Wiltshire Local Development Framework


Working towards a Core Strategy for Wiltshire

Topic paper 10: Transport

Wiltshire Core Strategy Consultation January 2012

Council - 7 February 2012

Wiltshire Council
Where everybody matters

This paper is one of 16 topic papers, listed below, which form part of the evidence base in support of the emerging Wiltshire Core Strategy. These topic papers have been produced in order to present a coordinated view of some of the main evidence that has been considered in drafting the emerging Core Strategy. It is hoped that this will make it easier to understand how we had reached our conclusions. The papers are all available from the council website:

Topic Paper

Topic Paper 1: Climate Change

Topic Paper 2: Housing

Topic Paper 3: Settlement Strategy

Topic Paper 4: Rural Signposting Tool

Topic Paper 5: Natural Environment

Topic Paper 6: Retail

Topic Paper 7: Economy

Topic Paper 8: Infrastructure and Planning Obligations

Topic Paper 9: Built and Historic Environment

Topic Paper 10: Transport

Topic Paper 11: Green Infrastructure

Topic Paper 12: Site Selection Process

Topic Paper 13: Military Issues

Topic Paper 14: Building Resilient Communities

Topic Paper 15: Housing Requirement Technical Paper

Topic Paper 16: Gypsy and Travellers

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Wiltshire Core Strategy
Transport Topic Paper

1. Introduction

1.1 National and regional policies together with our own research indicates the need for a more strategic 'toolkit' approach to transport provision and the need to ensure that the Wiltshire Core Strategy is fully co-ordinated and complementary with the Local Transport Plan.

1.2 Land use planning has a key role in delivering the Government's integrated transport strategy. By shaping the pattern of development and influencing the location, scale, density, design and mix of land uses, planning can help to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs, shopping, leisure facilities and services by public transport, walking, and cycling.

1.3 Consistent application of these planning policies will help to reduce some of the need for car journeys by reducing the physical separation of key land uses and enabling people to make sustainable transport choices.

2. What are we trying to achieve?

2.1 The core objectives are to develop a set of planning policies which contribute to achieving:

- social cohesion and inclusion
- effective protection of the environment and ecological habitats
- prudent use of natural resources
- sustainable economic growth
- high quality design of buildings and the public realm
- mitigation of the causes and effects of climate change.

3. Why do we need to develop effective transport policies? What are the key policy drivers?

3.1 Demographic changes such as people living longer, alone or far from family, long-distance commuting and changing retail patterns.

3.2 Distortion of costs caused by decisions in other policy areas such as health or education. For example, as health facilities have become more centralised to achieve economies of scale, access has become increasingly car-oriented. Likewise, policies giving parents a choice of school have complicated travel patterns and increased car travel. The result has been to shift the cost of access away from the institution onto the individual. So while infrastructure provision may appear cheaper on paper, by externalising the transport costs it is often those in society who are least able to pay who are picking up the bill.

3.3 The need to reduce dependency on fossil fuels. Energy consumption by transport accounts for over a third of all UK energy use and, excluding

international aviation, a quarter of manmade carbon dioxide (CO2) emissions. The huge difference in CO2 emissions between private cars, and trains and buses, and between air travel (particularly short haul) and all other modes, demonstrates the need for policy-making and decision-making to consider the environmental impacts.

3.4 The need to minimise long-distance commuting by both private and public transport to reduce carbon emissions.

3.5 The need to improve quality of life and health, particularly in towns and cities, by reducing the dominance of cars and lorries. The provision of alternative means of access, especially walking and cycling.

3.6 The need to promote sustainable travel, taking account of the effect that wealth creation has on land use patterns and personal mobility. Wealth is created in various ways, but principally through growth in efficiency and productivity. The current trend of dispersed economic activity, in edge-of-town and out-of-town centres, has enhanced efficiency and therefore created wealth, but it has also resulted in unsustainable travel patterns. Local economic activity needs to be planned as part of well-managed networks and facilities in regional catchments.

3.7 Although provision for walking, cycling, and road traffic is controlled by central and local government, no mechanisms exist to manage the integrated provision of public transport to meet current or future needs. Giving greater control over the railways back to Ministers, as provided for in the Railways Act 2005, should help to simplify their operation. However, despite increasing passenger numbers, the Act shows no ambition for growth in the railways or for integration with other modes. In fact policy is more about dealing with overcrowding and congestion by closing or downgrading local services and increasing fares – a policy which is likely to have a detrimental effect on the use of railways in the long term.

3.8 New cars were on average 10 per cent more fuel-efficient in 2003 than they were in 1995, mainly as a result of european and government initiatives and voluntary agreements with industry. While playing a crucial role in bringing environmental, social, and health benefits, technical fixes are being nullified by continued growth in private transport and aviation. Technology can therefore be only one element of a wider strategy to make travel sustainable.

4 Key evidence sources

4.1 There is a wealth of information and publications on transport which are too long to summarise in one document. They include:

- Planning Policy Guidance 13: Transport (2011)
- Wiltshire Local Transport Plan (LTP3)
- The Local Development Strategic Transport Assessment 2009. Further details are available at: www.wiltshire.gov.uk/planningpolicyevidencebase.htm
- Wiltshire Voice surveys. Further details are available at: www.wiltshire.gov.uk/citizenpanels.htm
- Wiltshire's Village Shops and Rural Communities, 2007
- Road Casualties in Wiltshire and Swindon, annual reports

- Wiltshire Strategic Economic Partnership, quarterly reviews
- Value for money: An economic assessment of walking and cycling schemes, NHS South West, 2010
- Department for Transport (DfT) traffic forecasts and Towards a Sustainable Transport System
- Smarter Choices - Changing the way we travel: www.dft.gov.uk/pgr/sustainable/smarterchoices
- previous and emerging area studies e.g. transport models for Salisbury, Chippenham and Trowbridge, Travel to Work Flows in West Wiltshire.

5 Role of the local transport plan

5.1 Local Transport Plans (LTPs) steer the implementation of national transport policies at the local level. As a strategic document, the LTP does not contain details of schemes. Rather, it sets out a long-term transport strategy, a shorter-term implementation plan and a number of supporting strategies.

Current realities

5.2 Changes made by the Coalition Government have contributed to a period of significant uncertainty. Given this, the council took the pragmatic decision to reduce the scale and scope of this Wiltshire Local Transport Plan 2011 - 2026 (LTP3) submitted in March 2011.

The wider context

5.3 Transport needs to be 'joined up' with wider economic, social and environmental objectives. The LTP3 has therefore been developed within the context provided by a range of policy documents. Challenges in delivering a sustainable transport system include: a largely rural county with many historic towns and villages; relatively high car ownership levels; small, isolated pockets of access deprivation; the changing climate; the prospect of 'peak oil'; significantly lower funding for transport; increasingly elderly population.

Consultation

5.4 The LTP3 was developed using an extensive consultation programme which included meetings with neighbouring authorities, area board exhibitions, web-based resources and stakeholder workshops. Further details are available at: http://www.wiltshire.gov.uk/council/howthecouncilworks/plansstrategiespolicies/transportpoliciesandstrategies/localtransportplan3.htm

Long-term transport strategy

Vision

5.5 To develop a transport system which helps support economic growth across Wiltshire's communities, giving choice and opportunity for people to safely access essential services. Transport solutions will be sensitive to the built and natural environment, with a particular emphasis on the need to reduce carbon emissions.

Goals

5.6 The government sets out five national transport goals which are expected to act as the over-arching priorities for LTPs.

Table 2 National goal priorities

National goal	Priority
Support economic growth	Most important
Reduce carbon emissions	Most important
Contribute to better safety, security and health	Important
Promote equality of opportunity	Least important
Improve quality of life and a healthy natural environment	Important

Objectives

5.7 A number of local strategic transport objectives have been developed to sit underneath the goals and more clearly reflect local circumstances.

Assessing options

5.8 A range of strategic transport options were generated that could potentially help to meet the LTP3 goals and objectives. A three-stage appraisal process was then used to assess these them and come up with preferred options.

The preferred options

5.9 Below is a summary of the themes of the preferred options in LTP3.

- freight
- cycling
- walking
- maintenance
- public transport
- road safety
- smarter choices
- network management

6. Issues in Wiltshire

6.1 In recent decades, the general trend in the UK has been for people to travel longer distances although the number of trips and average amount of time people spend travelling each day has remained fairly constant at about an hour (DfT National Travel Survey). As the relative costs of transport have fallen, predominantly the cost of owning a car, people have been able to access destinations that are further away. This has meant that there is increasingly less reliance on the local community for work, shopping and social activities. While

this has improved the quality of life for many people, it is also a factor in the loss of village services and facilities, increased traffic congestion in towns and the reduced commercial viability of public transport which, especially in rural areas, cannot match the flexibility of the private car.

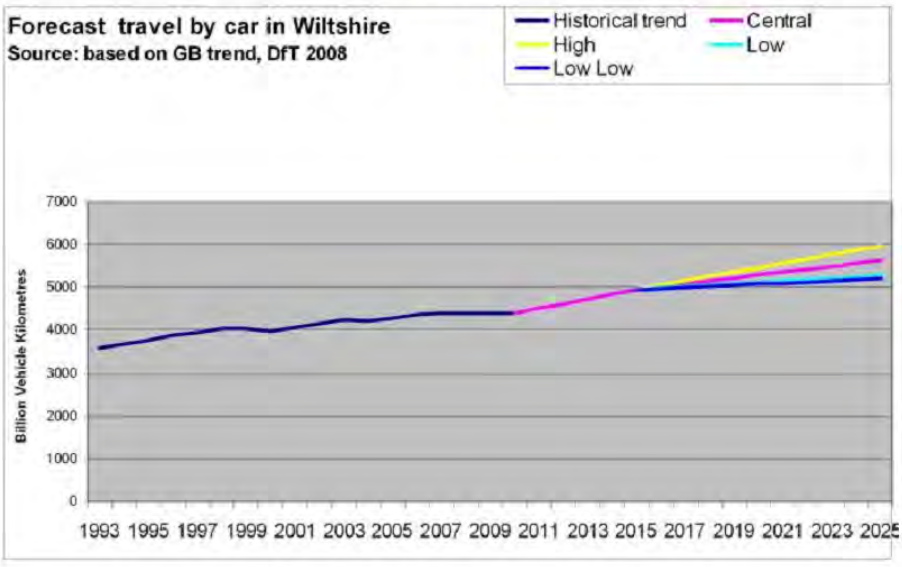
6.2 Since 2000 there has been some evidence that the demand for travelling further may actually be reaching saturation (Metz, 2008). However, even if the demand per person remains the same, rising populations and smaller households will probably mean an overall increase in travel demand. In addition, new technology, rising affluence and new transport infrastructure still has the potential to increase transport demand.

6.3 In terms of freight, economic growth has traditionally led to more goods being moved around. As technological efficiency improves, goods often become lighter and the transport of information can become more important than the physical transportation of actual goods. While this offers an opportunity to reduce transport movements, it may simply mean a change in transport patterns; for example, a reduction in car journeys to shops, but increased journeys by delivery vehicles and more dispersed patterns of delivery.

Car usage

6.4 Car usage in Wiltshire is expected to rise from 17 per cent to 28 per cent in 2025 (Figure 3.2). The scenarios shown range from the 'Low Low' scenario where population growth is low, GDP is low, oil prices are high and fuel economy is low, to the 'High' scenario where the reverse is true.

Figure 3.2



6.5 40 per cent of working people live within five miles of work and 26 per cent of people live within two miles of work, yet only 15 per cent walk, cycle or take public transport (Wiltshire Voice, 2005). Today, we are increasingly likely to use cars for shorter trips, in place of walking or cycling. By contrast, for longer trips, there is some evidence of a shift to rail or air (RAC, 2008; DfT National Travel Survey).

6.6 According to the DfT, about 28 per cent of car trips made by adults are journeys to work. These journeys tend to occur in the morning and afternoon peaks. The

school run is also a significant contributor to traffic in the morning rush hour. Reducing commuter and school journeys by car could therefore help to reduce both congestion and carbon emissions.

6.7 There is also some scope to change the mode of other types of trip such as shopping and personal business. Over 70 per cent of trips are for shopping, leisure or other purposes. Congestion on market days and Saturdays can be a problem in many Wiltshire towns.

6.8 Car ownership is typically linked to car usage; people who own cars use them more frequently than people who do not. Despite this, there are opportunities to reduce car usage without affecting car ownership levels. For example, Darlington has seen a 4 per cent rise in car ownership, but through investment in new infrastructure and smarter choices, it has also seen a 9 per cent reduction in car trips.

6.9 In a rural area such as Wiltshire, encouraging modal shift or reducing travel demand can be difficult. However, in the larger settlements, particularly Chippenham, Salisbury and Trowbridge, there is more scope to do so. Some smaller towns such as Westbury, Bradford on Avon and Warminster also have a higher degree of connectivity.

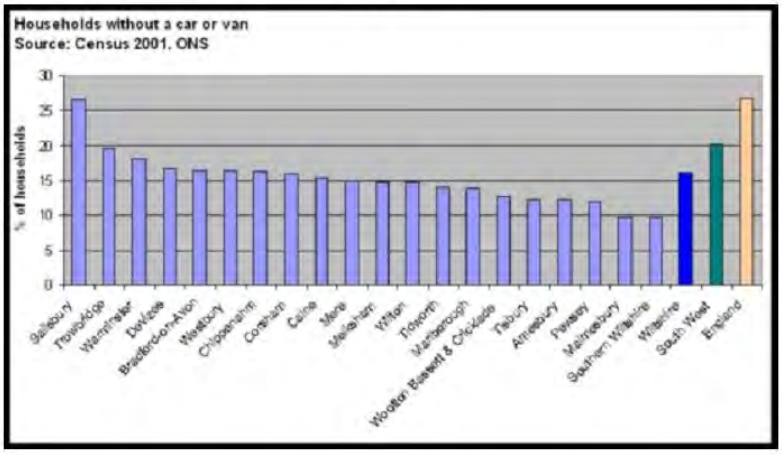
Car ownership

6.10 According to the DfT's National Travel Survey, car ownership has been increasing slowly with 0.54 cars per adult in 1997 rising to 0.6 cars per adult in 2007. Every year approximately 10 per cent of people give up their cars, and 11 per cent of people become car owners. This leads to an overall net gain of 1 per cent.

6.11 Car ownership is expected to continue to increase as incomes rise, cars become more affordable, more women learn to drive and households become smaller. There is a saturation point in car ownership, but we have not yet reached this in the UK. There is still scope for further growth among certain sections of the population: for example, 54 per cent of households in the lowest income quintile do not own a car compared to 10 per cent in the highest income quintile.

6.12 Wiltshire already has high car ownership levels: 40 per cent of households in Wiltshire had access to two or more cars in 2001 compared to the average in England of 29.5 per cent. However, there are clear geographic differences in the distribution of households without access to cars (Figure 3.3). Over one in four households in Salisbury do not have access to a car compared to less than one in ten in Southern Wiltshire. Car ownership is generally higher among low-income households in rural areas where cars are viewed as a necessity, than amongst low-income families in urban areas where they may be seen as a luxury. Access to education, employment and leisure facilities can be particularly difficult for those who do not have access to a car in more rural areas.

Figure 3.3



6.13 In urban areas, car ownership tends to be lower, partly because there is usually a concentration of deprivation, but also because transport by other means is more viable, parking may be limited and/or congestion may constrain usage. So the concentration of future growth in Wiltshire's largest towns should create more favourable conditions for people to be less reliant on their cars.

6.14 The need to own a car is influenced by the stages of the family life-cycle and this can also have a rural-urban impact. The UK's ageing population may also have a significant impact on car ownership and usage. Retired people tend to have lower levels of car ownership but gradually rising retirement ages may change this position.

6.15 Cultural perceptions of car ownership may be changing as research by the RAC shows. Car owners are becoming increasingly likely to use other modes of transport alongside their cars. In addition, people are more willing to look at new models of ownership as shown by the popularity of car clubs in many UK cities.

Population and housing

6.16 Wiltshire's population has steadily increased to 452,600 in 2008. From 1971 to 2001, population growth in the county was above the average in England and this looks set to continue. In addition to this growth, household size has decreased from 3.3 persons to 2.4 persons. Projections suggest a rise in the proportion of single person households in Wiltshire from 28.9 per cent to 36.8 per cent in 2026.

6.17 New development proposed as part of the Core Strategy will be predominantly centred on the principle towns of Chippenham, Trowbridge and Salisbury where a greater degree of self containment can be achieved. However, some growth will also occur in the other market towns and smaller towns and villages. The continuation of high house prices and the increasing trend towards single-person households may also contribute to greater commuting distances and more dispersed transport needs.

Opportunities to affect travel demand

6.18 Our decisions about whether to make a trip and how to make a it are affected by a variety of factors:

- cost
- journey time and journey time reliability
- network coverage
- safety and security
- immediacy, flexibility and convenience
- social status and personal expression
- habit

6.19 Once we have made a journey the first time, we are unlikely to re-evaluate our decision without significant prompting such as a step-change in price, network coverage or a change in personal circumstances.

6.20 People are often unaware of alternative means of transport or perceive them to be too expensive, slow and/or dangerous. Walking, cycling and public transport combined with occasional car club usage or taxis can be cheaper than car ownership in urban areas. Improving information about the costs and availability of sustainable transport alternatives can reduce demand for car travel and improve accessibility.

6.21 Network coverage can be a major barrier to encouraging a modal shift to rail, buses, walking or cycling. The council subsidises bus services and has improved footways and cycleways, but has a rather more limited ability to influence improvements on the commercial bus and rail networks.

6.22 Journey times or the perception of journey times are also a barrier to change. People often underestimate the speed of cycling or rail journeys, and the time taken to park a car is often forgotten. Our modern lifestyle, with its 'just-in-time' attitude to time management, means that journey-time reliability is far more relevant. People often have poor perceptions of rail and bus reliability.

6.23 The effects of habit and other factors such as status and individuality are particularly difficult for us to influence. For example, there is a growing acceptance of congestion even when alternatives are available. People would often prefer to sit in their car for a longer time, rather than take the bus, walk or cycle.

7. Links to other strategies

Community plan

7.1 The Local Government Act 2000 made it a statutory duty for councils to produce a community plan for their areas. The Wiltshire Community Plan 2011 - 2026: People, places and promises' (February, 2011) sets out the long term vision and direction for the whole of Wiltshire to 2026.

Vision
The vision for Wiltshire is to build stronger and more resilient communities, and greater localism lies at the heart of this. We want to encourage and support communities to take the initiative to strengthen their ability to deal with local challenges and issues in creative ways which are tailored to their unique circumstances.

Priorities and objectives

7.2 The following priorities and transport-related objectives are included in the community plan:

7.3 The creation of an economy that is fit for the future:

- Strengthen communication (IT) connectivity to become a more digitally inclusive county, for example by delivering excellent broadband coverage and speeds, enabling access to the Internet for all, and promoting comprehensive mobile phone reception coverage.
- Use the Local Development Framework (LDF) process to arrive at the best pattern of new development across the county to support the delivery of the other priorities in the community plan and, in particular, define what sort of places Salisbury, Trowbridge and Chippenham should become, including agreeing their future scales and roles based on principles of good design.

7.4 Reducing disadvantage and inequality:

- Focus on safeguarding against the key factors that disadvantage particular communities and individuals in securing equal life chances and fair access to services, as identified by local evidence.
- Encourage and support people to take more responsibility for their current and future health through healthier eating, participating more in physical activity, using alcohol sensibly, and giving up smoking.
- Continue to develop and support the voluntary and community sector so that it can play an expanded and more innovative role in addressing local needs and delivering services. This will involve a range of initiatives including the expansion of volunteering activity and promoting the principles of good practice in partnership working.

7.5 Tackling the causes and effects of climate change:

- Significantly reduce domestic, business and transport CO2 emissions across the county in line with national targets. Provide a safer and more integrated transport system that achieves a major shift to sustainable transport, including walking, cycling, and the use of bus and rail networks especially in the larger settlements of Trowbridge, Chippenham and Salisbury, and along the main commuting corridors.
- Prepare for the impacts of unavoidable climate change, by increasing the resilience of communities, businesses and wildlife to events such as extreme heat waves, droughts and frequent flooding, through designing and implementing appropriate adaptive responses.

7.6 Other:

- Promote greater public understanding and ownership of the difficult choices facing Wiltshire; encourage public confidence and build the trust of local communities to engage with public agencies in a shared approach to local challenges in honest and open decision-making, service delivery and community action.

Area boards and community area partnerships

7.9 The council recognises that by working in partnership with local communities, it can achieve so much more than it could on its own.The hope is that this will lead to better services, better communities and a better quality of life for everyone in Wiltshire.

7.10 Area boards bring local decision making back into the heart of the community. They try to find solutions for local issues such as road repairs, traffic problems and speeding in villages.

7.11 Community Area Transport Groups (CATGs) have been set up in each board area to consider highway requests and identify priorities for transport investment. One of the roles of the CATGs is to make recommendations to the respective area board on the priority schemes to be funded from the Discretionary Highways Budget; a funding allocation distributed amongst area boards to fund highway improvements in the community areas (see the LTP3 Implementation Plan for further details).

7.12 Community area partnerships have produced community area plans which set out challenges and aspirations on a number of issues including transport. Where these aspirations address LTP goals and objectives, and are deliverable, they will, subject to funding, be considered for inclusion in the LTP3 implementation plan

8. What are the challenges and opportunities that the evidence highlights? Identifying spatially distinctive outcomes

8.1 Transport features either directly or indirectly in a number of the challenges and objectives of the Core Strategy. To help resolve these challenges and achieve the objectives, a sustainable transport system needs to be developed for Wiltshire.

8.2 T1 Sustainable Transport

The council will use its planning and transport powers to help reduce the need to travel and support and encourage the sustainable, safe and efficient movement of people and goods within and through Wiltshire. This will be achieved by:

- **planning developments in accessible locations**
- **promoting sustainable transport alternatives to the use of the private car**
- **maintaining and selectively improving the local transport network in accordance with its functional importance and in partnership with other transport planning bodies, service providers and the business community**
- **promoting appropriate demand management measures**
- **influencing the routing of freight within and through the county**
- **assessing and where necessary mitigating the impact of developments on transport users, local communities and the environment.**

8.3 As both the local planning authority and local transport authority, the council will use its planning and transport powers to develop, maintain and improve a sustainable transport system for Wiltshire. The way in which this will be achieved is set out in the remaining policies in this chapter in association with other relevant plans including the community plan, local development framework and local transport plan.

8.4 Transport and development

New development can potentially have both a positive and negative impact on transport. It is for this reason that the transport impacts of new developments need to be assessed in accordance with national guidance (Guidance on Transport Assessments, March 2007, DCLG/DfT).

8.5 T2 Transport and Development

New development should be located and designed to reduce the need to travel and to encourage the use of sustainable transport alternatives. As part of a required transport assessment, the following must be demonstrated:

- **that consideration has been given to the needs of all transport users (where relevant) according to the following hierarchy:**
  - **Visually impaired and other disabled people**
  - **Pedestrians**
  - **Cyclists**
  - **Public transport**
  - **Goods vehicles**
  - **Powered two-wheelers**
  - **Private cars**
- **that the proposal is capable of being served by safe access to the highway network**
- **that fit for purpose and safe loading/unloading facilities can be provided where these are required as part of the normal functioning of the development.**

Where appropriate, contributions will be sought towards sustainable transport improvements and travel plans will be required to encourage the use of sustainable transport alternatives and more sustainable freight movements.

8.6 Planning developments in locations that are or can be made accessible means that communities can access their needs (e.g. shops, schools and employment) easily and without always requiring a car. Providing good accessibility can also change people's travel behaviour towards more sustainable transport alternatives such as walking, cycling and public transport.

8.7 In the past, however, some new developments have not catered for the needs of sustainable transport operators or users through, for example, the provision of bus-friendly layouts or convenient cycle storage. This is no longer acceptable. Therefore, as part of a required transport assessment, it must be demonstrated that the needs of all transport users (where relevant) have been considered in accordance with the identified hierarchy.

8.8 A key consideration is to ensure that development proposals achieve a suitable connection to the highway that is safe for all road users.

8.9 In these times of 'just in time' deliveries, the failure to provide adequate loading/unloading facilities in developments can lead to congestion, safety, community and environmental impacts as Heavy Goods Vehicles (HGVs) seek to park on the highway or elsewhere while waiting for allocated delivery time slots.

8.10 T3 Development Impacts on the transport network
Developments should provide appropriate mitigating measures to offset any adverse impacts on the transport network at both the construction and operational stages. Proposals for new development should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated.

8.11 All new development is required to assess the transport issues related to it. Where a development will have significant transport implications, the council will require a transport assessment to be prepared and submitted alongside a planning application in accordance with national guidance.

8.12 Developers will be required to make a contribution towards sustainable transport improvements as part of their development proposal. The required transport assessment will help determine what is needed in each case.

8.13 Developers will also be required to submit a travel plan with planning applications which are likely to have significant transport implications. The travel plan should aim to promote more sustainable forms of transport including, where relevant, more sustainable freight delivery and routing arrangements. The detailed requirements for travel plans will be set out in an SPD.

8.14 Outside of built-up areas, proposals that involve a new direct access onto the national primary route network will not be permitted in order to assist with traffic flow and reduce risk. Exceptions will only be made where the type of development is such that it requires a primary route location, such as a roadside service facility.

8.15 Transport strategies
Core Policy 1 focuses development growth primarily in the principle settlements of Chippenham, Trowbridge and Salisbury. To support their enhanced strategic employment and service roles, and better self containment, packages of integrated transport measures will be developed and implemented.

8.16 T4 Transport Strategies
Packages of integrated transport measures will be identified in Chippenham, Trowbridge and Salisbury to help facilitate sustainable development growth. The packages will seek to achieve a major shift to sustainable transport by helping to reduce reliance on the private car and by improving sustainable transport alternatives. Each of the packages will consider the implementation of the following:

- **New and improved networks of routes for pedestrians and cyclists**
- **Enhanced public transport services and facilities**

- **Traffic management measures**
- **Demand management measures**
- **Selective road improvements**
- **Interchange enhancements that are accessible by all**
- **Smarter choice measures**

8.17 These will be supported and implemented through developer contributions, LTP funding and joint working with partners and others.

Transport strategies may also be developed for other urban and rural areas in the plan area.

8.18 The Wiltshire Community Plan sets out that the council and its partners' need to:

"Provide a safer and more integrated transport system that achieves a major shift to sustainable transport, including walking, cycling, and the use of bus and rail networks, especially in the larger settlements of Trowbridge, Chippenham and Salisbury, and along the main commuting corridors".

8.19 Given this challenging objective, as part of each transport strategy, the council will need to consider a range of measures based on a 'ladder of interventions' that seek to 'nudge' people and businesses to make more sustainable transport choices.

8.20 Demand management

Demand management forms an important and essential part of an integrated approach to helping reduce reliance on the private car and encouraging the use of more sustainable alternatives.

8.21 T5 Demand Management

Demand management measures will be promoted where appropriate to reduce reliance on the car and to encourage the use of sustainable transport alternatives. These measures include:

- **car parking management - efficiently and effectively managing the car parking stock through the implementation of appropriate supply, maintenance, charging and enforcement measures. These measures include:**
    - **public car parking charges – parking charges will be set taking account of a number of factors including the service role and strength of the local economy, the utilisation of existing parking spaces, the availability of sustainable transport modes and parking charges in neighbouring areas.**
    - **private non-residential parking standards – the provision of parking associated with new private non-residential development will be limited to maximum parking standards (except for disabled parking spaces). These maximum standards will be reduced to reflect local circumstances and the relative accessibility by sustainable transport modes in accordance with an accessibility framework**
    - **managing publicly available private non-residential parking – there will be a presumption that any planning application which includes provision for publicly available private non-**

residential parking will be required to provide an accompanying car park management plan and, subject to a case-by-case analysis, to implement parking restrictions and charges consistent with those of council-run car parks in the local area

- **residential parking standards – the provision of car parking associated with well designed new residential development will be based on minimum parking standards. In determining the appropriate mix of parking types, the presumption will be that unallocated communal parking will be included in the majority of new residential development. Reduced residential parking requirements will be considered where there are significant urban design or heritage issues, where parking demand is likely to be low or where any parking overspill can be controlled.**

- **traffic management measures - traffic management measures will be developed to promote sustainable transport alternatives, reduce reliance on the car, lower the risk of accidents and improve the environment**
- **charging measures – opportunities for charging measures, such as road user charging and the workplace levy, will be kept under review.**

8.22 A parking study, commissioned by the council in January 2010, included a comprehensive review of parking standards, charges and policy within both the plan area and neighbouring areas. The resulting LTP3 Car Parking Strategy was adopted by the council in February 2011 and includes the following policies:

- PS1 – Overall management
- PS2 – Managing the council's parking stock
- PS3 – Parking charges
- PS4 – Private non-residential parking standards
- PS5 – Managing publicly available private non-residential parking
- PS6 – Residential parking standards
- PS7 – Parking enforcement
- PS8 – Residents' parking zones
- PS9 – Visitor attraction parking
- PS10 – Park and ride
- PS11 – Parking at railway stations
- PS12 – Improving access and use
- PS13 - Workplace parking levy
- PS14 – Residents' overspill parking

8.23 Along with parking, traffic management measures are a key component of any integrated approach to transport planning. They can enhance the management and efficiency of the highway network and encourage the use of sustainable transport modes through a variety of measures such as the reallocation of road space, speed controls, pedestrian crossing facilities and intelligent transport systems. The implementation of any traffic management scheme will only be made after its effect on the surrounding highway network has been considered.

8.24 Charging measures, such as road user charging and the workplace levy, may become important tools in reducing traffic growth and encouraging the use of sustainable transport modes over the plan period. However, given the predominantly rural nature of Wiltshire, it is unlikely that these types of measures would have a significant impact on traffic levels outside of the principal settlement areas.

8.25 Movement of goods

The way in which an efficient and flexible freight distribution system supports economic vibrancy and growth cannot be at the expense of local communities or the environment. The council recognises this and takes seriously the need to achieve a more sustainable distribution of freight that balances the needs of the economy, local communities and the environment.

8.26 T6 Movement of Goods

The Council and its partners will seek to achieve a sustainable freight distribution system which makes the most efficient use of road, rail and water networks. In particular:

- **developments which generate large volumes of freight traffic or involve the movement of bulk materials should make use of rail or water transport for freight movements wherever practical**
- **where carriage of freight by rail and water is not realistic encouragement will be given for HGV traffic to use those roads where a minimum of community and environmental impacts will occur, principally the advisory freight network. Where problems caused by HGVs making unnecessary and undesirable use of routes are identified (other than on advisory freight routes), freight management measures will be considered**
- **overnight lorry parking should be provided in the vicinity of the advisory freight network, either where demand can be demonstrated or to alleviate nuisance caused in local communities**
- **the provision of intermodal and other rail freight terminals in suitable areas will be supported and land required for realistic proposals will be protected from inappropriate development.**

8.27 Strategic transport network

The function of the strategic transport network is primarily to cater for the efficient movement of inter-urban and long-distance trips. In doing so, the strategic transport network can support the vision and objectives of the Core Strategy.

8.28 T7 Strategic Transport Network

The Council, in conjunction with the Highways Agency, Network Rail, transport operators and other agencies, will seek to develop and improve the strategic transport network to support the objectives and policies in the core strategy and local transport plan.

The strategic transport network is shown on the key diagram (Wiltshire Core Strategy consultation document p. 28):

1) **The national primary route network**
2) **The strategic advisory freight route network**
3) **The key bus route network**

4) The rail network.

In particular, the strategic transport network along the A350 corridor will be maintained, managed and selectively improved to assist employment growth at Chippenham, Melksham, Trowbridge, Westbury and Warminster.

The following improvements to enhance the strategic network will be progressed:

- **The A350 national primary route at Yarnbrook/West Ashton will be improved. The improvement works necessary will be identified through further study work.**
- **The development and/or improvement of the following rail stations will be promoted and encouraged:**
    - **Corsham rail station**
    - **Melksham rail station**
    - **Wootton Bassett rail station.**

8.29 The A350 corridor links five major towns in the west of the Plan Area including the principal settlements of Chippenham and Trowbridge. The corridor is made up of the A350 national primary route between the A303 and M4, and the rail line between Warminster and Chippenham.

8.30 The A350 primary route carries the highest volume of traffic and HGV movements on the county's non-trunk road primary routes. Because of its strategic importance, and the locally significant traffic growth that has occurred in the last ten years, the route will be selectively improved to maintain and enhance journey time reliability. The proposed improvements to the A350 primary route, including those at Yarnbrook/West Ashton where journey times are unreliable, will provide significant relief and environmental benefits, particularly for local residents. In addition the improved standard of provision of this road will aid the employment growth at Chippenham, Melksham, Trowbridge, Westbury and Warminster.

8.31 Road improvements on non-trunk road national primary routes will be restricted to single carriageway enhancements to achieve positive road safety and environmental benefits, unless there is a need to provide continuity with existing standards. and this can be achieved without unacceptable impacts on the natural environment.

8.32 The council will, in conjunction with the DfT, train operating companies and other agencies, support the opening and improvement of local rail stations and the provision of additional rail services where these facilitate short distance passenger journeys such as those wholly within Wiltshire or to destinations in adjacent areas. Where appropriate, the council will consider financially supporting such initiatives. Priority will be given to new stations at Corsham and Wootton Bassett and an improved service at Melksham. Developments that would prevent realistic rail proposals such as these will be refused planning permission.

9. Options

Option	Sustainability Appraisal outcome	Conformity with national and regional policy and/or regulations	Deliverability	Community aspirations met	Other	Conclusion
Policy on sustainable transport		Yes	Yes, applications received	Yes		That a policy be included in the core strategy
Policy on Transport and development		Yes	Yes	Yes		That a policy be included in the core strategy
Policy on Development Impacts on the transport network		Yes	Yes	Yes		That a policy be included in the core strategy
Policy on transport strategies		Yes	Yes	Yes		That a policy be included in the core strategy
Policy on demand management		Yes	Yes	Yes		That a policy be included in the core strategy
Policy on the movement of goods		Yes	Yes	Yes		That a policy be included in the core strategy
Policy on the strategic transport network.		Yes	Yes	Yes		That a policy be included in the core strategy

Appendix – Extract from the Sustainability Appraisal
Core Policy 42 – Sustainable transport

What is the purpose of this policy?

5.44.1 To use the planning and transport powers to reduce the reliance on the car and support the sustainable movement of people and goods.

What options have been considered?

5.44.2 The following policy options have been developed (further information regarding this policy is contained within the Wiltshire Core Strategy and accompanying topic papers/background papers):

Policy option	Description
1	Broader - Use the planning and transport powers to reduce the reliance on the car and support the sustainable movement of people and goods.
2	Status quo - Transport plans should be developed for all areas with a view to improving existing transport infrastructure and reducing the need to travel by car.

5.44.3 These options have been appraised for their likely significant effects against the 17 sustainability objectives. The full assessment is presented in Appendix F. A summary of results is shown in the following table:

	1. Biodiversity	2. Land and soil	3. Waste	4. Water	5. Flood risk	6. Air quality	7. Climatic	8. Heritage	9. Landscapes	10. Housing	11. Health	12. Inclusion	13. Community	14. Education	15. Transport	16. Economy	17. Employment
Option 1	+	+	+	+	+	++	++	++	++	+	+	+	+	+	++	+	+
Option 2	+/?	0	0/?	?	?	+	+	+	+	0	+/0	+/0	+/0	?	+	+	+

What significant effects are envisaged?

5.44.4 Option 1 provides a number of significant positive effects, improvements to air quality, reduction in CO_2 emissions, benefits to the historic environment and landscapes because of reductions in car travel and more appropriate routing of freight. It also significantly encourages sustainable travel and improves overall accessibility to key services and goods.

What mitigation measures would prevent, reduce or offset the likely significant adverse effects of these policy options?

5.44.5 There are no significant adverse effects.

5.44.6 The HRA Report recommends that the **traffic modelling**, undertaken as part of the Core Strategy process to inform infrastructure requirements, should also model emissions to air. This will help provide an evidence base for the HRA and Core Strategy. It also recommends that the Core Strategy includes a specific policy requiring major developments to specifically consider the potential for effects on European sites associated with **transport related emissions to air and point source pollution** from relevant processes.

5.44.7 As things stand it is considered premature to screen out air quality as an issue in the HRA. It would also be premature to identify specific settlements as being problematic because in the context of European sites it is the **road corridors that are potentially problematic**. More detailed modelling work is needed to help determine whether or not development associated with a particular settlement will exacerbate the existing situation.

What is considered the most favourable option in sustainability terms and why?

5.44.8 Option 1 is considered the most favourable. It offers greater potential to meet the sustainability objectives, in particular there is significant potential to improve the overall quality of people's lives by improving both the natural and built environment. There should be significant benefits to wildlife through reductions in emissions and improvements to air quality as well the historic, urban and rural environments because of overall reductions in car use which can be visually intrusive create unwanted noise pollution and can cause significant community severance.

5.44.9 The policy should help to reduce social exclusion and create societies that are more inclusive by offering greater sustainable access to key services, facilities, and infrastructure.

5.45 Core Policy 43 - Transport and development

What is the purpose of this policy?

5.45.1 Ensuring that new development is located and designed to reduce the need to travel and to encourage the use of sustainable transport.

What options have been considered?

5.45.2 The following policy options have been developed (further information regarding this policy is contained within the Wiltshire Core Strategy and accompanying topic papers/background papers):

Policy option	Description
1	Broader – Ensuring that new development is located and designed to reduce the need to travel and to encourage the use of sustainable transport.
2	Status quo – Ensuring that accessible, safe and efficient public transport services are available and that measures are provided to encourage walking and cycling.

5.45.3 These options have been appraised for their likely significant effects against the 17 sustainability objectives. The full assessment is presented in Appendix F. A summary of results is shown in the following table:

	1. Biodiversity	2. Land and soil	3. Waste	4. Water	5. Flood risk	6. Air quality	7. Climatic	8. Heritage	9. Landscapes	10. Housing	11. Health	12. Inclusion	13. Community	14. Education	15. Transport	16. Economy	17. Employment
Option 1	+	+	+	0	0	++	++	+	+	+	+	+	+	+	++	+	+
Option 2	+	0	?	0	0	+	+	0	+	+	+	+/0	+/0	?	+	+/0	+

What significant effects are envisaged?

5.45.4 Option 1 provides a number of significant positive effects, improvements to air quality and reduction in CO_2 emissions. It also significantly encourages sustainable travel and improves overall accessibility for all transport users in new developments.

What mitigation measures would prevent, reduce or offset the likely significant adverse effects of these policy options?

5.45.5 There are no significant adverse effects.

5.45.6 The HRA Report recommends that the **traffic modelling**, undertaken as part of the Core Strategy process to inform infrastructure requirements, should also model emissions to air. This will help provide an evidence base for the HRA and Core Strategy. It also recommends that the Core Strategy includes a specific policy requiring major developments to specifically consider the potential for effects on European sites associated with **transport related emissions to air and point source pollution** from relevant processes.

5.45.7 As things stand it is considered premature to screen out air quality as an issue in the HRA. It would also be premature to identify specific settlements as being problematic because in the context of European sites it is the **road corridors that are potentially problematic**. More detailed modelling work is needed to help determine whether or not

development associated with a particular settlement will exacerbate the existing situation.

What is considered the most favourable option in sustainability terms and why?

5.45.8 Option 1 is considered the most favourable. It offers greater potential to meet the sustainability objectives in new developments, by ensuring that location and design are strongly considered during the initial assessment stages. In particular, there is significant potential to improve the overall quality of people's lives by improving both the natural and built environment. There should be significant benefits to wildlife through reductions in emissions and improvements to air quality.

5.45.9 The policy should help to reduce social exclusion and create societies that are more inclusive by offering greater sustainable access to all transport users to key services, facilities, and infrastructure.

5.46 Core Policy 44 - Development impacts on the transport network

What is the purpose of this policy?

5.46.1 To ensure developments provide appropriate mitigating measures to offset adverse transport impacts, including developer contribution towards sustainable transport improvements and the submission of a travel plan.

What options have been considered?

5.46.2 The following policy options have been developed (further information regarding this policy is contained within the Wiltshire Core Strategy and accompanying topic papers/background papers):

Policy option	Description
1	Broader – Developments should provide appropriate mitigating measures to offset adverse transport impacts, including developer contribution towards sustainable transport improvements and the submission of a travel plan.
2	Status quo – Developments should provide appropriate mitigating measures to offset adverse transport impacts.

5.46.3 These options have been appraised for their likely significant effects against the 17 sustainability objectives. The full assessment is presented in Appendix F. A summary of results is shown in the following table:

	1. Biodiversity	2. Land and soil	3. Waste	4. Water	5. Flood risk	6. Air quality	7. Climatic	8. Heritage	9. Landscapes	10. Housing	11. Health	12. Inclusion	13. Community	14. Education	15. Transport	16. Economy	17. Employment
Option 1	**0**	**-**	**-**	**-**	**0**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**	**+**
Option 2	**0**	**-**	**-**	**-**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**+**	**0**

What significant effects are envisaged?

5.46.4 No significant effects envisaged from either option.

What mitigation measures would prevent, reduce or offset the likely significant adverse effects of these policy options?

5.46.5 There are no significant adverse effects.

5.46.6 The HRA Report recommends that the **traffic modelling**, undertaken as part of the Core Strategy process to inform infrastructure requirements, should also model emissions to air. This will help provide an evidence base for the HRA and Core Strategy. It also recommends that the Core Strategy includes a specific policy requiring major developments to specifically consider the potential for effects on European sites associated with **transport related emissions to air and point source pollution** from relevant processes.

5.46.7 As things stand it is considered premature to screen out air quality as an issue in the HRA. It would also be premature to identify specific settlements as being problematic because in the context of European sites it is the **road corridors that are potentially problematic**. More detailed modelling work is needed to help determine whether or not development associated with a particular settlement will exacerbate the existing situation.

What is considered the most favourable option in sustainability terms and why?

5.46.8 Options 1 and 2 are quite similar and therefore it is difficult to choose a preferred option. However, Option 1 is more favourable because it puts a lot of emphasis on developers contributing towards sustainable transport improvements and travel plans. These measures can help to reduce reliance on the car and encourage travel by sustainable transport alternatives, which can provide environmental benefits.

5.47 Core Policy 45 - Transport strategies

What is the purpose of this policy?

5.47.1 Developing transport packages in Chippenham, Salisbury and Trowbridge to achieve a major shift to sustainable transport.

What options have been considered?

5.47.2 The following policy options have been developed (further information regarding this policy is contained within the Wiltshire Core Strategy and accompanying topic papers/background papers):

Policy option	Description
1	Broader – Developing transport packages in Chippenham, Salisbury and Trowbridge to achieve a major shift to sustainable transport.
2	Status quo – Transport plans should be developed for all areas with a view to improving existing transport infrastructure and reducing the need to travel by car. Provision for new or improved interchange facilities between all modes of transport.

5.47.3 These options have been appraised for their likely significant effects against the 17 sustainability objectives. The full assessment is presented in Appendix F. A summary of results is shown in the following table:

	1. Biodiversity	2. Land and soil	3. Waste	4. Water	5. Flood risk	6. Air quality	7. Climatic	8. Heritage	9. Landscapes	10. Housing	11. Health	12. Inclusion	13. Community	14. Education	15. Transport	16. Economy	17. Employment
Option 1	+	?	0	+/?	+/?	++	++	++	++	0	+	+	+	+	++	+	+
Option 2	+/?	+	0	?	?	+	+	+	+	0	+	+	+/0	+/0	+	+	+

What significant effects are envisaged?

5.47.4 Option 1 provides a number of significant positive effects, improvements to air quality and reduction in CO_2 emissions, as well as benefits to the historic environment, and urban landscapes. It also significantly encourages sustainable travel and improves overall accessibility in the identified towns, of Chippenham, Salisbury and Trowbridge.

What mitigation measures would prevent, reduce or offset the likely significant adverse effects of these policy options?

5.47.5 There are no significant adverse effects.

5.47.6 The HRA Report recommends that the **traffic modelling**, undertaken as part of the Core Strategy process to inform infrastructure requirements, should also model emissions to air. This will help provide an evidence base for the HRA and Core Strategy. It also recommends that the Core Strategy includes a specific policy requiring major developments to specifically consider the potential for effects on European sites associated with **transport related emissions to air and point source pollution** from relevant processes.

5.47.7 As things stand it is considered premature to screen out air quality as an issue in the HRA. It would also be premature to identify specific settlements as being problematic because in the context of European sites it is the **road corridors that are potentially problematic**. More detailed modelling work is needed to help determine whether or not development associated with a particular settlement will exacerbate the existing situation.

What is considered the most favourable option in sustainability terms and why?

5.47.8 Option 1 is considered the most favourable. It offers greater potential to meet the sustainability objectives in Chippenham, Salisbury and Trowbridge, by considering a range of relevant measures and improvements. In particular, there is significant potential to improve the overall quality of people's lives by improving both the natural and built environment. There should be significant benefits to wildlife through reductions in emissions and improvements to air quality. The policy should help to reduce social exclusion and create societies that are more inclusive by offering greater sustainable access to all transport users to key services, facilities, and infrastructure.

5.48 Core Policy 46 - Demand management

What is the purpose of this policy?

5.48.1 Promoting appropriate demand and traffic management measures (e.g. car parking and bus priority measures).

What options have been considered?

5.48.2 The following policy options have been developed (further information regarding this policy is contained within the Wiltshire Core Strategy and accompanying topic papers/background papers):

Policy option	Description
1	Broader – Promoting appropriate demand and traffic management measures (e.g. car parking and bus priority measures)
2	Status quo – Promoting demand management measures to reduce reliance on the car and encourage the use of sustainable transport measures.

5.48.3 These options have been appraised for their likely significant effects against the 17 sustainability objectives. The full assessment is presented in Appendix F. A summary of results is shown in the following table:

	1. Biodiversity	2. Land and soil	3. Waste	4. Water	5. Flood risk	6. Air quality	7. Climatic	8. Heritage	9. Landscapes	10. Housing	11. Health	12. Inclusion	13. Community	14. Education	15. Transport	16. Economy	17. Employment
Option 1	**-/0**	**-**	**0**	**0**	**0**	**+**	**+**	**+/?**	**+/?**	**-**	**+**	**+/0**	**+/0**	**0**	**+**	**+/?**	**+**
Option 2	**0**	**0**	**0**	**0**	**0**	**+**	**+**	**+/0**	**+/0**	**0**	**+**	**+/0**	**+/0**	**0**	**+**	**+/?**	**+**

What significant effects are envisaged?

5.48.4 No significant effects envisaged from either option.

What mitigation measures would prevent, reduce or offset the likely significant adverse effects of these policy options?

5.48.5 There are no significant adverse effects.

5.48.6 The HRA Report recommends that the **traffic modelling**, undertaken as part of the Core Strategy process to inform infrastructure requirements, should also model emissions to air. This will help provide an evidence base for the HRA and Core Strategy. It also recommends that the Core Strategy includes a specific policy requiring major developments to specifically consider the potential for effects on European sites associated with **transport related emissions to air and point source pollution** from relevant processes.

5.48.7 As things stand it is considered premature to screen out air quality as an issue in the HRA. It would also be premature to identify specific settlements as being problematic because in the context of European sites it is the **road corridors that are potentially problematic**. More detailed modelling work is needed to help determine whether or not development associated with a particular settlement will exacerbate the existing situation.

What is considered the most favourable option in sustainability terms and why?

5.48.8 It is very difficult to choose a more favourable option. Both have extremely similar aims and objectives. Option 1 is slightly more favourable because it formally standardises parking charges across the county which should lead to a greater reduction in car use overall and encourages travel by more sustainable alternatives, which should

lead to a number of environmental benefits. However, because of the introduction of minimum parking standards for residential development with this option there may be an increase in land take that can have an adverse impact on biodiversity and land and soil resources. In mitigation reduced residential parking requirements will be considered where there is significant urban design or heritage issues, where parking demand is likely to be low or where any parking overspill can be controlled.

5.49 Core Policy 47 - Movement of goods

What is the purpose of this policy?

5.49.1 Achieving a sustainable freight distribution system in terms of routing and HGV parking.

What options have been considered?

5.49.2 The following policy options have been developed (further information regarding this policy is contained within the Wiltshire Core Strategy and accompanying topic papers/background papers):

Policy option	Description
1	Broader – Achieving a sustainable freight distribution system in terms of routing and HGV parking.
2	Status quo – Encouragement for HGVs to use the roads and parking which have the minimum environmental impact.

5.49.3 These options have been appraised for their likely significant effects against the 17 sustainability objectives. The full assessment is presented in Appendix F. A summary of results is shown in the following table:

	1. Biodiversity	2. Land and soil	3. Waste	4. Water	5. Flood risk	6. Air quality	7. Climatic	8. Heritage	9. Landscapes	10. Housing	11. Health	12. Inclusion	13. Community	14. Education	15. Transport	16. Economy	17. Employment
Option 1	**+/?**	**0**	**+/?**	**-**	**0**	**+/?**	**+/?**	**+/?**	**+/?**	**+/?**	**+/?**	**+/?**	**+/?**	**0**	**+/?**	**+/?**	**+/?**
Option 2	**+/?**	**0**	**0**	**-**	**0**	**+/?**	**+/?**	**+/?**	**+/?**	**+/?**	**+/?**	**+/?**	**+/?**	**0**	**+/?**	**+/?**	**+/?**

What significant effects are envisaged?

5.49.4 No significant effects envisaged from either option.

What mitigation measures would prevent, reduce or offset the likely significant adverse effects of these policy options?

5.49.5 There are no significant adverse effects.

5.49.6 The HRA Report recommends that the **traffic modelling**, undertaken as part of the Core Strategy process to inform infrastructure requirements, should also model emissions to air. This will help provide an evidence base for the HRA and Core Strategy. It also recommends that the Core Strategy includes a specific policy requiring major developments to specifically consider the potential for effects on European sites associated with **transport related emissions to air and point source pollution** from relevant processes.

5.49.7 As things stand it is considered premature to screen out air quality as an issue in the HRA. It would also be premature to identify specific settlements as being problematic because in the context of European sites it is the **road corridors that are potentially problematic**. More detailed modelling work is needed to help determine whether or not development associated with a particular settlement will exacerbate the existing situation.

What is considered the most favourable option in sustainability terms and why?

5.49.8 It is difficult to choose a more favourable option. Both have extremely similar aims and objectives. Due to the nature of freight routing there will always be some areas/communities/individuals/businesses that benefit from HGVs using the advisory network, where others will suffer to some degree from the adverse impact. However, Option 1 is probably slightly more favourable because it advocates the use of both rail and water to transport freight wherever possible thus reducing the adverse affects of freight overall.

5.50 Core Policy 48 - Strategic transport network

What is the purpose of this policy?

5.50.1 Improving the strategic transport network (Primary Route Network, freight, key bus and rail networks) including the A350.

What options have been considered?

5.50.2 The following policy options have been developed (further information regarding this policy is contained within the Wiltshire Core Strategy and accompanying topic papers/background papers):

Policy option	Description
1	Broader – Improving the strategic transport network (PRN, freight, key bus and rail networks) including the A350.
2	Status quo – Improving the strategic transport network (PRN, freight, key bus and rail networks).

5.50.3 These options have been appraised for their likely significant effects against the 17 sustainability objectives. The full assessment is presented in Appendix F. A summary of results is shown in the following table:

	1. Biodiversity	2. Land and soil	3. Waste	4. Water	5. Flood risk	6. Air quality	7. Climatic	8. Heritage	9. Landscapes	10. Housing	11. Health	12. Inclusion	13. Community	14. Education	15. Transport	16. Economy	17. Employment
Option 1	-	-	0	+	-	+/?	+/?	+/?	+/?	+/?	+/?	+/?	+/?	0	+/?	+	+
Option 2	--	--	0	+	--	-/?	-/?	+/?	-/?	+?	+/?	+/?	+/?	0	+/?	+	+

What significant effects are envisaged?

5.50.4 Option 2 suggests that significant adverse affects will be envisaged for biodiversity, land and soil and flood risk. This is caused primarily because it has many more proposed new road schemes. Most likely impacts will be habitat fragmentation, loss of species and habitat, loss of quality agricultural land and greenfield sites and loss of floodplain.

What mitigation measures would prevent, reduce or offset the likely significant adverse effects of these policy options?

5.50.5 Prior to any new road schemes/improvements being carried out, each new proposal will be subject to an Environmental Impact Assessment which will determine the full adverse impacts of such schemes. This will include seeking advice from Natural England, the Environment Agency and other advisory bodies.

5.50.6 The HRA Report recommends that the **traffic modelling**, undertaken as part of the Core Strategy process to inform infrastructure requirements, should also model emissions to air. This will help provide an evidence base for the HRA and Core Strategy. It also recommends that the Core Strategy includes a specific policy requiring major developments to specifically consider the potential for effects on European sites associated with **transport related emissions to air and point source pollution** from relevant processes.

5.50.7 As things stand it is considered premature to screen out air quality as an issue in the HRA. It would also be premature to identify specific

settlements as being problematic because in the context of European sites it is the **road corridors that are potentially problematic**. More detailed modelling work is needed to help determine whether or not development associated with a particular settlement will exacerbate the existing situation.

What is considered the most favourable option in sustainability terms and why?

5.50.8 Both of the options are quite similar in their aims and objectives; however, Option 2 clearly proposes many more new road schemes. These schemes are likely to have significant adverse environmental impacts on, such as loss of species and habitat, some of which will be irreversible. Option1 is therefore considered the more favourable because it is least damaging to the environment.

This document was published by the Spatial Plans team, Wiltshire Council, Economy and Enterprise.

For further information please visit the following website:

http://consult.wiltshire.gov.uk/portal