

Wiltshire Council

Cabinet

24 May 2011

Public Participation
From Patrick Kinnersly – Secretary, White Horse Alliance
Wiltshire Core Strategy

Question

We note that the majority of new housing and employment areas proposed in the draft Wiltshire Core Strategy would be located on sites remote from the major settlements and having no connections to public transport or rail-freight facilities.

Has the Council modelled the resulting increases in car and commercial vehicle traffic over the plan period? What increases over present traffic levels are predicted over the next five, ten and fifteen years on the A350, A36 and other routes through West Wiltshire? How does the Council plan to deal with these increases and prevent a steady worsening of congestion and delays on the road network?

In view of the Government's announcement on 21 May that it will halve carbon emissions within Wiltshire's current plan period to 2026, what changes will the Council now make to the draft Core Strategy to ensure that Wiltshire can achieve the reduction in road traffic needed to meet this legally binding cut in emissions?

Will the Council move the emphasis of its spatial strategy away from out-of-town locations to brown-field sites closer to town centres?

Will the Council transfer transport investment from road to rail, bus, cycling and walking? Will it commit capital from the Infrastructure Levy to funding of the TransWilts rail service between Salisbury and Swindon via Melksham and the other key settlements in what it so revealingly calls 'The A350 Growth Corridor'?