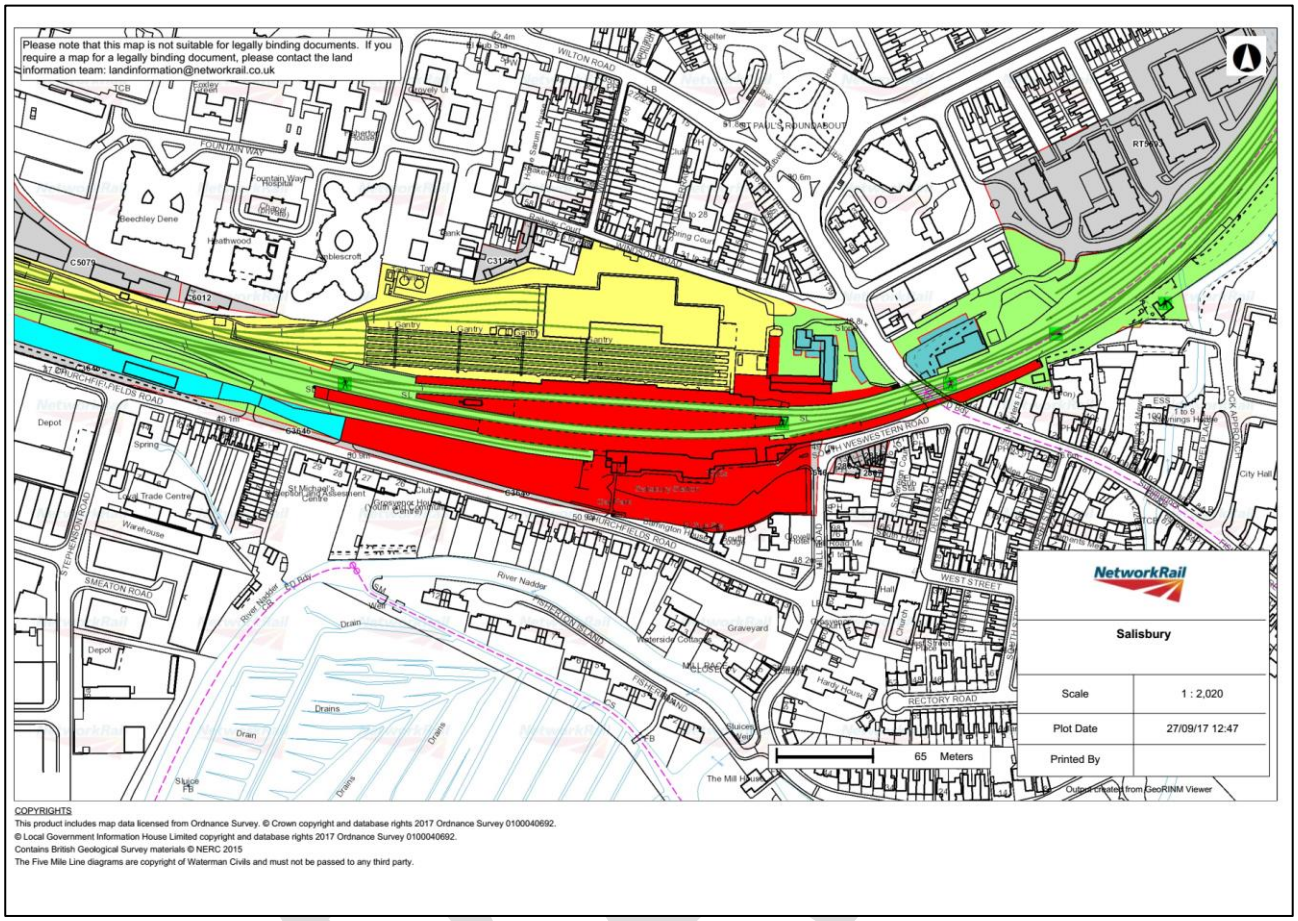
2.2. Land ownership

The land in and around the station, which could be affected by a potential project, falls into one of four categories. The land parcels and their respective ownership status are shown in Figure 2-15. The categories are:

1. Owned and used by Network Rail (in the figure this is green and the maintenance yard which is light blue);
2. Owned by Network Rail, leased by South Western Railway as part of its franchise (red);
3. Owned by Network Rail, leased or lettable by a third party. As part of the Network Rail “Project Condor”, these properties are currently being sold off as part of a national package of property interests (turquoise); and
4. Public Highway.

Should any of the “Project Condor” sites be required after “Project Condor” is complete, the Project Sponsor organisation would need to arrange for Network Rail to need to buy the land back from the future buyer at market value. The land would then need to be bought from Network Rail, or it would need to be transferred into the Franchise area.

Figure 2-15 Land Ownership plan provided by Network Rail February 2018



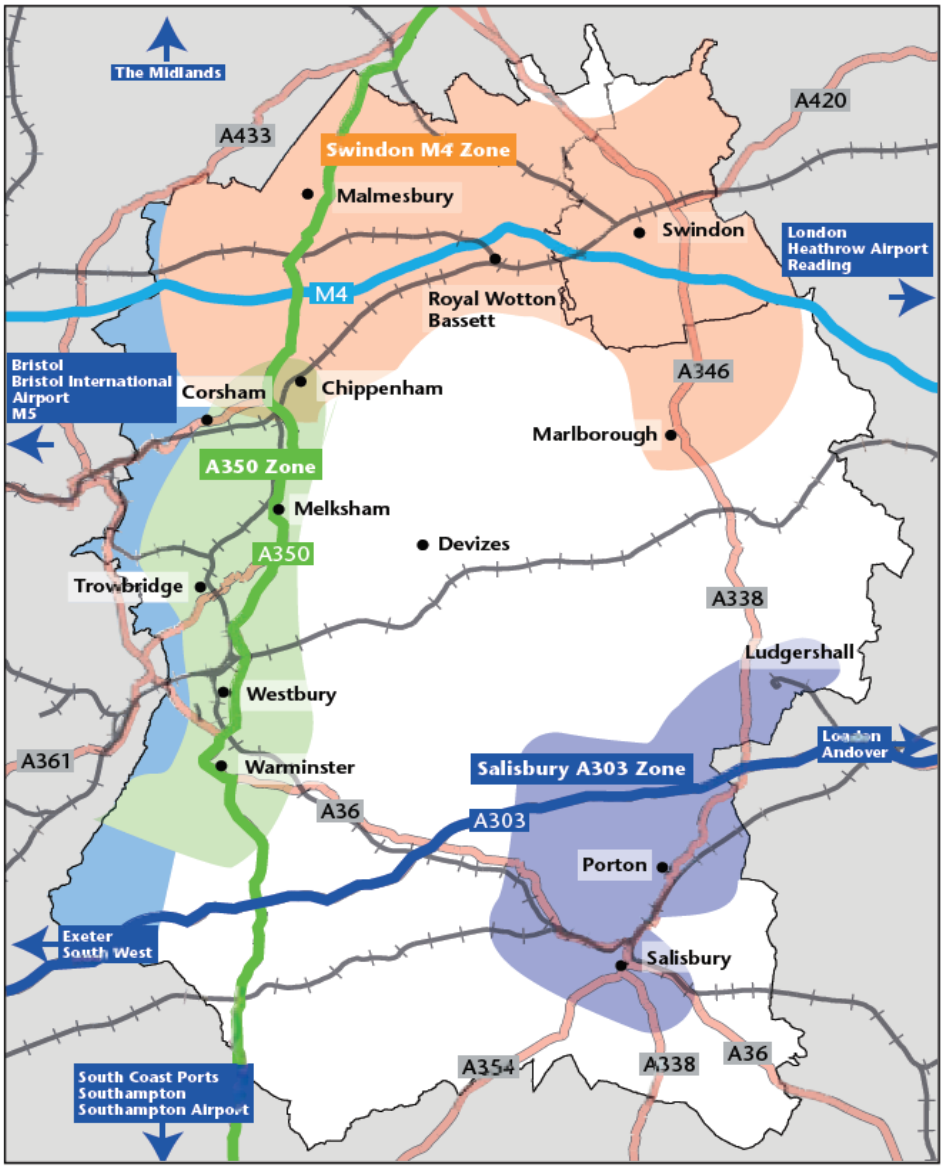
2.3. Future situation

Having introduced the current situation, this report will now consider known and aspirational changes to the area which could affect the station interchange.

2.3.1. Proposed development

Salisbury is a small city in Wiltshire with a population of around 40,000 people. It is bordered by the town of Wilton approximately 5 km to the north west of the city centre, with a population of just over 3,500 and other small settlements such as Netherhampton, Quidhampton and Laverstock. Together these make up the Salisbury and Wilton urban area with a population of 62,216 in the 2011 Census. By 2026 the Salisbury and Wilton area is expected to see growth of 6,060 dwellings and over 28 ha of employment land.

Figure 2-16 Location of Salisbury



Further growth is also expected in the wider South Wiltshire area, particularly in Amesbury, with 2,440 dwellings to be delivered between 2006 and 2026 (approximately 1,300 of these in south Amesbury). The Ministry of Defence's Army Basing programme will bring 4,000 service personnel and 3,200 dependents to Salisbury Plain, and a new aircraft hub is expected to bring 1,500 jobs to Boscombe Down.

The Core Strategy for Wiltshire is now being extended to 2036, which may allocate further housing and employment sites to the area. A housing and employment market analysis showed that 8,250 houses are expected to be built in the Salisbury Housing Market area between 2016 and 2036, and 11,400 more jobs i.e. 44 ha of industrial land, and 6-16ha of office land.

The current allocated sites are shown in Figure 2-17 and Table 2-2. The sites in green have been proposed through the Wiltshire Housing Site Allocation Plan which will be formally consulted on in summer 2018.

Figure 2-17 Salisbury Core Strategy ites

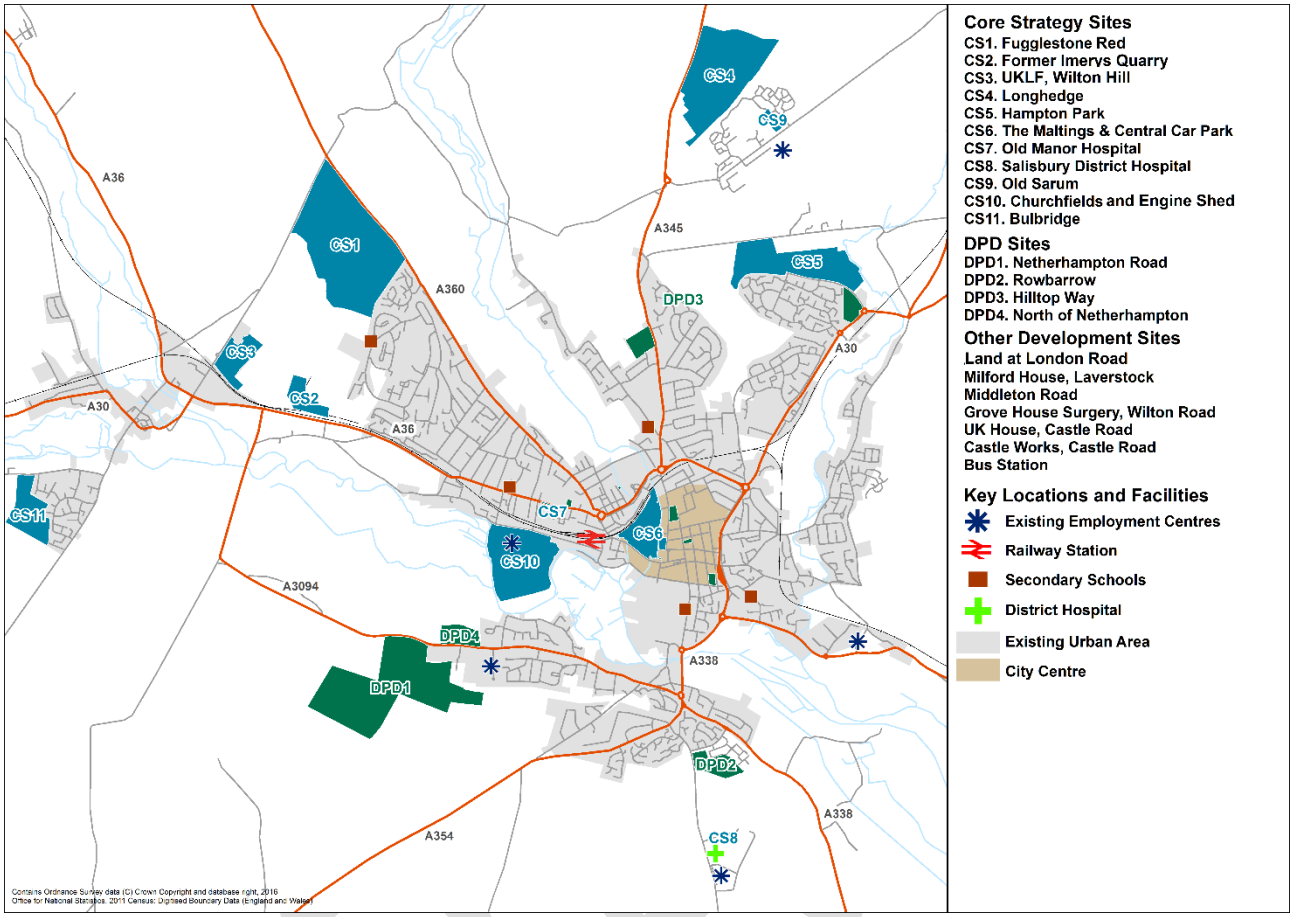


Table 2-2 Salisbury Core Strategy Sites

Source	Development site	2016 prediction for 2026	
		Housing (dwellings)	Employment (m^2)
Wiltshire Core Strategy	**Fugglestone Red**	1,110	80,000
	Land NW of Fugglestone Red	141	-
	Former Imerys Quarry	-	40,000
	UKLF, Wilton (Wilton Hill)	397	30,000
	Longhedge	673	80,000
	Hampton Park	500	-
	The Maltings & Central Car Park	100	40,000
	Old Manor Hospital	71	-
	Salisbury District Hospital	-	705
	Old Sarum	30	-
	Churchfields & Engine Shed	1,100	50,000
	Bulbridge	45	-
DPD	**Netherhampton Road**	640	-
	North of Netherhampton Road	100	-
	Rowbarrow	100	-

Source	Development site	2016 prediction for 2026	
		Housing (dwellings)	Employment (m^2)
	Hilltop Way	10	-
Other development sites	**Land at London Road**	-	6,030
	Milford House, Laverstock	31	-
	Middleton Road	12	-
	Grove House Surgery, Wilton Road	10	-
	UK House, Castle Road	78	-
	Castle Works, Castle Road	60	-
	Bus Station	47	-
Windfall Sites	**Minor Sites**	425	-
	Total	**5,680**	**326,735m^2 (32 ha)**

The majority of these sites have been granted planning permission. Wilton Hill is just beginning to be occupied. Fugglestone is currently under construction with occupation due to occur over the next five years. Planning applications for the Netherhampton Road, Imerys and Churchfields sites have not yet come forward. It is thought that most of Churchfields will not be redeveloped until the end of the plan period, but that the engine shed site (employment development) will be delivered before this.

Proposals for a regeneration scheme on the Maltings remain under discussion between the Council and the owners of the Maltings Shopping Centre.

The components of the scheme have not been finalised at this stage and timescales for a planning application are not yet confirmed. The scheme is expected to include a hotel, cinema, restaurants, retail and residential units as well as enhancements to the public realm and is likely to be developed in phases.

The provision of parking will be sufficient to support the new development and existing city centre shoppers / visitors. The final detail on parking provision has not been determined although it is the Council's policy that long-stay / commuter parking should be provided at the city's five Park & Ride sites rather than in the regenerated Central Car Park and Maltings area.

2.3.2. Salisbury Transport Strategy

The Salisbury Transport Strategy sets out the direction for transport in Salisbury to 2026. The Strategy was published in 2009 and is now being refreshed.

The modelling for the Strategy shows that several junctions around the station are currently or will be performing poorly by 2026. The Fisherton Street/South Western Road junction will be at critical level in the PM peak by 2026. Other junctions around the station that are under pressure but not expected to be critical are the Brunel Road/Churchfields Road junction and the Ashfield Road/Wilton Road junction.

Figure 2-18 Network performance 2026 - AM (08:00-09:00)

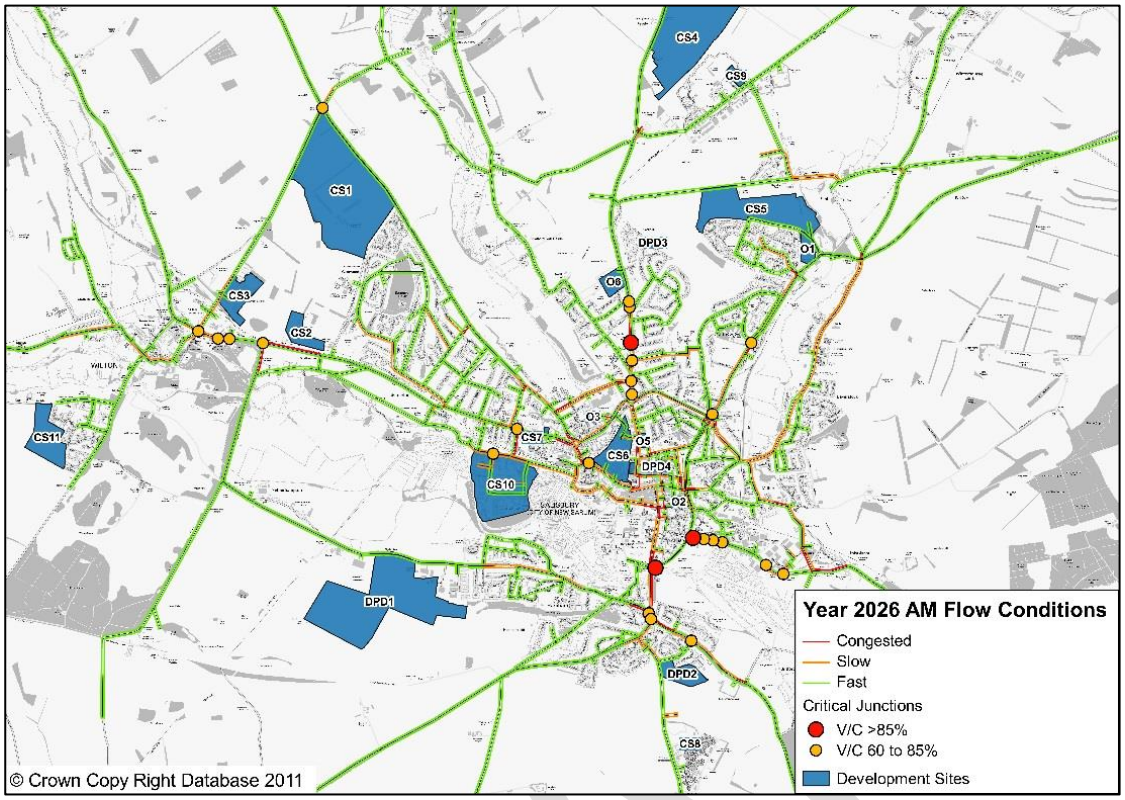
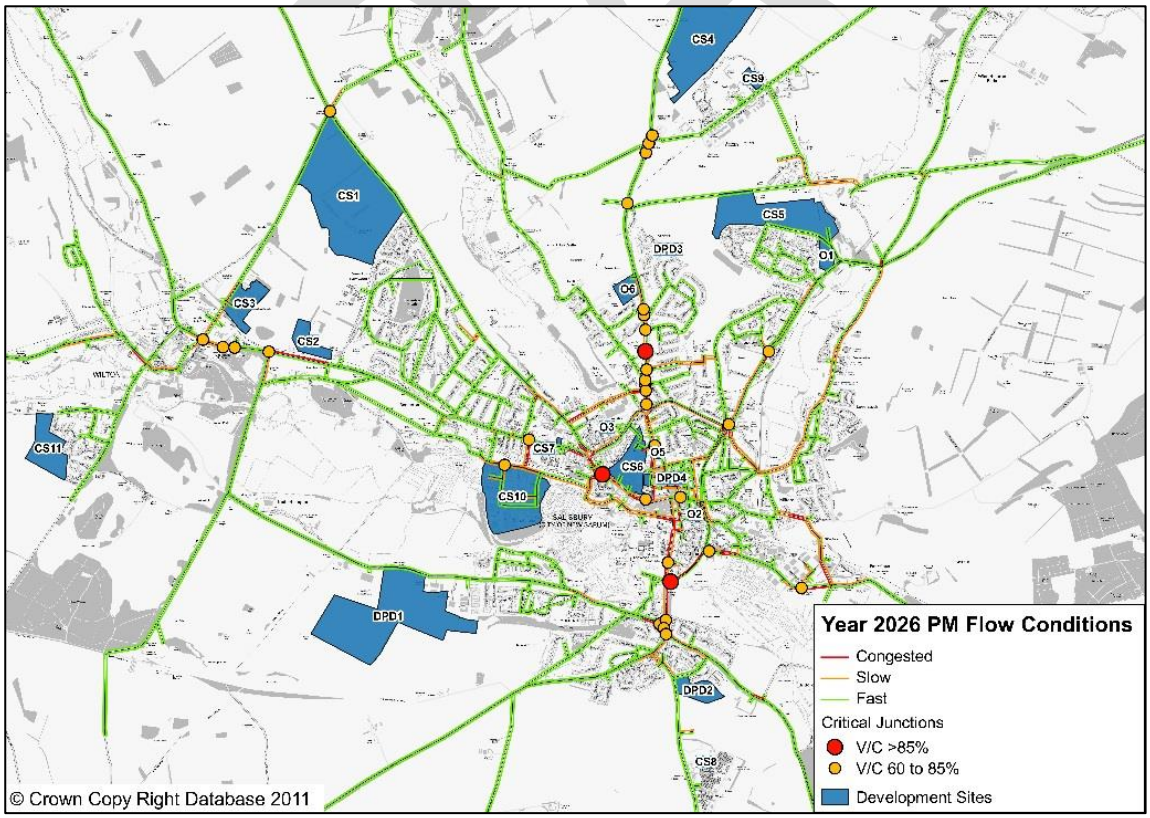


Figure 2-19 Network performance 2026 - PM (17:00-18:00)



The draft Strategy published in May 2018 sets out a package of measures including:

- The redevelopment of long stay car parks at the Maltings, Brown St and Salt Lane.
- A new multi-storey short stay car park in the Maltings, with long-stay customers using the five Park & Ride sites.
- Highways network improvements e.g. capacity improvements at St Paul's roundabout, Harnham Gyratory and Exeter Street Roundabout.
- Use of UTMC and parking technology to improve the circulation of traffic and reduce congestion.
- Walking and cycling infrastructure improvements.
- Smarter choices measures including expansion of the car club.
- The development of a Clean Air Zone and support for electric buses/electric vehicles.
- High frequency bus services to all major development sites.
- Salisbury Rail Station Interchange improvements.

The final Strategy is due to be published in summer 2018.

The redevelopment of the long-stay car parks is also set out in the Core Strategy. It equates to a reduction of around 698 long stay spaces (equivalent to 50% of public long stay stock).

2.3.3. Service aspirations

Rail services

During this Options Assessment Process, Network Rail advised that Platform 1 (the furthest north) may one day be required again. Hence no project should preclude the re-commissioning of this platform.

Bus services

Both the public buses in Salisbury and the Stonehenge bus are operated by Go South Coast, which has provided information on services which it would like to improve, specifically:

- The Stonehenge Tour;
- An aspiration to terminate the X3 at Salisbury Station; and
- X4/X5 services to provide better station connectivity to Amesbury.

Summary

- There are currently poor rail-bus interchange facilities, the cycle access to the station is lacking on some routes and the station courtyard is hard to navigate for pedestrians.
- One of the aims of the Salisbury Transport Strategy is for mote trips to use sustainable modes.
- The car park is oversubscribed and this is likely to become worse when nearby facilities close for example The Maltings Car Park.
- Bus and rail patronage is likely to increase in future years from background growth and demand from additional developments in Salisbury.
- There is an aspiration to run additional buses to the station and on to the station forecourt, subject to suitable access / egress arrangements.
- Due to the above, there is an ambition to reduce perceived problems at the station and support opportunities for growth in the Salisbury area.

3. Objectives & assessment criteria

3.1. Problems and issues

To allow suggested options at the station to be objectively measured and compared against each other, five strategic objectives have been developed. In addition to this, a list of specific problems and opportunities have been identified which options should aim to address.

These two lists were agreed at a series of workshops between the key rail partners between August 2017 and March 2018.

Table 3-1 Strategic objectives and specific problems / opportunities

Strategic objectives	
A	Improve access to Salisbury rail station for all modes of transport.
B	Promote tourism by improving access for tourists to Salisbury and Stonehenge.
C	Increase rail mode share for journeys to and from Salisbury.
D	Accommodate expected future demand and travel needs.
E	Support economic growth and nearby planned developments including those at Churchfields and The Maltings redevelopment.

Problems and opportunities	
1	Improvement to access between public bus stops and rail station (for users).
2	Improvement to users of the Stonehenge Bus (for users).
3	Public bus stop improved (from operator's point of view).
4	Stonehenge bus stop improved (from operator's point of view).
5	Pedestrian access on north side improved.
6	Safe cycle access on northern side improved.
7	Safe cycle access from Churchfields Road and Mill Road on southern side improved.
8	External cycle parking increased.
9	Additional car parking spaces provided.
10	Current non-compliant car parks brought up to standard.

3.2. Scoring criteria

An option selected for implementation at Salisbury Station will need to contribute towards the strategic objectives, specific problems and opportunities described in the previous section. In addition to this, the package of works needs to be realistically deliverable in the short term and manageable in the long term. To judge whether packages are suitable, the Department for Transport's five business cases are used; these are described in Table 3-2.

Table 3-2 Department for Transport's five business cases

Case	Purpose of assessment
Strategic Case	Determines whether there is a clear need for this option i.e. Does this investment meet the needs in Table 3-1.
Management Case	Considers whether a project is achievable. This includes how complex and risky the work is from a delivery point of view and how acceptable it is by various parties. A project which has a lot of opposition and is very complex to deliver would not pass this test.
Economic Case	Determines if a package delivers Value for Money. The impacts considered are both those with a direct monetary impact on the economy and those which cannot be monetised e.g. environmental and social impacts.
Financial Case	This concentrates on the affordability of the package, both in the capital costs of implementing the scheme and the ongoing operational cost of running and maintaining the

	service. A project with high costs and with no potential to re-coup the costs would not meet this case.
Commercial Case	Considers how the project would be procured – a project which has a complex procurement process with many approving organisations would not meet this case.

3.3. Assessment methodology

To assess packages proposed, a bespoke multi-criteria tool has been developed by Atkins. The tool was developed by Atkins specifically for this project and used the five cases as described in Section 3.2.

An early version of the tool was shared with Wiltshire Council for comment and a pilot test. Their feedback used to update the tool. A summary of the tool is given in Table 3-3.

Table 3-3 Summary of multi-criteria assessment tool

Business Case	Examples of items considered		Scoring
Strategic	Impact on addressing problems and opportunities and meeting Strategic Objectives (see Table 3-1)		Substantial negative impact -3 Substantial positive impact +3
Economic	Economic Impacts	Change in journey time or reliability? Support of housing or development opportunities?	Substantial negative impact -3 Substantial positive impact +3
	Impact on the Environment	Noise, Air quality, Greenhouse gases, Townscape, Heritage of historic resources, Biodiversity, Water environment	
	Social Impact	Access to services, Severance, Connectivity, Safety impacts	
Financial	Capital cost		Large / Moderate / Lower Cost
	Revenue less costs per annum		£0 - £50k, £50k- £100k or £100k+
	Opportunities for revenue generation?		Yes / No
Management	Level of delivery risk		High Risk, 1; Low Risk, 3
	Engineering complexity		
	Stakeholder and public acceptability		Strong support, 3 to Contentious, -3
Commercial	Package procurement challenges		High Risk, 1; Low Risk, 3
	Number of Project Condor sites required for package (see section 2.2)		
	Number of approving organisations		

Summary

- Five strategic objectives for the Station Interchange Study have been developed with agreement with the key rail partners.
- These are in response to the problems and opportunities identified.
- Using the strategic objectives and the Department for Transport's five business cases, a bespoke multi-criteria assessment tool was developed to be used in this process.

4. Package sifting & assessment

4.1. Package generation

Having determined the desired outputs from improvements at the station and to the interchange, ideas were collated. Several techniques were used to compile this list of options, namely;

- Review of designs previously undertaken for Wiltshire Council for projects near the station (provided by Wiltshire Council);
- Review of previous planning applications;
- Review of Station Travel Plan and Sustrans Study;
- Suggestions from South Western Railway, Wiltshire Council and Network Rail;
- Suggestions from councillors (some of which they had received via constituents);
- Review of Best Practice e.g. Better Rail Stations, An Independent Review Presented to Lord Adonis, Secretary of State for Transport, November 2009; and
- Idea generation within the project team.

4.1.1. Discounted options

Some options which were tabled during this study did not adequately meet any objective or failed another of the five cases; hence these were not progressed any further. These options, are presented in Table 4-1. For some of the options indicative sketches are provided following the table.

Table 4-1 Options discounted at long list stage

Option		Commentary on why option was not progressed any further
1	Convert staff parking (in Station Courtyard) to customer parking	Without a northern entrance this parking would not be an attractive option to passengers. Additionally there is not a compliant walking route from this parking to the entrance (the route along Fisherton Street, under the rail bridge is too narrow and not lit). Inclusion of a new northern entrance to this option would make the capital costs very high, for only a small increase in revenue; hence this would not pass the Financial Case.
2	Convert Network Rail maintenance yard to customer parking	In all scenarios Network Rail would need to retain some space for its maintenance activities. The small amount of additional customer spaces which could be provided would not be sufficient to meet the Strategic Objectives at the desired scale. This option could be explored separately to the Interchange scheme by South Western Railway as an additional revenue stream.
3	New car park at another site	A suitable site (in size and location) is not available.
4	Introduce premium parking spaces	This option (as suggested in the Better Rail Stations report) would allow passengers to reserve a space at the station in advance, thus improving the experience for those users. However, this would not increase overall capacity hence the strategic objectives would not be met.
5	Open new entrance to station in new location e.g. North East	Other new entrance locations were considered however no suitable locations were identified. The most likely new location would be to the north east of the platforms, in the East Goods Yard, however this would not be on the desire line for passengers coming from the west of the city. Additionally, this entrance would be quite a distance from the main platforms and amenities.
6	Open new entrance to station in South West to link into Maltings Development (Shown in Figure 4-1)	This option comprises of an extended walkway along Platform 6, over Fisherton Street, along the side of the railway, and into a small private car park (currently the Sports Direct Gym car park). A new ticket gate line, ticket sales point and other amenities would be required along this route; space on the platform is limited so these would most likely be in the small car park, thus requiring land purchase. This option does not address any of the specific problems or opportunities so is not being progressed. It is noted that as this option may be an aspiration of a future developer at the Maltings site, and so no project selected by this work should preclude the option.

7	Bridge from Northern Entrance to East Goods Yard (parallel to railway across Fisherton Street) (Shown in Figure 4-2)	This option would be delivered in conjunction with opening of the northern entrance and building a car park in the East Goods Yard. It would be a large cost which would only benefit the users of the car park. A more cost effective solution could be provided - an at-grade road crossing; hence it was not seen as providing Value for Money and not progressed any further.
8	Bridge from East Goods Yard to Fisherton Street (crossing railway) (Shown in Figure 4-3)	This bridge would provide access from a new car park in the East Goods Yard without requiring the northern entrance to be re-opened, or passengers to navigate the narrow and unpleasant walk under the rail bridge. The south side ramp length would be dictated by the height of railway above road at Fisherton Street roundabout. The ramp could be 200m long hence requiring turn back(s), steps would also be required. The space in-between existing buildings and the railway is too small for multiple ramps and steps; hence land purchase required and possibly building demolition. Lifts could be provided in addition to, or instead of, ramps. Or, assuming all blue badge spaces are in the main car park a derogation/departure from standards could be applied for (to not provide step-free access). However, this introduces risk to project delivery. This option will not be progressed further as it would be rather costly and risky (failing the Management Case) and would only benefit some car park users. Hence it does not offer Value for Money.
9	Improve access to the bus stops south of the station (Circled in Figure 2-4)	Improvement to these bus stops may improve the user experience. However, it would not decrease the length of the interchange. The distance would still be too great for some people to walk and hence they would be deterred from interchanging between the train and bus.

Figure 4-1 Discounted Option 6 - Open new entrance to station South West to link into Maltings Development (dashed line)

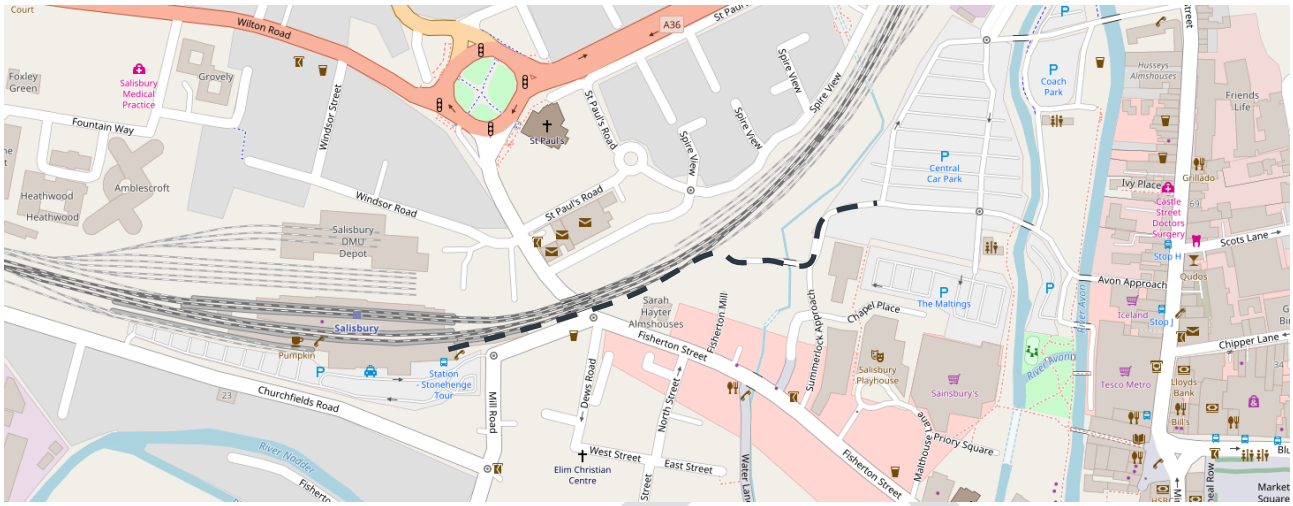


Figure 4-2 Discounted Option 7 - Bridge from Northern Entrance to East Goods Yard

Figure 4-3 Discounted Option 8 - Bridge from East Goods Yard to Fisherton Street

4.1.2. Packaging of progressed options

Through the assessment process it became clear that many of the suggested options would only meet one specific problem or opportunity. Given this, it was decided to group together individual options into packages with the aim of addressing multiple problems or opportunities at once. Furthermore, many options are not deliverable in isolation; hence connecting pieces of infrastructure or other options are required.

The long list of all progressed options, a commentary on them and which packages they were included in is presented in Table 4-2. Some options can be included in all packages, or progressed without other supporting infrastructure, these are in Table 4-3.

Table 4-2 Long list of options progressed into packages

Long list option		Additional notes	Included in Packages					
			1	2	3	4	5	6
Bus stop options								
10	Re-design existing south car park to allow buses to turn. Buses would either use the current entry route or a new entry / exit route e.g. via Churchfields Road.	This option would require some parking spaces and the advertising billboard to be removed to allow sufficient room for the turning circle. A loss of customer parking spaces would require approval from the Office of Rail and Road (ORR); the loss of the billboard would mean a loss of revenue for South Western Railway. The re-design of the car park would allow for inclusion of blue badge spaces, a drop-off area, a taxi rank, dedicated bus waiting and a cycle path from Churchfield Road to the cycle parking.			✓	✓		✓
11	Add public bus stop(s) in existing station car park.	Assuming option 10 is progressed, this option would introduce new bus stops and shelters for the public buses to the south of the station in the forecourt. This would require public bus routes to be changed.			✓	✓		
12	Stonehenge bus moved and shelter added (but remaining in station forecourt).	Assuming option 10 is progressed, the Stonehenge bus stop could be significantly improved whilst remaining in front of the station. A waiting shelter with seats and protection from the weather could be added.			✓	✓	✓	✓
13	Redesign area west of Former Station Building, and east of Train Depot to allow buses to enter, turn and exit. Bus stop(s) and shelter to be added.	This option would require the carpet shop in the Station Courtyard to be demolished. Initial bus turning analysis suggests only one bus could stop in this area at a time. This option could only be progressed if the northern entrance was reopened. To provide step and step-free access from the northern entrance to this bus area, the platform of the former station building would need to be remodelled.	✓					
14	East Goods Yard re-designed. Allowing buses to enter, serving new	This option would require public buses and the Stonehenge bus to be re-routed. There is not currently a suitable walking route from the		✓				

Long list option		Additional notes	Included in Packages					
			1	2	3	4	5	6
	waiting shelters for public and Stonehenge buses.	station to this area; hence this option cannot be delivered in isolation.						
15	Public and Stonehenge bus stops remain in their current location.	Minimal improvements could be made to the waiting shelters of the three bus stops; however, space limits the opportunity for large scale improvements.					✓	
16	Public buses – northbound stop remains in current location, southbound bus stop relocated 50m south along Fisherton Street.	This option would relocate the southbound bus stop where there is currently a small number of on street parking spaces (with a 30-minute limit). (This option would require changes to the signalised junction, see Option 19).						✓
Access from station to public highway / bus stop								
17	Re-open Northern Entrance. Provide walking route and cycle path through the Courtyard to Fisherton Street and cycle parking.	To open the northern entrance the following infrastructure would be required: - A ticket gate line; - A ticket sales point; - CCTV, lighting, Customer Information Screens; and - Potentially a café / drinks vendor. Additionally, the entrance would need to be staffed whenever open. The current access to the subway is too steep to be classed as step-free, thus works to this access would be required to comply with access standards. Currently the access from the road to the entrance is via private property used as staff parking. Infrastructure would be required to provide access to the public – a footpath, cycle way and cycle parking are suggested.	✓				✓	✓
18	New bridge crossing Fisherton Road and the railway. Bridge from existing station entrance to East Goods Yard.	In a scenario where the northern entrance is not opened and the East Good Yard is re-developed; a crossing of Fisherton Street would be required to provide access from the station to East Goods Yard; this could be via a bridge. Initial investigations imply the ramps could be ~100m long, steps would also be required and potentially lifts depending on how the bridge was classified (as part of the station, or highway).		✓		✓		
19	Re-design of Fisherton Street / St Pauls Rd / Windsor Road junction incorporating relocation of crossing on Fisherton Street.	Currently, the pedestrian crossing on Fisherton Street is not well used as it is off the desire line for most people. This would be exacerbated if the northern entrance were opened and a car park provided in the East Goods Yard. This connecting infrastructure would rectify this issue as well as improve the junction for cyclists, access into and out of the sorting office and bus movements.	✓					✓

Long list option		Additional notes	Included in Packages					
			1	2	3	4	5	6
Car parking								
20	Decked car park in existing station car park.	A decked car park would be provided on part of the existing station car park. This would have an adverse impact on the setting of the listed building.			✓			
21	New car park in East Goods Yard.	This could be surface level or decked. This would require demolition of the former rail club.	✓	✓		✓		✓

Table 4-3 Options included in all packages / recommended to be progressed separately

Option		Commentary
22	Provide off-road cycle path on Mill Road	Initial work completed by another project (Connect 2 Cycling Salisbury) has shown that a Shared Use Path could be provided along the west side of Mill Road without much interface with other station interventions; hence this has been included in all packages, although it is recognised it may be delivered separately.
23	Highway improvements to Churchfields Road to provide a cycle / shared use path to the station car park entrance.	It has been identified that Churchfields Road is a key route for cycling from the south west of the city and is part of the national cycle network (Figure 2-14), however there is not a dedicated cycle path. It is suggested a cycle route from Lower Road to the station car park entrance is added. As with option 22, this could be delivered separately.
24	Provision of a left luggage facility at the station.	This was suggested in a previous study as an improvement due to the high number of tourists using the Stonehenge bus. It is likely this option could be delivered independently, or as part of the wider station works.
25	Increase the patronage of the P&R3 service which stops on Fisherton Road.	Recognising that that the station car park is often full, rather than adding new spaces for parking; measures should be taken to reduce the demand at the station. An increase in the use of Park & Ride service 3 (and others where relevant) could help achieve this and therefore this option has been included in all packages.
26	Increase signage from tourist attractions to station.	Further implementation of pedestrian and cycle signage in accordance with the Salisbury Wayfinding Strategy is recommended. This is not dependent on any other options and hence could be progressed whichever package is progressed.

For the assessment the six packages described in the tables above were displayed diagrammatically, these can be seen in Appendix B.

4.2. Assessing the packages

The six packages were assessed using the bespoke multi-criteria assessment tool (introduced in section 3.3). The tool and scoring of all packages was shared and discussed with the key rail partners at the assessment workshop. The full tool can be seen in Appendix C, and a summary of the results is in Table 4-4.

Table 4-4 Summary of package scores against the five cases

Summary	Package 1	Package 2	Package 3	Package 4	Package 5	Package 6
Strategic score	20	11	27	26	16	41
Pass/Fail Strategic Objectives	Pass	Pass	Pass	Pass	Fail	Pass
Economic score	3	-3	-6	0	10	5
Financial Implications	Slightly Stronger Positive case	Slightly Stronger Negative case	Slightly Stronger Positive case	Slightly Stronger Negative case	No strong case either way	Slightly Stronger Positive case
Management score	1	3	-3	1	1	11
Commercial Implications	Slightly Stronger Negative case	Slightly Stronger Negative case	No strong case either way	Slightly Stronger Negative case	No strong case either way	Slightly Stronger Negative case
Overall Score (Strategic, Economic & Commercial Case)	24	11	18	27	27	57

As Package 6 was the highest scoring this is was progressed and a concept layout drawn up to be consulted on by Wiltshire Council and Go South Coast.

While Package 4 and Package 5 had the second highest overall scores, the study partners felt that Package 1 should be taken forward as an alternative as this was more focused on improving access to the north of the station, a key area for improvement. Within Package 1, there were two sub-options regarding the carpet shop and bus movements. With the carpet shop being left in place, a reversing movement would be required; without the carpet shop in place, a reversing movement would not be required.

Summary

- A long list of options was assessed and some discounted.
- The remaining options were packaged up and where supporting infrastructure was required, this was added.
- The resultant six packages were assessed with the key rail partners, with Package 6 emerging as the preferred package.
- Concept layouts for Package 6 and Package 1 were presented to Wiltshire Council and Go South Coast for initial feedback.

5. Package consultation

Packages 1 and 6 were provided to Wiltshire Council (for internal consultation) and Go South Coast. The feedback is presented in Appendix E.

The Council broadly welcomed changes to the station, specifically opening the northern entrance, improving the interchange with buses, using the old platform and station buildings, removing advertising and making the most of the underused entrance on Churchfields.

"We fully endorse the proposal to address these issues and welcome the principle of the changes proposed in complying with the aims of the NPPF and the Wiltshire Core strategy sustainable transport policies."

Development Services South, Wiltshire Council

Go South Coast, also supported proposed work, and welcomed the opportunity to have more buses stopping at the station, and closer to the station.

"We are supportive of a suitably designed scheme that improves bus/rail interchange at the Station as well as access to Stonehenge services."

Strategic Development, Go South Coast

The key points from these consultations which need to be incorporated into future work are shown in the following tables which are split between infrastructure areas.

Table 5-1 Results and analysis of consultation for Package 6 - Bus services

Originator of comment	Considerations for future development / Question / Query	Suggested way forward
Go South Coast	In the future the X3, X4 and X5 service routes may be changed to call at the station. If this were the case they would need a layover space.	Swept Path Analysis of the car park to date has tried to minimise loss of parking spaces hence assumed space for only one bus stopping and waiting at a time (assumed the Stonehenge bus). The suggested way forward is a drastic re-design of the car park (which would remove more parking spaces) to allow for multiple bus stops and layover space. A workshop would be required between the bus operator and South Western Railway to define the number of bus stops / layover spaces required and the amount of car park spaces required. Further design would then consider configurations which would meet those detailed requirements.
	Services X3, X4 and X5 being routed along South Western Road should not be ruled out.	Comment to be taken into consideration in future work stages.

Table 5-2 Results and analysis of consultation for Package 6 - Road junction

Originator of comment	Considerations for future development / Question / Query	Suggested way forward
Salisbury Transportation Team	Having the two bus stops opposite each other could restrict traffic flow if buses are using both stops at the same time.	There are many operational requirements of this junction / crossing / bus stop area which

Originator of comment	Considerations for future development / Question / Query	Suggested way forward
Development Control Engineer Sustainable Transport	Great care will need to be taken to ensure that the functioning of St Paul's is not compromised (and bear in mind proposals by Highways England to add MOVA[9] to the junction when funding is available).	will all need to be taken into account in the next design stage. Wiltshire Council would progress any detailed design through its normal processes which would include consultation with relevant stakeholders and local residents / businesses.
Development Control Engineer Sustainable Transport	With regard to the northbound crossing "Bus stop here would obstruct crossing."	
Development Control Engineer Sustainable Transport	With regard to relocating the southbound bus stop; "Bus stops within crossing controlled area (zig-zags)."	
Salisbury Transportation Team	With regard to relocating the southbound bus stop; "the footway is reasonably narrow so siting one may be difficult, plus we will not be able to install a shelter outside of … business premises… This doesn't preclude moving the bus stop but we need to think about this issue as the design moves forward."	

Table 5-3 Results and analysis of consultation for Package 6 - Southbound bus stop

Originator of comment	Considerations for future development / Question / Query	Suggested way forward
Go South Coast	In terms of the southbound bus stop relocation, this would be OK subject to detailed design and improved walking routes to the station.	If the southbound bus stop is to be relocated, new spaces for the cars visiting the Royal Mail sorting office will need to be provided. The re-designed junction (see previous table), may mean the spaces need to be relocated regardless of the bus stop location.
Development Services South	Relocation of [southbound bus stop] is welcomed as providing better integration with the rail service when the new northern pedestrian entrance is reopened.	
Development Services South	With regard to relocating the southbound bus stop; a point to consider here is that the relocation of the southbound bus stop will remove three on street parking spaces … consideration possibly should be given to providing a few very short stay spaces for those visiting the [sorting office].	
Salisbury Transportation Team	With regard to relocating the southbound bus stop and the subsequent loss of parking; without some parking provision for people visiting the sorting office a relocated bus stop at the location in question is likely to be widely abused by motorists. The parking bay is also used between 6.00pm and 8.00am by local residents for overnight parking … Removal of the parking spaces in question will be problematic and should only be considered if there is a significant benefit to the bus stop being relocated here.	

[9] Microprocessor Optimised Vehicle Actuation

Table 5-4 Results and analysis of consultation - East Goods Yard parking

Originator of comment	Considerations for future development / Question / Query	Suggested way forward
Development Services South	With regard to a multi storey or multi level car park … there are concerns about this type of structure in this area at present. If this sort of scheme were moved forward it would need to be of a very high quality given the extremely prominent position.	Comments, noted. The number of desired spaces needs to be agreed to determine whether a multi storey car park is required.
Development Services South	It would be preferable that vehicles accessed the East Goods Yard site from Fisherton Street and exited via St Pauls Way. Entering and exiting from Fisherton Street without the use of St Pauls Way may be difficult.	These two comments from two council departments, are slightly conflicting. It is suggested a workshop between all parties interested in this car park proposal is held as part of the next phase of work.
Salisbury Transportation Team	Should vehicle access to the East Goods Yard parking be via St Paul's Road only? In a word, yes.	
Salisbury Transportation Team	There is currently an alternative route where vehicles can come off the A36, drive through the car park at Dunn's House and into St. Paul's Road. This route could be used by motorists to access a car park on the East Goods Yard. My feeling is that we should block this route off.	No response required – comments to be taken into consideration in future work.
Salisbury Transportation Team	There is a significant parking problem caused by Royal Mail vehicles parking on double yellow lines in St. Paul's Road … consider some provision for the Royal Mail vans.	
Salisbury Transportation Team	In terms of addressing the impact of additional traffic on [St. Paul's Road and Spire View] use as a quiet cycle route then there is a large grass bank that runs alongside the boundary wall of the sorting office in St. Paul's Road. At a quick glance that bank could be removed and the footway widened to accommodate a shared used path. With some alterations to the existing boundary line behind the sorting office … a shared use path could be extended to the area of Spire View that would remain a quiet route.	
Salisbury Transportation Team	Measures such as introducing a 20mph speed limit in St. Paul's Road and the provision of variable message signs (or similar) advising of the number of spaces available in a car park on the East Goods Yard would help to manage traffic using the area and should be considered as part of the proposals.	

Table 5-5 Results and analysis of consultation - Package 1

Originator of comment	Considerations for future development / Question / Query	Suggested way forward
Go South Coast Head of Strategic Development	Assuming the carpet shop remains and a reversing manoeuvre is required; the stop would not be operationally viable and would not be used.	Package 1, with the carpet shop in place is not to be progressed any further.
	Assuming the carpet shop is removed and reversing isn't required; there are concerns about usability of the space and buses being tucked out of the way.	Package 1, without the carpet shop removed is not to be progressed any further.
Development Services South	We would have no issues with buses using the area behind the carpet shop to turn or reverse.	

Additional feedback from the council recommended further consultation and pieces of work; these are presented in Table 5-6.

Table 5-6 Results and analysis of consultation - consultation / future work required

Originator of comment	Considerations for future development / Question / Query
Development Services	A public consultation day should be considered.
	Consultation with Salisbury City Council and Salisbury Civic Society.
	There may be a need for an archaeological survey condition.
	There will be the need to submit a heritage impact assessment.
	There will be the need to submit a transport assessment.
	A contamination study will be necessary in respect of the East Goods Yard site.
Salisbury Transportation Team	Both bus shelters on this section of Fisherton Street are owned by Clear Channel so would need to discuss anything that involves moving the shelters with them in due course.

Based upon these comments, specifically that Go South Coast would not use the bus stop "tucked away" behind the rail club, it is recommended that Package 6 is progressed as the preferred package from this Options Assessment exercise. It is presented in the next section along with evidence against each of the five cases. Also presented are suggested next steps for a future piece of work.

Summary

- Wiltshire Council and Go South Coast are supportive of a new interchange facility and welcome the improvements it would bring.
- The concept layout of Package 6 is broadly accepted. Package 1 was not seen as viable by Go South Coast and hence is not being progressed.
- Key areas for improvement to the Package 6 concept layout are:
  - access to the East Goods Yard Car Park; and
  - how Fisherton Street / Windsor Road / St Pauls Road junction can be re-designed to accommodate all that is required in the area.

6. Preferred package

6.1. Package description

This package comprises of re-opening the northern entrance, re-designing the Station Forecourt, opening a new car park, complimentary works to the cross roads north of the station and potentially moving one public bus stop closer. Each item is described further below and an indicative drawing is shown in Appendix F drawing number SAL-ATK-HGN-P6-DR-D-0001 P1.3. Table 4-3 also details options that could be progressed independently, such as the creation of a left luggage facility.

"Re-opening" of Northern Entrance

- Facilities to be provided at Northern Entrance (Figure 6-1) would include a ticket sales point, (un)staffed ticket barriers and potentially a café or drinks vendor. Operational requirements such as staff levels, ticket machines, gates, CCTV, customer information screens need to be defined;
- The facilities would be in a new purpose-built building/extension of station where there is currently staff parking;
- Staff and rail club parking (to the east of the rail club) would be re-designed to incorporate a dedicated walk way and cycle path from Fisherton Street to the new entrance;
- Cycle parking would be added outside of the new entrance;
- The access to the platforms, via the subway is not currently classed as step-free (it is too steep), this would be rectified as part of this works; and
- It is suggested that the unused part of the Former Station Building could be celebrated as an historic building important to Salisbury's history, additionally there is potential to convert the building into retail units. This would support the industry's ambition to revitalise underused former station buildings.

Re-design of Station Forecourt

In order to allow the Stonehenge bus to turn without reversing and to allow space for a waiting shelter, the car park in the Station Forecourt would be totally redesigned. The new design would have:

- A dedicated taxi rank;
- Separate drop off / pick up point;
- A Stonehenge bus stop and waiting shelter;
- Public bus stop(s);
- A layover space for buses which terminate then re-start at the station; and
- More blue badge car park spaces of the correct dimension to meet the latest design standards.

This would mean a re-design of the entry point and removal of the advertising billboard at the front of the station. Some spaces would be lost in the new configuration. The re-designed car park could use existing entry and exit points or they could be re-imagined, for example buses could exit onto Churchfields Road.

New car park

A new car park in East Goods Yard (either double decked or surface level) would increase overall spaces and replace spaces lost as a result of other proposals (both staff and customer parking). The car park access requirements must be defined, taking into account the impact that turning movements would have on Fisherton Street traffic flows. If a multi-storey car park were to be progressed, this would need to be of a "very high quality"[10].

Moving southbound public bus stop

The Fisherton Street bus stops will be easier to access with the new northern entrance; however, the southbound bus stop could be even closer. Further research into the possibility of relocating the bus stop is required taking in account the comments in Table 5-3.

[10] Feedback from Wiltshire Council internal consultation

Fisherton Street / St Paul's Road / Windsor Road junction re-design

To provide access from the new northern entrance to the car park and southbound bus stop, a new crossing point would be required. This would need to work alongside:

- The existing crossing (unless removed);
- The entrance/exit to Royal Mail;
- All straight on and turning movements;
- The northbound bus stop and (if relocated) the southbound bus stop;
- Potentially some remaining on street parking; and
- Cyclists leaving the carriageway to enter the station.

Hence, it is suggested that a new junction which accommodates for all the above needs is designed[11].

The preferred design has many interdependencies and links, meaning no part can be delivered in isolation. For example, the East Goods Yard car park cannot be delivered without a new safe walking route to it. Additionally, it is unlikely that only the infrastructure north of the railway can be delivered, without work in the Station Forecourt. This is due to two reasons:

1. When the overall number of parking spaces increases, the number of blue badge spaces required will increase and hence more will be needed in the Station Forecourt[12]; and
2. Common Safety Method (CSM) Regulations will apply to the additional infrastructure. CSM will consider the whole railway 'system', including the existing entrance.

A drawing summarising the preferred package can be seen in Appendix F (drawing number SAL-ATK-HGN-P6-DR-D-0001 P1.3).

Figure 6-1 Space available for new station building

6.2. Initial business case assessment

Depending on the funding utilised to develop the next phase of work, a business case is likely to be required. In line with the Department for Transport's Business Case, evidence is presented for the Strategic, Management, Economic, Financial and Commercial cases.

[11] Some investigatory work around designs for this junction has previously been completed but it did not account for all these requirements.
[12] Minimum one space for each employee who is a disabled motorist, plus 5 per cent of the total capacity with a further 5 per cent of the total capacity enlarged so that they could be adapted if required.

6.2.1. Strategic case

This package supports many strategic aims of national and local policy, as well as meeting all the specific objectives set out in Table 3-1. Contribution towards national and local policy is set out below. Table 6-1 covers how the project specific aims are met.

The government's policy as set out in the National Planning Policy Framework, specifically "Promoting sustainable transport" is supported by this package. Core Policy 60 in Wiltshire Core Strategy has the aim to "reduce the need to travel particularly by private car, and support and encourage the sustainable, safe and efficient movement of people…". This package does that by providing more ways of accessing the station and promoting rail use for longer distance trips.

When the Department for Transport invited companies to tender for the South West franchise it stated that it required work "to significantly enhance connectivity with other modes of transport, encourage cycling and walking to and from the station, and improve the door-to-door journey experience for its customers"[13]. Also to "identify schemes to develop currently redundant or under-utilised station buildings and facilities for use by the community and for commercial development (Figure 6-2) including schemes which sustain and enhance the viability of ticket office retailing"[14]. This package meets both those objectives, as well as the objectives to improve the quality and quantity of parking.

Table 6-1 Contribution to project specific objectives

Strategic objectives		Contribution towards objective
A	Improve access to Salisbury rail station for all modes of transport.	The preferred package will improve access for anyone accessing the station whether it be by car, on foot, cycling or by bus.
B	Promote tourism by improving access for tourists to Salisbury and Stonehenge.	The significant improvement to the Stonehenge bus stop, the improvement in the walking route to tourist attractions in Salisbury and a new route to attractions in the north, will promote tourism from the station.
C	Increase rail mode share for journeys to and from Salisbury.	The new entrance, additional parking and easier bus-rail interchange will allow people who currently avoid travel to the station to use it. Additionally, the investment will increase awareness of the service. The opportunity for new bus services to call at the station will also open up a new segment of the market.
D	Accommodate expected future demand and travel needs.	Increase in demand for buses could lead to an extension of bus routes – the improved turning facility and layover space in the Station Forecourt will allow these extensions to call at the station, an opportunity not currently available. The additional entrance and new ticket gate line will alleviate potential pinch points in passenger flows in / out of the station. This is particularly important as the current entrance building is listed which means that expansion of the entrance will not be easily achieved.
E	Support economic growth and nearby planned developments including those at Churchfields and The Maltings redevelopment.	The new retail units in the Courtyard will encourage additional economic activity in the area. Improved access to the station will encourage investment in nearby developments such as The Maltings and Churchfields.

[13] 5.15.4.1 of South Western Franchise Invitation to Tender, Department for Transport, June 2016
[14] 5.16.3 i) of South Western Franchise Invitation to Tender, Department for Transport, June 2016

Figure 6-2 Route to new entrance past unused part of Former Station Building

6.2.2. Economic case

Through the options assessment process, cost was considered, specifically in the Financial case (see Table 3-3) and the package selected represents the least costly package which meets all the strategic objectives. The benefits will come from an increase in car park revenue and in station usage as modal shift towards rail occurs. The development in the area is likely to lead to an increase in rail trips from Salisbury in a 'do-nothing' scenario. However, the loss of nearby parking used by passengers (as a result of Malting redevelopment) could also lead to a decrease in station patronage. The loss of advertising in the forecourt will lead to a reduction in revenue; however additional advertising locations may be identified in the design.

The economic case also considers environmental and social impacts of a scheme. As the area is already urban, the negative environmental impacts in the operational phase are anticipated to be focused around the impact on Townscape and historic buildings. The construction phase has the potential to cause larger negative environmental impacts and measures should be taken to minimise these, such as an agreed Construction Management Plan.

The social impacts should be positive for all station users, and those who are currently deterred from using the station. Consultation with users is encouraged as soon as feasible to ensure their thoughts on the design can be considered and incorporated. This could take place at the station; however in order to reach all potential station users charities or local clubs should be contacted too.

Other positive impacts include: reduced walking time; fewer accidents; the regeneration of under-used areas / buildings; stimulated and accelerated development nearby; an improvement to the Townscape; improvement to Journey Quality and Access to Services. The improvements in cycle provision could also encourage more physical activity.

6.2.3. Commercial case

The delivery of the scheme will be split between South Western Railway and Wiltshire Council, with each organisation taking ownership for the rail and highway elements respectively.

Each organisation will consider the capital investment required, commercial viability and the procurement strategy, for the elements they will deliver. By following their internal process they will ensure the project is only started when there is an understanding of the contract and implementation timescales and sufficient capability and skills of the team to deliver the work.

Key risks to the project are:

- Working in a rail environment requires specialist competencies. It is suggested that South Western Railway managing the delivery of the package, would minimise this risk, as it is familiar with the legislation and industry requirements;
- Salisbury is a historically important town with a number of important buildings and views, a risk to the project would be refusal of a planning application / listed building consent due to a detrimental impact on these and the setting of them. This risk has started to be mitigated by involving the Council's planning department during this study, it is suggested that pro-active engagement with this department continues; and
- During this options assessment process, Network Rail has advised that "Project Condor" is underway. Once complete, the footprint of the former rail club (in the East Goods Yard) will be owned by a third-party lease owner. Network Rail would need to purchase the land before it could be converted to a car park. Furthermore, it will probably be necessary for the East Goods Yard area to be transferred into South Western Railway's station lease. South Western Railway have begun discussions with Network Rail to remove the affected sites from "Project Condor".

6.2.4. Financial case

This case considers the construction and ongoing operational cost associated with the package and if these can be covered.

This package's financial profile will be similar to many other construction projects, namely a high level of funding required for development, design and construction followed by much smaller commitments during operation. Operational costs could potentially include increased staff at the new entrance, increased facilities to be managed (buildings, car park and electrical equipment), and increased insurance from the larger assets. There may be a decrease in revenue at the station whist the project is constructed, especially from parking revenue, however, phasing of the works could reduce this risk. The loss of the advertising board would lead to a decrease in revenue, although the design could incorporate new advertising space.

All rail related operational costs (the car park and entrance) will be covered by South Western Railway. The maintenance of any on-highway improvements or additional infrastructure would be covered by Wiltshire Council's highway budgets. The unused portion of the Former Rail Station which is managed by South Western Railway, could continue to be managed by it, in which case it would be responsible for ongoing costs. However, it may wish to explore other management options.

6.2.5. Management case

This case assesses whether a proposal is deliverable. It considers the project planning, governance, risk management, communications and stakeholder management, benefits realisation and assurance.

The project will be managed by South Western Railway and Wiltshire Council using their standard project management processes. Relevant partners and key stakeholders would be involved / consulted at appropriate points in the project development.

Summary

- The preferred package includes a re-designed Station Forecourt with bus layover space, a new Northern Entrance, a new car park in the East Good Yard, works to the highway and public realm to provide a safe and pleasant walking route from Fisherton Street to the new entrance, and improvements to the road junction / bus stops / on street parking.
- There is also an opportunity to use the abandoned part of the listed Former Station Building.
- Evidence against each of the five cases was presented, this showed a strong case for the package against each case, in proportion to the current level of design development.
- It was shown that all parts of the package need to be delivered to meet all objectives and each case.

7. Suggested way forward

It has been shown that for successful implementation of a package both the railway and highway will be modified. For this reason, the delivery will need collaboration between South Western Railway and Wiltshire Council. The foundations of this collaborative relationship have been laid during this Option Assessment Process however this has been on an informal basis. Atkins understand that this relationship is being formalised as the process is moved forward.

Whilst progress in the next stages of the project are likely to be fast, a table of suggested project-specific steps to progress the package towards delivery is provided in Table 7-1, which takes account of actions following the meeting with partners on 12/04/18. The status of these is correct as far as practicable at the time of issue.

Table 7-1 Suggested next steps

Relevant part of scheme	Suggested next step	Suggested organisation / Current status
Output definition and early stakeholder engagement	Define minimum and aspirational number of parking spaces required (including use of East Goods Yard and P Way Depot and staff parking).	South Western Railway.
	Define operational requirements of new entrance e.g. number of ticket gates, potential staffing requirements (likely unmanned), security, retail space required.	South Western Railway.
	Define minimum and aspirational requirements of Station Forecourt, specifically: • Number and size of bus stop/shelter(s) and lay over space; • Number of blue badge spaces required; • Defining the improved facilities for cycle parking and pedestrian and cycle routes; • Confirm aspirations for electric vehicle charging points; • Space required if 'Co-cars' or 'Co-bikes' schemes are introduced (waiting areas, docking stations); • Size of taxi rank required; and • Aspiration of set-down points and taxi ranks[15].	It is suggested a workshop is held to discuss and agree these. South Western Railway, the Council, and Go South Coast will need to be involved. Representation from the taxi companies, and accessibility groups could also be invited (for example Network Rail's Built Environment Accessibility Panel). Hold meeting with current Salisbury 'Co-cars' scheme owner in Salisbury.
	Decide entrance / exit routes to East Goods Yard car park. The comments received thus far (Table 5-4) offer two suggestions. However information on traffic volumes may be required to inform decision.	A workshop is suggested between South Western Railway and the relevant parts of the Council, once traffic volumes have been examined.
	Define the needs of the Royal Mail to inform the design of Fisherton Street / St Pauls / Windsor Road Junction.	Wiltshire Council to engage with the Royal Mail to define their turning, parking and customer waiting requirements.

[15] For example, standards say taxi are accessed from the side, but best-practice says taxi ranks should allow access from the side or the back of the taxi – is this project going to comply with minimum standards or use the opportunity to re-design the car park to incorporate all best practice guidance?

Relevant part of scheme	Suggested next step	Suggested organisation / Current status
	The two car parks could lead to additional traffic between the two whilst cars look for a space. This risk could be reduced by providing real-time highway signage to show live space availability using ANPR data. Alternatively, one car park could be designated for season ticket holders / pre-booked spaces.	Wiltshire Council and South Western Railway to agree upon their preferred strategy – likely providing real-time parking data.
	Identify all other stakeholders and start consultation with them as soon as practicable. This includes consulting staff if their parking allocation is reduced.	Wiltshire Council / South Western Railway.
Ownership / operation model	A formal agreement on who will own and manage each new asset will need to be gained. It is thought the sooner this is agreed the better.	Wiltshire Council / South Western Railway / Network Rail / Go South Coast.
	Creation of a Memorandum of Understanding (MoU) or letter of intent between the partners.	Wiltshire Council, South Western Railway and involvement of any key stakeholders.
Feasibility / Outline design	Following completion of the above, or in parallel the concept layouts presented here can be developed into outline designs and planning permission sought. It is likely that survey work will be required for this.	Highways elements – Wiltshire Council. Station Forecourt redesign – to be agreed between Wiltshire Council and South Western Railway. Rail elements and East Goods Yard car park – South Western Railway.
Securing Land	Starting the land acquisition process (from Network Rail, and potentially from the Project Condor Buyer) early will minimise project risk and potential for delay.	South Western Railway. Subject to confirmation, Network Rail may fully withdraw the site from Project Condor so it will remain as railway land.
Funding	Investigate funding associated with former station buildings. For example the Railway Heritage Trust provide grants for, “the conservation and enhancement of buildings and structures which are owned by Network Rail or part of the Highways Agency Historical Railways Estate and that are either listed, scheduled Ancient Monuments, in Conservation Areas, or are of special architectural or historical interest.”[16]	To be agreed between the key partners.
	Complete internal approvals and funding arrangement with Wiltshire Council to secure funding from the Franchise Commitment.	South Western Railway.
	Wiltshire Council to investigate sources of additional funding to assist in potentially funding the front forecourt changes, the on-highway changes and possibly a contribution towards the northern entrance. E.g. potentially part of 2019/20 LTP programme, or from underspend in the LEP programme.	Wiltshire Council to investigate opportunities and liaise with South Western Railway.

There are some options which can be delivered independently of the concept design, these were identified in Table 4-3. Work towards delivering these could commence sooner. The options were:

[16] http://railwayheritagetrust.co.uk/faqs/ accessed 12th March 2018

- Provide off-road cycle path on Mill Road;
- Highway improvements to Churchfields Road to provide a cycle / shared use path to the station car park entrance;
- Provision of a left luggage facility at the station;
- Increase use of P&R service which stops at station; and
- Increase signage from tourist attractions to the station.

Summary

- This report has summarised the option assessment work completed by Atkins on behalf of Wiltshire Council with the ongoing support of South Western Railway.
- Network Rail and Go South Coast have also been involved and contributed to the development and assessment of a preferred concept design.
- The design has been shared with various Wiltshire Council departments, these are generally supportive of the scheme and offered some useful areas of improvement.
- The preferred concept layout will:
    - Improve access to Salisbury Rail Station for all modes of transport.
    - Promote tourism by improving access.
    - Increase rail mode share from Salisbury.
    - Accommodate future demand and travel needs.
    - Support economic growth and nearby planned developments.
- Some suggested next steps have been given to progress the project towards delivery. Which takes account of actions following the meeting with partners on 12/04/18

Appendices

Appendix A. Assumption & clarifications register

Table 7-2 Assumptions register

Number	Assumption	Based upon
A1	If the number of ***public*** car parking spaces were to reduce, the ORR would need to approve this.	In line with the Station Change process.
A2	If the number of ***staff*** parking spaces is reduced, the ORR would not need to be consulted.	As advised by SWR in options workshop 1st February 2018
A3	The old rail club is going to be demolished.	Planning permission has granted to demolish the building.
A4	The advertising billboard in the station forecourt revenue is collected by SWR.	Advised by SWR in first rail partners meeting.
A5	The steps from Fisherton Street to the station courtyard (which have been boarded up), cannot be reopened.	1) they would be too steep and 2) there is a telecommunications mast and equipment at the top of them which would be too costly to relocate.
A6	The existing crossing does not provide sufficient facility to cross from the new entrance to the car park	It is not on the desire line. Too many people would be tempted to cross the road without use of the crossing introducing risk, to mitigate against this risk the new crossing is suggested.
A7	It is thought that the Royal Mail has a right of way to the south east corner of their building across Network Rail land. However, it is assumed this can be stopped up.	When construction / demolition works were taking place to the old rail club, this access was stopped up with fencing.
A8	It is assumed that the former station building could be converted into retail units.	New part of the building is already in use. SWR implied that the southern part of the building is used for storage.

Table 7-3 Clarifications register

Number	Clarification
C1	Royal Mail has not been consulted.
C2	Rail Club has not been consulted.
C3	No information has been available on the condition of building – research would be required at a later stage.
C4	This has been a desk top study.
C5	The drawings imply concept layouts only, and are not indicative of sizes or plausibility of infrastructure.
C6	A risk assessment of the bus movements, car park layout and walking and cycle routes needs to be completed.

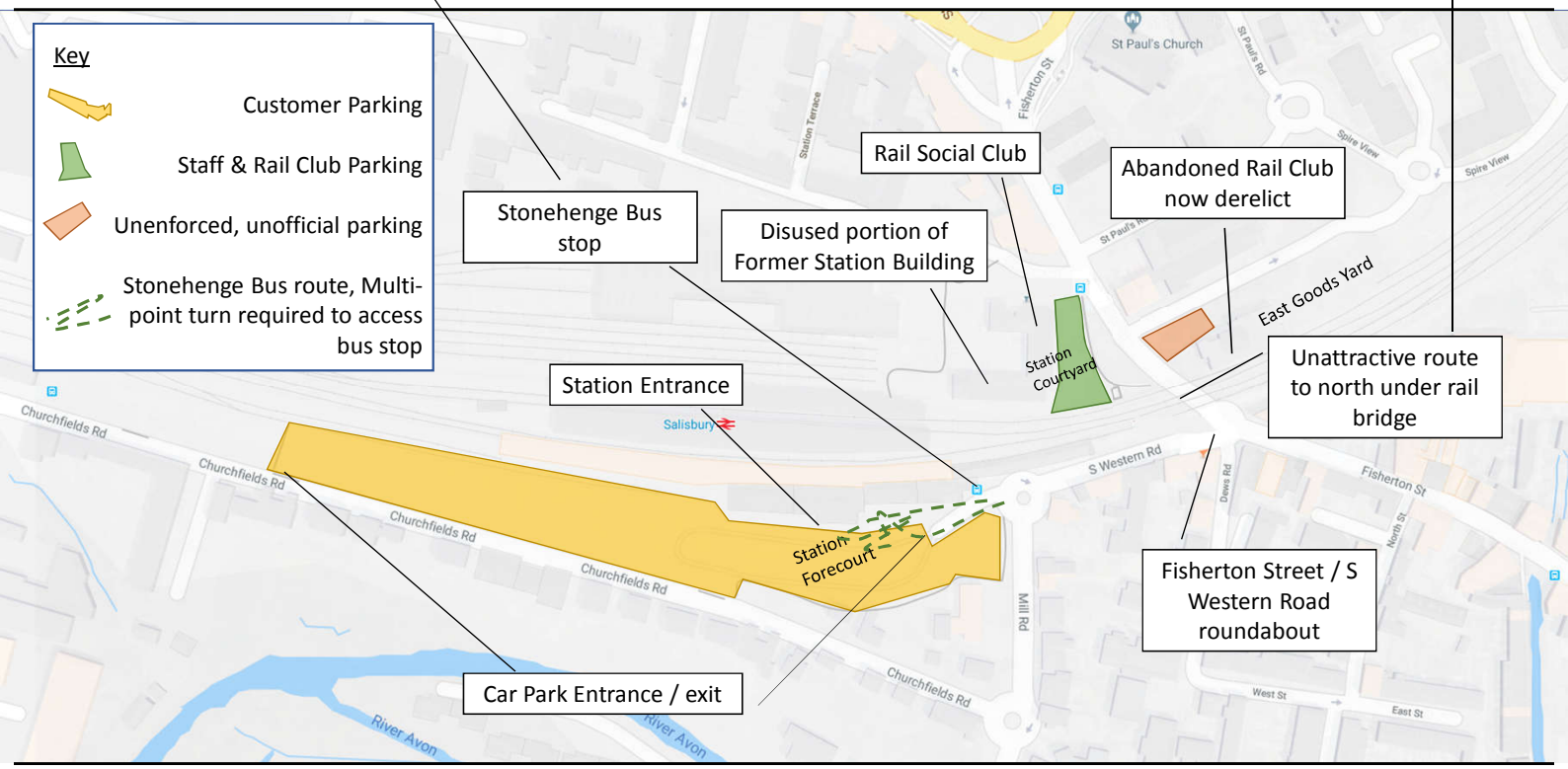
Appendix B. The six assessed packages

The following document was prepared in January 2018 and issued to the workshop attendees to describe the 6 packages.

Existing Station Environment

This document includes 6 'packages' being assessed as part of the Salisbury Station Interchange Project. Below is a base map showing current station parking and the local names for the geographical areas of the station.
The sketches presented on the next 7 pages are intended to illustrate ideas only. They are not shown to scale, nor has any outline design work been completed to understand their size or shape requirements. Inclusion of an idea does not indicate that it is definitely plausible from an engineering perspective in the space available, further feasibility work will be required once a package is selected.

It is suggested that all packages also include
- Provision of a left luggage facility at the station
- Measures to increase Park and Ride usage to the station
- Highway improvements to Churchfields Road to provide a cycle/ shared use path.



Package 1

Northern focus

Car Parking
- New Car Park in East Goods Yard (either double decker or surface level)
- No change to existing car park, other than removal of Stonehenge bus

Access to bus stop(s)
- A bus stop and covered shelter introduced in the Courtyard for Stonehenge and public bus service
- Stonehenge and Public Buses re routed to Courtyard

Cycle Access from North
- New path through Courtyard to new entrance
- Cycle parking added in Courtyard

Cycle Access from South
- No physical change, although removal of Stonehenge bus stops may lead to perceived change

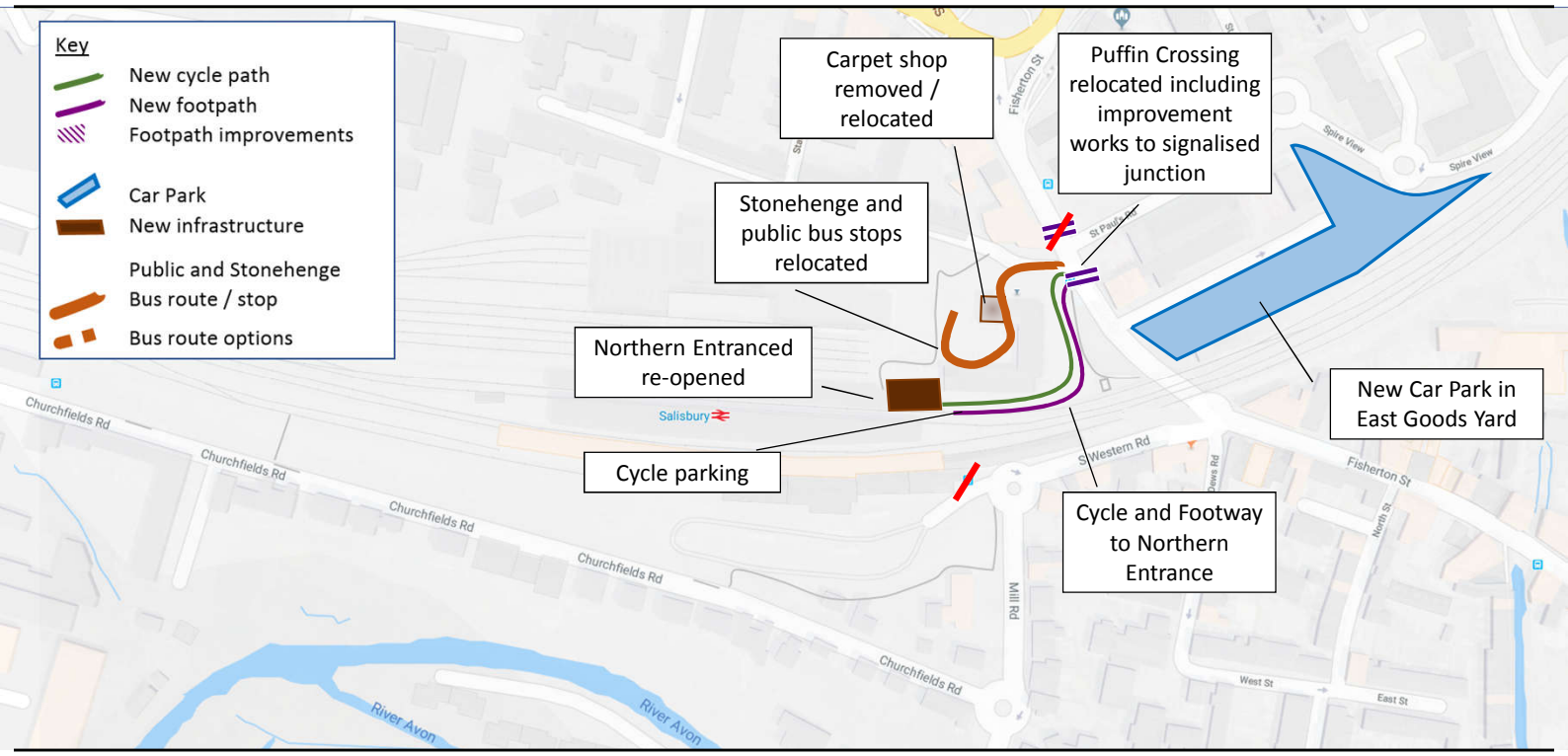
Pedestrian Access from North
- New path through Courtyard to new entrance

Pedestrian Access from South
- No physical change, although removal of Stonehenge bus stop may lead to perceived change

Staff / Rail Club car parking (in Courtyard)
- All relocated to East Goods Yard Car Park

Other infrastructure
- The carpet shop relocated
- Fisherton Street / St Paul's Road / Windsor Street / Royal Mail Junction to be remodelled
- Fisherton Street crossing to be re-designed

Commercial Implications
- Additional revenue from car park
- New entrance needs staffing but would provide commercial opportunity
- New footfall past un-used old Station Building – possible commercial opportunity



Package 2

East Good Yard parking and bus stops with bridge

Car Parking
- New Car Park in East Goods Yard (either double decker or surface level)
- No change to existing car park, other than removal of Stonehenge bus

Access to bus stop(s)
- Bus stops and covered shelters introduced in the East Goods Yard for Stonehenge and Public Buses
- Buses re routed to East Goods Yard along a dedicated bus lane
- Stops accessed by pedestrians via bridge

Cycle Access from North
- Unaffected*

Cycle Access from South
- Mill Street Cycle path added
- Removal of Stonehenge bus stops may lead to perceived change*

Pedestrian Access from North
- New bridge avoiding need to pass under railway, although not on desire line

Pedestrian Access from South
- Removal of Stonehenge bus service*

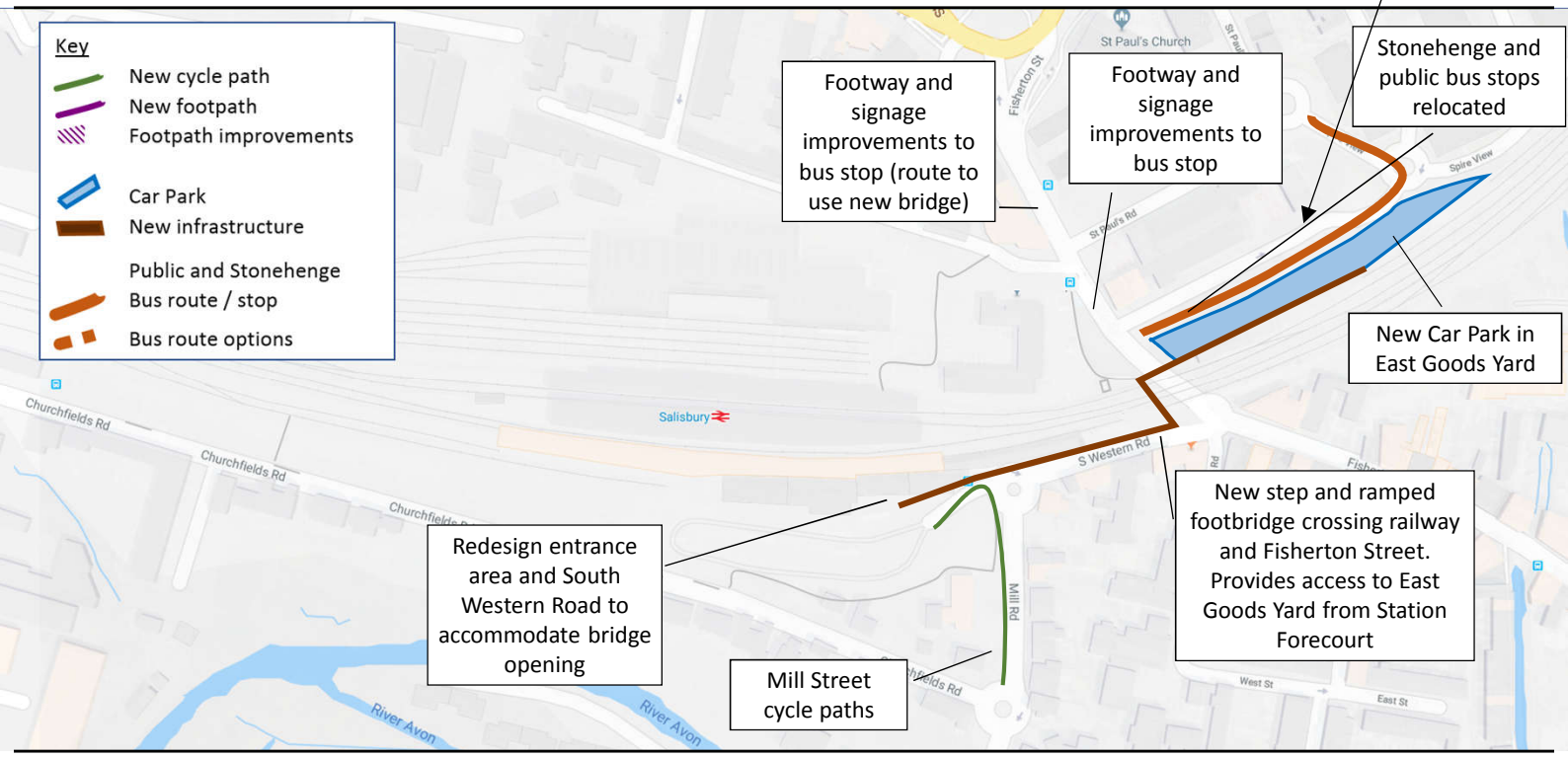
Staff / Rail Club car parking (in Courtyard)
- Unaffected

Other infrastructure
- New un-paid bridge with step and ramped access from Station forecourt to Fisherton Street/East Goods Yard Car Park
- Station Forecourt re-design to accommodate bridge and removal of bus stop

Commercial Implications
- Additional revenue from car park

*as a large scale re-design of the car park and courtyard aren't required, other significant changes to cycle and pedestrian access are unlikely to be accommodated in the space and hence not included for scoring.

Ramps are likely to be ~100m long. Steps and a lift also required in line with British Standard 8300



Package 3

Existing footprint

Car Parking
- Double Decker Car Park in current car park footprint
- Station forecourt car park re-designed to meet standards and accommodate buses – number of spaces will be reduced

Access to bus stop(s)
- Separate Bus Stops with covered shelter for public and Stonehenge buses added to station forecourt
- Access to station forecourt re-designed to allow buses to easily enter site

Cycle Access from North
- Unaffected

Cycle Access from South
- Access from Churchfields Road through car park improvements
- Mill Street Improvements
- Additional cycle parking incorporated in to re-designed car park

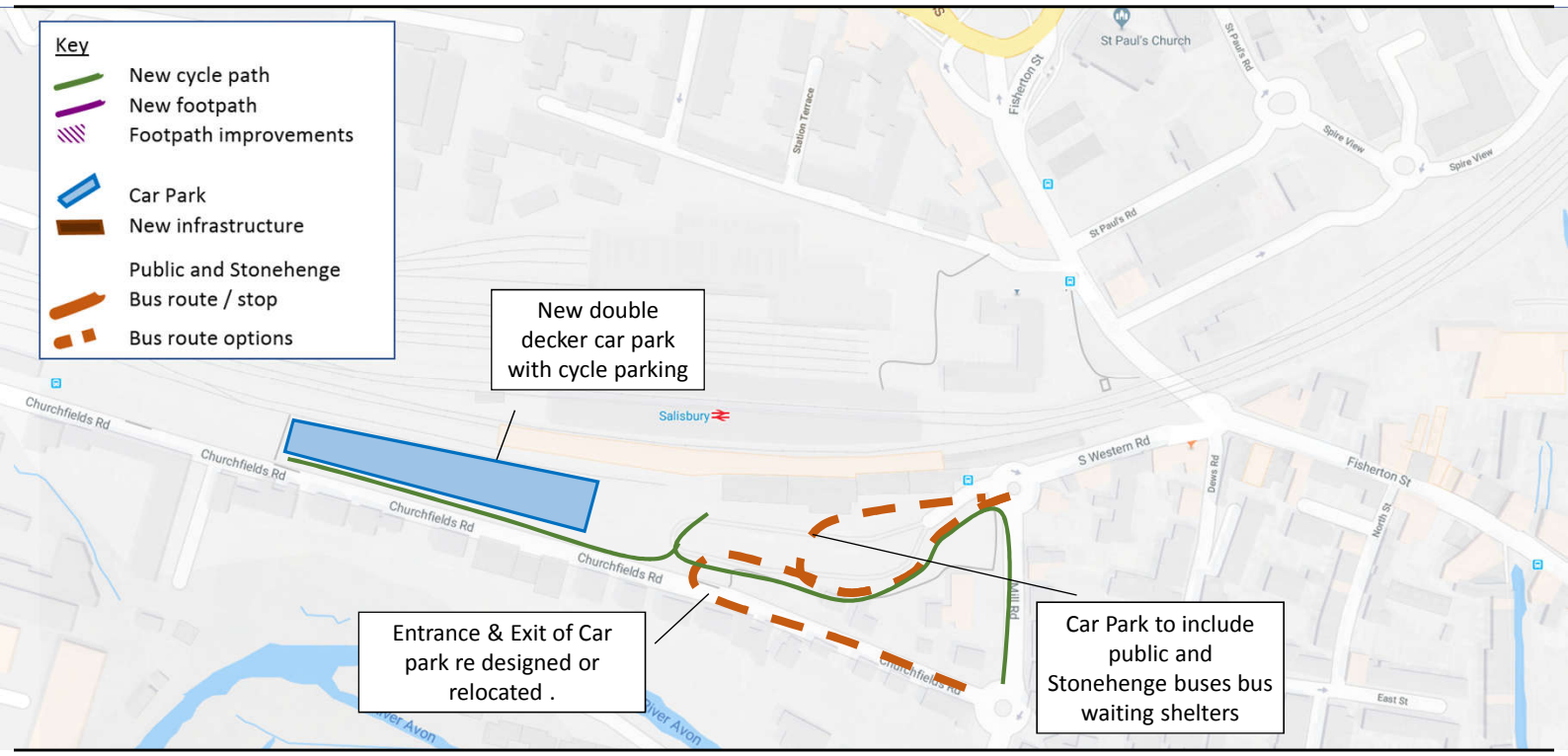
Pedestrian Access from North
- Unaffected

Pedestrian Access from South
- No physical interventions - increase in traffic could lead to changed experience

Staff /Rail Club car parking (in Courtyard)
- Unaffected

Other infrastructure
- Churchfields Road entrance may need re-designing to accommodate buses

Commercial Implications
- Additional revenue from car park



Package 4

East Goods Yard car park, bridge and re-designed bus routes

Car Parking
- New Car Park in East Goods Yard (either double decker or surface level)
- Station forecourt car park re-designed to meet standards and accommodate buses – number of spaces will be reduced

Access to bus stop(s)
- Separate Bus Stops with covered shelter for public and Stonehenge buses added to station forecourt
- Access to station forecourt re-designed to allow buses to easily enter site

Cycle Access from North
- Unaffected

Cycle Access from South
- Access from Churchfields Road through car park improvements
- Mill Street Improvements
- Additional cycle parking incorporated in to re-designed car park

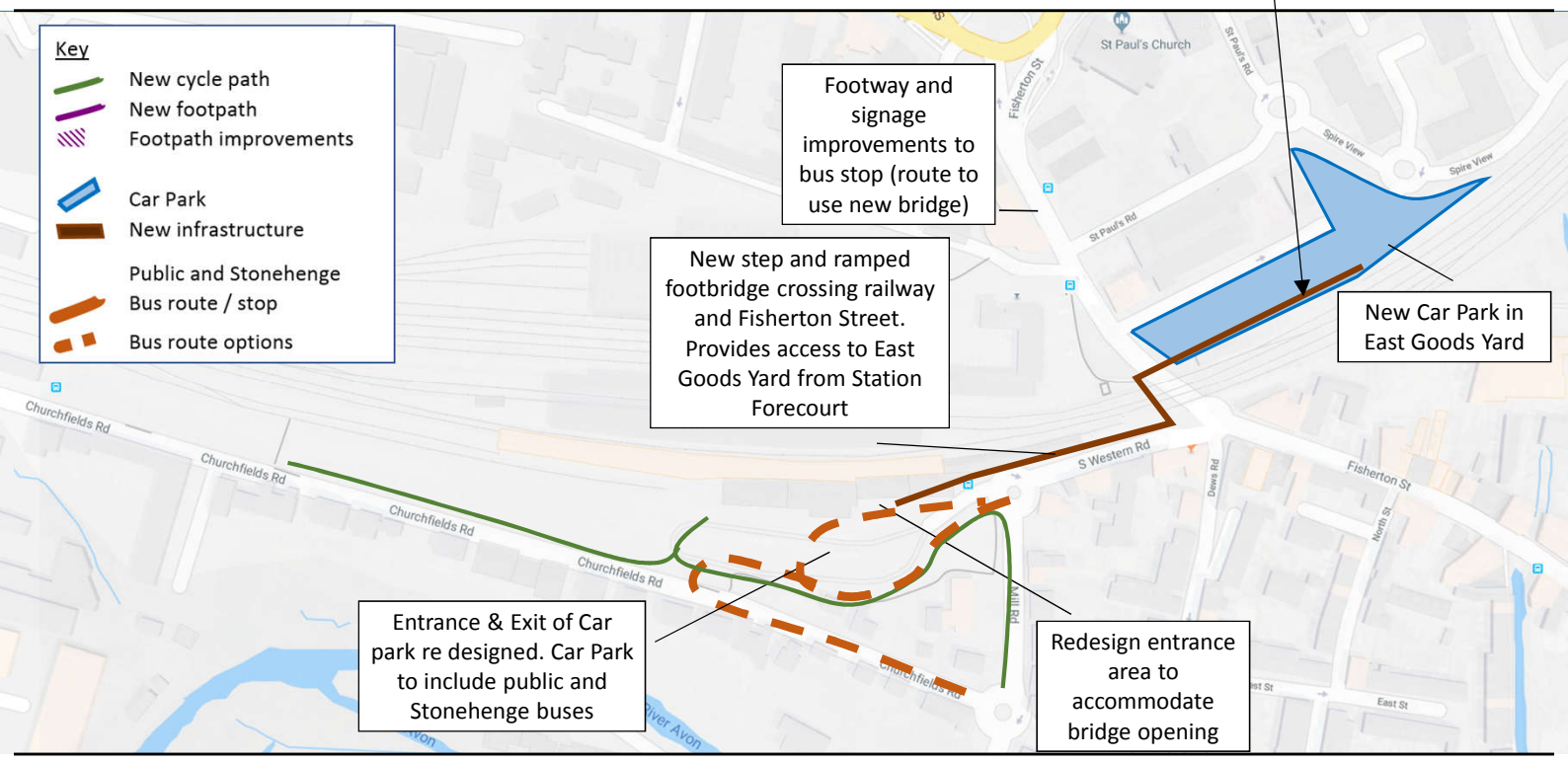
Pedestrian Access from North
- Footway improvements and a new bridge avoiding need fir car park users to pass under railway

Pedestrian Access from South
- Station Forecourt re-design would improve pedestrian access

Staff / Rail Club car parking (in Courtyard)
- Unaffected

Other infrastructure
- New un-paid bridge with step and ramped access from Station forecourt to Fisherton Street/East Goods Yard Car Park
- Churchfields road entrance may need re-designing to accommodate buses

Commercial Implications
- Additional revenue from car park



Package 5

New entrance – no parking changes

Car Parking
- Some public spaces lost to accommodate new bus movements

Access to bus stop(s)
- New passenger entrance will improve pedestrian access to Fisherton Street bus stops
- Improvements to pavement may be required for access to Southbound Bus Stop
- Waiting Shelter added to Stonehenge bus

Cycle Access from North
- New path through Courtyard to new entrance
- Cycle parking added in Courtyard

Cycle Access from South
- Improvements on Mill Street

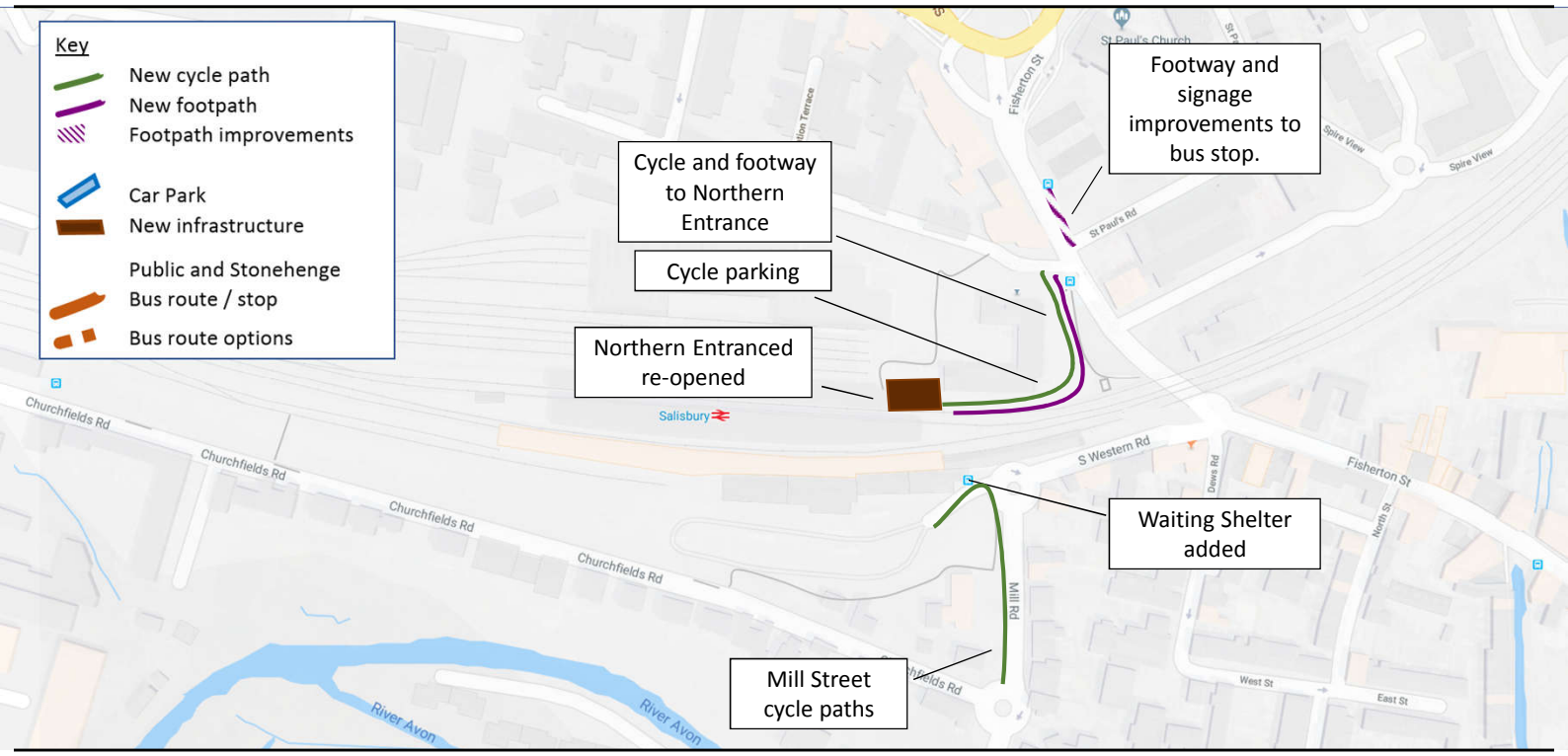
Pedestrian Access from North
- New path and parking through Courtyard to new entrance

Pedestrian Access from
- No physical change

Staff / Rail Club car parking (in Courtyard)
- Parking Spaces east of old Station building lost – relocation to be determined

Other infrastructure

Commercial Implications
- New entrance needs staffing
- New entrance could provide commercial opportunity
- New footfall past un-used old Station Building – possible commercial opportunity



Package 6

New entrance – with parking changes

Car Parking
- New car park in East Goods Yard (either double decker or surface level)
- Station forecourt car park re-designed to meet standards & accommodate buses – spaces will be reduced

Access to bus stop(s)
- New entrance will improve pedestrian access to Fisherton Street bus stops
- Fisherton Street South bound bus stop re-located to where there is currently dedicated on street parking
- Bus Stops with covered shelter for Stonehenge buses added to station forecourt

Cycle Access from North
- New path through Courtyard to new entrance
- Cycle parking added in Courtyard

Cycle Access from South
- Access from Churchfields Road through car park improvements
- Cycle path on Mill Street added
- Additional cycle parking incorporated in to re-designed car park

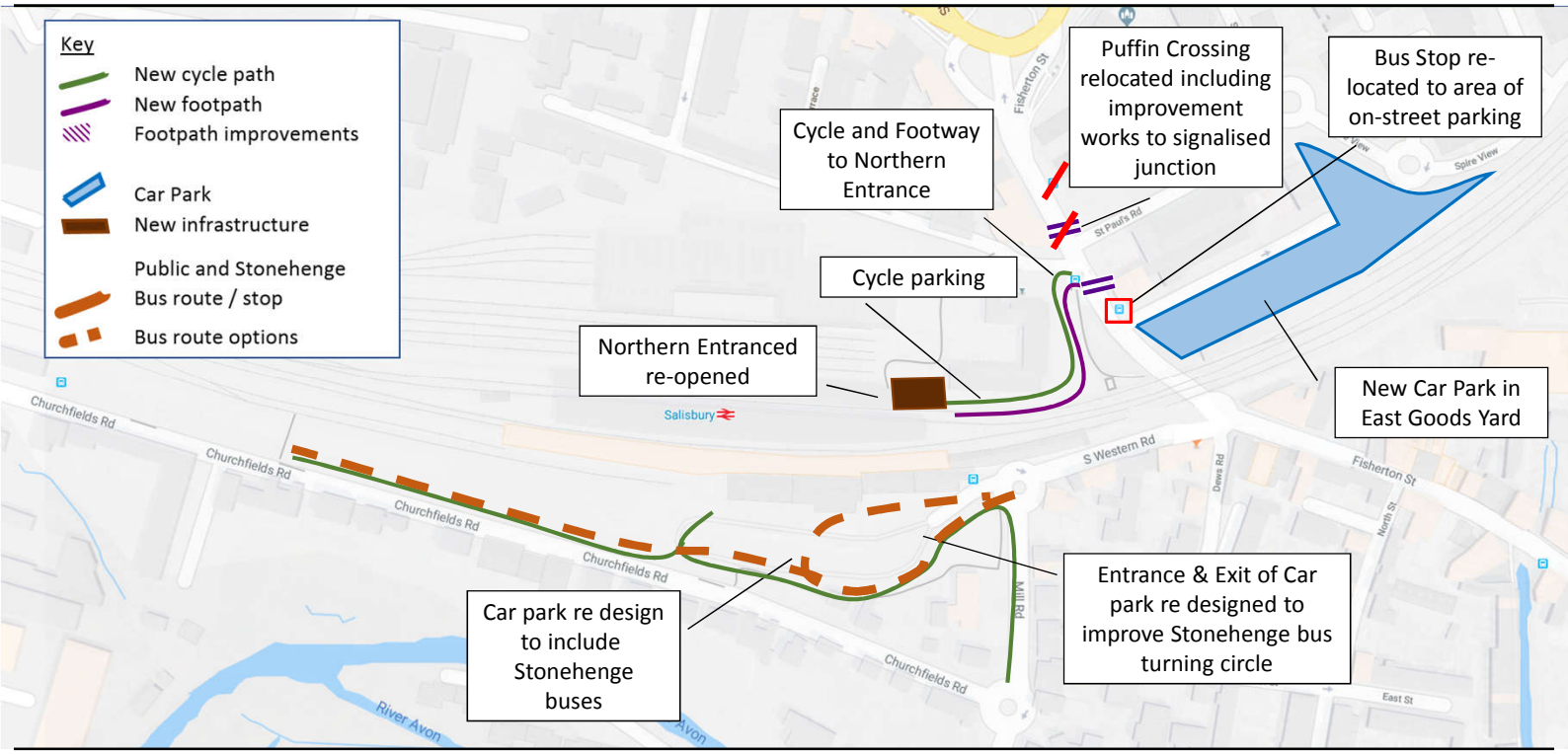
Pedestrian Access from North
- New path and parking through Courtyard to new entrance

Pedestrian Access from South
- Car park re –designed

Staff / Rail Club car parking (in Courtyard)
- All spaces relocated to East Goods Yard Car Park

Other infrastructure
- Fisherton Street Crossing/Junction to be re-designed
- Royal Mail entrance crossing to be added

Commercial Implications
- Increased revenue from car park
- New entrance needs staffing but would provide commercial opportunity
- New footfall past un-used Former Station Building – possible commercial opportunity



Discounted bridge over rail only option

South Side ramp length dictated by height of railway above road at Fisherton Street Roundabout. Ramp could be 200m long hence requiring turn back(s). Steps would also be required, space in-between existing building and railway too small, hence land purchase required and possibly building demolition.
Lifts could be provided in addition to, or instead of ramps. Or, assuming all blue badge spaces are in the main car park a derogation could be applied for to not provide step free access however this introduces risk to project delivery.
Idea sifted out at long list stage and not included in any packages.

Appendix C. Multi criteria assessment tool

The following document is the output of the Option Assessment Workshop.

Salisbury Station - Interchange Improvements
Option Assessment Exercise
Package Assessment Tool

Version	Date	Notes
1	20/12/2017	Template created by Atkins for Wiltshire Council review. Once agreed Tool to be used at Package Scoring Workshop with Wiltshire Council / South Western Railways / Network Rail.
2	12/01/2018	Changes to tool following Wiltshire Council Comments Package 3 scored. Shared with Wiltshire Council to compare scores
3	23/01/2018	All packages scored
3.1	25/01/2018	Package 3 scored re-adjusted following Wiltshire Council Comments
4	26/01/2018	Update issued (to be read in conjunction with Packages_v2.0)
5	08/02/2018	Updated after workshop - where a score has changed, the text is in red.

Strategic	**Issues / Scheme Objectives**	Substantial negative impact	-3
		Small negative impact	-1
		No impact	0
		Small positive impact	1
		Substantial positive impact	3
Economic	**Indicative BCR / VfM**		
	Economic, Social and Environment impacts	Substantial negative impact	-3
		Small negative impact	-1
		No impact	0
		Small positive impact	1
		Substantial positive impact	3
Financial	**Capital cost**	Large Cost	
		Moderate Cost	
		Lower Cost	
	Revenue cost	£0 - £50,000	
		£50,000 - £100,000	
		£100,000 +	
	Opportunities for revenue generation?	Yes	
		No	
	Summary	Slightly Stronger Positive case No strong case either way Slightly Stronger Negative case	
Management	**Level of delivery risk / Engineering complexity**	High risk	1
		Medium risk	2
		Low risk	3
	Acceptability (stakeholder, planning officer, public)	Strong support	3
		Limited support	1
		No support	-1
		Contentious	-3
Commercial	**Scheme procurement challenges**	High risk	1
		Medium risk	2
		Low risk	3
	Number of approving organisations	1	
		2	
		3	
		4	
		5	
	Number of Project Condor sites required for package	0	
		1	
		2	
		3	






		Package 1	Package 1 Justification	Package 2	Package 2 Justification	Package 3	Package 3 Justification	Package 4	Package 4 Justification	Package 5	Package 5 Justification	Package 6	Package 6 Justification
Strategic	Impact on addressing problems and opportunities	**Improvement to access between public bus stops and rail station (for users)**	3	Public bus stops easier to access via new entrance. New path in courtyard will be an improvement compared to current route along S Western Road and Fisherton Street. Experience improved for users as a shelter would be provided.	1	Improvement in quality of walk between station and bus stops however distance still quite long and two vertical height changes introduced.	3	Large re-design of station forecourt will introduce dedicated covered bus shelters significantly closer to station.	3	Large re-design of station forecourt will introduce dedicated covered bus shelters significantly closer to station.	3	Improvement in distance and quality of walk between station and bus stops due to new north entrance.	3	Public bus stops effectively closer due to new northern entrance. South bound bus stop also moved physically closer.
		Improvement to users of the Stonehenge Bus (for users)	3	Dedicated waiting area, covered and with improved facilities - North of Station.	1	Stop further (in East Goods Yard) away for users however new stop will include dedicated waiting shelter.	3	Large re-design of station forecourt will introduce dedicated covered bus shelters in front of the station.	3	Large re-design of station forecourt will introduce dedicated covered bus shelters in front of station.	0	Minimal change to facilities other than addition of shelter (for which there is very little space) - likely detriment to others using the footpath. (Due to no works in Station Forecourt, there is no room for large improvements).	3	Large re-design of Station Forecourt will introduce dedicated covered bus shelters and large enough turning circles.
		Public bus stop improved (from Operators point of view)	-1	Initial bus turning circles imply only 1 bus could use stop at once, meaning Stonehenge bus would need to be integrated with public buses - an extra complication to the current timetable and hence likely to be unpopular with operators. Additionally the route would be longer and include a tight turning movement increasing risk to the timetable.	-1	Longer journey time via East Goods Yard, undesirable by buses companies. Four additional 90 degree turns adding complication to route.	1	Benefits to user counteracted by longer route as bus travels to the station forecourt which would increase journey times and increase risk to reliability. Two potentially difficult left turn manoeuvres to/from S Western Road and Fisherton Street introduced to bus route.	1	Benefits to user counteracted by longer route as bus travels to the station forecourt which would increase journey times and increase risk to reliability. Two potentially difficult left turn manoeuvres to/from S Western Road and Fisherton Street introduced to bus route.	1	Slight improvement with addition of waiting shelter, although limited space will minimise these benefits.	1	No additional routing, however there is no room for growth and minimal opportunity to improve bus stops.
		Stonehenge bus stop improved (from Operators point of view)	-1	Initial bus turning circles imply only 1 bus could use stop at once, meaning Stonehenge bus could not wait at the station as it currently does, or would need to continue to use the station forecourt.	1	New route avoids need for multi point turn outside of station, and bus stop would have dedicated area for passengers. Although there is an increased transfer time.	3	Easier turning circles and improved passenger facilities due to shelter being added.	3	Easier turning circles and improved passenger facilities due to shelter being added.	0	No change or improvements to address current issues despite station enhancements. . Multi-point turn still required.	3	Easier turning circles in Station forecourt and improved passenger facilities due to shelter being added.
		Pedestrian access on north side improved.	3	Purpose built access from Fisherton Street pavement to station to be added.	0	No change to existing.	0	No change to existing.	0	No change to existing.	3	Purpose built access from Fisherton Street pavement to station to be added.	3	Purpose built access from pavement to station to be added.
		Safe cycle access on northern side improved	3	Purpose built access from road to cycle parking and station to be provided.	0	No change to existing.	0	No change to existing.	0	No change to existing.	3	Purpose built access from Fisherton Street to cycle parking and station to be provided.	3	Purpose built access from Fisherton Street to cycle parking and station to be provided.
		Safe cycle access from Churchfields Road and Mill Road on southern side improved	1	Mill road improved, however no space available in car park to provide cycle path from Churchfields Road.	1	Mill road improved, however no space available in car park to provide cycle path from Churchfields Road.	3	New cycle paths on Mill Road and through car park from Churchfields.	3	New cycle paths on Mill Road and through car park from Churchfields.	1	New cycle paths on Mill Road and through car park from Churchfields.	3	New cycle paths on both streets.
		External cycle parking increased	1	Increase in cycle parking in north, but not south. Available spaces in the south may increase due to re-distribution of bikes.	0	No change to existing	1	New cycle parking in south, but not north.	1	New cycle parking in south, but space may be limited.	3	New cycle parking to be added from both directions, thus spreading demand and increasing available capacity.	3	New cycle parking to be added from both directions, thus spreading demand and increasing available capacity.
		Additional car parking spaces provided	3	All parking in station forecourt retained. East Goods Yard will have large increase in parking (although some spaces will need to be assigned to staff and the rail club).	3	All existing parking remains and new car park added.	3	Car park to be increased to double decker, although some of these new spaces will be replacing spaces lost in the Station Forecourt,	3	Additional spaces in new car park in East Goods Yard, although some of these will be replacing spaces lost in the Station forecourt	-1	Car parking spaces lost for staff - ORR may need to be consulted (although if public spaces unchanged, consultation may not be required). No alternative identified.	3	Additional spaces in new car park in East Goods Yard. (Although some of these will be replacing spaces lost in the station forecourt and station courtyard).
		Current non-compliant car parks brought up to standard.	0	No change to existing lay out as no other work in area, hence no space created.	0	No change to existing lay out as no other work in area, hence no space created.	3	All of car park would require redesign and hence be built to current standards.	3	All of car park would re-quire redesign and hence be built to current standards.	0	No change to existing lay out as no other work in area, hence no space created.	3	Car park would require redesign to accommodate Stonehenge bus and hence be built to current standards.






		Package 1	Package 1 Justification	Package 2	Package 2 Justification	Package 3	Package 3 Justification	Package 4	Package 4 Justification	Package 5	Package 5 Justification	Package 6	Package 6 Justification
Strategic Objectives	**Improve access to Salisbury rail station for all modes of transport.**	1	Improvement for all modes but benefits focused on North.	1	Improvement for car users, minor improvement for other modes.	1	Positive impact in south but access from North sees little improvement hence reduced score.	0	Positive impact in south but access from north sees little improvement hence reduced score.	0	Benefits for bus users, cyclists and pedestrians. However car users would see a reduction in capacity due to loss of staff spaces.	3	Additional access to the station provided for all modes from all directions.
	Promote tourism by improving access for tourists to Salisbury and Stonehenge.	1	Significant improvement to Stonehenge bus, with new shelter. No improvement to tourists attractions in centre when accessed on foot from the centre.	1	Significant improvement to Stonehenge bus experience. Minimal impact on local tourist attractions.	3	Most tourist attractions in walking distance are to the south, access across forecourt would be improved visually and be easier to navigate. Stonehenge bus stop will see drastic improvement in facilities.	3	Most tourist attractions in walking distance are to the south, access across forecourt would be improved visually and be easier to navigate. Stonehenge bus stop will see drastic improvement in facilities.	0	Minimal change to Stonehenge bus, or to walking route to tourist attractions in south of city.	3	Stonehenge bus to receive new shelter promoting use. Walking routes to city's attractions from station improved.
	Increase rail mode share for journeys to and from Salisbury.	1	Changes to access could promote mode share.	1	Changes to access could promote mode share.	1	Changes to some access could promote mode share.	1	Changes to some access could promote mode share.	1	Changes to access could promote mode share.	1	Additional access to the station provided for all which will promote modal shift.
	Accommodate expected future demand and travel needs.	1	Increase in ticket gate line will help accommodate future growth. Small bus turning circles would restrict future growth in bus services.	1	Main entrance and ticket barriers will see no change in capacity hence no improvement in accommodating growth. Dedicated bus lane through car park could be designed with future growth in mind.	1	Main entrance and ticket barriers will see no change in capacity hence no improvement in accommodating growth. Station Bus Stops could help accommodate future growth.	1	Main entrance and ticket barriers will see no change in capacity hence no improvement in accommodating growth. Station Bus Stops could help accommodate future growth.	1	Increase in ticket gate line will accommodate increased future growth. Ability to accommodate future bus growth limited.	3	Increase in ticket gate line capacity will help accommodate increased future growth. Public buses continue to use existing stops however, re-design of station forecourt to accommodate Stonehenge bus provides options for a future change to the public bus routings.
	Support economic growth and nearby planned developments including those at Churchfields and The Maltings redevelopment.	1	Trips from some northern developments supported, however development to south of station may not see benefits from changes.	1	Trips from some development traffic felt (mainly by car and bus users).	1	Trips from some developments supported, however three large development areas North of station may not see benefits from changes to station forecourt.	1	Trips from some developments supported, however three large development areas North of station may not see benefits from changes to station forecourt.	1	Trips from developments supported for all modes except car trips to the station.	3	Development locations in all directions and transport modes supported.
	Strategic score	20		11		27		26		16		41	
Economic Impacts	**Change in highway and/or public transport journey time for commuters & business users**	-1	Additional distance on bus route would negatively impact public transport times.	-1	Additional distance on bus route through East Goods Yard would negatively impact public transport times.	-3	Additional distance on bus route into Station forecourt would negatively impact public transport times. Additional traffic access car park could worsen congestion on the South West Road/Fisherton Street Roundabout.	-1	Additional distance on bus route into Station Forecourt would negatively impact public transport times.	0	Bus routing not changed hence no negative impact.	0	Bus routing only minimally changed hence no negative impact
	Change in highway and/or public transport journey time reliability	-1	Potential for buses to be slowed due to sharing stop with Stonehenge bus - negative effect on reducing journey time reliability.	0	Dedicated bus lane through East Goods Yard, but potential for buses to be slowed on Spire View / St Pauls Road.	-1	Potential for buses to be slowed due to sharing entrance/route through car park with cars hence reducing journey time reliability.	-1	Potential for buses to be slowed due to sharing entrance/route through car park with cars hence reducing journey time reliability.	0	Bus routing not changed hence no negative impact.	0	Bus routing only minimally changed hence no negative impact
	Support housing and development opportunities	1	Some developments supported, however development areas South of station may not see benefits.	1	Benefits mainly felt by car and bus users - which may not align with development objectives.	1	Some developments supported, however three large development areas North of station may not see benefits from changes to station forecourt.	1	Some developments supported, however three large development areas North of station may not see benefits from changes to station forecourt.	1	Developments supported for all but car trips to the station.	1	Development locations in all directions and transport modes supported.
Impact on the Environment	**Noise**	-1	Additional bus movements and car parking will increase noise levels north of the railway.	-1	Additional bus movements car parking and loss of trees will increase noise levels east of Fisherton Street.	-1	Additional vehicle activity in forecourt could have large detrimental effect on noise.	-1	Additional vehicle activity in forecourt and East Goods Yard could have large detrimental effect on noise.	0	Additional movement would be from pedestrians and cyclists which would not increase noise greatly.	-1	Increase in noise in East Goods Yard from new car park. Station forecourt and courtyard's additional traffic on foot/ cyclists hence noise should only increase slightly.
	Air quality	-1	Additional bus movements and car parking will decrease air quality north of the railway.	-1	Additional bus movements car parking and loss of trees will be detrimental to air quality.	-1	Increase in vehicles in station forecourt area, especially those waiting would have negative impact on emissions and air quality.	-1	Increase in vehicles in station forecourt area and East Goods Yard, especially those waiting would have negative impact on emissions and hence air quality.	0	Increase movement from pedestrians and cyclists - no impact on air quality.	-1	Increase in buses and cars in East Goods Yard from new car park negatively impacting on air quality.
	Greenhouse gases	-1	Construction of new entrance and car park could lead to emissions. Additional car parking increasing ongoing emission levels.	-1	Constructions works associated with car park and bridge could produce emissions. Additional car parking increasing ongoing emission levels.	-1	Constructions works associated with car park could produce emissions. Additional car parking increasing on going emission levels.	-1	Constructions works associated with car park and bridge could produce a lot of emissions. Additional car parking increasing ongoing emission levels.	0	Construction works associated with new entrance could produce negative emissions. Promoting of sustainable travel to the station could decrease cars travelling to station.	-1	Constructions works associated with car park and new entrance could produce a lot of emissions. Additional car parking increasing ongoing emission levels.
	Townscape (consider Policy 22 of Wiltshire Core Strategy - no development to exceed 12.2m)	-1	Car park in less sensitive area of town (compared to station forecourt), impact on townscape small.	-1	Car park in less sensitive area of town, (compared to station forecourt) with minimal impact on townscape. (Assuming it is kept below 12.2m)	-3	Double decker car park could significantly decrease the historic feel of the area, especially relevant as the first impression for many tourists.	-1	Car park in less sensitive area of town, compared to station forecourt hence impact on townscape reduced (Assuming it is kept below 12.2m).	1	No negative impact on townscape.	-1	Car park in less sensitive area of town (compared to station forecourt) hence impact on townscape small.
	Heritage of historic resources	3	Opportunity to celebrate Grade 2 listed Former Station building within development of area.	0	No affect on resources.	-3	Car park would obscure views of Listed Station Building.	0	No affect on resources.	3	Opportunity to celebrate Grade 2 listed former station building within development of area.	3	Opportunity to celebrate Grade 2 listed former station building within development of area.
	Biodiversity	-1	Potential for some negative impacts due to loss of trees in East Goods Yard.	-1	Potential for some negative impacts due to loss of trees in East Goods Yard.	0	No large ecological impact or improvement as development areas already tarmacked.	-1	Potential for some negative impacts due to loss of trees in East Goods Yard.	0	No large ecological impact or improvement as development areas already tarmacked.	-1	Potential for some negative impacts due to loss of trees in East Goods Yard.
	Water environment	-1	Large increase in tarmacked ground could be a detriment to surface water drainage.	-1	Large increase in tarmacked ground detriment to surface water drainage.	0	No large impact either way as area already tarmacked.	-1	Large increase in tarmacked ground detriment to surface water drainage.	0	No large impact either way as area already tarmacked.	-1	Large increase in tarmacked ground detrimental to surface water drainage.
	Access to services	1	Significant improvement in rail - bus interchange. Active travel choices from North improved. Turning circles in northern entrance implies only space for one bus at a time; hence reduced access to services.	1	Slight improvement to bus-rail interchange.	3	Significant improvement in rail - bus interchange. Active travel choices from south improved.	3	Significant improvement in rail - bus interchange as buses will stop in station forecourt. Active travel choices from south improved.	1	Significant improvement in rail - bus interchange due to addition of northern pedestrian exit. Active travel choices from North and South improved.	1	Significant improvement in rail - bus interchange due to addition of northern pedestrian exit and relocation of southbound bus stop. Active travel choices from north and south improved.

													
		Package 1	**Package 1 Justification**	**Package 2**	**Package 2 Justification**	**Package 3**	**Package 3 Justification**	**Package 4**	**Package 4 Justification**	**Package 5**	**Package 5 Justification**	**Package 6**	**Package 6 Justification**
Social Impact	**Change in severance**	1	New entrance reduces perception of severance from rail line. Removal of Stonehenge bus from Station forecourt could improve perception of severance. Increase in traffic on Spire View and St Pauls Road could increase severance.	-1	Increase in traffic, including buses on Spire View and St Pauls Road could increase severance. New bridge crossing removes some of the impact of severance suggested by the railway, although this only applies to South West - North East movements.	-1	Addition of buses on new roads (S Western Road, potentially Churchfields Road & Mill Street) could increase severance.	-1	Addition of buses on new roads (S Western Road, potentially Churchfields & Mill Street) could increase severance. Increase in traffic on Spire View and St Pauls Rd could increase severance. New bridge crossing removes some of the impact of severance suggested by the railway, although this only applied to South West - North East movements.	1	Additional access to the station removes some impact of severance that the railway suggests.	1	Additional access to the station removes some impact of severance that the railway suggests. Increase in traffic on Spire View and St Pauls Rd could increase severance.
	Increased connectivity of transport options	3	Significant improvement in rail - bus interchange as buses stop in courtyard.	1	Ease of journey between bus and rail improved, however distance still quite large.	3	Significant improvement in rail - bus interchange.	3	Bus stops now directly outside station in the forecourt	1	Distance to bus stops reduced by new northern entrance.	1	Distance to bus stops reduced by new northern entrance.
	Accident / safety impacts	1	Potential to design walking, cycle, bus and parking routes totally separately. However, a small bus turning area could lead to a confusing system which increases the risk of accidents.	1	Removal of Stonehenge bus could decrease risk of accidents in Station Forecourt, however confusing mix of vehicles still using the forecourt means the risk remains.	0	Significant increase in traffic (including buses) in station forecourt could increase risk of accidents although area would be re-designed to accommodate all.	1	Addition of buses to station forecourt could increase risk of accidents although area would be re-designed to accommodate all.	1	Pedestrians using north entrance rather than Fisherton Street roundabout and under bridge thus reducing interaction with road space and decreasing risk.	3	All areas will be re-designed for their specific purpose hence risk will be minimal.
	Impacts on vulnerable groups	1	Improved ease of use between bus and rail services may positively impact vulnerable groups.	1	Slight improved ease of use between bus and rail services may positively impact vulnerable groups.	1	Improved ease of use between bus and rail services may positively impact vulnerable groups.	1	Improved ease of use between bus and rail services may positively impact vulnerable groups.	1	Improved ease of use between bus and rail services may positively impact vulnerable groups.	1	Improved ease of use between bus and rail services may positively impact vulnerable groups.
	Economic score	3		-3		-6		0		10		5	






		Package 1	Package 1 Justification	Package 2	Package 2 Justification	Package 3	Package 3 Justification	Package 4	Package 4 Justification	Package 5	Package 5 Justification	Package 6	Package 6 Justification
Financial	**Capital cost**	Large Cost	Large Building work to open new entrance - installation of ticket gates; CCTV; ticket sales point; lighting etc.	Moderate Cost	Bridge over rail and new car park will incur significant costs	Lower Cost	Large Civils works involved in car park changes, bus routes and new car park.	Moderate Cost	Bridge over rail and new car park will incur significant costs.	Moderate Cost	Large Building work to open new entrance - installation of ticket gates; CCTV; ticket sales point; lighting etc.	Large Cost	Large scale building work to open new entrance - installation of ticket gates; CCTV; ticket sales point; lighting etc. Civils work to build new car park and Stonehenge bus shelter increasing cost further.
	Revenue less costs per annum	£50,000 - £100,000	Potential for large number of new spaces, however increased operating costs from new entrance.	£0 - £50,000	Increased operation and maintenance costs of bridge will decrease net income from car park. Number of parking spaces reduced by inclusion of bus lane.	£100,000 +	Potential for large number of additional spaces creating revenue, but minimal additional operating costs. Advertising board in Station forecourt likely to be lost to allow buses enough space to turn.	£0 - £50,000	Increased operation and maintenance costs of bridge will decrease net income from car park. Advertising board in Station forecourt likely to be lost to allow buses enough space to turn.	£0 - £50,000	New entrance would incur operating costs and has potential to generate revenue.	£50,000 - £100,000	New entrance would increase operating costs however it also brings revenue generation potential. New revenue from car park. Advertising board in Station forecourt likely to be lost to allow buses enough space to turn.
	Opportunities for revenue generation?	Yes	Footfall past Former Station Building / Rail Club could open up revenue opportunity.	Yes	Additional revenue from additional car parking.	Yes	Additional revenue from expanded car parking.	Yes	Additional revenue from new car parking.	Yes	Potential for additional revenue from commercial space in / around new entrance however quantum unknown.	Yes	Additional parking and potential for further revenue from commercial space in / around new entrance however quantum unknown.
Management	**Level of delivery risk (High risk = 1; Low Risk = 3)**	1	Extension of station systems introduces additional risk for new entrance.	1	Bridge over railway significantly increases delivery complexity and risk.	2	Acceptance from Planning department and Bus Operators likely to be hard to achieve hence high deliverability risk. Physical construction low deliverability risk as there is no change to station building or works affecting railway.	1	Bridge over railway significantly increases delivery complexity and risk.	1	Extension of station systems introduces additional risk.	1	Large scale project over many areas. Extension of station systems introduces additional risk.
	Engineering complexity	1	Many engineering disciplines involved and over lapping in a constrained space.	1	Geography and topography of area would require a complex design of bridge with potentially 3 vertical access methods.	2	Relatively simple engineering required, away from station and not above the track.	1	Geography and topography of area would require a complex design of bridge with potentially 3 vertical access methods.	1	Many engineering disciplines involved and over lapping in a constrained space.	1	Many engineering disciplines involved and over lapping in a constrained space.
	Stakeholder acceptability (Network Rail, Wiltshire Council, South Western Railways, Rail Club, Carpet Shop, Royal Mail, TransWilts Community Rail Partnership)	-1	Carpet Shop likely to be against plans. Royal Mail would need to be consulted with regard to the pedestrian crossing re-location and junction redesign.	1	No strong opposition points envisaged. Right of way access with the Royal Mail would need to be agreed.	-3	Some stakeholders likely to be against double decker car park so close to the listed station building.	1	No strong opposition points known of.	-1	Parking lost by South Western Railways and potentially form Rail club with no identified mitigation - support likely to be low.	3	Royal Mail would need to be consulted with regard to the crossing and bus stop relocation. Rail Club need to be consulted about the access to the north entrance, although it is expected this would be positively received.
	Bus operators acceptability	-1	Additional routing and complication of sharing a small turning circle likely to be unfavoured by bus operators.	-1	Significant increase in journey time due to route through East Goods Yard - probably unacceptable.	-3	Additional bus routing time may be unacceptable by public bus operators. Additional manoeuvres at S Western Road/ Fisherton Street added to route which is likely to be unacceptable to bus operators.	-3	Additional bus routing time may be unacceptable by public bus operators. Additional manoeuvres at S Western Road/ Fisherton Street added to route which is likely to be unacceptable to bus operators.	1	Impact on bus operators minimal, other than potentially increased passengers as the stop is easier to access.	3	Impact on bus operators minimal, other than small stop movements. Scheme enhancements should improve experience for passengers which operators should support.
	Public acceptability	1	Support for new entrance likely to be high, but lack of development to existing entrance probably unpopular.	1	Support may be minimal as there is little improvement in the immediate station area.	-1	Some members of the public may not see direct benefit to them and hence not provide much support. Impact on views of station would be badly received by some members of the public.	1	Support for station forecourt changes likely to be high. Bridge to new car park could be seen as excessive by the public.	-1	Support anticipated to be mixed as not all user groups are benefited (especially car users)	3	Support anticipated to be high as nearly all user groups benefit.
	Management score	1		3		-3		1		1		11	
Commercial	**Scheme procurement challenges**	High risk	Multiple contractors needed for expansion of station systems.	Medium risk	Specialist rail contractor required due to bridge over railway.	Low risk	No new or novel elements	Medium risk	Specialist rail contractor required due to bridge over railway	High risk	Multiple contractors needed for expansion of station systems	High risk	Multiple contractors needed for expansion of station systems.
	Number of Project Condor sites required for package	2	This could be increased to 3 if the car parking spaces associated with the rail club are required.	1	Old Rail club, which is being demolished.	0		1	Old Rail club, which is being demolished.	2	This could be increased to 3 if the car parking spaces associated with the rail club are required.	3	This could be increased to 3 if the car parking spaces associated with the rail club are required.
	Number of approving organisations	4	South Western Railway; Bus Operators; Wiltshire Council; Network Rail.	4	South Western Railway; Bus Operators; Wiltshire Council, Network Rail	4	South Western Railway; Bus Operators; Wiltshire Council; Network Rail	4	South Western Railway; Bus Operators; Wiltshire Council, Network Rail	4	South Western Railway; Wiltshire Council; Network Rail; ORR	4	South Western Railway; Bus Operators; Wiltshire Council; Network Rail

Summary						
Strategic score	**20**	**11**	**27**	**26**	**16**	**41**
Economic score	**3**	**-3**	**-6**	**0**	**10**	**5**
Financial Implications	Slightly Stronger Positive case	Slightly Stronger Negative case	Slightly Stronger Positive case	Slightly Stronger Negative case	No strong case either way	Slightly Stronger Positive case
Management score	**1**	**3**	**-3**	**1**	**1**	**11**
Commercial Implications	Slightly Stronger Negative case	Slightly Stronger Negative case	No strong case either way	Slightly Stronger Negative case	No strong case either way	Slightly Stronger Negative case
Overall Score (Strategic, Econ	24	11	18	27	27	57

Appendix D. Summary of preferred option for internal council discussions

The following document was issued 20/2/18 as version 1. Since then, package 1 has been discounted and package 6 is being progressed as the preferred package. This document should be used for reference of the process undertaken only.

Salisbury Station Interchange

Summary of Preferred Option for Internal Council Discussions

Version: 2

Issued: as Appendix to Options Assessment Report

Note. Version 1 was issued 20/2/18. Since then, package 1 has been discounted and package 6 is being progressed as the preferred package. This should be used for reference of the process undertaken only.

1. Introduction

This document has been prepared as part of the Salisbury Station Interchange Project. The project has been commissioned by Wiltshire Council and carried out by Atkins. South Western Railway and Network Rail have been heavily involved as key Rail Partners.

A series of site visits and meetings allowed the Council and Rail Partners to agree on the following strategic objectives:

- Improve access to Salisbury rail station for all modes of transport.
- Promote tourism by improving access for tourists to Salisbury and Stonehenge.
- Increase rail mode share for journeys to and from Salisbury.
- Accommodate expected future demand and travel needs.
- Support economic growth and nearby planned developments including those at Churchfields and The Maltings redevelopment.

The project will also look to solve some of the station's current connectivity problems, and maximise opportunities, namely;

- Improvement to access between public bus stops and rail station (for users);
- Improvement of the Stonehenge Bus (for users);
- Public bus stop improved (from Operators point of view) ;
- Stonehenge bus stop improved (from Operators point of view) ;
- Pedestrian access on north side improved;
- Safe cycle access on northern side improved;
- Safe cycle access from Churchfields Road and Mill Road on southern side improved;
- External cycle parking increased;
- Additional car parking spaces provided; and
- Current non-compliant car parks brought up to standard.

A long list of options was compiled, each was scored against the strategic objectives and 6 packages were prepared (a full explanation of this process will be included in the Options Assessment Report being prepared as part of this project).
The six packages were scored against 41 categories, under the Five Business Cases (Strategic, Economic, Financial, Management and Commercial). The scoring was initially completed by Atkins. Wiltshire Council, South Western Railway, Network Rail and Salisbury Reds were then all invited to comment on and amend the scoring. A summary of these score is presented in the Table below.

Summary	Package 1	Package 2	Package 3	Package 4	Package 5	Package 6
Strategic score	20	11	27	26	15	41
Pass/Fail Strategic	Pass	Pass	Pass	Pass	Fail	Pass
Economic score	3	-3	-6	0	10	5
Financial Implications	Slightly Stronger Positive case	Slightly Stronger Negative case	Slightly Stronger Positive case	Slightly Stronger Negative case	No strong case either way	Slightly Stronger Positive case
Management score	1	3	-3	1	1	11
Commercial Implications	Slightly Stronger Negative case	Slightly Stronger Negative case	No strong case either way	Slightly Stronger Negative case	No strong case either way	Slightly Stronger Negative case

As package 6 was the highest scoring this is being progressed at the preferred package and the concept is presented within this document and the accompanying drawings for your comments. There are some sub-options within the package which are described in this document.

Another high scoring package, 1, is also presented. This package comes with additional deliverability and operational risk due to the small space for the turning circle, which could probably only accommodate 1 bus at a time and would require a reversing movement for the bus to exit. The variants are also presented.

This information presented are concept ideas only – for internal council discussion about the acceptability of the principals of the design. The engineering plausibility of designs is not guaranteed.

2. Existing Station Surroundings

To avoid confusion in description of the options, the names used to refer to parts of the station surrounds are presented below. See also SAL-ATK-HGN-EX-DR-D-0001
Also shown are some images of the existing station environs.

Photo 1: The former north entrance to the subway, now only used by staff. 'Ramp' to subway is too steep to be classed as step-free.

Photo 2: The Grade 2 listed, "Former Station Building", the east part is used as the Rail club (pictured).

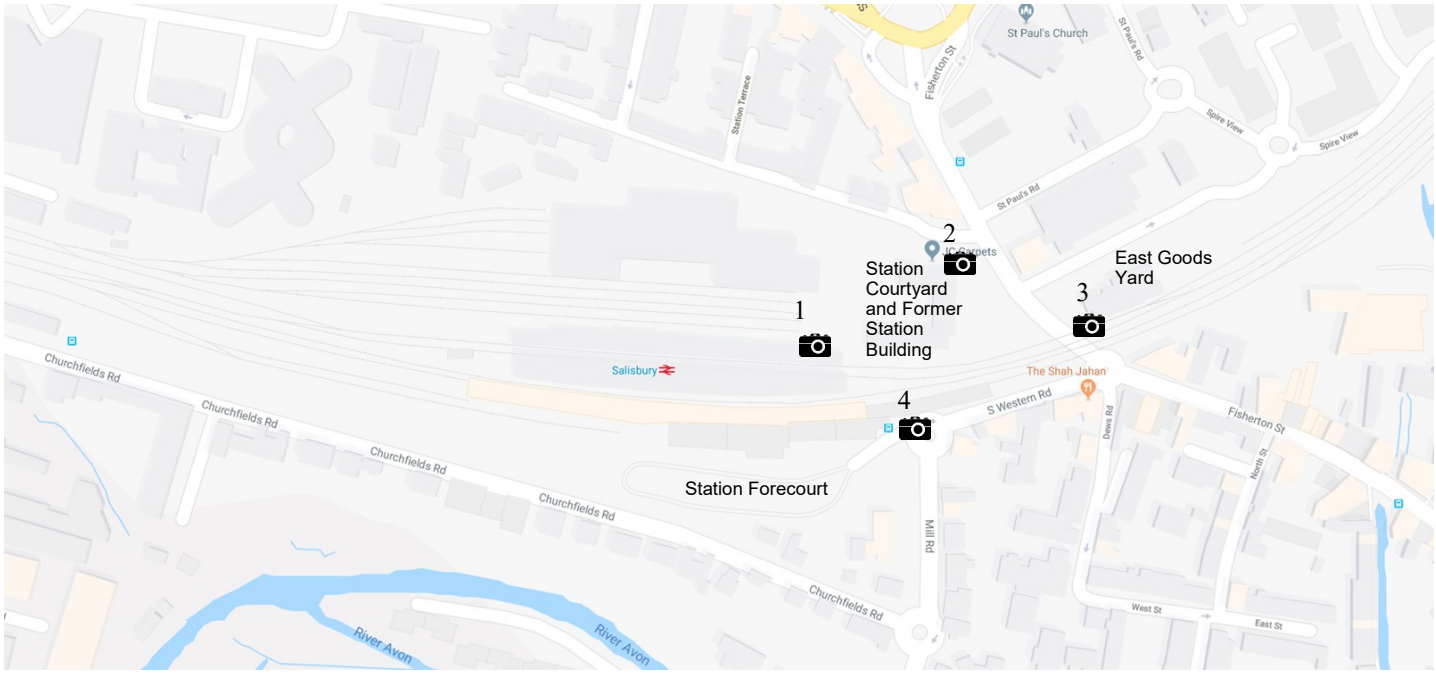


Photo 3: The Stonehenge bus waiting for passengers and the next departure time

Photo 4: Former Rail Club (currently being demolished) and Rail Bridge over Fisherton Street

3. Package 6 (Preferred Option) drawing - SAL-ATK-HGN-P6-DR-D-0001

"Re-opening" of northern entrance

- Facilities to be provided at north entrance would include ticket sales point; staffed ticket barriers and a café. These would be in a new purpose built building/extension of station where there is currently staff parking.
- Staff and rail club parking (to the east of the rail club) re-designed to incorporate a dedicated walk way and cycle path.
- Cycle parking would be added.
- The access to subway currently cannot be classed as Step Free (it is too steep), this would be rectified as part of this works.
- This provides the opportunity to convert and celebrate the former station building in to retail units

Image 1: Space available for new station building and the route out of the station shown

Image 2: Potential routes from new station building to Fisherton Street shown. Route to the right of the Former Station Building to include cycle path.

Image 3: Pedestrian route from station past former station building - potential commercial units

Image 4: Pedestrian and cycle access to/from station to bus stops shown. South Bound Bus Stop to be relocated and junction redesigned with crossing to allow easy crossing.

Public Bus stops

- North bound Fisherton Street bus stop un-changed (although slight movement may be needed)
- South bound bus stop re-located to roughly where there is currently dedicated on street parking
- Fisherton Street / St Paul's Road / Windsor Road junction re-designed and pedestrian crossing relocated closer to station. This would have implications on Royal Mail's entrance (they are yet to be consulted).

Car Parking

- New car park in East Goods Yard (either double decker or surface level) to increase spaces and replace spaces lost
- Station forecourt car park to be drastically re-designed to meet standards & accommodate Stonehenge bus – spaces will be reduced. New car park will have dedicated taxi rank; separate drop off / pick up point; the Stonehenge bus stop will be moved away from the main pedestrian walkway and have a waiting shelter added.

Reference: Design Standards for Accessible Railway Stations, DfT, March 2015

Access to the station from the south

- The routing for the Stonehenge bus will be re-designed; either entering and exiting as it currently does (with a larger turning circle) or entering and exiting via two different access points.
- The car park will be redesigned to include a cycle route from Churchfields Road and Mill Road to the cycle parking.

4. Package 1 (Secondary Option) drawing - SAL-ATK-HGN-P1-DR-D-0001

"Re-opening" of northern entrance (as with package 6)

- Facilities to be provided at north entrance would include ticket sales point; staffed ticket barriers and a café. These would be in a new purpose built building/extension of existing building where there is currently staff parking.
- The staff and rail club parking to the east of the Rail Club would be re-designed to incorporate a dedicated walk way and cycle path and cycle parking.
- The access to subway currently cannot be classed as Step Free (it is too steep), this would be rectified as part of this works.

Bus stops

- Carpet shop to be demolished, bus waiting shelter to be added to area west of the Rail Club. (Initial vehicle tracking implies that there would be insufficient space for a bus to turn full lock, straighten up and park up against a kerbline for passengers to alight etc. if the carpet shop is not demolished.)
- ***Unless a reversing movement is undertaken only 1 bus could use the area at a time. This presents safety and operational risks.*** To reduce operational risks the sub options are
  - Have public and the Stonehenge bus stops in the Station Courtyard with careful timetabling between the various services; OR
  - Keep the Stonehenge bus stop where it is with some improvements to the shelter (options may be limited unless large scale re-design of the pavement / road is undertaken as per Package 6.)

Car Parking

- New car park in East Goods Yard (either double decker or surface level) to increase spaces and replace lost spaces (as per Package 6)

Image 1: Current stepped route from station to bus stop(s) - may need to be widened and step dimensions adjusted. Step free access also required; part of old platform would need to be demolished / re-modelled.
Potential bus turning area shown

Image 2: From potential bus turning area showing stepped route to station shown.

Image 3: Indicative bus route to station shown (carpet shop to be demolished).

5. Summary & Next Steps

The council's internal teams and Salisbury Bus Operators are invited to comment on the packages presented in this document and the accompanying drawings.

Particular comments are requested around

- The Southbound bus stop be re-located as part of a redesign to Fisherton Street/St Pauls/ Windsor Road junction? (As per Package 6)
- The acceptability of buses using the area behind the carpet shop given that reversing movements may be required? (As per Package 1)
- A multi storey car park in the East Goods Yard?
- Exploring the idea of converting the unused part of Former Station Building in to retail units.

Comments are requested by 2nd February, they should be passed to Heather Blake of Wiltshire Council.

All comments and questions received will be reviewed and responded to in the Options Assessment Report currently being prepared for Atkins.

Appendix E. Council and bus operator comments

The following pages are a compilation of the comments received from Wiltshire Council and the Go South Coast in response to the document presented in Appendix D.

The comments received were from:

- Development Services South, Wiltshire Council;
- Salisbury Transportation Team, Wiltshire Council;
- Development Control Engineer, Sustainable Transport, Wiltshire Council; and
- Go South Coast (note these comments were in a number of emails rather and hence are not included in their raw format. They are displayed in Section **Error! Reference source not found.**).

Wiltshire Council
Where everybody matters

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Email:developmentmanagement@wiltshire.gov.uk
www.wiltshire.gov.uk

26th February 2018

Application No:	18/00/PREAPP
Proposal	Various works and alterations to improve the transport interchange
Site Address	Salisbury Railway station,
On Behalf of:	Wiltshire Council

Dear Robert

Thank you for the information you have recently submitted which forms the basis of this pre application response. In response to your enquiry I hope that you will find the following information helpful.

Please note that this advice represents officers' informal opinion based upon the information you have provided. It is given without prejudice to any decision the Council may make on any subsequent formal planning application. A planning application will be the subject of publicity and consultation in accordance with the Council's procedures. These and other matters which may subsequently come to light, may result in additional issues being raised that are pertinent to the determination of the application.

Site Description/Constraints:

The site is large and consists of the railway station in Salisbury (grade 2 listed) and its immediate surroundings including the unused northern pedestrian entrance to the station, associated parking area and buildings, the Eastern goods Yard site which has recently been subject to tree removal and where the former rail club building currently sits. Additionally the site covers the existing parking area to the front of the station on its southern side.

The station itself lies approximately a kilometre from the city centre, a short walk/cycle or vehicle ride along Fisherton Street.

Relevant Planning History:

The site has had various planning applications for minor alterations in the past most of which are not particularly relevant to these proposals. Most significantly in planning terms the main station and its surrounds were listed on the 16th September 2008 although the former GWR station (presently used as the rail club) was listed in October 1972. Reference is made to an application and subject appeal on the goods yard site in 2007 further into this letter.

Relevant Planning Policies:

Relevant paragraphs contained within the NPPF and its associated guidance

Wiltshire Core strategy as adopted

Core Policy 57 Design
Core Policy 58 Conservation and the historic environment.
Core policy 60 Sustainable transport
Core policy 61 Transport

Relevant policies within the Salisbury district council local plan saved policies

Saved design guidance 'Creating places'

Planning Considerations:

- Principle of development

The principle of redeveloping the surroundings to Salisbury station into a more cohesive, easier to use and interpret and better looking environment is accepted and welcomed. Much of the existing station surrounds have suffered from a lack of investment, small piecemeal development and general lack of cohesive approach to their planning. The buses that pass the station at present do not connect well with the station. The closure of the former Northern pedestrian entrance has made the station less accessible from the North and the general lack of parking at the site has meant that many surrounding roads have become crowded with on street car parking including the nearby Churchfields industrial estate. We fully endorse the proposal to address these issues and welcome the principle of the changes proposed in complying with the aims of the NPPF and the Wiltshire Core strategy sustainable transport policies.

You have provided officers with two potential schemes for the future layout of the site these being package 1 and package 6 with the latter being the preferred option.

- Package 6 (Preferred option)

This scheme envisages the reopening of the Northern pedestrian entrance to the site which is entirely welcomed. It is also understood that the entrance to the subway is also to be altered as part of these works which we also consider to be a positive alteration (subject to seeing details). A new entrance building is proposed and there are no objections raised to this or it's positioning although as it is next to, and potentially attached to a listed building both its design and it's materials will need to be of a high quality and we would welcome the opportunity to comment further on more detailed designs for this structure when they become available.

The incorporation of a new pedestrian and cycle route to this new building is unlikely to be an issue although there are existing disused station platforms in that area that need to be carefully considered when designing the route. The careful reuse of the currently underused buildings in that area potentially as retail units would be a good use of otherwise underused buildings and subject to suitable designs are welcomed.

The relocation of the bus stops is welcomed as providing better integration with the rail service when the new Northern pedestrian entrance is reopened. A point though to consider here is that the relocation of the southbound bus stop will remove three on street parking spaces. These parking spaces along with the informal parking spaces on the Eastern Goods Yard site do provide the only stopping spaces for people wishing to pick up parcels from the adjacent parcel office. Whilst clearly not particularly sustainable to provide parking spaces for picking up parcels it is inevitable that customers will drive to the parcel office and park for a few minutes (potentially illegally if no parking is provided) whilst they nip in to pick up

parcels. If the Eastern Goods Yard site is developed some consideration possibly should be given to providing a few very short stay spaces for those visiting the parcel office.

The redevelopment of the Eastern Goods Yard site was subject to a previous application in 2007 for a new 178 space car park which was at that time refused by the then Salisbury District Council but allowed on a appeal by the planning inspectorate. The details of this application and appeal can be found on the council's website here - Eastern Goods Yard car park None the less the development was never carried out. There was substantial local opposition at that time to the surface level car park and this contributed to the council's decision to refuse it. I have looked at the inspector's decision in relation to that application and it seems to me that the principles in this hold true today as they did then. It is unlikely therefore officers would have an objection to a surface level car park of this nature in this area. It should be noted that the previous application was accompanied by a contaminated land report and a similar report will need to accompany any new application in view of the former uses of the land.

It would be preferable that vehicles accessed the Eastern Goods Yard site from Fisherton Street and exited via St Pauls Way. Entering and exiting from Fisherton Street without the use of St Pauls Way may be difficult.

As an alternative to the surface level car park a multi storey or multi level car park has been mooted and this is perhaps the only area of the whole scheme that the planning authority may have concerns about. The level of the ground on this site is already substantially raised almost to two storey height so that it is level with the adjacent railway track. This means that any multi storey car park would be at a high level projecting well above the level of virtually any other building in the area. It is likely to be visible in views along Fisherton Street well into the City's conservation area and be seen from a number of listed buildings. Therefore whilst a structure such as this could never be entirely ruled out given the potential significant affects such a building may have, there are concerns about this type of structure in this area at present. If this sort of scheme were moved forward it would need to be of a very high quality given the extremely prominent position.

The redesign of the station forecourt car parking in principle is acceptable and subject to the use of high quality materials and design is unlikely to raise any significant issues with officers. Similarly high quality well positioned cycle parking is unlikely to be problematic.

If the opportunity arose to remove any of the advertising hoardings around the site we would welcome this as although clearly they contribute to the railway operator's income and provide a service. They do in many ways detract from the surrounding listed buildings.

- Package 1 (secondary option)

The options for package 1 are in many ways similar to those for package 6 and therefore the comments made above are relevant. The primary difference appears to be the demolition of the carpet shop.

The demolition of the carpet shop whilst regrettable in so much as it potentially means the loss of a local business is unlikely to be problematic in terms of the loss of the building itself as it adds little of historic interest to the building to which it is attached. If the business could be relocated that would be great. There would be no objections to the loss of the building itself.

We would have no issues with buses using the area behind the carpet shop to turn or reverse.

- Impact on neighbour amenity

The site is in an urban area and therefore there are a variety of other uses in the vicinity including domestic and commercial uses. Given the noise levels in the surrounding areas from the existing railway related operation it is not envisaged at this stage that a noise assessment would need to accompany this

application. It is also not anticipated that there would be a substantive detrimental effect to neighbouring amenity from the proposed uses given the limited extent of building works above ground level.

- Parking/highways

I don't intend to comment on the level of parking associated with this proposal. This pre application enquiry has been submitted by the highways department and therefore I have assumed that it would not have been submitted if the level of parking was not correct for the development. Clearly there is a decision to be made on whether a surface level car park or a multi storey car park would be appropriate in the Eastern Goods Yard. My thoughts on that are set out elsewhere in this letter.

Similarly I have assumed that the proposal would not have been submitted if the highways aspect to the scheme were in anyway unsafe for vehicular, bicycle or pedestrian traffic. I have commented above on the preference for entering and exiting a car park on the eastern goods Yard site.

Suggested Additional Consultees

Salisbury City Council
Salisbury Civic Society

It is likely that both of the above groups will have a strong interest in any development at the site and will wish to have a say on this type of project. I have not consulted either at this stage, but I would recommend you do so before the proposals are formalised so that any pertinent valid points can be addressed.

Because of the very public and well used nature of the station you may wish to consider a public consultation day at some point in order to explain the proposals and gauge public reaction to them. If this were to take place I would suggest this takes place at a similar time as a consultation with the above groups.

Section 106 Requirements

It is not envisaged at this stage that there would be a need to enter in to a legal agreement associated with the proposal.

Planning Conditions

There are unlikely to be any 'out of the ordinary' planning conditions. Conditions are likely to centre on architectural details associated with building in or around the listed buildings (if they are not provided with the applications).There may be a need for an archaeological survey condition. You may wish to view the previous decision by the planning inspectorate on the eastern goods yard parking area (link above) to gauge the sort of conditions that would be imposed on a car park at that site

Additional information which may be required to be submitted with your application

There will be the need to submit a heritage impact assessment and a transport assessment (particularly focused on the car parking area) along with a design and access statement with any future proposal. As mentioned above a contamination study will be necessary in respect of the Eastern Goods Yard site.

Advice regarding procedure, consultation arrangements

This pre app advice is based on the level of detail provided with the plans submitted and essentially establishes the in principle acceptability of the various options outlined. Obviously as stressed because much of the proposals are situated next to or affect listed buildings there will be a need to consider carefully the materials used in the future development of these proposals and the design of any new

structures. It will also be important to engage with architects who have sufficient knowledge and expertise of dealing with important listed structures such as these in order that a high quality development results.

Any future application will need to be accompanied by the appropriate listed building application where proposals affect those buildings.

Conclusion

We welcome this opportunity to comprehensively consider the area around the station as an improved passenger interchange between buses, trains, cycles and other vehicles. With the exception of the point about the Eastern Goods Yard multi storey above, there are no fundamental concerns from a planning perspective to the proposals. Indeed the planning department welcomes the changes nearly all of which we view as positive planning for the sustainable transport needs of residents and visitors to Salisbury and would fully support as meeting the aims and objectives of both the National planning Policy framework at a national level and the Wiltshire Core strategy at a local level. We look forward to discussing the details of this scheme as it progresses and with any further advice you need in submitting the relevant planning and listed building applications.

Yours sincerely,

Adam Madge
Team Leader (South)

Please note that this assessment is based solely on the information you have supplied which is assumed to be accurate. If the submitted information is not correct or the development is not carried out in accordance with the submitted details, this may result in a development which would be in breach of planning control and liable to enforcement action to remedy the breach.

You should also note that this assessment is an informal officer opinion, it does not constitute a formal decision under Section 192 of the Town and Country Planning Act (as amended), and is not binding on the Council.

Your proposal may also require separate approval under the Building Regulations. Please call the Building Control team on 01722 434519 for further information.

Wiltshire Council recommends that all developers work with a telecommunication partner or subcontractor in the early stages of planning for any new development to make sure that Next Generation Access Broadband is a fundamental part of the project. Access to superfast broadband should be thought of as an essential utility for all new homes and businesses and given the same importance as water or power in any development design. Please liaise with a telecom provider to decide the appropriate solution for this development and the availability of the nearest connection point to high speed broadband. For more information on how to include fibre in your development visit http://www.wiltshire.gov.uk/planninganddevelopment/professionalusersguidetoplanning/planningbroadband.htm

Gilg, Penny

From: Shaddock, Paul <Paul.Shaddock@wiltshire.gov.uk>
Sent: 23 February 2018 15:35
To: Blake, Heather
Cc: Thomas, Dave
Subject: RE: Pre-app information
Attachments: Possible Area for Royal Mail Van Use.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Heather

Southbound Bus Stop

Unless I have missed it in the summary document there is no explanation as to why the southbound bus stop would need to be relocated as part of the proposals and what the benefit of doing so would be.

Relocating the stop to approximately where the parking bay is outside of the Sorting Office would result in some issues. Obviously the parking bay is there to support people visiting the Sorting Office to collect missed deliveries. Without some parking provision for people visiting the Sorting Office a relocated bus stop at the location in question is likely to be widely abused by motorists. The parking bay is also used between 6.00pm and 8.00am by local residents for overnight parking due to a shortage of spaces in the Windsor Road area – a problem previously exacerbated by Network Rail removing permission for residents of Egerton Place and Station Terrace to park on their land and will likely be exacerbated further as part of the proposals to reopen the northern entrance and the changes to the access and egress to the Network Rail land. Removal of the parking spaces in question will be problematic and should only be considered if there is a significant benefit to the bus stop being relocated here.

Will it be possible to provide a bus shelter outside of the Sorting Office? Difficult to say at this stage as we don't know exactly what the redesigned junction will look like. However, the footway is reasonably narrow so siting one may be difficult, plus we will not be able to install a shelter outside of Bevan House (in front of the sorting office) because, in addition to the available footway width, it would be directly outside the windows of business premises (include the local Labour Party Office). Again this doesn't preclude moving the bus stop but we need to think about this issue as the design moves forward because we wouldn't wish to provide bus users in the area with a lesser bus stop facility than they currently enjoy.

For information both bus shelters on this section of Fisherton Street are owned by Clear Channel so would need to discuss anything that involves moving the shelters with them in due course.

Again it depends on what the redesigned area around the junctions of Windsor Road and St. Paul's Road with Fisherton Street looks like but it seems to me relocating the southbound bus stop to essentially opposite the northbound bus stop will limit the changes that can be made in the area. Also having the two bus stop opposite each other could restrict traffic flow if buses are using both stops at the same time.

None of the above are necessarily insurmountable issues but need to be considered as part of the design moving forward.

Access Route

Should vehicle access to the Eastern Goods Yard parking be via St Paul's Road only? In a word, yes.

In terms of general traffic flow in the area having an access or egress directly onto Fisherton Street will exacerbate existing traffic flow problems in the vicinity of the railway bridge – particularly vehicles wishing to turn right into the proposed car park. A ban on right turning vehicles entering the car park directly from Fisherton Street, without a physical obstruction, would not work. The two busy roads locally where we have tried banning right turns without a physical barrier have failed miserably. Those roads being Castle Road when the bus lane was introduced and Southampton Road prior to the introduction of the central reservation. All that would happen is that traffic waiting to turn right would block Fisherton Street back under the railway bridge until they were able to make such a turning manoeuvre.

Whilst accessing / egressing a car park on the Eastern Goods Yard via St. Paul's Road and Spire View would add traffic to these two roads I don't necessarily see this being a huge problem from a highways point of view. Obviously adding traffic to the roads would be unpopular with local residents but in reality the traffic would using the sections of both St. Paul's Road and Spire View that have minimal residential frontages on them, both have roundabouts to control traffic flow, both have parking restrictions to stop rail commuters from trying to access free parking and Spire View has a 20mph speed limit in place. In essence however many car parking spaces are provided on the Eastern Goods Yard we are not looking at a huge turnover of them so I would be surprised if we were adding more than 1000 vehicle movements a day to St. Paul's Road and Spire View.

There are some issues that would need to be addressed as part of allowing St. Paul's Road and Spire View be used as the access route to a car park on the Eastern Goods Yard. There is a currently an alternative route where vehicles can come off the A36, drive through the car park at Dunn's House and into St. Paul's Road. This route could be used by motorists to access a car park on the Eastern Goods Yard. My feeling is that we should block this route off. Vehicles already use this route when the A36 is busy and this will undoubtedly be an annoyance to local residents. By blocking off this route we would keep traffic away from the frontage of residential properties which should hopefully improve acceptance of access to the car park being via St. Paul's Road and Spire View and would help to keep this section of St. Paul's Road as a quiet route that could be used by cyclists.

Currently there is a significant parking problem caused by Royal Mail vehicles parking on double yellow lines in St. Paul's Road (the stretch between its junction with Fisherton Street and the rear entrance to the Sorting Office). This parking would need to be prevented if we are to allow St. Paul's Road and Spire View be used as the access route to a car park on the Eastern Goods Yard. It could just be a case of introducing a No Loading restriction. However, the bigger issue may be that the overall proposals for the area will have to consider some provision for the Royal Mail vans. I wonder if there is any scope to give them some space in the area shown on the enclosed plan.

In terms of addressing the impact of additional traffic on its use as a quiet cycle route then there is a large grass bank that runs alongside the boundary wall of the Sorting Office in St. Paul's Road. At a quick glance that bank could be removed and the footway widened to accommodate a shared used path. With some alterations to the existing boundary line behind the Sorting Office (the area that I mentioned in terms of accommodating Royal Mail vans) a shared use path could be extended to the area of Spire View that would remain a quiet route.

Additionally, measures such as introducing a 20mph speed limit in St. Paul's Road and the provision of variable message signs (or similar) advising of the number of spaces available in a car park on the Eastern Goods Yard would help to manage traffic using the area and should be considered as part of the proposals.

Regards

Paul

Paul Shaddock
Senior Traffic Technician
Salisbury Transportation Team
Wiltshire Council, The Council House, Bourne Hill, Salisbury, Wiltshire, SP1 3UZ

tel: 01722 434671

Centre Coordinate: 413,936 130,255 Date: 22 Feb 2018

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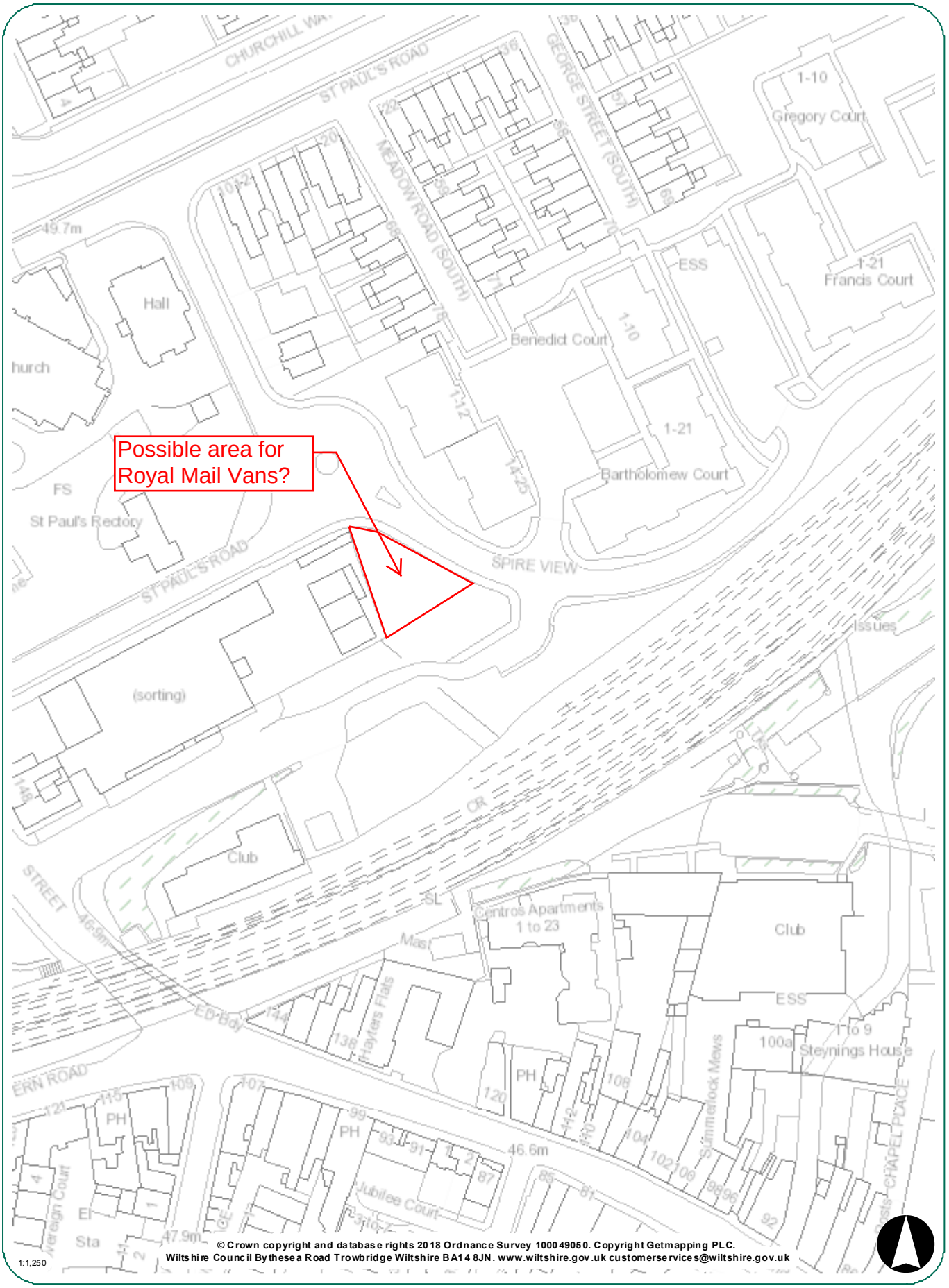
Land to Rear of Fisherton Street Sorting Office



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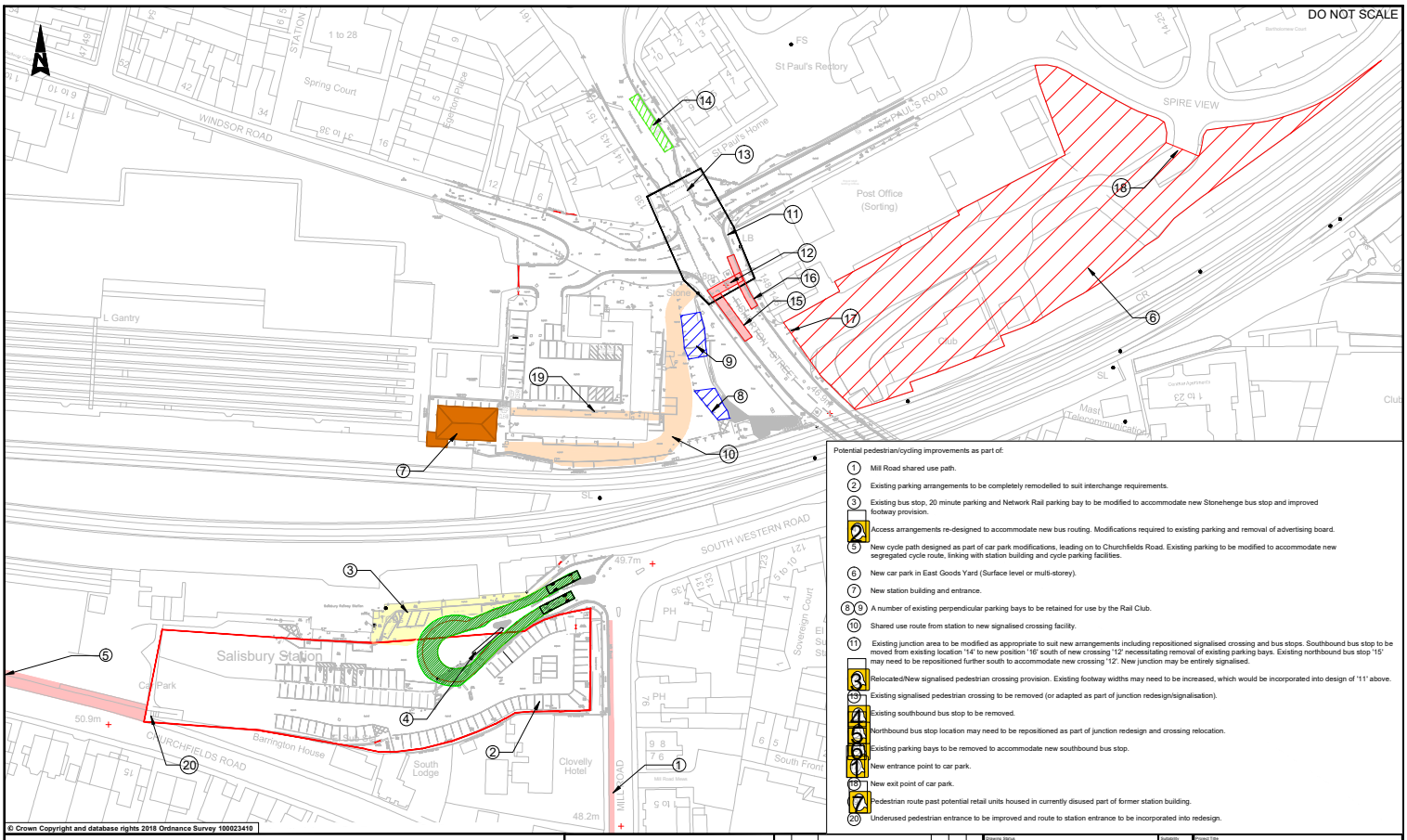

Potential pedestrian/cycling improvements as part of:

1. Mill Road shared use path.
2. Existing parking arrangements to be completely remodelled to suit interchange requirements.
3. Existing bus stop, 20 minute parking and Network Rail parking bay to be modified to accommodate new Stonehenge bus stop and improved footway provision.
2. Access arrangements re-designed to accommodate new bus routing. Modifications required to existing parking and removal of advertising board.
5. New cycle path designed as part of car park modifications, leading on to Churchfields Road. Existing parking to be modified to accommodate new segregated cycle route, linking with station building and cycle parking facilities.
6. New car park in East Goods Yard (Surface level or multi-storey).
7. New station building and entrance.
8 9. A number of existing perpendicular parking bays to be retained for use by the Rail Club.
10. Shared use route from station to new signalised crossing facility.
11. Existing junction area to be modified as appropriate to suit new arrangements including repositioned signalised crossing and bus stops. Southbound bus stop to be moved from existing location '14' to new position '16' south of new crossing '12' necessitating removal of existing parking bays. Existing northbound bus stop '15' may need to be repositioned further south to accommodate new crossing '12'. New junction may be entirely signalised.
3. Relocated/New signalised pedestrian crossing provision. Existing footway widths may need to be increased, which would be incorporated into design of '11' above.
19. Existing signalised pedestrian crossing to be removed (or adapted as part of junction redesign/signalisation).
4. Existing southbound bus stop to be removed.
13. Northbound bus stop location may need to be repositioned as part of junction redesign and crossing relocation.
5. Existing parking bays to be removed to accommodate new southbound bus stop.
1. New entrance point to car park.
18. New exit point of car park.
7. Pedestrian route past potential retail units housed in currently disused part of former station building.
20. Underused pedestrian entrance to be improved and route to station entrance to be incorporated into redesign.

CONCEPT DESIGN ONLY
FOR INTERNAL COUNCIL
CONSULTATION

Rev.	Date	Description	By	Check	Appd
P1.2	16.02.18	DETAILS AMENDED/NOTES ADDED	CLS	AB	
P1.1	12.02.18	DRAWING CREATED	HM	PDE	

Drawing Status: FOR INFORMATION
Suitability: S0

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Client: WILTSHIRE COUNCIL

Project Title: SALISBURY STATION INTERCHANGE

Drawing Title: PROPOSED CONCEPT LAYOUT PLANS PACKAGE 6

Scale	Designed	Drawn	Checked	Authorised
NTS	PDE	HM	PDE	
Original Size	Date	Date	Date	Date
A3	12/02/18	12/02/18	12/02/18	00/00/00

Drawing Number (Atk Pkb): SAL - ATK - HGN - P6 - DR - D - 0001
Originator | Volume | Level | Type | Role | Number
Project Ref. No.: 515816
Revision: P1.2

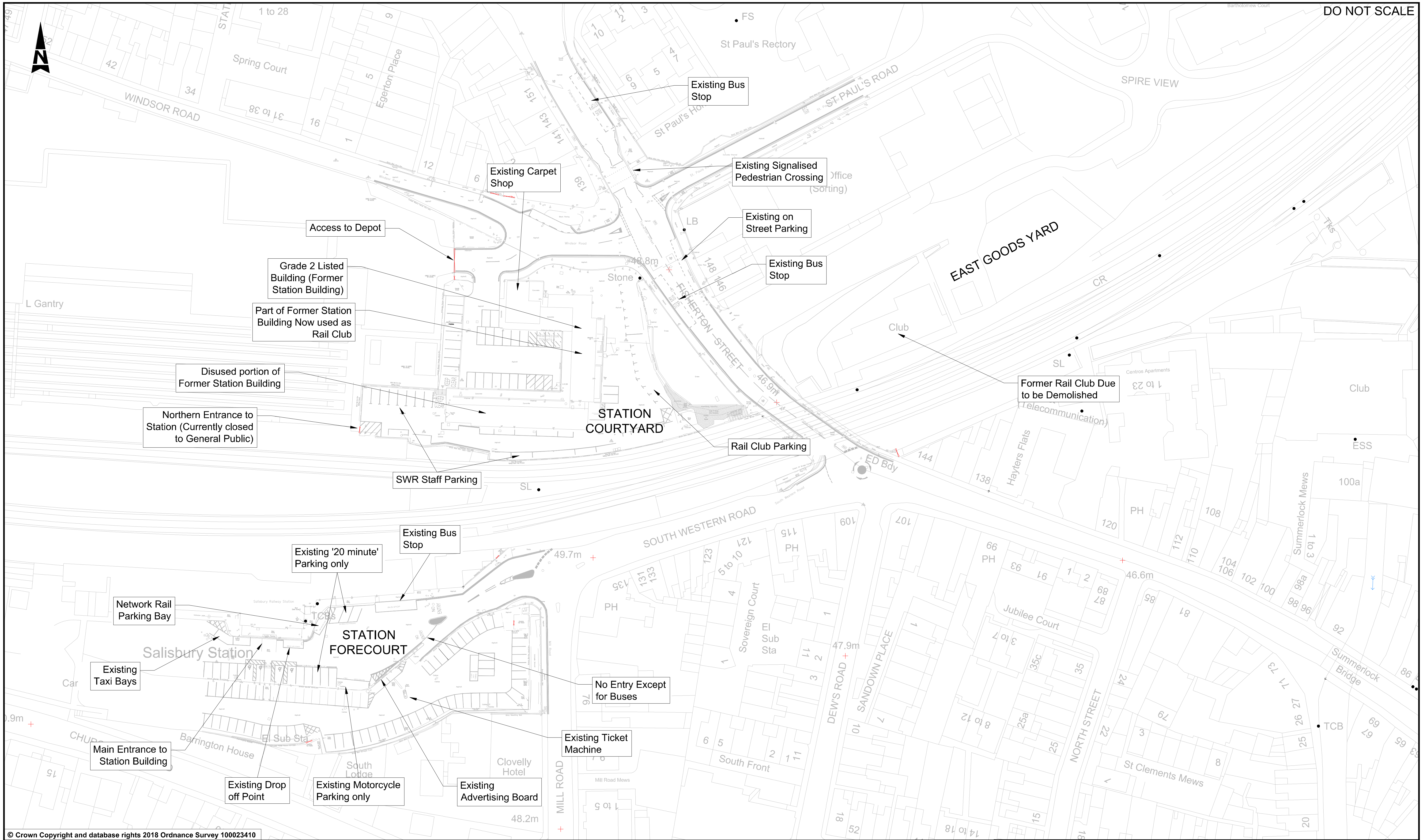
Summary of comments: Salisbury Interchange PT Comments to HB RM 010318.pdf

Element of Scheme	Highways Development Control comments
5 New cycle path designed as part of car park modifications, leading on to Churchfields Road. Existing parking to be modified to accommodate new segregated cycle route, linking with station building and cycle parking facilities.	Unclear as to how this might function - vegetation issues?
13 Existing signalised pedestrian crossing to be removed (or adapted as part of junction redesign/signalisation).	Signalised junction? - Linked to St Pauls? Heavy right turn out of St Pauls if MSCP on EGY.
15 Northbound bus stop location may need to be repositioned as part of junction redesign and crossing relocation.	Bus stop here would obstruct crossing
16 Existing parking bays to be removed to accommodate new southbound bus stop.	Does this leave clear 5.5m+ passing width between buses? Bus stops within crossing controlled area (zig-zags).
17 New entrance point to car park.	Support
18 New exit point of car park.	Support
20 Underused pedestrian entrance to be improved and route to station entrance to be incorporated into redesign.	Support

Appendix F. Drawings

Existing Site Layout	SAL-ATK-HGN-EX-DR-D-0001 P1.2
Concept drawing of preferred option	SAL-ATK-HGN-P6-DR-D-0001 P1.3

DO NOT SCALE



N
Existing Bus Stop
Existing Carpet Shop
Existing Signalised Pedestrian Crossing
Existing on Street Parking
Access to Depot
Existing Bus Stop
Grade 2 Listed Building (Former Station Building)
Part of Former Station Building Now used as Rail Club
Disused portion of Former Station Building
Northern Entrance to Station (Currently closed to General Public)
STATION COURTYARD
Rail Club Parking
SWR Staff Parking
Former Rail Club Due to be Demolished
EAST GOODS YARD
ST PAUL'S ROAD
WINDSOR ROAD
FISHERTON STREET
SOUTH WESTERN ROAD
MILL ROAD
DEW'S ROAD
SANDOWN PLACE
NORTH STREET
Spring Court
Egerton Place
St Paul's Rectory
SPIRE VIEW
Existing Bus Stop
Existing '20 minute' Parking only
Network Rail Parking Bay
STATION FORECOURT
Existing Taxi Bays
Salisbury Station
No Entry Except for Buses
Existing Ticket Machine
Main Entrance to Station Building
Existing Drop off Point
Existing Motorcycle Parking only
Existing Advertising Board
Barrington House
Clovelly Hotel
South Lodge
Sovereign Court
Jubilee Court
South Front
St Clements Mews
Summerlock Mews
Summerlock Bridge
Hayters Flats

CONCEPT DESIGN ONLY FOR INTERNAL COUNCIL CONSULTATION

Rev.	Date	Description	By	Chk'd	App'd
P1.2	19.02.18	NOTES ADDED	CLS	AE	
P1.1	12.02.18	DRAWING CREATED	HM	PDE	

Drawing Status: FOR INFORMATION
Suitability: S0

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Client: WILTSHIRE COUNCIL

Project Title: SALISBURY STATION INTERCHANGE

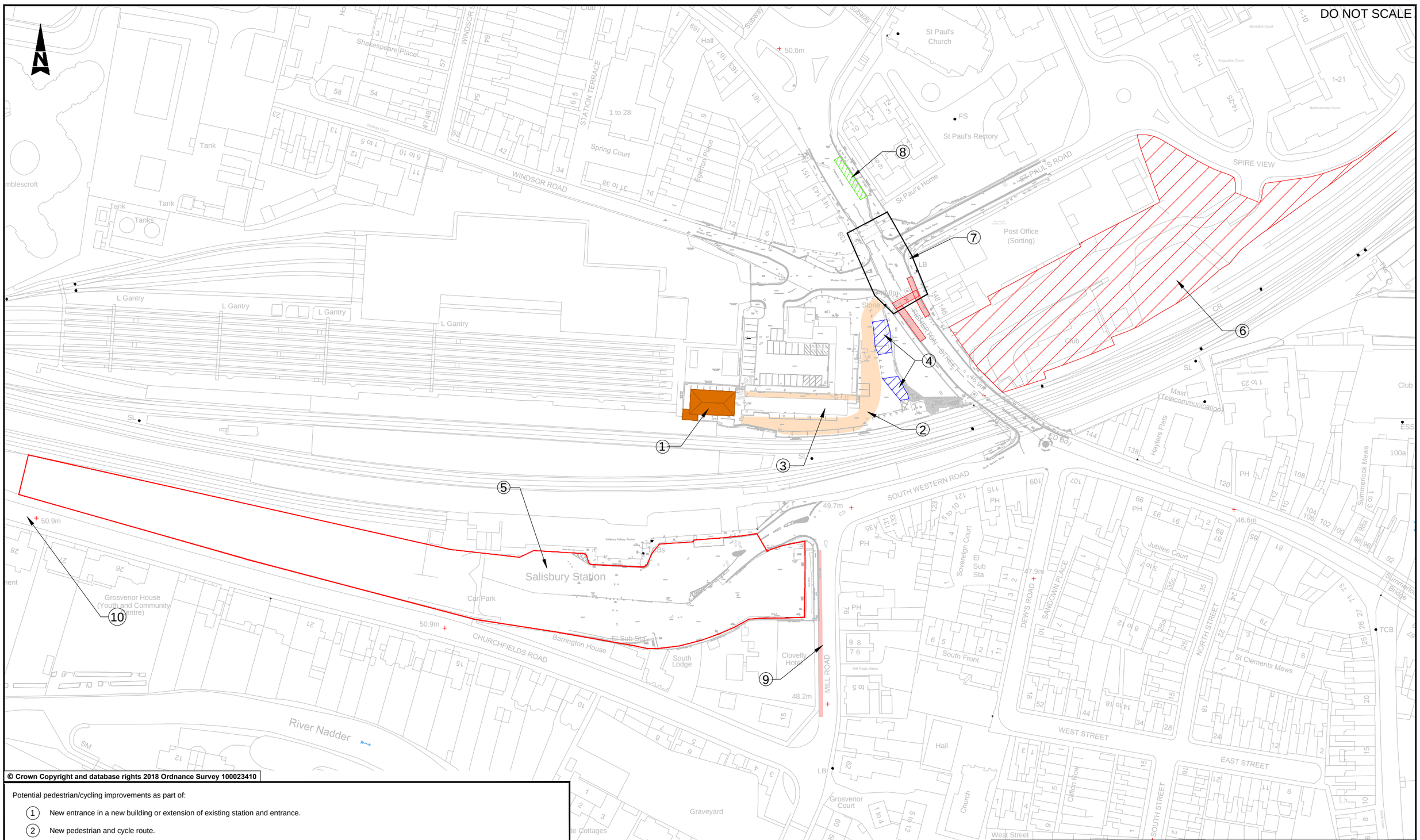
Drawing Title: EXISTING LAYOUT

DRAFT

Scale	Designed	Drawn	Checked	Authorised
1:500	PDE	HM	PDE	
Original Size	Date	Date	Date	Date
A1	12/02/18	12/02/18	12/02/18	

Drawing Number: SAL - ATK - HGN - EX - DR - D - 0001
Project Ref. No. 5159816
Revision: P1.2

DO NOT SCALE



Potential pedestrian/cycling improvements as part of:

1. New entrance in a new building or extension of existing station and entrance.
2. New pedestrian and cycle route.
3. Potential retail units in currently disused part of Former Station Building.
4. Existing perpendicular parking bays to be retained for use by the Rail Club.
5. Station Forecourt re-designed to include bus stop and shelter(s), lay over space, taxi rank, drop off point, blue badge spaces, and parking.
6. New car park in East Goods Yard - number of spaces and access to be defined.
7. Road junction re-designed to accommodate, crossing to car park, bus stop(s), Royal Mail requirements, possible on street parking and any other requirements identified.
8. Southbound bus stop potentially re-located closer to northern entrance, subject to suitable design solution.
9. New Mill Road shared use path.
10. Highway improvements to Churchfields Road to provide a cycle / shared use path.

CONCEPT DESIGN ONLY
FOR INTERNAL COUNCIL
CONSULTATION

Rev.	Date	Description	By	Chk'd	App'd
P1.3	12.03.18	DETAILS AND NOTES UPDATED	HM	PDE	
P1.2	19.02.18	DETAILS AMENDED/NOTES ADDED	CLS	AE	
P1.1	12.02.18	DRAWING CREATED	HM	PDE	

Drawing Status: FOR INFORMATION
Suitability: S0

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Project Title: SALISBURY STATION INTERCHANGE

Drawing Title: PROPOSED CONCEPT LAYOUT PLANS PACKAGE 6

Scale	Designed	Drawn	Checked	Authorised
NTS	PDE	HM	PDE	
Original Size	Date	Date	Date	Date
A3	12/02/18	12/02/18	12/02/18	00/00/00

Drawing Number: HA PIN SAL - ATK - HGN - P6 - DR - D - 0001
(Originator | Volume | Location | Type | Role | Number)

Project Ref. No.: 5159816

Revision: P1.3

DRAFT

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