Wiltshire Council

Full Council

11 March 2025

Executive Summary

The fourth Local Transport Plan (LTP4) is a statutory document and covers the period from 2025 to 2038. It sets out our strategic objectives and policies for Wiltshire, as well as our monitoring and evaluation approach for successful implementation. The implementation and delivery of policies in this document will contribute to maximising opportunities and tackling the challenges currently facing Wiltshire.

LTP4 will supersede the third Local Transport Plan (LTP3), which was published in 2011 (with some sections subsequently adopted in 2014 and 2015) and covered the period from April 2011 to March 2026.

We recognise that in our rural county there are many residents who are reliant on their car for a range of essential journeys. As such, we rely on a resilient transport network, especially on our key routes such as the A303, A36 and A350. These strategic routes provide vital links between many of our towns and villages and so improving them will benefit us all while boosting the economic prospects of our county.

In light of the national requirements and updated guidance on urgently reducing the impact and mitigating the effects of climate change, LTP4 shows a commitment from Wiltshire Council to take action to deliver wide-ranging improvements for cleaner, healthier and safer transport across the county. This is particularly challenging in a rural county where many residents are reliant on the private car.

LTP4 has been developed to meet the needs of residents, businesses and visitors, seeking to balance a range of competing and sometimes conflicting objectives, whilst at the same time remaining ambitious about the contribution transport in Wiltshire can make to national and regional objectives. LTP4 has been developed at a time of some uncertainty for transport, considering the long-term impact of COVID-19 as travel patterns have significantly changed. Accordingly, a key focus is journey purpose rather than individual modes of transport.

LTP4 encompasses the Core LTP4 Strategy which provides the strategic context, purpose, and direction of the plan; three place-based sub-strategies; and four county-wide sub-strategies. The LTP4 is accompanied by two supporting appendices.

Proposals

That Council:

1) Adopts the Local Transport Plan 4 (LTP4) (2025 – 2038); and

2) Delegates authority to the Director, Highways and Transport, in consultation with the Director, Legal and Governance, and the Cabinet Member for Transport and Assets, to make any necessary minor changes to the document before it is published.

Reason for Proposals

To ensure the Council continues to make progress in updating LTP4, aligned to Business Plan priorities and the Local Plan Review.

Parvis Khansari
Corporate Director - Place

Wiltshire Council

Cabinet

4 March 2025

Subject:	**Local Transport Plan 4**
Cabinet Member:	**Cllr Tamara Reay - Cabinet Member for Transport and Assets**
Key Decision:	**Key**

Purpose of Report

1. To:

    (i) To seek Cabinets approval to the proposed amendments to the document, endorse the Local Transport Plan 4 (LTP4) (2025 – 2038) and recommend it for adoption by full Council.

    (ii) Request Cabinet's agreement to delegate authority to the Director of Highways and Transport, in consultation with Director for Legal and Governance and the Cabinet Member for Transport and Assets, to make any necessary minor changes to the document before it is published.

Relevance to the Council's Business Plan

2. The main purpose of the Local Transport Plan is to ensure Wiltshire has a safe, reliable and efficient transport network.

Background

3. The current LTP3 was adopted in February 2011 with subsequent supporting documents adopted in 2014 and 2015. Local Transport Authorities (LTAs) have a statutory duty under the Transport Act 2000 (as amended by Local Transport Act 2008) to prepare a Local Transport Plan (LTP) which consists of a policy document and proposals for the implementation of those policies.

4. The DfT announced the requirement for authorities to renew their LTP and has developed new LTP guidance, the publication of which has been delayed. In the interim, it is gathering intelligence to understand where local authorities are in their LTP journey.

Main Considerations for the Council

Consultation

5. The draft LTP4 received Cabinet approval in November 2024 to undertake formal consultation, which is a statutory obligation as defined under the Local Transport Act

2008. The statutory consultation was open from Thursday 28th November till the 24th January using the Commonplace digital platform, an interactive website to allow respondents, including individuals and organisations, to provide their comments and suggestions on measures proposed in the plan. The website was designed to allow respondents to focus in on the area of the plan they were most interested in.

6. The consultation was being widely promoted through the council's communications channels, including in members' newsletters, the residents' newsletter (27,000 recipients), the town and parish newsletter, and the business newsletter (8,100 recipients). It also featured in the local media through the council's press release and was widely publicised on the council's social media channels. The open rate for the residents' newsletter is, on average, 52% and during the consultation the LTP feature attracted 853 clicks on the call to action link.

7. The social media campaign, across Facebook and X (Twitter) received a reach (the total number of unique users who saw the posts) of 45,200 and 57,800 impressions (the total number of times the posts were displayed to users). There were 440 clicks on the call to action link.

8. Two online engagement events were hosted during the consultation, one on Tuesday 3 December 2024 and one on Monday 13 January 2025. These events enabled people to find out more about LTP4, to find out how to take part in the consultation, and to ask questions. The events, which were hosted on Microsoft Teams, consisted of a presentation, followed by a public Q&A, with the Cabinet Member for Transport & Assets and the Cabinet Member for Environment & Waste, and senior officers present to answer questions. The webinars are available on the council's YouTube channel so people are able to watch them again (www.youtube.com/wiltshirecouncil).

9. We received a total of 383 responses (348 direct responses and 35 direct via email) with 2680 visitors to the consultation portal making 1077 individual contributions.

10. A pre-submitted Chair's announcement for each Area Board meeting was allocated for those being held during the consultation period. Where the Area Board meetings fell after the consultation, the council's Strategic Engagement and Partnership Managers (SEPMs) worked to ensure local communities were aware of the consultation. Through the SEPMs, the consultation information was also distributed widely to town and parish councils, local interest groups and also hard to reach groups.

11. More detailed analysis of the responses can be found in Appendix D - Wiltshire Local Transport Plan Consultation report.

12. Initial analysis:

(i) More Respondents were male (60%) than female (34.5%) with the remaining preferring not to say.
(ii) The majority of respondents (73.5%) were aged 55 or over and an under representation of younger people.
(iii) The majority of respondents agreed or strongly agreed with the vision statement for the future of Wiltshire's transport network as well as the transport challenges and proposed objectives.
(iv) There was strong support for the policies where the majority of respondents agreed or strongly agreed.
(v) There was less support for the effectiveness of the Avoid, Shift, Improve and

Support policy areas to meet our objectives, the greatest being for support and improve measures. It is noted that around a third of responses were neutral.

(vi) Support was less strong for Policy A1 in the Place-Based Sub-strategy (reducing the need to travel as often through combining journeys and providing digital options) and Policy A2 (Enabling access to services, jobs and other destinations within close reach).

Travel Pattern Survey

13. To support the LTP4 consultation a travel pattern survey was undertaken to understand more about current and future travel patterns. In summary, the survey found:

(i) The most typical modes of transport used in a typical week was evenly split between car driver (25%) and walking (24%). Other modes were made up of Bus (16%), Rail (10%), Car passenger (8%), Cycling (6%) EV Driver (4%), Electric bike (3%) Taxi and wheelchair (1%) and other (2%) with the majority of people wishing to travel by bus (21.5%) or walking (18.9%) in the future, followed by rail (16%), Car driver, internal combustion engine (ICE), hybrid (12%), car driver electric vehicle (EV)/plug-in hybrid (9%) and cycling (8%). Further details can be found in the Consultation report (Appendix B).

(ii) The greatest barriers to travelling were:
- Lack of alternative options (13.6%)
- Reliability (12.4%)
- Flexibility and journey time (both 10.5%)

Summary analysis

14. The website provided the opportunity for respondents to make comments on each of the LTP4 documents. The comments received through the website and via email have been reviewed and a summary of the comments are provided below in this section. Further detailed analysis of the comments is provided within the Consultation Report (Appendix D).

15. There was a general consensus that the documents even with the separate executive summaries was lengthy and some respondents would have preferred to see the document presented in a single and easy to read format.

16. The level of detail provided within LTP4 featured strongly within the comments received. Respondents would like to see more information on how the policies and measures will be implemented and funded and are keen to see further detail on the measures for specific schemes and places (particularly Salisbury). The delivery of measures is seen as critical to the success of LTP4, including the work with partner organisations and delivery agents. Respondents also recognise that national and regional policies and guidance, and funding available from central government will influence and affect how some measures may be taken forward in the future.

17. In relation to buses, respondents would like to see improved bus services, particularly to/from rural areas, improved availability and frequency particularly at evenings and weekends, improved reliability, cleanliness and comfort and cheaper fares. Importantly, buses are considered an essential 'lifeline' for many people and recognised as crucial for improving transport overall and encouraging modal shift. Respondents would also like the frequency of park and ride services in Salisbury increased.

18. In relation to active travel, respondents would like to see a dedicated active travel strategy and progress on the production of the Local Cycling and Walking Infrastructure Plans (LCWIPs). Respondents expressed support for segregated cycle paths within new developments with connections to existing cycle routes. Opportunities such as the promotion of e-bikes, e-cargo bikes, car share and cycle hire and integrating cycling with public transport was also highlighted. Some concern was expressed around user conflicts that can arise on routes (e.g. due to e-scooters) and respondents sought more information about school streets and 20mph speed limit areas. Overall, it was clear in the comments that the delivery of infrastructure to improve connections and safety for walkers and cyclists, especially in rural areas is seen as urgent and crucial.

19. In relation to parking, there is a consistent theme throughout the responses on charges including requests for lower charges and free parking. Respondents also noted that motorcycle provision was not featured within the draft sub strategies. There is an indication that respondents are willing to shift to using public transport as long as improvements are made to the existing offerings to encourage this. Some comments highlighted the need to reduce parking provision in some areas to encourage behaviour change and improve customer experience such as the market place in Devizes.

20. Respondents wanted to understand in more detail the types of trips being made across Wiltshire, where they are going and where they originate from, as well as how they might change in the future. This will help support designing future rail services and infrastructure to meet those needs. The comments on railway services highlight significant frustrations with public transport in Wiltshire. Several respondents pointed out that rail services are unreliable and expensive, with insufficient stations and limited capacity.

21. Respondents recognised the important role of rail (including local stations) to be complementary with the M4 and A36/303 as strategic links particularly further south and west of the county. Other issues mentioned, included inadequate parking facilities at Salisbury railway station and poor bus connectivity to train services were mentioned. There were calls for re-opening of stations and some suggestions supported increased rail freight use. There was also a call for greater capacity on the trains to carry cycles. More details on suggestions for changes to the rail network can be found in the Consultation report (Appendix D).

22. In relation to freight, respondents queried the ability of the council to influence freight and fund the aspirations of LTP4. Key areas of focus include assessing north-south connectivity between the M4 and the south coast, evaluating freight routes in villages and rural roads, and investigating the feasibility of freight hubs and multimodal centres. Challenges such as commercial interest, economic feasibility, and substantial costs are noted, particularly for shifting freight from road to rail and implementing urban consolidation centres. In addition, respondents highlighted weight restrictions, enforcement challenges associated with non-advisory routes and the issue of route assessments.

23. In relation to the electric vehicle charging infrastructure, there was general support for public charging infrastructure development and there is demand for access to on-street charging, via home energy supply, for those residents without off-street parking. Concerns were raised over the affordability and availability of public charging, including for commercial vehicles and the reliance on electric vehicle technology. There were calls for sustainable transport initiatives (public transport, active travel) to encourage mode shift rather than just the continuation of private vehicle ownership driven by

reliance on the transition of vehicles to electric power.

24. Some respondents raise some concerns that some policies could increase the reliance on cars despite 60% of residents living in urban areas like Salisbury. While some comments acknowledge positive elements in the plan, comments had expressed some frustration over the lack of concrete targets for carbon reduction and ambition regarding environmental sustainability. Doubts exist about the council's commitment to truly address these issues, especially regarding emissions from transport-related activities. There was a desire to see implementation of active travel infrastructure to encourage walking and cycling. Urban areas should be prioritised in planning to ensure adequate transport facilities can accommodate the population's needs. Greater measures that support local services and alternative transport solutions was welcomed.

25. There were several comments raised about ensuring those with disabilities are comprehensively considered in terms of accessibility including:

    (i) Accessibility could be improved at rail stations, for example, between platforms for pushchairs, buggies and wheelchairs and heavy luggage. Buses which can restrict the number of pushchairs and wheelchairs and can lead to some with pushchairs or wheelchairs being excluded from boarding.

    (ii) Pavement parking obstructs facilities for people with disabilities and other people walking and therefore the view is that this needs to be properly enforced. Similarly scaffolding on narrow streets hinders pedestrian movement especially for those with disabilities or pushchairs.

    (iii) Public charge points should be designed to be fully accessible to all potential users, including disabled people, those with reduced mobility and older people.

26. To ensure the impacts of policy measures is understood, respondents were keen to ensure that there would be improved monitoring and reporting on the delivery of schemes.

Proposed changes to LTP4

27. The new Local Transport Plan has been evidence led, compiled by reviewing relevant policies and data sources, and the consultation draft version has been amended to take account of any relevant or insightful feedback received from the statutory consultation process and is included in Appendix A.

28. A single, Executive Summary document has been compiled to make the document more accessible and easier to digest. This summarises the Core Strategy, Place Based Sub-Strategies, County wide sub-strategies, Carbon Paper and Integrated Sustainability Assessments included in Appendix B.

29. A delivery programme has been developed to identify a clear pathway to achieve the main policy measures outlined in the LTP. Many of the measures proposed in the plan are contained within the Infrastructure Delivery Plan (IDP) which is in the process of being updated in preparation for the Local Plan examination. Some measures will also be delivered through the Climate Change Action Plan. As appropriate, the emerging delivery programme will link to other relevant wider strategic programmes.

30. A detailed list of proposed changes is outlined in Appendix E.

Safeguarding Implications

31. No direct impact on safeguarding envisaged.

Public Health Implications

32. The policies and strategies have been developed in consultation with the Public Health team and has considered the implications that are a direct result of the road-based transport.

33. In particular, LTP4 makes reference to the adopted Air Quality Action Plan and has developed a number of policies to ensure measures are considered in the Delivery plan and the subsequent plans and strategies that follow-on from this. In addition, active travel (walking and cycling) is a key theme throughout LTP4 with the aim of being as inclusive as possible.

34. The LTP4 Integrated Sustainability Assessment (ISA) includes a Health Impact Assessment (HIA). The ISA concludes that the implementation of LTP4 will have beneficial effects on health and wellbeing.

Procurement Implications

35. No procurement implications are envisaged at this stage, although the implementation of the delivery plans may require procurement of specialist services.

Equalities Impact of the Proposal

36. LTP4 has been subject to public consultation and the results of this are presented in the consultation report. The document has been updated to include a single executive summary for ease of reference. Hard copies of the final adopted documents will be available in public libraries. The plan also includes place-based strategies so that the document has a different proposed strategy depending on the geographic characteristic of the area (Principal Settlements, Market Towns and Rural Areas).

37. An Equalities Impact Assessment (EqIA) has been undertaken, fulfilling the statutory duty to ensure the promotion of equalities under the Equality Act 2010 and subsequent Public Sector Equality Duty. The EqIA is integrated into the ISA and it is concluded that the implementation of LTP4 will have a positive effect on protected characteristic groups.

Environmental and Climate Change Considerations

38. In line with Wiltshire's Climate Strategy, climate change considerations have been fundamental in developing Wiltshire's LTP4 and will play a key role in everything delivered as part of it, as reflected in the LTP4 vision and objectives. The LTP4 Carbon Paper (appendix B of Core LTP4 Strategy) presents the assessment of the extent to which the proposed LTP4 measures could support reductions in transport sector carbon emissions within Wiltshire.

39. LTP4 identifies that in order to close the emissions gap of the DfT transport decarbonisation pathway (to 2050) an approximate 35% reduction from current

emissions levels would be required. In 2035 this would equate to a 70% reduction from the current (2023) levels. Whilst the LTP4 includes measures to support the decarbonisation of transport and contribute to closing this emissions gap, these measures are assessed to achieve approximately one third of the carbon reduction needed. This aligns with the notion that local authorities are thought to be able to influence approximately one third of area-wide emissions. LTP4 measures will require support of residents, businesses and local organisations to ensure success.

40. Environmental considerations have been considered throughout the development of LTP4. The ISA incorporates the Sustainability and Strategic Environmental Assessments (SA/SEA) and a Habitats Regulations Assessment (HRA) has been undertaken separately, including an Appropriate Assessment. Overall, it is considered that LTP4 represents a new and more sustainably focused approach to transport planning in Wiltshire.

41. A Post Adoption Statement will summarise how the ISA and the consultation responses have been taken into account and how social, economic and environmental considerations have been integrated into the final decisions regarding the LTP4. This will be issued as soon as is reasonably practicable after adoption.

Workforce Implications

42. Development and implementation of the Local Transport Plan will require resource from various teams across the council, however at this stage it is envisaged that this will be absorbed within current capacity

Risks that may arise if the proposed decision and related work is not taken

43. The current Local Transport Plan ran from 2011 and is due to expire in 2026. As a result of this, the current policies do not align with the council's current policy and government policy. Having a relevant and up to date Local Transport Plan allows the Council to plan and allocate resources accordingly. Not doing this may mean decisions made for future transport investment do not align with the Council's current LTP.

44. Having a new Local Transport Plan that has now been consulted on will support the evidence base for the draft Local Plan. A delay in the decision may impact the transport evidence base supporting the Local Plan as the LTP4 has been developed to complement the draft Local Plan.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

45. Draft guidance from the Department for Transport for Local Transport Plans is still awaited. New guidance could become available, which may impact the content and format of the document depending on how prescriptive the guidance is. It is worth noting that a number of local authorities have continued to develop their own LTPs in the absence of guidance over the last few years.

Financial Implications

46. There are no direct financial implications from adopting this plan, however the

delivery plans set-out will require funding to support their development. This will be procured and agreed on a case by case basis within the service areas allocated budgets.

47. Delivering the Local Transport Plan will involve significant financial investment which will continue beyond the current Medium-Term Financial Strategy (MTFS) period. Much of this funding is already earmarked, however the LTP's strategic focuses will help to guide and focus future investment for transport in Wiltshire, as well as support shaping future funding bids externally, as well as supporting the negotiating of developer contributions.

Legal Implications

48. There are no legal implications raised in the report at this stage which proposes a recommendation to approve and adopt the Local Transport Plan in accordance with the statutory process.

49. The Wiltshire Local Transport Plan continues to be a statutory requirement of the Transport Act 2000 as amended by the Local Transport Act 2008. To fulfil its legal obligations, the Council must produce a Local Transport Plan which must be implemented, kept under review, and altered if considered appropriate to do so.

Overview and Scrutiny Engagement

50. The Climate Emergency Task Group were briefed on 14th November prior to the public consultation. An update on the draft LTP4 was presented to the Environment Select Committee on 14th January 2025. The members of the Environment Scrutiny Committee and the Climate Emergency Task Group received a briefing on the consultation summary report on 20th February 2025.

Options Considered

51. The Council did consider waiting for formal guidance to be provided by the Department for Transport, however this has been delayed on several occasions, and therefore, decided that work should progress on the development of LTP4 towards adoption.

Conclusions

52. The LTP4 has been prepared following initial stakeholder engagement and public consultation and is intended to contribute to national, regional and local priorities including the Wiltshire Council Business Plan, Local Plan and Climate Strategy.

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Appendices
Appendix A - LTP4 Full document for adoption
Appendix B - LTP4 Executive Summary
Appendix C - LTP4 Draft Delivery Plan
Appendix D - Consultation summary document
Appendix E - List of proposed changes to LTP4

Background Papers

None