Name/ Organisation	Ref point in strategy	Comment	Response
Mary Jarvis Clerk Melksham Without Parish Council	General comment	Two concerns about the consultation process overall in conclusion:- The question has to be asked "Does Wiltshire Council really want comments on this Plan?!" A councillor who focused on the cycleways issue in the LTP commented that he found it so difficult to get through to find the relevant maps and consultation on your website that he felt Wiltshire Council was obviously not wanting comments too badly! As with the Core Strategy Examination, it is unfair on local councils to have the consultation period for this major Strategic Plan during the election (purdah) period, with the complex process of a local election timetable taking place. The closing date for this Transport Plan is just 22 days after a local council election - 24th May. In our case the Annual Council only met on 20th May and we then had to elect all our committees, reps, etc, as well as review our Annual Accounts and Insurance. This untimely consultation, coupled with the failure of Wiltshire Council to send out even one draft hard copy to us means that we have been unable to put this on a Council Agenda or involve new councillors in any proper assessment of the Plan. These Plans are about local communities but it seems that so little effort goes into making them easily understood. Our earnest desire is thus that the new Wiltshire Council will bring with it a proactive attitude towards working more closely with local councils and communities. As a council we always try to make our office freely available to assist you in your work with local residents in planning, footway queries, flooding concerns etc, saving you huge costs and hours of work. It would so good if you in return were willing to facilitate more meaningful communication between us by sending at least one hard copy of any major strategic document to read. Please may we have a copy of the Local Transport Plan so that all our councillors may read and understand it without having to squint at a screen!	We are sorry to learn of the difficulties encountered by the councillor. It is not our intention to make consultations difficult for people – indeed, we use the Objective system to make consultations easier to access. Unfortunately, it is not always possible to programme consultation events to avoid other processes such as elections. Recognising this, we did run the consultation event for the full 12 weeks period as set out in the Wiltshire Compact. In terms of the provision of hard copies, in the interests of resource saving, we do not send these out automatically. We can, however, provide hard copies if requested.
Margaret Willmot Campaign for Better	General comment about strategy	The DfT guidelines on Inclusive Mobility Dec 2005 (http://www.dft.gov.uk/publications/inclusive-mobility) cover the adaptations which might be necessary to provide an environment better suited to the needs of those with a wide range of physical, sensory and mental impairments. These guidelines include the statement that "... *auditing problems of access should be part of the process of*	Noted.

Transport Salisbury (47)		*developing guidance, strategies and implementation programmes, which themselves should form part of Local Transport Plans, local bus and local walking strategies ."*	
Anne Henshaw Calne Area Transport (27)	**2. Accessibility introduction**	Much detail of this is missing such as in 2.3 last sentence. <mark>Are new recommendations for planning departments to positively require the recommended cycle parking standards to be enforced?</mark>	Passed to HB
Margaret Willmot Campaign for Better Transport Salisbury (47)	**2. Accessibility introduction**	Specific 2.3 The issue is not just that 'not everyone has access to a car' but the fact that if everyone did have access to a car the environmental impact (in terms of land required for parking/roads, the air pollution and CO_2 emissions caused) and the health impacts of inactivity etc would be unacceptable	Noted.
Margaret Willmot Campaign for Better Transport Salisbury (47)	**2. Wider context**	2.18 The spatial vision quoted here from the emerging Core Strategy does not match the vision which is in the Wiltshire Core Strategy submitted to the Planning Inspectorate for the Examination. The current version of this section (which includes a change, Change Ref 7, to include 'historic' as well as natural and built environment) reads as follows: *"By 2026 Wiltshire will have stronger, more resilient communities based on a sustainable pattern of development, focused principally on Trowbridge, Chippenham and Salisbury. Market towns and service centres will have become more self-contained and supported by the necessary infrastructure, with a consequent reduction in the need to travel. In all settlements there will be an improvement in accessibility to local services, a greater feeling of security and the enhancement of a sense of community and place. This pattern of development, with a more sustainable approach towards transport and the generation and use of power and heat, will have contributed towards tackling climate change. Employment, housing and other development will have been provided in sustainable locations in response to local needs as well as the changing climate and incorporating exceptional standards of design. Wiltshire's important natural, built and historic environment will have been safeguarded and, where necessary, extended and enhanced to provide appropriate green infrastructure, while advantage will have been taken of the Wiltshire's heritage to promote cultural and lifestyle improvements as well as tourism for economic benefit. Partnership working with communities will have helped plan effectively for local areas and allow communities to receive the benefit of managed growth, where appropriate".*	Noted and amended strategy.

Anne Henshaw Calne Area Transport (27)	2. Local interest groups	If it is work to be done at a local level, or through the Area Transport Strategy, who are the local interest groups who will be involved? Those invited to be involved should listed. See bullet 2.24...(error in numbering?)	Discussions with local interest groups has been more limited than would have been hoped. However, it is likely that these will be progressed through the local assessment work. Communities and groups will likely have an opportunity to feed into the process through the community areas although this detail had yet to be fully determined.
Margaret Willmot Campaign for Better Transport Salisbury (47)	2. Local interest groups	There is a mention in 2.24 of discussions having taken place with 'interest groups' - it would be helpful to know which groups these were and where they were located in the county. Also what 'valid points/issues' referred to in 2.24 were raised, and how these are to be monitored. In the Equalities impact assessment it is noted "A number of communities and groups have been identified and approached for their assistance in data gathering, but further work is required to ensure all accessibility issues are covered." Can we be made aware of how communities and groups will be able to feed into this process?	Discussions with local interest groups has been more limited than would have been hoped. However, it is likely that these will be progressed through the local assessment work. Communities and groups will likely have an opportunity to feed into the process through the community areas and CATG's although this detail had yet to be fully determined.
Ron Crook (13)	3. Vision	3.2 The term 'Big Society' needs to be defined.	Noted and strategy amended to provide a broad definition.
Margaret Willmot Campaign for Better	3. Vision	3.1 The vision would be made rather stronger by removing the 'begin to' from before 'satisfy their needs locally' (i.e. '...wherever possible people can satisfy their needs locally...' would be better than '... wherever possible people can begin to satisfy their needs locally...')	Noted and amended strategy.

Transport Salisbury (48)			
Margaret Willmot Campaign for Better Transport Salisbury (48)	3. Vision	Figure 3.1 The pedestrian environment - for example in shopping streets, or in residential areas, is not mentioned and this is important in terms of overall accessibility and providing streets for people rather than motor vehicles. I would suggest that under 'safety, security and health' and 'reduce carbon emissions' the bullets re 'improvements to the Rights of Way network and cycle path network' should be changed to refer to 'improvements to the pedestrian environment, the Rights of Way network and cycle path network'.	Noted and amended strategy.
Lt Cdr J Blake/CPRE (57)	3. Vision Accessibility: the bigger picture	In figure 3.1 "the pedestrian environment" should be added to improvements to the Rights of Way and cycle path network.	Noted and amended.
Mr Douglas Colborne (3)	5. Strategic accessibility assessment	You have identified the main population centres of the county. There will be a growing need for travel between these as well as access for more local services. I could see nothing about improvements to the existing trans Wilts rail corridor i.e. Swindon-Chippenham-Melksham-Trowbridge-Westbury-Warminster-Salisbury and the encouragment of its use coupled with an attractive service provision.	Noted and amended strategy, to reflect the LSTF project.
Nigel Chalk (11)	5. Strategic accessibility assessment	There are major opportunities for using the existing rail freight traffic flows to drop off/pickup wagons while passing through the county. For example a major opportunity would be the Freightliner services Southampton-Cardiff, Bristol- Grain and Bristol Tilbury services which pass through Swindon daily, there are several ex railway sites/sidings that could be used to put containers onto lorries for local drops. E.g. Old carriage shed site on south side of main line opposite old Railway Works site could be linked to Great Western Way. For your information the automotive traffic ceased in early 2011 and since then demise of the Swindon Longbridge (ROVER) service there was only one train every 2 weeks from HONDA.	Whilst the council recognises the need to achieve a more sustainable distribution of freight it isrecognised that the overwhelming majority of freight distribution within the county is made by road, and that this is likely to remain so in the foreseeable future. Often heralded as the panacea for freight distribution, rail freight

			does have a number of barriers to cross before achieving any mode shift (i.e. high financial costs; the extent of physical infrastructure required; and the inflexibility of the service offered). These barriers have continually made any mode shift from road to rail difficult to promote or implement. For more information please see the Freight Strategy.
Margaret Willmot Campaign for Better Transport Salisbury (49)	5. Strategic accessibility assessment	5.18 'information fro' should read 'information for' 5.23 'accessing he relevant' should read 'accessing the relevant'	Noted and amended strategy
New Forest National Park (84)	5. Strategic accessibility assessment	Under section 5, as you will be aware, seven per cent of the New Forest National Park is within Wiltshire, the A338 is an important route linking Salisbury, Fordingbridge and Ringwood. This route connects Salisbury with the wider New Forest area providing opportunities for tourism, recreation, employment and good access to the strategic road network via the A31 and onto the M27 and M3 corridor. In order to make it easier for everyone to enjoy the National Park sustainably, our recreation management strategy includes the following action relating to accessibility: 5.8.2 Encourage and work with Hampshire County Council and Wiltshire Council to increase the accessibility of the National Park by providing safe road crossing points at key locations for walkers, horse riders and cyclists, ensuring that these will not increase pressure on the most fragile parts of the National Park.	Noted and amended strategy.

New Forest National Park (86)	5. Strategic accessibility assessment	Under 5.54 (Tourism) in addition to Areas of Outstanding Natural beauty, it is worth referencing the new Forest National Park and specific transport challenges it faces.	Noted and amended strategy.
Environmental Health Wiltshire Council (94)	5. Strategic accessibility assessment	5.4 states that 20 community areas were created and paragraph 3.3 states 18 community areas. This error is also carried through to the key accessibility points' blue box.	18 Area Boards but 20 Community Areas
Environmental Health Wiltshire Council (94)	5. Strategic accessibility assessment	5.6 Should be amended to read that Public Health moved from the NHS to Wiltshire Council in April 2013 .... as this has now happened.	Noted and amended strategy.
Margaret Willmot Campaign for Better Transport Salisbury (50)	6. Accessibility priorities	6.12 Bullet point re Tisbury (1% within 800m of buses running hourly or better) - would it be more relevant to refer to 'public transport' rather than buses, since Tisbury does have the benefit of a railway station + an hourly train service - perhaps a factor in why there are fewer buses?	Buses is used in this instance because it is a recognised accessibility measurement and whilst Tisbury does have a train station this is the not case of all community areas in Wiltshire.
Lt Cdr J Blake/CPRE (56)	6. Local assessments	An accessibility strategy that aims to provide access for all not only to public transport and buildings but along roads, especially country lanes and roads in towns, bearing in mind the needs of wheel chairs.	Noted. Carrying out local assessments and working with local groups will help to identify specific accessibility issues including those with mobility disabilities.
New Forest National Park (87)	6. Accessibility priorities	Young People (6.10) – it might be of interest for them to know that the NPA now has a Mosaic person who is engaging young people with the (whole of the) National Park.	Noted and will bear this in mind for future reference.
Environmental Health Wiltshire Council (95)	6. Accessibility priorities	6.3 should be deleted as this is all in the past and serves no purpose in the context of this strategy.	This paragraph is necessary as it demonstrates the need to continue to work with our health colleagues to help improve accessibility to health care services.

Environmental Health Wiltshire Council (96)	6. Accessibility priorities	The strategy serves as a useful reference document highlighting the issues facing Wiltshire with regards to accessibility. The local assessments will help to provide the real focus and enable Public Health and Public Protection Services to feed in to the process, in particular to delivering accessibility with regard to improved air quality and public health outcomes.	Noted and we will be mindful of this when the local assessments (re)commence.
Anne Henshaw Calne Area Transport (100)	6. Accessibility priorities Local assessments	Will an audit be required for each market town in order to establish the wide range of obstacles required to be assessed in order to meet mobility requirements? These requirements vary depending on the user group eg. Pedestrians (single or groups such as school children), cyclists, older people using scooters, wheelchairs and those with impaired vision.	It is likely we will use existing evidence and communicate with existing groups however it is likely we will cast a wider net and take more holistic approach and develop a more involved approach with health colleagues using community resources such as CATG's and AB Grants.
Margaret Willmot Campaign for Better Transport Salisbury (101)	6. Accessibility priorities Local assessments	There is a lack of detail regarding what is needed within communities to enable better access - this appears to be deferred for further work at a local level (although the details of how this will be progressed in terms of organisations involved and time frame is not clear). While local assessments are referred to in 6.15-6.17 of this Accessibility Strategy the actions proposed seem to refer more to the 'macro' level (frequency of PT services etc) and there is little indication of the 'micro' level of enhancements which might be assessed & implemented (e.g. city centre changes to provide level street scene for ease of wheel chair access, implementation of wider pavements and dropped kerbs for wheel chairs, buggies and shopping trolleys, signage & assistance for visually impaired etc). For a city such as Salisbury, which attracts a large number of shoppers & tourists with a wide range of mobility requirements, these details are really important - at what stage will the sort of city centre accessibility audit which is required be undertaken? Will this be clarified in the Walking Strategy which is still outstanding?	The Accessibility Stratgey and the accessibility planning excercise within it are and will be at the macro level. This starts at the strategic countywide level down to macro local level. However it is probable that during this process micro level issues will be uncovered, however this isn't the main focus. Therefore each town will not undergo a detailed accessibiblity audit, however should the micro level issues become a countywide issue they will be considered as part of the local assessments.

				Micro level issues are already dealt with through the LTP process.
Mr Nigel Chalke (10)	7. Delivery accessibility	More must be done to open/re-open services/stations in Wiltshire, it is ridiculous that there is no direct connections from Swindon (largest town) – Chippenham (County Record offices) – Melksham – Trowbridge (County town) – Westbury – Warminster – Salisbury. There is also a need for a second station for Swindon and in the Swindon Plan it has been suggested that there are 3 options for a Park-and-Ride located either on Bristol line where is crossed M4, Gloucester line using old refuse site or London line just past Police station on A420 using old Fish sidings.		Noted. There will be a new service between Westbury and Swindon via Melksham commencing Dec 2013. Stratgey amended to reflect this.
Mrs S Harry Tisbury Parish Council (44)	7. Delivering accessibility	Tisbury Railway Station would be an ideal hub for the community area, but is lacking in any co-ordinated integration with a bus service. This is considered to be a threat to the economic viability of Tisbury's High Street that relies on visitors. Facilities, including tourist information and toilets, should be available at the railway station at all times during the timetabled service. Targeted bus services using smaller vehicles to provide a flexible, peak-time demand led service would be of great benefit. Tisbury and the surrounding villages make great use of TISBUS and the Link Scheme, but these are run by volunteers (with a few paid drivers) and currently operate at capacity; Wiltshire Council should consider subsidising such existing services rather than creating new additional services. Note - the estimated cost of providing an extra TISBUS per annum is put at £40,000. Due to the lack of bus services, the elderly are particularly dis-advantaged as bus passes are not useable; a form of train ticket subsidy (that would allow access to Salisbury and Gillingham) and would be more beneficial and should be actively considered by Wiltshire Council as an alternative to a bus pass for those that wish to make better use of the local train network. Shaftesbury, being the largest near town, cannot be reached for return journeys in any time period of less than a day.		Noted. Supported bus services in the Tisbury area are due to be reviewed in 2014/15, and in common with other bus service reviews this will include discussion with community transport groups and Link schemes about their ability and willingness to play a greater role in delivering local public transport services. The council already provides grant funding to support the existing activities of CT and Link schemes. The option of providing support for train travel as an alternative to the free bus pass was considered a few

		The above is just one example of a specific bus timetabling issue, but there are further examples, such as:	years ago, and rejected for financial reasons. Older people can already purchase a senior citizens railcard which provides discounted rail travel.
		• Children from Tisbury attending Shaftesbury School are severely disadvantaged in terms of after school activities and rely heavily on parents for transport due to the lack of bus services at appropriate times, with the consequent increase in car journeys. • Better co-ordinated bus/train services should be considered, a prime example being that no bus runs directly between Salisbury Railway Station and Salisbury District Hospital; a walk is required - not ideal for those that are not well. It should be noted that a high percentage of the journeys undertaken by TISBUS and the Link Scheme are related to trips to the hospital. A short detour by the Bemerton Heath bus service would be most welcome! • Tisbury and area residents cannot travel on the last train from Waterloo unless arrangements have been made for a taxi, pick up by family/friend, parked car at Salisbury, as this train doesn't stop at Tisbury and there is no bus service at that time. The road infrastructure is not considered adequate in terms of suitability for the large buses that transport School children, or maintenance, that does affect the safe travel of 2 wheeled transport, whether powered or not.	These detailed points can be considered in the review of supported bus services mentioned above. However, the service that can be provided will (as now) be limited by the funding available and the operational constraints of trying to serve as many of the different needs of the area as possible while making cost effective use of the vehicles and drivers that are available.
Mrs S Harry Tisbury Parish Council (44)	7. Delivering accessibility	The Wheels to Work Scheme does provide some mobility in the area, especially for younger working individuals, but is limited by distances between the villages in the area and the larger towns.	Passed to HB
Mrs S Harry Tisbury Parish Council (44)	7. Delivering accessibility	Co-ordination with the AONB Visitor Economy project should be encouraged by all transport groups.	Noted and will bear this in mind for future reference.
Mrs S Harry Tisbury Parish Council (44)	7. Delivering accessibility	Improving the broadband provision in the Tisbury community area would reduce overall demand on the current transport services where available - enabling some more effective home working, shopping etc.	Residents and businesses in Wiltshire will soon benefit from a multi-million pound partnership between Wiltshire Council, BT and South Gloucestershire Council to provide superfast fibre broadband. The rollout will see 91% of premises in

			Wiltshire connected to superfast fibre broadband of 24Mpbs and above by March 2016.
Mrs S Harry Tisbury Parish Council (44)	7. Delivering accessibility	Wiltshire Council should consider restoring the subsidy to the Air Ambulance service as this is an essential feature of rural life.	Noted.
Margaret Willmot Campaign for Better Transport Salisbury (51)	7. Delivering accessibility	7.29 Seems to be a word missing in 'particularly running costs' [in relation to Powered two-wheelers]. Should probably read 'particularly low running costs'.	Noted and amended strategy.
New Forest National Park (88)	7. Delivering accessibility	Under 7.2, Wiltshire Council is a key partner in delivering the 'Two National Parks LSTF Programme'. Discussed above.	Noted.
New Forest National Park (88)	7. Delivery accessibility	The NFNPA is supporting the implementation their Countryside Access Improvement Plan (7.22 – 7.24). This is referenced in action 5.4.3 of our Recreation Management Strategy. Also we are pleased that Wiltshire Council are making links between LTP and CAIP (the ROWIP) and we would encourage even more integration between the two plans.	Noted. NFNPA Rereation Management Strategy now acknowledged in strategy.
New Forest National Park (88)	7. Delivery accessibility	7.31 – as a planning authority we can work together with you on this (on the limited extent of development in the NP)	Noted.
New Forest National Park (88)	7. Delivery accessibility	In relation to planning policy, we are aware that the Wiltshire Council Core Strategy (likely to be adopted later this year) states that 555 dwellings will be completed in the 'southern communities planning area' – namely Morgan's Vale, Woodfalls, Downton etc – over the Plan period. The largest development will be around 190 dwellings in Downton and the rest will be spread across the smaller communities that lie just to the north of the National Park boundary. Given this relatively low level of development (it equates to less than 30 dwellings per annum), I'm not sure we can say much more than noting that additional development is proposed immediately adjacent to the National Park boundary and that impacts on the unfenced B-class roads in the northern part of the New Forest remain a concern.	Noted.

Mike Crook Rights of Way (103)	7. Delivering accessibility	I think it's worth adding some text to mention the different types of users you get in the countryside. Eg change to: The Countryside Access Improvement Plan (CAIP) focuses primarily on rights of way, it also states that improvements to other routes and areas which allow people to access the countryside should also be considered. This access may be on foot, bicycle, horseback, non-motorised vehicle (normally horse and carriage) or motorised vehicle (4x4 or motorbike). The CAIP sets out the actions Wiltshire Council will take to promote use of the countryside access network (CAN). • 7.22 Access Land needs capital L • 7.24 Volunteers don't just help with the rights of way network, they also help with the country parks and canals so refer to the CAN rather than rights of way network	Noted and amended strategy.
Margaret Willmot Campaign for Better Transport Salisbury (52)	8. Performance Management	Performance management Re the '3 year implementation plan due for publication in 2013' - in fact a three year implementation plan 'covering the three year period from 2012/13 to 2014/15' was planned to be consulted on and published in 2011/12 - see WC LTP3 Implementation Plan 2011/12 para 1.5. It appears there has been no Implementation Plan for 2012/13 - what period will the Implementation Plan due for publication in 2013 cover? The Department for Transport's (DfT's) Guidance on Local Transport Plans (July 2009) contained some recommendations re monitoring performance and setting targets, e.g. " *Authorities should consider as they develop their Plan what performance indicators are most appropriate for monitoring it, and what targets might be set to incentivise and secure delivery. Performance monitoring should be an integral part of managing the LTP programme. A strong LTP will include ambitious target setting, clear trajectories and close monitoring of delivery.* " (Chapter 4, para 59) While specific target values might most appropriately be in the Implementation Plan component of the LTP, the nature of the targets together with the base values might helpfully be included in the relevant Strategy components. E.g. for the accessibility theme the Nottinghamshire LTP 2011-2026 outcome indicators included: - access to employment, training, health care & hospitals, retail centres & shops by public transport, accessibility to public transport services - take up on	The review of the LTP Implementation Plan and the indicators chosen is planned to take into account the performance management regime adopted in the emerging Wiltshire Core Strategy and Wiltshire Council Business Plan.

		concessionary fare passes, number of fully accessible buses, provision of information at bus stops, provision of real-time information	