



# Wiltshire Council Local Transport Plan 4

Core LTP4 Strategy  
March 2025

Wiltshire Council

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## Document history

Revision	Purpose description	Revised	Authorised
1.0	Final for approval	20.02.2025	21.02.2025

# Foreword

A safe, reliable and efficient transport network is an essential component of everyday life. It is especially important in a rural county where connectivity by road and rail provides access to a wide range of essential services and facilities.

Modern transport has transformed our society and economy, enabling us to take advantage of dispersed opportunities and advances in distribution methods have stimulated economic growth by helping to provide us with unparalleled consumer choices and leisure opportunities, a 24-hour society and just-in-time deliveries.

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 road 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.

Whilst transport can be viewed as simply a 'means to an end', getting us from A to B, in reality it is an important enabler; an essential element of modern society with impacts on the economy, people's health, social exclusion, climate change and the countryside. Fewer people are keeping healthy through active travel as part of their daily lives, and there are increased concerns with regard to accessibility for people who rely on public transport.

We recognise the need to find the right balance, and to plan ahead, to ensure our transport network is fit for the future. Transport makes a significant contribution to Wiltshire Council's Business Plan priorities, and the transport network in Wiltshire must be capable of supporting sustainable economic growth in accordance with the Wiltshire Local Plan.

The fourth Local Transport Plan sets out the Council's transport ambition for the decade ahead based on our guiding themes of prevention and early intervention, improving social mobility and tackling inequalities, understanding our communities and working together. The strategic objectives and policies in this plan will ensure that Wiltshire is well placed to maximise the opportunities and address the challenges facing our beautiful and vibrant county in the longer term.

Tamara Reay,  
Cabinet Member for Transport and Assets

# 1. Context

## 1.1. Introduction to the fourth Local Transport Plan

This suite of documents forms a draft of the fourth Wiltshire Council Local Transport Plan (LTP4) which Wiltshire Council aims to adopt in 2025. It is a statutory document which the Council is required to produce and covers the period from 2025 to 2038.

It sets out the Council’s strategic objectives and policies for transport across Wiltshire and details the monitoring and evaluation approach we intend to use to ensure successful implementation. The implementation and delivery of policies in LTP4 will contribute to meeting the Council’s Business Plan objectives maximising opportunities and tackling the challenges currently facing Wiltshire including our concern over climate change.

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

In light of the national requirement 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 for a wide range of journeys. 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.

The 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 draft 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. This draft LTP4 is accompanied by two supporting appendices, as shown in Figure 1-1. A glossary is provided in Appendix C.

**Figure 1-1 - LTP4 structure**



## 1.2. Introduction to Wiltshire

The LTP4 has been developed to reflect Wiltshire’s unique characteristics, and the challenges and opportunities they present. The following sections provide a summary of the key context relating to:

- Geography
- Economy
- Transport

Wiltshire Council is one of the largest local authorities in England. Its area covers approximately 1,257 square miles and is home to a population of approximately 510,400 people. Wiltshire adjoins the higher tier local authorities of Dorset, Somerset, South Gloucestershire, Oxfordshire, West Berkshire, Hampshire, Swindon and Bath and North East Somerset. The urban area of Swindon, while predominantly within Swindon Borough, has expanded into Wiltshire.

Wiltshire is a largely rural area encompassing many natural and historic features which make it special and distinctive. The character of the county is shaped by parts of three National Landscapes (the new name for Areas of Outstanding Natural Beauty), part of the New Forest National Park, over 16,000 listed buildings, over 240 conservation areas, the Stonehenge, Avebury and Associated Sites World Heritage Site and significant numbers of other designated and non-designated heritage assets. Wiltshire also includes an element of the Western Wiltshire Green Belt, which protects the openness of the countryside between Bath, Bradford-on-Avon and Trowbridge.

Wiltshire also has the largest military training area in the country, the Salisbury Plain Training Area, spanning an area from Warminster and Westbury in the west and from Tidworth and Perham Down in the east.

The largest settlements in Wiltshire are the historic cathedral city of Salisbury in the south, the county town of Trowbridge in the west, and the market town of Chippenham in the north. For the purposes of consistency with the Wiltshire Local Plan, these settlements are referred to as Principal Settlements in LTP4.

Wiltshire has a number of Market Towns which play an important role in providing a good level of services, shops and jobs.

The relationships between the main settlements and surrounding villages are strong and help to characterise the identity of places.

Around half of the people living in Wiltshire live in towns or villages with populations of fewer than 5,000 people, reflecting the rural nature of the county.

Whilst generally our communities benefit from safe living and working environments, and deprivation is generally low, there are pockets of deprivation in some areas including Salisbury and Trowbridge.

Wiltshire has important relationships with the large urban centres of Bath, Bristol, Swindon and Southampton which provide a wider range of employment, leisure and cultural opportunities, and is also within commutable distance of London, South Wales and the south coast.

A safe, reliable and efficient transport network is essential to meet the Council's Business Plan priorities, which are:

- Thriving Economy
- Resilient Society
- Sustainable Environment
- Empowered People

Figure 1-2 - Wiltshire Council's mission



There are approximately 3,000 miles of road in Wiltshire and approximately 3,750 miles of public rights of way defined as public footpaths, bridleways and byways. Our highway network – the roads, bridges and related infrastructure – represent the Council's largest and most valuable public asset with a replacement value of over £5 billion.

Wiltshire also has an extensive public transport network, which despite financial challenges and changing travel patterns, has been sustained and enhanced through interventions such as Digital Demand Responsive Transport.

Figure 1-3 - Wiltshire Area Boards

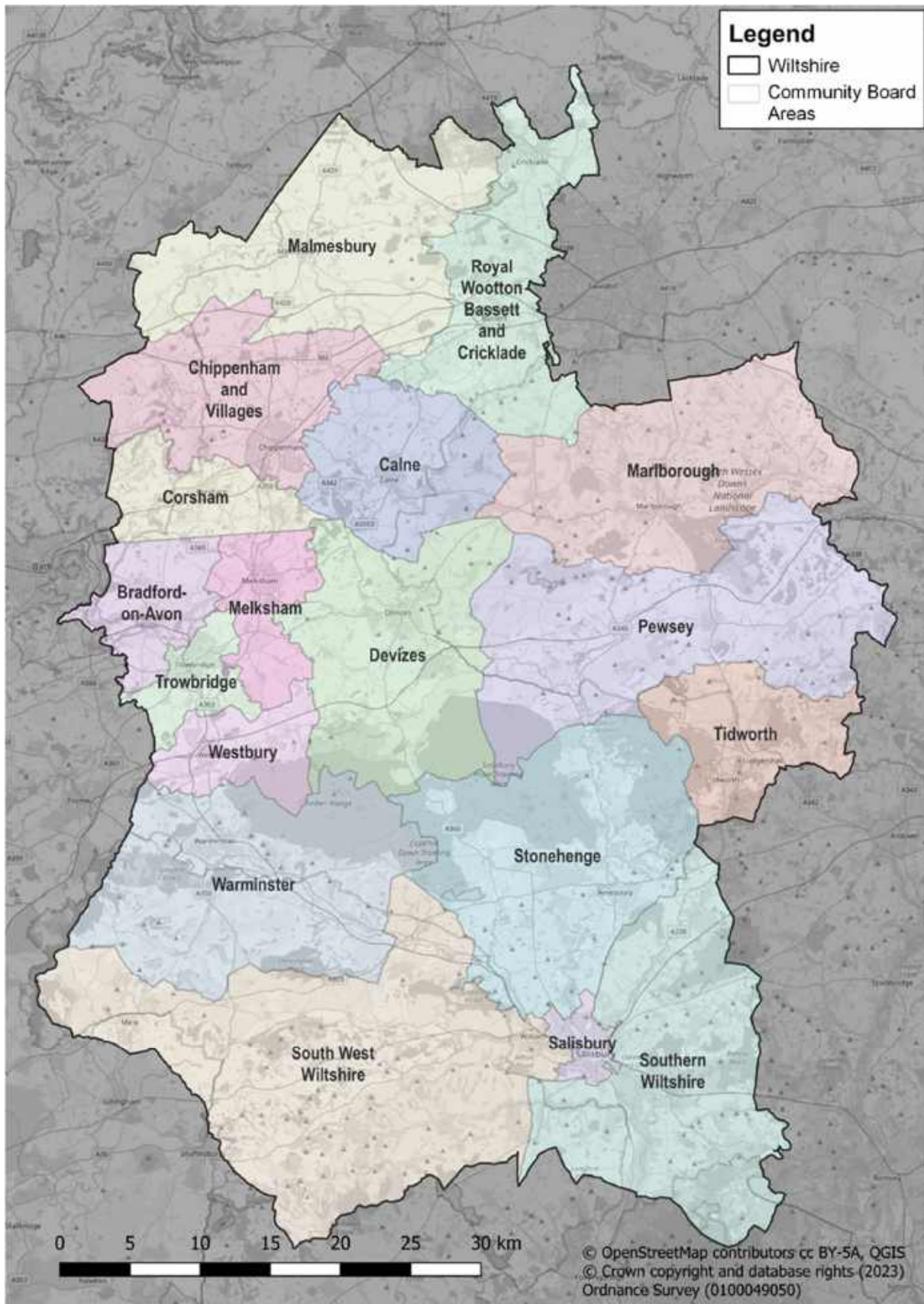




Figure 1-4 - Overview of Wiltshire

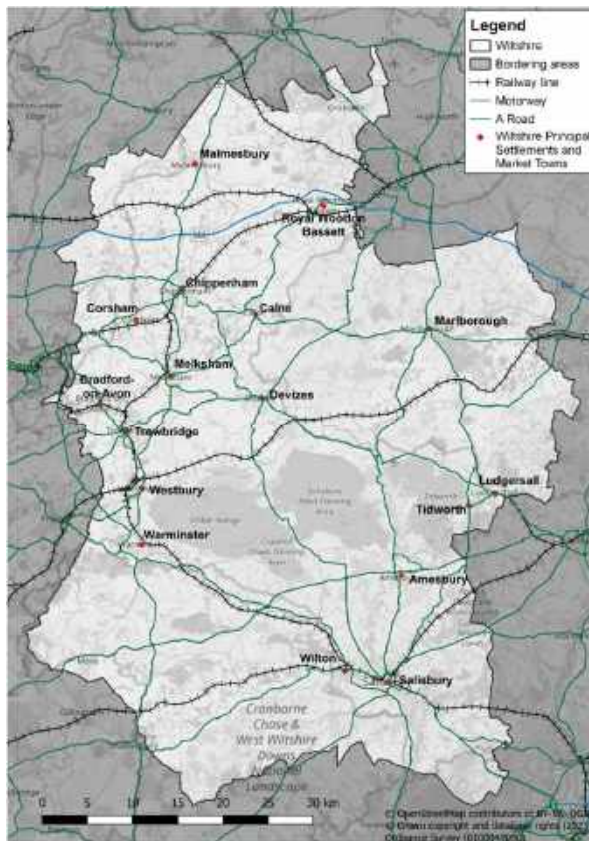
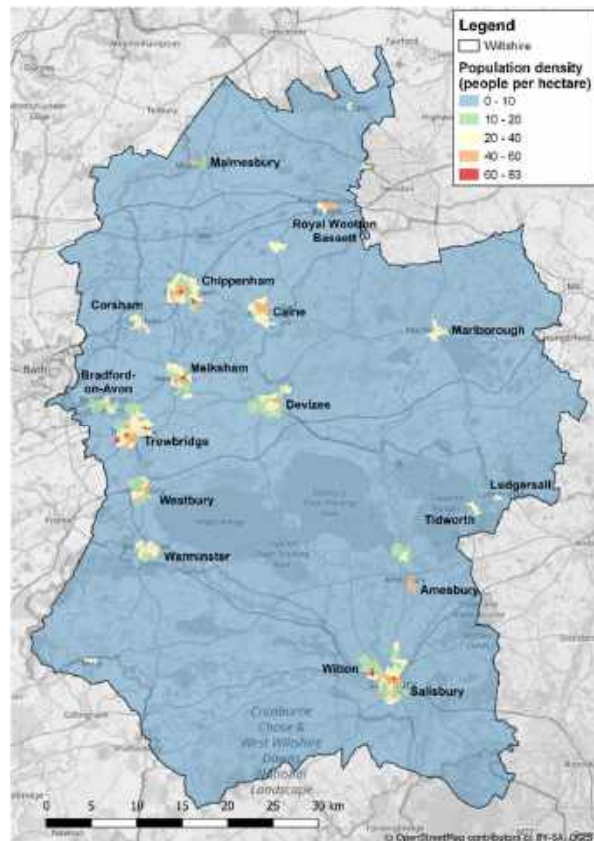


Figure 1-5 - Population density



## Geographical context



Wiltshire is one of the largest unitary authorities in England, at approximately 1,257 square miles. The Community Area Boards are shown in Figure 1-3.

Wiltshire is bordered by the local authorities of Gloucestershire, Oxfordshire and Swindon to the North, West Berkshire and Hampshire to the East, Dorset to the South and Somerset, Bath & North East Somerset and South Gloucestershire to the West (Figure 1-4).



In terms of **area**, Wiltshire is predominantly rural, with **93% of the county classified as rural**<sup>1</sup>. There are a number of landscape designations in Wiltshire, including part of the New Forest National Park and three National Landscapes which encompass almost half of the county: The Cotswolds, Cranborne Chase and West Wiltshire Downs, and the North Wessex Downs.

<sup>1</sup> 2021 Census. Based on Built up Area (BUA) boundaries for the defined principal settlements and market towns, with the remainder of Wiltshire being referred to as rural.



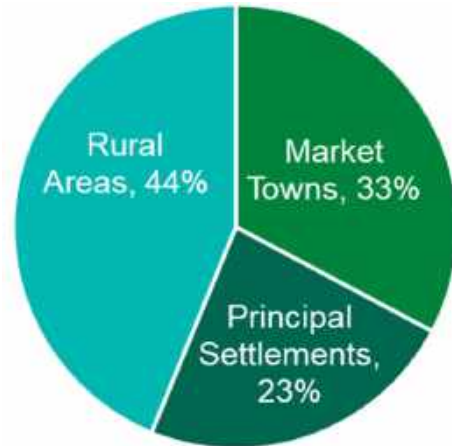
As of 2021, there are approximately 510,400 people living in Wiltshire.

Wiltshire's population is spread across the large county, resulting in an overall low population density (Figure 1-5). While Wiltshire is a largely rural county by area, **over half of its population lives in a Market Town or Principal Settlement (Figure 1-6).**

The highest densities are associated with the settlements of Salisbury, Trowbridge, Chippenham, Devizes, Melksham, Calne and Royal Wootton Bassett, each with population densities of over 30 people per hectare.

Salisbury is the largest settlement and only city in Wiltshire, followed by the towns of Trowbridge and Chippenham. In addition to these principal settlements, there are a number of market towns throughout the county.

**Figure 1-6 - % of population living in each place type<sup>1</sup>**



## Economic context



Wiltshire's **Gross Value Added (GVA) annual growth rates** (Figure 1-7) have followed similar patterns to England and the rest of the South West, with major decreases in GVA during the COVID-19 pandemic and a sharp increase in 2021. However, due to Wiltshire's higher proportion of public sector employment, the county is more protected from immediate national and regional economic shocks.

However, Wiltshire's **GVA per head** (Figure 1-8) remains below both the averages for the South West region and England.

Median annual gross pay in Wiltshire increased at a similar rate to the South West between 2018 and 2022, overtaking the region in 2022, but remaining below the median for England as a whole. **The median annual gross pay in Wiltshire in 2022 was £26,951, compared with £26,381 in the South West and £28,000 in England.<sup>2</sup>**



Of people aged 16 to 64 years living in Wiltshire, **80.4% were employed** in the year ending December 2023, down from 81.6% in the previous year. The employment rate in Wiltshire remains higher than the South West as a whole (78.8% in 2023).<sup>3</sup>

Around **6,000 people aged 16 and over in Wiltshire (2.3%) were unemployed** in the year ending December 2023. This was a slight increase compared with 2.1% in the previous year, but remained lower

<sup>2</sup> Annual Population Survey Jan to Dec, Office for National Statistics (2023 and 2024).

<sup>3</sup> Annual Population Survey Jan to Dec, Office for National Statistics (2023 and 2024).

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than the 2023 averages for the South West (2.5%) and England (3.7%).<sup>4</sup>

The **total number of jobs in Wiltshire increased** between 2021 and 2022 by 0.8%, which is below the rate of increase in the South West region (1.6%) and England (1.9%).<sup>5</sup>



The COVID-19 pandemic saw a shift towards home working for those who were able to. Of Wiltshire's working population, 38% had worked at home in April 2020. Between January and March 2022, 13% of workers in the South West worked from home at least one day in the week surveyed.<sup>6</sup>

There are digital barriers in Wiltshire; a higher proportion of premises (2.2%) have a low broadband speed than the national average (1.7%).<sup>7</sup>



There **are pockets of deprivation within Wiltshire**, primarily focused within urban areas. The most deprived area of Wiltshire is Trowbridge John of Gaunt - Studley Green. Other areas of deprivation include Chippenham Queens, Melksham North, Trowbridge Drynham and Salisbury Bemerton.<sup>8</sup>

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<sup>4</sup> Model-based estimates of unemployment based on the Annual Population Survey and Jobseeker's Allowance, Office for National Statistics (2023 and 2024)

<https://www.ons.gov.uk/visualisations/labourmarketlocal/E06000054/>

<sup>5</sup> Business Register for Employment, including self-employed, HM Forces and Government-supported trainees, Office for National Statistics (2023)

<sup>6</sup> Homeworking in the UK – regional patterns: 2019 to 2022, Office for National Statistics (2023)

<sup>7</sup> Needs Analysis for Wiltshire and Swindon (2021)

<sup>8</sup> English indices of deprivation, Ministry of Housing, Communities and Local Government (2019). The Index of Multiple Deprivation (IMD) was last published in 2019. The IMD ranks all Lower-layer Super Output Areas (small areas with an average of approximately 1500 residents or 650 households) in England and places them in a decile from 1 (most deprived) to 10 (least deprived).

**Figure 1-7 - GVA growth rate in Wiltshire, the South West and England<sup>9</sup>**



**Figure 1-8 - GVA per head in Wiltshire, the South West and England<sup>9</sup>**



The expected direction of change the number of jobs is shown below for each sector across Wiltshire and Swindon for the period 2016-2036. In total, the financial and business services, education and health and construction sectors were forecast to provide 29,100 additional jobs by 2036, out of the overall 40,200 (net) new jobs forecast for 2036.<sup>10</sup>

Number of jobs increasing <span style="color: green;">↑</span>	Number of jobs decreasing <span style="color: red;">↓</span>
Financial and Business Services	Manufacturing
Education and Health	Primary industries (including agriculture)
Construction	Utilities
Wholesale and Retail	
Accommodation and Food Service	
Public Administration and Defence	
Information and Communication	
Transport and Logistics	
Other Services	
<b>Total: +44,400</b>	<b>Total: -4,200</b>

**Transport context**



Wiltshire Council has approximately 3,000 miles of road network within its area. There are approximately 22 miles of motorways and trunk roads in Wiltshire, which are managed by National Highways. There are approximately **419 miles of A-roads**, of which, 375 miles are classed as rural, and 44 miles are classed as urban.<sup>11</sup>

<sup>9</sup> Regional GVA Nomenclature of Units for Territorial Statistics (NUTS), Office for National Statistics (2023)

<sup>10</sup> Swindon and Wiltshire Functional Economic Market Area Assessment (2016)

<sup>11</sup> Wiltshire Council



Within Wiltshire, 13% of households have no access to a car or van, compared to 24% in England.<sup>12</sup> This is likely to reflect Wiltshire's largely rural nature and relative affluence.

The M4, which connects Swindon with Bristol and London, has the highest vehicle flow across the road network in Wiltshire and carries approximately **82,000 vehicles per day**. Other key roads such as A350, A303 and A36 carry between **12,000 to 21,000 vehicles per day**.<sup>13</sup>



To understand the future resilience of Wiltshire's road network, we carried out a test using our strategic highway traffic model using forecast 2036 traffic levels. The model provides an indication of future traffic demand but does not account for large scale changes in travel demands, travel patterns or any type of transport intervention, including from this LTP.

According to this test, journey times on the strategic routes would increase by 6% on average in both the morning and evening peaks. Compared to 2019, journey times were also expected to worsen on the A342 (Chippenham to Devizes), A4 (Corsham to Calne) and A361 (Trowbridge to Frome).



In late 2023, there were **20,200 battery electric cars** licensed in Wiltshire. Wiltshire has a higher number of battery electric cars as a proportion of all cars (6%) compared with the South West region (4%) and England (3%).<sup>14</sup>

In terms of access to electric vehicle charging, there are currently 6 rapid devices and 29 fast devices provided by Wiltshire Council across the county. The increasing focus on a shift towards electric vehicles means that we are always searching for new locations for charging points.



Wiltshire has **14 railway stations**, served by two main train operators: Great Western Railway and South Western Railway. There were 5.5 million entries and exits by passengers recorded across these 14 rail stations in 2022/23.<sup>15</sup> Figure 1-10 below shows accessibility of the key urban centres by rail. Only those areas coloured green, yellow and orange can access the identified key urban centres within an hour by rail. This also shows that a large proportion of Wiltshire's residents live beyond an hour's rail journey to key urban centres.



The bus network within Wiltshire is provided by several different operators, with different primary operators in different areas (Figure 1-11 and Figure 1-12). Wiltshire Council provides **financial support to around 70% of bus services** operating in its area, the main

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<sup>12</sup> Census 2021

<sup>13</sup> Department for Transport, Road traffic statistics, 2023 (<https://roadtraffic.dft.gov.uk/local-authorities/68>). The average annual daily flow counts the number of vehicles that travel past (in both directions) the count location on an average day of the year, over a 24-hour period.

<sup>14</sup> Licenced vehicles / ultra low emission vehicles at the end of the quarter (VEH105/VEH132), Department for Transport (2024)

<sup>15</sup> Office of Rail and Road, Estimates of Station Usage (November 2022)

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exceptions being urban services in Salisbury and a number of strategic interurban services.<sup>16</sup>

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Due to the rural nature of the county, Wiltshire benefits from an **extensive network of public rights of way** across the county, spanning nearly 6,000 km (approx. 3750 miles) (Figure 1-13).

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<sup>16</sup> Bus Service Improvement Plan, Wiltshire Council (2024)

Figure 1-9 – Wiltshire’s strategic transport network and connections (SWLEP, 2022)

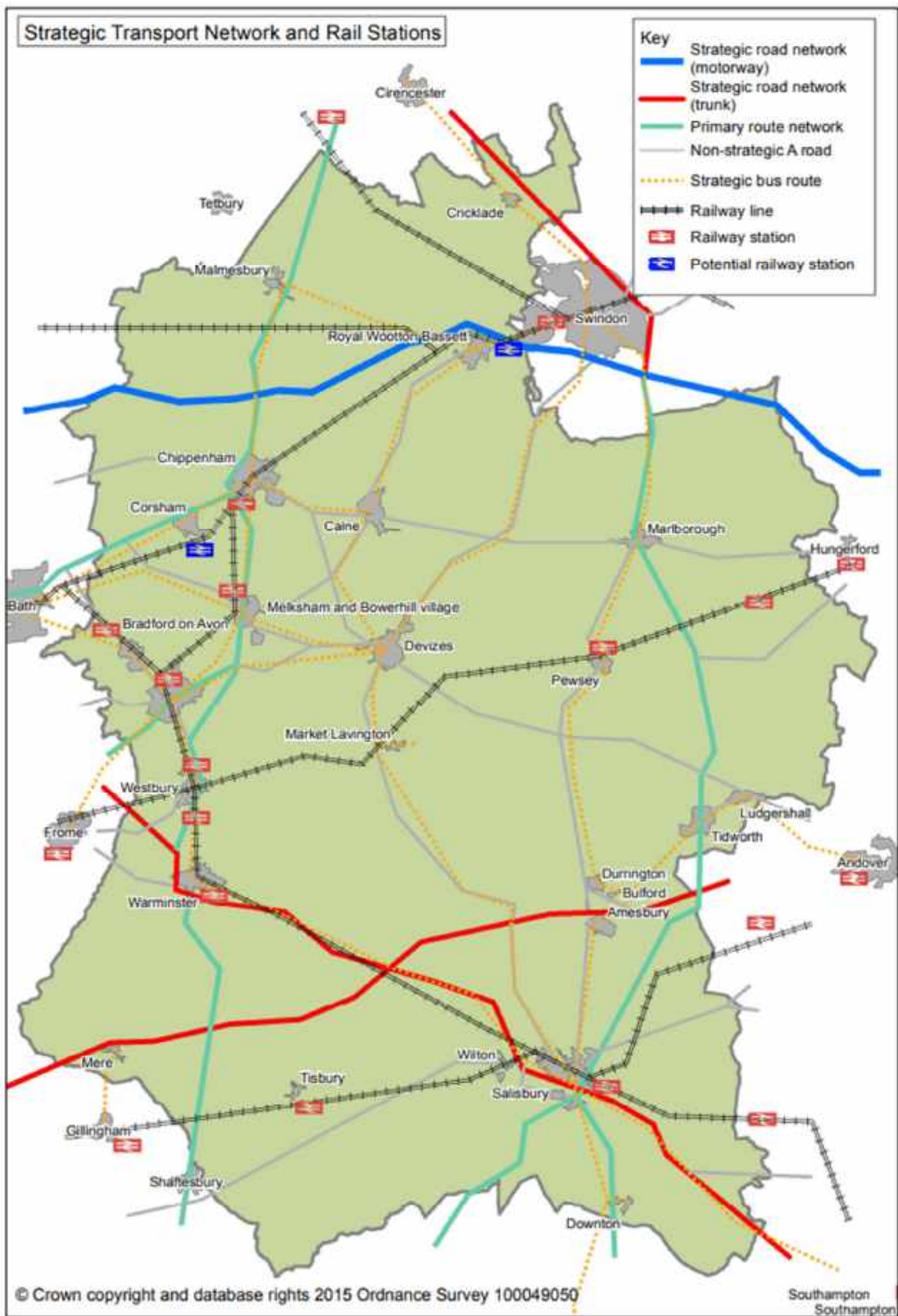


Figure 1-10 – Rail Journey Time within an hour of Key Urban Centres

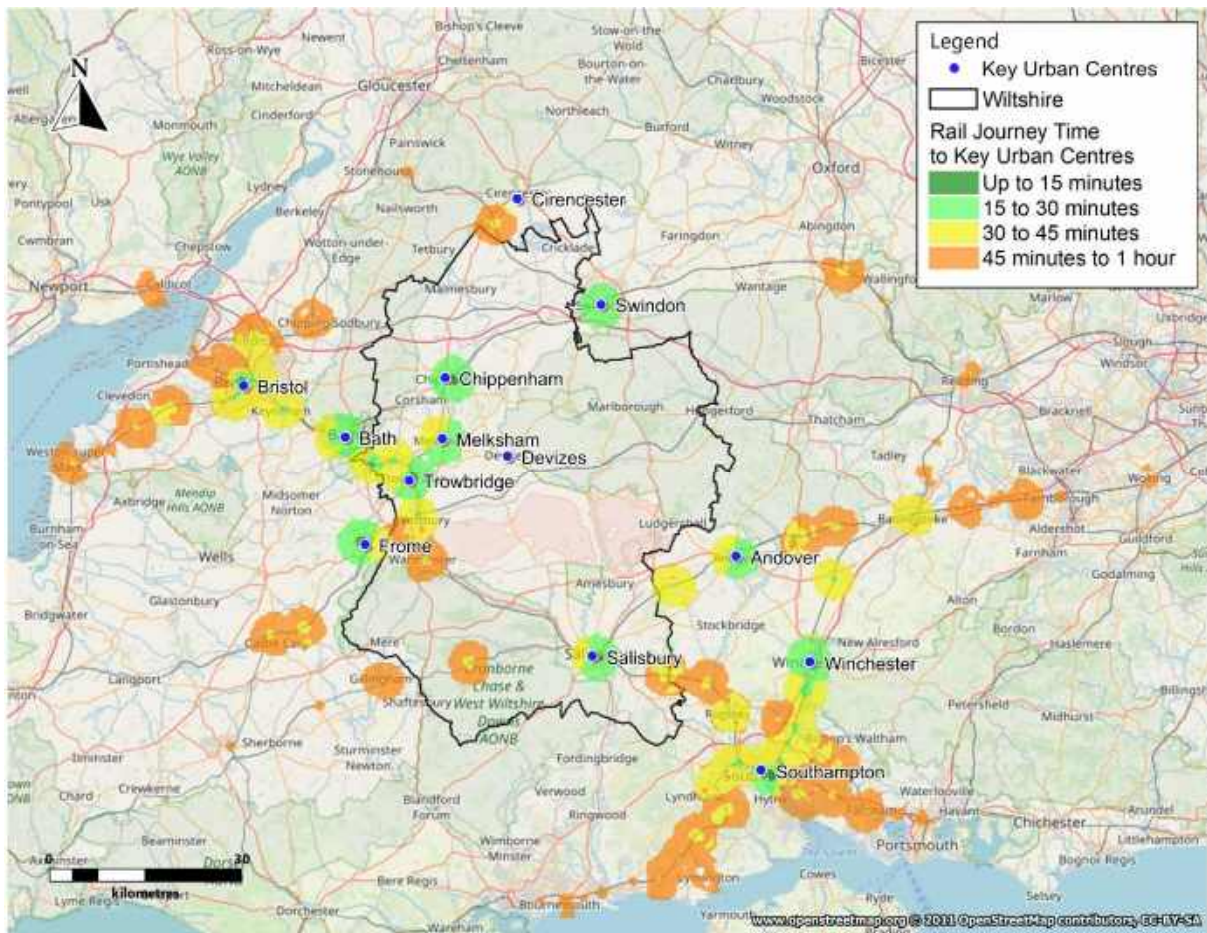
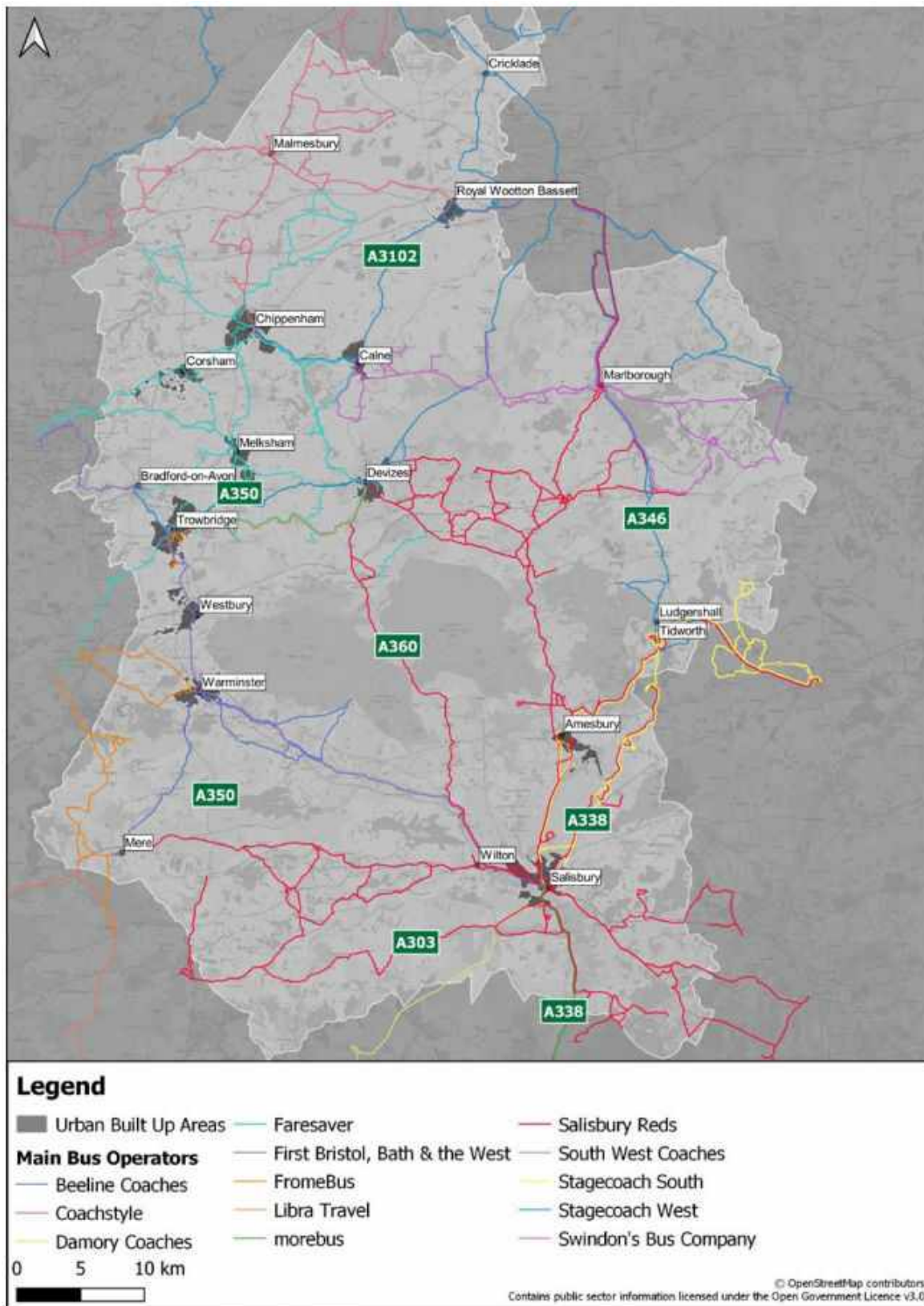




Figure 1-11 – Bus routes across Wiltshire by operator



There are also a number of Community Transport bus operators providing services across the county.

Figure 1-12 – Bus routes across Wiltshire by origin/destination



Figure 1-13 – Public rights of way across Wiltshire

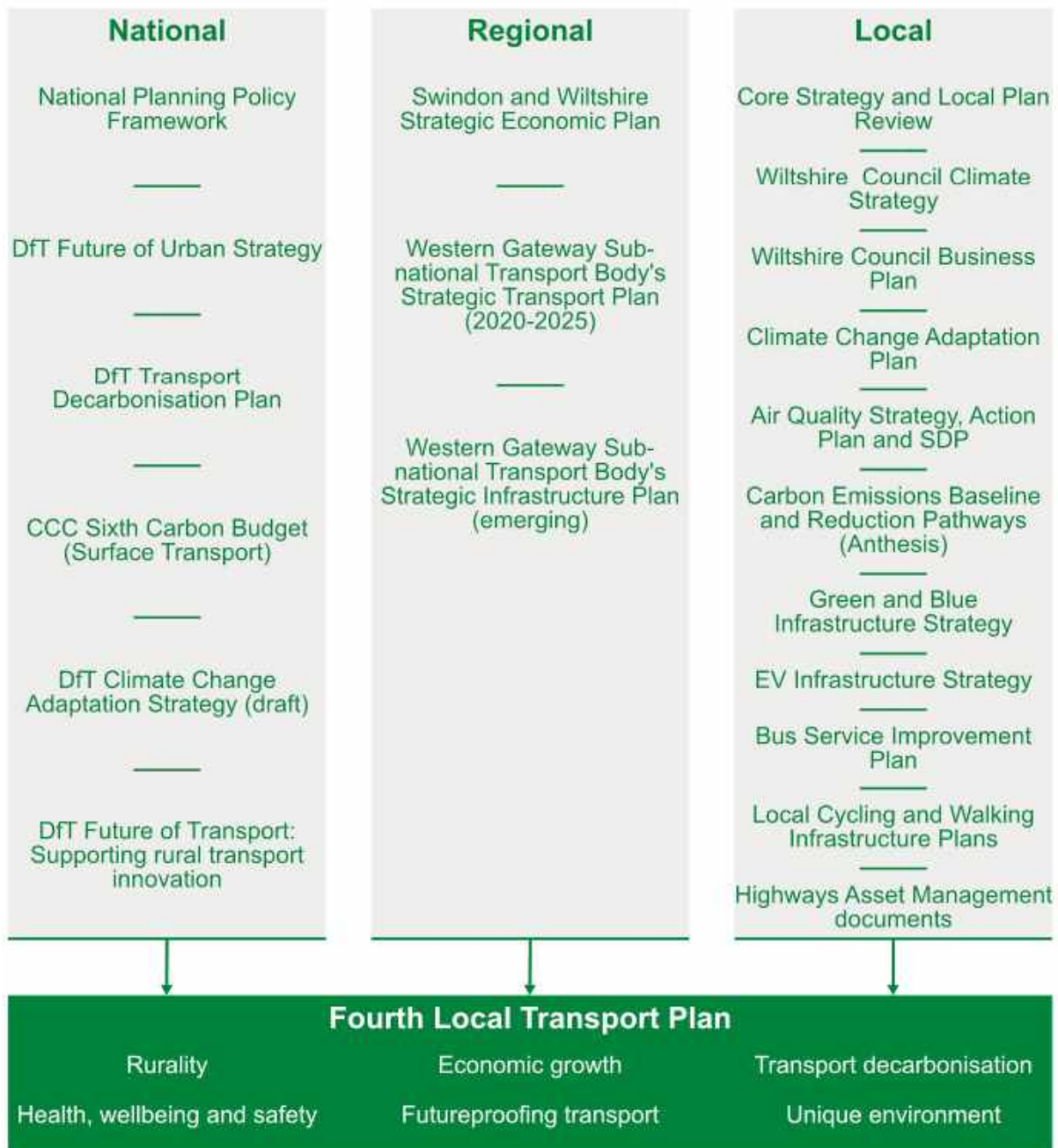


### 1.2.1. Policy and strategic context

A comprehensive review of relevant national, regional and local policies and strategies, including those summarised in Figure 1-14, highlights several key themes for the LTP4:

- Creating an LTP that outlines how transport integrates with and can contribute to achieving other policy objectives, such as the Local Plan, Business Plan, and Climate Strategy.
- Acknowledging Wiltshire's distinct characteristics and unique environment, which makes it important to tailor transport measures to suit the largely rural county and support the health, wellbeing and safety of its residents.
- Supporting sustainable economic growth in Wiltshire.
- Ensuring Wiltshire futureproofs its transport systems to deliver a resilient network that is prepared for technological, environmental and societal changes and will meet the needs of future generations.
- Establishing a decarbonisation trajectory toward contributing towards net-zero carbon emissions across Wiltshire.
- Using a combination of **Avoid, Shift and Improve** principles to support our objectives. Further details of this approach can be found in Section 2.3.

**Figure 1-14 – Policy and strategic context**



### 1.2.2. Draft LTP and Quantifiable Carbon Reduction (QCR) Guidance

Following publication of the Transport Decarbonisation Plan (TDP)<sup>17</sup> in 2021, the Department for Transport (DfT) developed and consulted with local authorities on draft guidance for LTPs. No final guidance has been published, and the future development is uncertain. However, we have ensured that the Wiltshire LTP4 aligns well with the draft guidance that was shared

The guidance includes separate QCR guidance which reflects the TDP commitment to:

*‘...drive decarbonisation and transport improvements at a local level by making quantifiable carbon reductions a fundamental part of local transport planning and funding.’*

As LTPs are statutory documents that set out improvements to transport networks, the DfT identifies that they need to present how local authorities will deliver ambitious carbon reductions. The draft QCR guidance was developed to help to local authorities to produce LTPs that contain measures and solutions which will result in quantifiable carbon reductions. Further detail on the guidance is included in the **LTP4 Carbon Paper**.

### 1.2.3. Climate change context

In response to the growing awareness of the Climate Emergency, in June 2019 the UK Government passed legislation committing to achieving net zero GHG emissions by 2050. Legal commitments have also been made to budgets which set an upper limit to cumulative national GHG emissions over five-year periods up to 2037.

It is widely agreed that climate change caused by greenhouse gas (GHG) emissions poses an unprecedented threat. Action is required across all aspects of society to limit GHG emissions to avoid the worst of projected global warming and climate change and to limit the associated environmental, social and economic impacts. The scale of the challenge was communicated by the Intergovernmental Panel on Climate Change’s (IPCC) Sixth Assessment Report, which states that 1.5°C of warming is now unavoidable, but that strong action can still limit climate change, and with radical action, temperatures could stabilise in 20 to 30 years.<sup>18</sup>

In July 2021 the Transport Decarbonisation Plan (DfT, 2021) set out what the Government, businesses and society will need to do to deliver the significant emissions reduction needed across all modes of transport to achieve the pathway to meeting GHG budgets and net zero GHG emissions across the transport sector by 2050. As carbon dioxide accounts for 99 percent of GHG emissions from transport, GHG reductions are often described as decarbonisation.

Following the action by the UK Government to accelerate the path to net zero GHG emissions, many councils recognised the need to acknowledge the climate emergency and commit to achieving net zero GHG emissions by 2050. Wiltshire Council acknowledged a climate emergency in February 2019.

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<sup>17</sup> [Decarbonising Transport – A Better, Greener Britain \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

<sup>18</sup> As cited in Wiltshire Carbon Emissions Baselines and Reduction Pathways (Anthesis, 2022)

## Summary of commitments to reduce greenhouse gas emissions



The Paris Agreement set the international target to limit global temperature rise to well below 2°C with the aim of limiting the rise to 1.5°C above pre-industrial levels. The IPCC's follow up report stated that this requires a global reduction in GHG emissions of 45% by 2030. Governments have strengthened their commitments at subsequent Conference of Party (COP) meetings for the agreement.



The Climate Change Act 2008 introduced a legally binding target for the UK to reduce GHG emissions by 80% by 2050. In June 2019, the target was updated to reach net zero carbon by 2050. In addition the UK Government have committed to six five year carbon budgets. The most recent, sixth, carbon budget (to 2037), was agreed in June 2021 and involves reducing all sector emissions by 78% by 2035 compared to 1990 levels.



Wiltshire Council has committed to making the council a carbon neutral organisation by 2030 and has identified the ambition to seek to make Wiltshire a carbon neutral county by 2030. Several other council plans and policies hold relevance to these commitments.

As shown in Figure 1-15, there are two parallel elements to Wiltshire Council's transport response to the Climate Emergency: reducing GHG emissions (**mitigate**) and planning for the impacts of climate change (**adapt**).

**Figure 1-15 – Wiltshire Council's transport response to the Climate Emergency**



### Mitigate: reducing greenhouse gas emissions in Wiltshire

Wiltshire Council has identified the ambition to seek to make the county carbon neutral by 2030. Transport decarbonisation has an important role to play in supporting this ambition as the transport sector generated 38% of GHG emissions in Wiltshire in 2022, a higher proportion than any other sector (based on data from the Department for Energy Security and Net Zero, DESNZ <sup>19</sup>).

The **LTP4 Carbon Paper** includes an overview of the main sources of transport emissions within Wiltshire in terms of:

- Vehicle type – indicating that cars account for over 60% of emissions and HGVs and vans for approximately 35% combined.
- Road type – showing that motorways account for nearly 20% of emissions and A roads for approximately 45%.
- Journey purpose – highlighting the significance of leisure and commuting trips in emissions totals.
- Population category – highlighting the variation in emissions from car travel between different population categories with higher emissions typically generated by rural households and higher income households.

In addition to understanding the source of current emissions, it is important to understand future transport emissions and the ‘emissions gap’ that needs to be closed between projected emissions and the decarbonisation pathway that would meet carbon reduction commitments.

Figure 1-16 illustrates the scale of the estimated emissions gap in Wiltshire, based on a number of assumptions on key variables influencing the gap over which there is uncertainty (including traffic growth and change in vehicle fleet). Further details relating to assumptions and uncertainties can be found in the **LTP4 Carbon Paper**.

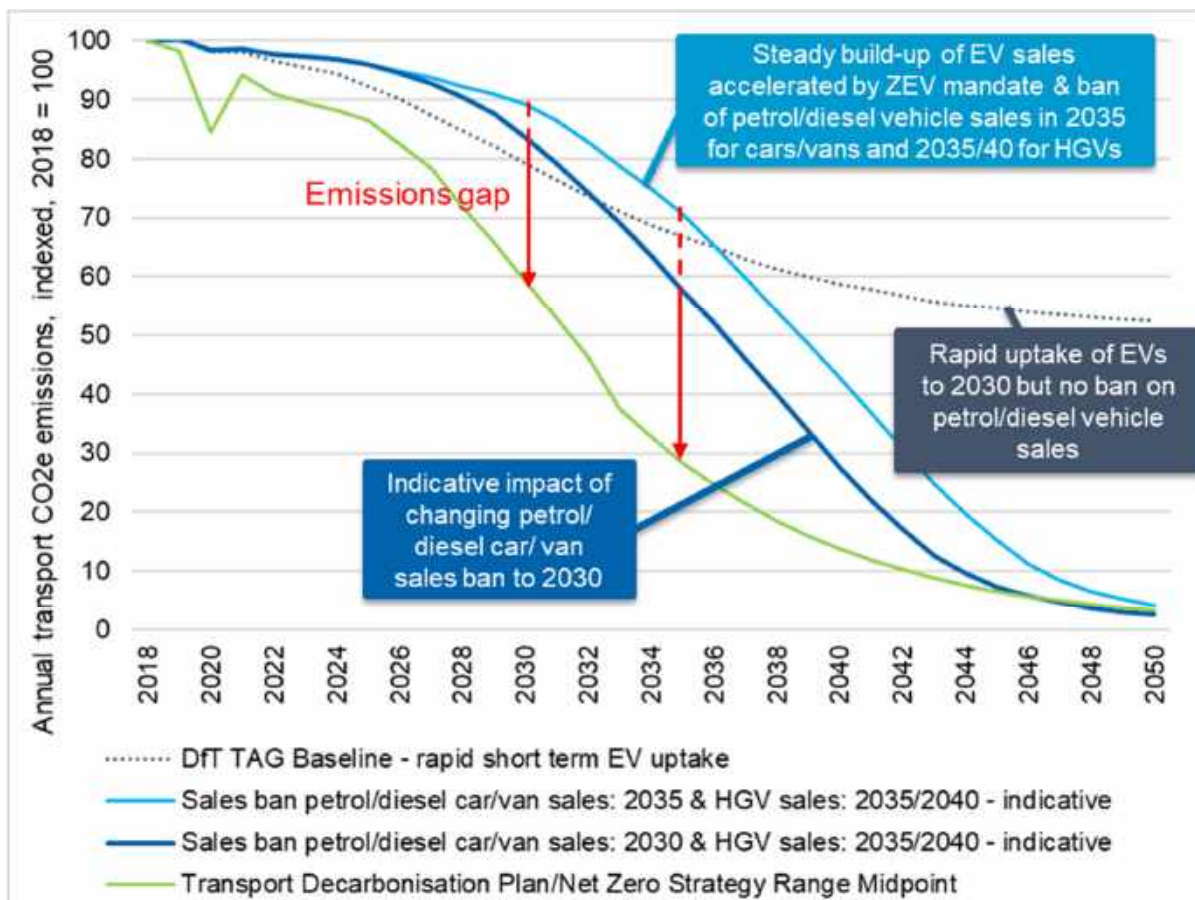
The red arrows on the graph indicate the emissions gaps between the blue baseline emissions projections for Wiltshire (with three projections reflecting assumed business as usual traffic growth and different views on the speed of uptake of electric vehicles and other zero emissions vehicles) and the green decarbonisation pathway (drawn from the DfT’s Transport Decarbonisation Plan) in 2030 and 2035. The comparison indicates that closing the gap in 2030 would require approximately a further 30% reduction in transport emissions from the projected baselines. This equates to approximately a 35% reduction from current emissions levels. In 2035, closing the gap would require approximately a 55% reduction in emissions relative to projected baselines (equivalent to approximately a 70% reduction from current emissions levels).

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<sup>19</sup> DESNZ, 2024, UK local authority and regional greenhouse gas emissions statistics. The dataset covers carbon dioxide emissions only, no other greenhouse gases.



**Figure 1-16 - Wiltshire's estimated transport emissions gap**



Closing the emissions gap is important: it is the total cumulative emissions that drive climate change. Greenhouse gases remain in the atmosphere causing warming for decades once released. Each year in which emissions remain above pathway levels adds further to cumulative emissions and make it harder for emissions to be brought back to the levels required to meet climate change commitments.

The emissions gaps identified are substantial and are consistent with the scale seen for other authorities and on a national level. They clearly highlight the scale and pace of transport emissions reduction that would be required to meet the decarbonisation pathway.

LTP4 will support transport decarbonisation in Wiltshire by:

- Supporting and promoting measures to reduce transport user emissions; and
- Establishing the importance of considering whole lifecycle carbon implications in transport decision making.

Recognising the importance of the decarbonisation challenge for transport, these considerations have informed the development of LTP4. Measures have been developed to align with the need for decarbonisation, whilst recognising the additional challenges of reducing car use in a largely rural county with a dispersed population.

Section 4.3 provides an assessment of the potential carbon reduction impacts supported by the proposed LTP4 measures and the impact they could have on helping to close the emissions gap, if they are implemented in combination with action by individuals, organisations and other sectors.

### Adapt: climate change adaptation in Wiltshire

Alongside reducing greenhouse gas emissions, the underpinning theme of sustainability throughout the LTP4 also captures the need to consider the other dimension of the climate change challenge. This involves adapting and building resilience into the transport system to ensure we are prepared to cope with the impacts of climate change that are already inevitable.

Our transport networks are already under pressure: increased temperatures, more severe and more common storms, and increased flooding have all caused disruption over recent years. Without adaptation, these extreme weather events could pose serious risks to those working on and using our transport network; we have a responsibility to increase our resilience.

According to the DfT's 2024 Draft Transport Adaptation Strategy<sup>20</sup>, the benefits of climate adaptation are as follows:

- Lower costs (such as for maintenance and repairs) and reduced safety risk to passengers and staff.
- Reduced disruption, enabling more constant and reliable access to services, jobs and schools, and movement of goods.
- Nature-based adaptation solutions can enhance biodiversity, improve air quality, and help to progress towards net zero carbon.

The need to increase the resilience of Wiltshire's transport networks is a consideration in developing LTP4. In parallel, we are currently progressing a number of workstreams to further develop our approach. We are currently developing:

- A Highways & Transport Climate Risks Register. This is helping us to carefully and systematically consider the potential impacts of extreme weather on our people and on our transport assets, and how we might be able to mitigate these.
- Climate change adaptation pathways for Wiltshire. We will use these pathways as a decision-making tool, helping us to determine when, how and where to implement adaptation interventions, in line with recognised best practice.

Further detail on our holistic approach to sustainability is included in Section 4.

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<sup>20</sup> [Fit for a changing climate? Adapting the UK's transport system \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/125442/fit-for-a-changing-climate-adapting-the-uk-s-transport-system.pdf)

### 1.2.4. Progress and changes since LTP3

Our LTP3 covered the period 2011 to 2026 and will be superseded by the LTP4 upon adoption.

The LTP3 had the following overarching goals:

- To support national economic competitiveness and growth, by delivering reliable and efficient transport networks.
- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.
- Promoting travel modes that are beneficial to health.
- To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society.
- To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

The progress we have made towards achieving our LTP3 goals is demonstrated through a number of our projects and schemes we have delivered over the LTP period. These include improvements to walking routes and public spaces in Salisbury and Trowbridge through the Future High Streets Fund, along with railway station forecourt enhancements in Salisbury. Active travel improvements have also been delivered in Hilperton, while Farmers Roundabout in Melksham has benefited from a new traffic signalling system, more lanes, signage and markings as well as extensive carriageway repairs to enable reduction in queues and improve journey time.

Buses play a central role to journeys in Wiltshire. However, in rural areas, conventional bus services can experience diminished passenger numbers, restricted routes, and infrequent schedules, presenting obstacles for residents in accessing essential services and opportunities. Therefore, Wiltshire Council has developed Wiltshire Connect, an on-demand bus service that operates in the Pewsey Vale and Marlborough area of the county: a large, rural area with a high reliance on private cars. Wiltshire Connect passengers are able to book journeys via an app or over the phone, at a time to suit them, and travel between any designated pick up and drop off point within each travel zone. The adaptability of the routes, shaped by passenger requests, enhances efficiency while minimising unnecessary detours, thereby improving overall accessibility. The services are being funded by a £1.2m grant from the Government's Rural Mobility Fund following a successful bid by the council.

Following a successful bid by Salisbury Reds and Wiltshire Council, a financial award from the latest phase of the Department for Transport's ZEBRA (Zero Emission Bus Regional Area) scheme will deliver 23 zero emission buses in 2026. Each bus will be equipped with tap on, tap off, technology for contactless payments, USB charging points for all seats, and next stop audio and visual announcements. The vehicles will also have a fully accessible wheelchair ramp, audio loops, dementia-friendly internal colour schemes and CCTV for added security. This joint investment between DfT, Salisbury Reds and Wiltshire Council will ensure greener, better, journeys and reduce Salisbury's overall greenhouse gas emissions.

Work is also currently underway to undertake road safety improvements on the A3102, between Swindon and Melksham, via Royal Wootton Bassett and Calne, and we have delivered a number of freight related initiatives. For example, the Freight Assessment and Priority Mechanism (FAPM) was successful in providing an equitable system for scheme prioritisation, which assisted us with requests for freight management.

Other transport projects we have delivered include TransWilts at Melksham Rail Station, which provides enhanced services from Westbury to Swindon, via stations at Trowbridge, Melksham and Chippenham. TransWilts, alongside partners including Wiltshire Council, have also delivered extensive improvements at both Melksham and Westbury stations.

Local Cycling and Walking Implementation Plan (LCWIPs) have been developed for Chippenham, Devizes, Salisbury and Trowbridge. We will continue to develop and publish further LCWIPs so that these documents can be utilised to attract valuable funding which can be used to deliver walking and cycling improvements across the county over the coming years.

We have created our sustainable travel website Connecting Wiltshire which offers comprehensive information about travel in Wiltshire. It incorporates a journey planner as well as cycle and walking maps for the different towns and areas in Wiltshire. It also provides information about bus and rail travel including live travel updates. As well as providing the home for Wiltshire Connect (on demand bus service) pages and information.

In summary, we have made good progress towards our LTP3 goals and strategic transport objectives, particularly around active travel and public transport and will continue to build on this throughout LTP4.

### 1.2.5. LTP4 development process

The LTP4 has been through a number of stages prior to public consultation in order to develop the strategy for transport in Wiltshire. Given the significant environmental and societal changes that have occurred since the LTP3 was adopted in 2011, the LTP4 is required to supersede the LTP3 and provide an updated future vision for Wiltshire.

Figure 1-17 provides an overview of the five stages of the LTP4 development process.

Following LTP4 adoption, we will publish subsequent documents which will provide greater detail, further developing how we will put the LTP4 policies into action.

**Figure 1-17 – LTP4 development process**



Figure 1-18 provides further detail on our progress with the LTP4 development process.

## Figure 1-18 – Our progress on LTP4 development

### Stage 1: Research and Scope

- Work on LTP4 begun in 2020. We compiled an evidence base (pre-pandemic) by reviewing local policies, strategies, and datasets to understand the issues faced in Wiltshire.
- In 2022, an addendum to the 2020 evidence base was produced from additional datasets including the 2021 Census.
- Due to delays in the new DfT LTP and QCR guidance, the programme was paused between Stages 1 and 2.

### Stage 2: Issues and Options

- Stage 2 re-commenced in 2023, with the development of the vision and objectives, as well as an initial round of engagement with key local and strategic stakeholders.
- Based on the feedback received, we made updates to the challenges and objectives, making sure to reflect the needs of the county.

### Stage 3: LTP4 Development

- The draft Core LTP4 Strategy and accompanying draft documents were produced during Stage 3.
- The draft documents were prepared for public consultation.

### Stage 4: LTP4 Consultation







- The draft Core LTP4 Strategy and accompanying draft documents were subject to public consultation in December 2024/January 2025.

### Stage 5: LTP4 Finalisation and Adoption

- The Core LTP4 Strategy and accompanying documents were updated following consideration of the feedback received.
- Further documentation has been prepared following the public consultation.

### 1.3. Transport challenges in Wiltshire

We have identified six key challenges that Wiltshire is facing in relationship to transport across the county, and to which the LTP4 must respond to achieve our ambitions.

LTP4 challenges	
 <p>Rurality</p>	<p>The varied, dispersed and largely <b>rural</b> nature of Wiltshire means many people have to rely on their cars, which presents challenges around connectivity by other modes, which can lead to <b>social isolation</b>.</p>
 <p>Health, wellbeing and safety</p>	<p>There are pockets of <b>inequality</b> and <b>deprivation</b> across the county related to health, wellbeing, road safety and access to facilities.</p>
 <p>Economic growth</p>	<p><b>Economic growth</b> in Wiltshire is slowing and an ageing population poses an increasing challenge.</p>
 <p>Futureproofing transport</p>	<p>The transport network in Wiltshire is <b>not currently prepared for future</b> maintenance, technological, environmental and societal changes.</p>
 <p>Transport decarbonisation</p>	<p>Wiltshire Council acknowledged a <b>climate emergency</b> in 2019, and decarbonising transport is critical to achieving the Council's carbon neutral ambitions.</p>
 <p>Unique environment</p>	<p>We have a responsibility to <b>protect</b> and <b>enhance</b> Wiltshire's unique natural, built and historic environments.</p>

As part of our background work on the LTP4, we have produced an evidence base compiling relevant data, particularly relating to transport and the environment. We have summarised the key themes from the data that fed into the identification of the LTP4 challenges.

In addition to the background research, these challenges were informed by stakeholder feedback sessions held in Summer 2023.

Our key findings are summarised in the following sections.

## Car dependency and traffic flows<sup>21</sup>



13% of Wiltshire households have no car or van (compared to national average of 24%).



52% of residents drive to work. Traffic flows are increasing on major roads in Wiltshire (7% between 2015-19).



From 2015 traffic in the UK is forecast to grow between 17-51% by 2050. The proportion of traffic in congested conditions in 2050 is forecast to range from 8-16% depending on the scenario, compared to 7% in 2015.

Key routes in Wiltshire are expected to see an increase in journey times by 1-18% in the morning peak between 2018 and 2036. The main increases in journey times are forecast on the A432, A4 and A361.

Given the essential nature of the car for most of Wiltshire's residents, the shift to EV or other decarbonised forms of private car transport is an important driver of decarbonising our transport network.

## Economy<sup>22</sup>



Unemployment in Wiltshire between January and December 2023 was 2.3% (compared to 3.7% nationally).



In comparison to comparator Local Enterprise Partnership (LEP), areas (note that LEPs have now been replaced with Economic Advisory Boards), Swindon and Wiltshire has experienced a lower rate of GVA growth, indicating barriers to growth.

Economic output produced by high value sectors such as information and communication, and financial and insurance, is under-represented in the South West LEP area (now the Swindon and Wiltshire Economic Advisory Board).



Wiltshire has a significant productivity gap. The national average for output per job filled is £57.5k, with low productivity in Wiltshire (£45,200) resulting in a productivity gap of - £12.3k lower than the UK average. Chippenham, Salisbury and Trowbridge are all key settlements within the SWLEP area, however these all account for low productivity (<£50k).

The overall business count has been broadly static, experiencing a 1% increase since 2016 (just 160 additional enterprises), compared to 9% nationally.

## Ageing population<sup>23</sup>



Wiltshire has a higher percentage of people aged over 65 than the national average (22% in 2021, compared to 18% in England as a whole). This is expected to increase further to 29% by 2040 (compared to 24% in England).

<sup>21</sup> Data sourced from LTP4 Evidence Base, 2021 Census, [Wiltshire's Bus Service Improvement Plan](#) and [DfT](#)

<sup>22</sup> Data sourced from Office for National Statistics and [Swindon and Wiltshire Local Economic Assessment](#)

<sup>23</sup> [2021 Census](#)



Wiltshire has a lower proportion of working-aged people than the national average (61% of the population was aged 15-64 in 2021, compared to 64% in England). The proportion of working-aged people is expected to decrease further to 56% by 2040 (compared to 60% in England).

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### Funding<sup>24</sup>



Wiltshire Council has significant funding challenges (for example, no funding was received for the Bus Service Improvement Plan submitted to the DfT in 2021), and therefore serious consideration will need to be given by the council and relevant partners and stakeholders as to how to fund the extensive transport improvements and strategies proposed in this document. If no DfT funding is forthcoming, it is likely to be extremely difficult to deliver on our policy aims and objectives.

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### Futureproofing transport<sup>18</sup>



There is a significant requirement to reduce number of trips made and distances travelled, and where this is not possible, there is a need to shift journeys to more sustainable modes and fuel types.



Currently there is a lack of sufficient infrastructure to support increased levels of journeys by sustainable modes. The transport network is not prepared for the rollout of zero emission vehicles (ZEV) and fully autonomous vehicles.

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### Environment, air quality and noise<sup>25</sup>



Wiltshire is a largely rural area encompassing many natural and historic features which make it distinctive, including parts of three National Landscapes, part of the New Forest National Park, over 16,000 listed buildings, over 240 conservation areas and a World Heritage Site.

Wiltshire includes an element of the Western Wiltshire Green Belt, which protects the openness of the countryside between Bath, Bradford-on-Avon and Trowbridge.



Wiltshire has eight air quality management areas (AQMAs) for exceedances of the annual average of nitrogen dioxide, including a significant proportion of Salisbury. Wiltshire has 141 noise important areas, related to rail and road.

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<sup>24</sup> Wiltshire Council

<sup>25</sup> Data sourced from [Wiltshire Core Strategy](#) and [Defra](#)



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## Climate change<sup>26</sup>

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The issues noted above in relation to car dependency and traffic flows are also relevant to the climate change challenge. In addition to these, a climate emergency was acknowledged by Wiltshire Council in 2019. The council made a commitment to seek to make the county carbon neutral by 2030.



In 2022, 38% of Wiltshire's greenhouse gas emissions came from transport (the largest sector in Department for Energy Security and Net Zero statistics) – over 95% of transport emissions came from on-road transport.

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## Digital connectivity<sup>27</sup>

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7% of connected broadband lines across Wiltshire do not benefit from the digital Universal Service Obligation of a download speed of 10 Mbps. This is lower than the UK average of 8%.



74% of households can access indoor 4G, compared with 78% nationally.

## 2. Vision, objectives and policies

The vision and objectives set the direction for the LTP4 and seek to articulate the aspiration for transport in Wiltshire.

### 2.1. From challenges to objectives

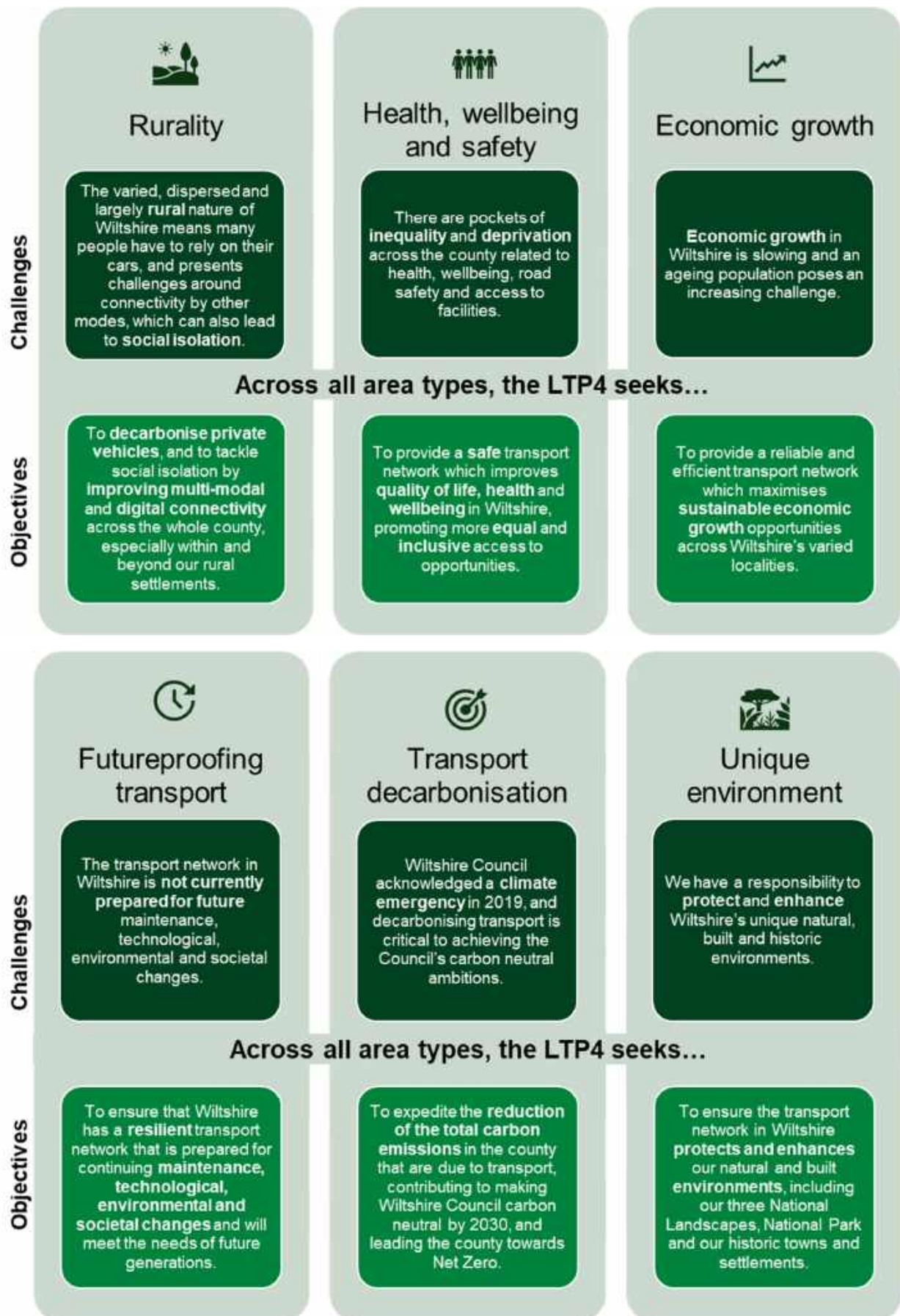
We have defined six objectives to help guide the LTP4 in addressing the challenges identified: each objective focuses on one key LTP4 challenge, as outlined in Section 2.1, and defines the priorities for transport in the county. Figure 2-1 provides a summary of these challenges and corresponding objectives.

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<sup>26</sup> Data sourced from LTP4 Evidence Base, 2021 Census, [Wiltshire Carbon Strategy](#) and [Anthesis report](#)

<sup>27</sup> Data sourced from [Ofcom \(Connected Nations 2021\)](#) and [Swindon and Wiltshire Local Economic Assessment](#)

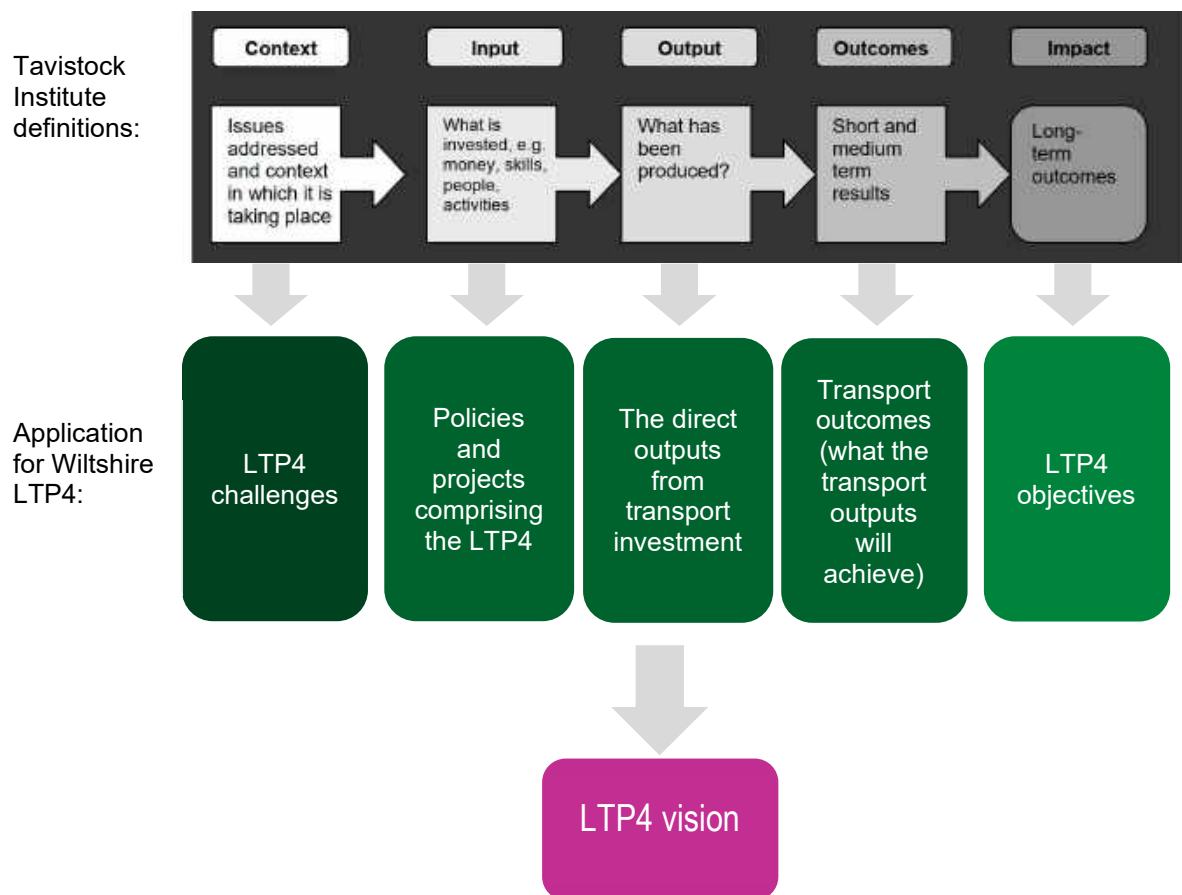
Figure 2-1 – Summary of challenges and objectives



To develop these objectives, we used the Tavistock Institute logic mapping process, as shown in Figure 2-2.<sup>28</sup> Logic mapping is a way of laying out in a clear, visual form, the key steps and links in a project or programme and identifying how different activities are believed to be linked to different sets of outcomes and impacts. In the case of the LTP4, the challenges identified in previous sections are classed as the ‘drivers of change’ that each have a number of agreed outcomes. These outcomes create an impact – which we have identified as the six LTP4 objectives. The policies included in the plan will support the delivery of the objectives and outcomes.

Figure 2-3 to Figure 2-8 show the logic maps for each of the six key challenges.

**Figure 2-2 – Tavistock Institute logic mapping definitions and application for LTP4**



<sup>28</sup> The Tavistock Institute is a not-for-profit organisation that applies social science to contemporary issues and problems. <https://www.tavinstitute.org/projects/report-guide-to-logic-mapping/>

Figure 2-3 – Objective 1 logic map: rurality

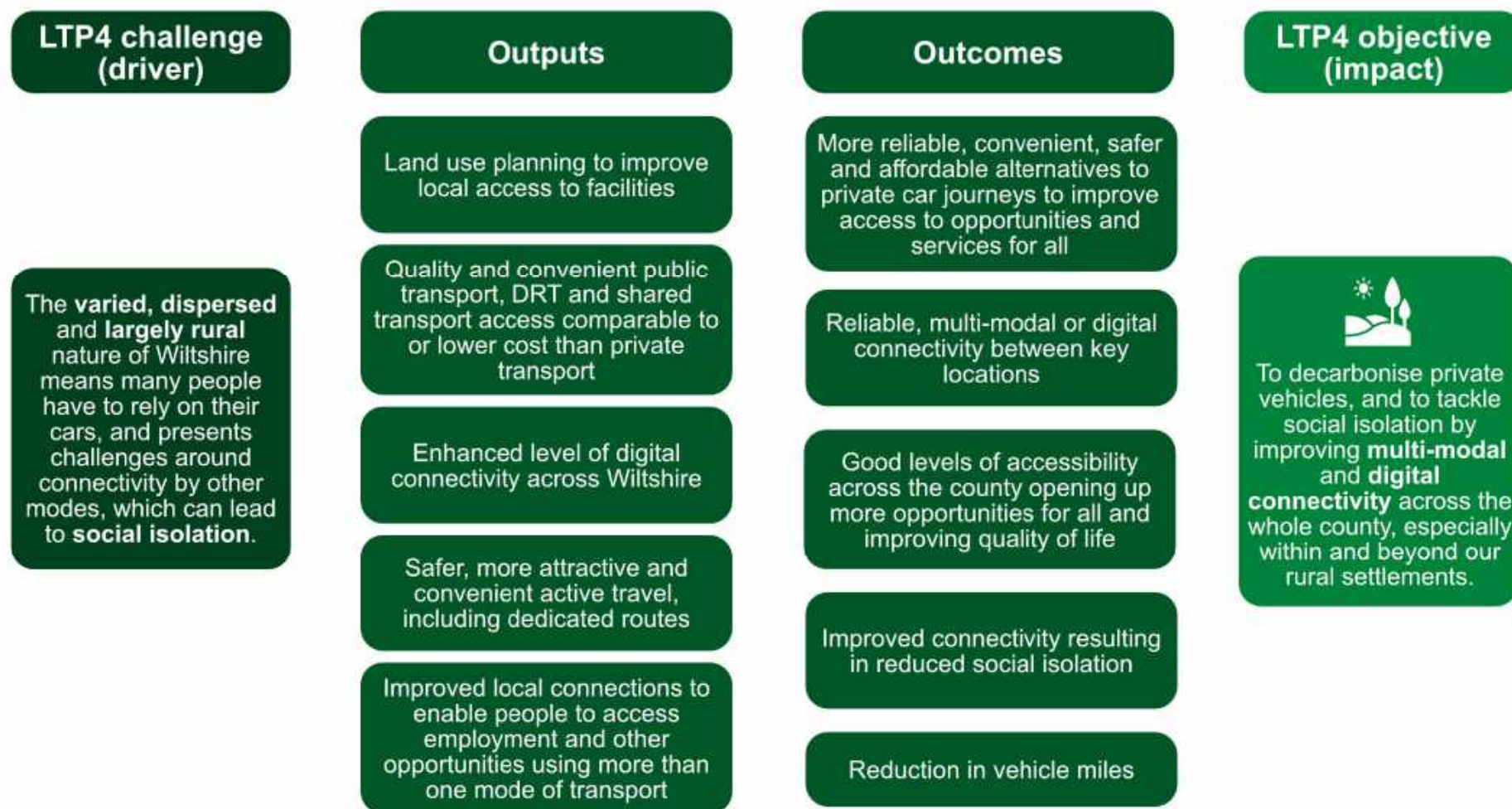


Figure 2-4 – Objective 2 logic map: health, wellbeing and safety

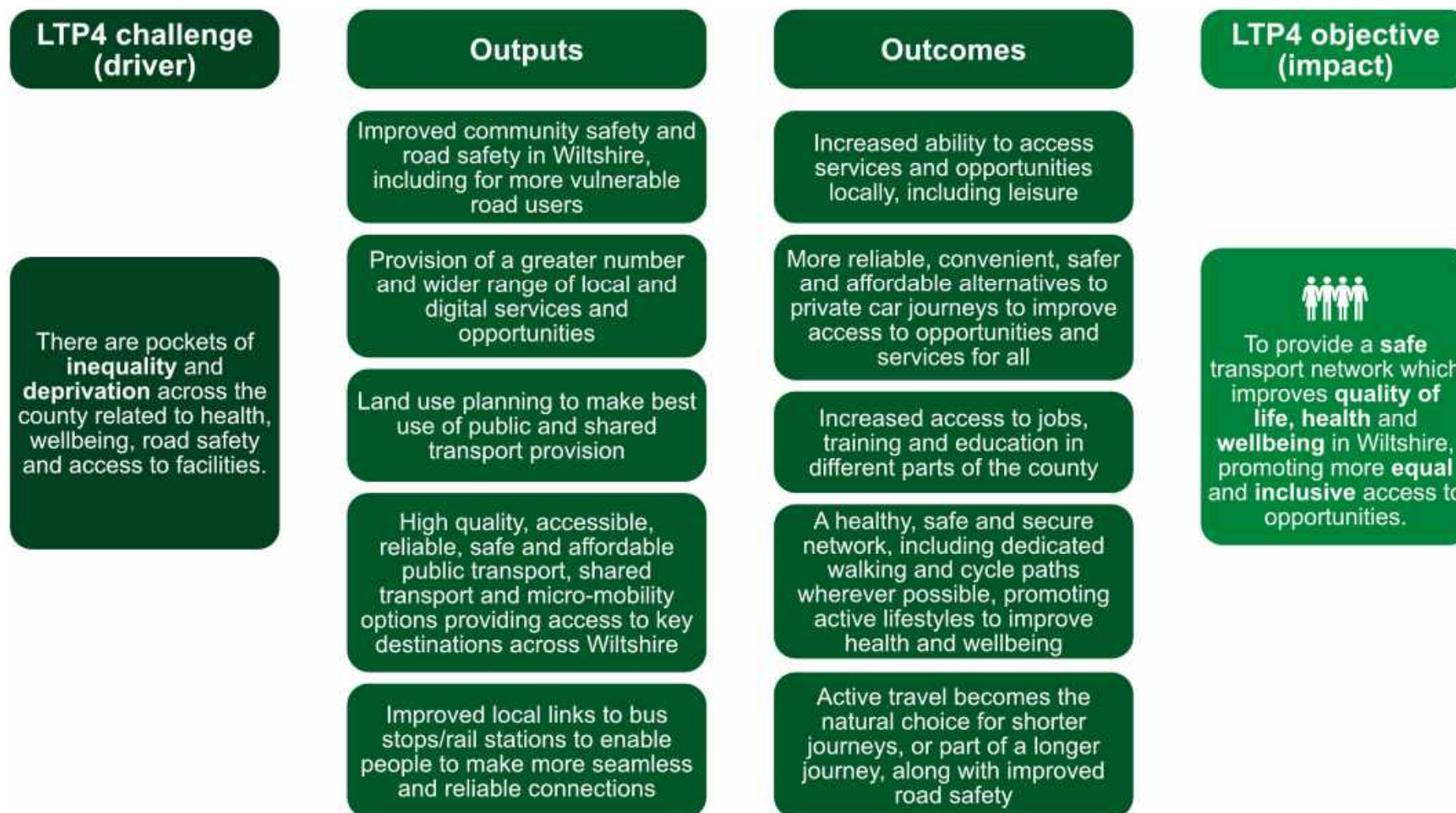


Figure 2-5 – Objective 3 logic map: economic growth

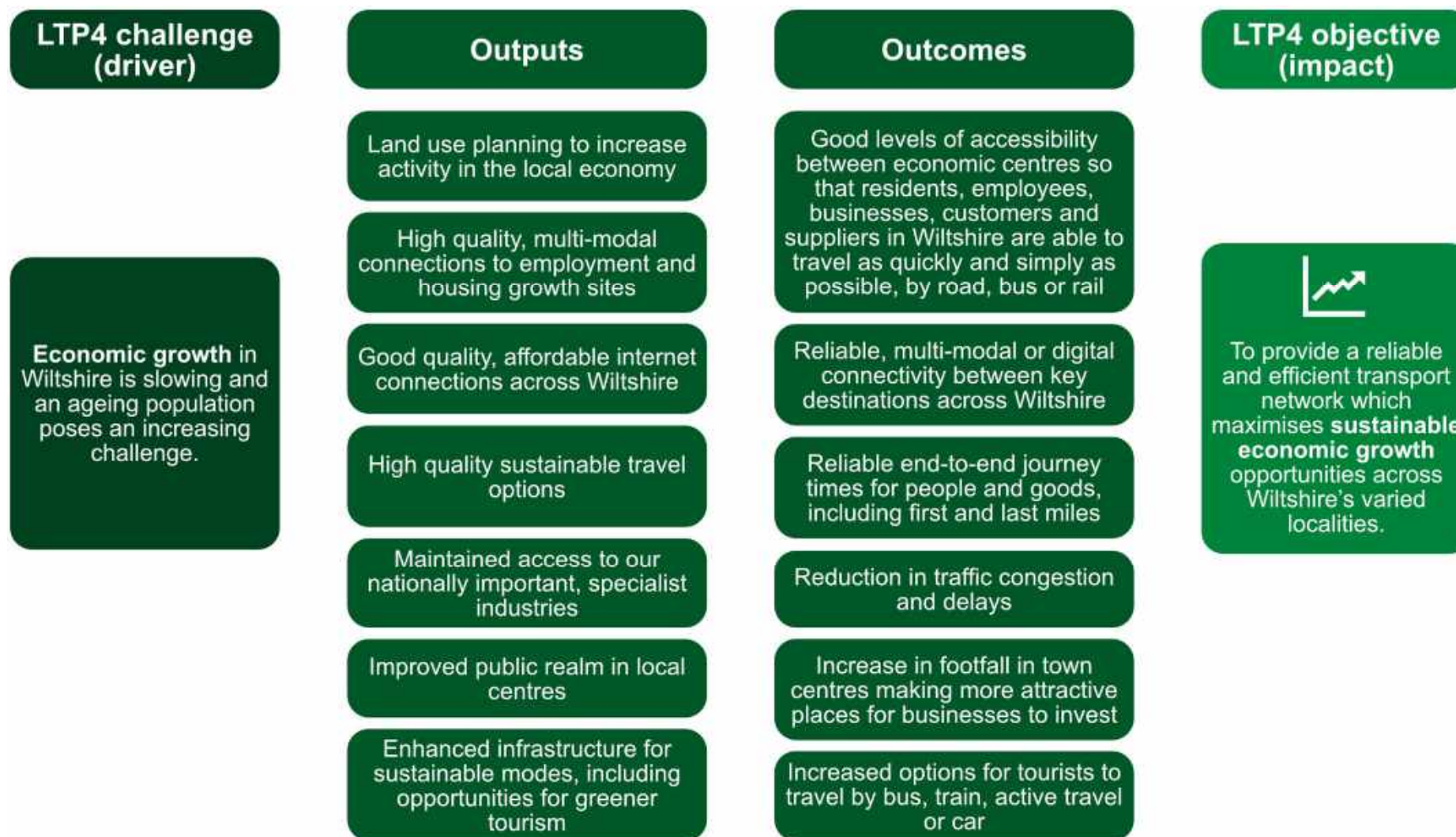


Figure 2-6 – Objective 4 logic map: futureproofing transport

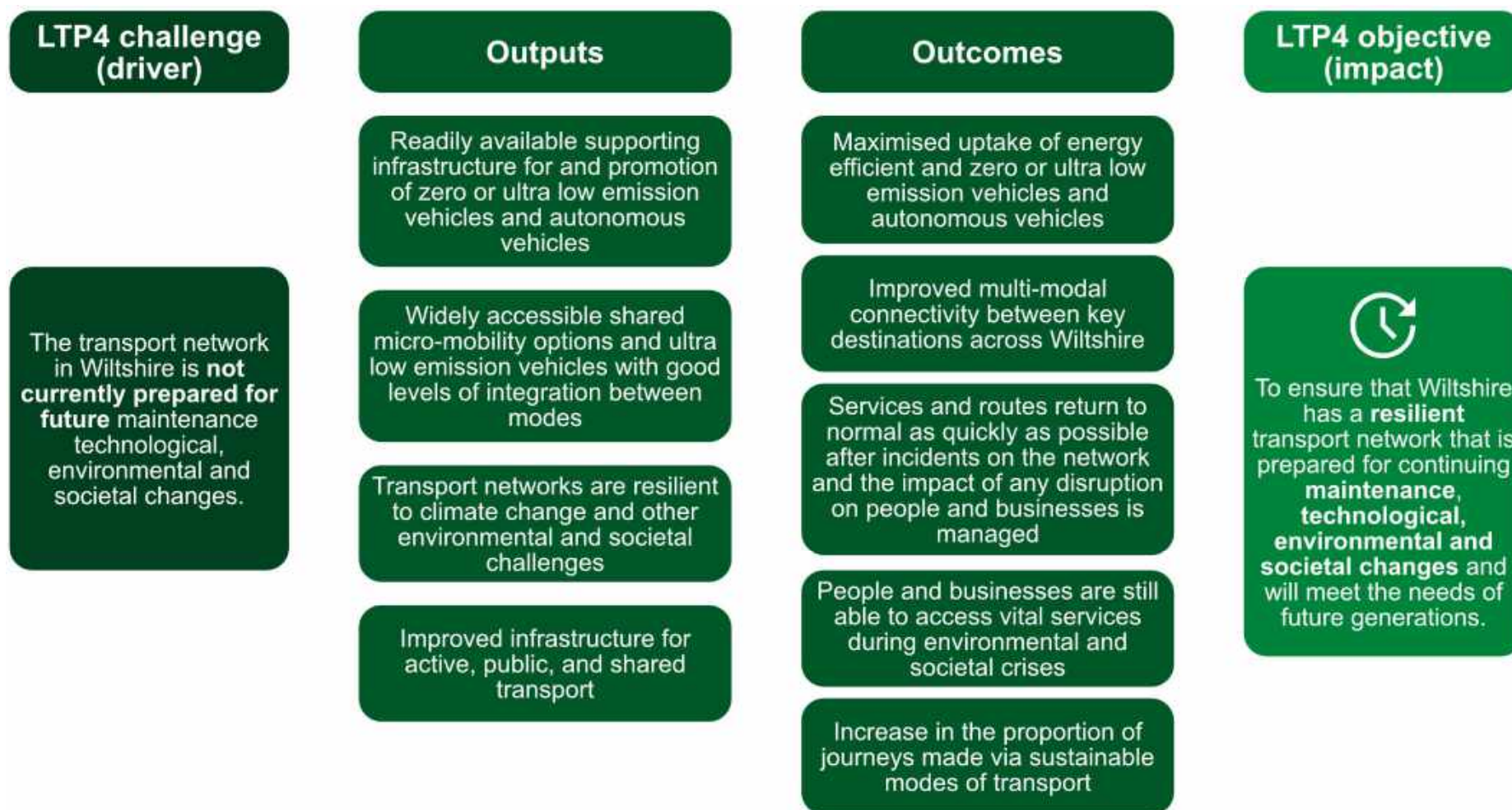


Figure 2-7 – Objective 5 logic map: transport decarbonisation

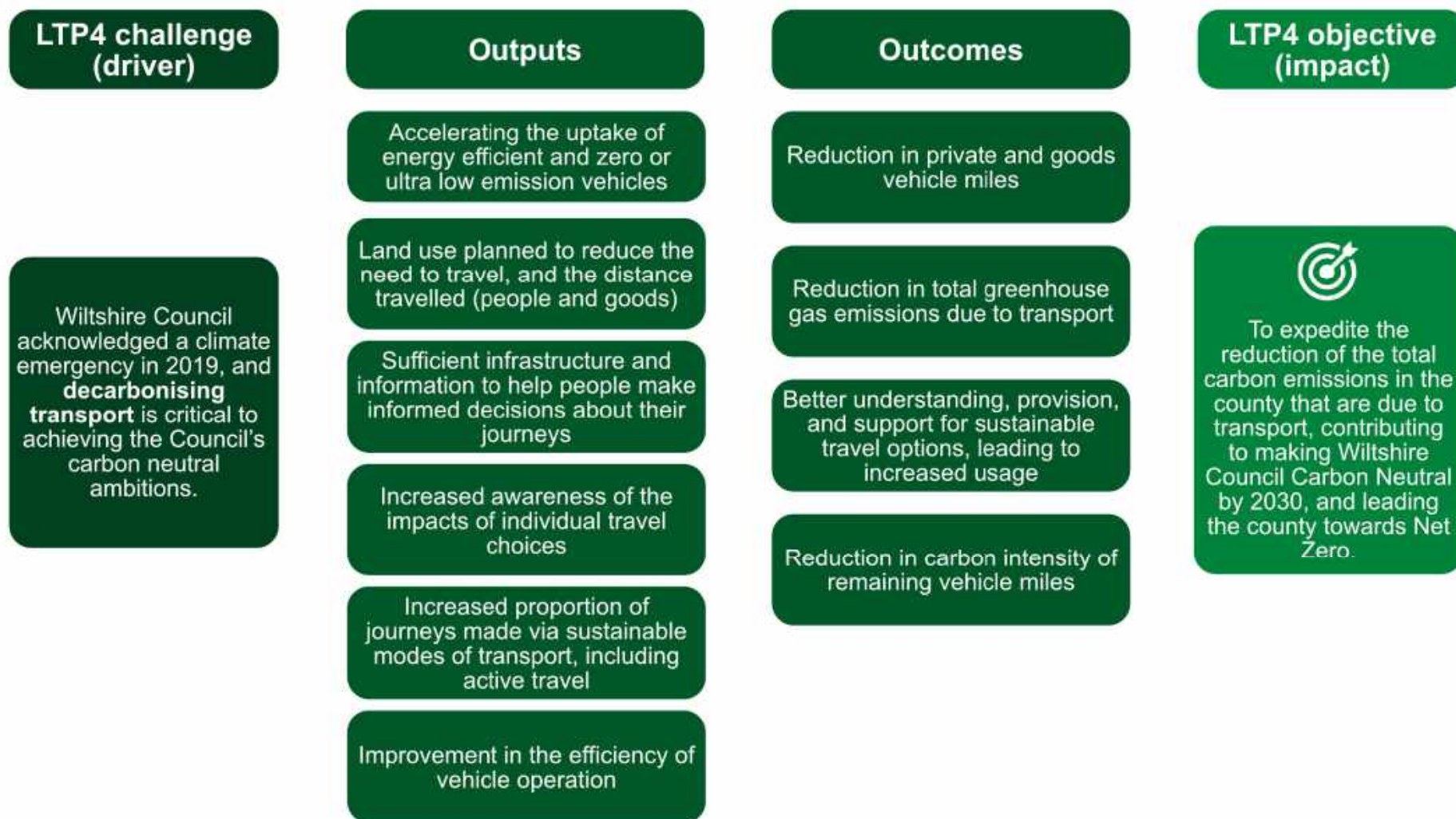
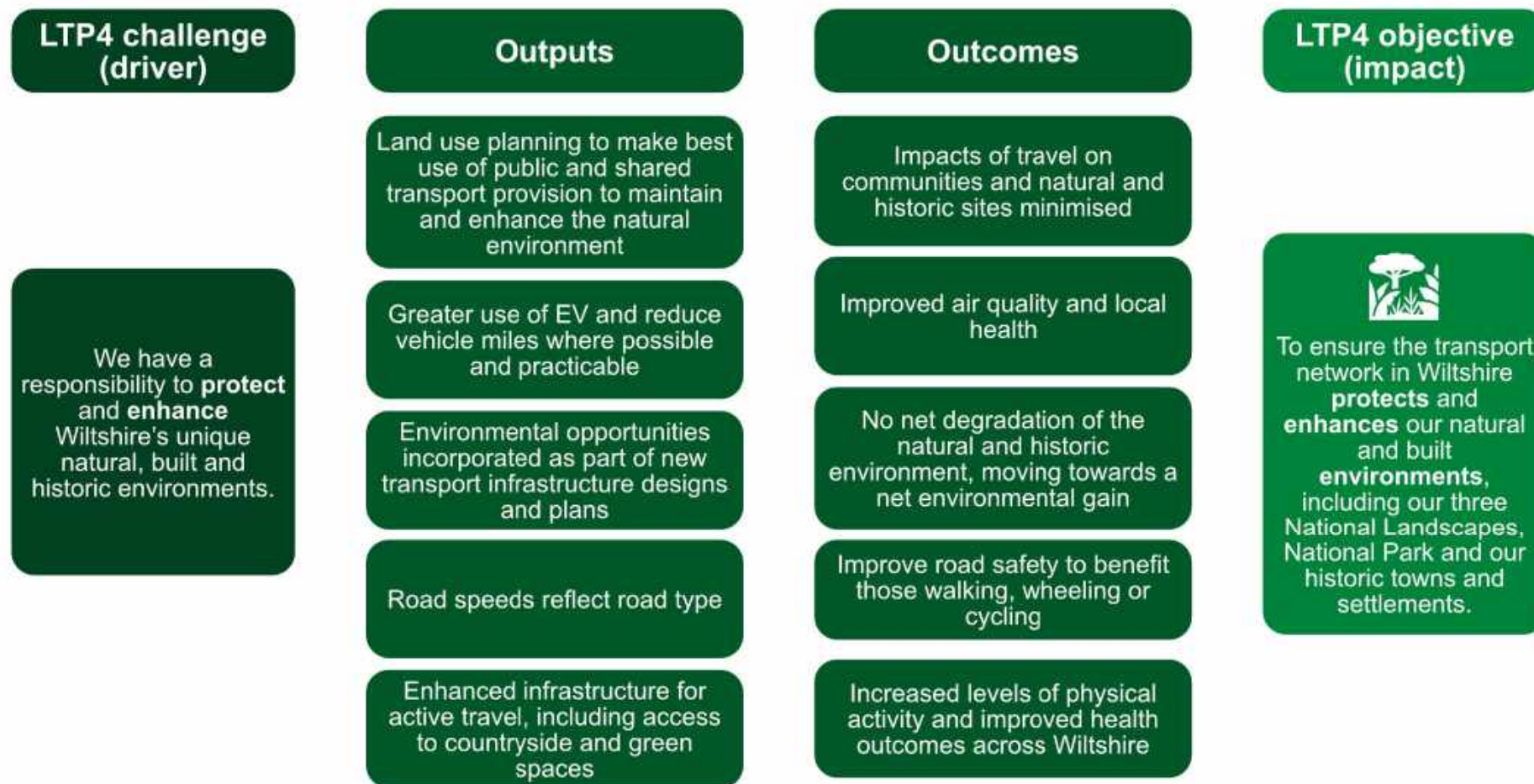




Figure 2-8 – Objective 6 logic map: unique environment



## 2.2. Vision

The long-term aspiration for transport in Wiltshire to 2038 and beyond, is set out in the LTP4 vision:

A safe and connected transport system which protects the county's unique built, natural and historic environment making this accessible for all, supports sustainable economic growth across Wiltshire's communities and contributes to a low carbon future.

## 2.3. Policy areas and policies

This section provides an overview of our LTP4 policy areas and policies, and explains how these relate to the vision, objectives, and measures.

### Policy areas

To deliver our LTP4 vision and objectives, a broad mix of policies is needed. We have defined four policy areas which provide the foundation and structure for our policies and measures. These four policy areas are based on the Avoid-Shift-Improve framework: this has been selected since it takes a holistic and balanced approach to sustainable transport, with a focus on improving the choices available. The four policy areas aim to:



**Avoid** unnecessary travel – giving people the choice to reduce the number and length of car trips needed through promoting digital connectivity, locating services, jobs and other destinations within closer reach and combining journeys.



**Shift** to more sustainable modes of transport – providing better and more accessible options for travel via active travel (including walking, wheeling including wheelchairs and pushchairs, cycling and horse riding), shared transport, and public transport.



**Improve** vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements.



**Support** and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.

We have structured our LTP4 sub-strategies around this framework of Avoiding, Shifting and Improving travel patterns, alongside supporting measures. Each of these policy areas is essential for achieving our LTP4 vision and objectives; feedback from our initial round of engagement with stakeholders affirmed the need to strike a balance between them.

## Vision, objectives, policy areas and policies

Figure 2-9 summarises how our vision, objectives, policy areas and policies fit together:

- **The vision and six objectives** are at the core of the LTP4: they summarise the LTP4’s purpose and ambition.
- **The four policy areas** set out our approach for achieving the LTP4 vision and objectives. Each policy area overlaps with multiple objectives, as set out in more detail in Table 2-1.
- Under each policy area, we have developed **several policies** which provide further detail as to how these aims will be achieved. These are included in full in Table 2-1. Within our sub-strategies, the LTP4 measures are grouped by these policies.
- **Environmental and sustainability considerations** will play a key role in everything we deliver as part of the LTP4. Our design principles, set out in Section 4, will ensure that LTP4 delivery is underpinned by a holistic approach to sustainability.

Figure 2-9 - Vision, objectives, policy areas and policies

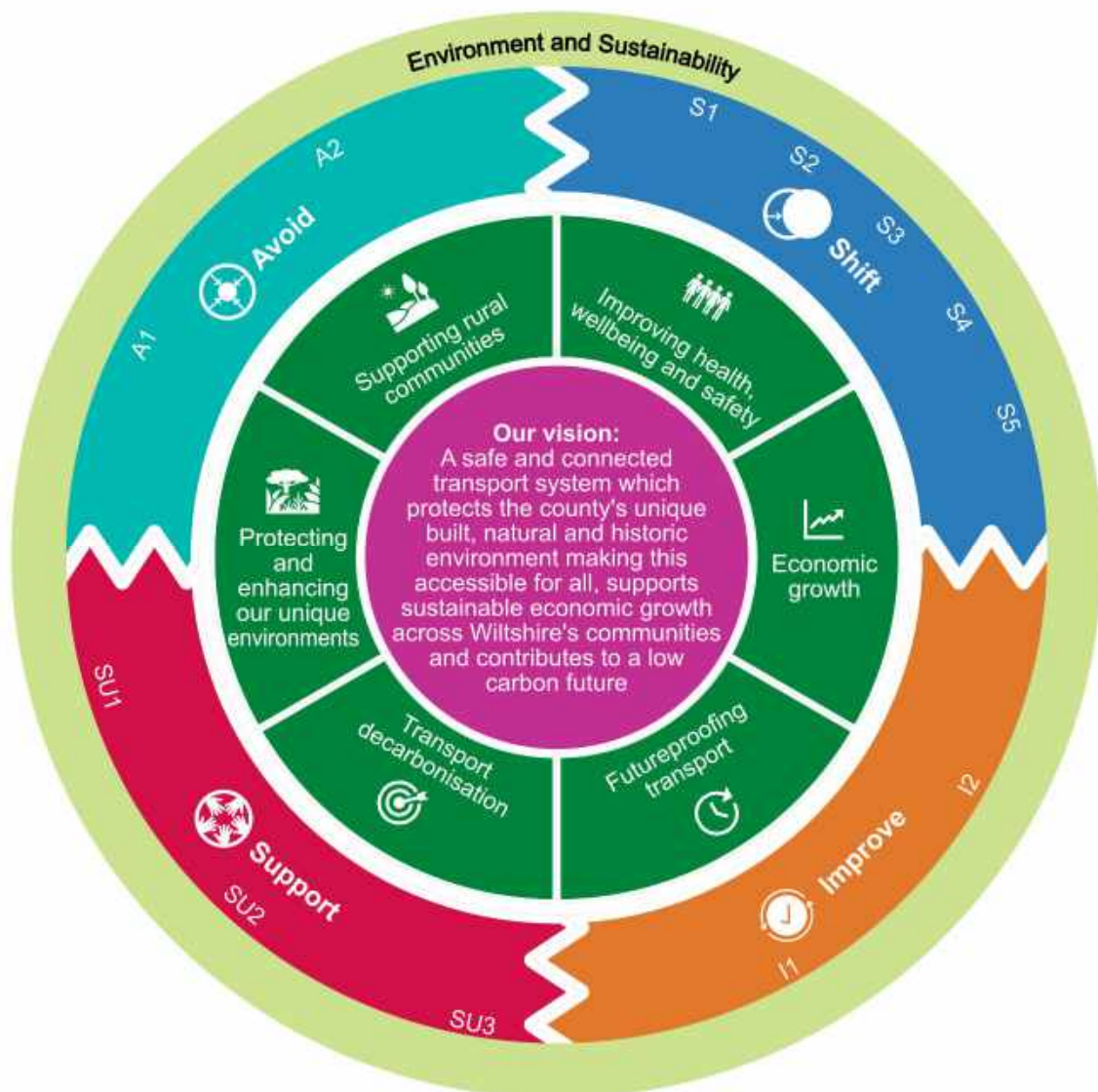






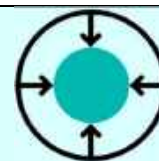
Table 2-1 - Alignment between LTP4 policies and objectives

Policy area	Policy	Objectives					
		Rurality	Health safety wellbeing	Economic growth	Futureproof	Decarbonisation	Unique environment
<b>Avoid</b> unnecessary travel 	<b>A1</b> Reduce the need to travel as often through combining journeys and providing digital options	✓			✓	✓	✓
	<b>A2</b> Enabling access to services, jobs and other destinations within closer reach	✓	✓	✓		✓	✓
<b>Shift</b> to more sustainable modes of transport 	<b>S1</b> Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving dedicated walking/cycle routes, journey safety, access and quality	✓	✓	✓	✓	✓	✓
	<b>S2</b> Provide more public and shared transport options, and improve service quality	✓	✓	✓		✓	✓
	<b>S3</b> Provide better access to public and shared transport services	✓	✓	✓		✓	✓
	<b>S4</b> Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most				✓	✓	✓
	<b>S5</b> Encourage and enable shift to more sustainable modes for freight		✓	✓	✓	✓	✓

Policy area	Policy	Objectives					
		Rurality	Health safety wellbeing	Economic growth	Futureproof	Decarbonisation	Unique environment
<b>Improve</b> vehicle, fuel and network efficiency 	<b>I1</b> Facilitate and encourage move to low and zero emission vehicles	✓	✓		✓	✓	✓
	<b>I2</b> Enable safer, more efficient driving and operation of road networks		✓	✓	✓	✓	
<b>Support</b> and enable delivery of the Avoid, Shift and Improve policy areas 	<b>SU1</b> Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport	✓	✓			✓	✓
	<b>SU2</b> Work in partnership with Government bodies, stakeholders to improve transport for all	✓	✓	✓	✓	✓	✓
	<b>SU3</b> Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered	✓	✓	✓	✓	✓	✓

Policies in detail

**Policy area: Avoid** unnecessary travel – giving people the choice to reduce the number and length of car trips needed through locating services, jobs and other destinations within closer reach, providing digital options and combining journeys.



Many people, particularly in rural areas, have no choice but to travel significant distances to access employment, education, and the services and facilities they need. These policies seek to increase the options available to those who live and work in Wiltshire, enabling access to more within closer reach.

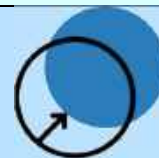
**Policy A1: Reduce the need to travel as often**

Reducing the need to travel can improve local safety and air quality, support inclusivity and social mobility, whilst also helping to limit the harmful greenhouse gas emissions from transport. Providing more options to access essentials remotely can open up new opportunities, such as education, training, employment, online community services, and travel information. In addition, making it more convenient to consolidate journeys, such as by locating key services near to each other, can help reduce the time needed to complete day-to-day tasks. These benefits are particularly important for those who don't have access to a car or find it difficult to travel.

**Policy A2: Enabling access to services, jobs and other destinations within closer reach**

Providing opportunities to access the essentials closer to home can make travel by active travel and public transport more feasible and attractive options, and can lead to travelling fewer miles overall. These are key ways we can improve local safety and air quality, and reduce the harmful greenhouse gas emissions which can result from transport and. The provision of more local services can also help to reinvigorate local communities, bring health benefits, and support economic growth by creating opportunities without the need for a car, where feasible.

**Policy area: Shift** to more sustainable modes of transport – providing better and more accessible options for travel via active travel, public and shared transport.



These policies seek to make active travel, public and shared transport more accessible, attractive and competitive options for all types of journeys.

**Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality**

Whilst cars are critical to rural areas, active travel can have substantial health and wellbeing benefits for all ages, and can be a good way of embedding physical activity into day-to-day life. These methods of travel generally have the most reliable journey times, and have less chance of being negatively impacted by delays experienced elsewhere on the network, or by possible future societal issues (such as pandemics, fuel shortages, and inflation). They are also the cleanest modes of travel with very little adverse impact on greenhouse gas

**Policy S2: Provide more public and shared transport options and improve service quality**

Good public and shared transport links are vital for the success and prosperity of Wiltshire's communities, allowing access to our towns and city, our schools and colleges, our places of work and leisure. Public and shared transport are essential in enabling people to get around in a sustainable way and can help to combat social isolation. Our aim is to ensure that public and shared transport meets the needs of our people, both now and into the future, and provides a viable and competitive alternative to travelling by car. We will prioritise improving the frequency,

emissions, air pollution or noise pollution. Our LTP4 measures will address concerns about safety, convenience and quality of provision which can prevent people choosing to walk, wheel and cycle, and enable these modes to become the natural choice for shorter journeys.

**Policy S3: Provide better access to public and shared transport services**

The benefits of improved public and shared transport services will only be unlocked if more people are able to access them and connect seamlessly between different modes of travel. To facilitate this, we will improve local links to bus stops and railway stations, simplify our services, provide better information, make payment easier and prices more affordable, and ensure our vehicles and infrastructure are safe and accessible for all. New shared transport schemes, such as e-bike hire, can create better and more flexible options for getting to and from public transport hubs, without the need to travel by car.

speed, reliability and flexibility of our bus services; supporting the enhancement of rail services through Wiltshire; and expanding on the current shared transport options.

**Policy S4: Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most**

In order to improve road safety, reduce congestion and reduce greenhouse gas emissions, there is a need to encourage travel where possible by modes other than the private car. This is particularly challenging in a rural county where many residents are reliant on car use for a range of essential journeys. Demand management measures are some of the tools available to us to help improve access to services and facilities, ensure journey time reliability and improve the safety and wellbeing of vulnerable road users, such as active travel users. For those residents who have no choice but to travel by private car, it is essential there is adequate provision including a well-maintained road network and appropriate car parking including dedicated blue badge spaces.

**Policy S5: Encourage and enable shift to more sustainable modes for freight**

Freight travel is essential for the economy and for individuals. However, HGVs, vans and other delivery vehicles have a significant impact on our communities, air quality, congestion, road maintenance costs and produce significant greenhouse gas emissions. Therefore, this policy seeks to increase the use of alternative, more sustainable options for freight movement.

**Policy area: Improve** vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements.



These policies seek to minimise the environmental impact of the remaining miles travelled by road by making better use of our existing networks and enabling individuals and organisations to transition to less polluting vehicles.

**Policy I1: Facilitate and encourage move to low and zero emission vehicles**

Low and zero emission vehicles are an essential part of removing carbon emissions from transport; these include cars, vans, buses, taxis and HGVs. The Government is leading on the uptake of these vehicles at a national level, including

**Policy I2: Enable safer, more efficient driving and operation of road networks**

A smoother flow of traffic means better journey time reliability, more efficient businesses operation, improved road safety, and reduced greenhouse gas emissions. Our measures will prioritise safety for all users, and seek to make better

a ban on new petrol and diesel car and van sales. At a local level, this policy seeks to accelerate uptake by providing public charging points and encouraging the private sector to do likewise, providing zero emission car clubs, ensuring our own fleets are zero emission, and by awareness raising.

use of data and technology in our monitoring and managing of traffic. Where needed, additional road capacity will be considered in conjunction with the decarbonisation of private vehicles.

**Policy area: Support** and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.



The measures under the previous three policy areas will enable people and goods to travel more efficiently, with less impact on our environment and communities.

However, these benefits will only be maximised when travel behaviours change and will only be deliverable when we collaborate effectively with other organisations and put the time and resource into developing more detailed plans for the future. These supporting measures prioritise effective communication, collaboration and future planning.

**Policy SU1: Empower people with the skills, knowledge, motivation and opportunity they need to safely access more sustainable and healthier transport**

The Avoid, Shift and Improve policy areas will only help us to achieve our objectives if enough people change their travel behaviour. An ongoing programme of activities to make residents and businesses aware of opportunities to change behaviour, how to do so, and the benefits, will therefore be essential to make sure that enough people travel differently, at least some of the time.

**Policy SU2: Work in partnership with Government bodies, stakeholders to improve transport for all**

We must collaborate with other organisations, such as neighbouring authorities, national and regional Government bodies, employers, community groups and charities in order to deliver our LTP4 measures and achieve our vision and objectives. Effective partnerships will enable us to develop a coordinated approach to reduce greenhouse gas emissions, encourage sustainable growth, connect communities and provide excellent quality of life across all of our transport initiatives going forward.

**Policy SU3: Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered**

The LTP4 is the first step in the process of delivering an enhanced transport network in Wiltshire. It sets out the direction of travel but, by nature, doesn't contain all the details; we are committed to continuing this journey and, where necessary, will develop further plans to provide the details of how we will deliver on our vision and objectives.

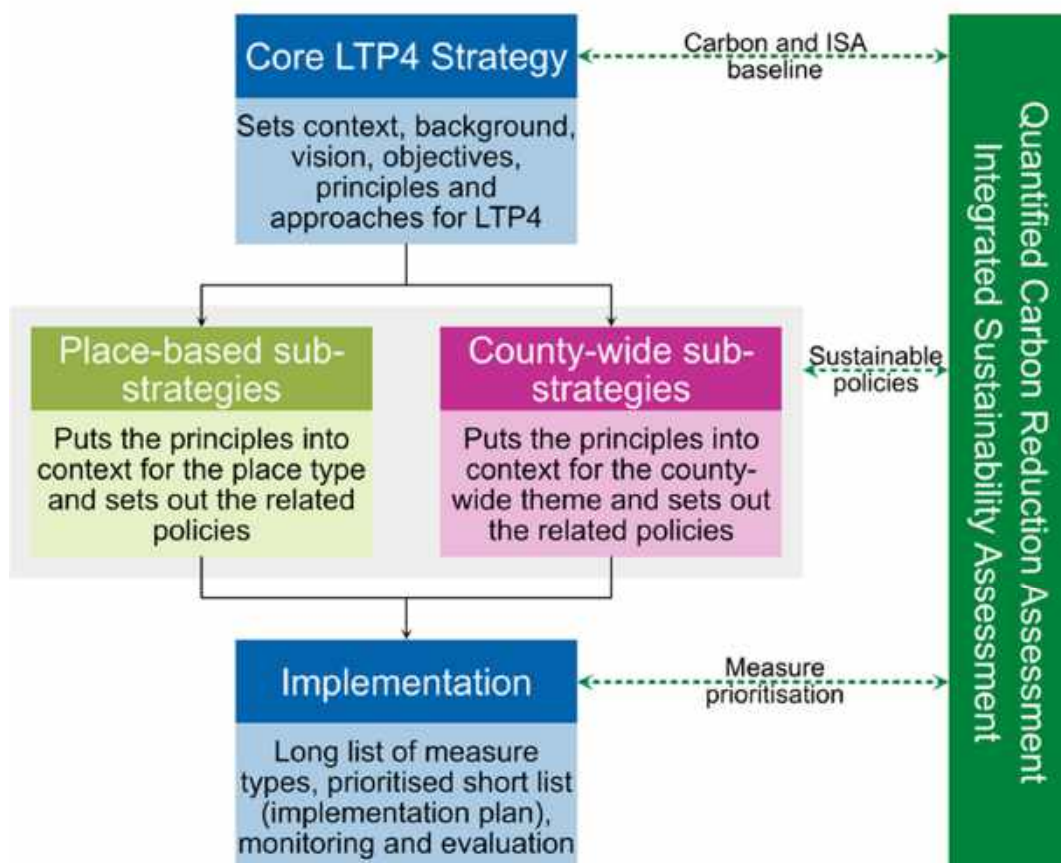


# 3. Introduction to the sub-strategies

## 3.1. Overview

The Wiltshire LTP4 will include a number of documents sections as set out in Figure 1-1 (Section 1.1), which feed into one another as shown in Figure 3-11.

**Figure 3-1 – relationships between LTP4 documents**



As outlined in Section 1.1, this Core LTP4 Strategy is the strategic overarching document that forms the basis of the LTP4. It provides the context and background, establishing Wiltshire’s need for a new LTP, introducing the local transport challenges and setting out the LTP4 vision and objectives. In doing so, it sets the overall forward plan for transport across the county for the LTP4 period.

The **sub-strategies** contain the detail of the LTP4 policies and measures.

We have produced three **place-based sub-strategies** alongside the Core LTP4 Strategy: Principal Settlements, Market Towns and Rural. The place-based approach was driven by the need to tailor the Avoid, Shift, Improve framework to Wiltshire’s particular circumstances, considering the transport implications of the vast diversity of place types in the county, including largely rural areas. A place-based approach allows us to tailor the approaches to each place, and the types of journeys taken to/from these places.

## Advantages of using a place-based approach

- Aligns with funding: an increasing number of funding sources are for improving places, so it is anticipated that this approach will line up better with bid requirements.
- Enables different approaches to be taken in different areas: this is beneficial for Wiltshire's mix of urban and rural areas.
- Focus on real, integrated journeys: it enables us to take a tailored approach based on how people travel from A to B, since journeys depend on place, and many journeys use more than one mode.
- Complements existing strategies: there are already some strategies in place, such as the LCWIPs and BSIP, that set out clear direction. Using a place-based approach for the LTP4 avoids repetition of these documents and instead tailors the detail to each place type.
- Vision and objectives focused: through the sub-strategies, we demonstrate how policies meet the vision and objectives in each place type, integrating with wider council policy e.g., social inclusion, decarbonisation, digital connectivity.
- Growth: a place-based structure provides the foundation for developing more detailed strategies and investment plans for each area that may have differing agendas for growth and for identifying priority places for investment. In terms of land use planning and transport planning, it makes sense to base the LTP4 around a place-based approach, following the approach taken by the Wiltshire Core Strategy (2015) and draft Wiltshire Local Plan (2023).

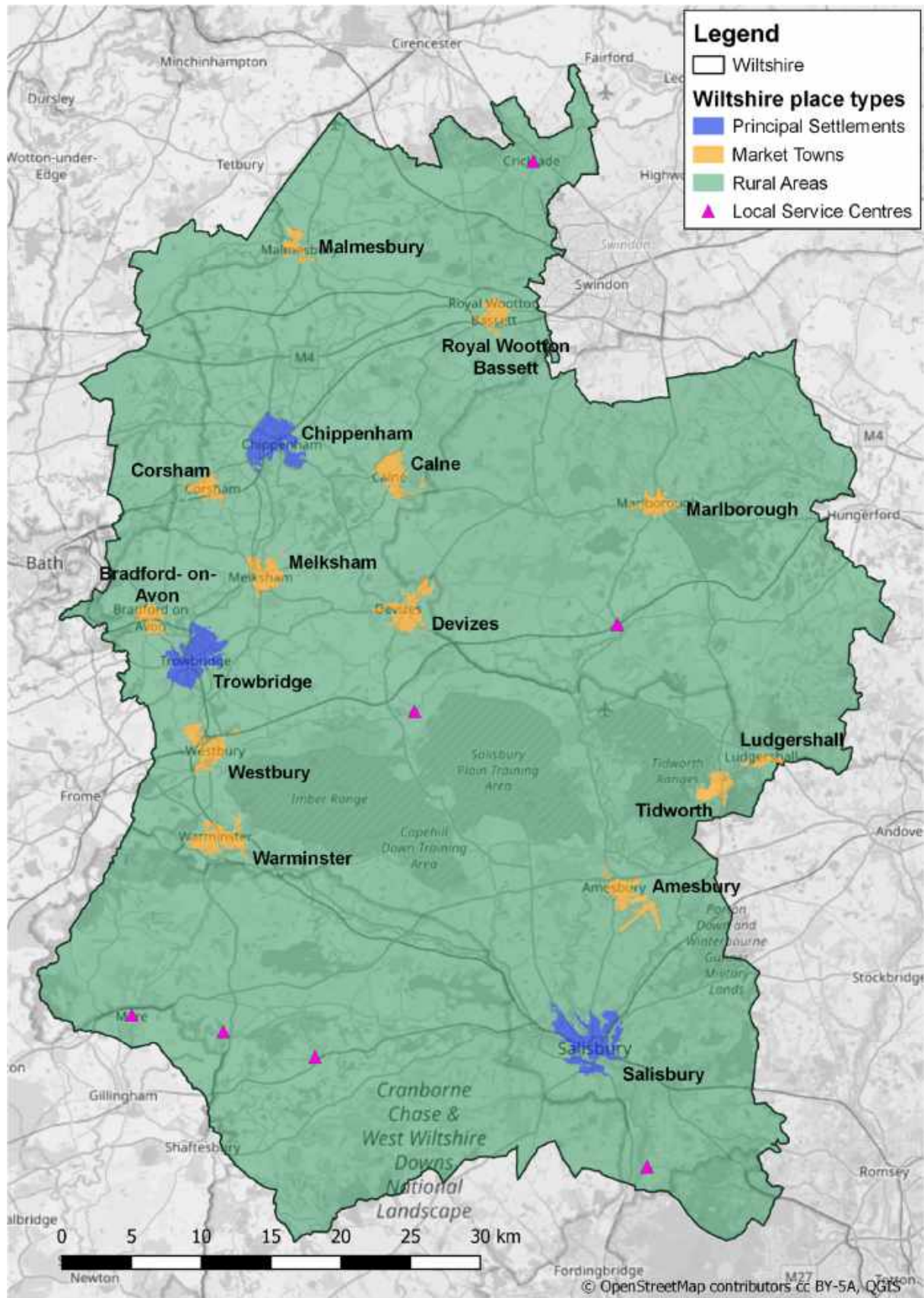
Some themes are less place-dependent or are more suited to being considered on a county-wide basis, such as freight and electric vehicles. Therefore, a limited number of specific **thematic county-wide sub-strategies** sit alongside the place-based sub-strategies. The county-wide sub-strategies demonstrate how policies meet our LTP4 objectives. Separate strategies are referred to where relevant (e.g., Local Cycling and Walking Implementation Plans (LCWIP) and the Bus Service Improvement Plan (BSIP)).

### 3.2. Place-based areas and county-wide themes

The Wiltshire Core Strategy (2015) and draft Wiltshire Local Plan (2023) define a number of place types. We propose to use the main three place types for the LTP4 place-based sub-strategies. These are defined as follows and shown in Figure 3-2:

- **Principal Settlements** are classified as strategically important centres and the primary focus for development. This will safeguard and enhance their strategic roles as employment and service centres. They will provide significant levels of jobs and homes, together with supporting community facilities and infrastructure, meeting their economic potential in the most sustainable way to support better self-containment. (**Chippenham, Trowbridge and Salisbury**).
- **Market Towns** are defined as settlements that have the ability to support sustainable patterns of living in Wiltshire through their current levels of facilities, services and employment opportunities. (**Amesbury, Bradford-on-Avon, Calne, Corsham, Devizes, Malmesbury, Marlborough, Melksham, Royal Wootton Bassett, Tidworth and Ludgershall, Warminster, and Westbury**).
- The rest of the county is classed as **Rural Areas**. This includes seven Local Service Centres, 58 Large Villages and 148 Small Villages.

Figure 3-2 – Wiltshire place types



Each of these place-based sub-strategies contains information on the specific policies and measures that are applicable to the place type, an overview of how each place type could look if the vision and objectives were realised, and an illustration of the potential impact on different groups of people in Wiltshire.

The county-wide sub-strategies that sit alongside this Core LTP4 Strategy and the place-based sub-strategies are:

- Freight
- Parking
- Electric vehicles
- Strategic transport (focusing on longer journeys, incorporating bus, rail and the Strategic Road Network)

### 3.3. Guiding principles for the sub-strategies

The seven sub-strategies all follow a similar structure:

1. **Introduction** – setting out the context for the sub-strategy, including typical challenges and opportunities
2. **Vision and objectives** – outlining how our LTP4 vision and objectives apply to each place type and county-wide theme
3. **Policies and measures** – considering measures which will enable us to deliver the relevant policies for each place type and county-wide theme

Within Section 0, the measures are grouped by policies, and the policies are grouped by our four policy areas. These four policy areas orbit the core of the LTP4: the vision and objectives. This is summarised below and in more detail in

Figure 2-9 above. We have reviewed our measures against the LTP4 objectives to ensure they contribute to our overall vision for transport in Wiltshire.

Our LTP4 sub-strategies and measures have been developed to encompass many modes of transport – including bus, rail, active travel, and driving – and transport related themes – including health, safety, wellbeing, accessibility, travel behaviours, parking, freight and land use.

## Our LTP4 policy areas

- 

**Avoid** unnecessary travel – giving people the choice to reduce the number and length of car trips needed.
- 

**Shift** to more sustainable modes of transport – providing better and more accessible options for sustainable travel.
- 

**Improve** vehicle, fuel and network efficiency.
- 

**Support** and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.



We have also developed the LTP4 measures with other policies and guidance in mind.


Policy 71 of the draft Wiltshire Local Plan (2023) sets out the users to be considered when assessing the transport implications of a new development.:=:


- Visually impaired and other disabled people
- Pedestrians
- Cyclists/scooting
- Public transport
- Goods and service vehicles, and emergency vehicles
- Micromobility vehicles
- Powered two-wheelers
- Car clubs, car sharing, taxis
- Private cars
- Freight

### 3.4. Summary of LTP4 policies and measures

The following table provides a summary of the LTP4 measures, grouped by policy. It indicates the sub-strategy or sub-strategies in which each measure is included for ease of navigation and reference.


**Table 3-1 – Relationship between LTP4 policies and sub-strategies**

Policy area	Measure	Place-based sub-strategies				County-wide sub-strategies			
		Principal Settlements	Market Towns	Rural Areas	Overarching	Freight	Parking	Electric vehicles	Strategic transport
<b>Avoid unnecessary travel</b> 	<b>A1</b> Reduce the need to travel as often through combining journeys and providing digital options								
	A1.1: Improving ultrafast fibre coverage to enable access to online services	✓	✓	✓					
	A1.2: Review of consolidation centres					✓			
	A1.3: Planning for HGV deliveries in new developments					✓			
	<b>A2</b> Enabling access to services, jobs and other destinations within closer reach								
	A2.1: Co-working spaces	✓	✓	✓					
	A2.2: Support improvements to services that can be provided locally to reduce travel	✓	✓	✓					
	A2.3: Ensure design requirements are met for new developments	✓	✓						
	A2.4: Parcel pick-up points at local hubs		✓	✓					
<b>Shift to more sustainable modes of transport</b>	<b>S1</b> Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality								
	S1.1: Deliver the infrastructure improvements identified in our LCWIPs	✓	✓	✓					
	S1.2: Public realm improvements	✓	✓	✓					
	S1.3: Wayfinding	✓	✓	✓					

Policy area	Measure	Principal Settlements	Market Towns	Rural Areas	Overarching	Freight	Parking	Electric vehicles	Strategic transport	
	S1.4: Cycle parking	✓	✓	✓						
	S1.5: Safer movement for active travel	✓	✓	✓						
	S1.6: Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas	✓	✓	✓						
	S1.7: Cycle hire schemes	✓	✓	✓						
	S1.8: Freight kerbside delivery management					✓				
	<b>S2 Provide more public and shared transport options, and improve service quality</b>									
	S2.1: Bus infrastructure and service improvements on key corridors									✓
	S2.2: Implementation of new DRT services									✓
	S2.3: Ride sharing, including shared taxis	✓	✓	✓						
	S2.4: Support for more frequent or new direct rail services									✓
	S2.5: Support for rail capacity upgrades									✓
	S2.6: Supporting availability of train servicing facilities									✓
	<b>S3 Provide better access to public and shared transport services</b>									
	S3.1: Improve access to and from public transport stops and stations by sustainable modes of travel	✓	✓	✓						
	S3.2: New stations		✓							


Policy area	Measure	Principal Settlements	Market Towns	Rural Areas	Overarching	Freight	Parking	Electric vehicles	Strategic transport	
	S3.3: Improved waiting and interchange facilities at bus stops and stations								✓	
	S3.4: Provision of real time passenger information at bus stops								✓	
	S3.5: Railway station upgrades								✓	
	S3.6: Mobility hubs	✓	✓	✓						
	S3.7: Explore the role and function of Park and Ride								✓	
	S3.8: Smarter ticketing and payment on buses								✓	
	S3.9: Accessible and inclusive buses and infrastructure								✓	
	S3.10: Lower and simpler bus fares								✓	
	S3.11: Multi-modal ticketing								✓	
	S3.12: Coach parking								✓	
	<b>S4 Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most</b>									
	S4.1: Improved car parking signage							✓		
	S4.2: Provision and consistency of disabled parking							✓		



Policy area	Measure	Principal Settlements	Market Towns	Rural Areas	Overarching	Freight	Parking	Electric vehicles	Strategic transport
	S4.3: Review of parking payment methods						✓		
	S4.4: Review of parking charges						✓		
	S4.5: Review of our existing parking assets						✓		
	S4.6: Resident permit zones						✓		
	<b>S5 Encourage and enable shift to more sustainable modes for freight</b>								
	S5.1: Micro-consolidation and use of alternative modes for first/last mile					✓			
	S5.2: Shifting freight from road to rail					✓			
	S5.3: Safeguarding land for rail and consideration of rail freight interchange site					✓			
<b>Improve vehicle, fuel and network efficiency</b> 	<b>I1 Facilitate and encourage move to low and zero emission vehicles</b>								
	I1.1: Roll out public on-street residential charging at scale, focusing provision for residents with no off-street parking							✓	
	I1.2: Encourage and facilitate EV charging provision in new developments and refurbishments							✓	
	I1.3: Ensure that public EV charging is located through robust data analysis and community							✓	

Policy area	Measure	Principal Settlements	Market Towns	Rural Areas	Overarching	Freight	Parking	Electric vehicles	Strategic transport
	consultation, employing technology appropriate to its context								
	I1.4: Support the roll out of rapid charger hubs by the commercial sector, ensuring chargers are appropriately located and minimise any associated risks							✓	
	I1.5: Investigate the use of cable channel products to enable safe cross-pavement on-street home charging							✓	
	I1.6: Support EV uptake in corporate fleets and car clubs							✓	
	I1.7: Support and publicise regional and national schemes which help make EVs more financially accessible							✓	
	I1.8: Explore adopting policies and support to increase the number of EV taxis							✓	
	I1.9: Ensure that new EV chargers maximise accessibility for both drivers and footway users							✓	
	I1.10: Ensure new public EV charging includes provision for deprived areas and rural locations							✓	
	I1.11: Support for low emission freight					✓			
	I1.12: Expand EV car club coverage	✓	✓	✓					

Policy area	Measure	Principal Settlements	Market Towns	Rural Areas	Overarching	Freight	Parking	Electric vehicles	Strategic transport	
	I1.13: Support of cleaner, modernised buses and coaches, and related charging infrastructure								✓	
	I1.14: Support rail electrification								✓	
	<b>I2 Enable safer, more efficient driving and operation of road networks</b>									
	I2.1: Improve our use of technology in traffic and congestion monitoring	✓	✓							
	I2.2: Engage with and prepare for the rollout of new transport technologies	✓								
	I2.3: Improvements to on-road signage on our strategic and major roads									✓
	I2.4: HGV parking and rest stops					✓				
	I2.5: Moving traffic offences					✓				
	I2.6: Targeted road infrastructure or junction improvements to relieve congestion									✓
<b>Support</b> and enable delivery of the Avoid, Shift and Improve policy areas	<b>SU1 Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport</b>									
	SU1.1: Raise awareness of sustainable travel options				✓					
	SU1.2: Travel plans				✓					
	SU1.3: Raise awareness of local facilities, amenities and services				✓					

Policy area	Measure	Principal Settlements	Market Towns	Rural Areas	Overarching	Freight	Parking	Electric vehicles	Strategic transport	
	SU1.4: Incentives for physical activity				✓					
	SU1.5: Interventions for vulnerable road users				✓					
	SU1.6: Cycle training to improve skills and confidence				✓					
	SU1.7: Rollout of safety apps				✓					
	SU1.8: Mobility credits				✓					
	SU1.9: Implement Mobility as a Service (MaaS)				✓					
	SU1.10: Reduced carbon intensity of travel via more efficient driving				✓					
	SU1.11: Multi-modal marketing								✓	
	SU1.12: Ticketing incentives								✓	
	<b>SU2</b> Work in partnership with Government bodies, stakeholders to improve transport for all									
	SU2.1: Working with businesses to facilitate home working and flexible working				✓					
	SU2.2: Providing, or supporting applications for, grants to businesses and community groups for active travel facilities				✓					
	SU2.3: Work collaboratively with our key stakeholders								✓	

Policy area	Measure	Principal Settlements	Market Towns	Rural Areas	Overarching	Freight	Parking	Electric vehicles	Strategic transport
	SU2.4: Supporting Community Rail Partnerships								✓
	<b>SU3</b> Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered								
	SU3.1: Coordination of street works and roadworks				✓				
	SU3.2: Network maintenance				✓				
	SU3.3: Establish and actively manage a road classification, road layout and road user hierarchy				✓				
	SU3.4: Support for Masterplanning				✓				
	SU3.5: Adopt 'Vision Zero' ambition and Safe System approach				✓				
	SU3.6: Freight Assessment and Priority Mechanism (FAPM)					✓			
	SU3.7: Define route restrictions through Advisory Freight Routes					✓			
	SU3.8: Develop a detailed parking operation and delivery plan						✓		
	SU3.9: Refresh our transport policies and plans				✓				
	<b>Environment and sustainability</b>								
	Our ongoing commitment to the environment and sustainability is detailed in Section 4.								

## 4. Environment and sustainability

### 4.1. Overview

Environmental and sustainability considerations have been fundamental in developing the LTP4 and will play a key role in everything we deliver as part of it. Our design principles, as set out in the following section, will ensure that LTP4 delivery is underpinned by a holistic approach to sustainability. The Vision and Objectives informing the development of the LTP4 also have sustainability considerations at their core, including recognising the need to prepare for future societal and environmental changes, and to support the decarbonisation of the transport sector to help to close the emissions gap identified in Section 1.2.3. Section 4.2 provides a summary of our sustainable design principles, and Section 4.3 provides an assessment of the potential carbon reduction impacts supported by the proposed LTP4 measures, and the extent to which they help to close the emissions gap.

### 4.2. Sustainable design principles

Implementation of the LTP4 policies and measures will require maintenance and operation of the existing transport network and may require construction or enhancement of infrastructure. As such, they have the potential to impact the environment, local communities and visitors to the affected area. Throughout our design and implementation process we will ensure that we fully understand and take account of any potential impacts, and wherever possible, avoid or mitigate them or enhance them where appropriate and beneficial. All new policies and measures will be subject to the appropriate level of assessment by the relevant authority, reflective of the scale and nature of the project to understand and deal with potential impacts.

Dependent on the scheme, assessment will include, as required, Health Impact Assessment (HIA), Equalities Impact Assessment (EqIA), Habitats Regulations Assessment (HRA) and Environmental Impact Assessment (EIA). Where these statutory assessments are undertaken, where relevant they will be guided by the HM Treasury Green Book and DfT Transport Appraisal Guidance (or equivalents prevailing at the time) throughout the life of LTP4.

Further information on our approach to sustainability can be found in the Integrated Sustainability Assessment (ISA) (Appendix A).

#### 4.2.1. Working in partnership

We will work closely with partner organisations, including town and parish councils, and community Area Boards, to ensure that consideration of sustainability, including health and equality, is made at the earliest possible planning stage for schemes. We will also work in partnership with external stakeholders, including government bodies, to improve transport in Wiltshire for all. We will identify the types of assessment that are appropriate for the scale and nature of the scheme at each stage of development and which organisation has responsibility for the assessment process. This will allow for full consideration of requirements in development plan documents and required statutory processes as necessary.

#### 4.2.2. Health and equality impacts

Implementation of our policies and measures could have both beneficial and negative impacts on local communities, or visitors to the surrounding area. The impacts could be

experienced in different ways by different individuals. Those members of society who may be considered vulnerable due to such differentials as age, health, ethnicity, sex or income or who have protected characteristics under the Equality Act 2010 may potentially be impacted in a different manner, or to a different degree than other members of society.

As the planning and implementation of our LTP4 polices and measures gets underway, a HIA and / or an EqIA will be undertaken where required to consider potential impacts on these individuals or groups. This will then inform the process of designing and planning the policies and measures, by detailing and considering how any adverse effects can be mitigated and any beneficial effects maximised. This will help LTP4 to ensure fair and equitable access to services, facilities and amenities for all and will be a key consideration on all relevant schemes.



We will proactively consider health and equalities issues from the earliest stage in designing and specifying our LTP4 measures. We will account for the findings of any HIA or EqIA undertaken and, wherever possible, will design the LTP4 measures to have a positive impact on health and equality for all members of society. We will ensure to use the latest inclusive design standards for any new or improved infrastructure, including guidance published by the DfT.<sup>29</sup>

#### 4.2.3. Environmental impacts

The implementation of our LTP4 polices and measures could also impact many aspects of Wiltshire's unique natural, built and historic environments. In developing the policies and measures, we will work with partners to make net improvements to the local environment wherever possible and, as a minimum, will always follow the policies set out in this LTP4 to take every opportunity to protect and enhance the environment.

Assessments such as a HRA and EIA may be required to assess environmental impacts and inform the LTP4 measures, where required by relevant legislation. These assessments may also be required for LTP4 measures that require planning permission. For any measures that could potentially affect sites that are designated for nature conservation or for other reasons, such as geodiversity, we will appropriately assess any potential direct or indirect impact that may arise over the life span of LTP4. We will mitigate and / or compensate for any impacts, in line with existing best practice and relevant legislation.



Where possible, opportunities will be identified to enhance our designated sites through, for example, planting of species that will improve the quality and coverage key habitats for biodiversity, or through measures to reduce air pollution and therefore reduce deposits of pollutants on these areas.

Environmental Management Plans (EMPs) will be prepared and implemented for all construction, refurbishment and maintenance contracts and will include the findings and suggested mitigation from any assessment made. The EMPs will consider material resource

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<sup>29</sup> Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, 2021.

<https://assets.publishing.service.gov.uk/media/61d32bb7d3bf7f1f72b5ffd2/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf>

use, energy use, and other environmental issues relevant to the scheme, and will explain how risks and impacts will be mitigated, managed and addressed.

Scheme design will proactively consider environmental protection from the earliest stage, and will ensure that the processes of scheme construction, maintenance and operation identify and take opportunities available to:



#### **Improve air quality by**

- Incorporating features into the design of new schemes which absorb or dissipate nitrogen dioxide and other pollutants.
- Incorporating measures into the design of schemes which reduce or mitigate noise or odour impacts.
- Incorporating measures into the design of schemes where required to reduce or mitigate light pollution.
- Addressing transport emission contributions to the issues identified in Air Quality Action Plans for the eight Air Quality Management Areas.

#### **Reduce greenhouse gas emissions by**

- Minimising the amount of embodied carbon 'designed in' to new infrastructure and reduce construction waste.
- Minimising the amount of operational carbon 'designed in' to service delivery, including for example minimising energy use in traffic signals and street lighting.
- Using the transport estate to generate low carbon energy.
- Helping to transition to a 'circular economy', reducing resource use.
- Helping to remove residual greenhouse gas emissions from the atmosphere, including by enhancing green infrastructure with planting to sequester carbon.



#### **Build in resilience to climate change by**

- Developing climate change adaptation pathways for Wiltshire as a roadmap for reducing the impacts of climate change. The pathways will be periodically updated based on the latest information and lessons learned as the state of climate action evolves.
- Working with partners to build resilience to flooding, including measures such as introducing green and blue infrastructure and Natural Flood Management or Sustainable Drainage Systems (SuDS) which will improve water quality.
- Avoiding sites in areas of known flood risk when possible.
- Ensuring appropriate compensatory measures are implemented when there is no other option to avoid land take from areas of flood plain.
- Building in capacity to withstand temperature extremes, with adequate heating or cooling systems on transport vehicles and in stations.
- Introducing new planting to help ameliorate the impacts of climate change, for instance by providing shade or acting as wind breaks.



- Ensuring that appropriate low carbon materials are used wherever possible.

**Avoid and protect areas that are recognised at the highest levels for their importance to nature conservation and biodiversity by**

- Recognising that sites such as Special Areas of Conservation (SAC), Special Protection Areas (SPA) provide essential core breeding and resting sites for a range of rare and threatened species and rare natural habitat site and therefore must be protected from direct and indirect impacts of the transport network.
- Accounting for legally required assessments (such as Habitat Regulations Assessments for works likely to have to significant effects on SPAs or SACs), submitted to the relevant bodies for approval (such as Natural England) and ensure that relevant mitigation measures noted in these assessments are enacted.
- Accounting for potential impacts on ecological networks and protect those nationally designated sites such as Sites of Special Scientific Interest (SSSI) and locally designated sites such as Local Nature Reserves.
- Accounting for the results of ecological surveys for schemes, where required, ensuring that the mitigation hierarchy (avoid – mitigate – compensate) is applied.
- Integrating ecological principles based on work with partner organisations such as Natural England, local town and parish council, community area boards and relevant conservation bodies.
- Reflecting the requirement that all schemes which need planning permission must demonstrate biodiversity net gain, with a target increase reflective of targets set by the town and parish councils for the relevant Local Plan area.
- Pursuing opportunities to contribute to the development of Nature Recovery Networks, for example through the creation of new areas of key habitats (such as woodland, wetland, or grassland), wherever possible.



**Protect Wiltshire's ecology, landscape and townscape by**

- Where possible protecting features of ecological importance, such as ancient woodland and chalk habitats.
- Taking opportunities to plant species native to Wiltshire and the South West of England.
- Respecting and where possible enhancing the character of the host landscape in which a scheme is located, accounting for the diversity and distinctiveness of the landscape, including the three National Landscapes which encompass almost half of the county.
- Mitigating impacts on visual amenity through measures including screening.
- Accounting for Wiltshire's townscape and reflecting and respecting the built environment.
- Pursuing opportunities for the implementation of green and blue infrastructure within the existing highway network, for example networks of natural or semi-natural areas within the existing



highway network e.g. water bodies, wetland, trees, parks and gardens.

### Protect the historic environment by

- Ensuring that heritage assets are protected and where possible enhanced, designing schemes to take account of the impact on the significance of historic buildings, structures and landscapes, working with partners and other bodies, including our Historic Environment Team and Historic England.
- Accounting for heritage impact assessments and/or archaeological investigations.
- Where appropriate, taking opportunities to conserve and restore features of note from transport heritage such as old bridges.



### Protect natural resources by



- Protecting soil and land resources (including high value agricultural land and safeguarded mineral resources).
- Maximising opportunities to use previously developed land, including contaminated land that requires remediation.
- Taking opportunities to remediate contaminated land, where appropriate.
- Ensuring that addressing incidents (e.g. spills of potentially harmful substances) a matter of standard practice for the county council and its contractors.

### Protect the water environment by

- Accounting for potential water impacts throughout the design process, informed by surface water, groundwater risk assessments and by flood risk assessments where relevant.
- Undertaking Water Framework Directive assessments for new schemes where appropriate, with schemes only being progressed if and when any failures have been addressed through design changes.
- Working with partners to promote greater flood resilience.
- Establishing processes to respond promptly to transport incidents that could cause pollution.
- Introducing green infrastructure and SuDS to improve water quality.



### Promote circular economy principles by



- Ensuring plans for new infrastructure or maintenance account for biodiversity net gain and future climate change. May require lessons learnt from other methods of maintenance used across Europe that limit the greenhouse gas emissions produced by works.
- Reducing the use of materials in design and increase use of recycled and renewable materials.
- Using local suppliers of sustainably sourced and locally produce materials where possible.
- Embedding sustainable waste management practices in construction and operation.

### 4.3. Estimated carbon reduction impacts of LTP4

This section provides an overview of the extent to which the proposed LTP4 measures could support reductions in transport sector carbon emissions, in line with the LTP4 Vision and Objectives. Further details can be found in the **LTP4 Carbon Paper**.

#### 4.3.1. Estimated emissions impact

An indicative assessment has been undertaken to understand the scale of carbon reduction that could be supported by the proposed LTP4 measures, if implemented in combination with wider related action by individuals, businesses and other sectors.

Given the relatively broad level of LTP4 measures at this stage, the estimate is intended to provide a high-level indication of potential impacts. It suggests that in 2030 emissions reductions of approximately 5% to 10% (from baseline levels in that year) could be supported by the combination of LTP4 measures and related action by individuals, organisations and other sectors.

Further details on the assumptions and approach applied in making the estimate are set out in the **LTP4 Carbon Paper**.



The majority of the reductions are estimated to result from **Avoid and Improve** measures. This reflects the LTP4 supporting wider action to increase online and local activity and to support the further uptake of EVs in the county, building on national action included in the baseline projections (such as the ban on the sales of new petrol and diesel vehicles). While the LTP4 has a part to play in influencing and supporting these measures, many of them will need to be funded, supported or delivered by other parties (as set out in Section 5). For example, we need to collaborate with internet providers to improve ultrafast fibre coverage, and with businesses to support EV uptake in corporate fleets. This therefore introduces substantial uncertainty as to the possible scale of emissions reduction.



The LTP4 **Shift** measures focus on bringing significant improvements in available options for travel by sustainable modes. However, their impacts on emissions are estimated to be limited due to the high levels of car ownership in the county and its largely rural nature, with the connectivity challenges this brings. For instance, in Rural Areas dispersed populations and trip patterns make it challenging to provide the viable public and shared transport services needed to provide the opportunity for individuals to switch away from car use, without potentially experiencing a loss of accessibility.

Overall, the LTP4 measures will support decarbonisation and progress towards a low carbon transport system for Wiltshire. However, they will not reduce emissions sufficiently to reach the identified decarbonisation pathway. As outlined in Section 1.2.3, closing the 'emissions gap' between projected baseline emissions and the target decarbonisation pathway would require emissions reductions from the projected baseline of approximately 30% in 2030. The estimated 5% to 10% reduction supported by LTP4 measures in combination with wider action would therefore close around a quarter of the gap.

#### 4.3.2. Closing the emissions gap

Closing the remainder of the emissions gap **beyond the influence of the LTP4** would require wider national and regional action to reduce emissions from trips over which LTP4 measures have limited influence. This includes freight trips (for which decisions are largely

driven by commercial and national Government influences) and trips passing through the county.

In addition, achieving the level of emissions reduction required would likely necessitate an underlying change in approach to private travel and car usage. This would involve measures beyond those included in LTP4 and which are likely to be most effective if introduced at the regional or national level.

Measures considered would need to be carefully designed and implemented at the local level to ensure that they do not have negative impacts on issues such as wellbeing and accessibility given the county's rural nature.

The LTP4 support for Avoid and Improve measures and measures to increase travel choices by sustainable modes, provide the foundation for making more sustainable travel possible. This would provide a good basis for further measures and would support and enhance their decarbonisation impacts.

Overall, decarbonisation is a shared challenge, and the scale of transport decarbonisation required to fully close the emissions gap will need action both at and beyond the local level.



The Support measures of working in partnership with Government bodies and stakeholders therefore provide an important route through which the LTP4 will support decarbonisation. In recognition of this shared challenge, we are committed to collaboration and coordination with these bodies.

Further details are set out in the **LTP4 Carbon Paper**.

## 5. Delivery

### 5.1. Partnership working

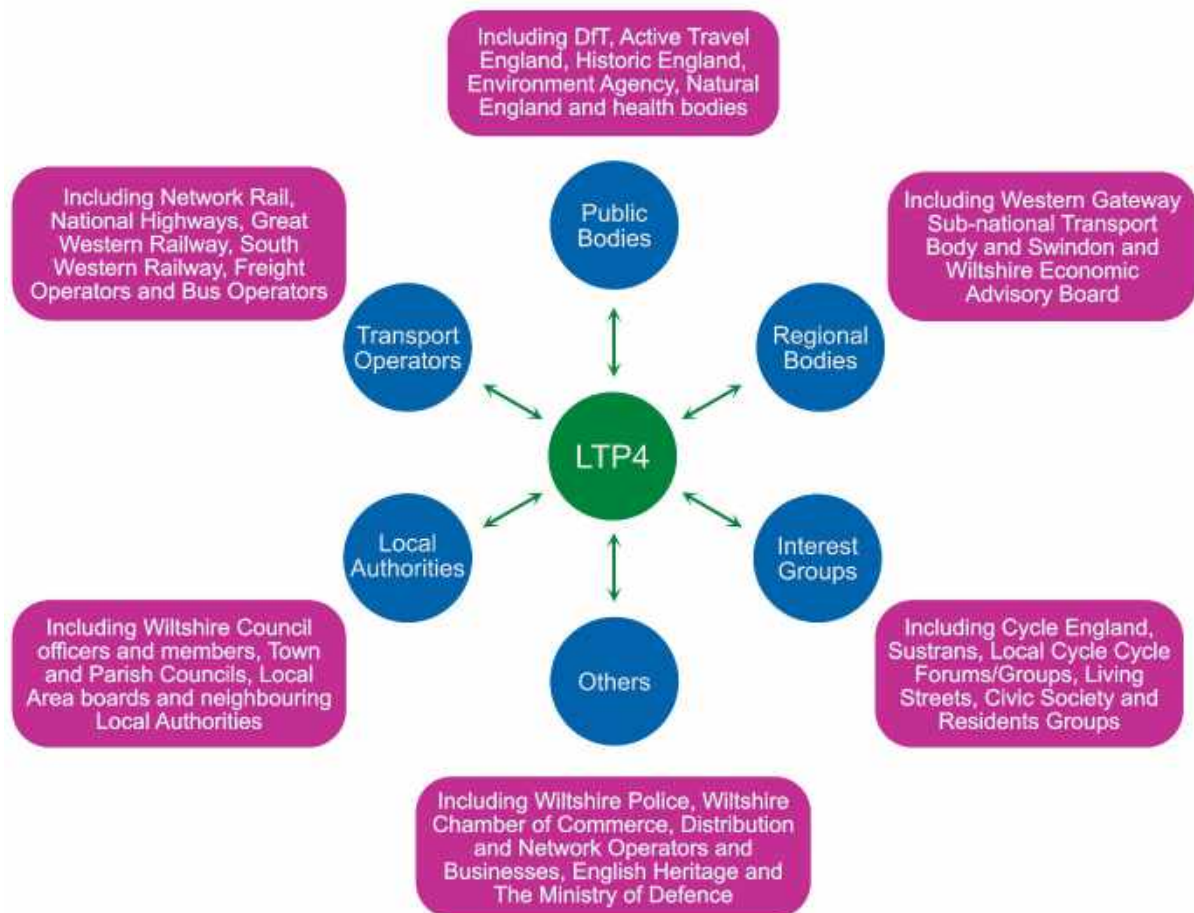
To achieve our six LTP4 Objectives, we must work collaboratively with local partner organisations, including town and parish councils, community Area Boards, partner organisations, interest groups including motoring groups, local groups, businesses and key employers (including the Ministry of Defence), communities, residents and other relevant stakeholders. The LTP4 is intentionally ambitious, and we are keen to collaborate with our partners to jointly achieve our goals.

We will lead on the delivery of the LTP4 going forward, as part of our statutory responsibility to maintain and develop transport and highways at a local level. However, many of the measures identified within LTP4 will require the involvement of other organisations, particularly the Western Gateway Sub-national Transport Body and national government. We are committed to continuing to work in close collaboration with these groups and lobby for the interests of our county.

Partners such as Network Rail, National Highways, Train Operating Companies, Freight Operating Companies, bus operators and coach operators own and/or operate significant elements of the transport infrastructure in Wiltshire. It is therefore vital that we maintain regular liaison with these organisations to ensure support for services and schemes which will bring benefits to those who live, work, and travel in Wiltshire.

Figure 5-1 illustrates some of the groups that will be involved in our delivery. Collaboration will be wide reaching, involving a wider range of local groups and organisations than those shown.

**Figure 5-1 - LTP4 delivery partners**



## 5.2. Funding

The measures identified in this LTP4 can help to deliver change in how people and goods move around our county. However, the ambitious nature of our objectives will require significant levels of funding to be achieved.

Delivery of the LTP4 measures will require both revenue funding (for ongoing running costs, repairs, and to deliver our Support measures) and capital funding (to deliver new assets and make improvements to existing infrastructure, primarily for the Avoid, Shift, and Improve measures). In particular, it is essential that our Support measures are funded alongside any new infrastructure delivered to ensure that people are informed and empowered to make the best use of it.

However, the local government funding landscape is challenging and there are additional uncertainties following the change in national government in summer 2024. We must continue to take a proactive approach whilst understanding the rural context of Wiltshire.

Funding can come from several sources:

Central government grants.

The private sector, including developer contributions.

Council sources such as Council Tax and Council owned car parks.

Regional competitive bidding processes (through the Swindon and Wiltshire Enterprise Partnership or Western Gateway Sub-national Transport Body).

National competitive bidding process (from various government departments, such as DfT, Active Travel England and Homes England).

We anticipate that many of the measures in the LTP4 will be funded, at least in part, through competitive bidding aimed at achieving specific government priorities. We have therefore aligned LTP4 priorities with those of national government as far as possible and will remain alert to new funding opportunities. If funding becomes increasingly place or outcome-based, rather than transport-specific, this could provide new funding opportunities and we will therefore consider opportunities from wider government departments, not just the DfT.

We anticipate that other agencies and third parties, such as Network Rail and National Highways, will fund or part-fund works on networks that they are responsible for managing.

### 5.3. Delivery plan



The timeframe for the delivery of measures will vary depending on the scale and complexity of each individual scheme. We have split our indicative timescales into short, medium and long term. These timescales demonstrate the potential deliverability of the measures and are dependent on securing sufficient funding.

- Short term: 0 – 3 years.
- Medium term: 3 – 5 years.
- Long term: 5+ years.

We have also stated how schemes and interventions could be delivered:

- Deliver: Wiltshire Council will be directly responsible for implementing this measure.
- Influence: the measure can be delivered in collaboration with our various partners.
- Market-led: we will investigate options to support the implementation of this measure, but it will be private sector led.


**Table 5-1 – Potential delivery timescales of LTP4 measures**

Policy area	Measure	Delivery Timescales			Delivery
		Short Term	Medium Term	Long Term	
<b>Avoid unnecessary travel</b> 	<b>A1 Reduce the need to travel as often through combining journeys and providing digital options</b>				
	A1.1: Improving ultrafast fibre coverage to enable access to online services		✓		Influence
	A1.2: Review of consolidation centres		✓		Influence
	A1.3: Planning for HGV deliveries in new developments			✓	Influence
	<b>A2 Enabling access to services, jobs and other destinations within closer reach</b>				
	A2.1: Co-working spaces		✓		Influence and Market-led
	A2.2: Support improvements to services that can be provided locally to reduce travel			✓	Market-led
	A2.3: Ensure design requirements are met for new developments	✓			Deliver
A2.4: Parcel pick-up points at local hubs		✓		Market-led	
<b>Shift to more sustainable modes of transport</b> 	<b>S1 Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality</b>				
	S1.1: Deliver the infrastructure improvements identified in our LCWIPs		✓		Deliver
	S1.2: Public realm improvements	✓			Deliver
	S1.3: Wayfinding	✓			Deliver
	S1.4: Cycle parking	✓			Deliver
	S1.5: Safer movement for active travel	✓			Deliver




Policy area	Measure	Delivery Timescales			Delivery
		Short Term	Medium Term	Long Term	
	S1.6: Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas	✓			Deliver
	S1.7: Cycle hire schemes	✓			Deliver and Influence
	S1.8: Freight kerbside delivery management			✓	Deliver
	<b>S2 Provide more public and shared transport options, and improve service quality</b>				
	S2.1: Bus infrastructure and service improvements on key corridors		✓		Deliver and Influence
	S2.2: Implementation of new DRT services		✓		Deliver and Influence
	S2.3: Ride sharing, including shared taxis	✓			Market-led
	S2.4: Support for more frequent or new direct rail services		✓		Influence
	S2.5: Support for rail capacity upgrades			✓	Influence
	S2.6: Supporting availability of train servicing facilities		✓		Influence
	<b>S3 Provide better access to public and shared transport services</b>				
	S3.1: Improve access to and from rail public transport stops and stations by sustainable modes of travel	✓			Deliver
	S3.2: New stations			✓	Influence
	S3.3: Improved waiting and interchange facilities at bus stops and stations		✓		Deliver and Influence

Policy area	Measure	Delivery Timescales			Delivery
		Short Term	Medium Term	Long Term	
	S3.4: Provision of real time passenger information at bus stops	✓			Deliver and Influence
	S3.5: Railway station upgrades			✓	Influence
	S3.6: Mobility hubs		✓		Deliver and Influence
	S3.7: Explore the role and function of Park and Ride		✓		Deliver and Influence
	S3.8: Smarter ticketing and payment on buses		✓		Influence
	S3.9: Accessible and inclusive buses and infrastructure		✓		Influence
	S3.10: Lower and simpler bus fares		✓		Influence
	S3.11: Multi-modal ticketing	✓			Influence
	S3.12: Coach parking		✓		Deliver
	<b>S4 Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most</b>				
	S4.1: Improved car parking signage	✓			Deliver
	S4.2: Provision and consistency of disabled parking	✓			Deliver
	S4.3: Review of parking payment methods	✓			Deliver
	S4.4: Review of parking charges	✓			Deliver
	S4.5: Review of our existing parking assets		✓		Deliver

Policy area	Measure	Delivery Timescales			Delivery
		Short Term	Medium Term	Long Term	
	S4.6: Resident permit zones		✓		Deliver
	<b>S5</b> Encourage and enable shift to more sustainable modes for freight				
	S5.1: Micro-consolidation and use of alternative modes for first/last mile		✓		Influence
	S5.2: Shifting freight from road to rail			✓	Influence
	S5.3: Safeguarding land for rail and consideration of rail freight interchange site			✓	Influence
<b>Improve</b> vehicle, fuel and network efficiency  	<b>I1</b> Facilitate and encourage move to low and zero emission vehicles				
	I1.1: Roll out public on-street residential charging at scale, focusing provision for residents with no off-street parking		✓		Deliver and influence
	I1.2: Encourage and facilitate EV charging provision in new developments and refurbishments		✓		Influence
	I1.3: Ensure that public EV charging is located through robust data analysis and community consultation, employing technology appropriate to its context.	✓			Deliver
	I1.4: Support the roll out of rapid charger hubs by the commercial sector, ensuring chargers are appropriately located and minimise any associated risks		✓		Influence and Market-led
	I1.5: Investigate the use of cable channel products to enable safe cross-pavement on-street home charging		✓		Deliver
	I1.6: Support EV uptake in corporate fleets and car clubs	✓			Deliver and Influence

Policy area	Measure	Delivery Timescales			Delivery	
		Short Term	Medium Term	Long Term		
	I1.7: Support and publicise regional and national schemes which help make EVs more financially accessible		✓		Influence	
	I1.8: Explore adopting policies and support to increase the number of EV taxis	✓			Influence and Market-led	
	I1.9: Ensure that new EV chargers maximise accessibility for both drivers and footway users	✓			Deliver	
	I1.10: Ensure new public EV charging includes provision for deprived areas and rural locations		✓		Influence	
	I1.11: Support for low emission freight			✓	Market-led	
	I1.12: Expand EV car club coverage	✓			Market-led	
	I1.13: Support of cleaner, modernised buses and coaches, and related charging infrastructure	✓			Influence	
	I1.14: Support rail electrification			✓	Influence	
	<b>I2 Enable safer, more efficient driving and operation of road networks</b>					
	I2.1: Improve our use of technology in traffic and congestion monitoring		✓		Deliver and Influence	
	I2.2: Engage with and prepare for the rollout of new transport technologies			✓	Influence	
	I2.3: Improvements to on-road signage on our strategic and major roads		✓		Deliver and Influence	

Policy area	Measure	Delivery Timescales			Delivery
		Short Term	Medium Term	Long Term	
	I2.4: HGV parking and rest stops		✓		Influence
	I2.5: Moving traffic offences		✓		Deliver
	I2.6: Targeted road infrastructure or junction improvements to relieve congestion			✓	Deliver and Influence
<b>Support and enable delivery of the Avoid, Shift and Improve policy areas</b> 	<b>SU1 Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport</b>				
	SU1.1: Raise awareness of sustainable travel options	✓			Deliver
	SU1.2: Travel plans	✓			Deliver and Influence
	SU1.3: Raise awareness of local facilities, amenities and services	✓			Deliver
	SU1.4: Incentives for physical activity		✓		Influence
	SU1.5: Interventions for vulnerable road users	✓			Deliver
	SU1.6: Cycle training to improve skills and confidence	✓			Deliver
	SU1.7: Rollout of safety apps	✓			Market-led
	SU1.8: Mobility credits		✓		Deliver
	SU1.9: Implement Mobility as a Service (MaaS)		✓		Influence
	SU1.10: Reduced carbon intensity of travel via more efficient driving	✓			Influence
	SU1.11: Multi-modal marketing	✓			Influence
	SU1.12: Ticketing incentives	✓			Influence

Policy area	Measure	Delivery Timescales			Delivery
		Short Term	Medium Term	Long Term	
	<b>SU2</b> Work in partnership with Government bodies, stakeholders to improve transport for all				
	SU2.1: Working with businesses to facilitate home working and flexible working	✓			Influence
	SU2.2: Providing, or supporting applications for, grants to businesses and community groups for active travel facilities	✓			Deliver
	SU2.3: Work collaboratively with our key stakeholders	✓			Influence
	SU2.4: Supporting Community Rail Partnerships	✓			Influence
	<b>SU3</b> Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered				
	SU3.1: Coordination of street works and roadworks		✓		Deliver
	SU3.2: Network maintenance		✓		Deliver
	SU3.3: Establish and actively manage a road classification, road layout and road user hierarchy			✓	Deliver
	SU3.4: Support for Masterplanning		✓		Influence
	SU3.5: Adopt 'Vision Zero' ambition and Safe System approach			✓	Influence
	SU3.6: Freight Assessment and Priority Mechanism (FAPM)	✓			Influence
	SU3.7: Define route restrictions through Advisory Freight Routes	✓			Influence
	SU3.8: Develop a detailed parking operation and delivery plan	✓			Deliver
	SU3.9: Refresh our transport policies and plans		✓		Deliver
	<b>Environment and sustainability</b>				

Policy area	Measure	Delivery Timescales			Delivery
		Short Term	Medium Term	Long Term	
	<p>Our ongoing commitment to the environment and sustainability includes the following actions, as detailed in Section 4.</p> <p>We will proactively consider health and equalities issues from the earliest stage in designing and specifying our LTP4 measures.</p> <p>Where possible, opportunities will be identified to enhance our designated sites.</p> <p>Scheme design will proactively consider environmental protection from the earliest stage, and will ensure that the processes of scheme construction, maintenance and operation identify and take opportunities available to:</p> <ul style="list-style-type: none"> <li>- Improve air quality (including consideration of the Air Quality Action Plan)</li> <li>- Reduce greenhouse gas emissions</li> <li>- Build in resilience to climate change (including the development of climate change adaption pathways)</li> <li>- Avoid and protect areas that are recognised at the highest levels for their importance to nature conservation and biodiversity</li> <li>- Protect Wiltshire’s ecology, landscape and townscape</li> <li>- Conserve and enhance the historic environment</li> <li>- Protect natural resources</li> <li>- Protect the water environment</li> <li>- Promote circular economy principles.</li> </ul>	✓	✓	✓	Deliver and Influence

## 6. Monitoring and evaluation

Wiltshire Council has a statutory duty to monitor the performance of the LTP4 and its Implementation Plan against our strategic objectives and policies. Feedback from the monitoring process allows the Implementation Plan to be adjusted according to the actual performance against objectives. We will monitor progress against the LTP4 objectives over its lifespan and report this via a regular progress report going forward; the first report is expected to take place three years after adoption.



Our six objectives are key to the success of LTP4, and our progress will be assessed using these objectives and their outcomes, taken from our logic mapping exercise. These objectives and outcomes will be assessed against a measurable, quantifiable baseline; this will be primarily based on the LTP4 Evidence Base and will provide an objective dataset against which all future years of the LTP4 will be measured. There may be some outcomes for which a qualitative assessment is more appropriate.

Where possible, data that is already available and collected on a national, regional or local basis will be used to track progress of the LTP4 towards achieving its aspirational objectives. We will also include data and case studies from measures which we have implemented.


The following table illustrates the type of data that may be used for monitoring – this represents a starting point, and we may explore utilising new sources of data if they become available.


**Table 6-1 – Performance monitoring of LTP4**





Objective	Outcome	Type of indicative indicator
 <p><b>Supporting rural communities</b></p> <p>To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.</p>	Improved alternatives to private car	<p>Data on all licensed and registered vehicles – (<i>DfT / Driver and Vehicle Licensing Agency (DVLA)</i>)</p> <p>Car ownership statistics – (<i>DfT / DVLA</i>)</p>
	Reduction in vehicle miles	Road Traffic Statistics (traffic volume miles by vehicle type and road class) – ( <i>DfT</i> )
	Reliable multi-modal or digital connectivity between key locations	<p>Passenger numbers and services in operation – (<i>Bus operators</i>)</p> <p>Bus Reliability and Punctuality – (<i>Bus Open Data Service (BODS)</i>)</p> <p>Measuring digital connectivity – (<i>Wiltshire Council / Statista</i>)</p>
	Good levels of accessibility opening up more opportunities for all and improving quality of life	<p>Concessionary usage on bus journeys – (<i>Bus operators</i>)</p> <p>Levels of accessibility e.g. percentage of low-level buses, accessible railway stations, RTP1 at bus stops – (<i>Wiltshire Council</i>)</p>
	Improved connectivity resulting in reduced social isolation	<p>Joint Strategic Needs Assessment (JSNA) – (<i>Wiltshire Intelligence</i>)</p> <p>Mental health statistics – (<i>NHS / JSNA / Public Health England</i>)</p> <p>Household surveys – (<i>Wiltshire Council</i>)</p>
	Increased ability to live and access services and opportunities locally, including leisure	<p>National Travel Survey – (<i>DfT</i>)</p> <p>NHT Public Satisfaction Survey – (<i>National Highways and Transport (NHT) Annual Report</i>)</p> <p>Annual passenger satisfaction survey – (<i>Wiltshire Council, funded by BSIP 2</i>)</p>

Objective	Outcome	Type of indicative indicator
<p><b>Improving health, wellbeing and safety</b></p> <p>To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.</p>	<p>More reliable, convenient, safer and affordable alternatives to private car journeys to improve access to opportunities and services for all</p>	<p>Journey time statistics – (DfT)</p> <p>Bus Reliability and Punctuality – (Bus Open Data Service (BODS))</p> <p>Passenger numbers – (Bus operators)</p>
	<p>Increased access to jobs, training and education in different parts of the county</p>	<p>Employment figures – (Office for National Statistics)</p> <p>National Travel Survey – (DfT)</p> <p>Travel to work / school data – (National Travel Survey, DfT / Office for National Statistics)</p>
	<p>Active travel becomes the natural choices for shorter journeys, or as part of a longer journey, along with improved road safety</p>	<p>STATS19 collision and casualty data – (DfT)</p> <p>Number of crime incidents associated with transport network – (British Transport Police)</p> <p>Walking and cycling statistics – (DfT / Wiltshire Council)</p> <p>Road Traffic Statistics: Pedal cycle traffic – (DfT)</p>
	<p>A healthy, safe and secure network, including dedicated walking and cycle paths wherever possible, promoting active lifestyles to improve health and wellbeing</p>	<p>Walking and cycling statistics – (DfT / Wiltshire Council)</p> <p>Road Traffic Statistics: Pedal cycle traffic – (DfT)</p> <p>Public Health England Statistics – (Public Health England)</p> <p>AQMA monitoring data – (Department for Environmental Food and Rural Affairs (DEFRA))</p> <p>Construction of LCWIP routes – (Wiltshire Council LCWIPs)</p>

Objective	Outcome	Type of indicative indicator
 <p><b>Economic growth</b></p> <p>To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.</p>	<p>Good levels of accessibility between economic centres so that residents, employees, businesses, customers and suppliers in Wiltshire are able to travel as quickly and simply as possible, by road, bus or rail</p>	<p>Journey time statistics – (DfT)</p> <p>NHT Public Satisfaction Survey – (<i>National Highways and Transport (NHT) Annual Report</i>)</p> <p>Annual passenger satisfaction survey – (<i>Wiltshire Council, funded by BSIP 2</i>)</p> <p>Updated TRACC analysis – (<i>Wiltshire Council</i>)</p>
	<p>Reliable, multi-modal or digital connectivity between key destinations across Wiltshire</p>	<p>Journey time statistics – (DfT)</p> <p>Bus Reliability and Punctuality – (<i>Bus Open Data Service (BODS)</i>)</p> <p>NHT Public Satisfaction Survey – (<i>National Highways and Transport (NHT) Annual Report</i>)</p> <p>Annual passenger satisfaction survey – (<i>Wiltshire Council, funded by BSIP 2</i>)</p> <p>Broadband speed – (<i>Statista</i>)</p>
	<p>Reliable end-to-end journey times for people and goods, including first and last miles</p>	<p>Journey time statistics – (DfT)</p> <p>Bus Reliability and Punctuality – (<i>Bus Open Data Service (BODS)</i>)</p> <p>NHT Public Satisfaction Survey – (<i>National Highways and Transport (NHT) Annual Report</i>)</p> <p>Annual passenger satisfaction survey – (<i>Wiltshire Council, funded by BSIP 2</i>)</p>
	<p>Reduction in traffic congestion and delays</p>	<p>Journey time statistics – (DfT)</p>
	<p>Increase in footfall in town centres making them more attractive places for business to invest</p>	<p>High street footfall – (<i>Wiltshire Council / High Streets Task Force</i>)</p>

Objective	Outcome	Type of indicative indicator
		Data and feedback from local businesses – <i>(Wiltshire Council)</i>
	Increased options for tourists to travel by bus, train, bicycle or car	Leisure and tourism statistics – <i>(Wiltshire Council / Visit England / Office for National Statistics / National Travel Survey, DfT)</i>  Data on vehicles/modes visiting tourist sites – <i>(Visit England / Office for National Statistics / National Travel Survey, DfT)</i>
 <p><b>Futureproofing transport</b></p> <p>To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.</p>	Maximised uptake of energy efficient and zero or ultra-low emission vehicles and autonomous vehicles	Number of EV charging devices – <i>(Wiltshire Council / DfT / DVLA)</i>  Number of registered and licensed EVs in Wiltshire – <i>(DfT / DVLA)</i>
	Improve multi-modal connectivity between key destinations across Wiltshire	Journey time statistics – <i>(DfT)</i>  Bus Reliability and Punctuality – <i>(Bus Open Data Service (BODS))</i>  NHT Public Satisfaction Survey – <i>(National Highways and Transport (NHT) Annual Report)</i>  Annual passenger satisfaction survey – <i>(Wiltshire Council, funded by BSIP 2)</i>  Usage of / number of downloads of journey planning websites and apps or MaaS apps – <i>(analytics from Connecting Wiltshire website and providers of any new MaaS apps)</i>
	Services and routes return to normal as quickly as possible after incidents on the network and the impact of any disruption on people and business is managed	Number of resilience related measures, e.g. flood relief, implemented in the year – <i>(Wiltshire Council / National Highways)</i>  Annual budget spend on emergency repairs, including response to winter weather conditions

Objective	Outcome	Type of indicative indicator
		e.g. gritting – <i>(Wiltshire Council / National Highways)</i>
	People and businesses are still able to access vital services during environmental and societal crises	Key indicators set out in the Climate Change Strategy – <i>(Wiltshire Council)</i>  Assessment of transport network’s performance during any unexpected events (such as extreme weather, pandemics, fuel shortages, power outages), and capture of lessons learnt – <i>(Wiltshire Council / National Highways)</i>
	Increase in the proportion of journeys made via sustainable modes of transport	Journey time statistics – <i>(DfT)</i>  Bus Reliability and Punctuality – <i>(Bus Open Data Service (BODS))</i>  Annual passenger satisfaction survey – <i>(Wiltshire Council)</i>  Walking and cycling statistics – <i>(DfT / Wiltshire Council)</i>  Road Traffic Statistics: Pedal cycle traffic – <i>(DfT)</i>  Travel to work / school data – <i>(National Travel Survey, DfT / Office for National Statistics)</i>
 <p><b>Transport decarbonisation</b></p>	Reduction in private and goods vehicle miles	Road Traffic Statistics (traffic volume miles by vehicle type and road class) – <i>(DfT)</i>
	Significant reduction in total greenhouse gas emissions due to transport	UK local authority and regional greenhouse gas emissions statistics – <i>(DESNZ)</i>
	Better understand of, and support for, sustainable travel options, leading to increase usage	Passenger numbers – <i>(Bus operators)</i>

Objective	Outcome	Type of indicative indicator
<p>To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council carbon neutral by 2030, and leading the county towards net zero.</p>		<p>Walking and cycling statistics – (<i>DfT / Wiltshire Council</i>)</p> <p>Travel to work / school data – (<i>National Travel Survey, DfT / Office for National Statistics</i>)</p> <p>Estimates of station usage – (<i>Office of Rail and Road</i>)</p> <p>National Travel Survey – (<i>DfT</i>)</p>
	<p>Reduction in carbon intensity of remaining vehicle miles</p>	<p>Data on all licensed and registered vehicles – (<i>DfT / DVLA</i>)</p> <p>Fleet percentages of zero emission vehicles – (<i>Wiltshire Council / DfT / DVLA</i>)</p> <p>EV / low emissions car club usage – (<i>Wiltshire Council / private operators</i>)</p>
 <p><b>Protecting and enhancing our unique environments</b></p> <p>To ensure the transport network in Wiltshire protects and enhances our natural and built</p>	<p>Impacts of travel on communities and natural and historic sites minimised</p>	<p>Road Traffic Statistics (traffic volume miles by vehicle type and road class) – (<i>DfT</i>)</p> <p>STATS19 collision and casualty data – (<i>DfT</i>)</p> <p>NHT Public Satisfaction Survey – (<i>National Highways and Transport (NHT) Annual Report</i>)</p> <p>Community Watch – (<i>Wiltshire Neighbourhood Watch Association</i>)</p>
	<p>Improved air quality and local health</p>	<p>AQMA monitoring data – (<i>DEFRA</i>)</p>

Objective	Outcome	Type of indicative indicator
environments, including our three National Landscapes, National Park, World Heritage Site and our historic towns and settlements.	No net degradation of the natural and historic environment, moving towards a net environmental gain	<p>Area of green and blue infrastructure and net gain in biodiversity due to transport interventions – <i>(Wiltshire Council)</i></p> <p>Assessment of any impacts to heritage assets, National Landscapes and National Parks due to road schemes – <i>(Wiltshire Council)</i></p>
	Improve road safety to benefit pedestrians and cyclists	<p>STATS19 collision and casualty data (or STATS21 when it becomes available) – <i>(DfT)</i></p> <p>Total length of streets on which active travel improvements are delivered – <i>(Wiltshire Council)</i></p>
	Increased levels of physical activity and improved health outcomes across Wiltshire	<p>Walking and cycling statistics – <i>(DfT / Wiltshire Council)</i></p> <p>Road Traffic Statistics: Pedal cycle traffic – <i>(DfT)</i></p> <p>Joint Strategic Needs Assessment (JSNA) – <i>(Wiltshire Intelligence)</i></p> <p>Public Health England statistics – <i>(Public Health England)</i></p>

# Appendix A. ISA



## Appendix B. Carbon paper

## Appendix C. Glossary and acronyms

	Term	Definition
A	Accessibility	In transport terms, the degree to which services and opportunities (such as health services and shops) and transport services, can be reached by all members of society at a reasonable cost and in a reasonable time scale. This includes access for those with disabilities and health conditions.
	Active travel	Making journeys in a physically active way e.g., walking, wheeling, cycling and horse riding
	Air Quality Management Areas (AQMA)	Air Quality Management Areas (AQMA) are locations where recorded levels of air pollution show that the national air quality objectives are not likely to be achieved. This area could consist of just one or two streets, or it could be much larger.
	Avoid, Shift, Improve	Avoid, Shift, Improve is an approach that seeks to modify behaviour or attitudes to reduce carbon emissions. The overarching principles are: <b>Avoid</b> unnecessary movements or trips, <b>Shift</b> to more sustainable and shared modes, <b>Improve</b> the environmental performance of transport modes.
	Autonomous vehicle	A vehicle that can operate itself and perform necessary functions without human intervention by sensing their surroundings (also known as self-driving or driverless vehicles).
B	Behaviour change	An adjustment in the way people act for instance in relation in the way they travel to work.
	Bus Service Improvement Plan (BSIP)	How Local Transport Authorities, working closely with their local bus operators and local communities, address improvements to the local transport bus system – by setting out a vision for delivering the step-change in bus services.
C	Car club	A pool of cars that people and businesses can pay to use on a per trip basis.
	Cargo bike	A cycle that is specially designed to carry loads such as groceries, children, deliveries or heavy equipment.
	Climate change	A long-term change in global or regional climate patterns and average temperatures, due to increased levels of greenhouse gases in the atmosphere.

	Climate emergency	A climate emergency declaration is an action taken by Governments and scientists to acknowledge that urgent action is required to halt climate change and irreversible environmental damage.
	Connectivity	In relation to transport, this means the effectiveness of the transport network at getting people from one location to another.
	Consolidation centre/hub	A place where many suppliers can have goods delivered and combined into a single fuller load on one vehicle, often smaller, for the last leg of the journey e.g. into the town centre.
D	Decarbonisation	Removing or reducing the carbon dioxide produced by human activities such as transport.
	Delivery management	Planning deliveries made by multiple companies to reduce their impact on congestion and the environment e.g. through consolidation centres.
	Demand management	The application of strategies and policies to reduce travel demand, or to redistribute this demand in order to make optimal use of available transport resources and increase the efficiency of travelling.
	Demand Responsive Transport (DRT)	A flexible form of shared, on-demand transport where people book journeys on identified routes, and vehicles alter their routes based on where the people travelling at that time wish to go, rather than fully following a fixed route or timetable.
	Deprivation	When people lack basic requirements e.g. access to healthy food or jobs.
	Digital connectivity	The ability to access services or activities through internet or mobile phone connections e.g. working from home or online doctor's appointments.
E	E-bike	A cycle with an electric battery to assist or replace pedalling.
	Electric vehicle (EV)	EVs are vehicles that are either partially or fully powered on electric power. This includes battery-powered electric vehicles (BEVs) (also known as Zero Emission Vehicles (ZEVs)), and plug-in hybrid electric vehicles (PHEVs).
	Electric Vehicle Infrastructure (EVI)	There are several components that make up EVI. The term 'Devices' is used for each physical charge point device, and the term 'Sockets' states the number of users able to access each device at a given time (usually also correlates with 'bays').
	Embodied carbon	The carbon produced during the lifecycle of a material or product. It considers the amount of carbon released throughout the entire supply chain and sometimes up until the end of its

		lifecycle. For instance, the embodied carbon of a road would include the carbon associated with making and transporting asphalt.
	Equality Act 2010	The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society and replaces previous anti-discrimination laws with a single Act.
	E-scooters	A scooter with an electric battery that propels it forward.
F	First / last mile	The first or last leg of a journey, either for a person or goods being delivered (e.g., the walk to a bus stop, or the journey from a local distribution centre to a home).
G	Global warming	The gradual increase in the overall temperature of the earth's atmosphere, caused by increased levels of greenhouse gases.
	Greenhouse gas	Gases such as carbon dioxide (CO <sub>2</sub> ), methane and nitrogen oxides (NO <sub>x</sub> ) which contribute to global warming.
	Gross Value Added (GVA)	A measure of total output in a local economy, based on the value generated by any unit engaged in the production of goods and services.
H	Healthy streets approach	The healthy streets approach focuses on creating streets that are pleasant, safe and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people using streets. This is intended to lead to a healthier environment where people are able to choose to walk, cycle and use public transport more often.
	HGV	A Heavy Goods Vehicle (HGV) is a vehicle with a gross weight of over 3500kg.
I	Integrated Sustainability Appraisal (ISA)	LTP4 has been subjected to a series of assessments that cover the topics of Sustainability and Strategic Environmental Assessment (SA/SEA), Health Impact Assessment (HIA), Equality Impact Assessment (EqIA) and Community Safety Assessment (CSA). Taken together these various assessments are described as an ISA.
	Intelligent Transport Systems (ITS)	Technology that provides users with prior information about traffic, real-time running information, seat availability and other travel information.
L	LGV	A Light Goods Vehicle (LGV) is a vehicle with a gross weight of less than 3500kg, such as vans and pick-up trucks.

	Local Cycling and Walking Implementation Plan (LCWIP)	A long-term approach to developing local cycling and walking networks over a ten-year period and forms a vital part of the Government's strategy to double the number of cycling journeys made and increase walking activity substantially by 2025.
	Local Transport Plan (LTP)	A Local Transport Plan (LTP) assesses an area's transport needs and challenges and sets out different ways in which these challenges will be addressed.
	Lift share	An arrangement where people travel together in one vehicle, sharing the costs.
	Local design code	A set of simple, concise, illustrated design requirements that are visual and numerical wherever possible to provide specific, detailed parameters for the physical development of a site or area.
	Logic mapping	Logic mapping provides a way of laying out, in a clear, visual form, key steps and links in a project or programme, and identifying how different activities are believed to be linked to different sets of outcomes and impacts.
M	Micro-mobility	Refers to a range of small, lightweight, and usually single-person vehicles. Examples include bikes, e-bikes, and electric scooters.
	Mobility as a Service (MaaS)	A system through which people can access information, plan and pay for their journeys in one simple place e.g. on a mobile app. This app can cover multiple different ways to travel e.g. bus, rail, cycling and car share.
	Mobility	The action of people and goods moving around.
	Mode shift	A change in the way people travel e.g. from driving to cycling or from the bus to walking.
	Multi-modal	Involving more than one mode (type) of travelling e.g. both bus and train.
N	National Landscape	A designated area of exceptional landscape with a distinctive character and natural beauty that needs to be safeguarded in the national interest. Formally known as Area of Outstanding National Beauty (AONB).
	Net zero carbon	A situation in which any carbon dioxide emitted to the atmosphere is balanced by removals through natural processes (for instance carbon dioxide absorbed by tree growth) or technological means (such as direct air capture).
	Network management	Running the highway network so that vehicles move around smoothly and efficiently. Management involves measures like responding to incidents and congestion build up.

	NOx	In atmospheric chemistry, NOx is a generic term for the nitrogen oxides that are most relevant for air pollution, namely nitric oxide (NO) and nitrogen dioxide (NO2).
P	Parking management	Strategies to improve the efficiency of parking in an area e.g. public car parks and on street parking within a town. This may involve changing the number of spaces available and the cost to park, to influence the number of people driving into an area and hence traffic levels.
	Plug in electric vehicles	A plug-in electric vehicle (PEV) is any road vehicle that can utilize an external source of electricity (such as a wall socket that connects to the power grid) to store electrical power within onboard rechargeable battery packs, which then powers the electric motor. These can be fully electric or hybrid vehicles.
	Public transport	Transport that charges a fare, runs on fixed routes, and is available for use by the public e.g. bus, train and coach.
S	Safe System Approach	The Safe System is an approach to road safety which puts the human being at its centre and which stems from the belief that every road death or serious injury is preventable. The Safe System approach is built upon two basic facts about people, that (1) people make mistakes, and will make mistakes when on the roads, and (2) people are vulnerable to being killed or seriously injured, if they are involved in a crash.
	School streets	A proactive solution for school communities to tackle air pollution, poor health and road danger reduction. A school street scheme will encourage a healthier lifestyle and active travel to school for families and lead to a better environment for everyone. It normally involves a traffic management order to be applied to a street around a school, temporarily restricting access to motorised vehicles.
	Segregated cycle lanes	A path for cyclists that is separate to motor traffic and pedestrians.
	Shared transport	Forms of transport that are shared between users e.g. cycles, cars, scooters. They could be shared between people at the same time (lift sharing in a car) or at separate times (car club hire).
	Site of Special Scientific Interest (SSSI)	A formal conservation designation. Usually, it describes an area that is of particular interest to science due to the rare species of fauna or flora it contains or important geological or physiological features that may lie in its boundaries.
	Special Areas of Conservation (SAC)	Areas of land designated under Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora.

	Special Protection Area (SPA)	Special sites designated under the EU Birds Directive to protect rare, vulnerable and migratory birds.
	Sub-national Transport Body (STBs)	Pan-regional partnerships that exist to co-ordinate activity with their member local authorities and Government. There are seven sub-national (or regional) transport bodies in England.
	Sustainable transport	Forms of transport that have a low impact on the environment e.g. public transport and active travel.
	Swindon and Wiltshire Local Enterprise Partnership (SWLEP)	The SWLEP is the Local Enterprise Partnership for Swindon and Wiltshire, established by Central Government in July 2011 as a private sector-led partnership between local businesses, Swindon Borough Council, Wiltshire Council, the military and the education sector.
U	Ultra-Low Emissions Vehicles (ULEVs)	Ultra-low emission vehicles (ULEVs) refer to all vehicles that uses low carbon technologies and emit less than 75g of CO2/km from the tailpipe and/or is capable of producing zero tailpipe emissions for at least ten miles. ULEVs include Electric Vehicles (BEVs and PHEVs) as well as other hybrid and range extender vehicles.
V	Variable Messaging Sign (VMS)	Electronic signs used at the roadside to share information and key messages to road users.
	Vision Zero	Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all
W	Walking, wheeling and riding	Term to cover a wide variety of travel modes which involve physical activity (also known as active travel). For example, wheeling includes use of wheelchairs and pushchairs, and riding includes horse riding, riding a bike or e-bike, and using a scooter or e-scooter.
	Western Gateway Sub-national Transport Body (STB)	An alliance of eight Local Authorities and one Combined Authority, with a purpose of setting out transport strategy for the region, providing leadership on strategic transport matters and presenting collective priorities for greater investment in transport in the Gateway area.
Z	Zero emission vehicle (ZEV)	A vehicle which has the potential to produce no direct tailpipe emissions. The term mainly relates to buses and freight and includes Battery Electric Vehicles or vehicles using fuel cell hydrogen.

# **Wiltshire Council Local Transport Plan 4 (LTP4) 2024**

**Wiltshire Council**

The logo for Wiltshire Council, featuring a stylized white wave or swoosh underneath the text.

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# Wiltshire Council Local Transport Plan 4

Principal Settlements sub-strategy  
March 2025

Wiltshire Council

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# 1. Introduction to place-based sub-strategies

This document contains one of our three place-based LTP4 sub-strategies and should be read alongside our Core LTP4 Strategy, other place-based sub-strategies, and county-wide sub-strategies, as well as the Integrated Sustainability Assessment (ISA) and Carbon Paper.

The three place types are as follows, and are shown geographically in Figure 1-1:

- Principal Settlements.
- Market Towns.
- Rural Areas, including Local Service Centres.

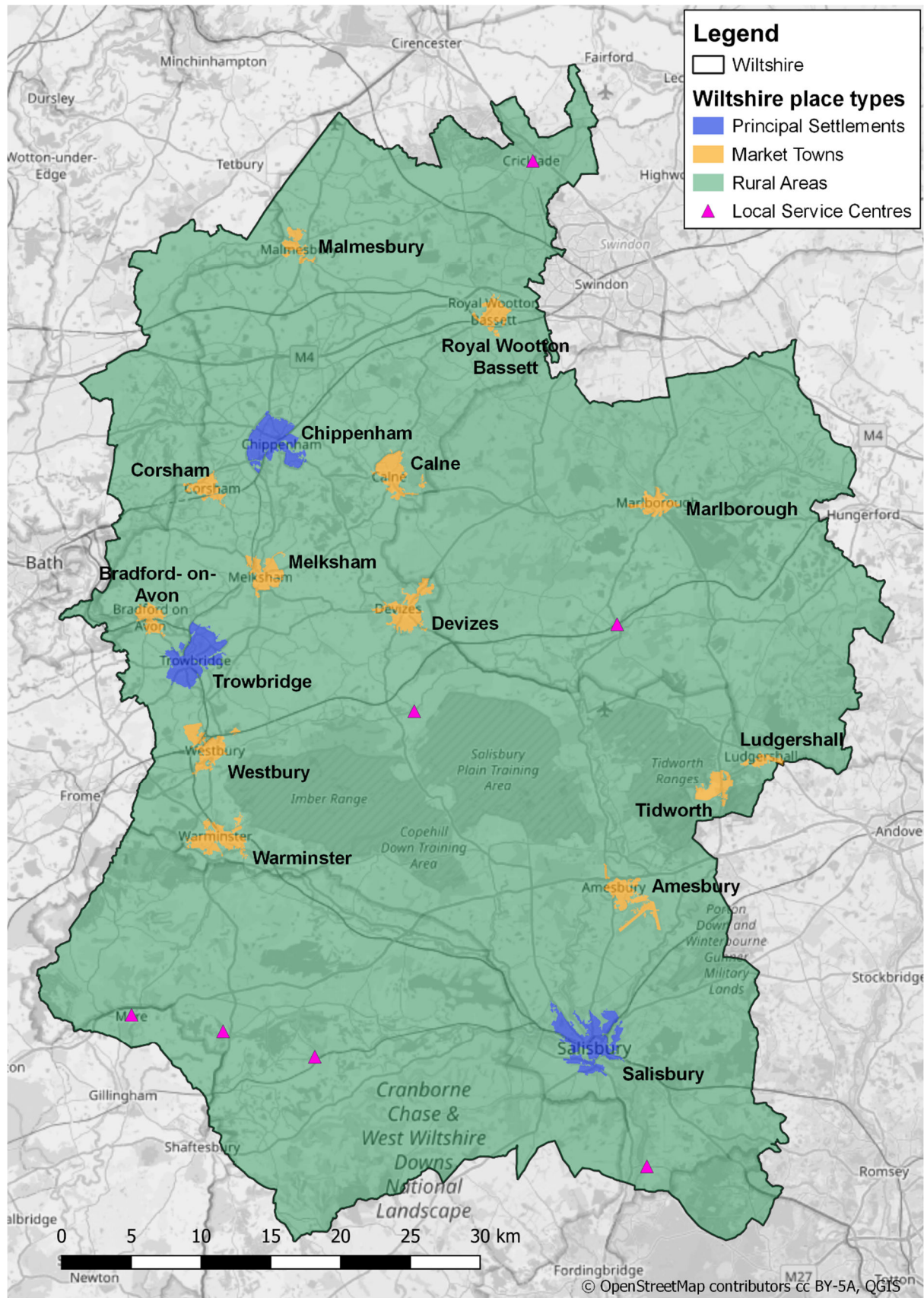
Each of the place-based sub-strategies contains information on the specific policies and measures that are applicable to the place type, and an overview of how each place type could look if the vision and objectives were realised. Measures relating to freight, parking, EV charging, and strategic transport (bus, rail and highways) are included in the county-wide sub-strategies rather than the place-based sub-strategies.

All the place-based sub-strategies follow the same structure:

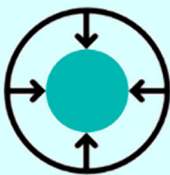


- Introduction to place type.
- Vision and objectives, applied to the place type.
- Policies and measures for the place type, structured by our Avoid, Shift, and Improve policy areas. The final section (Section 3) contains the Support measures which would be applied across all place types in support of the Avoid, Shift, and Improve measures. All the policies and measures included in the place-based sub-strategies are summarised in Table 1-1.


A glossary of key terms and acronyms is provided in Appendix C of the Core LTP4 Strategy.

Figure 1-1 – Wiltshire place types



**Table 1-1 Summary of place-based measures**

Policy area	Measure	Place-based sub-strategies			
		Principal Settlements	Market Towns	Rural Areas	Overarching
<b>Avoid unnecessary travel</b> 	<b>A1</b> Reduce the need to travel as often through combining journeys and providing digital options				
	A1.1: Improving ultrafast fibre coverage to enable access to online services	✓	✓	✓	
	<b>A2</b> Enabling access to services, jobs and other destinations within closer reach				
	A2.1: Co-working spaces	✓	✓	✓	
	A2.2: Support improvements to services that can be provided locally to reduce travel	✓	✓	✓	
	A2.3: Ensure design requirements are met for new developments	✓	✓		
	A2.4: Parcel pick-up points at local hubs		✓	✓	
<b>Shift to more sustainable modes of transport</b> 	<b>S1</b> Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality				
	S1.1: Deliver the infrastructure improvements identified in our Local Cycling and Walking Infrastructure Plans (LCWIPs)	✓	✓	✓	
	S1.2: Public realm improvements	✓	✓	✓	
	S1.3: Wayfinding	✓	✓	✓	
	S1.4: Cycle parking	✓	✓	✓	
	S1.5: Safer movement for active travel	✓	✓	✓	
	S1.6: Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas	✓	✓	✓	
	S1.7: Cycle hire schemes, including e-bikes, e-scooters and cargo bikes	✓	✓	✓	
	<b>S2</b> Provide more public and shared transport options, and improve service quality				
	S2.3: Ride sharing, including shared taxis	✓	✓	✓	
	<b>S3</b> Provide better access to public and shared transport services				
S3.1: Improve access to and from public transport stops and stations by sustainable modes of travel	✓	✓	✓		
S3.6: Mobility hubs	✓	✓	✓		
<b>Improve vehicle, fuel and network efficiency</b> 	<b>I1</b> Facilitate and encourage move to low and zero emission vehicles				
	I1.12: Expand EV car club coverage	✓	✓	✓	
	<b>I2</b> Enable safer, more efficient driving and operation of road networks				
	I2.1: Improve our use of technology in traffic and congestion monitoring	✓	✓		
	I2.2: Engage with and prepare for the rollout of new transport technologies	✓			
<b>Support and enable</b>	<b>SU1</b> Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport				

Policy area	Measure	Place-based sub-strategies				
		Principal Settlements	Market Towns	Rural Areas	Overarching	
delivery of the Avoid, Shift and Improve policy areas 	SU1.1: Raise awareness of sustainable travel options				✓	
	SU1.2: Travel plans				✓	
	SU1.3: Raise awareness of local facilities, amenities and services				✓	
	SU1.4: Incentives for physical activity				✓	
	SU1.5: Interventions for vulnerable road users				✓	
	SU1.6: Cycle training to improve skills and confidence				✓	
	SU1.7: Rollout of safety apps				✓	
	SU1.8: Mobility credits				✓	
	SU1.9: Implement Mobility as a Service (MaaS)				✓	
	SU1.10: Reduced carbon intensity of travel via more efficient driving				✓	
	<b>SU2</b> Work in partnership with Government bodies, stakeholders to improve transport for all					
	SU2.1: Working with businesses to facilitate home working and flexible working					✓
	SU2.2: Providing, or supporting applications for, grants to businesses and community groups for active travel facilities					✓
	<b>SU3</b> Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered					
	SU3.1: Coordination of streetworks and roadworks					✓
	SU3.2: Network maintenance					✓
	SU3.3: Establish and actively manage a road classification, road layout and road user hierarchy					✓
	SU3.4: Support for Masterplanning					✓
	SU3.5: Adopt 'Vision Zero' ambition and Safe System approach					✓
	SU3.9: Refresh our transport policies and plans					✓

## 2. Principal Settlements sub-strategy

### 2.1. Introduction to Principal Settlements

#### 2.1.1. Introduction

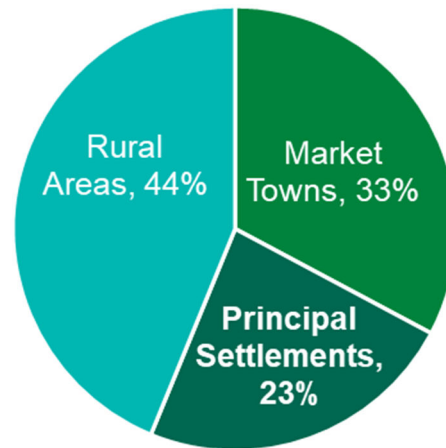
There are three **Principal Settlements** located across the county, as shown in Figure 1-1.

As defined in the Wiltshire Core Strategy (2015) and the draft Local Plan Review (2023), these are strategically important centres for services and employment, and are the primary focus for development within Wiltshire. They will provide significant levels of jobs and homes, together with supporting community facilities and infrastructure, meeting their economic potential in the most sustainable way to support better self-containment.

Wiltshire's Principal, and largest, Settlements are the historic cathedral city of **Salisbury** in the south, the county town of **Trowbridge** in the west, and the historic town of **Chippenham** in the north.

On average, the **population density of the Principal Settlements is 37 people per hectare**: the highest out of the three place types.

**Figure 2-1 - Proportion of population in each place type**



Overall, **23% of Wiltshire's population** (120,800 people) live across the three Principal Settlements.



Salisbury Cathedral, Salisbury

Salisbury is a well-known tourist hotspot with its cathedral and proximity to the renowned World Heritage Site of Stonehenge. It is also the only city in Wiltshire.

Trowbridge serves as an employment, administration, and service centre for the west Wiltshire area, benefiting from good transport links to nearby cities like Bath and Bristol.



St George's Works development, Trowbridge



Chippenham town centre

Chippenham, known for its busy town centre and expanding urban area, is experiencing growth in employment due to its strategic location near the M4 and frequent rail connections to Swindon, Bath, Bristol, and London.

### 2.1.2. Typical challenges and opportunities

Table 2-1 presents a summary of the typical transport related challenges and opportunities faced in Principal Settlements.

**Table 2-1 LTP4 challenges and opportunities in Principal Settlements**

#### LTP4 challenges and opportunities in Principal Settlements



#### Rurality

The varied, dispersed and largely rural nature of Wiltshire means many people have to rely on their cars, which presents challenges around connectivity by other modes, which can lead to **social isolation**.



- Trowbridge is more at risk of transport related social exclusion than Salisbury and Chippenham.<sup>1</sup>
- According to the 2021 Census, 51% of working people use a car or van to travel to work, 31% work from home, and 14% walk or cycle.<sup>2</sup>
- Approx. 35% travel 'less than 10km' (approx. 6 miles) (in line with national average); proportion of people who travel '30km and over' (approx. 19 miles and over) is less than the national average.
- Principal Settlements have the best level of access to public transport stops: for most places, over 90% of postcodes are within a 15-minute walk of a public transport access point. However, there is one area in Salisbury where this is not the case for 10-20% of postcodes – St Edmund and Milford.
- For Principal Settlements, around 20% of the population cannot access a town centre by public transport within 30 minutes.<sup>3</sup>



### Health, wellbeing and safety

There are pockets of **inequality and deprivation** across the county related to **health, wellbeing, road safety and access to facilities**.

- There are pockets of deprivation in Wiltshire's Principal Settlements: both John of Gaunt and Studley Green (Trowbridge) are among the nation's 10% most deprived areas. Three areas of Salisbury (Bemerton West and South, and St Martin Central) as well as one area of Trowbridge (Drynam – Lower Studley) rank in the 20% most deprived areas. There are three areas in Chippenham (Audley south, Avon east and Hill Rise north west), and one further area in Trowbridge (Adcroft – Seymour) which are all in the 30% most deprived areas.<sup>4</sup>
- 18% of households within Principal Settlements do not have access to a car or van; 43% of households have access to one car or van.
- Approximately 18% of the population is classed as disabled under the Equality Act.
- Principal Settlements have a predominantly white population; they are less diverse than national average but more diverse than other areas in Wiltshire.
- Around 20% of the population is unable to access a town centre within 30 minutes by car.
- There are three Air Quality Management Areas in Salisbury, which all include sections of the A36 corridor. Residents who live near this or other busy routes in our Principal Settlements are more likely to be at risk of certain health conditions. The Royal College of Physicians have found that children living within 500m of a heavily used road are likely to have significantly reduced lung function in adulthood. For older people, living near a busy road increases the rate of lung function decline that is associated with ageing. Exposure to poorer

<sup>1</sup> *Transport for the North Transport Related Social Exclusion*. Data publicly available at [Transport-related social exclusion in England \(transportforthenorth.com\)](https://transportforthenorth.com).

<sup>2</sup> 2021 Census

<sup>3</sup> Journey time statistics, DfT (2019). Includes up to 2km walk to access the public transport stop, 5 minutes waiting time, plus an additional 5 minutes for any interchange required. Further detail can be found on the [DfT website](#).

<sup>4</sup> Index of Multiple Deprivation, 2019. This takes a wide range of factors into account, and areas may perform better against some indicators while scoring lower against others. For example, some of these more deprived areas may score well against the access to services indicator.

air quality can be associated with several health problems including asthma, type 2 diabetes, decrease in brain cognitive function, cancer and cardiovascular conditions.<sup>5</sup>



**Economic growth** Economic growth in Wiltshire is slowing and an ageing population poses an increasing challenge.

- On average, 32% of people aged over 16 years have Level 4 qualifications or above (e.g., bachelor's degree or post-graduate)
- There is a slight skew towards L4/5/6/7 (Lower managerial, administrative and professional) and L12/13 (routine and semi-routine) classifications compared to the national average.
- Each Principal Settlement offers a unique base for tourists. Chippenham in the north is a vibrant market town with key links to London and the West Country by rail and only 4 miles from the M4. Trowbridge is steeped in rich industrial heritage, with direct trains to London, the South West, the Midlands and South Wales, and only 25 minutes by road from Bath. Salisbury is well-known for its Cathedral at the heart of the city, and is the closest Principal Settlement to Stonehenge. Salisbury is also the closest Principal Settlement to many military bases in Wiltshire.
- Both Chippenham and Salisbury are advertised as places to visit as part of The Great West Way touring route from Bristol to London.
- Salisbury has a unique scientific and research base in Defence Science and Technology Laboratory (Dstl) at Porton Down. This creates travel demand to destinations on the rural outskirts of the city.
- Historically, in terms of Gross Value Added (GVA) by the transportation and storage industry in Wiltshire, in 2010 Wiltshire had significantly higher GVA than England.



**Futureproofing transport** The transport network in Wiltshire is not currently prepared for future **maintenance, technological, environmental and societal changes**.

- The Principal Settlements are currently better served by electric charging points than other areas of Wiltshire. All three Principal Settlements have a Wiltshire Council-owned rapid charging point location. Trowbridge and Chippenham each have one fast charging point location, whilst Salisbury has six locations – of these, five are located in the Park and Ride sites. There is limited data available on private charging points.
- Flooding is a key concern for all three Principal Settlements. Salisbury is at extremely high risk of flooding with its proximity to the River Avon. Trowbridge is also at risk due to the River Biss, whilst Chippenham may witness flooding to the east also due to the rising levels of the River Avon (see ISA).
- There is an even spread across age groups and broadly in line with national averages.



**Decarbonisation** Wiltshire Council acknowledged a **climate emergency** in 2019, and decarbonising transport is critical to achieving the Council's carbon neutral ambitions.

<sup>5</sup> Royal College of Physicians, Every breath we take: The lifelong impact of air pollution, 2016 (<https://www.rcp.ac.uk/media/jzu5jgn/every-breath-we-take-the-lifelong-impact-of-air-pollution-full-report.pdf>)

- The cars and vans we drive offer the greatest scope for decarbonisation as they account for the majority of transport greenhouse gas emissions in Wiltshire. A key element is to ensure that those residents who cannot install home EV chargers have access to other opportunities, such as safe cross pavement charging cables or access to local EV public charging (also refer to EV sub-strategy within county-wide sub-strategies).
- In general, transport related greenhouse gas emissions per person are lower in Principal Settlements than the other place types, related to better access to sustainable transport and local facilities.
- However, some pockets within the Principal Settlements fall into the top 10% of estimated emissions from transport, including Trowbridge Adcroft and Chippenham Cepen Park and Derriads. They relate to higher levels of registered car and van ownership, and a greater proportion of commuters travelling by car.<sup>6</sup>



### Unique environment

We have a responsibility to **protect** and **enhance** Wiltshire's unique natural, built and historic environments.

- The three Principal Settlements are home to many historic buildings, with around 18 Grade 1, 80 Grade 2\*, and 1,200 Grade 2 listed buildings (see ISA).

## 2.2. Vision and objectives for Principal Settlements

### 2.2.1. Vision

The LTP4 vision sets out a long-term aspiration for transport in Wiltshire, to 2038 and beyond, of:

A safe and connected transport system which protects the county's unique built, natural and historic environment, making this accessible for all, supports sustainable economic growth across Wiltshire's communities and contributes to a low carbon future.

If the vision were to be achieved, our historic Principal Settlements would become even better places to live, work and visit, with fewer cars, safer streets and more attractive spaces. The natural choice for shorter journeys would be to walk, wheel (including wheelchairs and pushchairs) or cycle, using safe, well connected, and easy to navigate routes. All homes would be within easy reach of a public or shared transport stop, and new shared bicycles and e-bikes would enable seamless, more flexible transitions between different modes of travel. Many more people would have access to the local railway station without needing to drive, and this would facilitate fast, long distance journeys. Zero emission vehicle car clubs would provide a convenient and flexible option for residents and employers to drive with reduced environmental impact and without needing to own a car, and ample vehicle charging points would allow zero emission vehicle owners to travel without charging anxiety.

<sup>6</sup> CREDS Place Based Carbon Calculator

## 2.2.2. Objectives

Table 2-2 presents an overview of LTP4 objectives in the context of Principal Settlements.

**Table 2-2 LTP4 objectives and relevance for Principal Settlements**

<b>LTP4 objectives and relevance for Principal Settlements</b>	
	<p><b>Supporting rural communities</b></p> <p>To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.</p>
	<ul style="list-style-type: none"> <li>• Improve connectivity and reduce the risk of social exclusion through access to high quality, convenient, reliable and affordable shared transport.</li> <li>• Deliver quieter and safer roads, helping active travel (walking, wheeling, cycling and horse riding) to become natural choices for shorter journeys.</li> </ul>
	<p><b>Improving health, wellbeing and safety</b></p> <p>To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.</p>
	<ul style="list-style-type: none"> <li>• Improve access to jobs, education and facilities locally in Principal Settlements particularly for those in more deprived areas.</li> <li>• Improve air quality within AQMAs by having regard to the measures contained within our 2024 Air Quality Action Plan.</li> <li>• Improve access to public and shared transport hubs within Principal Settlements and improve links with areas beyond the Principal Settlements.</li> <li>• Deliver quieter and safer roads, helping active travel to become natural choices for shorter journeys.</li> <li>• Improve air quality in our Principal Settlements, especially in existing AQMAs.</li> </ul>
	<p><b>Economic growth</b></p> <p>To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.</p>
	<ul style="list-style-type: none"> <li>• Increase access to employment opportunities and economic centres.</li> <li>• Facilitate more efficient and sustainable business travel.</li> <li>• Provide and publicise more sustainable travel options for visitors and tourists.</li> </ul>
	<p><b>Futureproofing transport</b></p> <p>To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.</p>
	<ul style="list-style-type: none"> <li>• Increase the provision of public and private electric vehicle charging facilities.</li> <li>• Improve the transport network's resilience to environmental challenges.</li> <li>• Provide viable alternatives to travelling by car travel to help prepare for possible societal and economic changes.</li> <li>• Understand and prepare for possible technological advancements which may impact transport.</li> </ul>
	<p><b>Transport decarbonisation</b></p> <p>To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council carbon neutral by 2030, and leading the county towards net zero.</p>

- The cars and vans we drive offer the greatest scope for decarbonisation as they account for the majority of transport carbon emissions in Wiltshire.
- Reduce the total distance travelled by cars to minimise carbon emissions.
- Improve facilities and access to sustainable transport, making these more competitive and convenient options.
- Embed local connectivity into designs for new developments.
- Facilitate and encourage a transition to low and zero emission vehicles. A key element is to ensure that those residents who cannot install home EV chargers have access to other opportunities, such as safe cross pavement charging cables or access to local EV public charging (also refer to EV sub-strategy within county-wide sub-strategies).



**Protecting and enhancing our unique environments**

To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.

- Reduce traffic in Principal Settlements, particularly in city and town centres, helping to reduce negative impacts on our unique environments.
- Reduce pollution in Principal Settlements.

## 2.3. Policies and measures

### 2.3.1. Introduction







The LTP4 policies are set out in detail in Section 2.3 of our Core LTP4 Strategy.

The following sections consider the policies specifically in the context of Principal Settlements and outline the relevant measures we plan to support or deliver. Within the Principal Settlements sub-strategy, the policies are grouped by the Avoid, Shift and Improve policy areas. The measures relating to the Support policy area are covered in Section 3.

These four policy areas sit around the core of the LTP4: the vision and objectives.

Our objectives are set out in Section 2.1 of our Core LTP4 Strategy. Each policy meets some or all our objectives, and these are depicted by the relevant icons.



	Objective 1 - To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.
	Objective 2 - To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.
	Objective 3 - To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.
	Objective 4 - To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations
	Objective 5 - To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by 2030, and leading the county towards net zero.
	Objective 6 - To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.

2.3.2. Avoid



**Avoid** unnecessary travel – giving people the choice to reduce the number and length of car trips needed through locating services, jobs and other destinations within closer reach; providing digital options; and combining journeys.

Policy A1: Reduce the need to travel as often through combining journeys and providing digital options.

Objectives met: 

**A1.1: Improving ultrafast fibre coverage to enable access to online services**

**Description**

Improving digital connectivity through wider rollout of fibre coverage aims to increase access and awareness to online opportunities, as well as accessibility, across our Principal Settlements. Fibre broadband offers faster and more reliable online connection than standard broadband. The UK Government’s ambition is for at least 85% of the UK to have access to gigabit capable broadband (broadband connections with speeds of one gigabit per second (1Gbps or 1,000 Megabits per second) or faster) by 2025. As of August 2024, the median broadband speed in the UK was 65Mbps, compared with a median of 57Mbps in Wiltshire (15% lower than the UK median) <sup>7</sup>. As referred to in more detail in our Rural Areas sub-strategy, Project Gigabit will bring broadband improvements across the county.

**Benefits**

<sup>7</sup> Fair Internet Report, August 2024 [Wiltshire Broadband Coverage & Stats, Aug 2024 \(fairinternetreport.com\)](https://www.fairinternetreport.com)

Improvements to fibre coverage would help to:

- Increase access to jobs, training, education and services via online platforms. Faster and more reliable connections would help to facilitate greater home working and would also improve access to online services such as online GP/health appointments and shopping.
- Improve accessibility through improved opportunities for those with limited physical mobility and reduced cost of travel.
- Reduce the need to travel to access services, especially at peak times, helping to reduce private vehicle miles and congestion.

### Possible locations

Fibre coverage should be available across our Principal Settlements.

Policy A2: Enabling access to services, jobs and other destinations within closer reach

Objectives met:



### Measure A2.1: Co-working spaces

#### Description

Co-working spaces provide a flexible option for those who can work remotely at least some of the time and who may not be able to or want to work from home. They are ideally situated in locations which are accessible by public and shared transport. Desks can generally be booked by the day, or on a longer-term basis.

#### Benefits

Co-working spaces / hubs would:

- Reduce vehicle miles by reducing the distance travelled to work, helping to save time and money.
- Allow people to combine people's daily commitments into one simple trip and increasing the ability to access jobs and opportunities closer to home.
- Make sustainable alternatives to travelling by car more attractive. Reduced trip lengths could facilitate a mode shift away from private vehicle to public transport or by active travel modes.

#### Possible locations

The centres of our Principal Settlements are ideal locations for co-working spaces since they are already relatively accessible by public and shared transport, and have existing active travel networks.

There are already some co-working spaces in Principal Settlements, such as Sonder Coffee in Salisbury, 31 Co Work in Chippenham, and the Elevate Hub in Trowbridge.

#### Case study: Switzerland co-working study

A study of co-working in Switzerland<sup>8</sup> found that people who co-work in cities produce an average of 56% less CO<sub>2</sub> than typical commuters, even when allowing for occasional travel to the main office. It suggests that hubs in urban areas can be particularly effective, since they are more likely to be accessed by sustainable modes of transport.

<sup>8</sup> [Timo Ohnmacht et al 2020 Environ. Res. Commun. 2 125004](#)

## Measure A2.2: Support improvements to services that can be provided locally to reduce travel

### Description

Where there are opportunities to improve services and amenities in residential areas, these may be supported as a way to increase the availability of essentials closer to home.

### Benefits

This would help to:

- Reduce the length and cost of trips, reducing private vehicle miles, by providing more opportunities locally.
- Make sustainable alternatives to travelling by car more attractive.
- Increase equality of access, by increasing the ability for all to live and access services / opportunities locally, including leisure.
- Improved sense of community and place.

### Possible locations

Residential areas across Principal Settlements.

## Measure A2.3: Ensure design requirements are met for new developments

### Description

As detailed in the draft Local Plan Review, our Principal Settlements are expected to experience substantial growth over the coming years. It is therefore essential for the ongoing sustainability of these areas that new development is responsibly planned and delivered. Our Design Guide<sup>9</sup> provides further detail on this matter, and stipulates that new developments should:

- Create a mix of uses in new developments.
- Be connected to a network of routes for all modes.
- Prioritise active travel – *“In well-designed larger schemes, people should not need to rely on the car to access local facilities such as shops, schools, public amenities and the natural environment.”*

### Benefits

This would help to:

- Reduce the length and cost of trips, reducing private vehicle miles, by providing more opportunities locally.
- Reduce the number of trips by providing access to different facilities in a compact location, increasing the opportunities to combine journeys together.
- Make sustainable alternatives to travelling by car more convenient and attractive.
- Increase equality of access, by increasing the ability for all to live and access services and opportunities locally, including leisure.
- Improved sense of community and place.

### Possible locations

New developments in Principal Settlements.

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<sup>9</sup> [Guidance for Neighbourhood Planning within Wiltshire: Integrating High Quality Design](#)



### 2.3.3. Shift



**Shift** to more sustainable modes of transport – providing better and more accessible options for travel via active travel and shared and public transport.

Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality.

Objectives met:



#### Measure S1.1: Deliver the infrastructure improvements identified in our Local Cycling and Walking Infrastructure Plans (LCWIP)

##### Description

The LCWIPs<sup>10</sup> provide a comprehensive evidence-based assessment of important walking and cycling routes in our main settlements and make recommendations for top priority improvements to better connect key origins and destinations. In our Principal Settlements:

- Trowbridge LCWIP is complete: top five priority cycle routes and walking routes identified, and recommended interventions set out alongside indicative costs.
- The Salisbury LCWIP has been completed and is due to be published in September 2024. The LCWIP sets out the walking and cycling schemes which are likely to be deliverable in the short term, primarily based on funding availability.
- Chippenham LCWIP is complete and will be published imminently: top five priority cycle routes and walking routes identified, and recommended interventions set out alongside indicative costs.

These include interventions such as accessibility improvements (like dropped kerbs and tactile paving), formal and informal crossing points, resurfacing, segregated routes, path widening and signage.

The availability of funding for LCWIP schemes is critical to progressing this measure. Funding will be required for scheme design and appraisal, and relevant environmental and societal impact assessments.

##### Benefits

Delivery of these routes would help to:

- Encourage active travel to become the natural choices for shorter journeys in our Principal Settlements, or as part of a longer journey, along with improved road safety.
- Improve access to local facilities and amenities for all, including those without a car.
- Promote the key safe and direct walking and cycling routes with the greatest potential to increase active travel and physical activity, resulting in better health and wellbeing.

##### Possible locations

Key routes in Principal Settlements as set out in LCWIPs.

<sup>10</sup> [Local Cycling and Walking Infrastructure Plans \(LCWIPs\) - Wiltshire Council](#)

### Case study: Trowbridge Future High Streets Fund

The Future High Streets Fund is a government programme aimed at renewing and reshaping town centres and high streets in a way that drives growth, improves the experience for everyone visiting the town centre, and ensures a sustainable future. The construction is due to be complete in 2025, and some of the pedestrian improvements are already open.

Speaking to BBC News, a local business owner said that they can already see the improvements are working and more people are coming through the town on foot.<sup>11</sup>

### Measure S1.2: Public realm improvements

#### Description

Improvements to the public realm in Principal Settlements could include measures such as public seating and places to rest, pocket parks, community artwork, trails, planting, trees, lighting, and CCTV. Public realm improvements should be inclusive for all people to enjoy, and designs should take this into account, such as by using paving that is navigable by those with impaired vision.

#### Benefits

These interventions would help to:

- Increase safety, security and accessibility for those spending time in our Principal Settlements.
- Enhance the sense of place and community.
- Support local businesses and encourage footfall in town centres making them more attractive places for business to invest.
- Encourage an increase in physical activity, helping to improve health and wellbeing.
- Support climate change adaptation – planting and trees can increase shade and support natural water management.



Example of benches and planting, Old George Mall, Salisbury

#### Possible locations

Key public centres in our Principal Settlements. The Salisbury Central Area Framework (CAF) sets out the wider ambitions for Salisbury in more detail.

### Case study: Salisbury Future High Streets Fund – Station Forecourt scheme

In June 2024, works commenced to deliver an extensive forecourt makeover to provide a more welcoming first impression to the historic cathedral city and be more accessible for visitors and residents. The £5.8 million enhancements include extensive landscaping featuring the planting of trees and shrubs, installation of modern street furniture, and a blend of wall-mounted and pole-mounted lighting designed to ensure safe levels of lighting and security for all.

<sup>11</sup> <https://www.bbc.co.uk/news/articles/c2x3de8kydlo>

## Measure S1.3: Wayfinding

### Description

Signage to support those using active travel to navigate our towns. This could include fingerpost signs (such as the Salisbury example below), maps, or floor signs. There could be opportunities to make use of technology, for example providing the ability to scan QR codes for more information or to link with journey planning apps.

### Benefits

These interventions would help to:

- Promote safe, navigable and direct active travel routes for all.
- Ensure our Principal Settlements are accessible for visitors and tourists, boosting our local economy.
- Reflect local identity and provide local 'branding' to improve sense of place.
- Encourage an increase in physical activity, helping to improve health and wellbeing.



Example of wayfinding signage, Salisbury

### Possible locations

Key public centres in our Principal Settlements.

### Case study: Fisherton Gateway

The Fisherton Gateway scheme in Salisbury, funded by the UK government's Future High Streets Fund, aims to revitalize Fisherton Street with a £3.2 million investment. Key improvements include widening pavements, enhancing street lighting, and upgrading street furniture to create a more attractive and accessible environment for residents and visitors.

A significant aspect of the scheme is the implementation of wayfinding measures. These include clear signage to help pedestrians and cyclists navigate the area, continuous footpaths at junctions to prioritise pedestrian movement, and directions to key destinations like the train station and city centre.

## Measure S1.4: Cycle parking

### Description

Our Design Guide<sup>12</sup> for new developments states that residential cycle parking should be considered within secure storage facilities to the front of dwellings, with consideration given to larger cycles such as cargo bikes or bikes adapted for mobility needs.

For other locations in new developments, secure, covered, overlooked cycle parking (together with charging points for electric bicycles and scooters), should also be provided. This includes at bus stops, workplaces, services and facilities, and recreational areas.

In addition, existing residential areas and destinations should be reviewed for opportunities to enhance cycle parking facilities.

<sup>12</sup> [Guidance for Neighbourhood Planning within Wiltshire: Integrating High Quality Design](#)

## Measure S1.4: Cycle parking

### Benefits

These interventions would help to:

- Provide cycle hangars in urban areas, particularly flats and terraced houses, will allow residents to securely store bicycles, creating the opportunity to buy a bicycle and cycle for at least some trips.
- Provide secure cycle parking at destinations will give cyclists more confidence when parking their bikes and enable them to park nearer to their journey's end, making cycling a more attractive option.
- Increase the number of people who cycle and the number of cycle trips they make, bringing health and wellbeing benefits.
- Ensure our Principal Settlements are accessible for visitors and tourists, boosting our local economy.
- Reflect local identity and provide local 'branding' to improve sense of place.
- Encourage an increase in physical activity, helping to improve health and wellbeing.



Convenient, overlooked, sheltered bicycle storage, the Arc, Chippenham

### Possible locations

Throughout Principal Settlements including residential areas and key destinations.

## Measure S1.5: Safer movement for active travel

### Description

Prioritising safer access for active travel in specific, targeted locations can create more pleasant environments and opportunities for more people to feel safe and comfortable to switch to active modes. This can be achieved by prioritising street space to widen footways or provide amenities (such as benches, parklets or bus shelters). Examples of such measures which may be beneficial in Principal Settlements are:

- School streets, where vehicular access is restricted near to schools at certain times of day.
- Physical measures to reduce conflict between users, e.g. flexible wands or stepped kerbs to slow cyclists down on a shared path, or to prevent vehicle access.
- Adjusting road space provision to review how the space is used to cater for different users, either by using road markings or physical measures.

### Benefits

Delivery of these routes would help to:

- Increase road safety, particularly for vulnerable users such as those with disabilities or school children.
- Increase safety and accessibility of active travel in our Principal Settlements, making these sustainable alternatives to travelling by car more attractive, while ensuring vehicular access for those who need it.
- Encourage an increase in physical activity, helping to improve health and wellbeing.
- Create space for other uses, such as shopping, play, seating and planting.

## Measure S1.5: Safer movement for active travel

- Enhance the sense of place and community.

### Possible locations

In areas likely to have a higher demand for active travel, such as near to schools (driven by interest expressed by schools), high streets, local centres and in residential areas.

#### Case study: Queen Street, Salisbury

Queen Street had been closed to motor vehicles from 10am-4pm daily for several years, but as of May 2022, buses, taxis and vehicles loading or unloading are now prohibited on Queen Street at all times. The Cabinet Member for Transport at the time explained that:

*"The closure means that pedestrians and cyclists can safely walk along the road at all times, as an extension of the Guildhall Square, and the introduction of contraflow cycling in both Queen Street and High Street will encourage cycling, as the road forms part of the National Cycle Network."*



Pedestrian area, Queen Street, Salisbury

#### Case study: Chippenham Market Place



Market Place gate, Chippenham

Wiltshire Council and Chippenham Town Council are working in partnership to enforce existing traffic restrictions at the town's Market Place to help keep pedestrians safe. Despite motor vehicles already being prohibited from entering, some people were using a gap in the barrier to access the area and park their cars.

To enable pedestrians to move freely and safely around the Market Place, Chippenham Town Council reinstated the original gated entrance in January 2024 – although the gate can be opened to allow access for deliveries, events and emergencies. Wiltshire Council also installed extra signage to inform motorists that there is no entry to the Market Place.

## S1.6: Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas

### Description

It is important that vehicle speeds are appropriate for the road's context and purpose: right speed, for the right road. We will review vehicle speeds and engage with local communities. In some locations, where there is community support, it may be desirable to reduce vehicle speeds to improve road safety such as near to schools or in residential areas.

This can be achieved using a range of different measures. For example, school safety zones can be implemented to manage speed at specific times (pick-up and drop-off).

## S1.6: Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas

The following definitions are used in our existing policy on 20mph speed limits and zones:

*20mph zones are defined as areas subject to a 20mph speed restriction which cover a number of roads within a defined area and are supported by the appropriate traffic regulation order and signs. Typically, there will be traffic calming measures at regular intervals throughout the zone to ensure speeds remain consistent throughout its length. This may include the addition of road humps and raised junctions as well as build outs, chicanes pinch points etc., but may also include lighter touch measures where appropriate, such as carriageway roundels.*

*20mph limits are defined as streets where the speed restriction has been reduced to 20mph but do not include the types of physical calming measures typically associated with zones. Drivers are alerted to the presence of the restriction by the use of terminal and repeater signs only.*

In addition, according to our Active Travel Infrastructure Design Standards<sup>13</sup>, quiet streets can provide a more practically feasible option for providing safe cycling routes. They must have under 2,500 vehicles per day, vehicle speeds under 20mph, and no obstacles.

### Benefits

Delivery of new 20mph zones and limits, and quiet routes would help to:

- Improve road safety, particularly for vulnerable users such as children or those with disabilities. The first widespread evaluation of 20mph zones in the UK was carried out by the Transport Research Laboratories (TRL) in 1996. It found that over the monitoring period, injury accidents reduced by 60% and child injury accidents were reduced by some 67%. A similar positive picture on their use is reflected in Wiltshire.
- Create a more pleasant, less polluted, safer environment for active travel in our Principal Settlements, making these sustainable alternatives to travelling by car more attractive.
- Encourage an increase in physical activity, helping to improve health and wellbeing.

### Possible locations

Areas in Principal Settlements where there is a high volume of vulnerable users and where they may be conflicts with vehicles, particularly residential areas and local centres.

- Roads are currently restricted to a 30mph speed limit.
- There is a proven history of road user conflict with vulnerable users such as child pedestrians.
- There are new residential developments.
- There is an alternative route existing, so drivers are able to avoid the zone.
- On major streets if there is a significant number of journeys on foot or bicycle.

20mph limits are most appropriate where speeds are already low (DfT advises under 24mph) and where the layout and character of the road gives a clear indication to drivers that a lower speed is appropriate.

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<sup>13</sup> [Active travel infrastructure design standards Consultation Draft.pdf \(wiltshire.gov.uk\)](#)

## Measure S1.7: Cycle hire schemes, including e-bikes, e-scooters and cargo bikes

### Description

There are different types of cycle or scooter hire. Cycle hire schemes allow anyone to hire a bike or e-bike for a relatively short period of time, providing users with a quick and flexible way of making a short journey which they may have otherwise made by car or bus. E-scooter hire follows the same system, allowing anyone to hire an e-scooter for a short time. Whilst e-bikes are primarily for shorter, local journeys, the inclusion of e-bikes also opens up the possibility of using shared cycles for longer journeys, or in areas with more varied terrain. Such schemes operate in many UK towns and cities such as London, Plymouth, Milton Keynes, Belfast, Glasgow, and Leeds. These schemes would be primarily suited to our Principal Settlements.

There have also been some pilot shared e-cargo bike schemes across London; these cycles allow users to transport children or goods.

There are currently a number of organisations which offer day bike hire across our Principal Settlements, but these are primarily suited to leisure use than cycling for transport purposes.

### Benefits

Shared bike, e-bike or cargo bike schemes can help:

- Provide a more flexible mode of transport for short to medium journeys.
- Increase cycling in and around our towns and city helping this to become a natural choice for shorter journeys, and reduce the number of short car trips.
- Encourage an increase in physical activity, improving health and wellbeing.
- Allow users to try out or regularly use a bike, e-bike or e-cargo bikes without the upfront cost and commitment of purchasing one, making them more accessible.

This measure is also aligned to Policy S2.

### Possible locations

Pilot schemes in Wiltshire are likely to be best suited focused around urban centres and key transport and community hubs, such as railway stations, bus stations and stops, town centres and high streets, education hubs, and employment centres.

### Case study: Beryl, Cornwall

The Beryl bike hire scheme, launched in Cornwall in September 2022, aims to provide a sustainable and convenient transport option for residents and visitors. The scheme initially started with 50 e-bikes and 20 docking bays in Falmouth and Penryn, and has since expanded to other towns including Penzance, Newquay, St Austell, and Truro<sup>1</sup>. Key outcomes:

- Mileage: Cyclists have covered almost 8,500 miles since the launch, equivalent to cycling from Penzance to Phuket in Thailand.
- User Engagement: Over 1,500 people have signed up to the Beryl app, allowing them to access e-bikes at various docking bays.
- Expansion: The scheme has grown to include 250 e-bikes across five locations, with further expansions planned.

Policy S2: Provide more public and shared transport options and improve service quality.

Objectives met:



### Measure S2.3: Ride sharing, including shared taxis

#### Description

Ride sharing seeks to combine multiple car journeys into one. For example, this could be achieved by encouraging informal ride sharing for local employers and schools or encouraging the use of ride sharing apps such as BlaBlaCar.

#### Benefits

Ride sharing would help to:

- Reduce private vehicle miles.
- Reduce total greenhouse gas emissions due to transport.
- Save users money by sharing the cost of a journey with others.
- Increase travel options for those without access to a car.

#### Possible locations

Across Principal Settlements, particularly targeted at key destinations such as schools and employment areas.

There are a number of Principal Settlement measures which primarily focus on other policies, but also contribute to Policy S2:

- Mobility hubs (Measure S3.6)
- Cycle hire schemes, including e-bikes and cargo bikes (Measure S1.8)
- Car clubs (Measure I1.12)

Policy S3: Provide better access to public and shared transport services.

Objectives met:



### Measure S3.1: Improve access to and from public transport stops and stations by sustainable modes of travel

#### Description

Our public transport stations are the gateway to many cross-county journeys, as well as journeys further afield. We can improve access to our stations by ensuring bus stops and services are convenient; active travel routes are safe, joined up and well signposted; and expanding shared transport options. The provision of facilities at rail and bus stations, such as storage, cycle parking, changing facilities, and provision for those with accessibility needs, will also help to make active travel attractive options for part of a journey.

#### Benefits

Improving access to stations can help:

- Increase access to rail and bus services for all, including those without a car.
- Increase active travel levels and boost physical activity.



### Measure S3.1: Improve access to and from public transport stops and stations by sustainable modes of travel

- Improve end-to-end journey times and reliability.
- Provide more viable, safe and attractive alternatives to driving.

This measure also aligns strongly with Policies S1 and S2.

#### Possible locations

Work is underway at Salisbury station to deliver station forecourt improvements. Improvements to active travel routes have been delivered at Chippenham station (2021, followed by further accessibility improvements in 2023) and between Trowbridge town centre and station. The only bus station in Wiltshire is located in Chippenham and owned by Wiltshire Council. The relevant LCWIPs highlight other key routes which could be targeted for future improvements, including those which link to the stations.

### Case study: Salisbury Future High Streets Fund – Station forecourt scheme

In June 2024, works commenced to deliver an extensive forecourt makeover to provide a more welcoming first impression to the historic cathedral city and be more accessible for visitors and residents. The £5.8 million enhancements include implementation of intuitive wayfinding systems along with more sustainable travel facilities such as a bus interchange.

### Measure S3.6: Mobility hubs

#### Description

Mobility hubs are spaces where public and shared travel modes are co-located alongside travel information, other community facilities and improvements to the public realm. They provide an attractive focal point and enable travellers to make smooth and safe transitions between different modes, swapping private cars for shared vehicles, bikes, buses, trains, scooters or walking.

#### Benefits

- Mobility hubs would help to:
- Make sustainable alternatives to travelling by car more attractive.
- Make provision for accessible travel information, such as printed timetables and information in languages other than English.
- Prioritise safety when travelling by ensuring well lit, overlooked spaces are sought.
- Reduce the length of trips, reducing private vehicle miles, by providing more opportunities locally.
- Reduce the number of trips by providing access to difference facilities in one location, increasing the opportunities to combine journeys together.

#### Possible locations

Mobility hubs can vary considerably in size; in our Principal Settlements, larger hubs are most likely to be considered at existing railway stations and bus stations, whereas smaller mobility hubs could be located on or near to high streets, bus stops, or within a residential development.

## Measure S3.6: Mobility hubs



CoMoUK visualisation of a large mobility hub

### Case study: West of England Future Transport Zone Mobility Hubs

The West of England Combined Authority has been awarded funding to deliver ten trial mobility hubs across South Gloucestershire and Bristol. The trial hubs have been developed and designed to consider the needs of the community and users, through extensive community engagement. Locations have been selected for the trial hubs that have a variety of use cases and purposes, ranging from smaller community-based hubs with first/last mile transport options and improvements to the public realm, through to large transport interchange hubs that offer multiple transport options and information to allow users to make informed choices about their entire journey by sustainable modes. The trial hubs are due to be delivered in 2024 and their use monitored as part of the trial to understand how users interact with the hubs and whether they should be rolled out further across the region.

Policy S4: Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most.

Objectives met: 

Policy S4 is primarily focused on improvements to our current car parking strategy. These measures are covered in the parking sub-strategy, which can be found in Section 3 of the county-wide sub-strategy document.

Policy S5: Encourage and enable shift to more sustainable modes for freight.

Objectives met: 

Policy S5 is focused on improvements to our current freight network. These measures are covered in the freight sub-strategy, which can be found in Section 2 of our county-wide sub-strategy.

### 2.3.4. Improve



**Improve** vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements.

Policy I1: Facilitate and encourage move to low and zero emission vehicles.

Objectives met:



Wider roll-out of EVs and related infrastructure is the main priority for Policy I1: **measures related to EV charging are included in the separate EV sub-strategy**, which can be found in Section 4 of our county-wide sub-strategy document.

#### Measure I1.12: Expand EV car club coverage

##### Description

While many may choose to own an EV, others may not want to or be financially able to. Car clubs can provide pay-per-trip access to a shared vehicle, providing a flexible option without needing to own the car. Limited car clubs are currently available across Wiltshire.

##### Benefits

A wider roll-out of electric vehicle car clubs could bring about the following benefits:

- Reduced need to own a car, or second car.
- Costs are more predictable than car ownership; there is no need to pay separately for servicing, maintenance, insurance and tax.
- Driving is less likely to be the default mode of choice if using on a pay-per-trip basis.
- Creates opportunities for those unable to buy their own car, particularly if public transport is not a feasible option.
- Flexibility to use the type and size of car that best suits users' needs including accessible vehicles.
- Car clubs can offer opportunities to use EV, hybrid or more efficient vehicles without needing to invest in buying a new car, reducing the greenhouse gas emissions.

##### Possible locations

Across Principal Settlements.

Policy I2: Enable safer and more efficient driving and operation of road networks.

Objectives met:



## Measure I2.1: Improve our use of technology in traffic and congestion monitoring

### Description

Implementing intelligent transport systems can allow for more dynamic management of our transport networks, adapting the approach as situations change. Examples are:

- Variable messaging signs which provide accurate, real time passenger information to reflect network conditions.
- Coordinated and dynamic signal management (e.g., Split Cycle Offset Optimisation Technique (SCOOT)).
- Bus priority signals to improve journey times of buses.
- Incorporation of data from other sources, such as weather information.
- Direct connections to emergency services.
- Data collection to enable ongoing monitoring of our transport network's performance and to inform future schemes.
- Enforcement of speed limits, traffic lights, bus lanes and cycle lanes.

### Benefits

Investing in and expanding our use of technology in transport could:

- Inform users about their journey and save time, such as when searching for parking spaces or avoiding congestion.
- Reduce unnecessary stop start driving, leading to reduced harmful greenhouse gas emissions and improved traffic flow. Helping to minimise our impact of travel on communities and natural and historic sites.
- Enable a quick and coordinated response to traffic incidents, natural disasters or security threats. Services and routes can return to normal as quickly as possible after incidents on the network.
- Ensure the safety of all users and maintain the efficient operation of the network.

Further information on this measure can be found in the Network Management Plan.

### Possible locations

Across Principal Settlements.

## Measure I2.2: Engage with and prepare for the rollout of new transport technologies

### Description

We need to be informed and prepared for new transport technologies to make sure we can realise the benefits in our counties. The Automated Vehicles Act 2024<sup>14</sup> became law in May 2024 and it provides the most comprehensive legal framework of its kind worldwide. This means that, in theory, self-driving vehicles could be on British roads by 2026. Consideration should be given to ensuring new transport technologies are accessible and beneficial to all, including those with limited mobility.

Policies around EVs are included in the EV sub-strategy (Section 4 of our county-wide sub-strategy), low emission buses in the Strategic Transport sub-strategy (Section 5 of our county-wide sub-strategy), and Mobility as a Service in Section 3 of this document.

### Benefits

Investing in and expanding our use of new technology in transport could:

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<sup>14</sup> [Automated Vehicles Act 2024 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

## **Measure I2.2: Engage with and prepare for the rollout of new transport technologies**

- Enable more efficient network operation.
- Inform users about their journey and save time, such as when searching for parking spaces or avoiding congestion.
- Reduce unnecessary stop start driving, leading to reduced harmful greenhouse gas emissions and improved traffic flow.
- Enable a quick and coordinated response to traffic incidents, natural disasters or security threats.
- Ensure the safety of all users and maintain the efficient operation of the network.

### **Possible locations**

Across Principal Settlements.

### 3. Supporting measures across all place types

The following measures will support the delivery of the place-based Avoid, Shift and Improve measures and are applicable **across all place types**.



**Support** and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.

Policy SU1: Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport.

Objectives met:



#### Measure SU1.1: Raise awareness of sustainable travel options

##### Description

It is essential that public and shared transport services, as well as active travel routes, are clearly communicated to local communities and businesses. As well as publicising existing services, new schemes delivered as part of the LTP4 should be publicised, particularly those types which are not currently widespread in Wiltshire or less well understood – such as car clubs and bike share.

Principal Settlements and Market Towns tend to have higher population densities than Rural Areas, so residents are more likely to live closer to public transport stops, shared transport facilities, and walking and cycling connections. Those living in Rural Areas are much less likely to have multiple sustainable travel options; it is essential that residents are aware of the available services which provide connections to larger rural settlements, as well as to our Principal Settlements and Market Towns.

Provision should be made for those with accessibility needs or without access to digital content<sup>15</sup>, such as by providing printouts of timetables and transport information, including large print versions; content in languages other than English; and information about our current accessibility provision.

##### Benefits

- Improving awareness of sustainable travel options could create better understanding of, and support for, sustainable travel options, leading to increased usage.

##### Possible locations

This could focus on areas with higher levels of deprivation to ensure that all are aware of the affordable options available to them. Attention could also be given to areas across all place types with particularly high car and van usage to ensure that communities are aware of the alternative options available.

<sup>15</sup> Digital information for travel planning and public transport is available at [Connecting Wiltshire](#).

## Measure SU1.2: Travel plans

### Description

Travel plans are packages of measures which aim to encourage more sustainable travel including active travel as well as public and shared transport. These are a long-term strategy for integrating sustainable travel into planning and should be considered alongside other development proposals. A travel plan is required for planning applications of development sites, as per our residential travel plan guidance, but they can also be produced for existing areas. They tend to contain information on local travel patterns, related policies, targets for sustainable modes as well as monitoring and evaluation to track progress.

Each travel plan should identify and promote opportunities for people to shift towards travel that doesn't rely on private vehicles.

### Benefits

Travel plans should:

- Create better understanding of, and support for, sustainable travel options, leading to increased usage.
- Reduce private vehicle miles, predominantly focusing on sole occupancy car use.
- Promote the existing active travel options available, and therefore physical activity to improve health and wellbeing.
- Increase the proportion of journeys made via sustainable modes of transport.
- Increase awareness of local services and opportunities, increasing the ability to live, work, shop and use services locally.

### Possible locations

Travel plans can be developed for a variety of settings including schools, colleges or universities, workplaces and employers (such as MOD), hospitals, residential areas and leisure facilities. Personalised travel plans can also be made for individuals to be aware of the options available to them.

### Case Study: Modeshift STARS

Modeshift STARS is the Centre of Excellence for the delivery of effective travel plans in Education, Business and Residential settings. The scheme recognises schools, businesses and other organisations that have shown excellence in supporting cycling, walking and other forms of sustainable and active travel.

## Measure SU1.2: Travel plans

### Case Study: Salisbury NHS Foundation Trust

Salisbury NHS Foundation Trust was successful in attaining an approved accreditation through Modeshift STARS in July 2023. The Trust delivered several initiatives including installation of EV charging points for staff and visitors, promotion of a Liftshare scheme for staff, new secure cycling facilities and the introduction of an E-bike loan scheme. They also undertook a staff travel survey and took action based on feedback received.

These measures aimed to encourage sustainable travel options for staff and support them in their choices, as well as bringing benefits to staff health and wellbeing, the environment and delivering a reduction in on-site parking.



Salisbury NHS Foundation Trust (SFT) Sustainability

### Case Study: The Ridge Primary School, South Gloucestershire – STARS Local Authority Primary School of the Year 2023/2024

The Ridge Primary School is located on an estate with a single entrance and exit and limited parking due to residential driveways. With the help from South Gloucestershire Council's Road Safety Team and Modeshift STARS, the school has seen a substantial increase of sustainable methods of travel. The latest survey shows car travel has reduced overall by 9% for children and 21% for staff. The school has increased green methods of travel by 5% for children and 15% for staff.

Funding received from the accreditation has been used to change the entrances to school including a bike gate, changes to pavements including dropped kerbs and removal of grass verge. This enlarged area of shared path was needed to accommodate the increase in families walking, cycling and scooting.

## Measure SU1.3: Raise awareness of local facilities, amenities and services

### Description

Raising awareness of local facilities, amenities and services is key to helping people live locally. It will require cross organisation working, including public-private sector working, to maximise service and facility provision and uptake across all of Wiltshire. Becoming more aware of local options should help facilitate shorter journeys which could be made via sustainable modes.

### Benefits

This would help to:

- Reduce private vehicle miles.
- Increase awareness of local services and opportunities, increasing the ability to live locally.
- Make walking and cycling the natural choices for shorter journeys, or as part of a longer journey, or for journeys to be made via public transport.

### Possible locations

Promotions of local facilities, amenities and services can take place across Wiltshire.



### Measure SU1.3: Raise awareness of local facilities, amenities and services



#### Case Study: Shop Local

Shop Local UK is a national campaign. It has developed a brand image to encourage shoppers to support local retailers and local suppliers, but also one that would be recognised both locally and nationally as a symbol of an important national cause. National and local press campaigns, combined with social media coverage and endorsements aim to further spread the message of the importance of local businesses and spending money locally.

#### Case Study: We Are BS3

We Are BS3 is a website dedicated to shopping locally in Bedminster in Bristol. The website allows users to discover everything Bedminster has to offer, including being able to purchase goods directly from the website for collection or delivery, ordering food for dine in or pick up, or simply browsing the directory of local businesses.



### Measure SU1.4: Incentives for physical activity

#### Description

Providing incentives for active travel, or other physical activity, can help to introduce people to another way to travel which may become a longer-term habit. They can make travelling by these modes more feasible and attractive, especially for people who don't have a car or access to a bicycle. Incentives could cover a variety of schemes, including some that may cover the entire cost of travel or some that subsidise. Examples of incentive schemes include loan bike schemes, cycle training such as through cycle buddies, or reward schemes for travelling via active travel.

#### Benefits

Incentives should:

- Create better understanding of, and support for, sustainable travel options, leading to increased usage.
- Reduce private vehicle miles.
- Promote the existing active travel options available, and therefore increase physical activity and improve health and wellbeing.
- Increase the proportion of journeys made via sustainable modes of transport.

#### Possible locations

Incentives can be provided across all place types, as take up of different modes varies across the county.

#### Case study: Cycle to Work Scheme

Cycle to work is an employee benefit which is operated as a salary sacrifice, meaning an employee agrees to give up some of their gross salary (before tax) in exchange for a benefit e.g., a new bike or accessories. By having a salary sacrifice, they are reducing the amount of income tax and National Insurance paid, which is where the savings are made. The amount saved is dependent on your tax bracket, but it is predicted that 20% taxpayers

### Measure SU1.4: Incentives for physical activity

can save 28%, 40% taxpayers can save 42%, and 45% taxpayers can save 47% on the cost of a bike and accessories.

#### Case Study: Borrow A Bike scheme, West of England

The Borrow A Bike scheme is a free service, funded by the four local authorities in the West of England, including Bristol, Bath & NE Somerset, South Gloucestershire and North Somerset. The scheme is available to people living, working or studying within the local authority areas only. Interested parties must fill out an online application form, selecting their preferred bike from a regular bike, folding bike or e-bike. Once approved and a deposit paid, the bike can be picked up from several locations across the region.



Whilst loan periods differ across the local authorities, city bike and folding bikes tend to be loaned for 4-week period, whilst e-bikes can be kept for 2 weeks. All bikes come with a lock, storage on the bike, lights and a bell, with additional battery chargers for e-bikes.

#### Case Study: Health insurance providers

Some health insurance providers, such as Vitality, offer plans that reward active lifestyles. Customers with qualifying plans can download an app and connect it with a fitness tracker to earn points based on levels and intensity of activities. All movement counts, including walking, running, dancing or gym classes. These points can be turned into rewards such as free coffees or treats, free cinema tickets, and discounts on various brands such as Fitbit, Garmi, Nike and Expedia.

### Measure SU1.5: Interventions for vulnerable road users

#### Description

Workshops intend to provide either face-to-face or virtual training to ensure the safety of older or more vulnerable road users and to support them in understanding the options available. Workshops could cover how to stay safer driving for longer and when the right time is to consider retirement from driving, the take up of new technology on our network such as EVs, supporting a shift to sustainable modes, and an overview of the travel options and facilities available.

#### Benefits

Workshops would aim to:

- Create better understanding of, and support for, sustainable travel options, leading to increased usage.
- Promote the existing active travel options available, and therefore physical activity to improve health and wellbeing.
- Increase the proportion of journeys made via sustainable modes of transport. Enabling the older population to stay mobile even if they consider retirement from driving.
- Improve road safety.
- Reduce private vehicle miles travelled and support the shift to low carbon modes, helping reduce carbon emissions due to transport.

#### Possible locations

Incentives can be provided across all place types, as take up of different modes varies across the county.

## Measure SU1.5: Interventions for vulnerable road users

### Case study: Road Safety GB Academy

Road Safety GB Academy has launched two online training courses relating to older road users. The first course is aimed at Approved Driving Instructors (ADI) and Potential Driving Instructors (PDI) who have limited experience of older drivers and want to learn how to better support them. The challenges faced by older drivers are complex, with few instructors receiving advice on these issues as part of their training. Topics covered in the course include the type of collisions experienced by older drivers, eyesight, hazard perceptions skills, diabetes and preparing for retirement from driving.

The second course introduces road safety practitioners to the range of medical conditions and societal challenges faced by older drivers, with the aim of helping them develop interventions to support and maximise the safety of older road users. The course covers a range of common issues associated with the ageing process including eyesight, hazard perception skills, cognitive processing, strength and flexibility and medication.

## Measure SU1.6: Cycle training to improve skills and confidence

### Description

Cycle training aims to encourage more people to cycle by building confidence and improving cycling skills. Training will also help trainees understand the rules of the road and how to stay safe. Training courses should be accessible to all children, teenagers, adults and riders with special educational needs and disabilities (SEND).

### Benefits

Cycle training would aim to:

- Increase confidence in people to take up cycling, increasing the proportion of journeys made by active travel options available, and therefore physical activity to improve health and wellbeing.
- Create reliable, and convenient alternatives to private car journeys, helping to provide reliable end-to-end journeys.
- Reduce private vehicle miles travelled and support the shift to low carbon modes, helping reduce carbon emissions due to transport.
- Improve health outcomes through reduction of emissions and an increase physical activity across Wiltshire.

### Possible locations

Training can be held across the county, and could be hosted at workplaces, schools for both children and parents, and leisure facilities e.g. leisure centres.

### Case study: Bikeability

Bikeability is the Government's national cycle training programme, that helps trainees to learn practical skills and understand how to cycle on today's roads. The schools Bikeability programme already exists across our county, with children benefitting from access to training. Since 2007, more than five million children in England have completed Bikeability's cycle training.

Bikeability provides SEND training, specially designed to improve access to and the experience of cycling for individuals with SEND.



## Measure SU1.7: Rollout of safety apps

### Description

Safety apps are downloadable smartphone applications to assist with workplace or personal safety. Apps are designed to allow users to prepare for and react to emergencies quickly and easily. They can offer GPS tracking, in-app alarms, emergency panic buttons, video monitoring and notifications for selected friends and family.

### Benefits

- These apps aim to improve psychological and perceived safety, enabling people to travel more comfortably and confidently, especially when travelling in dark hours.

### Possible locations

Safety apps are available to anyone with access to a smartphone. Many safety apps offer free versions with access to its basic personal safety features. Membership options offer upgrades to the free plans that can include 24/7 roadside assistance, reimbursement for theft of smartphones and 24/7 emergency dispatch to the phones GPS location.

### Case study: Life360

Life360 is a location-sharing app that anyone can use and has free as well as paid membership options. The app is designed to keep families, partners, and friends connected and safe. It can be used to locate someone traveling, receive alerts when a loved one arrives or leaves a location, and detect car crashes on impact. Free features include limited place alerts (e.g. alerts when a connection enters or leaves a location such as school or work), two-day location history, crash detection, and SOS help alert. Life360 has around 4 million members in the UK.



## Measure SU1.8: Mobility credits

### Description

Mobility credits allow for people to travel on public transport and other transport services such as car clubs, bikeshare, taxis and on-demand bus services, using 'credits'. The credits could be accessed via a mobility app or a pre-paid card for the user to spend on the services that they wish. Credits can be made available to overcome a wide range of challenges such as those on low incomes, looking for work, or at risk of social isolation.

### Benefits

Benefits of mobility credits are listed below:

- For people at risk of social isolation, mobility credits provide an opportunity to try out public transport in an affordable way and access opportunities across the county and improving quality of life.
- Improve connectivity resulting in reduced social isolation.

### Possible locations

Across Wiltshire, targeting deprived areas where people are at higher risk of social isolation.

### Case study: Solent Future Transport Zone (FTZ)

The Solent Future Transport Zone (FTZ) is delivering the largest mobility credits trial in the UK. The Mobility Credits project has launched in four areas and is providing Breeze Vouchers to use on public transport for 760 residents aged under 30 who meet carefully selected low-income criteria. Participants will receive a £50 Mobility Credit Voucher every

### Measure SU1.8: Mobility credits

month for 12 months (a total value of £600), that can be used to buy tickets for nearly all types of transport available.

### Measure SU1.9: Implement Mobility as a Service (MaaS)

#### Description

In response to the increasing availability of data in transport, Mobility as a Service (MaaS) aims to package different modes and services together into one mobile application or online platform to make the planning and payment of trips easier for people and businesses. MaaS platforms integrate and analyse data from multiple modes of transport, such as rail, bus, taxi and cycle hire, to offer choice in journey planning to consumers, all in one place. They allow users to access service timetabling data, along with the ability to purchase tickets digitally.

MaaS platforms could also incorporate mobility credits, incentives and rewards to encourage the use of sustainable travel.

Wiltshire has its own travel planning online platform, Connecting Wiltshire, that is focused on making travel simple - simple to find information, simple to understand, simple to use. Connecting Wiltshire aims to help people travel sustainably, providing better transport information and services for residents, commuters, and visitors, and suggesting alternative ways to travel that could save money and time. It also provides practical tips on using different ways of travelling to improve health and wellbeing and protect the environment across Wiltshire.

#### Benefits

MaaS platforms aim to:

- Create better understanding of, and support for, sustainable travel options, leading to increased usage.
- Provide improved transport options over and above single occupant car journeys to improve efficiency of transport movement.
- Support mode shift to sustainable and active modes; reducing private vehicle miles and therefore reducing carbon emissions associated with transport trips.
- Increase awareness and ability to access services / opportunities / amenities both locally and across the county. MaaS provides reliable, multi-modal connectivity between destinations.
- Increase reliability of the transport network as the MaaS network is more adaptable than traditional fixed-service public transport network.
- Encourage the uptake of electrically powered vehicles, with options available for app users to access EV car clubs, e-bikes and e-scooters as part of their journey.

#### Possible locations

Across Wiltshire, allowing for longer distance journeys across the county to be planned and paid for in one place.

### Case study: Transport for West Midlands Mobility as a Service (MaaS) app

In 2018, Transport for West Midlands launched a trial for its MaaS app, with the region-wide launch planned for 2024. It provides customers with options to plan journeys, receive live travel information and book and pay for all local transport options – including buses, trains, trams, e-Scooters, walking, cycle hire, taxis, Demand Responsive Transport (DRT),

### Measure SU1.9: Implement Mobility as a Service (MaaS)

car rental, car club and parking. The app provides customers with the most convenient, cost-effective and sustainable option, tailored to their individual preferences.



Solent Transport

#### Case Study: Breeze MaaS app, Solent Transport

The Breeze app is the UK's first multi-city MaaS platform, connecting Southampton, Portsmouth, and the Isle of Wight in one app. The app features routing for several modes including buses, trains, ferries, bikes, and e-scooters, with car sharing services soon to be available as another mode of travel. The app provides smart routes to help users quickly arrive to their destination with the best combinations of mobility modes. It includes real time transport updates, in-app tickets and integrations with e-scooter and bike sharing services, allowing for a complete end-to-end travel experience.

### Measure SU1.10: Reduced carbon intensity of travel via more efficient driving

#### Description

More efficient driving, or eco-driving, aims to reduce fuel consumption from road transport so that less fuel is used to travel the same distance. This could be encouraged via promotional campaigns (such as via social media posts, posters, leaflets, or other advertisements) and could specifically target key employers or education providers for older teenagers (such as through travel planning or educational materials).

Eco-driving includes:

- Driving smoothly – anticipating the road as far ahead as possible to avoid unnecessary braking and acceleration. Maintaining a greater distance from the vehicle in front allows cars to adapt their speed without necessarily using the brakes.
- Shifting up early to a higher gear – driving at high revs increases fuel consumption. Changing gear by around 2,000rpm when accelerating should improve consumption.
- Avoiding excessive speeds – at high speeds fuel consumption increases dramatically. For EVs, the increase in energy consumption at high speeds is even greater.
- Switching off engines – many newer cars automatically turn off when stationary in neutral. With cars that don't, it is suggested engines are turned off if the vehicle likely to be stationary for more than a minute.
- Checking tyre pressure – under-inflated tyres increase fuel consumption and can be dangerous.
- Removing roof racks, boxes and bars when not needed – all increase drag and fuel costs, especially at higher speeds.
- Opening windows – this is more fuel efficient than using air conditioning when driving.

#### Benefits

More efficient driving would:

- Reduce fuel consumption on each journey, helping to save on fuel costs and reduce total greenhouse gas emissions due to transport.
- Improve road safety.

#### Possible locations

## Measure SU1.10: Reduced carbon intensity of travel via more efficient driving

Across Wiltshire.

### Case study: British Gas Young Driver Academy (YDA)

British Gas has launched a YDA to improve the safety of its employees and other road users. Whilst under 25s hold fewer than 1 in 14 licences, they are involved in 20% of fatal and serious injury crashes in the UK and are identified as the single biggest risk group.

The YDA programme comprises nine units, delivered during six 'on the job' half day visits. Fuel efficiency, or eco-driving training, is a key part of the YDA and goes hand-in-hand with safety. The eco-driving element of the training follows the format developed and approved by Energy Saving Trust, and is subsidised by Energy Saving Trust, through funding from the Department of Transport. Drivers are measured on their miles per gallon performance and safety scores generated from in-van systems that monitors harsh manoeuvres such as speed, acceleration, braking and cornering. Smartphone apps enable drivers to monitor their own safety scores and undertake weekly walk-around vehicle checks.

Policy SU2: Work in partnership with Government bodies, stakeholders to improve transport for all.

Objectives met:



## Measure SU2.1: Working with businesses to facilitate home working and flexible working

### Description

Working with businesses to facilitate home working and flexible working patterns to avoid peak times where possible, aims to reduce congestion and delays during the traditional peak hours and reduce overall vehicle miles travelled. Working from home and increased flexibility of hours, whilst not applicable across all industries, can reduce the need to travel from home to an office location or distributes traffic across more hours. It can also support those who are unable to travel for work some or all of the time, such as due to health conditions, enabling them to remain in or re-enter the workforce.

### Benefits

Encouraging the working from home and flexible working would:

- Reduce private vehicle miles and reduce the total carbon emissions due to transport.
- Increase opportunities to employment. Less requirement to commute may open up new opportunities further afield and greater flexibility in working location can support employee wellbeing.
- Support those who are unable to travel for work some or all of the time, such as due to health conditions, enabling them to remain in or re-enter the workforce.
- Reduce traffic congestion and delays on the road network.
- Minimise the impacts of travel on communities and natural and historic sites.

### Possible locations

Across Wiltshire.

## Measure SU2.2: Providing, or supporting applications for, grants to businesses and community groups for active travel facilities

### Description

Grant programmes aim to help business and community groups make an immediate impact by awarding funding, or supporting applications for funding, to develop, expand and improve active travel facilities, improve accessibility, and encourage uptake. Providing these facilities can make it more feasible and attractive to travel via sustainable modes. For example, businesses, or other destinations, could provide secure cycle parking, showers, and access to bicycle repair tools. Providing grant fundings enables organisations to take ownership of their own sustainable transport journey and ensure that the facilities meet their specific needs.

### Benefits

The provision of grants or support in applications would help to:

- Increase the proportion of journeys made by active travel, improving physical activity and health and wellbeing.
- Make active travel the natural choices for shorter journeys.
- Reduce private vehicle miles and reduce the total carbon emissions due to transport.

### Possible locations

Submissions from any business or community group across Wiltshire would be eligible to apply for grant funding.

### Case Study: West of England grants and funding

North Somerset Council has offered travel grants for businesses. North Somerset-based organisations have been able to apply for match-funding of up to £3,000 for new on-site facilities and initiatives, match-funded up to a maximum of 50%. This match is usually financial but can be partly in kind (e.g. the provision of promotional events or other measures to amplify the effect of the scheme itself). Examples of initiatives include provision of pool bikes for staff, new or improved active travel facilities and provision of car sharing bays in staff car parks.

North Somerset Council also offer free Dr Bike at events for businesses, to fund an experienced mechanic to carry out minor repairs to staff bikes.

Policy SU3: Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered.

Objectives met:





### Measure SU3.1: Coordination of streetworks and roadworks

#### Description

Streetworks and roadworks cause significant disruption to people's journeys and congestion each year, costing the economy and individuals. Streetworks are carried out by utility companies (water, gas, electricity and telecommunications) to install, repair or maintain the vital services on which we all rely. Roadworks are carried out by the highway authority to maintain the roads or, for example, to install cycle or bus lanes. Planning, managing and coordinating these works effectively, where possible, can minimise or reduce the impact that essential works have on the transport network.

Further information on this measure will be available in our upcoming Network Management Plan.

#### Benefits

Coordination of essential works will:

- Reduce congestion and delays on the network by minimising the disruption associated with works. This in turn should reduce emissions due to transport.
- Keep traffic flowing to maintain journey time reliability on the network.

#### Possible locations

The coordination of works should be considered before any installation or maintenance is undertaken on the network. This applies to all works across Wiltshire.

### Measure SU3.2: Network maintenance

#### Description

There is a need to make network maintenance more efficient, pro-active and preventative wherever possible, as opposed to reactively responding to faults when they occur on the transport network. Maintenance should ensure that the network is safe and resilient. Further information on this measure will be available in our upcoming Asset Management Plan.

#### Benefits

Network maintenance will:

- Ensure that the network operates efficiently to reduce incidents, congestion and associated emissions.
- Provide reliable and efficient journey times through good quality infrastructure, helping economic growth and improving accessibility to services.
- Ensure that the network is more resilient to future changes including climate change.
- Minimise the disruption of travel on people and businesses.

#### Possible locations

This applies to all works across Wiltshire.

### Measure SU3.3: Establish and actively manage a road classification, road layout and road user hierarchy

#### Description

Roads have multiple functions serve different types of use: for example, motorways and key A roads facilitate quick, direct, longer distance journeys primarily for those driving, including buses, coaches, cars, and lorries. In contrast, residential streets provide safe

### Measure SU3.3: Establish and actively manage a road classification, road layout and road user hierarchy

access to homes for people travelling in a wide range of different ways, and can also be used for playing and socialising.

The classification, layout and hierarchy of the roads on our network need to be appropriate for their context and functions. Road layouts should prioritise the safety of people, particularly vulnerable users such as children, those with disabilities, and those travel by active modes.

The draft Local Plan Review sets out a general hierarchy of users to be considered and can be found in Section 3.3 of the Core LTP4 Strategy. We will develop a more detailed hierarchy based on different road classifications. The hierarchy will clearly outline the order in which we will consider different modes of transport in policy development and scheme design, depending on the road type.

#### Benefits

This will help to:

- Encourage a shift to sustainable modes, particularly in locations where users may currently feel unsafe, reducing vehicle miles. This will have positive impacts from physical activity on health and wellbeing.
- Make active travel the natural choices for shorter journeys, or part of a longer journey, helping to increase access to local services through active modes due to the hierarchy.
- Increase safety by routing different vehicle types appropriately and reducing larger vehicles interactions with people where possible. Routing traffic appropriately will also improve journey time reliability and improve traffic flow on key corridors.
- Minimise the impacts of travel on communities and natural and historic sites through routing traffic away from sensitive areas.

#### Possible locations

This measure would be applicable to all roads in Wiltshire, acknowledging the need for different approaches for different road types.

### Measure SU3.4: Support for Masterplanning

#### Description

A Masterplan is a way to plan the future of an area over the long term. It sets out the vision for an area, capturing a view of how it should evolve, and includes a roadmap for managing development and growth over that time. Having a masterplan helps balance the need to develop and improve the areas where we live and work with our responsibility to make sure nature and the environment and neighbouring areas are not negatively affected. Masterplans are created in consultation with the people or groups who may be impacted by an area's development.

There are already some masterplans in place, such as the One Plan Town Centre Masterplan for Chippenham, a masterplan for Coopers Tires factory site in Melksham, and Salisbury River Park Masterplan.

We will collaborate with our Parish and Town Councils and the Wiltshire Council Spatial Planning team to support ongoing Masterplanning work and ensure that transport is a central consideration.

#### Benefits

Masterplans help to:

### Measure SU3.4: Support for Masterplanning

- Reduce the focus on cars and private vehicle miles. Areas can be designed to promote sustainable transport and provide priority to these modes helping to increase their use.
- Increase the ability to live locally. Masterplans aim to create better spaces for people to live, work and play. People are able to access amenities via active or sustainable modes.
- Rebalance the use of local streets to improve safety and favour people rather than vehicles.
- Improve connectivity resulting in reduced social isolation.

#### Possible locations

Masterplans are often produced for larger towns and cities, as well as for new residential settlements, schools, specific sites, neighbourhoods or areas.

### Case Study: Town Centre Masterplan for Chippenham: One Plan

The Chippenham Town Centre Partnership Board has produced the One Plan for Chippenham, which begins the process of bringing together existing plans and proposals into a single plan specifically focused on making things happen. The One Plan draws on the Town Council's Neighbourhood Plan as well as work undertaken by the Town Team and other community stakeholders. It takes on board the aspirations of landowners and the town centre business community.

The One Plan has purposely focused on several key projects that would boost the economy and support the vibrancy and sustainability of the town centre. Many of these schemes are focused on features that make Chippenham such a wonderful place to live, work and play. These include beautiful natural settings such as the river, Chippenham's historic heritage, and making more of our town centre spaces and regeneration opportunities.

### Case Study: South Gloucestershire Masterplans

South Gloucestershire Council worked with local stakeholders and the community to develop an infrastructure led Masterplan for the Severnside area. The Masterplan identifies challenges and opportunities in the area and sets a vision and objectives for development over the next thirty years. The Masterplan highlights measures to take to achieve the objectives, which involves working in partnership with local businesses, the community and key stakeholders to deliver.



Severnside Masterplan, South Gloucestershire 2022

### Measure SU3.5: Adopt 'Vision Zero' ambition and 'Safe System' approach

#### Description

We have a commitment to Vision Zero – the elimination of all deaths and serious injuries from road traffic collisions. Fatal and serious road traffic collisions have huge negative impacts on individuals, their families and communities, and disproportionately affect deprived areas.

To support this, we will be taking a Safe System approach. We understand that people make mistakes, and the human body is vulnerable. We need all parts of our transport system (roads and roadsides, speeds, vehicles, users, and post-collision response) to work together effectively to ensure safety for all, despite our vulnerabilities. Some

### Measure SU3.5: Adopt 'Vision Zero' ambition and 'Safe System' approach

collisions may still occur, but the focus is on preventing death and life-changing injuries. There is a shared responsibility between many parties, such as road users, road designers and managers, and vehicle manufacturers, and we all must take appropriate action.

We will continue to work in collaboration with other public sector agencies through the Wiltshire and Swindon Road Safety Partnership.

#### Benefits

These commitments will help to:

- Promote a healthy, safe and secure network for all users that promotes active travel and supports improved health and wellbeing.
- Rebalance the use of local streets to improve safety and favour people rather than vehicles.

#### Possible locations

This approach should be applied across the transport network in Wiltshire.

### Case Study: Vision Zero South West

Vision Zero South West is the road safety partnership working to reduce fatal and serious collisions in Devon and Cornwall. It is a collaboration between several organisations including Police, Fire and Rescue and NHS trusts, working together for a shared commitment to cut the number of deaths and serious injuries in the region to zero. The organisation is led by a partnership board that meets quarterly to discuss ideas and decide what actions can be taken to further drive down the number of people killed or seriously injured, whilst an Operational Delivery Group is tasked with carrying out practical projects with the specific aim of reducing deaths and serious injuries.

For winter 2024, Vision Zero South West is working with local pubs and clubs to reduce drink and drug driving. Participating venues will be offering free non-alcoholic drinks to designated drivers who are doing their bit to make sure their friends, colleagues and family members get home safely.

### Measure SU3.9: Refresh our transport policies and plans

#### Description

We are committed to monitoring national and regional Government guidelines and requirements, and ensuring our policies and plans remain relevant. For example, we anticipate that we will regularly refresh our Bus Service Improvement Plan to ensure it remains up to date and so we can maximise national funding opportunities.

#### Benefits

This will help to:

- Promote a healthy, safe and accessible network, that is up to date with relevant legislation and guidelines, helping to increase access to services and opportunities for all.
- Create good levels of accessibility across the county opening up more opportunities for all and improving quality of life. Unlocking further funding will allow us to improve our infrastructure for active travel and other sustainable modes across the county, helping to provide a high quality and reliable network.
- Maximise the uptake of energy efficient and zero or ultra low emission vehicles and autonomous vehicles. National and regional guidelines have a strong focus on the shift

### **Measure SU3.9: Refresh our transport policies and plans**

towards lower polluting vehicles, and we must be aware of funding opportunities that could help facilitate the shift in Wiltshire to low emissions vehicles through grants or electric charging infrastructure.

#### **Possible locations**

County-wide.

# **Wiltshire Council Local Transport Plan 4 (LTP4) 2024**

**Wiltshire Council**

The logo for Wiltshire Council, featuring a stylized white wave or swoosh underneath the text.

This document was published by Wiltshire Council



# Wiltshire Council Local Transport Plan 4

Market Towns sub-strategy  
March 2025

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# 1. Introduction to place-based sub-strategies

This document contains one of our three place-based LTP4 sub-strategies and should be read alongside our Core LTP4 Strategy, other place-based sub-strategies, and county-wide sub-strategies, as well as the Integrated Sustainability Assessment (ISA) and Carbon Paper.

The three place types are as follows, and are shown geographically in Figure 1-1:

- Principal Settlements.
- Market Towns.
- Rural Areas, including Local Service Centres.

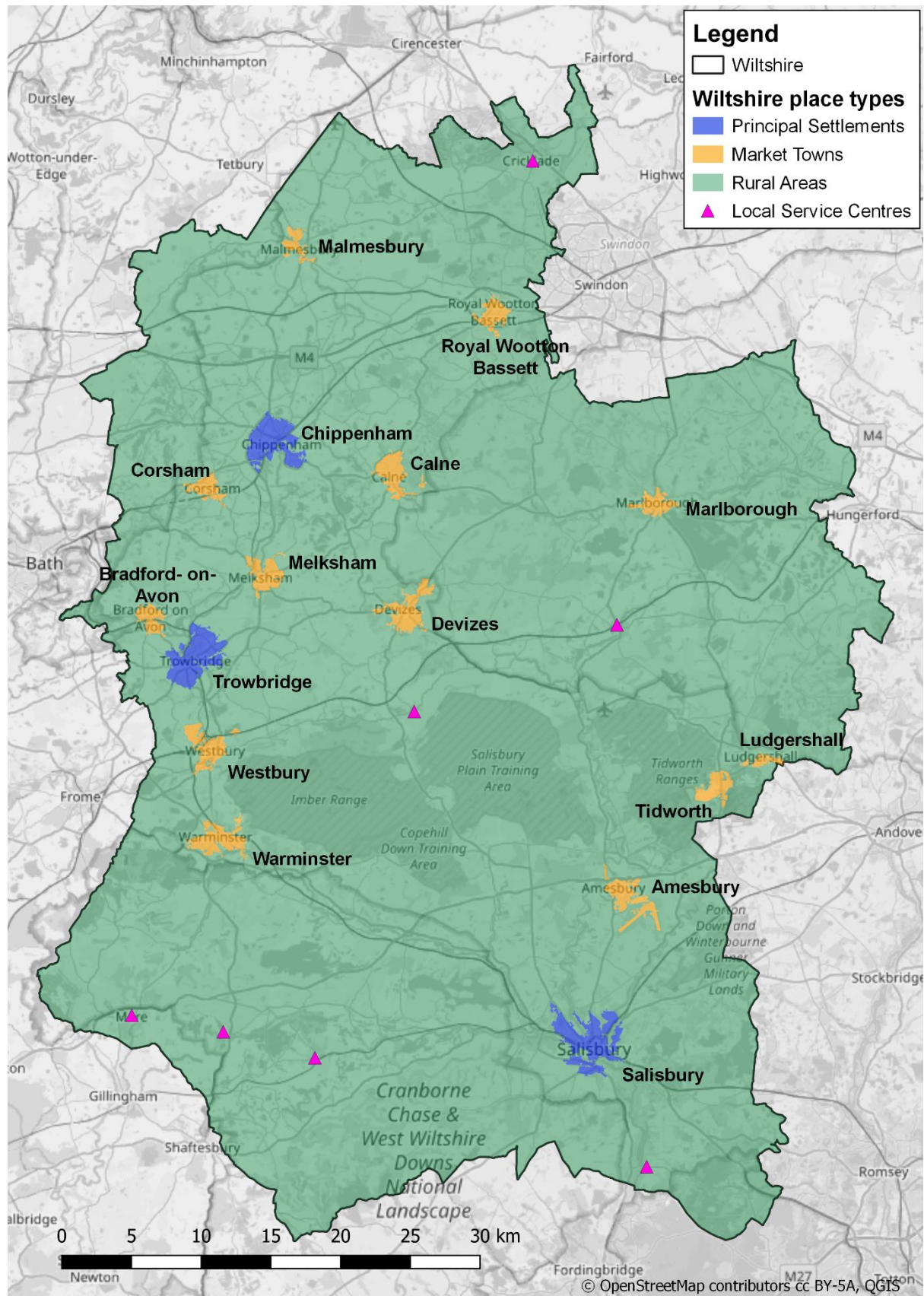
Each of the place-based sub-strategies contains information on the specific policies and measures that are applicable to the place type, and an overview of how each place type could look if the vision and objectives were realised. Measures relating to freight, parking, EV charging, and strategic transport (bus, rail and highways) are included in the county-wide sub-strategies rather than the place-based sub-strategies.

All the place-based sub-strategies follow the same structure:




- Introduction to place type.
- Vision and objectives, applied to the place type.
- Policies and measures for the place type, structured by our Avoid, Shift, and Improve policy areas. The final section (Section 3) contains the Support measures which would be applied across all place types in support of the Avoid, Shift, and Improve measures. All the policies and measures included in the place-based sub-strategies are summarised in Table 1-1.


A glossary of key terms and acronyms is provided in Appendix C of the Core LTP4 Strategy.

Figure 1-1 – Wiltshire place types



**Table 1-1 Summary of place-based measures**

Policy area	Measure	Place-based sub-strategies			
		Principal Settlements	Market Towns	Rural Areas	Overarching
<b>Avoid unnecessary travel</b> 	<b>A1</b> Reduce the need to travel as often through combining journeys and providing digital options				
	A1.1: Improving ultrafast fibre coverage to enable access to online services	✓	✓	✓	
	<b>A2</b> Enabling access to services, jobs and other destinations within closer reach				
	A2.1: Co-working spaces	✓	✓	✓	
	A2.2: Support improvements to services that can be provided locally to reduce travel	✓	✓	✓	
	A2.3: Ensure design requirements are met for new developments	✓	✓		
	A2.4: Parcel pick-up points at local hubs		✓	✓	
<b>Shift to more sustainable modes of transport</b> 	<b>S1</b> Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality				
	S1.1: Deliver the infrastructure improvements identified in our Local Cycling and Walking Infrastructure Plans (LCWIPs)	✓	✓	✓	
	S1.2: Public realm improvements	✓	✓	✓	
	S1.3: Wayfinding	✓	✓	✓	
	S1.4: Cycle parking	✓	✓	✓	
	S1.5: Safer movement for active travel	✓	✓	✓	
	S1.6: Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas	✓	✓	✓	
	S1.7: Cycle hire schemes, including e-bikes, e-scooters and cargo bikes	✓	✓	✓	
	<b>S2</b> Provide more public and shared transport options, and improve service quality				
	S2.3: Ride sharing, including shared taxis	✓	✓	✓	
	<b>S3</b> Provide better access to public and shared transport services				
S3.1: Improve access to and from public transport stops and stations by sustainable modes of travel	✓	✓	✓		
S3.6: Mobility hubs	✓	✓	✓		
<b>Improve vehicle, fuel and network efficiency</b> 	<b>I1</b> Facilitate and encourage move to low and zero emission vehicles				
	I1.12: Expand EV car club coverage	✓	✓	✓	
	<b>I2</b> Enable safer, more efficient driving and operation of road networks				
	I2.1: Improve our use of technology in traffic and congestion monitoring	✓	✓		
	I2.2: Engage with and prepare for the rollout of new transport technologies	✓			
<b>Support and enable</b>	<b>SU1</b> Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport				

Policy area	Measure	Place-based sub-strategies				
		Principal Settlements	Market Towns	Rural Areas	Overarching	
delivery of the Avoid, Shift and Improve policy areas 	SU1.1: Raise awareness of sustainable travel options				✓	
	SU1.2: Travel plans				✓	
	SU1.3: Raise awareness of local facilities, amenities and services				✓	
	SU1.4: Incentives for physical activity				✓	
	SU1.5: Interventions for vulnerable road users				✓	
	SU1.6: Cycle training to improve skills and confidence				✓	
	SU1.7: Rollout of safety apps				✓	
	SU1.8: Mobility credits				✓	
	SU1.9: Implement Mobility as a Service (MaaS)				✓	
	SU1.10: Reduced carbon intensity of travel via more efficient driving				✓	
	<b>SU2</b> Work in partnership with Government bodies, stakeholders to improve transport for all					
	SU2.1: Working with businesses to facilitate home working and flexible working					✓
	SU2.2: Providing, or supporting applications for, grants to businesses and community groups for active travel facilities					✓
	<b>SU3</b> Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered					
	SU3.1: Coordination of streetworks and roadworks					✓
	SU3.2: Network maintenance					✓
	SU3.3: Establish and actively manage a road classification, road layout and road user hierarchy					✓
	SU3.4: Support for Masterplanning					✓
	SU3.5: Adopt 'Vision Zero' ambition and Safe System approach					✓
	SU3.9: Refresh our transport policies and plans					✓

## 2. Market Towns sub-strategy

### 2.1. Introduction to Market Towns

#### 2.1.1. Introduction

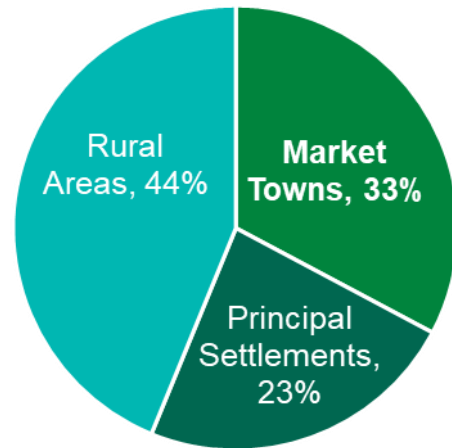
There are several **Market Towns** located across the county, as shown in Figure 1-1.

As defined in the Wiltshire Core Strategy (2015) and draft Wiltshire Local Plan Review (2023), these are settlements which can support sustainable patterns of living in Wiltshire through their current levels of facilities, services and employment opportunities.

Overall, **33% of Wiltshire's population** (169,100 people) live in Market Towns.

On average, the **population density of Market Towns is 26** people per hectare.

**Figure 2-1 - Proportion of population in each place type**



Devizes





Warminster

Devizes and Marlborough are located in the central and eastern parts of Wiltshire. Both have attractive town centres, and Marlborough is popular for tourism, shopping and leisure as well as business. Calne, Corsham, Malmesbury, and Royal Wootton Bassett are located in the north of Wiltshire, and Bradford on Avon, Melksham, Warminster and Westbury are located in the west. Amesbury has an important role as a Market Town in the south Wiltshire area, providing a good level of services, shops and jobs. The towns of Tidworth and Ludgershall in the east are dominated by the presence of the Army which is the largest local employer.

## 2.1.2. Typical challenges and opportunities

**Table 2-1 LTP4 challenges and opportunities in Market Towns**

<b>LTP4 challenges and opportunities in Market Towns</b>	
	<p><b>Rurality</b></p> <p>The varied, dispersed and largely rural nature of Wiltshire means many people have to rely on their cars, and presents challenges around connectivity by other modes, which can lead to <b>social isolation</b>.</p> <ul style="list-style-type: none"> <li>• Areas of some Market Towns are more at risk to transport related social exclusion. Areas at high risk include Ludgershall, Devizes, Melksham and Westbury.<sup>1</sup></li> <li>• 55% of workers use a car or van to travel to work, 30% work from home, and 12% travel by walking or cycling.<sup>2</sup></li> <li>• Proportion of people who travel 'less than 10km' (approx. 6 miles) for their commute by all modes is less than national average; proportion who travel '10-30km' (approx. 6 - 19 miles) and '30km and over' (approx. 19 miles and over) is more than the national average.</li> <li>• For most places, around 10% of postcodes are more than a 15-minute walk from a public transport access point. There are some areas where this is the case for 70-90% of postcodes, such as Royal Wootton Bassett South, Warminster West and Westbury North.</li> <li>• For most Market Towns, around 20% of the population is unable to access a town centre by public transport within 30 minutes. However, for Amesbury, Tidworth and some parts of Westbury, this rises to around 80%.<sup>3</sup></li> </ul>
	<p><b>Health, wellbeing and safety</b></p> <p>There are pockets of <b>inequality</b> and <b>deprivation</b> across the county related to health, wellbeing, road safety and access to facilities.</p> <ul style="list-style-type: none"> <li>• There are pockets of deprivation found in Market Towns. According to IMD data, two LSOAs in Melksham are ranked in decile 2 for deprivation, suggesting they are amongst the most deprived areas in England. Several other areas in the Market Towns, including areas of Calne, Westbury, Royal Wootton Bassett, Devizes, and Amesbury, are ranked in decile 3.</li> <li>• 15% of households do not own a car or van; more two-vehicle households than national average.</li> <li>• Predominantly White; less diverse than national average, excluding Tidworth.</li> <li>• Around 20% of the population is unable to access a town centre within 30 minutes by car.</li> <li>• There are Air Quality Management Areas (AQMAs) in five of our Market Towns: Bradford-on-Avon, Calne, Devizes, Marlborough and Westbury. Residents who live in these areas or near other busy roads in our Market</li> </ul>

<sup>1</sup> *Transport for the North Transport Related Social Exclusion*. Data public available here: [Transport-related social exclusion in England \(transportforthenorth.com\)](https://transportforthenorth.com) Access to underlying data provided by TfN to AtkinsRéalis team.

<sup>2</sup> Census 2021. On foot: 10%, by bicycle: 2%.

<sup>3</sup> Journey time statistics, DfT (2019). Includes up to 2km walk to access the public transport stop, 5 minutes waiting time, plus an additional 5 minutes for any interchange required. Further detail can be found on the [DfT website](#).

Towns are more likely to be at risk of certain health conditions. The Royal College of Physicians have found that children living within 500m of a heavily used road are likely to have significantly reduced lung function in adulthood. For older people, living near a busy road increases the rate of lung function decline that is associated with ageing. Exposure to poorer air quality can be associated with several health problems including asthma, type 2 diabetes, decrease in brain cognitive function, cancer and cardiovascular conditions<sup>4</sup>.



**Economic growth** in Wiltshire is slowing and an ageing population poses an increasing challenge.

- Level 1-3 (GCSE to A Level) most common, with exception of Malmesbury (Level 4 – bachelor’s degree).
- Socio-economic Classification: Similar to national averages with minor peaks in L4/5/6 and L10/11/12 classifications. Malmesbury also has a higher proportion of L1/2/3 classifications.
- The Market Towns are scattered across Wiltshire and encourage tourism through day trippers and weekend visitors. The Market Towns feature historic buildings, independent shops and markets, and also provide connections to wider rural walks and countryside views. Amesbury is also the nearest town to the ancient and iconic site of Stonehenge.
- As per our Local Plan, there is substantial development planned across the county. There is a particular challenge in Market Towns of linking these new developments with sustainable transport provision, such as bus routes, shared transport services and active travel routes.



**Futureproofing transport** The transport network in Wiltshire is not currently prepared for future **maintenance, technological, environmental and societal changes**.

- Currently there is a limited number of locations to access Wiltshire Council owned EV chargers. In the Market Towns, rapid charging points (25-150kW) can only be found in Corsham, Melksham and Warminster. Fast charging points (7-22kW) are more widely spread, with locations in Corsham, Royal Wootton Bassett, Devizes, Marlborough, Melksham, Bradford-on-Avon, Westbury, and Amesbury, however these are slower and take longer to sufficiently charge a battery for longer journeys. Data on private charging points is very limited, but this remains an important part of facilitating the shift to EVs.
- There is a risk of flooding with the South West, Severn, Thames and South East River Basin Districts located within Wiltshire. Market Towns with rivers running through them or located nearby, including Melksham, Bradford-on-Avon, Marlborough and Malmesbury, are under high risk of flooding. Flooding is expected to affect much of the county with a high risk of damage to properties and land.
- Slightly older population than the national average, excluding Tidworth (more under 40s).



**Decarbonisation** Wiltshire Council acknowledged a **climate emergency** in 2019, and decarbonising transport is critical to achieving the Council’s carbon neutral ambitions.

<sup>4</sup> Royal College of Physicians, Every breath we take: The lifelong impact of air pollution, 2016 (<https://www.rcp.ac.uk/media/jzu5jgn/every-breath-we-take-the-lifelong-impact-of-air-pollution-full-report.pdf>)

- Whilst primarily rural areas have higher levels of transport related greenhouse gas emissions (based on car and van emissions), Devizes East falls in the highest 20% of emissions (CREDS).
- Additionally, each of the Market Towns, with the exceptions of Corsham and Bradford-on-Avon, are immediately adjacent to LSOAs that fall into the highest 20%.
- The cars and vans we drive offer the greatest scope for decarbonisation as they account for the majority of transport carbon emissions in Wiltshire.



### Unique environment

We have a responsibility to **protect** and **enhance** Wiltshire's unique natural, built and historic environments.

- Wiltshire's Market Towns are home to many historic buildings, with over 25 Grade 1, and more than 150 Grade 2\* and 2,300 Grade 2 listed buildings. They are also home to over 150 scheduled monuments.
- Marlborough lies within one of Wiltshire's National Landscapes, located in Berkshire and Marlborough Downs covering the east of Wiltshire.

## 2.2. Vision and objectives for Market Towns

### 2.2.1. Vision

The LTP4 vision sets out a long-term aspiration for transport in Wiltshire, to 2038 and beyond, of:

A safe and connected transport system which protects the county's unique built, natural and historic environment, making this accessible for all, supports sustainable economic growth across Wiltshire's communities and contributes to a low carbon future.

If the vision were to be achieved, our Market Towns would become even more accessible, safe and attractive places to live, work and visit. Most essential services and facilities would be easy to get to in a short journey, for which the natural choice would be to walk, wheel (including wheelchairs or pushchairs) or cycle using safe, well connected, and easy to navigate routes. For travel further afield, improved public and shared transport services would provide reliable and competitive options. In particular, new mobility hubs would facilitate convenient interchange between many types of transport in one location. Those travelling into our Market Towns, including visitors, would be able to enjoy all that they have to offer without needing to use a private car.

### 2.2.2. Objectives

**Table 2-2 LTP4 objectives and relevance for Market Towns**

#### LTP4 objectives and relevance for Market Towns



### Supporting rural communities

To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity



across the whole county, especially within and beyond our rural settlements.

- 
- Improve connectivity and reduce the risk of social exclusion through access to high quality, convenient, reliable and affordable shared transport.
  - Deliver quieter and safer roads, helping active travel to become natural choices for shorter journeys.



---

### **Improving health, wellbeing and safety**

To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.

- 
- Improve access to public and shared transport modes within Market Towns.
  - Improve public and shared transport links with surrounding Rural Areas.
  - Improve access to jobs, training and education locally in Market Towns and strengthen links with different parts of the county and wider region, helping to enhance opportunities, particularly within the pockets of deprivation.
  - Deliver quieter and safer roads, helping active travel to become natural choices for shorter journeys.
  - Improve air quality within AQMAs by having regard to the measures contained within our 2024 Air Quality Action Plan.



---

### **Economic growth**

To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.

- 
- Increase access to employment opportunities and economic centres, within Market Towns and by strengthening links between Market Towns and Principal Settlements.
  - Facilitate more efficient and sustainable business travel.
  - Provide and publicise more sustainable travel options for visitors and tourists.



---

### **Futureproofing transport**

To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.

- 
- Increase the provision of public and private electric vehicle charging facilities.
  - Improve the transport network's resilience to environmental challenges.
  - Provide viable alternatives to travelling by car travel to help prepare for possible societal and economic changes.
  - Understand and prepare for possible technological advancements which may impact transport.



---

### **Transport decarbonisation**

To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council carbon neutral by 2030, and leading the county towards net zero.

- 
- Facilitate and encourage a transition to low and zero emission vehicles.
  - Reduce the total distance travelled by cars to minimise carbon emissions.
  - Improve facilities and access to sustainable transport, making these more competitive and convenient options.
  - Embed local connectivity into designs for new developments.
-



**Protecting and enhancing our unique environment**

To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.

- Reduce traffic in Market Towns, helping to reduce negative impacts on our unique, historic town centres.
- Improve air quality and reduce pollution in Market Towns.

## 2.3. Policies and measures

### 2.3.1. Introduction

The LTP4 policies are set out in detail in Section 2.3 of our Core LTP4 Strategy.

The following sections consider the policies specifically in the context of Market Towns and outline the relevant measures we plan to deliver. Within the Market Towns sub-strategy, the policies are grouped by the Avoid, Shift and Improve policy areas. The measures relating to the Support policy area are covered in Section 3.

These four policy areas sit around the core of the LTP4: the vision and objectives.

Our objectives are set out in Section 2.1 of our Core LTP4 Strategy. Each policy meets some or all our objectives, and these are depicted by the relevant icons.



Objective 1 - To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.



Objective 2 - To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.



Objective 3 - To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.



Objective 4 - To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations



Objective 5 - To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by 2030, and leading the county towards net zero.



Objective 6 - To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.

### 2.3.2. Avoid



**Avoid** unnecessary travel – giving people the choice to reduce the number and length of car trips needed through locating services, jobs and other destinations within closer reach; providing digital options; and combining journeys.

Policy A1: Reduce the need to travel as often through combining journeys and providing digital options.

Objectives met:



#### Measure A1.1: Improving ultrafast fibre coverage to enable access to online

##### Description

Improving digital connectivity through wider rollout of fibre coverage aims to increase access and awareness to online opportunities, as well as accessibility, across our Market Towns. Fibre broadband offers faster and more reliable online connection than standard broadband. The UK Government's ambition is for at least 85% of the UK to have access to gigabit capable broadband (broadband connections with speeds of one gigabit per second (1Gbps or 1,000 Megabits per second) or faster) by 2025. As of August 2024, the median broadband speed in the UK was 65Mbps, compared with a median of 57Mbps in Wiltshire (15% lower than the UK median)<sup>5</sup>. As referred to in more detail in our Rural Areas sub-strategy, Project Gigabit will bring broadband improvements across the county.

##### Benefits

Improvements to fibre coverage would help to:

- Increase access to jobs, training, education and services via online platforms. Faster and more reliable connections would help to facilitate greater home working and would also improve access to online services such as online GP/health appointments and shopping.
- Improve accessibility through improved opportunities for those with limited physical mobility and reduced cost of travel.
- Reduce the need to travel to access services, especially at peak times, helping to reduce private vehicle miles and congestion.

##### Possible locations

Fibre coverage should be available across our Market Towns.

<sup>5</sup> Fair Internet Report, August 2024 [Wiltshire Broadband Coverage & Stats, Aug 2024 \(fairinternetreport.com\)](https://www.fairinternetreport.com)

Policy A2: Enabling access to services, jobs and other destinations within closer reach

Objectives met:



## Measure A2.1: Co-working spaces

### Description

Co-working spaces provide a flexible option for those who can work remotely at least some of the time and who may not be able to or want to work from home. They are ideally situated in locations which are accessible by public and shared transport. Desks can generally be booked by the day, or on a longer-term basis.

### Benefits

Co-working spaces would:

- Reduce vehicle miles by reducing the distance of commuting to work, helping to save time and money.
- Allow people to combine daily commitments into one simple trip and increasing the ability to access jobs and opportunities closer to home.
- Make sustainable alternatives to travelling by car more attractive. Reduced trip lengths could facilitate a mode shift away from private vehicle to public transport, active travel modes.

### Possible locations

The centres of our Market Towns are ideal locations for co-working spaces since they are already relatively accessible by public and shared transport, and have connections with existing active travel networks. The delivery of co-working spaces will likely be market-led in appropriate locations.

There are already some co-working spaces in Market Towns, such as Digital Mansion in Corsham, Studio Bacchus in Bradford-on-Avon, and the YourSpace in Devizes.

### Case study: Studio Bacchus, Bradford-on-Avon

Housed within a historic building in Bradford-on-Avon, Studio Bacchus is located 5 minutes from the train station and provides creative co-working spaces for creative workers, including artists, writers, and designers, to work alongside like-minded individuals. Membership options can be tailored to individuals, with all choices including high speed broadband, printing facilities, kitchen access, free tea and coffee, and access to informal meeting spaces. The space allows you to book a seat on a co-working desk, with the main aim of providing a supportive workspace for small, local and creative businesses and freelancers with similar mindsets.



## Measure A2.2: Support improvements to services that can be provided locally to reduce travel

### Description

Where there are opportunities to improve services and amenities in residential areas, these may be supported as a way to increase the availability of essentials closer to home.

### Benefits

This would help to:

- Reduce the length and cost of trips, reducing private vehicle miles, by providing more opportunities locally.
- Make sustainable alternatives to travelling by car more attractive.
- Increase equality of access, by increasing the ability for all to live and access services / opportunities locally, including leisure.
- Improved sense of community and place.

### Possible locations

Residential areas across Market Towns including military bases.

## Measure A2.3: Ensure design requirements are met for new developments

### Description

As detailed in the draft Local Plan Review, some of our Market Towns are expected to experience growth over the coming years. It is therefore essential for the ongoing sustainability of these areas that new development is responsibly planned and delivered. Our Design Guide provides further detail on this matter, and stipulates that new developments should:

- Be connected to a network of routes for all modes. This is a particular challenge in Market Towns, where public and shared transport provision is often more limited than in Principal Settlements. The need to link new developments with existing or new bus routes, for example, should be taken seriously when assessing their transport impact.
- Prioritise active travel – “In well-designed larger schemes, people should not need to rely on the car to access local facilities such as shops, schools, public amenities and the natural environment.”
- Create a mix of uses.

### Benefits

This would help to:

- Reduce the length and cost of trips, reducing private vehicle miles, by providing more opportunities locally.
- Reduce the number of trips by providing access to different facilities in a compact location, increasing the opportunities to combine journeys together.
- Make sustainable alternatives to travelling by car more convenient and attractive.
- Increase equality of access, by increasing the ability for all to live and access services and opportunities locally, including leisure.
- Improved sense of community and place.

### Possible locations

New developments in and around Market Towns.

## Measure A2.4: Parcel pick-up points at local hubs

### Description

Parcel pick-up and drop off points are external locations, often a bank of parcel lockers, a convenience store or a dedicated parcel shop, that allow people to send or receive parcels closer to their home. Customers can choose for parcels to be delivered to, or picked up from, a select pick-up point close to their home, and dependent on the location, a customer may be provided with multiple options that can be near their home, office or other convenient location.

### Benefits

This would help to:

- Reduce the number of trips and vehicle miles, particularly relating to HGVs and delivery vans. It eliminates the likelihood of repeated failed deliveries.
- Reduce the number of trips by providing access to different facilities in one location, increasing the opportunities to combine journeys together. Customers can choose where and when to pick up or drop off their parcels to fit into their schedules.
- Reduce total greenhouse gas emissions due to transport.
- Reduce traffic congestion and delays.

### Possible locations

These can be located across multiple different locations. The provision of pick up and drop off facilities could be found in local centres, attached to mobility hubs and shops, where they can tie in with sustainable travel connections. There are already some examples of this service through 'InPost lockers' that are currently located across our Market Towns and are used to receive and send parcels for select retailers.

### 2.3.3. Shift



**Shift** to more sustainable modes of transport – providing better and more accessible options for travel via active travel and shared and public transport.

Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality.

Objectives met:



## Measure S1.1: Deliver the infrastructure improvements identified in our Local Cycling and Walking Infrastructure Plans (LCWIP)

### Description

The LCWIPs provide a comprehensive evidence-based assessment of the important walking and cycling networks routes in our main settlements and make recommendations for top priority improvements to better connect key origins and destinations. We are in the process of developing LCWIPs for all our Market Towns, but so far:

## Measure S1.1: Deliver the infrastructure improvements identified in our Local Cycling and Walking Infrastructure Plans (LCWIP)

- Consultation for Calne and Melksham LCWIPs closed in September 2024. This was the second and final stage of consultation and all comments will be considered before final LCWIPs for both Calne and Melksham are published.
- Devizes LCWIP is complete and has been published on our Wiltshire Council site. The top priority four cycle routes and six walking routes have been identified, and recommended interventions are set out alongside indicative costs.
- In order to deliver these infrastructure improvements, further studies and design stages will need to be completed, including the required environmental assessments.

These include interventions such as accessibility improvements (like dropped kerbs and tactile paving), formal and informal crossing points, resurfacing, segregated routes, path widening and signage.

The availability of funding for LCWIP schemes is critical to progressing this measure. Funding will be required for scheme design and appraisal, and relevant environmental and societal impact assessments.

### Benefits

Delivery of these routes would help to:

- Encourage active travel to become the natural choices for shorter journeys, or as part of a longer journey, along with improved road safety.
- Improve access to local facilities and amenities for all, including those without a car.
- Promote the key safe and direct walking and cycling routes with the greatest potential to increase active travel and physical activity, resulting in better health and wellbeing.

### Possible locations

Key routes in Market Towns as set out in LCWIPs.

### Case study: Hilperton-Melksham via Semington

In 2022, we completed the new walking and cycling facility between Hilperton and Melksham on a mostly traffic-free route. Byways on the route were upgraded to provide extra space for cyclists and pedestrians, as well as improving access to and from the shared use path for cycles. Re-surfacing also ensured that all the byways were suitable for cyclists, pedestrians and horse-riders. The scheme provides a safer, quieter alternative to the A350.

### Case study: Royal Wootton Bassett to Swindon cycleway

We are working with National Highways to develop and install a new cycleway between Royal Wootton Bassett and Swindon. The scheme is being funded and delivered by National Highways with support from Wiltshire Council, Swindon Borough Council and Sustrans and will provide a segregated route for cyclists travelling over the M4 between Royal Wootton Bassett and Swindon. The scheme aims to increase transport choices, reduce transport emissions and traffic, and reduce the reliance on private vehicles. The preferred route is now being developed through detailed design, and we are in discussions with third party landowners with a view to secure a long-term agreement for the cycleway. Following this, the scheme will be subject to the full statutory planning process.

## Measure S1.2: Public realm improvements

### Description

## Measure S1.2: Public realm improvements

Improvements to the public realm in Market Towns could include measures such as public seating and places to rest, pocket parks, community artwork, trails, planting, trees, lighting, and CCTV. Public realm improvements should be inclusive for all people to enjoy, and designs should take this into account, such as by using paving that is navigable by those with impaired vision.

### Benefits

These interventions would help to:

- Increase safety, security and accessibility for those spending time in our Market Towns.
- Enhance the sense of place and community.
- Support local businesses and encourage footfall in town centres making them more attractive places for business to invest.
- Encourage an increase in physical activity, helping to improve health and wellbeing.
- Support climate change adaptation – planting and trees can increase shade and support natural water management.

### Possible locations

Key public centres in our Market Towns



Royal Wootton Bassett, Borough Fields Shopping Centre

## Measure S1.3: Wayfinding

### Description

Signage to support those using active travel to navigate our towns. This could include fingerpost signs, maps, or floor signs. There could be opportunities to make use of technology, for example providing the ability to scan QR codes for more information or to link with journey planning apps<sup>6</sup>.

<sup>6</sup> Includes [Connecting Wiltshire - Helping You Make Travel Choices](#)



### Measure S1.3: Wayfinding

#### Benefits

These interventions would help to:

- Promote safe, navigable and direct active travel routes for all.
- Ensure our Market Towns are accessible for visitors and tourists, boosting our local economy.
- Reflect local identity and provide local 'branding' to improve sense of place.
- Encourage an increase in physical activity, helping to improve health and wellbeing.

#### Possible locations

Key public centres in our Market Towns



Example of wayfinding signage, Calne

### Case study: South Gloucestershire High Street Wayfinding

South Gloucestershire Council is developing a wayfinding scheme for each of their high streets and market towns. The objectives of the scheme are to help residents and visitors navigate the local area and raise awareness of key destinations that are located nearby. The scheme will also feature key services such as public toilets and highlight community facilities such as libraries, community centres and shopping and leisure destinations.

### Measure S1.4: Cycle parking

#### Description

Our Design Guide<sup>7</sup> for new developments states that residential cycle parking should be considered within secure storage facilities to the front of dwellings, with consideration given to larger cycles such as cargo bikes or bikes adapted for mobility needs.

For other locations in new developments, secure, covered, overlooked cycle parking (together with charging points for electric bicycles and scooters), should also be provided. This includes at bus stops, workplaces, services and facilities, and recreational areas.

In addition, existing residential areas and destinations should be reviewed for opportunities to enhance cycle parking facilities.

#### Benefits

These interventions would bring benefits as follows:

- Providing cycle hangars in residential areas, particularly flats and terraced houses, will allow residents to securely store bicycles, creating the opportunity to buy a bicycle and cycle for at least some trips.
- Providing secure cycle parking at destinations will give cyclists more confidence when parking their bikes and enable them to park nearer to their journey's end, making cycling a more attractive option.

<sup>7</sup> [Guidance for Neighbourhood Planning within Wiltshire: Integrating High Quality Design](#)

### Measure S1.4: Cycle parking

- Increasing the number of people who cycle and the number of cycle trips they make, will encourage an increase in physical activity and help to improve health and wellbeing.
- Ensuring our Market Towns are accessible for visitors and tourists, helping to boost our local economy.
- Reflect our local identity and provide local 'branding', improving sense of place.

#### **Possible locations**

Throughout Market Towns including residential areas and key destinations.

### Measure S1.5: Safer movement for active travel

#### **Description**

Prioritising safer access for active travel in specific, targeted locations can create more pleasant environments and opportunities for more people to feel safe and comfortable to switch to active modes. This can be achieved by prioritising street space to widen footways or provide amenities (such as benches, parklets or bus shelters).. Measures to ensure safer movement for active travel would be developed in partnership with local communities to ensure access for those who most need it. Extensive local consultation and engagement would be required to ensure any schemes maximise benefits for locals. Examples of such measures which may be beneficial in Market Towns are:

- School streets, where vehicular access is restricted near to schools at certain times of day.
- Physical measures to reduce conflict between users, e.g. flexible wands or stepped kerbs to slow cyclists down on a shared path, or to prevent vehicle access.
- Adjusting road space provision to review how the space is used to cater for different users, either by using road markings or physical measures.

#### **Benefits**

Delivery of these measures would help to:

- Increase road safety, particularly for vulnerable users such as those with disabilities or school children.
- Increase safety and accessibility of active travel in our Market Towns, making these sustainable alternatives to travelling by car more attractive.
- Encourage an increase in physical activity, helping to improve health and wellbeing.
- Create space for other uses, such as shopping, play, seating and planting.
- Enhance the sense of place and community.

#### **Possible locations**

In areas likely to have a higher demand for active travel, such as near to schools (triggered by interest expressed by schools), high streets, local centres and in residential areas.

## Measure S1.5: Safer movement for active travel

### Case study: Thornbury High Street, South Gloucestershire

Thornbury is a market town in South Gloucestershire that has taken the step to remove traffic passing through its High Street to enable safer active travel. Access remains for residents, disabled drivers, buses and taxis, however traffic that is intended to pass through is diverted to an alternative route away from the High Street. This has allowed market stalls to be positioned on the High Street and hospitality venues to allow their outdoor seating areas to expand.



South Gloucestershire Council

## Measure S1.6: Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas

### Description

It is important that vehicle speeds are appropriate for the road's context and purpose: right speed, for the right road. We will review vehicle speeds and engage with local communities. In some locations, where there is community support, it may be desirable to reduce vehicle speeds to improve road safety such as near to schools or in residential areas.

This can be achieved using a range of different measures. For example, school safety zones can be implemented to manage speed at specific times (pick-up and drop-off).

The following definitions are used in our existing policy on 20mph speed limits and zones as follows.

*20mph zones are defined as areas subject to a 20mph speed restriction which cover a number of roads within a defined area and are supported by the appropriate traffic regulation order and signs. Typically, there will be traffic calming measures at regular intervals throughout the zone to ensure speeds remain consistent throughout its length. This may include the addition of road humps and raised junctions as well as build outs, chicanes pinch points etc., but may also include lighter touch measures where appropriate, such as carriageway roundels.*

*20mph limits are defined as streets where the speed restriction has been reduced to 20mph but do not include the types of physical calming measures typically associated with zones. Drivers are alerted to the presence of the restriction by the use of terminal and repeater signs only.*

In addition, according to our Active Travel Infrastructure Design Standards<sup>8</sup>, quiet streets can provide a more practically feasible option for providing safe cycling routes. They must have under 2,500 vehicles per day, vehicle speeds under 20mph, and no obstacles.

### Benefits

Delivery of new 20mph zones and limits, and quiet routes will help to:

<sup>8</sup> [Active travel infrastructure design standards Consultation Draft.pdf \(wiltshire.gov.uk\)](#)

## Measure S1.6: Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas

- Improve road safety, particularly for vulnerable users such as children or those with disabilities. The first widespread evaluation of 20mph zones in the UK was carried out by the TRL in 1996<sup>9</sup>. It found that over the monitoring period, injury accidents reduced by 60% and child injury accidents were reduced by some 67%. A similar positive picture on their use is reflected in Wiltshire.
- Create a more pleasant, less polluted, safer environment for active travel in our Market Towns, making these sustainable alternatives to travelling by car more attractive.
- Encourage an increase in physical activity, helping to improve health and wellbeing.

### Possible locations

Areas in Market Towns where there is a high volume of vulnerable users and where there may be conflicts with vehicles, particularly residential areas and local centres.

20mph zones are to be considered where:

- Roads are currently restricted to a 30mph speed limit.
- There is a proven history of road user conflict with vulnerable users such as child pedestrians.
- There are new residential developments.
- There is an alternative route existing, so drivers are able to avoid the zone.
- On major streets if there is a significant number of journeys on foot or bicycle.

20mph limits are most appropriate where speeds are already low (DfT advises under 24mph) and where the layout and character of the road gives a clear indication to drivers that a lower speed is appropriate.



20mph zone, Station Road, Tidworth

### Case Study: High Penn Park development, Calne

In July 2024, a consultation on plans to enforce 20mph speed limits on several roads at the 200-home High Penn Park development in Calne was completed. The developer will meet the costs of the signage, traffic regulation order and implementation, with the roads built to be self-enforcing 20mph. Calne Town Councillors raised no objections to the proposal.

### Case Study: Bradford Road, Corsham

<sup>9</sup> Transport Research Laboratory, D. Webster, A. Mackie, Review of traffic calming schemes in 20mph zone, 1996

### Measure S1.6: Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas

In March 2024, speed limits outside of Corsham Primary School were lowered to 40mph from 50mph, with a 20mph limit during school drop off and pick up times, indicated by flashing signage.

### Measure S1.7: Cycle hire schemes, including e-bikes, e-scooters and cargo bikes

#### Description

There are different types of cycle or scooter hire. Cycle hire schemes allow anyone to hire a bike or e-bike for a relatively short period of time, providing users with a quick and flexible way of making a short journey which they may have otherwise made by car or bus. E-scooter hire follows the same system, allowing anyone to hire an e-scooter for a short time. Whilst e-scooters are primarily for shorter, local journeys, the inclusion of e-bikes also opens up the possibility of using shared cycles for longer journeys, or in areas with more varied terrain. Such schemes operate in many UK towns and cities such as Uxbridge, Elgin, Jersey, Fort William and Inverness. These schemes would be suited to our Market Towns.

There have also been some pilot shared e-cargo bike schemes across London; these cycles allow users to transport children or goods.

There are currently a number of organisations which offer day bike hire across our Market Towns, but these are primarily suited to leisure use rather than cycling for transport purposes.

#### Benefits

Shared bike, e-bike, e-scooter or cargo bike schemes can help:

- Provide a more flexible mode of transport for short to medium journeys.
- Increase cycling in and around our towns helping this to become a natural choice for shorter journeys, and reduce the number of short car trips.
- Encourage an increase in physical activity, improving health and wellbeing.
- Allow users to try out or regularly use a bike, e-bike or e-cargo bikes without the upfront costs.
- This measure is also aligned to Policy S2.

#### Possible locations

Pilot schemes in Wiltshire are likely to be best suited focused around urban centres and key transport and community hubs, such as railway stations, bus stations and stops, town centres and high streets, education hubs, and employment centres, including consideration for military bases.

Policy S2: Provide more public and shared transport options and improve service quality.

Objectives met:



### Measure S2.3: Ride sharing, including shared taxis

#### Description

Ride sharing seeks to combine multiple car journeys into one. For example, this could be achieved by encouraging informal ride sharing for local employers and schools or encouraging the use of ride sharing apps such as BlaBlaCar.

#### Benefits

Ride sharing would help to:

- Reduce private vehicle miles.
- Reduce total greenhouse gas emissions due to transport.
- Save users money by sharing the cost of a journey with others.
- Increase travel options for those without access to a car.

#### Possible locations

Across Market Towns, particularly targeted at key destinations such as schools and employment areas.

There are a number of Market Town measures which primarily focus on other policies, bus also contribute to Policy S2:

- Mobility hubs (Measure S3.6)
- Cycle hire schemes, including e-bikes and cargo bikes (Measure S1.8)
- Car clubs (Measure I1.12).

Policy S3: Provide better access to public and shared transport services.

Objectives met:



### Measure S3.1: Improve access to and from public transport stations by sustainable modes of travel

#### Description

Our railway stations are the gateway to many cross-county journeys, as well as journeys further afield. We can improve access to our stations by ensuring bus stops and services are convenient; active travel routes are safe, well lit, joined up and well signposted; and expanding shared transport options. The provision of facilities at rail and bus interchanges, such as storage, cycle parking, changing facilities, and provision for those with accessibility needs, will also help to make active travel an attractive option for part of a journey.

#### Benefits

Improving access to stations can help:

- Increase access to rail and bus services for all, including those without a car.
- Increase active travel levels and boost physical activity.
- Improve end-to-end journey times and reliability.
- Provide more viable, safe and attractive alternatives to driving.

This measure also aligns strongly with Policies S1 and S2.

#### Possible locations

### Measure S3.1: Improve access to and from public transport stations by sustainable modes of travel

Currently a limited number of our Market Towns are served by railway stations, these are: Bradford-on-Avon, Melksham, Warminster and Westbury. The relevant LCWIPs highlight key active travel routes which could be targeted for future improvements, including those which link to the stations. Melksham has secured funding for station improvements, and Wiltshire Council Enhanced Partnership Plan and Scheme, published March 2022, noted improvement opportunities for Westbury Station will be explored in the future.

#### Case study: Melksham Masterplan

Melksham Station is set to be transformed through funding secured by TransWilts. Phase 1 of the Plan has received planning permission and includes new platform signage, destination indicators, increased parking, electric vehicle charging, cycle storage and a community café. Phase 2 would see further improvements in the layout at the station including northern pedestrian access. This would provide increased accessibility for the station from the northern side, whilst increased cycle storage will encourage travel to the station via bike.

### Measure S3.2: New stations

#### Description

Our public transport stations are the gateway to many cross-county journeys, as well as journeys further afield. Currently only four of our Market Towns are served by a railway station.

#### Benefits

The development of new stations can help:

- Improve levels of accessibility between economic centres, business, employees, suppliers and customers.
- Create reliable, and convenient alternatives to private car journeys to improve access to opportunities and services for those in our Market Towns without stations.
- Reduce private vehicle miles and help to reduce total greenhouse gas emissions due to transport.
- Improve end-to-end journey times and reliability.

#### Possible locations

All our Market Towns have the potential to be served by railway stations, currently there are ambitions for Corsham and Devizes Gateway. There have also been longer-term ambitions to establish a railway station at Royal Wootton Bassett; this could act as a park and ride rail facility to serve Swindon, with the potential to be positioned close to Junction 16 of the M4.

We will continue to work with the industry to identify and develop the case for new stations.

### Measure S3.6: Mobility hubs

#### Description

Mobility hubs are spaces where public and shared travel modes are co-located alongside travel information, other community facilities and improvements to the public realm. They provide an attractive, safe focal point and enable travellers to make smooth and safe

### Measure S3.6: Mobility hubs

transitions between different modes, swapping private cars for shared vehicles, bikes, buses, trains, scooters or walking.

#### Benefits


Mobility Hubs would help to:

- Make provision for accessible travel information, such as printed timetables and information in languages other than English.
- Make sustainable alternatives to travelling by car more attractive.
- Prioritise safety when travelling by ensuring well lit, overlooked spaces are sought.
- Reduce the length of trips, reducing private vehicle miles, by providing more opportunities locally.
- Reduce the number of trips by providing access to difference facilities in one location, increasing the opportunities to combine journeys together.

#### Possible locations

Mobility hubs can vary considerably in size; in our Market Towns, larger hubs are most likely to be considered at existing railway stations and bus stations where applicable, whereas smaller mobility hubs could be located on or near to high streets, bus stops, or within a residential development, and could be considered in or near to military bases.

Policy S4: Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most.

Objectives met: 

Policy S4 is primarily focused on improvements to our current car parking strategy. These measures are covered in the parking sub-strategy, which can be found in Section 3 of the county-wide sub-strategy document.

Policy S5: Encourage and enable shift to more sustainable modes for freight.

Objectives met: 

Policy S5 is focused on improvements to our current freight network. These measures will be covered in the freight sub-strategy, that can be found in Section 2 of the county-wide sub-strategy.

### 2.3.4. Improve



**Improve** vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements.

Policy I1: Facilitate and encourage move to low and zero emission vehicles.

Objectives met: 



Wider roll-out of EVs and related infrastructure is the main priority for Policy I1: **measures related to EV charging are included in the separate EV sub-strategy**, that can be found in Section 4 of our county-wide sub-strategy document.

### Measure I1.12: Expand EV car club coverage

#### Description

While many may choose to own an EV, others may not want to or be financially able to. Car clubs can provide pay-per-trip access to a shared vehicle, providing a flexible option without needing to own the car. Limited car clubs are currently available across Wiltshire, and none of these are located within our Market Towns.

#### Benefits

A wider roll-out of electric vehicle car clubs could bring about the following benefits:

- Reduced need to own a car, or second car.
- Costs are more predictable than car ownership; there is no need to pay separately for servicing, maintenance, insurance and tax.
- Driving is less likely to be the default mode of choice if using on a pay-per-trip basis.
- Creates opportunities for those unable to buy their own car, particularly if public transport is not a feasible option.
- Flexibility to use the type and size of car that best suits users' needs including accessible vehicles.
- Car clubs can offer opportunities to use EV, hybrid or more efficient vehicles without needing to invest in buying a new car, reducing the greenhouse gas emissions.

#### Possible locations

Across Market Towns.

Policy I2: Enable safer and more efficient driving and operation of road networks.

Objectives met:



### Measure I2.1: Improve our use of technology in traffic & congestion monitoring

#### Description

Implementing intelligent transport systems can allow for more dynamic management of our transport networks, adapting the approach as situations change. Examples are:

- Variable messaging signs which provide accurate, real time passenger information to reflect network conditions.
- Coordinated and dynamic signal management (e.g., Split Cycle Offset Optimisation Technique (SCOOT)).
- Incorporation of data from other sources, such as weather information.
- Direct connections to emergency services.
- Data collection to enable ongoing monitoring of our transport network's performance and to inform future schemes.
- Enforcement of speed limits, traffic lights, bus lanes and cycle lanes.

## Measure I2.1: Improve our use of technology in traffic & congestion monitoring

### Benefits

Investing in and expanding our use of technology in transport could:

- Inform users about their journey and save time, such as when searching for parking spaces or avoiding congestion.
- Reduce unnecessary stop start driving, leading to reduced harmful greenhouse gas emissions and improved traffic flow. Helping to minimise our impact of travel on communities and natural and historic sites.
- Enable a quick and coordinated response to traffic incidents, natural disasters or security threats. Services and routes can return to normal as quickly as possible after incidents on the network.
- Ensure the safety of all users and maintain the efficient operation of the network.

Further information on this measure can be found in the Network Management Plan.

### Possible locations

Across Market Towns, with a focus on key corridors and town centres.

### 3. Supporting measures across all place types

The following measures will support the delivery of the place-based Avoid, Shift and Improve measures and are applicable **across all place types**.



**Support** and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.

Policy SU1: Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport.

Objectives met:



#### Measure SU1.1: Raise awareness of sustainable travel options

##### Description

It is essential that public and shared transport services, as well as active travel routes, are clearly communicated to local communities and businesses. As well as publicising existing services, new schemes delivered as part of the LTP4 should be publicised, particularly those types which are not currently widespread in Wiltshire or less well understood – such as car clubs and bike share.

Principal Settlements and Market Towns tend to have higher population densities than Rural Areas, so residents are more likely to live closer to public transport stops, shared transport facilities, and walking and cycling connections. Those living in Rural Areas are much less likely to have multiple sustainable travel options; it is essential that residents are aware of the available services which provide connections to larger rural settlements, as well as to our Principal Settlements and Market Towns.

Provision should be made for those with accessibility needs or without access to digital content<sup>10</sup>, such as by providing printouts of timetables and transport information, including large print versions; content in languages other than English; and information about our current accessibility provision.

##### Benefits

- Improving awareness of sustainable travel options could create better understanding of, and support for, sustainable travel options, leading to increased usage.

##### Possible locations

This could focus on areas with higher levels of deprivation to ensure that all are aware of the affordable options available to them. Attention could also be given to areas across all place types with particularly high car and van usage to ensure that communities are aware of the alternative options available.

<sup>10</sup> Digital information for travel planning and public transport is available at [Connecting Wiltshire](#).

## Measure SU1.2: Travel plans

### Description

Travel plans are packages of measures which aim to encourage more sustainable travel including active travel as well as public and shared transport. These are a long-term strategy for integrating sustainable travel into planning and should be considered alongside other development proposals. A travel plan is required for planning applications of development sites, as per our residential travel plan guidance, but they can also be produced for existing areas. They tend to contain information on local travel patterns, related policies, targets for sustainable modes as well as monitoring and evaluation to track progress.

Each travel plan should identify and promote opportunities for people to shift towards travel that doesn't rely on private vehicles.

### Benefits

Travel plans should:

- Create better understanding of, and support for, sustainable travel options, leading to increased usage.
- Reduce private vehicle miles, predominantly focusing on sole occupancy car use.
- Promote the existing active travel options available, and therefore physical activity to improve health and wellbeing.
- Increase the proportion of journeys made via sustainable modes of transport.
- Increase awareness of local services and opportunities, increasing the ability to live, work, shop and use services locally.

### Possible locations

Travel plans can be developed for a variety of settings including schools, colleges or universities, workplaces and employers (such as MOD), hospitals, residential areas and leisure facilities. Personalised travel plans can also be made for individuals to be aware of the options available to them.

### Case Study: Modeshift STARS

Modeshift STARS is the Centre of Excellence for the delivery of effective travel plans in Education, Business and Residential settings. The scheme recognises schools, businesses and other organisations that have shown excellence in supporting cycling, walking and other forms of sustainable and active travel.

## Measure SU1.2: Travel plans

### Case Study: Salisbury NHS Foundation Trust

Salisbury NHS Foundation Trust was successful in attaining an approved accreditation through Modeshift STARS in July 2023. The Trust delivered several initiatives including installation of EV charging points for staff and visitors, promotion of a Liftshare scheme for staff, new secure cycling facilities and the introduction of an E-bike loan scheme. They also undertook a staff travel survey and took action based on feedback received.

These measures aimed to encourage sustainable travel options for staff and support them in their choices, as well as bringing benefits to staff health and wellbeing, the environment and delivering a reduction in on-site parking.



Salisbury NHS Foundation Trust (SFT) Sustainability

### Case Study: The Ridge Primary School, South Gloucestershire – STARS Local Authority Primary School of the Year 2023/2024

The Ridge Primary School is located on an estate with a single entrance and exit and limited parking due to residential driveways. With the help from South Gloucestershire Council's Road Safety Team and Modeshift STARS, the school has seen a substantial increase of sustainable methods of travel. The latest survey shows car travel has reduced overall by 9% for children and 21% for staff. The school has increased green methods of travel by 5% for children and 15% for staff.

Funding received from the accreditation has been used to change the entrances to school including a bike gate, changes to pavements including dropped kerbs and removal of grass verge. This enlarged area of shared path was needed to accommodate the increase in families walking, cycling and scooting.

## Measure SU1.3: Raise awareness of local facilities, amenities and services

### Description

Raising awareness of local facilities, amenities and services is key to helping people live locally. It will require cross organisation working, including public-private sector working, to maximise service and facility provision and uptake across all of Wiltshire. Becoming more aware of local options should help facilitate shorter journeys which could be made via sustainable modes.

### Benefits

This would help to:

- Reduce private vehicle miles.
- Increase awareness of local services and opportunities, increasing the ability to live locally.
- Make walking and cycling the natural choices for shorter journeys, or as part of a longer journey, or for journeys to be made via public transport.

### Possible locations

Promotions of local facilities, amenities and services can take place across Wiltshire.

## Measure SU1.3: Raise awareness of local facilities, amenities and services



### Case Study: Shop Local

Shop Local UK is a national campaign. It has developed a brand image to encourage shoppers to support local retailers and local suppliers, but also one that would be recognised both locally and nationally as a symbol of an important national cause. National and local press campaigns, combined with social media coverage and endorsements aim to further spread the message of the importance of local businesses and spending money locally.

### Case Study: We Are BS3

We Are BS3 is a website dedicated to shopping locally in Bedminster in Bristol. The website allows users to discover everything Bedminster has to offer, including being able to purchase goods directly from the website for collection or delivery, ordering food for dine in or pick up, or simply browsing the directory of local businesses.

**WEAREBS3**

## Measure SU1.4: Incentives for physical activity

### Description

Providing incentives for active travel, or other physical activity, can help to introduce people to another way to travel which may become a longer-term habit. They can make travelling by these modes more feasible and attractive, especially for people who don't have a car or access to a bicycle. Incentives could cover a variety of schemes, including some that may cover the entire cost of travel or some that subsidise. Examples of incentive schemes include loan bike schemes, cycle training such as through cycle buddies, or reward schemes for travelling via active travel.

### Benefits

Incentives should:

- Create better understanding of, and support for, sustainable travel options, leading to increased usage.
- Reduce private vehicle miles.
- Promote the existing active travel options available, and therefore increase physical activity and improve health and wellbeing.
- Increase the proportion of journeys made via sustainable modes of transport.

### Possible locations

Incentives can be provided across all place types, as take up of different modes varies across the county.

### Case study: Cycle to Work Scheme

Cycle to work is an employee benefit which is operated as a salary sacrifice, meaning an employee agrees to give up some of their gross salary (before tax) in exchange for a benefit e.g., a new bike or accessories. By having a salary sacrifice, they are reducing the amount of income tax and National Insurance paid, which is where the savings are made. The amount saved is dependent on your tax bracket, but it is predicted that 20% taxpayers

### Measure SU1.4: Incentives for physical activity

can save 28%, 40% taxpayers can save 42%, and 45% taxpayers can save 47% on the cost of a bike and accessories.

#### Case Study: Borrow A Bike scheme, West of England

The Borrow A Bike scheme is a free service, funded by the four local authorities in the West of England, including Bristol, Bath & NE Somerset, South Gloucestershire and North Somerset. The scheme is available to people living, working or studying within the local authority areas only. Interested parties must fill out an online application form, selecting their preferred bike from a regular bike, folding bike or e-bike. Once approved and a deposit paid, the bike can be picked up from several locations across the region.



Whilst loan periods differ across the local authorities, city bike and folding bikes tend to be loaned for 4-week period, whilst e-bikes can be kept for 2 weeks. All bikes come with a lock, storage on the bike, lights and a bell, with additional battery chargers for e-bikes.

#### Case Study: Health insurance providers

Some health insurance providers, such as Vitality, offer plans that reward active lifestyles. Customers with qualifying plans can download an app and connect it with a fitness tracker to earn points based on levels and intensity of activities. All movement counts, including walking, running, dancing or gym classes. These points can be turned into rewards such as free coffees or treats, free cinema tickets, and discounts on various brands such as Fitbit, Garmi, Nike and Expedia.

### Measure SU1.5: Interventions for vulnerable road users

#### Description

Workshops intend to provide either face-to-face or virtual training to ensure the safety of older or more vulnerable road users and to support them in understanding the options available. Workshops could cover how to stay safer driving for longer and when the right time is to consider retirement from driving, the take up of new technology on our network such as EVs, supporting a shift to sustainable modes, and an overview of the travel options and facilities available.

#### Benefits

Workshops would aim to:

- Create better understanding of, and support for, sustainable travel options, leading to increased usage.
- Promote the existing active travel options available, and therefore physical activity to improve health and wellbeing.
- Increase the proportion of journeys made via sustainable modes of transport. Enabling the older population to stay mobile even if they consider retirement from driving.
- Improve road safety.
- Reduce private vehicle miles travelled and support the shift to low carbon modes, helping reduce carbon emissions due to transport.

#### Possible locations

Incentives can be provided across all place types, as take up of different modes varies across the county.

## Measure SU1.5: Interventions for vulnerable road users

### Case study: Road Safety GB Academy

Road Safety GB Academy has launched two online training courses relating to older road users. The first course is aimed at Approved Driving Instructors (ADI) and Potential Driving Instructors (PDI) who have limited experience of older drivers and want to learn how to better support them. The challenges faced by older drivers are complex, with few instructors receiving advice on these issues as part of their training. Topics covered in the course include the type of collisions experienced by older drivers, eyesight, hazard perceptions skills, diabetes and preparing for retirement from driving.

The second course introduces road safety practitioners to the range of medical conditions and societal challenges faced by older drivers, with the aim of helping them develop interventions to support and maximise the safety of older road users. The course covers a range of common issues associated with the ageing process including eyesight, hazard perception skills, cognitive processing, strength and flexibility and medication.

## Measure SU1.6: Cycle training to improve skills and confidence

### Description

Cycle training aims to encourage more people to cycle by building confidence and improving cycling skills. Training will also help trainees understand the rules of the road and how to stay safe. Training courses should be accessible to all children, teenagers, adults and riders with special educational needs and disabilities (SEND).

### Benefits

Cycle training would aim to:

- Increase confidence in people to take up cycling, increasing the proportion of journeys made by active travel options available, and therefore physical activity to improve health and wellbeing.
- Create reliable, and convenient alternatives to private car journeys, helping to provide reliable end-to-end journeys.
- Reduce private vehicle miles travelled and support the shift to low carbon modes, helping reduce carbon emissions due to transport.
- Improve health outcomes through reduction of emissions and an increase physical activity across Wiltshire.

### Possible locations

Training can be held across the county, and could be hosted at workplaces, schools for both children and parents, and leisure facilities e.g. leisure centres.

### Case study: Bikeability

Bikeability is the Government's national cycle training programme, that helps trainees to learn practical skills and understand how to cycle on today's roads. The schools Bikeability programme already exists across our county, with children benefitting from access to training. Since 2007, more than five million children in England have completed Bikeability's cycle training.

Bikeability provides SEND training, specially designed to improve access to and the experience of cycling for individuals with SEND.





## Measure SU1.7: Rollout of safety apps

### Description

Safety apps are downloadable smartphone applications to assist with workplace or personal safety. Apps are designed to allow users to prepare for and react to emergencies quickly and easily. They can offer GPS tracking, in-app alarms, emergency panic buttons, video monitoring and notifications for selected friends and family.

### Benefits

- These apps aim to improve psychological and perceived safety, enabling people to travel more comfortably and confidently, especially when travelling in dark hours.

### Possible locations

Safety apps are available to anyone with access to a smartphone. Many safety apps offer free versions with access to its basic personal safety features. Membership options offer upgrades to the free plans that can include 24/7 roadside assistance, reimbursement for theft of smartphones and 24/7 emergency dispatch to the phones GPS location.

### Case study: Life360

Life360 is a location-sharing app that anyone can use and has free as well as paid membership options. The app is designed to keep families, partners, and friends connected and safe. It can be used to locate someone traveling, receive alerts when a loved one arrives or leaves a location, and detect car crashes on impact. Free features include limited place alerts (e.g. alerts when a connection enters or leaves a location such as school or work), two-day location history, crash detection, and SOS help alert. Life360 has around 4 million members in the UK.



## Measure SU1.8: Mobility credits

### Description

Mobility credits allow for people to travel on public transport and other transport services such as car clubs, bikeshare, taxis and on-demand bus services, using 'credits'. The credits could be accessed via a mobility app or a pre-paid card for the user to spend on the services that they wish. Credits can be made available to overcome a wide range of challenges such as those on low incomes, looking for work, or at risk of social isolation.

### Benefits

Benefits of mobility credits are listed below:

- For people at risk of social isolation, mobility credits provide an opportunity to try out public transport in an affordable way and access opportunities across the county and improving quality of live.
- Improve connectivity resulting in reduced social isolation.

### Possible locations

Across Wiltshire, targeting deprived areas where people are at higher risk of social isolation.

### Case study: Solent Future Transport Zone (FTZ)

The Solent Future Transport Zone (FTZ) is delivering the largest mobility credits trial in the UK. The Mobility Credits project has launched in four areas and is providing Breeze Vouchers to use on public transport for 760 residents aged under 30 who meet carefully selected low-income criteria. Participants will receive a £50 Mobility Credit Voucher every

### Measure SU1.8: Mobility credits

month for 12 months (a total value of £600), that can be used to buy tickets for nearly all types of transport available.

### Measure SU1.9: Implement Mobility as a Service (MaaS)

#### Description

In response to the increasing availability of data in transport, Mobility as a Service (MaaS) aims to package different modes and services together into one mobile application or online platform to make the planning and payment of trips easier for people and businesses. MaaS platforms integrate and analyse data from multiple modes of transport, such as rail, bus, taxi and cycle hire, to offer choice in journey planning to consumers, all in one place. They allow users to access service timetabling data, along with the ability to purchase tickets digitally.

MaaS platforms could also incorporate mobility credits, incentives and rewards to encourage the use of sustainable travel.

Wiltshire has its own travel planning online platform, Connecting Wiltshire, that is focused on making travel simple - simple to find information, simple to understand, simple to use. Connecting Wiltshire aims to help people travel sustainably, providing better transport information and services for residents, commuters, and visitors, and suggesting alternative ways to travel that could save money and time. It also provides practical tips on using different ways of travelling to improve health and wellbeing and protect the environment across Wiltshire.

#### Benefits

MaaS platforms aim to:

- Create better understanding of, and support for, sustainable travel options, leading to increased usage.
- Provide improved transport options over and above single occupant car journeys to improve efficiency of transport movement.
- Support mode shift to sustainable and active modes; reducing private vehicle miles and therefore reducing carbon emissions associated with transport trips.
- Increase awareness and ability to access services / opportunities / amenities both locally and across the county. MaaS provides reliable, multi-modal connectivity between destinations.
- Increase reliability of the transport network as the MaaS network is more adaptable than traditional fixed-service public transport network.
- Encourage the uptake of electrically powered vehicles, with options available for app users to access EV car clubs, e-bikes and e-scooters as part of their journey.

#### Possible locations

Across Wiltshire, allowing for longer distance journeys across the county to be planned and paid for in one place.

### Case study: Transport for West Midlands Mobility as a Service (MaaS) app

In 2018, Transport for West Midlands launched a trial for its MaaS app, with the region-wide launch planned for 2024. It provides customers with options to plan journeys, receive live travel information and book and pay for all local transport options – including buses, trains, trams, e-Scooters, walking, cycle hire, taxis, Demand Responsive Transport (DRT),

### Measure SU1.9: Implement Mobility as a Service (MaaS)

car rental, car club and parking. The app provides customers with the most convenient, cost-effective and sustainable option, tailored to their individual preferences.



Solent Transport

#### Case Study: Breeze MaaS app, Solent Transport

The Breeze app is the UK's first multi-city MaaS platform, connecting Southampton, Portsmouth, and the Isle of Wight in one app. The app features routing for several modes including buses, trains, ferries, bikes, and e-scooters, with car sharing services soon to be available as another mode of travel. The app provides smart routes to help users quickly arrive to their destination with the best combinations of mobility modes. It includes real time transport updates, in-app tickets and integrations with e-scooter and bike sharing services, allowing for a complete end-to-end travel experience.

### Measure SU1.10: Reduced carbon intensity of travel via more efficient driving

#### Description

More efficient driving, or eco-driving, aims to reduce fuel consumption from road transport so that less fuel is used to travel the same distance. This could be encouraged via promotional campaigns (such as via social media posts, posters, leaflets, or other advertisements) and could specifically target key employers or education providers for older teenagers (such as through travel planning or educational materials).

Eco-driving includes:

- Driving smoothly – anticipating the road as far ahead as possible to avoid unnecessary braking and acceleration. Maintaining a greater distance from the vehicle in front allows cars to adapt their speed without necessarily using the brakes.
- Shifting up early to a higher gear – driving at high revs increases fuel consumption. Changing gear by around 2,000rpm when accelerating should improve consumption.
- Avoiding excessive speeds – at high speeds fuel consumption increases dramatically. For EVs, the increase in energy consumption at high speeds is even greater.
- Switching off engines – many newer cars automatically turn off when stationary in neutral. With cars that don't, it is suggested engines are turned off if the vehicle likely to be stationary for more than a minute.
- Checking tyre pressure – under-inflated tyres increase fuel consumption and can be dangerous.
- Removing roof racks, boxes and bars when not needed – all increase drag and fuel costs, especially at higher speeds.
- Opening windows – this is more fuel efficient than using air conditioning when driving.

#### Benefits

More efficient driving would:

- Reduce fuel consumption on each journey, helping to save on fuel costs and reduce total greenhouse gas emissions due to transport.
- Improve road safety.

#### Possible locations

## Measure SU1.10: Reduced carbon intensity of travel via more efficient driving

Across Wiltshire.

### Case study: British Gas Young Driver Academy (YDA)

British Gas has launched a YDA to improve the safety of its employees and other road users. Whilst under 25s hold fewer than 1 in 14 licences, they are involved in 20% of fatal and serious injury crashes in the UK and are identified as the single biggest risk group.

The YDA programme comprises nine units, delivered during six 'on the job' half day visits. Fuel efficiency, or eco-driving training, is a key part of the YDA and goes hand-in-hand with safety. The eco-driving element of the training follows the format developed and approved by Energy Saving Trust, and is subsidised by Energy Saving Trust, through funding from the Department of Transport. Drivers are measured on their miles per gallon performance and safety scores generated from in-van systems that monitors harsh manoeuvres such as speed, acceleration, braking and cornering. Smartphone apps enable drivers to monitor their own safety scores and undertake weekly walk-around vehicle checks.

Policy SU2: Work in partnership with Government bodies, stakeholders to improve transport for all.

Objectives met:



## Measure SU2.1: Working with businesses to facilitate home working and flexible working

### Description

Working with businesses to facilitate home working and flexible working patterns to avoid peak times where possible, aims to reduce congestion and delays during the traditional peak hours and reduce overall vehicle miles travelled. Working from home and increased flexibility of hours, whilst not applicable across all industries, can reduce the need to travel from home to an office location or distributes traffic across more hours. It can also support those who are unable to travel for work some or all of the time, such as due to health conditions, enabling them to remain in or re-enter the workforce.

### Benefits

Encouraging the working from home and flexible working would:

- Reduce private vehicle miles and reduce the total carbon emissions due to transport.
- Increase opportunities to employment. Less requirement to commute may open up new opportunities further afield and greater flexibility in working location can support employee wellbeing.
- Support those who are unable to travel for work some or all of the time, such as due to health conditions, enabling them to remain in or re-enter the workforce.
- Reduce traffic congestion and delays on the road network.
- Minimise the impacts of travel on communities and natural and historic sites.

### Possible locations

Across Wiltshire.

## Measure SU2.2: Providing, or supporting applications for, grants to businesses and community groups for active travel facilities

### Description

Grant programmes aim to help business and community groups make an immediate impact by awarding funding, or supporting applications for funding, to develop, expand and improve active travel facilities, improve accessibility, and encourage uptake. Providing these facilities can make it more feasible and attractive to travel via sustainable modes. For example, businesses, or other destinations, could provide secure cycle parking, showers, and access to bicycle repair tools. Providing grant fundings enables organisations to take ownership of their own sustainable transport journey and ensure that the facilities meet their specific needs.

### Benefits

The provision of grants or support in applications would help to:

- Increase the proportion of journeys made by active travel, improving physical activity and health and wellbeing.
- Make active travel the natural choices for shorter journeys.
- Reduce private vehicle miles and reduce the total carbon emissions due to transport.

### Possible locations

Submissions from any business or community group across Wiltshire would be eligible to apply for grant funding.

### Case Study: West of England grants and funding

North Somerset Council has offered travel grants for businesses. North Somerset-based organisations have been able to apply for match-funding of up to £3,000 for new on-site facilities and initiatives, match-funded up to a maximum of 50%. This match is usually financial but can be partly in kind (e.g. the provision of promotional events or other measures to amplify the effect of the scheme itself). Examples of initiatives include provision of pool bikes for staff, new or improved active travel facilities and provision of car sharing bays in staff car parks.

North Somerset Council also offer free Dr Bike at events for businesses, to fund an experienced mechanic to carry out minor repairs to staff bikes.

Policy SU3: Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered.

Objectives met:



### Measure SU3.1: Coordination of streetworks and roadworks

#### Description

Streetworks and roadworks cause significant disruption to people's journeys and congestion each year, costing the economy and individuals. Streetworks are carried out by utility companies (water, gas, electricity and telecommunications) to install, repair or maintain the vital services on which we all rely. Roadworks are carried out by the highway authority to maintain the roads or, for example, to install cycle or bus lanes. Planning, managing and coordinating these works effectively, where possible, can minimise or reduce the impact that essential works have on the transport network.

Further information on this measure will be available in our upcoming Network Management Plan.

#### Benefits

Coordination of essential works will:

- Reduce congestion and delays on the network by minimising the disruption associated with works. This in turn should reduce emissions due to transport.
- Keep traffic flowing to maintain journey time reliability on the network.

#### Possible locations

The coordination of works should be considered before any installation or maintenance is undertaken on the network. This applies to all works across Wiltshire.

### Measure SU3.2: Network maintenance

#### Description

There is a need to make network maintenance more efficient, pro-active and preventative wherever possible, as opposed to reactively responding to faults when they occur on the transport network. Maintenance should ensure that the network is safe and resilient. Further information on this measure will be available in our upcoming Asset Management Plan.

#### Benefits

Network maintenance will:

- Ensure that the network operates efficiently to reduce incidents, congestion and associated emissions.
- Provide reliable and efficient journey times through good quality infrastructure, helping economic growth and improving accessibility to services.
- Ensure that the network is more resilient to future changes including climate change.
- Minimise the disruption of travel on people and businesses.

#### Possible locations

This applies to all works across Wiltshire.

### Measure SU3.3: Establish and actively manage a road classification, road layout and road user hierarchy

#### Description

Roads have multiple functions serve different types of use: for example, motorways and key A roads facilitate quick, direct, longer distance journeys primarily for those driving, including buses, coaches, cars, and lorries. In contrast, residential streets provide safe

### Measure SU3.3: Establish and actively manage a road classification, road layout and road user hierarchy

access to homes for people travelling in a wide range of different ways, and can also be used for playing and socialising.

The classification, layout and hierarchy of the roads on our network need to be appropriate for their context and functions. Road layouts should prioritise the safety of people, particularly vulnerable users such as children, those with disabilities, and those travel by active modes.

The draft Local Plan Review sets out a general hierarchy of users to be considered and can be found in Section 3.3 of the Core LTP4 Strategy. We will develop a more detailed hierarchy based on different road classifications. The hierarchy will clearly outline the order in which we will consider different modes of transport in policy development and scheme design, depending on the road type.

#### Benefits

This will help to:

- Encourage a shift to sustainable modes, particularly in locations where users may currently feel unsafe, reducing vehicle miles. This will have positive impacts from physical activity on health and wellbeing.
- Make active travel the natural choices for shorter journeys, or part of a longer journey, helping to increase access to local services through active modes due to the hierarchy.
- Increase safety by routing different vehicle types appropriately and reducing larger vehicles interactions with people where possible. Routing traffic appropriately will also improve journey time reliability and improve traffic flow on key corridors.
- Minimise the impacts of travel on communities and natural and historic sites through routing traffic away from sensitive areas.

#### Possible locations

This measure would be applicable to all roads in Wiltshire, acknowledging the need for different approaches for different road types.

### Measure SU3.4: Support for Masterplanning

#### Description

A Masterplan is a way to plan the future of an area over the long term. It sets out the vision for an area, capturing a view of how it should evolve, and includes a roadmap for managing development and growth over that time. Having a masterplan helps balance the need to develop and improve the areas where we live and work with our responsibility to make sure nature and the environment and neighbouring areas are not negatively affected. Masterplans are created in consultation with the people or groups who may be impacted by an area's development.

There are already some masterplans in place, such as the One Plan Town Centre Masterplan for Chippenham, a masterplan for Coopers Tires factory site in Melksham, and Salisbury River Park Masterplan.

We will collaborate with our Parish and Town Councils and the Wiltshire Council Spatial Planning team to support ongoing Masterplanning work and ensure that transport is a central consideration.

#### Benefits

Masterplans help to:

### Measure SU3.4: Support for Masterplanning

- Reduce the focus on cars and private vehicle miles. Areas can be designed to promote sustainable transport and provide priority to these modes helping to increase their use.
- Increase the ability to live locally. Masterplans aim to create better spaces for people to live, work and play. People are able to access amenities via active or sustainable modes.
- Rebalance the use of local streets to improve safety and favour people rather than vehicles.
- Improve connectivity resulting in reduced social isolation.

#### Possible locations

Masterplans are often produced for larger towns and cities, as well as for new residential settlements, schools, specific sites, neighbourhoods or areas.

#### Case Study: Town Centre Masterplan for Chippenham: One Plan

The Chippenham Town Centre Partnership Board has produced the One Plan for Chippenham, which begins the process of bringing together existing plans and proposals into a single plan specifically focused on making things happen. The One Plan draws on the Town Council's Neighbourhood Plan as well as work undertaken by the Town Team and other community stakeholders. It takes on board the aspirations of landowners and the town centre business community.

The One Plan has purposely focused on several key projects that would boost the economy and support the vibrancy and sustainability of the town centre. Many of these schemes are focused on features that make Chippenham such a wonderful place to live, work and play. These include beautiful natural settings such as the river, Chippenham's historic heritage, and making more of our town centre spaces and regeneration opportunities.

#### Case Study: South Gloucestershire Masterplans

South Gloucestershire Council worked with local stakeholders and the community to develop an infrastructure led Masterplan for the Severnside area. The Masterplan identifies challenges and opportunities in the area and sets a vision and objectives for development over the next thirty years. The Masterplan highlights measures to take to achieve the objectives, which involves working in partnership with local businesses, the community and key stakeholders to deliver.



Severnside Masterplan, South Gloucestershire 2022

### Measure SU3.5: Adopt 'Vision Zero' ambition and 'Safe System' approach

#### Description

We have a commitment to Vision Zero – the elimination of all deaths and serious injuries from road traffic collisions. Fatal and serious road traffic collisions have huge negative impacts on individuals, their families and communities, and disproportionately affect deprived areas.

To support this, we will be taking a Safe System approach. We understand that people make mistakes, and the human body is vulnerable. We need all parts of our transport system (roads and roadsides, speeds, vehicles, users, and post-collision response) to work together effectively to ensure safety for all, despite our vulnerabilities. Some



### Measure SU3.5: Adopt 'Vision Zero' ambition and 'Safe System' approach

collisions may still occur, but the focus is on preventing death and life-changing injuries. There is a shared responsibility between many parties, such as road users, road designers and managers, and vehicle manufacturers, and we all must take appropriate action.

We will continue to work in collaboration with other public sector agencies through the Wiltshire and Swindon Road Safety Partnership.

#### Benefits

These commitments will help to:

- Promote a healthy, safe and secure network for all users that promotes active travel and supports improved health and wellbeing.
- Rebalance the use of local streets to improve safety and favour people rather than vehicles.

#### Possible locations

This approach should be applied across the transport network in Wiltshire.

### Case Study: Vision Zero South West

Vision Zero South West is the road safety partnership working to reduce fatal and serious collisions in Devon and Cornwall. It is a collaboration between several organisations including Police, Fire and Rescue and NHS trusts, working together for a shared commitment to cut the number of deaths and serious injuries in the region to zero. The organisation is led by a partnership board that meets quarterly to discuss ideas and decide what actions can be taken to further drive down the number of people killed or seriously injured, whilst an Operational Delivery Group is tasked with carrying out practical projects with the specific aim of reducing deaths and serious injuries.

For winter 2024, Vision Zero South West is working with local pubs and clubs to reduce drink and drug driving. Participating venues will be offering free non-alcoholic drinks to designated drivers who are doing their bit to make sure their friends, colleagues and family members get home safely.

### Measure SU3.9: Refresh our transport policies and plans

#### Description

We are committed to monitoring national and regional Government guidelines and requirements, and ensuring our policies and plans remain relevant. For example, we anticipate that we will regularly refresh our Bus Service Improvement Plan to ensure it remains up to date and so we can maximise national funding opportunities.

#### Benefits

This will help to:

- Promote a healthy, safe and accessible network, that is up to date with relevant legislation and guidelines, helping to increase access to services and opportunities for all.
- Create good levels of accessibility across the county opening up more opportunities for all and improving quality of life. Unlocking further funding will allow us to improve our infrastructure for active travel and other sustainable modes across the county, helping to provide a high quality and reliable network.
- Maximise the uptake of energy efficient and zero or ultra low emission vehicles and autonomous vehicles. National and regional guidelines have a strong focus on the shift

### **Measure SU3.9: Refresh our transport policies and plans**

towards lower polluting vehicles, and we must be aware of funding opportunities that could help facilitate the shift in Wiltshire to low emissions vehicles through grants or electric charging infrastructure.

#### **Possible locations**

County-wide.

# **Wiltshire Council**

## **Local Transport Plan 4**

### **(LTP4) 2024**

**Wiltshire Council**

The logo for Wiltshire Council, featuring a stylized white wave or swoosh underneath the text.

This document was published by Wiltshire Council



# Wiltshire Council Local Transport Plan 4

Rural Areas sub-strategy  
March 2025

Wiltshire Council

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# 1. Introduction to place-based sub-strategies

This document contains one of our three place-based LTP4 sub-strategies and should be read alongside our Core LTP4 Strategy, other place-based sub-strategies, and county-wide sub-strategies, as well as the Integrated Sustainability Assessment (ISA) and Carbon Paper.

The three place types are as follows, and are shown geographically in Figure 1-1:

- Principal Settlements.
- Market Towns.
- Rural Areas, including Local Service Centres.

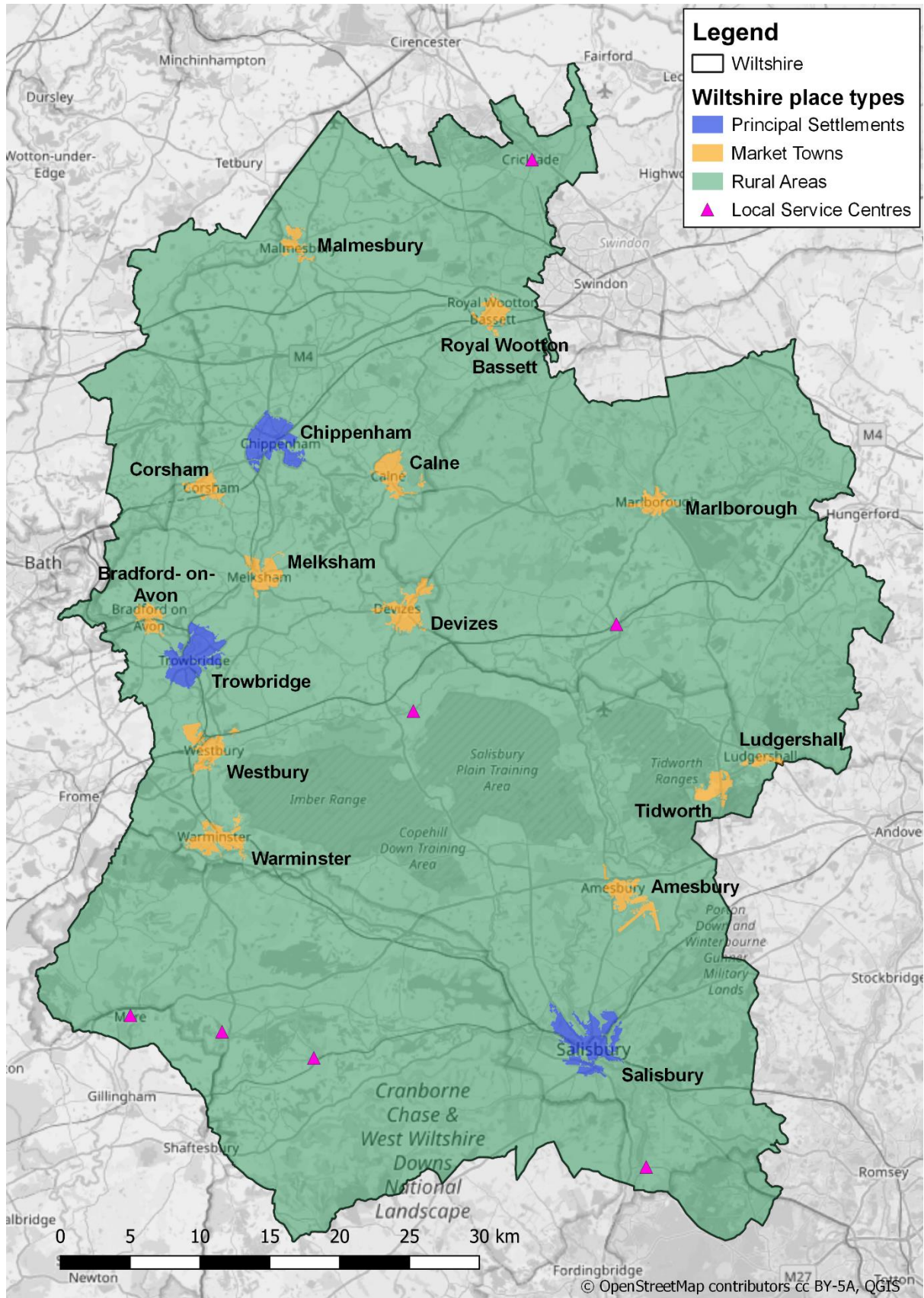
Each of the place-based sub-strategies contains information on the specific policies and measures that are applicable to the place type, and an overview of how each place type could look if the vision and objectives were realised. Measures relating to freight, parking, EV charging, and strategic transport (bus, rail and highways) are included in the county-wide sub-strategies rather than the place-based sub-strategies.

All the place-based sub-strategies follow the same structure:




- Introduction to place type.
- Vision and objectives, applied to the place type.
- Policies and measures for the place type, structured by our Avoid, Shift, and Improve policy areas. The final section (Section 3) contains the Support measures which would be applied across all place types in support of the Avoid, Shift, and Improve measures. All the policies and measures included in the place-based sub-strategies are summarised in Table 1-1.

A glossary of key terms and acronyms is provided in Appendix C of the Core LTP4 Strategy.


Figure 1-1 – Wiltshire place types



**Table 1-1 Summary of place-based measures**

Policy area	Measure	Place-based sub-strategies			
		Principal Settlements	Market Towns	Rural Areas	Overarching
<b>Avoid unnecessary travel</b> 	<b>A1</b> Reduce the need to travel as often through combining journeys and providing digital options				
	A1.1: Improving ultrafast fibre coverage to enable access to online services	✓	✓	✓	
	<b>A2</b> Enabling access to services, jobs and other destinations within closer reach				
	A2.1: Co-working spaces	✓	✓	✓	
	A2.2: Support improvements to services that can be provided locally to reduce travel	✓	✓	✓	
	A2.3: Ensure design requirements are met for new developments	✓	✓		
	A2.4: Parcel pick-up points at local hubs		✓	✓	
<b>Shift to more sustainable modes of transport</b> 	<b>S1</b> Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality				
	S1.1: Deliver the infrastructure improvements identified in our Local Cycling and Walking Infrastructure Plans (LCWIPs)	✓	✓	✓	
	S1.2: Public realm improvements	✓	✓	✓	
	S1.3: Wayfinding	✓	✓	✓	
	S1.4: Cycle parking	✓	✓	✓	
	S1.5: Safer movement for active travel	✓	✓	✓	
	S1.6: Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas	✓	✓	✓	
	S1.7: Cycle hire schemes, including e-bikes, e-scooters and cargo bikes	✓	✓	✓	
	<b>S2</b> Provide more public and shared transport options, and improve service quality				
	S2.3: Ride sharing, including shared taxis	✓	✓	✓	
	<b>S3</b> Provide better access to public and shared transport services				
S3.1: Improve access to and from public transport stops and stations by sustainable modes of travel	✓	✓	✓		
S3.6: Mobility hubs	✓	✓	✓		
<b>Improve vehicle, fuel and network efficiency</b> 	<b>I1</b> Facilitate and encourage move to low and zero emission vehicles				
	I1.12: Expand EV car club coverage	✓	✓	✓	
	<b>I2</b> Enable safer, more efficient driving and operation of road networks				
	I2.1: Improve our use of technology in traffic and congestion monitoring	✓	✓		
	I2.2: Engage with and prepare for the rollout of new transport technologies	✓			
<b>Support and enable</b>	<b>SU1</b> Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport				



Policy area	Measure	Place-based sub-strategies			
		Principal Settlements	Market Towns	Rural Areas	Overarching
delivery of the Avoid, Shift and Improve policy areas 	SU1.1: Raise awareness of sustainable travel options				✓
	SU1.2: Travel plans				✓
	SU1.3: Raise awareness of local facilities, amenities and services				✓
	SU1.4: Incentives for physical activity				✓
	SU1.5: Interventions for vulnerable road users				✓
	SU1.6: Cycle training to improve skills and confidence				✓
	SU1.7: Rollout of safety apps				✓
	SU1.8: Mobility credits				✓
	SU1.9: Implement Mobility as a Service (MaaS)				✓
	SU1.10: Reduced carbon intensity of travel via more efficient driving				✓
	<b>SU2</b> Work in partnership with Government bodies, stakeholders to improve transport for all				
	SU2.1: Working with businesses to facilitate home working and flexible working				✓
	SU2.2: Providing, or supporting applications for, grants to businesses and community groups for active travel facilities				✓
	<b>SU3</b> Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered				
	SU3.1: Coordination of streetworks and roadworks				✓
	SU3.2: Network maintenance				✓
	SU3.3: Establish and actively manage a road classification, road layout and road user hierarchy				✓
	SU3.4: Support for Masterplanning				✓
	SU3.5: Adopt 'Vision Zero' ambition and Safe System approach				✓
	SU3.9: Refresh our transport policies and plans				✓

## 2. Rural Areas sub-strategy

### 2.1. Introduction to Rural Areas

#### 2.1.1. Introduction

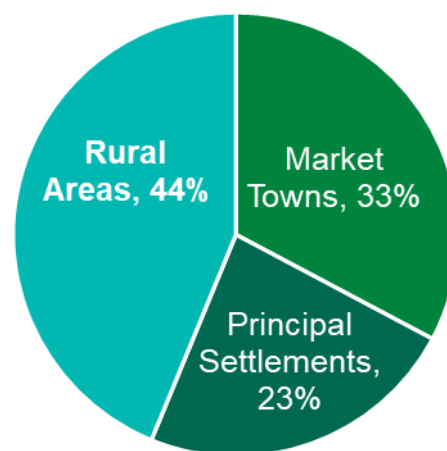
In terms of area, Wiltshire is predominantly rural as shown in Figure 41, with 93.3% of the county's area classified as rural. The LTP4's place-based approach enables different measures to be taken in different areas, which is especially beneficial with the vast differences in characteristics between the urban and rural areas of Wiltshire.

There is a large diversity of places within these **Rural Areas**: as defined in the Local Plan Review (2023), there are seven Local Service Centres, 58 Large Villages and 148 Small Villages across Wiltshire's Rural Areas.

Overall, **44% of Wiltshire's population** (226,000 people) live in rural areas.

On average, the **population density of the Rural Areas is 4 people per hectare**: by far the lowest out of the three place types.

**Figure 2-1 - Proportion of population in each place type**



High Street, Cricklade

The Local Service Centres are Pewsey, Market Lavington, Cricklade, Tisbury, Mere, Downton and Wilton. They each serve a surrounding rural hinterland and provide access to facilities and services. Some of Wiltshire's military bases are located in rural areas in the east of the county.


The Large and Small Villages have a more limited range of employment, services and facilities.



Semington Road Bridge, over the Kennet and Avon Canal

### 2.1.2. Typical challenges and opportunities

Table 2-1 LTP4 challenges and opportunities in Rural Areas

LTP4 challenges and opportunities in Rural Areas	
	<p><b>Rurality</b></p> <p>The varied, dispersed and largely rural nature of Wiltshire means many people have to rely on their cars, and presents challenges around connectivity by other modes, which can lead to <b>social isolation</b>.</p> <ul style="list-style-type: none"> <li>• Around 90% of Wiltshire’s road network is classified as rural (375 miles), and many people rely on their cars out of necessity in Rural Areas. Figure 2-2 shows the geographical barriers index of the Indices of Deprivation; many of our Rural Areas are in the most deprived 20% in terms of barriers to housing and services.<sup>1</sup></li> <li>• There is mostly a low risk of transport related social exclusion, relating to high levels of car ownership. There are some areas that are at higher risk, however, including Purton, Pewsey, Mere and Wilton areas<sup>2</sup>.</li> <li>• Approximately 51% use a car or van to travel to work; 39% work from home; 7% use active modes. A higher proportion of people work from home in Rural Areas compared to Principal Settlements (31%) and Market Towns (30%).</li> </ul>

<sup>1</sup> English indices of deprivation 2019, barriers to housing and services index.

<sup>2</sup> *Transport for the North Transport Related Social Exclusion*, Data publicly available here: [Transport-related social exclusion in England \(transportforthenorth.com\)](https://transportforthenorth.com)

- People generally travel further to get to work than the other place types and the national average. The proportion of people who travel 'less than 10km' (approx. 6 miles) is less than the national average, while proportion who travel '10-30km' (approx. 6-19 miles) and '30km and over' (approx. 19 miles and over) is more than the national average.
- Public transport access is more limited in Rural Areas; there are many areas where up to 30% of postcodes are not within a 15-minute walk of a public transport access point, and some areas where this increases to more than 40% (such as Purton and Cricklade and Latton to the north, Kennet Valley and Pewsey to the east, Tisbury and Nadder and East Knoyle to the south, and Corsham Without and Box Hill to the west).<sup>3</sup>
- DRT provides an opportunity to provide public transport options in Rural Areas, reducing social isolation and increasing connectivity to amenities.
- There are several areas where more than 80% of the population are unable to access a town centre within 30 minutes by public transport (such as the Till and Wyllye Valley, Burbage and The Bedwyns, Aldbourne and Ramsbury, and By Brook).



### Health, wellbeing and safety

There are pockets of **inequality** and **deprivation** across the county related to health, wellbeing, road safety and access to facilities.

- Overall, deprivation is lower in Rural Areas. No Rural Areas are ranked in decile 1 or 2 in the 2019 IMD rankings, whilst areas in Principal Settlements and Market Towns fall into these most deprived rankings. Purton south & Braydon is the only Rural Area that falls into the 3rd decile and suggests this is area with higher levels of deprivation.<sup>4</sup>
- IMD shows that many of the Rural Areas face barriers to accessing housing and services, with a vast proportion of the area falling into the top 20% most deprived relating to this index (Figure 2-2). This index relates to the physical proximity of local services, comprising road distances to important amenities and facilities, such as GPs, schools, post offices and supermarkets. This highlights the longer distances many Wiltshire residents typically face to reach local facilities.
- 8% of households in Rural Areas have no access to a car or van. While this is a smaller proportion than other areas, these residents are at higher risk of social isolation and may struggle to access work, services, leisure opportunities, and other essential facilities. For those with lower incomes who do own a car, the cost of doing so can take up a very large proportion of their income.
- The population is predominantly white; Rural Areas are less diverse than the national average and the other place types in Wiltshire.
- The population in most areas can access a town centre within 30 minutes by car. However, there are some areas where this is not possible for as much as 60-80% of the population.



### Economic growth

**Economic growth** in Wiltshire is slowing and an ageing population poses an increasing challenge.

<sup>3</sup> Journey time statistics, DfT (2019). Includes up to 2km walk to access the public transport stop, 5 minutes waiting time, plus an additional 5 minutes for any interchange required. Further detail can be found on the [DfT website](#).

<sup>4</sup> Index of Multiple Deprivation, 2019

- Level 1-3 (GCSE to A Level) is the most common level of education, but there is also a large proportion of L4+ (e.g., bachelor's degree) qualifications.
- A higher proportion are classified as L1/2/3 (Higher managerial, administrative and professional), L4/5/6 (Lower managerial, administrative and professional) and L8/9 (Small employers and own account workers).
- There are a number of tourist attractions located in the Rural Areas of Wiltshire. Stonehenge and Avebury Stone Circle are key historic attractions; however, several other rural attractions can be found in Wiltshire including Lacock Abbey, Pewsey White Horse, Longleat Safari Park and a number of other National Trust properties.



### Futureproofing transport

The transport network in Wiltshire is not currently prepared for future **maintenance, technological, environmental and societal changes**.

- Wiltshire Council owned EV chargers outside of the Principal Settlements and Market Towns are extremely limited. In the Rural Area, no rapid charging points (25-150kW) can be found, whilst fast charging points (7-22kW) are only located in Pewsey and Tisbury. Limited data is available relating to private charging points.
- The risk of flooding across Wiltshire has increased significantly. It is expected that areas to the north, south and north west of Wiltshire will be badly affected by flooding due to the proximity to the South West, Severn, Thames and South East River Basin Districts located within Wiltshire (see ISA).
- There is a skew towards older age groups compared with national average and other place types.



### Decarbonisation

Wiltshire Council acknowledged a **climate emergency** in 2019, and decarbonising transport is critical to achieving the Council's carbon neutral ambitions.

- Most people based in Rural Areas have little or no choice but to own and use a car for the vast majority of their journeys, due to the relatively sparse population, large travel distances, and limited public and shared transport options. As such, these areas generally have higher levels of transport related greenhouse gas emissions than other place types. The transition to EVs will be an essential part of reducing in transport related greenhouse gas emissions in Rural Areas. Our proposed measures relating to EV charging can be found in the county-wide EV sub-strategy.
- Of the top 10% of areas relating to greenhouse gas emissions from transport, 27 out of 29 are classified as rural.<sup>5</sup> These areas are concentrated to the north of the county around the M4, across the Berkshire and Marlborough Downs to the north east and east, and in the Dorset Downs and Cranborne Chase and New Forest to the south of the county.



### Unique environment

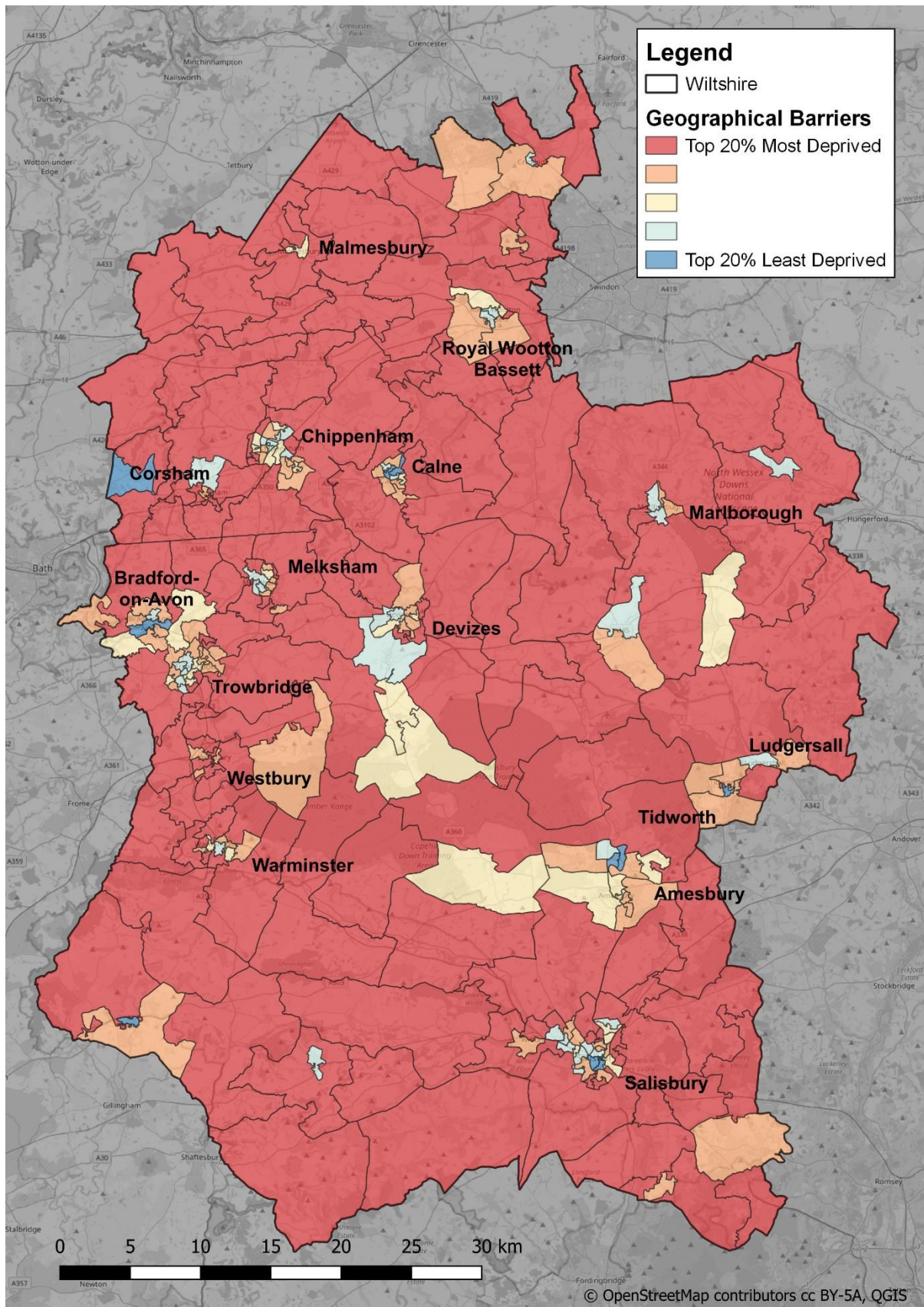
We have a responsibility to **protect** and **enhance** Wiltshire's unique natural, built and historic environments.

- Wiltshire is home to three National Landscapes which encompass almost half of the county: The Cotswolds, Cranborne Chase and West Wiltshire Downs, and The North Wessex Downs.

<sup>5</sup> Centre for Research into Energy Demand Solutions (CREDS). Available at: [www.creds.ac.uk](http://www.creds.ac.uk)

- 
- Wiltshire is also home to part of the New Forest National Park, over 16,000 listed buildings, over 240 conservation areas. Rural Areas are home to the majority of these historic buildings with roughly 200 Grade 1, 450 Grade 2\* and over 8000 Grade 2 Listed Buildings. Wiltshire is also home to Avebury Stone Circle and Stonehenge, two World Heritage Sites.
-

**Figure 2-2 - Indices of Multiple Deprivation – Barriers to housing and services index**



## 2.2. Vision and objectives for Rural Areas

### 2.2.1. Vision



The LTP4 vision sets out a long-term aspiration for Transport in Wiltshire, to 2038 and beyond, of:

A safe and connected transport system which protects the county's unique built, natural and historic environment, making this accessible for all, supports sustainable economic growth across Wiltshire's communities and contributes to a low carbon future.

If the vision were to be achieved, our Rural Areas would become safer, more accessible, more attractive places to live. A greater number of essential services and community run facilities would be available in existing or new local community spaces, allowing residents to access multiple facilities in one location without always needing to travel into a larger town or city, and providing a focal point for social interaction. Rural communities would be less reliant on their cars, with active travel becoming the natural choice for shorter journeys. They would also have greater access to flexible, on-demand transport where there is limited traditional public transport provision. Locals, visitors and tourists alike would have better access to our beautiful countryside and our impressive landmarks via sustainable modes, such as via shuttle buses or safe cycle paths, reducing the number of cars and associated detrimental environmental impacts. Zero emission vehicle car clubs would provide a convenient and flexible option for driving with reduced environmental impact and without needing to own a car, and ample vehicle charging points would allow zero emission vehicle owners to travel without range anxiety.

### 2.2.2. Objectives

**Table 2-2 LTP4 objectives and relevance for Rural Areas**

<b>LTP4 objectives and relevance for Rural Areas</b>	
	<p><b>Supporting rural communities</b></p> <p>To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.</p> <ul style="list-style-type: none"> <li>• Improve digital connectivity in Rural Areas.</li> <li>• Improve access to important amenities and facilities, such as GPs, schools, post offices and supermarkets.</li> <li>• Improve connectivity and reduce the risk of social exclusion through access to high quality, convenient, reliable and affordable shared transport.</li> <li>• Deliver quieter and safer roads, helping active travel to become natural choices for shorter journeys.</li> </ul>
	<p><b>Improving health, wellbeing and safety</b></p> <p>To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.</p>



- Improve access to public and shared transport modes, such as demand responsive services, and improve links beyond Rural Areas.
- Improve access to jobs, training and education locally in Rural Areas where possible, and strengthening links with different parts of the county, helping to enhance opportunities.
- Improve access to essential amenities and facilities, such as GPs, schools, post offices and supermarkets.
- Deliver quieter and safer rural roads, helping active travel to become natural choices for shorter journeys.



### **Economic growth**

To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.

- Increase access to employment opportunities and economic centres, strengthening links between Rural Areas and nearby towns.
- Provide and publicise more sustainable travel options for visitors and tourists.
- Improve digital connectivity in Rural Areas.



### **Futureproofing transport**

To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.

- Increase the provision of public and private electric vehicle charging facilities.
- Improve the transport network's resilience to environmental challenges.
- Provide viable alternatives to travelling by car to help prepare for possible societal and economic changes.
- Understand and prepare for possible technological advancements which may impact transport.



### **Transport decarbonisation**

To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council carbon neutral by 2030, and leading the county towards net zero.

- Facilitate and encourage a transition to low and zero emission vehicles.
- Provide viable alternatives to travelling by car to reduce greenhouse gas emissions.
- Improve local facilities and access to sustainable transport, making these more competitive and convenient options.



### **Protecting and enhancing our unique environments**

To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.

- Reduce traffic in Rural Areas, helping to reduce negative impacts on our unique environments, including historic settlements, monuments, biodiversity and natural landscapes.
- Improve air quality and reduce pollution in Rural Areas.

## 2.3. Policies and measures

### 2.3.1. Introduction

The LTP4 policies are set out in detail in Section 2.3 in our Core LTP4 Strategy.

The following sections consider the policies specifically in the context of Rural Areas and outline the relevant measures we plan to deliver. Within the Rural Areas sub-strategy, the policies are grouped by the Avoid, Shift and Improve policy areas. The measures relating to the Support policy area are covered in Section 3.

These four policy areas sit around the core of the LTP4: the vision and objectives.

Our objectives are set out in Section 2.1 in our Core LTP4 Strategy. Each policy meets some or all our objectives, and these are depicted by the relevant icons.



Objective 1 - To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.



Objective 2 - To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.



Objective 3 - To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.



Objective 4 - To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations



Objective 5 - To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by 2030, and leading the county towards net zero.



Objective 6 - To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.

### 2.3.2. Avoid



**Avoid** unnecessary travel – giving people the choice to reduce the number and length of car trips needed through locating services, jobs and other destinations within closer reach; providing digital options; and combining journeys.

Policy A1: Reduce the need to travel as often through combining journeys and providing digital options.

Objectives met:



#### Measure A1.1: Improving ultrafast fibre coverage to enable access to online services

##### Description

Improving digital connectivity through wider rollout of fibre coverage aims to increase access and awareness to online opportunities, as well as accessibility, across our Rural Areas. Fibre broadband offers faster and more reliable online connection than standard broadband. The UK Government's ambition is for at least 85% of the UK to have access to gigabit capable broadband (broadband connections with speeds of one gigabit per second (1Gbps or 1,000 Megabits per second) or faster) by 2025. As of August 2024, the median broadband speed in the UK was 65Mbps, compared with a median of 57Mbps in Wiltshire (15% lower than the UK median) <sup>6</sup>.

##### Benefits

Improvements to fibre coverage would help to:

- Increase access to jobs, training, education and services via online platforms. Faster and more reliable connections would help to facilitate greater home working and would also improve access to online services such as online GP/health appointments and shopping.
- Improve accessibility through improved opportunities for those with limited physical mobility and reduced cost of travel.
- Reduce the need to travel to access services, especially at peak times, helping to reduce private vehicle miles and congestion.

##### Possible locations

Fibre coverage should be available across our Rural Areas.

##### Case Study: Project Gigabit

Project Gigabit is the Government's flagship £5 billion programme to enable hard-to-reach communities to access fast gigabit-capable broadband.

Wessex Internet won an £18.8m contract funded by Project Gigabit to roll out faster connectivity to around 14,500 homes and businesses in South Wiltshire. The funding will allow Wessex Internet to expand its existing network in the Wylve Valley going across the Salisbury Plain connecting villages surrounding Amesbury to the east and going as far north as Chisbury and Little Bedwyn. All properties will benefit from full fibre connections, delivering connection speeds of up to 10Gbps – much improved on current speeds and reliability.

<sup>6</sup> Fair Internet Report, August 2024 [Wiltshire Broadband Coverage & Stats, Aug 2024 \(fairinternetreport.com\)](https://www.fairinternetreport.com)

## Measure A1.1: Improving ultrafast fibre coverage to enable access to online services

Central and North Wiltshire will soon also benefit from Project Gigabit, further improving internet connectivity for Wiltshire's residents.

Policy A2: Enabling access to services, jobs and other destinations within closer reach

Objectives met: 

## Measure A2.1: Co-working spaces

### Description

Co-working spaces provide a flexible option for those who can work remotely at least some of the time and who may not be able to or want to work from home. Desks can generally be booked by the day, or on a longer-term basis.

With the increased popularity of home and flexible working policies, rural hubs that provide an office environment whilst allowing people to be close to, for example, home, schools or leisure facilities may prove to be a popular option. While they are ideally situated in locations which are accessible by public and shared transport, co-working spaces in Rural Areas may necessitate some car travel due to their dispersed nature; however, they are still likely to reduce overall distances travelled when compared to main office locations.

### Benefits

Co-working spaces / hubs would:

- Reduce vehicle miles by reducing the distance of commuting to work, helping to save time and money.
- Allow people to combine people's daily commitments into one simple trip and increasing the ability to access jobs and opportunities closer to home.
- Make sustainable alternatives to travelling by car more attractive. Reduced trip lengths could facilitate a mode shift away from private vehicle to public transport or by active travel modes.

### Possible locations

Co-working spaces can vary in size, with smaller spaces likely to be suited to Rural Areas, compared to Principal Settlements and Market Towns. They could be located in a variety of places, including larger service centres.

### Case Study: Hatchery

The co-founders of 'Hatchery' are working on a project to redevelop a former dairy farm near Sevenoaks, Kent, into a flexible, rural work hub, which will be hosted by an on-site community management team. The redeveloped site, which they describe as a "rural campus", will offer co-working facilities, alongside flexible, private offices, workshops, studio units, meeting rooms, event spaces, a



### Measure A2.1: Co-working spaces

small on-site café and personal and group training studio.

The project aims to encourage people to use the outdoor space for meetings or during breaks, with restored wetlands and new areas of trees being planted to support the local wildlife and landscape.



Hatchery at Preston Farm - McMullan Studio / Brick Visual



Royal Agricultural University – Farm491

### Case Study Farm491

Farm491 is a rural workspace focused on nurturing agri-tech start-ups and people working on the future of food and farming systems, based at the Royal Agricultural University, Cirencester. It operates across three sites and offers a mix of workshop space, private offices and co-working facilities. The site provides lockers for personal use, unlimited tea and coffee, superfast fibre optic broadband, secure bike parking, fully equipped kitchen and shower facilities, alongside standard office equipment for printing and scanning.

### Measure A2.2: Support improvements to services that can be provided locally to reduce travel

#### Description

Access to essential services can involve lengthy travel for rural residents, some of which may be inaccessible by public transport and active modes, and therefore negatively impacting members of the community who rely on these for some or all of their journeys. An example of how this could be addressed in Rural Areas would be through supporting organisations and businesses to provide mobile services. Mobile shops and services mean that providers would bring their goods and services closer to the customers and residents of our Rural Areas, avoiding the need for multiple people to travel longer distances to access the essentials. These could include mobile grocery shops, takeaways, banks, healthcare facilities and postage facilities. Another example is to support community run services such as community pubs and shops, and local nurseries and baby and toddler groups.

#### Benefits

This would help to:

- Reduce the number, length and cost of trips, the overall distance travelled by car, and road congestion, by providing more opportunities locally.
- Make sustainable alternatives to travelling by car more attractive.
- Improve accessibility between economic centres, business, employees, suppliers and customers.

## Measure A2.2: Support improvements to services that can be provided locally to reduce travel

- Increase equality of access, by increasing the ability for all to live and access services / opportunities locally, including leisure.
- Improved sense of community and place.

### Possible locations

Across our Rural Areas, particularly in village and town centres and potentially rural military bases. Mobile shops and services would be able to travel across Wiltshire, parking in safe locations where accessible for local residents.

### Case Study: InHealth

InHealth is the UK's largest independent provider of mobile healthcare solutions, working in partnership with NHS Trusts and the independent sector. InHealth provides mobile and relocatable vehicles that can be established quickly, with minimal risk and low costs, putting advanced diagnostic capabilities within easy reach of patients and adding capacity to local diagnostic services. All 100+ InHealth mobile units are equipped with modern, state-of-the-art equipment. An independent power source is required, and each unit can connect to IT and telephone points.

## Measure A2.4: Parcel pick-up points at local hubs

### Description

Parcel pick-up and drop off points – often a bank of parcel lockers, a convenience store, or a dedicated parcel shop – allow customers to send or receive parcels. Parcels can be delivered to, or picked up from, the customer's chosen pick-up point close to their home, office or other convenient location.

### Benefits

This would help to:

- Reduce the number of trips and vehicle miles, particularly relating to HGVs and delivery vans. It eliminates the likelihood of repeated failed deliveries.
- Reduce the number of trips by providing access to difference facilities in one location, increasing the opportunities to combine journeys together. Customers can choose where and when to pick up or drop off their parcels to fit into their schedules.
- Reduce total greenhouse gas emissions due to transport.
- Reduce traffic congestion and delays.

### Possible locations

These can be located across multiple different locations, with delivery being market-led. The provision of pick up and drop off facilities could be found in local centres, attached to mobility hubs and shops, where they can tie in with sustainable travel connections. There are currently 'InPost lockers' located across a number of our Rural Areas which are used to receive and send parcels for selected retailers; however, they are primarily located in our larger rural settlements and there could be opportunities to further roll out these lockers.

### 2.3.3. Shift



**Shift** to more sustainable modes of transport – providing better and more accessible options for travel via active travel and shared and public transport.

Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality.

Objectives met:



#### Measure S1.1: Deliver the infrastructure improvements identified in our Local Cycling and Walking Infrastructure Plans (LCWIP)

##### Description

Our LCWIPs provide a comprehensive evidence-based assessment of the important walking and cycling networks routes in our main settlements and make recommendations for top priority improvements to better connect key origins and destinations. The overarching Wiltshire-wide LCWIP outlines the priority inter-urban routes which traverse our Rural Areas, and makes reference to key walking routes to stations which are not covered in the Principal Settlement and Market Town LCWIPs. These routes are essential for enabling active travel, both for transport and leisure purposes. Examples include linking Salisbury to Stonehenge via Porton and linking Hilperton to Semington / Melksham.

These include interventions such as accessibility improvements (like dropped kerbs and tactile paving), formal and informal crossing points, resurfacing, segregated routes, path widening, lighting and signage.

The availability of funding for LCWIP schemes is critical to progressing this measure. Funding will be required for scheme design and appraisal, and relevant environmental and societal impact assessments.

##### Benefits

- Delivery of these routes would help to:
- Encourage active travel to become the natural choices for shorter journeys, or as part of a longer journey, along with improved road safety.
- Improve access to local facilities and amenities for all, including those without a car.
- Promote the key safe and direct walking and cycling routes with the greatest potential to increase active travel and physical activity, resulting in better health and wellbeing.

##### Possible locations

The key corridors identified in the draft county-wide LCWIP.

#### Measure S1.2: Public realm improvements

##### Description

Improvements to the public realm in Rural Areas could include measures such as public seating and places to rest, improvements to green spaces, community artwork, trails, planting, trees, lighting, and CCTV. Improvements to the public realm in Rural Areas could provide attractive places for the community to gather and help to prevent social isolation.

## Measure S1.2: Public realm improvements

This could include enhancing local centres, key active travel routes, and spaces which are or could be used for local events, such as markets or shows. Public realm improvements should be inclusive for all people to enjoy, and designs should take this into account, such as by using paving that is navigable by those with impaired vision. Parish Councils play a vital role in developing and delivering public realm improvements in Rural Areas.

### Benefits

These interventions would help to:

- Increase safety, security and accessibility for those spending time in our Rural Areas, including accessing village halls.
- Enhance the sense of place and community, helping to tackle social isolation.
- Support local businesses and encourage footfall in Rural Areas making them more attractive places for business to invest.
- Encourage an increase in physical activity, helping to improve health and wellbeing.
- Support climate change adaptation – planting and trees can increase shade and support natural water management.

### Possible locations

Across Rural Areas, providing attractive spaces and places to rest, away from busy roads, is crucial to improving public experience and building a sense of community. CCTV and lighting can be used to ensure experiences are safe. Parish Councils play a vital role in developing and delivering public realm improvements.

## Measure S1.3: Wayfinding

### Description

Signage to support navigation when using active travel in our Rural Areas. This could include fingerpost signs, maps, or floor signs. There could be opportunities to make use of technology, for example providing the ability to scan QR codes for more information or to link with journey planning apps. Signage may be best used to locate key amenities in villages, local tourist attractions or active travel routes.

In our Rural Areas, Public Rights of Way are commonly signposted, complemented by waymarking along off-road sections of routes.

### Benefits

These interventions would help to:

- Promote safe, navigable and direct active travel routes for all.
- Ensure our Rural Areas are accessible for visitors and tourists, boosting our local economy.
- Reflect local identity and provide local 'branding' to improve sense of place.
- Encourage an increase in physical activity, helping to improve health and wellbeing.



Wylve Road / Duck Street junction, opposite Langford Parish Hall.

### Possible locations

Along key active travel routes, and signposting to tourist destinations and key amenities.



## Measure S1.4: Cycle parking

### Description

Whilst development in Rural Areas will be limited, the principles in our Design Guide <sup>7</sup> underpin our approach to cycle parking across the county.

Cycle parking at key destinations is essential in facilitating cycle travel for at least part of rural journeys, such as by local shops, in village centres, at schools, leisure facilities, railway stations, and bus stops. Parking provision should be secure, covered and overlooked, and provision of e-bike charging points should be considered.

It may be more likely that residents in Rural Areas will have space to store their own bicycles than in other areas; however, existing residential areas and destinations should be reviewed for opportunities to enhance shared, secure cycle parking facilities, including provision for e-bikes, cargo bikes, or bikes adapted for mobility needs.

### Benefits

These interventions would bring benefits as follows:

- Providing secure cycle parking at destinations, including tourist destinations, will give cyclists more confidence when parking their bikes and enable them to park nearer to their journey's end (or interchange point if cycling for the first or last section), making cycling a more attractive option.
- Providing cycle hangars in residential areas, particularly flats and terraced houses, will allow residents to securely store bicycles, creating the opportunity to buy a bicycle and cycle for at least some trips.
- Increasing the number of people who cycle and the number of cycle trips they make, will encourage an increase in physical activity and help to improve health and wellbeing.
- Ensuring our Rural Areas are accessible for visitors and tourists, helping to boost our local economy.
- Reflecting our local identity and provide local 'branding', improving sense of place.

### Possible locations

Throughout Rural Areas including key tourist and high street destinations and residential areas.

## Measure S1.5: Safer movement for active travel

### Description

Prioritising safer access for active travel in specific, targeted locations can create more pleasant environments and opportunities for more people to feel safe and comfortable to switch to active modes.. Measures to ensure safer movement for active travel would be developed in partnership with local communities to ensure access for those who most need it. Examples of such measures which may be beneficial in Rural Areas are:

- Quiet lanes on key LCWIP routes with low speeds and traffic volumes <sup>8</sup>. These are *“designated minor rural roads intended to pay special attention to the needs of walkers, cyclists, horse riders and the mobility impaired. They are designed to enable*

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<sup>7</sup> [Guidance for Neighbourhood Planning within Wiltshire: Integrating High Quality Design](#)

<sup>8</sup> Such schemes should be accompanied by measures which reduce traffic speeds to 20mph and volumes to less than 200 vehicles per hour.

### Measure S1.5: Safer movement for active travel

users to enjoy country lanes in greater safety and encourage car drivers to respect more vulnerable road users".<sup>9</sup> Measures to create quiet lanes can include gateway features and narrowed entrances, change of surface or planting grass in the centre of the road, and revising traffic signs to direct traffic away from these routes

- School streets, where vehicular access is restricted near to schools at certain times of day, as per our upcoming School Travel Ten Point Plan.
- Physical measures to reduce conflict between users, e.g. flexible wands or stepped kerbs to slow cyclists down on a shared path, or to prevent vehicle access.
- Adjusting road space provision to review how the space is used to cater for different users, either by using road markings or physical measures.

#### Benefits

These interventions would bring benefits as follows:

- Increase road safety, particularly for vulnerable users such as those with disabilities or school children.
- Increase safety and accessibility of active travel in our Rural Areas, making these sustainable alternatives to travelling by car more attractive.
- Encourage an increase in physical activity, helping to improve health and wellbeing.
- Create space for other uses, such as shopping, play, seating and planting.
- Enhance the sense of place and community.

#### Possible locations

In areas likely to have a higher demand for active travel, such as on LCWIP routes, near to schools (triggered by interest expressed by schools) and in local centres.



Pewsey Vale Quiet Lane (2003)

### Measure S1.6: Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas

#### Description

It is important that vehicle speeds are appropriate for the road's context and purpose: right speed, for the right road. We will review vehicle speeds and engage with local communities. In some locations, where there is community support, it may be desirable to reduce vehicle speeds to improve road safety such as near to schools or in residential areas.

<sup>9</sup> CPRE, the countryside charity.

## Measure S1.6: Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas

This can be achieved using a range of different measures. For example, school safety zones can be implemented to manage speed at specific times (pick-up and drop-off).

The following definitions are used in our existing policy on 20mph speed limits and zones as follows.

*20mph zones are defined as areas subject to a 20mph speed restriction which cover a number of roads within a defined area and are supported by the appropriate traffic regulation order and signs. Typically, there will be traffic calming measures at regular intervals throughout the zone to ensure speeds remain consistent throughout its length. This may include the addition of road humps and raised junctions as well as build outs, chicanes pinch points etc., but may also include lighter touch measures where appropriate, such as carriageway roundels.*

*20mph limits are defined as streets where the speed restriction has been reduced to 20mph but do not include the types of physical calming measures typically associated with zones. Drivers are alerted to the presence of the restriction by the use of terminal and repeater signs only.*

In addition, according to our Active Travel Infrastructure Design Standards <sup>10</sup>, quiet streets can provide a more practically feasible option for providing safe cycling routes. They must have under 2,500 vehicles per day, vehicle speeds under 20mph, and no obstacles.

### Benefits

Delivery of new 20mph zones and limits, and quiet routes will help to:

- Improve road safety, particularly for vulnerable users such as children or those with disabilities. The first widespread evaluation of 20mph zones in the UK was carried out by the TRL in 1996 <sup>11</sup>. It found that over the monitoring period, injury accidents reduced by 60% and child injury accidents were reduced by some 67%. A similar positive picture on their use is reflected in Wiltshire.
- Create a more pleasant, less polluted, safer environment for active travel across our Rural Areas.
- Encourage an increase in physical activity, helping to improve health and wellbeing.

### Possible locations

Routes through our Rural Areas where there is a high volume of vulnerable users and where they may be conflicts with vehicles. 20mph zones are to be considered where:

- Roads are currently restricted to a 30mph speed limit.
- There is a proven history of road user conflict with vulnerable users such as child pedestrians.
- There are new residential developments.
- There is an alternative route existing, so drivers are able to avoid the zone.
- On major streets if there is a significant number of journeys on foot or bicycle.

20mph limits are most appropriate where speeds are already low (DfT advises under 24mph) and where the layout and character of the road gives a clear indication to drivers that a lower speed is appropriate.

## Case Study: Spaces for People, Scottish Borders Council

<sup>10</sup> [Active travel infrastructure design standards Consultation Draft.pdf \(wiltshire.gov.uk\)](#)

<sup>11</sup> Transport Research Laboratory, D. Webster, A. Mackie, Review of traffic calming schemes in 20mph zone, 1996.

### **Measure S1.6: Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas**

In 2020, a 20mph trial in over 90 Borders towns and villages was introduced aiming to reduce the risk and severity of collisions between vehicles and vulnerable road users, encourage more active travel, reduce carbon emissions and make these areas more attractive places to visit.

The trial reported clear and obvious safety benefits through that led to the reduced speed limit being made permanent across the region as of January 2023. The trial showed positive change in driver habits, with reduced average speeds helping to reduce the potential for accidents and injuries and making communities feel safer.

### **Measure S1.7: Cycle hire schemes, including e-bikes, e-scooters and cargo bikes**

#### **Description**

There are different types of cycle or scooter hire. Longer term bike hire schemes provide access for a number of days or weeks and can support those who are unable to afford to buy their own bike or e-bike or those who want to try one out before purchasing their own. Shorter term hire schemes can provide users with a quick and flexible way of making a short journey which they may have otherwise made by car or bus, or not been able to make at all. The inclusion of e-bikes in these schemes also opens up the possibility of using shared cycles for longer journeys, or in areas with more varied terrain, which would be particularly valuable in Rural Areas.

#### **Benefits**

Shared bike, e-bike, e-scooter or cargo bike schemes can help to:

- Provide a more flexible mode of transport for short to medium journeys.
- Increase cycling in and around our villages and towns helping this to become a natural choice for shorter journeys, and reduce the number of short car trips.
- Encourage an increase in physical activity, improving health and wellbeing.
- Allow users to try out or regularly use a bike, e-bike or cargo bike without the upfront cost and commitment of purchasing one, making them more accessible.

This measure is also aligned to Policy S2.

#### **Possible locations**

Longer term bike hire schemes could be rolled out across our Rural Areas and could be considered for military bases. Shorter term hire schemes could be piloted in locations such as community hubs, railway stations and bus stops and tourist attractions.

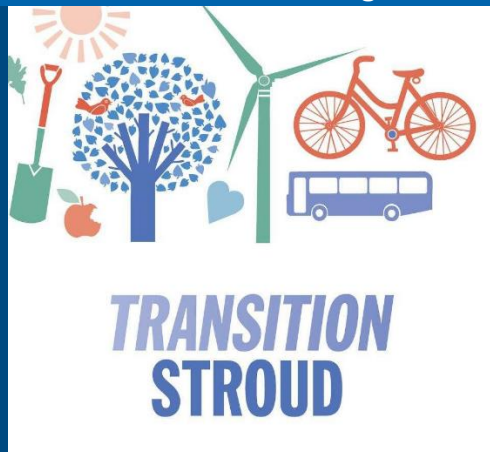
#### **Case study: E-Move, Wales**

E-Move is an electric cycle loan scheme for people living in Aberystwyth, Rhyl, Barry, Swansea, Newtown and their surrounding areas. The pilot scheme is helping people who may find the cost of e-bikes a barrier to using them. The pilot scheme offers a free four-week loan of an e-bike, with 20 e-bikes available at each location and e-cargo bikes available to businesses and organisations in certain locations. The scheme was initiated in 2021 and has been extended to 2024 after positive impacts from the scheme: 70% of people felt healthier after borrowing and using an e-bike, and 76% of people felt their wellbeing had improved.

## Measure S1.7: Cycle hire schemes, including e-bikes, e-scooters and cargo bikes

### Case study: Community e-bike loan, Stroud district

Transition Stroud and social enterprise The Bike Drop are working together to run three e-bike loan pilot projects across Stroud district in collaboration with the many Climate Action Networks, community groups and cycling enthusiasts in the region. Community members can reserve one of two types of e-bikes by paying a deposit amount per day, week or fortnight – the user can choose for the deposit to be refunded on safe return of the e-bike, or to donate it to support the future running of the service. The hubs are currently located in Minchinhampton, Stonehouse and Brimscombe.



Policy S2: Provide more public and shared transport options and improve service quality.

Objectives met: 

## Measure S2.3: Ride sharing, including shared taxis

### Description

Ride sharing seeks to combine multiple car journeys into one. For example, this could be achieved by encouraging informal ride sharing for local employers and schools or encouraging the use of ride sharing apps such as BlaBlaCar.

### Benefits

Ride sharing would help to:

- Reduce private vehicle miles.
- Reduce total greenhouse gas emissions due to transport.
- Save users money by sharing the cost of a journey with others.
- Increase travel options for those without access to a car.

### Possible locations

This could be used across our Rural Areas, with a key focus on linking those travelling towards similar areas and nearby destinations, such as education and employment areas.

There are a number of Rural Area measures which primarily focus on other policies, but also contribute to Policy S2:

- Mobility hubs (Measure S3.6).
- Cycle hire schemes, including e-bikes and cargo bikes (Measure S1.8).

Policy S3: Provide better access to public and shared transport services.

Objectives met:



### Measure S3.1: Improve access to and from public transport stations by sustainable modes of travel

#### Description

Our stations are the gateway to many cross-county journeys, as well as journeys further afield. We can improve access to our stations by ensuring bus stops and services are convenient; active travel routes are safe, joined up and well signposted; and expanding shared transport options. In Rural Areas, DRT has a role to play in ensuring accessibility to stations for residents who may not have a regular and reliable bus service. The provision of facilities at rail and bus stations, such as storage, cycle parking, changing facilities, and provision for those with accessibility needs, will also help to make active travel attractive options for part of a journey.

#### Benefits

Improving access to stations can help:

- Increase access to rail and bus services for all, including those without a car.
- Increase active travel levels and boost physical activity.
- Improve end-to-end journey times and reliability.
- Provide more viable, safe and attractive alternatives to driving.

This measure also aligns strongly with Policies S1 and S2.

#### Possible locations

Currently we have six railway stations located in our Rural Areas and no bus stations. Our railway stations are Avoncliff, Bedwyn, Dean, Dilton Marsh, Pewsey and Tisbury.



Bedwyn railway station

### Measure S3.6: Mobility hubs

#### Description

Mobility hubs are spaces where public and shared travel modes are co-located alongside travel information, other community facilities and improvements to the public realm. Since Rural Areas are more sparsely populated than other place types and often have far less comprehensive public and shared transport provision, mobility hubs can offer an essential central access point for transport and other services. They can provide an attractive focal point and enable travellers to make smooth and safe transitions between different modes;

### Measure S3.6: Mobility hubs

for example, they might provide travel information, car parking, EV charging, access to a car club, cycle parking, bus or DRT stops, and / or links with dedicated active travel routes. Smaller mobility hubs are likely to be best suited to our Rural Areas, and they could be implemented at existing transport or community focal points such as at railway stations, bus stops or village halls.

#### Benefits

Mobility hubs would help to:

- Make sustainable alternatives to travelling by car more attractive.
- Reduce the length of trips, reducing private vehicle miles, by providing more opportunities locally.
- Prioritise safety when travelling by ensuring well lit, overlooked spaces are sought.
- Reduce the number of trips by providing access to different facilities in one location, increasing the opportunities to combine journeys together.
- Make provision for accessible travel information, such as printed timetables and information in languages other than English.

#### Possible locations

Smaller mobility hubs are likely to be best suited to our Rural Areas and potentially military bases. They could be considered at existing bus stops or at the existing rural railway stations in Avoncliff, Bedwyn, Dean, Dilton Marsh, Pewsey and Tisbury. Hubs could also be located near key amenities or existing community spaces in our Rural Areas, such as GP practices, community centres, village halls, sports centres and schools.

Policy S4: Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most.

Objectives met:



Policy S4 is less relevant for our Rural Areas. The S4 measures are included in the parking sub-strategy, which can be found in Section 3 of the county-wide sub-strategy document.

Policy S5: Encourage and enable shift to more sustainable modes for freight.

Objectives met:



Policy S5 is focused on improvements to our current freight network. These measures are covered in the freight sub-strategy, which can be found in Section 2 of the county-wide sub-strategy document.

### 2.3.4. Improve



**Improve** vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements.

Policy I1: Facilitate and encourage move to low and zero emission vehicles.

Objectives met:



Wider roll-out of EVs and related infrastructure is the main priority for Policy I1: **measures related to EV charging are included in the separate EV sub-strategy**, which can be found in Section 4 of our county-wide sub-strategy document.

#### Measure I1.12: Expand EV car club coverage

##### Description

Car clubs can provide pay-per-trip access to a shared vehicle, providing a flexible option without needing to own the car. Limited car clubs are currently available across Wiltshire, however a wider roll out to include Rural Areas, particularly near our Principal Settlements and Market Towns, would allow for residents to access an electric vehicle.

##### Benefits

A wider roll-out of car clubs could bring about the following benefits:

- Reduced need to own a car, or second car.
- Costs are more predictable than car ownership; there is no need to pay separately for servicing, maintenance, insurance and tax.
- Driving is less likely to be the default mode of choice if using on a pay-per-trip basis.
- Creates opportunities for those unable to buy their own car, particularly if public transport is not a feasible option.
- Flexibility to use the type and size of car that best suits users' needs, including accessible vehicles.
- Car clubs can offer opportunities to use EV, hybrid or more efficient vehicles without needing to invest in buying a new car, reducing the greenhouse gas emissions.

##### Possible locations

Across Rural Areas, focused on larger settlements closer to our Principal Settlements and Market Towns.

Policy I2: Enable safer and more efficient driving and operation of road networks.

Objectives met:



Further information on measures relating to Policy I2 can primarily be found in the strategic transport sub-strategy, within our county-wide sub-strategy document, and the forthcoming Network Management Plan.



### 3. Supporting measures across all place types

The following measures will support the delivery of the place-based Avoid, Shift and Improve measures and are applicable **across all place types**.



**Support** and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.

Policy SU1: Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport.

Objectives met:



#### Measure SU1.1: Raise awareness of sustainable travel options

##### Description

It is essential that public and shared transport services, as well as active travel routes, are clearly communicated to local communities and businesses. As well as publicising existing services, new schemes delivered as part of the LTP4 should be publicised, particularly those types which are not currently widespread in Wiltshire or less well understood – such as car clubs and bike share.

Principal Settlements and Market Towns tend to have higher population densities than Rural Areas, so residents are more likely to live closer to public transport stops, shared transport facilities, and walking and cycling connections. Those living in Rural Areas are much less likely to have multiple sustainable travel options; it is essential that residents are aware of the available services which provide connections to larger rural settlements, as well as to our Principal Settlements and Market Towns.

Provision should be made for those with accessibility needs or without access to digital content<sup>12</sup>, such as by providing printouts of timetables and transport information, including large print versions; content in languages other than English; and information about our current accessibility provision.

##### Benefits

- Improving awareness of sustainable travel options could create better understanding of, and support for, sustainable travel options, leading to increased usage.

##### Possible locations

This could focus on areas with higher levels of deprivation to ensure that all are aware of the affordable options available to them. Attention could also be given to areas across all place types with particularly high car and van usage to ensure that communities are aware of the alternative options available.

<sup>12</sup> Digital information for travel planning and public transport is available at [Connecting Wiltshire](#).

## Measure SU1.2: Travel plans

### Description

Travel plans are packages of measures which aim to encourage more sustainable travel including active travel as well as public and shared transport. These are a long-term strategy for integrating sustainable travel into planning and should be considered alongside other development proposals. A travel plan is required for planning applications of development sites, as per our residential travel plan guidance, but they can also be produced for existing areas. They tend to contain information on local travel patterns, related policies, targets for sustainable modes as well as monitoring and evaluation to track progress.

Each travel plan should identify and promote opportunities for people to shift towards travel that doesn't rely on private vehicles.

### Benefits

Travel plans should:

- Create better understanding of, and support for, sustainable travel options, leading to increased usage.
- Reduce private vehicle miles, predominantly focusing on sole occupancy car use.
- Promote the existing active travel options available, and therefore physical activity to improve health and wellbeing.
- Increase the proportion of journeys made via sustainable modes of transport.
- Increase awareness of local services and opportunities, increasing the ability to live, work, shop and use services locally.

### Possible locations

Travel plans can be developed for a variety of settings including schools, colleges or universities, workplaces and employers (such as MOD), hospitals, residential areas and leisure facilities. Personalised travel plans can also be made for individuals to be aware of the options available to them.

### Case Study: Modeshift STARS

Modeshift STARS is the Centre of Excellence for the delivery of effective travel plans in Education, Business and Residential settings. The scheme recognises schools, businesses and other organisations that have shown excellence in supporting cycling, walking and other forms of sustainable and active travel.

## Measure SU1.2: Travel plans

### Case Study: Salisbury NHS Foundation Trust

Salisbury NHS Foundation Trust was successful in attaining an approved accreditation through Modeshift STARS in July 2023. The Trust delivered several initiatives including installation of EV charging points for staff and visitors, promotion of a Liftshare scheme for staff, new secure cycling facilities and the introduction of an E-bike loan scheme. They also undertook a staff travel survey and took action based on feedback received.

These measures aimed to encourage sustainable travel options for staff and support them in their choices, as well as bringing benefits to staff health and wellbeing, the environment and delivering a reduction in on-site parking.



Salisbury NHS Foundation Trust (SFT) Sustainability

### Case Study: The Ridge Primary School, South Gloucestershire – STARS Local Authority Primary School of the Year 2023/2024

The Ridge Primary School is located on an estate with a single entrance and exit and limited parking due to residential driveways. With the help from South Gloucestershire Council's Road Safety Team and Modeshift STARS, the school has seen a substantial increase of sustainable methods of travel. The latest survey shows car travel has reduced overall by 9% for children and 21% for staff. The school has increased green methods of travel by 5% for children and 15% for staff.

Funding received from the accreditation has been used to change the entrances to school including a bike gate, changes to pavements including dropped kerbs and removal of grass verge. This enlarged area of shared path was needed to accommodate the increase in families walking, cycling and scooting.

## Measure SU1.3: Raise awareness of local facilities, amenities and services

### Description

Raising awareness of local facilities, amenities and services is key to helping people live locally. It will require cross organisation working, including public-private sector working, to maximise service and facility provision and uptake across all of Wiltshire. Becoming more aware of local options should help facilitate shorter journeys which could be made via sustainable modes.

### Benefits

This would help to:

- Reduce private vehicle miles.
- Increase awareness of local services and opportunities, increasing the ability to live locally.
- Make walking and cycling the natural choices for shorter journeys, or as part of a longer journey, or for journeys to be made via public transport.

### Possible locations

Promotions of local facilities, amenities and services can take place across Wiltshire.

## Measure SU1.3: Raise awareness of local facilities, amenities and services



### Case Study: Shop Local

Shop Local UK is a national campaign. It has developed a brand image to encourage shoppers to support local retailers and local suppliers, but also one that would be recognised both locally and nationally as a symbol of an important national cause. National and local press campaigns, combined with social media coverage and endorsements aim to further spread the message of the importance of local businesses and spending money locally.

### Case Study: We Are BS3

We Are BS3 is a website dedicated to shopping locally in Bedminster in Bristol. The website allows users to discover everything Bedminster has to offer, including being able to purchase goods directly from the website for collection or delivery, ordering food for dine in or pick up, or simply browsing the directory of local businesses.

**WEAREBS3**

## Measure SU1.4: Incentives for physical activity

### Description

Providing incentives for active travel, or other physical activity, can help to introduce people to another way to travel which may become a longer-term habit. They can make travelling by these modes more feasible and attractive, especially for people who don't have a car or access to a bicycle. Incentives could cover a variety of schemes, including some that may cover the entire cost of travel or some that subsidise. Examples of incentive schemes include loan bike schemes, cycle training such as through cycle buddies, or reward schemes for travelling via active travel.

### Benefits

Incentives should:

- Create better understanding of, and support for, sustainable travel options, leading to increased usage.
- Reduce private vehicle miles.
- Promote the existing active travel options available, and therefore increase physical activity and improve health and wellbeing.
- Increase the proportion of journeys made via sustainable modes of transport.

### Possible locations

Incentives can be provided across all place types, as take up of different modes varies across the county.

### Case study: Cycle to Work Scheme

Cycle to work is an employee benefit which is operated as a salary sacrifice, meaning an employee agrees to give up some of their gross salary (before tax) in exchange for a benefit e.g., a new bike or accessories. By having a salary sacrifice, they are reducing the amount of income tax and National Insurance paid, which is where the savings are made. The amount saved is dependent on your tax bracket, but it is predicted that 20% taxpayers

### Measure SU1.4: Incentives for physical activity

can save 28%, 40% taxpayers can save 42%, and 45% taxpayers can save 47% on the cost of a bike and accessories.

#### Case Study: Borrow A Bike scheme, West of England

The Borrow A Bike scheme is a free service, funded by the four local authorities in the West of England, including Bristol, Bath & NE Somerset, South Gloucestershire and North Somerset. The scheme is available to people living, working or studying within the local authority areas only. Interested parties must fill out an online application form, selecting their preferred bike from a regular bike, folding bike or e-bike. Once approved and a deposit paid, the bike can be picked up from several locations across the region.



Whilst loan periods differ across the local authorities, city bike and folding bikes tend to be loaned for 4-week period, whilst e-bikes can be kept for 2 weeks. All bikes come with a lock, storage on the bike, lights and a bell, with additional battery chargers for e-bikes.

#### Case Study: Health insurance providers

Some health insurance providers, such as Vitality, offer plans that reward active lifestyles. Customers with qualifying plans can download an app and connect it with a fitness tracker to earn points based on levels and intensity of activities. All movement counts, including walking, running, dancing or gym classes. These points can be turned into rewards such as free coffees or treats, free cinema tickets, and discounts on various brands such as Fitbit, Garmi, Nike and Expedia.

### Measure SU1.5: Interventions for vulnerable road users

#### Description

Workshops intend to provide either face-to-face or virtual training to ensure the safety of older or more vulnerable road users and to support them in understanding the options available. Workshops could cover how to stay safer driving for longer and when the right time is to consider retirement from driving, the take up of new technology on our network such as EVs, supporting a shift to sustainable modes, and an overview of the travel options and facilities available.

#### Benefits

Workshops would aim to:

- Create better understanding of, and support for, sustainable travel options, leading to increased usage.
- Promote the existing active travel options available, and therefore physical activity to improve health and wellbeing.
- Increase the proportion of journeys made via sustainable modes of transport. Enabling the older population to stay mobile even if they consider retirement from driving.
- Improve road safety.
- Reduce private vehicle miles travelled and support the shift to low carbon modes, helping reduce carbon emissions due to transport.

#### Possible locations

Incentives can be provided across all place types, as take up of different modes varies across the county.

## Measure SU1.5: Interventions for vulnerable road users

### Case study: Road Safety GB Academy

Road Safety GB Academy has launched two online training courses relating to older road users. The first course is aimed at Approved Driving Instructors (ADI) and Potential Driving Instructors (PDI) who have limited experience of older drivers and want to learn how to better support them. The challenges faced by older drivers are complex, with few instructors receiving advice on these issues as part of their training. Topics covered in the course include the type of collisions experienced by older drivers, eyesight, hazard perceptions skills, diabetes and preparing for retirement from driving.

The second course introduces road safety practitioners to the range of medical conditions and societal challenges faced by older drivers, with the aim of helping them develop interventions to support and maximise the safety of older road users. The course covers a range of common issues associated with the ageing process including eyesight, hazard perception skills, cognitive processing, strength and flexibility and medication.

## Measure SU1.6: Cycle training to improve skills and confidence

### Description

Cycle training aims to encourage more people to cycle by building confidence and improving cycling skills. Training will also help trainees understand the rules of the road and how to stay safe. Training courses should be accessible to all children, teenagers, adults and riders with special educational needs and disabilities (SEND).

### Benefits

Cycle training would aim to:

- Increase confidence in people to take up cycling, increasing the proportion of journeys made by active travel options available, and therefore physical activity to improve health and wellbeing.
- Create reliable, and convenient alternatives to private car journeys, helping to provide reliable end-to-end journeys.
- Reduce private vehicle miles travelled and support the shift to low carbon modes, helping reduce carbon emissions due to transport.
- Improve health outcomes through reduction of emissions and an increase physical activity across Wiltshire.

### Possible locations

Training can be held across the county, and could be hosted at workplaces, schools for both children and parents, and leisure facilities e.g. leisure centres.

### Case study: Bikeability

Bikeability is the Government's national cycle training programme, that helps trainees to learn practical skills and understand how to cycle on today's roads. The schools Bikeability programme already exists across our county, with children benefitting from access to training. Since 2007, more than five million children in England have completed Bikeability's cycle training.

Bikeability provides SEND training, specially designed to improve access to and the experience of cycling for individuals with SEND.



## Measure SU1.7: Rollout of safety apps

### Description

Safety apps are downloadable smartphone applications to assist with workplace or personal safety. Apps are designed to allow users to prepare for and react to emergencies quickly and easily. They can offer GPS tracking, in-app alarms, emergency panic buttons, video monitoring and notifications for selected friends and family.

### Benefits

- These apps aim to improve psychological and perceived safety, enabling people to travel more comfortably and confidently, especially when travelling in dark hours.

### Possible locations

Safety apps are available to anyone with access to a smartphone. Many safety apps offer free versions with access to its basic personal safety features. Membership options offer upgrades to the free plans that can include 24/7 roadside assistance, reimbursement for theft of smartphones and 24/7 emergency dispatch to the phones GPS location.

### Case study: Life360

Life360 is a location-sharing app that anyone can use and has free as well as paid membership options. The app is designed to keep families, partners, and friends connected and safe. It can be used to locate someone traveling, receive alerts when a loved one arrives or leaves a location, and detect car crashes on impact. Free features include limited place alerts (e.g. alerts when a connection enters or leaves a location such as school or work), two-day location history, crash detection, and SOS help alert. Life360 has around 4 million members in the UK.



## Measure SU1.8: Mobility credits

### Description

Mobility credits allow for people to travel on public transport and other transport services such as car clubs, bikeshare, taxis and on-demand bus services, using 'credits'. The credits could be accessed via a mobility app or a pre-paid card for the user to spend on the services that they wish. Credits can be made available to overcome a wide range of challenges such as those on low incomes, looking for work, or at risk of social isolation.

### Benefits

Benefits of mobility credits are listed below:

- For people at risk of social isolation, mobility credits provide an opportunity to try out public transport in an affordable way and access opportunities across the county and improving quality of live.
- Improve connectivity resulting in reduced social isolation.

### Possible locations

Across Wiltshire, targeting deprived areas where people are at higher risk of social isolation.

### Case study: Solent Future Transport Zone (FTZ)

The Solent Future Transport Zone (FTZ) is delivering the largest mobility credits trial in the UK. The Mobility Credits project has launched in four areas and is providing Breeze Vouchers to use on public transport for 760 residents aged under 30 who meet carefully selected low-income criteria. Participants will receive a £50 Mobility Credit Voucher every

### Measure SU1.8: Mobility credits

month for 12 months (a total value of £600), that can be used to buy tickets for nearly all types of transport available.

### Measure SU1.9: Implement Mobility as a Service (MaaS)

#### Description

In response to the increasing availability of data in transport, Mobility as a Service (MaaS) aims to package different modes and services together into one mobile application or online platform to make the planning and payment of trips easier for people and businesses. MaaS platforms integrate and analyse data from multiple modes of transport, such as rail, bus, taxi and cycle hire, to offer choice in journey planning to consumers, all in one place. They allow users to access service timetabling data, along with the ability to purchase tickets digitally.

MaaS platforms could also incorporate mobility credits, incentives and rewards to encourage the use of sustainable travel.

Wiltshire has its own travel planning online platform, Connecting Wiltshire, that is focused on making travel simple - simple to find information, simple to understand, simple to use. Connecting Wiltshire aims to help people travel sustainably, providing better transport information and services for residents, commuters, and visitors, and suggesting alternative ways to travel that could save money and time. It also provides practical tips on using different ways of travelling to improve health and wellbeing and protect the environment across Wiltshire.

#### Benefits

MaaS platforms aim to:

- Create better understanding of, and support for, sustainable travel options, leading to increased usage.
- Provide improved transport options over and above single occupant car journeys to improve efficiency of transport movement.
- Support mode shift to sustainable and active modes; reducing private vehicle miles and therefore reducing carbon emissions associated with transport trips.
- Increase awareness and ability to access services / opportunities / amenities both locally and across the county. MaaS provides reliable, multi-modal connectivity between destinations.
- Increase reliability of the transport network as the MaaS network is more adaptable than traditional fixed-service public transport network.
- Encourage the uptake of electrically powered vehicles, with options available for app users to access EV car clubs, e-bikes and e-scooters as part of their journey.

#### Possible locations

Across Wiltshire, allowing for longer distance journeys across the county to be planned and paid for in one place.

### Case study: Transport for West Midlands Mobility as a Service (MaaS) app

In 2018, Transport for West Midlands launched a trial for its MaaS app, with the region-wide launch planned for 2024. It provides customers with options to plan journeys, receive live travel information and book and pay for all local transport options – including buses, trains, trams, e-Scooters, walking, cycle hire, taxis, Demand Responsive Transport (DRT),



### Measure SU1.9: Implement Mobility as a Service (MaaS)

car rental, car club and parking. The app provides customers with the most convenient, cost-effective and sustainable option, tailored to their individual preferences.



Solent Transport

#### Case Study: Breeze MaaS app, Solent Transport

The Breeze app is the UK's first multi-city MaaS platform, connecting Southampton, Portsmouth, and the Isle of Wight in one app. The app features routing for several modes including buses, trains, ferries, bikes, and e-scooters, with car sharing services soon to be available as another mode of travel. The app provides smart routes to help users quickly arrive to their destination with the best combinations of mobility modes. It includes real time transport updates, in-app tickets and integrations with e-scooter and bike sharing services, allowing for a complete end-to-end travel experience.

### Measure SU1.10: Reduced carbon intensity of travel via more efficient driving

#### Description

More efficient driving, or eco-driving, aims to reduce fuel consumption from road transport so that less fuel is used to travel the same distance. This could be encouraged via promotional campaigns (such as via social media posts, posters, leaflets, or other advertisements) and could specifically target key employers or education providers for older teenagers (such as through travel planning or educational materials).

Eco-driving includes:

- Driving smoothly – anticipating the road as far ahead as possible to avoid unnecessary braking and acceleration. Maintaining a greater distance from the vehicle in front allows cars to adapt their speed without necessarily using the brakes.
- Shifting up early to a higher gear – driving at high revs increases fuel consumption. Changing gear by around 2,000rpm when accelerating should improve consumption.
- Avoiding excessive speeds – at high speeds fuel consumption increases dramatically. For EVs, the increase in energy consumption at high speeds is even greater.
- Switching off engines – many newer cars automatically turn off when stationary in neutral. With cars that don't, it is suggested engines are turned off if the vehicle likely to be stationary for more than a minute.
- Checking tyre pressure – under-inflated tyres increase fuel consumption and can be dangerous.
- Removing roof racks, boxes and bars when not needed – all increase drag and fuel costs, especially at higher speeds.
- Opening windows – this is more fuel efficient than using air conditioning when driving.

#### Benefits

More efficient driving would:

- Reduce fuel consumption on each journey, helping to save on fuel costs and reduce total greenhouse gas emissions due to transport.
- Improve road safety.

#### Possible locations

## Measure SU1.10: Reduced carbon intensity of travel via more efficient driving

Across Wiltshire.

### Case study: British Gas Young Driver Academy (YDA)

British Gas has launched a YDA to improve the safety of its employees and other road users. Whilst under 25s hold fewer than 1 in 14 licences, they are involved in 20% of fatal and serious injury crashes in the UK and are identified as the single biggest risk group.

The YDA programme comprises nine units, delivered during six 'on the job' half day visits. Fuel efficiency, or eco-driving training, is a key part of the YDA and goes hand-in-hand with safety. The eco-driving element of the training follows the format developed and approved by Energy Saving Trust, and is subsidised by Energy Saving Trust, through funding from the Department of Transport. Drivers are measured on their miles per gallon performance and safety scores generated from in-van systems that monitors harsh manoeuvres such as speed, acceleration, braking and cornering. Smartphone apps enable drivers to monitor their own safety scores and undertake weekly walk-around vehicle checks.

Policy SU2: Work in partnership with Government bodies, stakeholders to improve transport for all.

Objectives met:



## Measure SU2.1: Working with businesses to facilitate home working and flexible working

### Description

Working with businesses to facilitate home working and flexible working patterns to avoid peak times where possible, aims to reduce congestion and delays during the traditional peak hours and reduce overall vehicle miles travelled. Working from home and increased flexibility of hours, whilst not applicable across all industries, can reduce the need to travel from home to an office location or distributes traffic across more hours. It can also support those who are unable to travel for work some or all of the time, such as due to health conditions, enabling them to remain in or re-enter the workforce.

### Benefits

Encouraging the working from home and flexible working would:

- Reduce private vehicle miles and reduce the total carbon emissions due to transport.
- Increase opportunities to employment. Less requirement to commute may open up new opportunities further afield and greater flexibility in working location can support employee wellbeing.
- Support those who are unable to travel for work some or all of the time, such as due to health conditions, enabling them to remain in or re-enter the workforce.
- Reduce traffic congestion and delays on the road network.
- Minimise the impacts of travel on communities and natural and historic sites.

### Possible locations

Across Wiltshire.

## Measure SU2.2: Providing, or supporting applications for, grants to businesses and community groups for active travel facilities

### Description

Grant programmes aim to help business and community groups make an immediate impact by awarding funding, or supporting applications for funding, to develop, expand and improve active travel facilities, improve accessibility, and encourage uptake. Providing these facilities can make it more feasible and attractive to travel via sustainable modes. For example, businesses, or other destinations, could provide secure cycle parking, showers, and access to bicycle repair tools. Providing grant fundings enables organisations to take ownership of their own sustainable transport journey and ensure that the facilities meet their specific needs.

### Benefits

The provision of grants or support in applications would help to:

- Increase the proportion of journeys made by active travel, improving physical activity and health and wellbeing.
- Make active travel the natural choices for shorter journeys.
- Reduce private vehicle miles and reduce the total carbon emissions due to transport.

### Possible locations

Submissions from any business or community group across Wiltshire would be eligible to apply for grant funding.

### Case Study: West of England grants and funding

North Somerset Council has offered travel grants for businesses. North Somerset-based organisations have been able to apply for match-funding of up to £3,000 for new on-site facilities and initiatives, match-funded up to a maximum of 50%. This match is usually financial but can be partly in kind (e.g. the provision of promotional events or other measures to amplify the effect of the scheme itself). Examples of initiatives include provision of pool bikes for staff, new or improved active travel facilities and provision of car sharing bays in staff car parks.

North Somerset Council also offer free Dr Bike at events for businesses, to fund an experienced mechanic to carry out minor repairs to staff bikes.

Policy SU3: Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered.

Objectives met:



### Measure SU3.1: Coordination of streetworks and roadworks

#### Description

Streetworks and roadworks cause significant disruption to people's journeys and congestion each year, costing the economy and individuals. Streetworks are carried out by utility companies (water, gas, electricity and telecommunications) to install, repair or maintain the vital services on which we all rely. Roadworks are carried out by the highway authority to maintain the roads or, for example, to install cycle or bus lanes. Planning, managing and coordinating these works effectively, where possible, can minimise or reduce the impact that essential works have on the transport network.

Further information on this measure will be available in our upcoming Network Management Plan.

#### Benefits

Coordination of essential works will:

- Reduce congestion and delays on the network by minimising the disruption associated with works. This in turn should reduce emissions due to transport.
- Keep traffic flowing to maintain journey time reliability on the network.

#### Possible locations

The coordination of works should be considered before any installation or maintenance is undertaken on the network. This applies to all works across Wiltshire.

### Measure SU3.2: Network maintenance

#### Description

There is a need to make network maintenance more efficient, pro-active and preventative wherever possible, as opposed to reactively responding to faults when they occur on the transport network. Maintenance should ensure that the network is safe and resilient. Further information on this measure will be available in our upcoming Asset Management Plan.

#### Benefits

Network maintenance will:

- Ensure that the network operates efficiently to reduce incidents, congestion and associated emissions.
- Provide reliable and efficient journey times through good quality infrastructure, helping economic growth and improving accessibility to services.
- Ensure that the network is more resilient to future changes including climate change.
- Minimise the disruption of travel on people and businesses.

#### Possible locations

This applies to all works across Wiltshire.

### Measure SU3.3: Establish and actively manage a road classification, road layout and road user hierarchy

#### Description

Roads have multiple functions serve different types of use: for example, motorways and key A roads facilitate quick, direct, longer distance journeys primarily for those driving, including buses, coaches, cars, and lorries. In contrast, residential streets provide safe

### Measure SU3.3: Establish and actively manage a road classification, road layout and road user hierarchy

access to homes for people travelling in a wide range of different ways, and can also be used for playing and socialising.

The classification, layout and hierarchy of the roads on our network need to be appropriate for their context and functions. Road layouts should prioritise the safety of people, particularly vulnerable users such as children, those with disabilities, and those travel by active modes.

The draft Local Plan Review sets out a general hierarchy of users to be considered and can be found in Section 3.3 of the Core LTP4 Strategy. We will develop a more detailed hierarchy based on different road classifications. The hierarchy will clearly outline the order in which we will consider different modes of transport in policy development and scheme design, depending on the road type.

#### Benefits

This will help to:

- Encourage a shift to sustainable modes, particularly in locations where users may currently feel unsafe, reducing vehicle miles. This will have positive impacts from physical activity on health and wellbeing.
- Make active travel the natural choices for shorter journeys, or part of a longer journey, helping to increase access to local services through active modes due to the hierarchy.
- Increase safety by routing different vehicle types appropriately and reducing larger vehicles interactions with people where possible. Routing traffic appropriately will also improve journey time reliability and improve traffic flow on key corridors.
- Minimise the impacts of travel on communities and natural and historic sites through routing traffic away from sensitive areas.

#### Possible locations

This measure would be applicable to all roads in Wiltshire, acknowledging the need for different approaches for different road types.

### Measure SU3.4: Support for Masterplanning

#### Description

A Masterplan is a way to plan the future of an area over the long term. It sets out the vision for an area, capturing a view of how it should evolve, and includes a roadmap for managing development and growth over that time. Having a masterplan helps balance the need to develop and improve the areas where we live and work with our responsibility to make sure nature and the environment and neighbouring areas are not negatively affected. Masterplans are created in consultation with the people or groups who may be impacted by an area's development.

There are already some masterplans in place, such as the One Plan Town Centre Masterplan for Chippenham, a masterplan for Coopers Tires factory site in Melksham, and Salisbury River Park Masterplan.

We will collaborate with our Parish and Town Councils and the Wiltshire Council Spatial Planning team to support ongoing Masterplanning work and ensure that transport is a central consideration.

#### Benefits

Masterplans help to:

### Measure SU3.4: Support for Masterplanning

- Reduce the focus on cars and private vehicle miles. Areas can be designed to promote sustainable transport and provide priority to these modes helping to increase their use.
- Increase the ability to live locally. Masterplans aim to create better spaces for people to live, work and play. People are able to access amenities via active or sustainable modes.
- Rebalance the use of local streets to improve safety and favour people rather than vehicles.
- Improve connectivity resulting in reduced social isolation.

#### Possible locations

Masterplans are often produced for larger towns and cities, as well as for new residential settlements, schools, specific sites, neighbourhoods or areas.

#### Case Study: Town Centre Masterplan for Chippenham: One Plan

The Chippenham Town Centre Partnership Board has produced the One Plan for Chippenham, which begins the process of bringing together existing plans and proposals into a single plan specifically focused on making things happen. The One Plan draws on the Town Council's Neighbourhood Plan as well as work undertaken by the Town Team and other community stakeholders. It takes on board the aspirations of landowners and the town centre business community.

The One Plan has purposely focused on several key projects that would boost the economy and support the vibrancy and sustainability of the town centre. Many of these schemes are focused on features that make Chippenham such a wonderful place to live, work and play. These include beautiful natural settings such as the river, Chippenham's historic heritage, and making more of our town centre spaces and regeneration opportunities.

#### Case Study: South Gloucestershire Masterplans

South Gloucestershire Council worked with local stakeholders and the community to develop an infrastructure led Masterplan for the Severnside area. The Masterplan identifies challenges and opportunities in the area and sets a vision and objectives for development over the next thirty years. The Masterplan highlights measures to take to achieve the objectives, which involves working in partnership with local businesses, the community and key stakeholders to deliver.



Severnside Masterplan, South Gloucestershire 2022

### Measure SU3.5: Adopt 'Vision Zero' ambition and 'Safe System' approach

#### Description

We have a commitment to Vision Zero – the elimination of all deaths and serious injuries from road traffic collisions. Fatal and serious road traffic collisions have huge negative impacts on individuals, their families and communities, and disproportionately affect deprived areas.

To support this, we will be taking a Safe System approach. We understand that people make mistakes, and the human body is vulnerable. We need all parts of our transport system (roads and roadsides, speeds, vehicles, users, and post-collision response) to work together effectively to ensure safety for all, despite our vulnerabilities. Some

### Measure SU3.5: Adopt 'Vision Zero' ambition and 'Safe System' approach

collisions may still occur, but the focus is on preventing death and life-changing injuries. There is a shared responsibility between many parties, such as road users, road designers and managers, and vehicle manufacturers, and we all must take appropriate action.

We will continue to work in collaboration with other public sector agencies through the Wiltshire and Swindon Road Safety Partnership.

#### Benefits

These commitments will help to:

- Promote a healthy, safe and secure network for all users that promotes active travel and supports improved health and wellbeing.
- Rebalance the use of local streets to improve safety and favour people rather than vehicles.

#### Possible locations

This approach should be applied across the transport network in Wiltshire.

### Case Study: Vision Zero South West

Vision Zero South West is the road safety partnership working to reduce fatal and serious collisions in Devon and Cornwall. It is a collaboration between several organisations including Police, Fire and Rescue and NHS trusts, working together for a shared commitment to cut the number of deaths and serious injuries in the region to zero. The organisation is led by a partnership board that meets quarterly to discuss ideas and decide what actions can be taken to further drive down the number of people killed or seriously injured, whilst an Operational Delivery Group is tasked with carrying out practical projects with the specific aim of reducing deaths and serious injuries.

For winter 2024, Vision Zero South West is working with local pubs and clubs to reduce drink and drug driving. Participating venues will be offering free non-alcoholic drinks to designated drivers who are doing their bit to make sure their friends, colleagues and family members get home safely.

### Measure SU3.9: Refresh our transport policies and plans

#### Description

We are committed to monitoring national and regional Government guidelines and requirements, and ensuring our policies and plans remain relevant. For example, we anticipate that we will regularly refresh our Bus Service Improvement Plan to ensure it remains up to date and so we can maximise national funding opportunities.

#### Benefits

This will help to:

- Promote a healthy, safe and accessible network, that is up to date with relevant legislation and guidelines, helping to increase access to services and opportunities for all.
- Create good levels of accessibility across the county opening up more opportunities for all and improving quality of life. Unlocking further funding will allow us to improve our infrastructure for active travel and other sustainable modes across the county, helping to provide a high quality and reliable network.
- Maximise the uptake of energy efficient and zero or ultra low emission vehicles and autonomous vehicles. National and regional guidelines have a strong focus on the shift

### **Measure SU3.9: Refresh our transport policies and plans**

towards lower polluting vehicles, and we must be aware of funding opportunities that could help facilitate the shift in Wiltshire to low emissions vehicles through grants or electric charging infrastructure.

#### **Possible locations**

County-wide.



# **Wiltshire Council**

## **Local Transport Plan 4**

### **(LTP4) 2024**

**Wiltshire Council**

The logo for Wiltshire Council, featuring a stylized white wave or swoosh underneath the text.

This document was published by Wiltshire Council



# Wiltshire Council Local Transport Plan 4

Freight sub-strategy  
March 2025

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# Document history

Version	Purpose description	Revised	Authorised
1.0	Final for approval	19.02.2025	21.02.2025

# 1. Introduction to county-wide sub-strategies

This document contains one of our four county-wide LTP4 sub-strategies and should be read alongside our Core LTP4 Strategy and place-based sub-strategies, as well as the Integrated Sustainability Assessment and Carbon Paper.

The four county-wide sub-strategies are as follows:

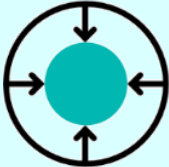

- Freight
- Parking
- Electric vehicle infrastructure
- Strategic transport (focusing on longer journeys, incorporating bus, rail and the Strategic Road Network)

Each of the four county-wide sub-strategies contains information on the current situation across Wiltshire, the specific policies and measures that are applicable, and an overview of how Wiltshire could look if the vision and objectives were realised. They all follow the same structure:

- Introduction to county-wide theme.
- Vision and objectives, applied to each county-wide theme.
- Policies and measures for each county-wide theme, structured by our Avoid, Shift, Improve and Support policy areas. A summary of the measures is included in Table 1-1.


A glossary of key terms and acronyms is provided in Appendix C of the Core LTP4 Strategy.

**Table 1-1 Summary of measures**

Policy area	Measure	County-wide sub-strategies			
		Freight	Parking	Electric Vehicles	Strategic Transport
<b>Avoid unnecessary travel</b> 	<b>A1</b> Reduce the need to travel as often through combining journeys and providing digital options				
	A1.2: Review of consolidation centres	✓			
	A1.3: Planning for HGV deliveries in new developments	✓			
<b>Shift to more sustainable modes of transport</b> 	<b>S1</b> Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality				
	S1.8: Freight kerbside delivery management	✓			
	<b>S2</b> Provide more public and shared transport options, and improve service quality				
	S2.1: Bus infrastructure and service improvements on key corridors				✓
	S2.2: Implementation of new DRT services				✓
	S2.3: Ride sharing, including shared taxis				✓
	S2.4: Support for more frequent or new direct rail services				✓
	S2.5: Support for rail capacity upgrades				✓
	S2.6: Supporting establishment of train servicing facilities				✓
	<b>S3</b> Provide better access to public and shared transport services				
	S3.3: Improved waiting and interchange facilities at bus stops and stations				✓
	S3.4: Provision of real time passenger information at bus stops				✓
	S3.5: Railway station upgrades				✓
	S3.7: Explore the role and function of Park and Ride				✓
	S3.8: Smarter ticketing and payment on buses				✓
	S3.9: Accessible and inclusive buses and infrastructure				✓
	S3.10: Lower and simpler bus fares				✓
	S3.11: Multi-modal ticketing				✓
	S3.12: Coach parking				✓
	<b>S4</b> Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most				
S4.2: Improved car parking signage		✓			
S4.3: Provision and consistency of disabled parking		✓			

Policy area	Measure	County-wide sub-strategies			
		Freight	Parking	Electric Vehicles	Strategic Transport
	S4.4: Review of parking payment methods		✓		
	S4.5: Review of parking charges		✓		
	S4.6: Review of our existing parking assets		✓		
	S4.7: Resident permit zones		✓		
	<b>S5 Encourage and enable shift to more sustainable modes for freight</b>				
	S5.1: Micro-consolidation and use of alternative modes for first/last mile	✓			
	S5.2: Shifting freight from road to rail	✓			
	S5.3: Safeguarding land for rail and consideration of rail freight interchange site	✓			
<b>Improve</b> vehicle, fuel and network efficiency	<b>I1 Facilitate and encourage move to low and zero emission vehicles</b>				
	I1.1: Roll out public on-street residential charging at scale, focusing provision for residents with no off-street parking			✓	
	I1.2: Encourage and facilitate EV charging provision in new developments and refurbishments			✓	
	I1.3: Ensure that public EV charging is located through robust data analysis and community consultation, employing technology appropriate to its context.			✓	
	I1.4: Support the roll out of rapid charger hubs by the commercial sector, ensuring chargers are appropriately located and minimise any associated risks			✓	
	I1.5: Investigate the use of cable channel products to enable safe cross-pavement on-street home charging			✓	
	I1.6: Support EV uptake in corporate fleets and car clubs			✓	
	I1.7: Support and publicise regional and national schemes which help make EVs more financially accessible			✓	
	I1.8: Explore adopting policies and support to increase the number of EV taxis			✓	
	I1.9: Ensure that new EV chargers maximise accessibility for both drivers and footway users			✓	
	I1.10: Ensure new public EV charging includes provision for deprived areas and rural locations			✓	
	I1.11: Support for low emission freight			✓	
	I1.13: Support of cleaner, modernised buses and coaches, and related charging infrastructure				✓
	I1.14: Support rail electrification				✓
	<b>I2 Enable safer, more efficient driving and operation of road networks</b>				
I2.3: Improvements to on-road signage on our strategic and major roads				✓	



Policy area	Measure	County-wide sub-strategies			
		Freight	Parking	Electric Vehicles	Strategic Transport
	I2.4: HGV parking and rest stops	✓			
	I2.5: Moving traffic offences	✓			
	I2.6: Targeted road infrastructure or junction improvements to relieve congestion				✓
<b>Support</b> and enable delivery of the Avoid, Shift and Improve policy areas 	<b>SU1</b> Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport				
	SU1.12: Multi-modal marketing				✓
	SU1.13: Ticketing incentives				✓
	<b>SU2</b> Work in partnership with Government bodies, stakeholders to improve transport for all				
	SU2.3: Work collaboratively with our key stakeholders				✓
	SU2.4: Supporting Community Rail Partnerships				✓
	<b>SU3</b> Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered				
	SU3.6: Freight Assessment and Priority Mechanism (FAPM)	✓			
	SU3.7: Define route restrictions through Advisory Freight Routes	✓			
	SU3.8: Develop a detailed parking operation and delivery plan		✓		



## 2. Freight sub-strategy

### 2.1. Introduction to the freight sub-strategy

#### 2.1.1. Introduction<sup>1</sup>

This LTP4 sub-strategy sets out the policies for freight across Wiltshire for the period up to 2038. Freight is a key component of Wiltshire's transport network, ensuring the efficient movement of goods by both road and rail. This sub-strategy aims to deliver on the vision and objectives of the LTP4, through developing policies to decarbonise and futureproof the county's freight networks, support the delivery of economic growth, protect the unique environment of Wiltshire, and ensure the health and wellbeing of Wiltshire's residents.

The movement of goods is essential at both the local and national level. The freight system plays a key role in supporting the national economy, transporting raw materials and products to factories, finished goods to retailers and goods to ports. More locally within Wiltshire the freight system plays a key role in delivering goods to our shops, products to our homes, and serving the manufacturing and construction industries. Whilst freight movements are key to the national and local economy, there are several challenges associated with the movement of goods.

Wiltshire's strategic location within the country means that numerous roads are used by freight, making it an important area of transport to focus on as part of the LTP4. The purpose of this strategy is to outline the amount and way in which goods are being moved in Wiltshire through an understanding of key freight corridors, and how to address the challenges associated with freight. This includes the emissions caused by freight and setting the rationale for decarbonisation of the county's freight networks.

#### 2.1.2. Freight movements in Wiltshire and beyond

This section sets out the demand for road and rail freight using DfT data, highlighting the trends and patterns of freight movements over time.

##### 2.1.2.1. Freight by road

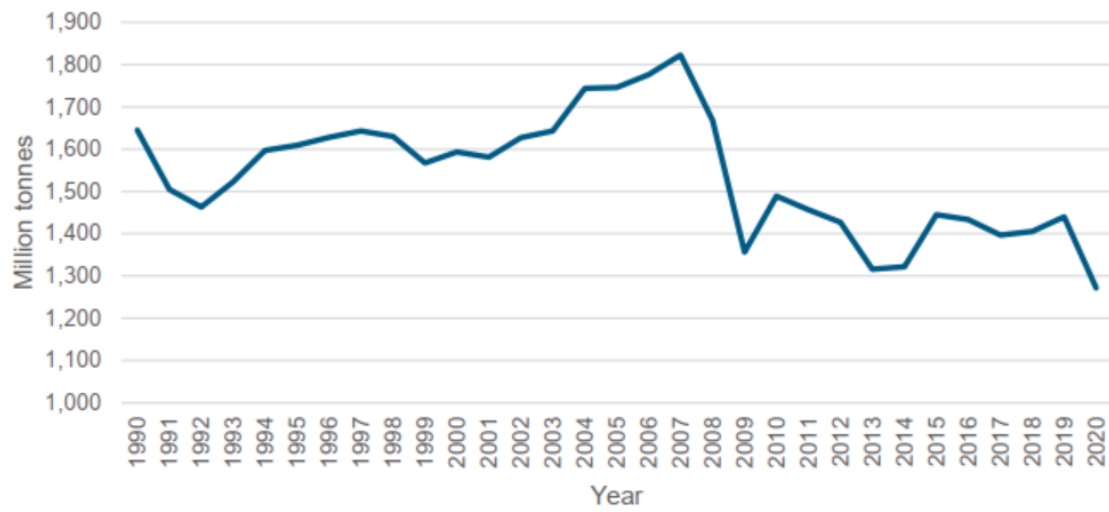
The national road freight statistics are taken from DfT's road freight statistics for 2020 and show the trends for freight over the past 15 years. Figure 2-1 shows the total annual goods lifted (the total tonnage of freight) and Figure 2-2 shows the total annual goods moved (the total tonnage multiplied by the distance it has been hauled) for the UK from 1990 to 2020.

The overall trend is a reduction in goods lifted, but a slight increase in goods moved, suggesting that some freight is travelling longer distances. However, the total annual distance travelled by road freight has still reduced, as shown in Figure 2-3 where all three graphs show a large reduction.

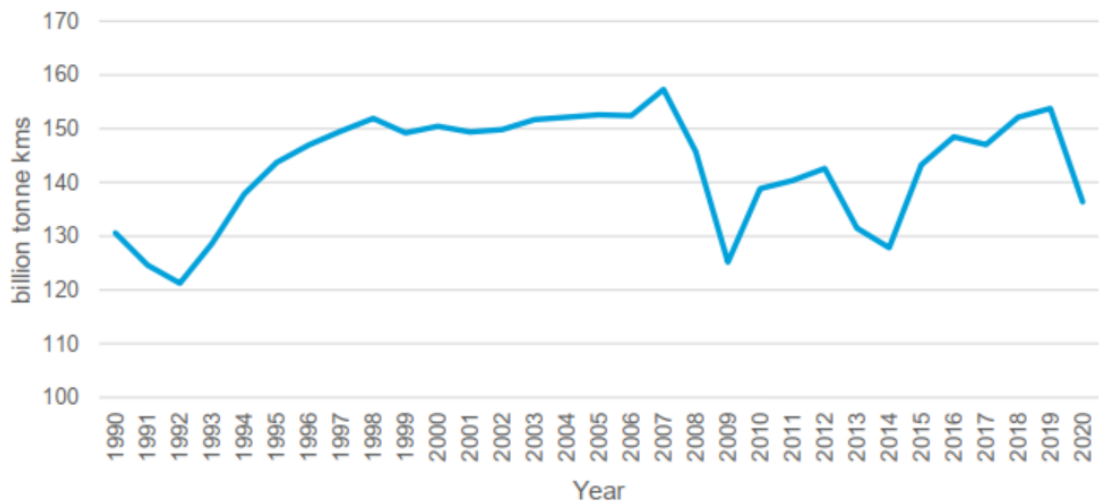
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<sup>1</sup> Data collection for domestic road freight statistics moved from a paper to online survey midway through 2021. An investigation of the data has concluded that the paper data pre-July to September 2021 (quarter 3) and online data, July to September 2021 (quarter 3) onwards, should not be compared. Therefore, this freight sub-strategy is based upon data collected up to 2020 (quarter 4).

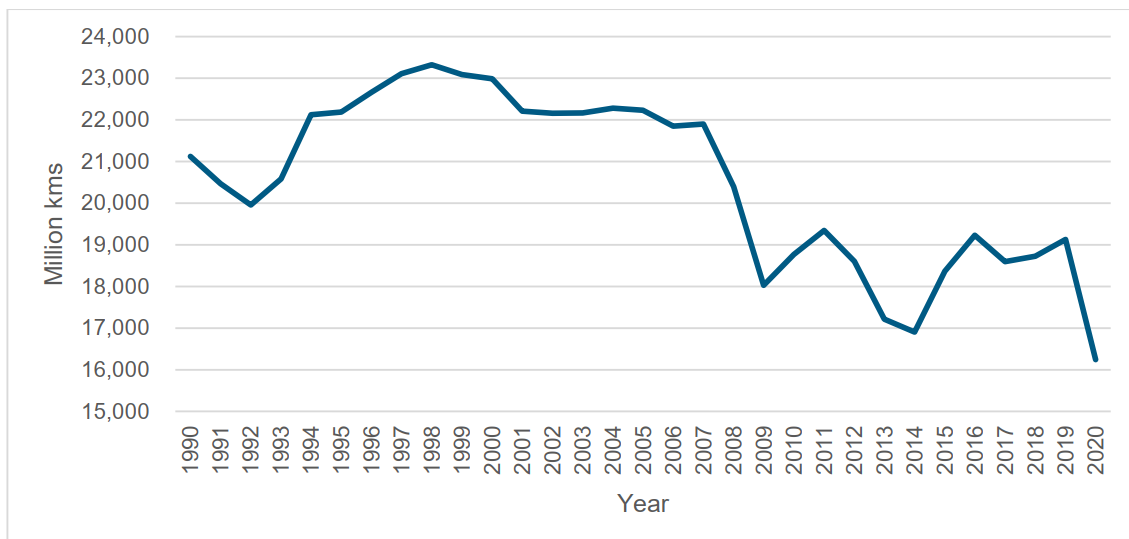
**Figure 2-1 - Total annual goods lifted by road freight (1990 – 2020), UK**



**Figure 2-2 - Total annual goods moved by road freight (1990 – 2020), UK**



**Figure 2-3 - Total annual distance travelled by road freight (1990 – 2020), UK**



Currently within Wiltshire, we encourage transit and long-distance traffic to use motorways, trunk and, where appropriate, the Primary Route Network (PRN) for access to the 'local' freight routes. The current freight network is shown in Figure 2-4.

There are five roads within Wiltshire that are categorised as 'strategic' routes. The strategic routes are primarily established for through movements and to be the principal link to the other, secondary types of routes. These routes are typically established, high use/flow roads on the existing network; and link with strategic or similarly named routes within neighbouring authorities' networks.

#### The five strategic routes within Wiltshire

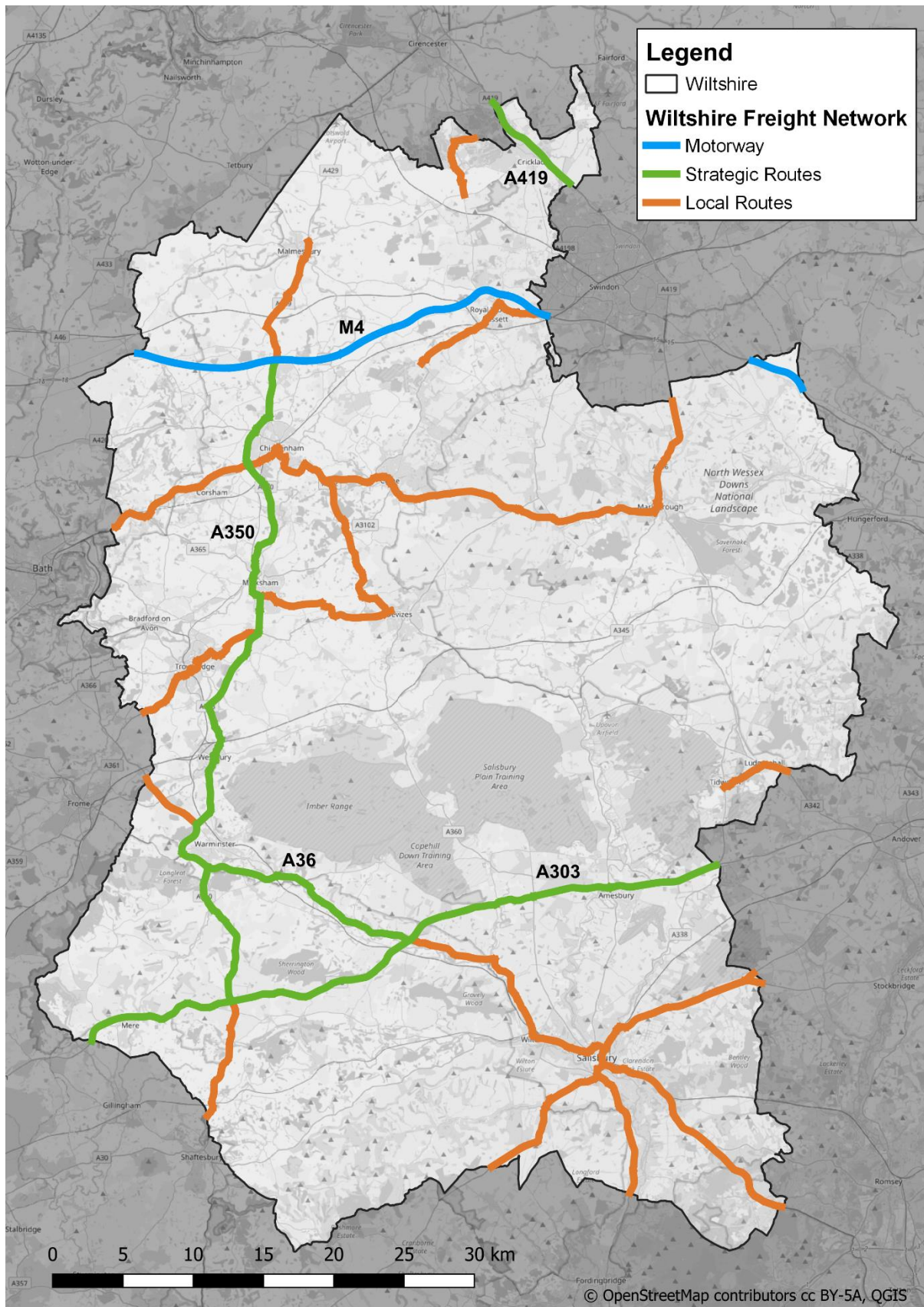
- M4
- A303
- A350
- A36
- A419

The 'local' freight routes primarily direct vehicles between urban centres and significant traffic generators; wherever possible, these routes avoid unnecessary deviation onto less appropriate routes such as residential or sensitive areas such as Westbury.

Local freight routes are not generally suggested as through-routes unless the continuation of the journey on the designated route provides a clear socio-economic and environmental benefit.

These routes are predominantly placed upon 'A' roads within the county; however, some lower classed roads are included where it is proven that no adequate alternative route is available to service a required destination, or that a clear benefit for the continuation of the journey on that route can be demonstrated.

**Figure 2-4 - Wiltshire's freight network**



### 2.1.2.2. Freight by rail

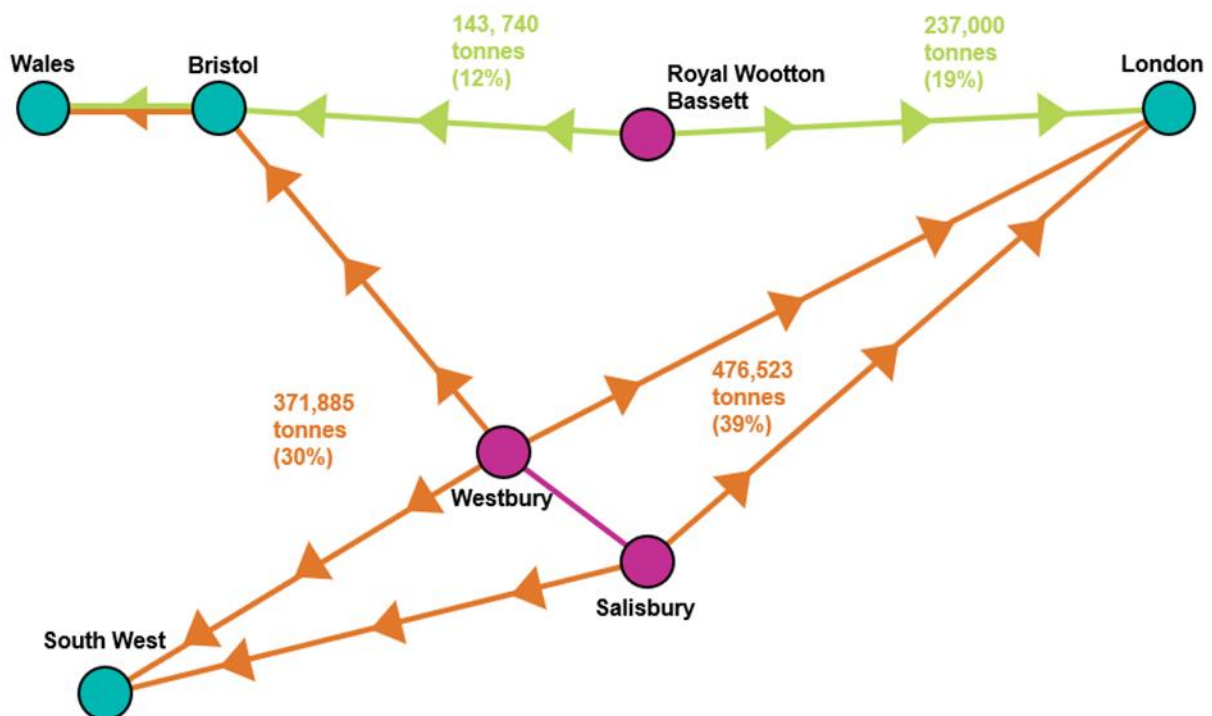
Table 2-1 shows the split of rail freight that passes through Wiltshire. Most of the rail freight (87%) passes through Wiltshire without stopping, with only 7% of all rail freight originating in Wiltshire and transporting goods out of the county, and only 6% originating outside of Wiltshire and travelling into the county. The data indicates that there are no internal rail freight trips that originate and terminate within the county.

**Table 2-1 - Rail freight passing through Wiltshire (million tonnes annually)**

Direction/route	To		
From	Wiltshire	Outside Wiltshire	Total
Wiltshire	0 (0%)	4.47 (7%)	4.47 (7%)
Outside Wiltshire	3.9 (6%)	55.54 (87%)	59.44 (93%)
Total	3.9 (6%)	60.02 (94%)	63.92 (100%)

Figure 2-5 shows the main routes taken by rail freight through Wiltshire. The majority of freight (69%) passing through Wiltshire passes through Westbury or Salisbury, with 39% travelling north (towards London) and 30% travelling south (away from London). A total of 31% of rail freight is travelling via Bristol or Wales i.e., on the Western Mainline, with 19% travelling towards London and 12% away from London.

**Figure 2-5 - Wiltshire's rail freight by route**



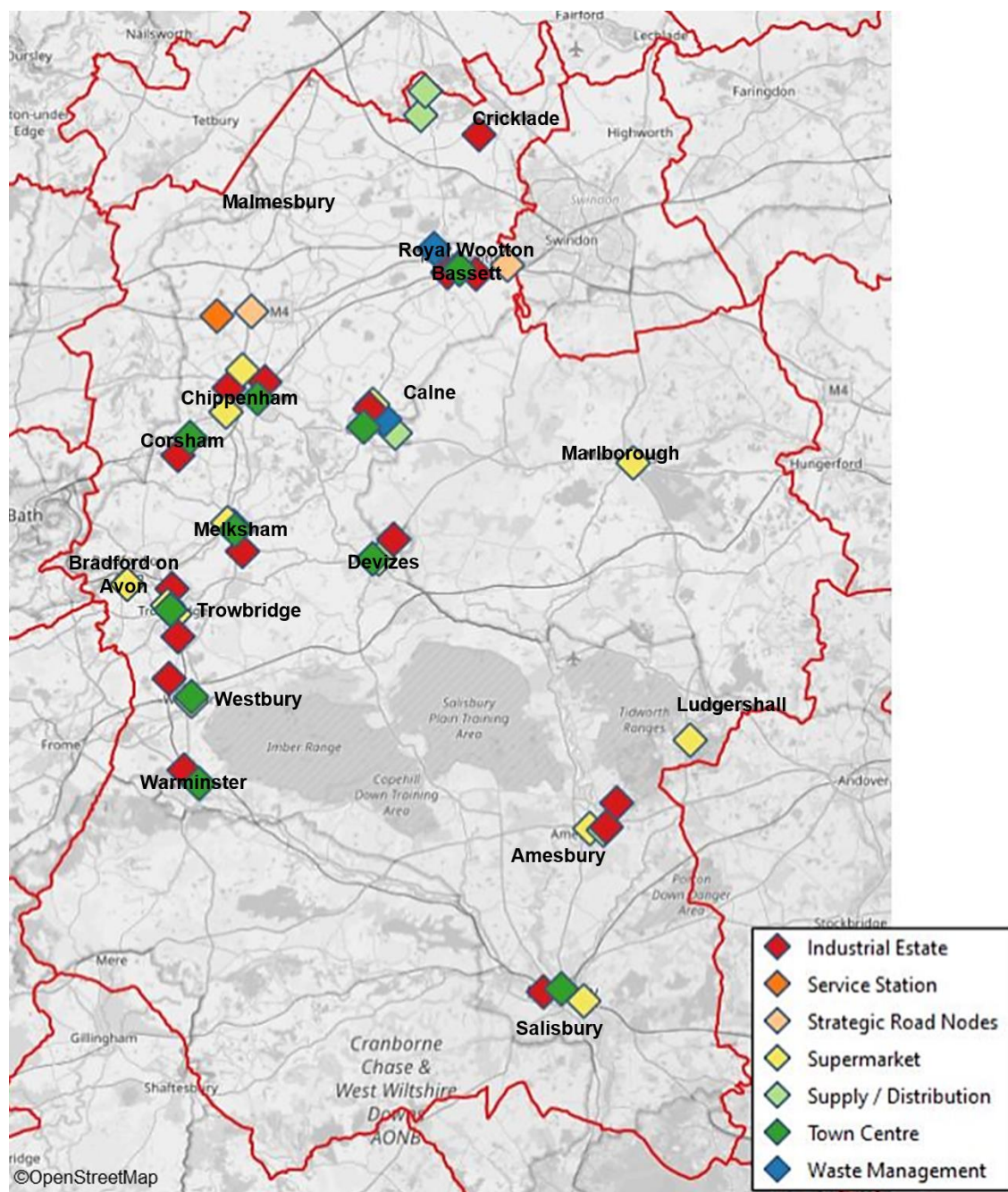
## 2.1.3. Freight generators

### 2.1.3.1. Within Wiltshire

As shown in Figure 2-6, most key freight generators within Wiltshire are located within and surrounding larger settlements (the Principal Settlements and the Market Towns), and the majority are also located along HGV freight network routes. There is a clear concentration of freight generators within the central western area around key settlements including Chippenham and Trowbridge.

There is a notable lack of freight generators within the central and south-western areas of the county, this is likely due to the military training areas and the more rural environment which, as a result, feature less recognised freight routes.

**Figure 2-6 - Location of freight generators in Wiltshire**



### 2.1.3.2. Beyond Wiltshire

It is recognised that major freight generators located outside of the county will still have a significant impact on freight movements within Wiltshire. For this reason, consideration has also been given to these large-scale freight generators beyond the county boundary which are summarised below:

- Avonmouth Industrial Estate which features major distribution centres such as Amazon, Asda and Coop as well as the Portbury and Avonmouth port-based intermodal freight terminals.
- Bath city centre. .
- Bristol city centre which includes an intermodal freight terminal 'Bristol South Liberty Lane'.
- Mendip quarry routes.
- Poole.
- Southampton Port which features a port-based intermodal freight terminal.
- Swindon town centre.

### 2.1.4. Policy context

More recently, there has been a shift for policy to focus on environmental change and net zero carbon goals. Within Wiltshire there is a need to establish a clear decarbonisation trajectory toward achieving net zero carbon emissions across Wiltshire, whilst also balancing other policy objectives.

Several policy documents have been published in recent years relating to freight and these are summarised below.

## DfT's Future of Freight Plan (2022)

DfT's Future of Freight Plan aims to create a long-term vision for how the government plans to tackle key freight challenges across five areas:

- Aim to identify a National Freight Network (NFN) to create seamless flow of freight across road, rail, maritime, aviation, inland waterway and warehouse infrastructure.
- Creation of a Freight Energy Forum to support the entire sector in its transition to net zero by 2050.
- A planning call for evidence to explore planning reform opportunities.
- A 'Generation Logistics' campaign to reset the sector's image and raise awareness of the breadth of career options across freight and logistics, encouraging employment.
- A £7m Freight Innovation Fund, to maximise the use of technology and data across freight and logistics.

## Transport Decarbonisation Plan (TDP) (2021)

The TDP sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK. The plan notes that:

- Air pollution costs to health and social care from transport could reach £5.3 billion by 2035.
- The negative impacts arising from urban road noise in England is estimated to cost between £7 to 10 billion per annum.
- TDP could deliver 200 to 220 MtCO<sub>2</sub>e savings between 2020-2050 for the freight and logistics sector. The plan could also deliver up to £600 million air quality benefits from 2020 to 2050 from the freight and logistics sector.
- Potential dates have been given to end the sale of new non-zero emission HGVs depending on weight.

## Decarbonising Transport, A Better Greener Britain, One Year On

In June 2022, a report was published summarising the progress made over the 12 months since the TDP was produced. It noted that:

- The first electric HGVs were in operation for deliveries, with a total of 9 electric HGVs expected in 2022.
- DfT will work with Great British Railways Transition Team to develop the rail decarbonisation programme.
- Following consultation, dates were announced to end the sale of new non-zero emission HGVs: 2035 for HGVs weighing 26 tonnes and under, and 2040 for HGVs heavier than 26 tonnes.

## Rail Freight Transport Strategy (2016)

This strategy aims to establish a clear policy framework to support rail freight and enable it to grow, given its benefits in cutting carbon emissions and air pollution. The strategy notes that:

- Each tonne of freight transported by rail reduces carbon emissions by 76% compared to road, and each freight train removes 43-76 HGVs from the roads.

## South West Freight Strategy (2022)

This strategy is a collaboration between Peninsula Transport and Western Gateway sub-national transport bodies. It outlines packages of interventions in response to key issues, opportunities and themes, aiming to positively contribute to six key themes:

- Connectivity
- Decarbonisation
- Information and awareness
- Infrastructure
- Operational efficiency
- Technology



### 2.1.4.1. Greenhouse gas emissions

Based on the policy context, it is important to understand the current contribution of freight to Wiltshire’s greenhouse gas emissions (GHG).

Transport emissions accounted for 38% of the GHG emissions generated in Wiltshire in 2022<sup>2</sup> (DESNZ). Of these, over 95% were emissions from road transport and approximately 3% from rail.



Carbon modelling for Wiltshire<sup>3</sup> indicates that Heavy Goods Vehicles (HGVs) accounted for approximately 18% of the county’s transport emissions in 2018 and vans for a further 18%. This is comparable with the national balance, with 20% of UK transport emissions in 2021 generated by HGVs and 17% by vans.<sup>4</sup>

HGVs are projected to account for an increasing proportion of emissions as the car and van fleet is forecast to move to zero emissions vehicles more quickly than the HGV fleet, reducing their contribution to emissions.

### 2.1.5. Typical challenges and opportunities

Table 2-2 presents a summary of the typical transport related challenges and opportunities faced by freight.

**Table 2-2 LTP4 challenges and opportunities for freight**

LTP4 challenges and opportunities for freight	
	<b>Rurality</b> The varied, dispersed and largely <b>rural</b> nature of Wiltshire means many people have to rely on their cars, and presents challenges around connectivity by other modes, which can lead to <b>social isolation</b> .
	<ul style="list-style-type: none"><li>• There is a limited number of roads sufficient for HGV use through Wiltshire, with roads mainly rural in nature. There is a limited number of rail stations throughout the county.</li><li>• On rural local roads, the rural nature can make it difficult for freight and active travel modes to co-exist on some routes.</li></ul>
	<b>Health, wellbeing and safety</b> There are pockets of <b>inequality and deprivation</b> across the county related to <b>health, wellbeing, road safety and access to facilities</b> .
	<ul style="list-style-type: none"><li>• There is a need where possible for safe parking and rest areas for lorry drivers.</li><li>• Routes for freight should be made safer with improved signage and awareness of freight. There is need to where possible to limit the proximity of HGV movements to people.</li><li>• Freight can have a disruptive impact on rural communities.</li></ul>

<sup>2</sup> Department for Energy Security and Net Zero (2024) UK local authority and regional greenhouse gas emissions statistics, 2005 to 2022 [UK local authority and regional greenhouse gas emissions statistics, 2005 to 2022 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics-2005-to-2022)

<sup>3</sup> Carbon modelling using outputs from the Wiltshire Traffic Model and DfT parameters relating to vehicle fleet and emissions. Further detail is provided in the **LTP4 Carbon Paper**.

<sup>4</sup> DfT (2023) Transport and Environment Statistics: [Transport and environment statistics: 2023 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/transport-and-environment-statistics-2023). Domestic transport emissions, excluding shipping.

- There is the potential for conflict between HGVs and active modes.
- STATS19 data between 2017-2022 shows that a total of 260 collisions involving HGVs occurred within the Wiltshire and Swindon area, accounting for 4.2% of the total collisions during this period. Whilst they account for a small percentage, collisions involving HGVs are far more likely to be of higher severity, with 8.8% of HGV collisions being fatal, compared to 2.1% of overall collisions. A total of 18% of all fatal collisions involve HGVs.
- There were eight collisions involving HGVs during the five year period at the A303 interchange with the A350 near Chicklade, six on the M4 by Littleton Drew, and five on the A432 Wedhampton, the M4 near Royal Wootton Bassett, and the A3094 Harnham.



### **Economic growth**

**Economic growth** in Wiltshire is slowing and an ageing population poses an increasing challenge.

- Freight is needed to transport goods and services, helping to fuel the economy both domestically and globally and encouraging growth within Wiltshire and the UK. A shift towards rail can help to fuel this economic growth, whilst taking freight off the roads in the right places.
- In terms of Gross Value Added (GVA) by the transportation and storage industry in Wiltshire, in 2010 Wiltshire had significantly higher GVA than England. Over the years, the gap has reduced and in 2020 the GVA figures Wiltshire (circa £210m) are only marginally higher than the average in England (circa £200m).



### **Futureproofing transport**

The transport network in Wiltshire is not currently prepared for future **maintenance, technological, environmental and societal changes**.

- There is a need to shift towards rail and take freight off roads. However currently the capacity for rail and the current rail network is not sufficient to facilitate a substantial shift.
- There is a need to focus on last mile delivery, particularly in Principal Settlements and Market Towns.
- Whilst rail freight and emerging modes such as e-cargo bikes can help to complement road freight, it cannot replace it entirely. Therefore, road networks must be futureproofed to ensure efficient movement of freight.



### **Decarbonisation**

Wiltshire Council acknowledged a **climate emergency** in 2019, and decarbonising transport is critical to achieving the Council's carbon neutral ambitions.

- There is a need for sustainable fuels and power sources to be used by HGVs/LGVs, as well as to reduce the number of vehicle miles by HGVs and LGVs.
- The UK Government announced phase-out dates for diesel vehicle sales to ensure all new HGVs are zero emission by 2040 at the latest.
- Wiltshire is in line with England and the South West in terms of fuel use for HGVs, with 99% of vehicles across all three areas using diesel and 1% using 'other fuels'. As classified by DfT, other fuels include battery electric, plug in hybrids, and range extended electric vehicles.
- Petrol and diesel LGVs make up 98% of the fleet in England and 99% in the South West, Wiltshire is slightly lower at 94%, with other fuels making up the remaining 6% of LGVs.

- Transport is the largest contributor to UK domestic GHG emissions, accounting for 28% of emissions in 2022. 20% of 2021 domestic transport GHG emissions were produced by HGVs and 17% by vans. Rail accounted for 2% of emissions.
- In Wiltshire, transport plays an even more significant role in emissions generation, accounting for 38% of emission in the county in 2022. HGVs are estimated to account for 18% of the total, vans for a further 18% and rail for 3% (based on 2018 figures).



### Unique environment

We have a responsibility to **protect** and **enhance** Wiltshire's unique natural, built and historic environments.

- Wiltshire's freight network, in comparison to the size of the county and its use as a through route for many other key origins/destinations, has a limited number of main roads suitable for freight use.
- Only one motorway (M4) passes through the county to the north, with A and B roads taking much of the traffic burden.
- The rural nature of the county proves difficult for easy distribution of freight goods without disrupting flow of local traffic on the network.

## 2.2. Vision and objectives for freight

### 2.2.1. Vision

The LTP4 vision sets out a long-term aspiration for transport in Wiltshire, to 2038 and beyond, of:

A safe and connected transport system which protects the county's unique built, natural and historic environment, making this accessible for all, supports sustainable economic growth across Wiltshire's communities and contributes to a low carbon future.

Delivery of the vision would mean that Wiltshire's freight network moves goods in a less polluting and modernised manner. This would be achieved through transitioning vehicles to sustainable and electric fuels, supporting opportunities to shift freight from road to rail, developing last-mile delivery options, improving the safety of key HGV routes and ensuring the rural and unique nature of the county is protected.

### 2.2.2. Objectives

Table 2-3 presents an overview of LTP4 objectives in the context of freight.

**Table 2-3 LTP4 objectives and relevance for freight**

### LTP4 objectives and relevance for freight

	<b>Supporting rural communities</b>	To <b>decarbonise private vehicles</b> , and to tackle social isolation by improving <b>multi-modal and digital</b> connectivity across the whole county, especially within and beyond our rural settlements.
<ul style="list-style-type: none"> <li>• Ensure the freight network uses the most appropriate routes in order to protect Wiltshire’s rural environment.</li> </ul>		
	<b>Improving health, wellbeing and safety</b>	To provide a <b>safe</b> transport network which improves <b>quality of life, health and wellbeing</b> in Wiltshire, promoting more equal and inclusive access to opportunities.
<ul style="list-style-type: none"> <li>• Ensure drivers have safe routes, safe parking and adequate rest facilities.</li> <li>• Work to reduce impact of HGV movements on people and communities where practicable and reduce associated air quality and noise impacts.</li> <li>• Improve road safety in HGV collision hotspots.</li> <li>• Limit potential for conflict between HGVs and active modes.</li> </ul>		
	<b>Economic growth</b>	To provide a reliable and efficient transport network which maximises <b>sustainable economic growth</b> opportunities across Wiltshire’s varied localities.
<ul style="list-style-type: none"> <li>• Deliver sustainable economic growth through supporting the freight network.</li> <li>• Ensure Wiltshire continues to perform its key role in the transportation and storage industry.</li> </ul>		
	<b>Futureproofing transport</b>	To ensure that Wiltshire has a <b>resilient</b> transport network that is prepared for <b>continuing maintenance, technological, environmental and societal changes</b> and will meet the needs of future generations.
<ul style="list-style-type: none"> <li>• Support the development of last mile delivery solutions, particularly in Principal Settlements and Market Towns.</li> <li>• Support an increase in rail freight where possible, as opportunities arise.</li> <li>• Support the investigation of innovative freight solutions, including autonomous platooning on strategic routes such as the M4 and A303.</li> </ul>		
	<b>Transport decarbonisation</b>	To expedite the <b>reduction of the total carbon emissions</b> in the county that are due to transport, contributing to making Wiltshire Council carbon neutral by 2030, and leading the county towards net zero.
<ul style="list-style-type: none"> <li>• Reduce freight movements through consolidation and last-mile planning.</li> <li>• Support the transition of freight towards sustainable fuels and/or electrification.</li> <li>• Support an increase in rail freight where possible, as opportunities arise.</li> </ul>		
	<b>Protecting and enhancing our unique environments</b>	To ensure the transport network in Wiltshire <b>protects and enhances</b> our natural and built <b>environments</b> , including our three National Landscapes, National Park and our historic towns and settlements.
<ul style="list-style-type: none"> <li>• Ensure the freight network uses the most appropriate routes in order to protect Wiltshire’s unique environment.</li> </ul>		

## 2.3. Policies and measures

### 2.3.1. Introduction

The LTP4 policies are set out in detail in Section 2.3 of our Core LTP4 Strategy.

The following sections consider the policies specifically in the context of freight and outline the relevant measures we plan to deliver. The policies are grouped by our four policy areas of Avoid, Shift, Improve and Support.

These four policy areas sit around the core of the LTP4: the vision and objectives.

Our objectives are set out in Section 2.1 of our Core LTP4 Strategy. Each measure meets some or all our objectives, and these are depicted by the relevant icons identified previously.



Objective 1 - To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.



Objective 2 - To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.



Objective 3 - To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.



Objective 4 - To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.



Objective 5 - To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by 2030, and leading the county towards net zero.



Objective 6 - To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.

### 2.3.2. Avoid



**Avoid** unnecessary travel – giving people the choice to reduce the number and length of car trips needed through locating services, jobs and other destinations within closer reach; providing digital options; and combining journeys.

Policy A1: Reduce the need to travel as often through combining journeys and providing digital options.

Objectives met:



#### Measure A1.2: Review of consolidation centres

##### Description

Multiple suppliers can have goods delivered directly to a central consolidation centre or delivery hub for storage then, when needed, this is combined into a single larger load for the onward journey. This consolidation process improves efficiency and reduces costs and overall distance travelled for logistics companies. Onward journeys can also be undertaken by smaller, less polluting vehicles, and packaging can be returned in some instances for recycling. We will review the introduction of consolidation centres across Wiltshire.

##### Benefits

Consolidation centres would help to:

- Reduce vehicle miles, mainly large HGV miles.
- Increase the efficiency and sustainability of the movement of freight. Reduce total greenhouse gas emissions due to transport, helping to improve air quality and noise.
- Reduce congestion on the network.
- Create a safer network. Fewer HGVs would create a safer environment for vulnerable road users, which in turn could lead to increases in active travel.
- Reduce the impact of freight on communities and natural and historic sites.

##### Possible locations

Consolidation centres would be most appropriate near to Principal Settlements and larger Market Towns, where there is considerable demand for freight movements. Freight consolidation centres would be best placed near strategic routes to intercept freight traffic before it enters urban centres.

#### Measure A1.3: Planning for HGV deliveries in new developments

##### Description

Planning for appropriate HGV routing and parking in new commercial developments aims to limit the disruption on the network from freight. Safe loading and parking spaces should be made available to prevent HGVs from parking on pavements or stopping on the side of the road and preventing traffic from moving freely. Routing needs to be considered to prevent HGVs from using unsuitable roads and junctions.

It has been a longstanding priority to improve north-south connectivity along the A350, and Wiltshire Council has been progressively bringing forward the dualling of the A350 Chippenham bypass, to support planned commercial development. We have previously

### Measure A1.3: Planning for HGV deliveries in new developments

completed three major schemes along the A350 in Chippenham (Phases 1, 2 and 3). These works were to improve capacity and safety on the route and were largely funded through successful Department for Transport (DfT) and/or Local Enterprise Partnerships (LEP) funding bids. Funding for the final phases (4 and 5) has been awarded from the DfT.

#### Benefits

Planning delivery routing and parking in new developments would help to:

- Reduce vehicle miles, mainly large HGV miles.
- Increase the efficiency and sustainability of the movement of freight, helping to improve air quality and noise.
- Reduce congestion on the network.
- Create a safer network: fewer HGVs would create a safer environment for vulnerable road users, which in turn could lead to increases in active travel.
- Reduce the impact of freight on communities and natural and historic sites.
- Access for HGVs can be planned for deliveries and emergencies.

#### Possible locations

Planning would need to be considered through all new commercial developments. Priority, where possible, should be given to locations close to or alongside existing strategic freight routes.

Policy A2: Enabling access to services, jobs and other destinations within closer reach

Objectives met:



Measures relating to Policy A2 are covered in our place-based sub-strategies.

### 2.3.3. Shift



**Shift** to more sustainable modes of transport – providing better and more accessible options for travel via active travel and shared and public transport.

Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality.

Objectives met:



### Measure S1.8: Freight kerbside delivery management (system for booking loading bay access)

#### Description

Dynamic kerbside management includes providing bookable loading bays for commercial vehicles in busy areas. We will pursue opportunities to trial and/or deliver this solution.

#### Benefits

## Measure S1.8: Freight kerbside delivery management (system for booking loading bay access)

Delivery of these bays would help to:

- Provide environmental benefits from reduction in delivery vehicles circulating whilst looking for parking spaces.
- Improve urban realm where spaces could be used at certain times for other means e.g. outdoor seating and micromobility parking.
- Increase revenue opportunities for the local authority. This can support more efficient deliveries and could also support local businesses through additional seating at certain times.
- Reduce pollution from delivery vehicles, removing the requirement for permanent loading bays, reducing visual impact and opening up street space for other uses.
- Safety benefits for pedestrians and cyclists as deliveries have set locations in loading bays.

### Possible locations

Focussed mainly in Principal Settlements and larger Market Towns.


Policy S2: Provide more public and shared transport options and improve service quality.

Objectives met: 

Policy S3: Provide better access to public and shared transport services.

Objectives met: 

Policy S4: Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most

Objectives met: 

Measures relating to Policies S2, S3 and S4 are covered in our place-based, strategic transport and parking sub-strategies.

Policy S5: Encourage and enable shift to more sustainable modes for freight.

Objectives met: 

## Measure S5.1: Micro-consolidation and use of alternative modes for first/last mile

### Description

At micro-consolidation depots or centres, goods are unloaded, combined and distributed into smaller units prior to delivery. As well as increasing efficiency of deliveries, this can enable alternative, more sustainable modes to be used for the very first and last legs of a



### Measure S5.1: Micro-consolidation and use of alternative modes for first/last mile

delivery item's journey (termed "first/last mile"), such as e-cargo bikes or electric cars or vans.

We will work with freight operators and businesses on a voluntary and ad-hoc basis to achieve shared deliveries where possible and will further investigate the potential for delivering or trialling micro-consolidation and first/last mile delivery solutions.

#### Benefits

- Reduction in delivery vehicle miles travelled as freight is consolidated into fewer and/or more efficient journeys.
- Reduction in carbon emissions and congestion, and improved air quality and noise levels, associated with consolidation and last mile solutions.
- Improved safety for vulnerable road users with fewer freight deliveries, helping to increase levels of active travel.
- More efficient and sustainable movement of freight. With fewer freight deliveries on the roads, this will reduce congestion and improve journey time reliability.
- Encourage the take up of smaller EV / cargo delivery vehicles.

#### Possible locations

County-wide, most likely to be suited to areas with higher concentrations of freight and delivery demand or targeted to support specific organisations.

#### Case study: Cargodale in Calderdale

Cargodale was established during 2020 as a grocery and shopping delivery service to residents of Hebden Bridge and Todmorden in Calderdale. It is run as a social enterprise funded through delivery service and hire charges, as well as from the 2020 Active Travel Fund and the UK Government's Towns Fund.



Cargodale

The scheme also delivers goods for local businesses and market stallholders. It provides a food waste avoidance scheme and assists residents who may have travelled by foot, bike or bus to transport their shopping home. In its first 6 months (March to August 2020), Cargodale delivery bikes covered just under 1,800 miles. This prevented around 500kg of carbon dioxide (CO<sub>2</sub>) emissions from being produced, compared to using small diesel vans or multipurpose vehicles.

### Measure S5.2: Shifting freight from road to rail

#### Description

We will pursue opportunities to shift road freight onto rail, working with stakeholders and partners to increase rail network capacity, safeguard land and promote using rail for freight.

#### Benefits

- Supports the decarbonisation of freight, as rail is less carbon intensive.

### Measure S5.2: Shifting freight from road to rail

- Reduced vehicle miles travelled, specifically large HGVs. This will reduce emissions and improve air quality and noise.
- Reduce traffic congestion and delays, increasing journey time reliability.
- Minimises the impact of freight travel on communities and natural and historic sites.
- Improved safety for vulnerable road users with fewer freight deliveries, helping to increase levels of active travel.

#### Possible locations

County-wide.

### Measure S5.3: Safeguarding land for rail and consideration of rail freight interchange site

#### Description

We will consider safeguarding land for rail where feasible to ensure Wiltshire can offer a future-proofed rail network which is ready for growth in freight demand.

#### Benefits

- Supports the decarbonisation of freight, as rail is less carbon intensive.
- Reduced vehicle miles travelled, specifically large HGVs. This will reduce emissions and improve air quality and noise.
- Reduce traffic congestion and delays, increasing journey time reliability.
- Minimises the impact of freight travel on communities and natural and historic sites.
- Improved safety for vulnerable road users with fewer freight deliveries, helping to increase levels of active travel.
- Increased resilience of our freight network by diversifying delivery modes.

#### Possible locations

County-wide with Westbury a likely focus.

### 2.3.4. Improve



**Improve** vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements.

Policy I1: Facilitate and encourage move to low and zero emission vehicles.

Objectives met: 

Measures related to electric vehicle infrastructure (EVI) are included in the EVI sub-strategy.

### Measure I1.11: Support for low emission freight

#### Description

### Measure I1.11: Support for low emission freight

The transition to a fully low or zero emission fleet is required to reach targets, since HGVs alone contribute 20% to all transport carbon emissions across the UK. We will support the transition to low emission freight. For freight, alternatives to petrol and diesel could include battery electric, plug in hybrids, range extended electric vehicles and biofuels.

#### Benefits

- Reduced carbon emissions and carbon intensity of travel from greater low or zero emission vehicles.
- Contributes to increased uptake of lower emission vehicles such as EV, hydrogen and synthetic fuels.

#### Possible locations

County-wide.

#### Case Study: Amazon

In 2022, Amazon launched five electric HGVs in its delivery fleet for the first time in the UK. The 37-tonne fully electric vehicles are transporting customer packages with zero tailpipe emissions and using battery power. The five vehicles replaced diesel HGVs, resulting in up to 100,000 annual road miles fuelled with renewable electricity instead of diesel, preventing 170 tonnes of CO<sub>2</sub>e from being emitted.



Amazon UK

Policy I2: Enable safer and more efficient driving and operation of road networks.

Objectives met:



### Measure I2.4: HGV parking and rest stops

#### Description

We will promote the creation of rest stops and HGV parking facilities on the freight network, including on the SRN. This will ensure drivers have convenient, well-located rest facilities which can support their wellbeing.

#### Benefits

- Reduced greenhouse gas emissions and emission intensity of travel, as it will prevent drivers from spending time searching for a convenient mandatory rest stop.
- Promotes a healthy, safe and secure network for freight drivers and other network users.
- Reliable journey times.
- HGV rest stops can be upgraded to include EV charging points to increase uptake of lower emission vehicles.

#### Possible locations

## Measure I2.4: HGV parking and rest stops

County-wide, on or near to the signed freight network.

## Measure I2.5: Moving traffic offences

### Description

Local Authorities are now able to take on moving traffic enforcement (MTE) powers. The powers are in addition to existing powers to enforce parking contraventions and bus lane enforcement, which the Council has been delivering successfully since July 2006 and March 2021, respectively.

The powers enable Wiltshire Council to enforce moving traffic offences such as banned turns, yellow box waiting and breaching of weight restrictions using cameras. Wiltshire Council has applied to the DfT to take on MTE powers and is currently awaiting an outcome.

We will explore how we can best introduce this in the context of freight.

### Benefits

- Will help to ensure freight traffic uses more appropriate routes through penalising unwanted behaviours.
- Minimising the impact of freight travel on communities and natural and historic sites.
- Improved air quality and local health and reduced noise levels.
- Improved safety for vulnerable road users on routes with the monitoring of moving traffic offences.

### Possible locations

Where necessary across the county.

## 2.3.5. Support



**Support** and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.

Policy SU1: Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport.

Objectives met:



Policy SU2: Work in partnership with Government bodies, stakeholders to improve transport for all.

Objectives met:



Supporting measures relating to Policies SU1 and SU2 are covered in our place-based and strategic transport sub-strategies.

Policy SU3: Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered.

Objectives met:



### Measure SU3.6: Freight Assessment and Priority Mechanism (FAPM)

#### Description

Wiltshire's Freight Assessment and Priority Mechanism (FAPM) has been developed to evaluate freight mitigation requests and prioritise interventions that have the highest impacts on local communities. Requests are assessed annually using the FAPM to identify the top priority scheme(s) for possible intervention. It enables us to equitably assess freight mitigation requests.

We will review the FAPM to update and redesign the system to ensure it efficiently and equitably prioritises the most effective interventions.

#### Benefits

- Chosen mitigation may divert HGV traffic onto more efficient and appropriate routes.
- Improved safety and air quality, and reduced noise pollution in areas benefiting from FAPM related freight intervention.
- Prevents some damage to minor roads due to heavy, inappropriate vehicles using them protecting verge degradation and habitat damage. Freight would be redirected on to more appropriate, larger roads.

#### Possible locations

County-wide.

### Measure SU3.7: Define route restrictions through Advisory Freight Routes

#### Description

We will review, update and, if required, redesign the county freight map. This map sets out the county's advised freight routes to ensure freight uses the most appropriate and strategic roads in Wiltshire. Re-routing HGVs to more appropriate routes should improve delivery efficiency and have beneficial impacts on the road network and local environment. This measure would seek most appropriate corridors for efficient movement, away from communities and historic sites, where there are more people and conflicting movements.

#### Benefits

- Route restrictions will help to prevent misrouting and will therefore reduce vehicle miles travelled and emissions. This will enforce the use of more efficient routes.
- Improve safety for vulnerable road users on routes.
- Improve reliability for goods vehicles on the network, leading to substantial economic benefits.
- Reduces congestion and improves air quality and noise.
- Prevents some damage to minor roads due to heavy vehicles by ensuring freight movements are focused on larger roads.

## Measure SU3.7: Define route restrictions through Advisory Freight Routes

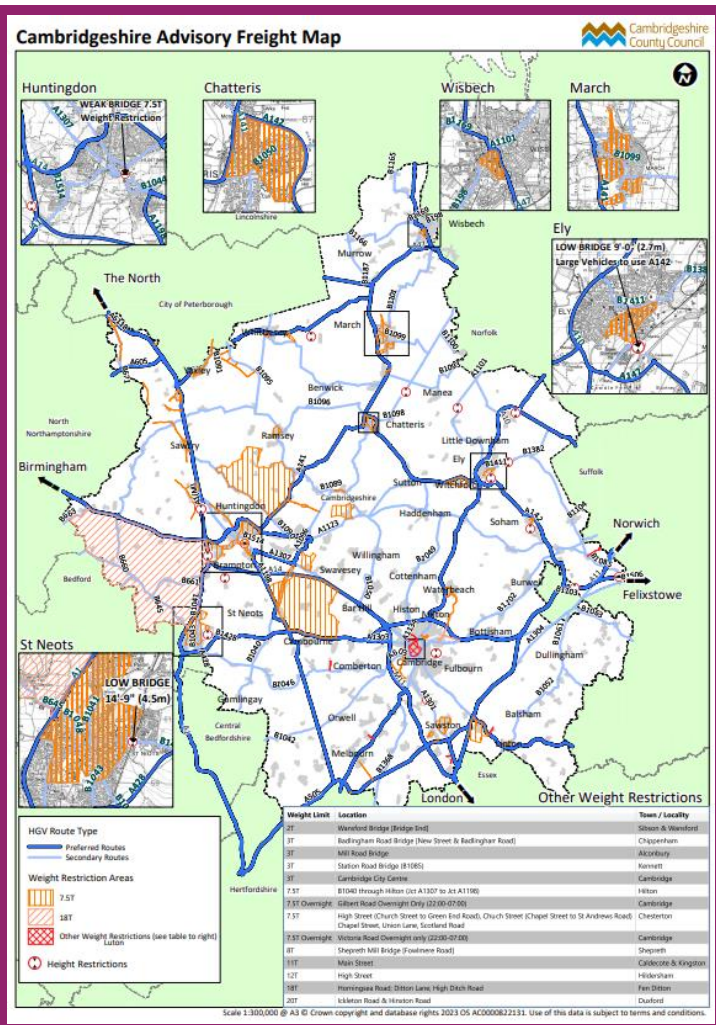
### Possible locations

County-wide. We will continue to develop the existing two-tier network of freight advisory routes, as shown in Figure 2-4, developed as part of LTP3 for the county.

### Case Study: Cambridgeshire County Council

Cambridgeshire County Council has agreed on the Cambridgeshire Advisory Freight Map, that sets out the routes across the county which are currently restricted for use by HGVs due to weight limits and height or width restrictions. It also shows the preferred and secondary routes which are the advised routes for use by HGVs.

The Advisory Freight Routes are displayed on the one.network website and appear as a layer on the public map that can be toggled on or off – this means they can be viewed publicly and are useful for anyone plotting a diversion route for works or events.



# **Wiltshire Council**

## **Local Transport Plan 4**

### **(LTP4) 2024**

**Wiltshire Council**

The logo for Wiltshire Council, featuring a stylized white wave or swoosh underneath the text.

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# Wiltshire Council Local Transport Plan 4

Electric vehicle infrastructure sub-strategy  
March 2025



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# Document history

Revision	Purpose description	Revised	Authorised
1.0	Final for approval	20.02.2025	21.02.2025

# 1. Introduction to county-wide sub-strategies

This document contains one of our four county-wide LTP4 sub-strategies and should be read alongside our Core LTP4 Strategy and place-based sub-strategies, as well as the Integrated Sustainability Assessment and Carbon Paper.

The four county-wide sub-strategies are as follows:

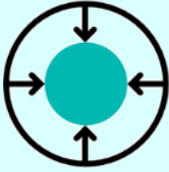

- Freight
- Parking
- Electric vehicle infrastructure
- Strategic transport (focusing on longer journeys, incorporating bus, rail and the Strategic Road Network)

Each of the four county-wide sub-strategies contains information on the current situation across Wiltshire, the specific policies and measures that are applicable, and an overview of how Wiltshire could look if the vision and objectives were realised. They all follow the same structure:

- Introduction to county-wide theme.
- Vision and objectives, applied to each county-wide theme.
- Policies and measures for each county-wide theme, structured by our Avoid, Shift, Improve and Support policy areas. A summary of the measures is included in Table 1-1.


A glossary of key terms and acronyms is provided in Appendix C of the Core LTP4 Strategy.

**Table 1-1 Summary of measures**

Policy area	Measure	County-wide sub-strategies			
		Freight	Parking	Electric Vehicles	Strategic Transport
<b>Avoid unnecessary travel</b> 	<b>A1</b> Reduce the need to travel as often through combining journeys and providing digital options				
	A1.2: Review of consolidation centres	✓			
	A1.3: Planning for HGV deliveries in new developments	✓			
<b>Shift to more sustainable modes of transport</b> 	<b>S1</b> Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality				
	S1.8: Freight kerbside delivery management	✓			
	<b>S2</b> Provide more public and shared transport options, and improve service quality				
	S2.1: Bus infrastructure and service improvements on key corridors				✓
	S2.2: Implementation of new DRT services				✓
	S2.3: Ride sharing, including shared taxis				✓
	S2.4: Support for more frequent or new direct rail services				✓
	S2.5: Support for rail capacity upgrades				✓
	S2.6: Supporting establishment of train servicing facilities				✓
	<b>S3</b> Provide better access to public and shared transport services				
	S3.3: Improved waiting and interchange facilities at bus stops and stations				✓
	S3.4: Provision of real time passenger information at bus stops				✓
	S3.5: Railway station upgrades				✓
	S3.7: Explore the role and function of Park and Ride				✓
	S3.8: Smarter ticketing and payment on buses				✓
	S3.9: Accessible and inclusive buses and infrastructure				✓
	S3.10: Lower and simpler bus fares				✓
	S3.11: Multi-modal ticketing				✓
	S3.12: Coach parking				✓
	<b>S4</b> Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most				
S4.2: Improved car parking signage		✓			
S4.3: Provision and consistency of disabled parking		✓			

Policy area	Measure	County-wide sub-strategies			
		Freight	Parking	Electric Vehicles	Strategic Transport
	S4.4: Review of parking payment methods		✓		
	S4.5: Review of parking charges		✓		
	S4.6: Review of our existing parking assets		✓		
	S4.7: Resident permit zones		✓		
	<b>S5 Encourage and enable shift to more sustainable modes for freight</b>				
	S5.1: Micro-consolidation and use of alternative modes for first/last mile	✓			
	S5.2: Shifting freight from road to rail	✓			
	S5.3: Safeguarding land for rail and consideration of rail freight interchange site	✓			
<b>Improve</b> vehicle, fuel and network efficiency	<b>I1 Facilitate and encourage move to low and zero emission vehicles</b>				
	I1.1: Roll out public on-street residential charging at scale, focusing provision for residents with no off-street parking			✓	
	I1.2: Encourage and facilitate EV charging provision in new developments and refurbishments			✓	
	I1.3: Ensure that public EV charging is located through robust data analysis and community consultation, employing technology appropriate to its context.			✓	
	I1.4: Support the roll out of rapid charger hubs by the commercial sector, ensuring chargers are appropriately located and minimise any associated risks			✓	
	I1.5: Investigate the use of cable channel products to enable safe cross-pavement on-street home charging			✓	
	I1.6: Support EV uptake in corporate fleets and car clubs			✓	
	I1.7: Support and publicise regional and national schemes which help make EVs more financially accessible			✓	
	I1.8: Explore adopting policies and support to increase the number of EV taxis			✓	
	I1.9: Ensure that new EV chargers maximise accessibility for both drivers and footway users			✓	
	I1.10: Ensure new public EV charging includes provision for deprived areas and rural locations			✓	
	I1.11: Support for low emission freight	✓			
	I1.13: Support of cleaner, modernised buses and coaches, and related charging infrastructure				✓
	I1.14: Support rail electrification				✓
	<b>I2 Enable safer, more efficient driving and operation of road networks</b>				
I2.3: Improvements to on-road signage on our strategic and major roads				✓	



Policy area	Measure	County-wide sub-strategies			
		Freight	Parking	Electric Vehicles	Strategic Transport
	I2.4: HGV parking and rest stops	✓			
	I2.5: Moving traffic offences	✓			
	I2.6: Targeted road infrastructure or junction improvements to relieve congestion				✓
<b>Support</b> and enable delivery of the Avoid, Shift and Improve policy areas 	<b>SU1</b> Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport				
	SU1.12: Multi-modal marketing				✓
	SU1.13: Ticketing incentives				✓
	<b>SU2</b> Work in partnership with Government bodies, stakeholders to improve transport for all				
	SU2.3: Work collaboratively with our key stakeholders				✓
	SU2.4: Supporting Community Rail Partnerships				✓
	<b>SU3</b> Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered				
	SU3.6: Freight Assessment and Priority Mechanism (FAPM)	✓			
	SU3.7: Define route restrictions through Advisory Freight Routes	✓			
	SU3.8: Develop a detailed parking operation and delivery plan		✓		

## 2. Electric vehicle infrastructure sub-strategy

### 2.1. Introduction to the Electric vehicle infrastructure sub-strategy

This LTP4 sub-strategy sets out the policies for electric vehicle infrastructure (EVI) across Wiltshire, providing the strategic direction for EV measures for the period up to 2027.

The transition from internal combustion engine (ICE) to electric powered vehicles is well underway, with electric vehicles (battery and plug-in hybrid) accounting for 25% of UK new vehicle sales in the year-to-date 2024<sup>1</sup>, and 1,870,000 electric vehicles now on UK roads. The Government has regulated that no new ICE vehicles are to be sold from 2035, with the Zero Emission Mandate<sup>2</sup> dictating how manufacturers increase EV sales to achieve this goal (e.g. 80% EV sales by 2030).

Wiltshire Council has a role to play in enabling the transition to electric vehicles, having committed to a 2030 net zero target for its own activities and to seek to make the county carbon neutral by 2030.

Transport has the largest sector greenhouse gas (GHG) emissions in Wiltshire, predominantly created by private vehicles. In this respect the transition to EVs represents the greatest opportunity to reduce GHG emissions from our counties transport in the short to medium term.

A new, separate document, the Wiltshire EVI Strategy, is currently being developed by officers, and it will build on this LTP sub-strategy which will set the strategic direction. The Wiltshire EVI Strategy will cover 2024 to 2027. EV charging is an emerging sector with rapid innovation. After three years any EVI strategy for Wiltshire will need to be reassessed against emerging practices and technologies.

Wiltshire Council is currently applying for Department for Transport (DfT) Local Electric Vehicle Infrastructure (LEVI) capital funds to build on-street public residential EV chargers.

#### 2.1.1. EV Charging

Electric vehicles are powered from an internal battery, which needs charging from a suitable electric supply, via an appropriate charging device. Chargers can be broadly grouped into private and public.

- Private chargers: installed for limited users
  - e.g. home chargers or business fleets.
- Public chargers: available to any paying customer
  - e.g. supermarket car park or motorway service station.

Providing these public EV chargers requires the creation of a large national infrastructure, led by a developing commercial sector of manufacturers, service providers, installers and maintenance technicians, all enabled by sizable private investment.

Most EV charging currently takes place at home, with 80% of all electricity used by EVs nationally being delivered through a charger running from a residential energy supply. Home charging is convenient and cost effective, currently benefiting from a low VAT rate on energy

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<sup>1</sup> Society of Motor Manufacturers & Traders (SMMT): [UK new car registration data, UK car market - SMMT](#)

<sup>2</sup> Department for Transport, 2023: [A zero emission vehicle \(ZEV\) mandate and CO2 emissions regulation for new cars and vans in the UK - GOV.UK \(www.gov.uk\)](#)

and availability of specialist EV tariffs. A home charger can be installed through permitted development; however, a key requirement is access to off-street parking, leaving those households which park on-street unable to access home charging. This situation provides demand for public devices to provide on-street, overnight charging, local to those residences without access to home charging.

In recent years the numbers of EV charging devices across the UK has grown rapidly. In July 2024 the DfT registered 64,632 public charging devices, an increase of 47% over the last 12 months<sup>3</sup>. This rate of increase is necessary to ensure charger availability matches EV uptake, both meeting current demand and reassuring ICE drivers that moving to an EV is practical.

### 2.1.2. Wiltshire in 2024

Wiltshire has a unique character which must influence any approach to the deployment of EV charging devices.

- It is one of the largest local authorities by area in England with a population of 510,400 residents.
- The county is largely rural. When assessed by land designation it has only 7% urban areas against 93% being rural, as detailed in the Core LTP4 Strategy (Section 1.2)
- Residents are highly dependent on private vehicle usage. 85% of Wiltshire households have access to at least one vehicle<sup>4</sup>, higher than the UK average of 78%.
- 24% of households have no off-street parking<sup>5</sup>, leaving 55,121 households unable to benefit from permitted development and install a home charger.
- Wiltshire has a great variety of settlement types. The Core LTP4 Strategy (Section 3) identifies a typology of Principal Settlements, Market Towns and Rural Areas. Additionally, eleven settlements have a population greater than 10k, of which eight have significant conservation aspects.
- DfT data on private cars based in Wiltshire<sup>6</sup> identifies that 2.6% are electric vehicles (plug in hybrid and battery), matching the UK average of 2.6%.

The above information shows Wiltshire is a largely rural county, with a variety of settlement types, offering varied context for charger installations. Residents are largely reliant on private vehicle usage, due to the rurality of the county, and matching the national level of electric vehicle uptake. A quarter of homes will be unable to install a home charger and are currently reliant on public EV charging provision.

### 2.1.3. EVI technologies

EV charging infrastructure has established categories, classified by speed of charge. Table 2-1 captures the main categories of chargers, as officially designated by DfT. Each charger category is further detailed by performance characteristics, suitable applications and an indicative cost comparison.

Charger types for public EVI encompass differences in technology, concept of use and supporting business model. These differences should allow for the selection of a charging

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<sup>3</sup> Department for Transport, July 2024:

[Markdown map LocalAuthority publication template.knit \(dft.gov.uk\)](#)

<sup>4</sup> Department for Transport, 2023: [Driving licence holding and vehicle availability - GOV.UK \(www.gov.uk\)](#)

<sup>5</sup> Field Dynamics, 2024: [On Street Charging \(acceleratedinsightplatform.com\)](#)

<sup>6</sup> Department for transport, July 2024: [Vehicle licensing statistics data tables - GOV.UK \(www.gov.uk\)](#)



device which matches the specific requirements of a public location and the needs of its anticipated users.

Private home chargers are usually 7kW wall mounted units, benefitting from smart technology which allows access to EV specific energy tariffs. A 7kW power rating uses a standard domestic electric supply and is sufficient for overnight vehicle charging.

Benefitting from the convenience and cost benefits of home charging can be challenging for people who do not have the ability to install a home charger. This can lead to access and safety problems where cables trail across footways. Charging by trailing cables across the public highway is now prohibited in Wiltshire.

**Table 2-1 : EV charger categories and their characteristics**

Category (DfT recognised)	Power output	Example product tech type	Suitability and cost (£)	Typical locations
<b>Low Speed</b>	<3.7kW	Cable integrated	Slow overnight charging (£)	Domestic home power supply
<b>Standard</b>	3.7kW- <8kW	Lampost integrated	Overnight charging (£)	Home chargers & on-street residential.
<b>Fast</b>	8kW - 49kW	Bollard	Couple of hours charging (££)	Destination car parks, e.g. supermarkets
<b>Rapid</b>	50kW - 149kW	Cabinet	Quick charging mid journey (£££)	Motorway service stations
<b>Ultra-Rapid</b>	150kW and above	Cabinet	Quickest charging available (££££)	EV charging hubs & forecourts

Innovative new Cable Channel products are now reaching the market, which promise safe cross pavement EV home charging by capturing the charging cable securely below the footway surface when in use. There are many issues to understand around the deployment of this new product on the public highway, especially regarding whole life maintenance and operational deployment. The council is contributing to the national discussion regards cable channel use and seeking to progress a limited trial of cable channels with Wiltshire residents. Trial findings and any national guidance will be used to develop an informed approach to cable channel use in Wiltshire.

Wiltshire Council will adopt a 'Right Charger, Right Place' approach, ensuring availability of differing charger types for deployment. This will allow for charging devices to be installed that match the specific characteristics and requirements of the locality into which they are placed.

#### 2.1.4. Current EVI provision in Wiltshire

At July 2024 Wiltshire hosted 387 public EV charge points, of which 261 were Fast and 116 Rapid type chargers. These numbers are provided through the DfT 'Electric vehicle public infrastructure statistics'<sup>7</sup>, developed in collaboration with ZapMap and published quarterly. Wiltshire council have been installing public EV charging devices since 2014. In 2020 the council began an upgrade programme replacing all physical charging devices and setting up

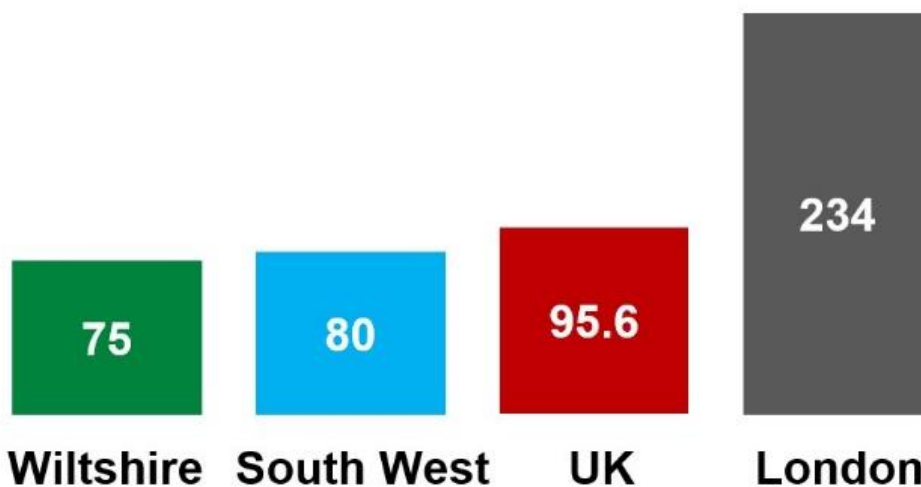
<sup>7</sup> Department for Transport, July 2024: [Electric vehicle public charging infrastructure statistics: July 2024 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/electric-vehicle-public-charging-infrastructure-statistics-july-2024)

new back office and maintenance contracts to provide the service and reliability customers expect.

The council's public charger instalments have to date built 29 fast and 6 rapid charging devices. These have all been built off-street in council owned car parks, distributed to ensure settlements with over 10k population have access to at least one charger. The remaining 232 fast and 110 rapid chargers are destination chargers installed by the commercial sector.

The DfT collates national data on 'devices per 100k population', which is used to compare the density of provision across different areas. Wiltshire currently achieves 75 devices/100k pop., slightly behind West of England (80) and the UK average (95.6). The bar chart in Figure 2-1 allows comparison of public EVI density across the UK.

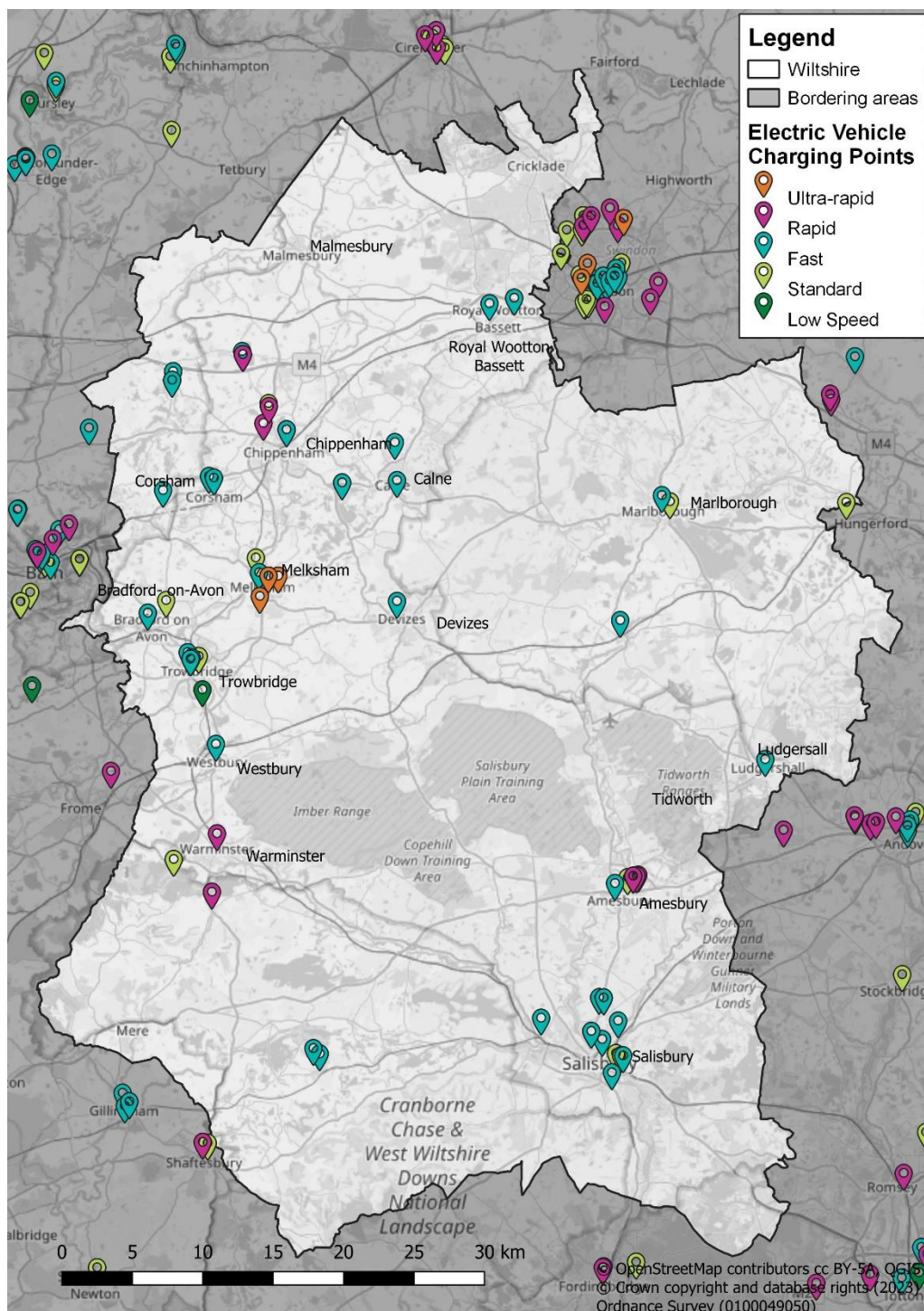
**Figure 2-1 Comparison of public EVI density across the UK (devices per 100k population)**



London typically benefits from dense urban layout and a higher percentage of population able to afford an EV. These factors have made EVI deployment more commercially attractive, lowering install costs and raising utilisation respectively. London's significantly higher density metric of 234 devices/100k pop raises the UK average.

Due to this Wiltshire is best compared to South West data, which measures performance against local authorities with similar geography and challenges. The geography of Wiltshire introduces challenges to providing EVI coverage. At present all council-built chargers are in settlements over 10k population, to meet the greatest demand first. However, this leaves large rural areas without access to any local public charging. Figure 2-2 shows a map of EVI locations in Wiltshire, taken from ZapMap data. This emphasises the skewed distribution of chargers to urban areas and the underserved nature of rural settlements.

Figure 2-2 Map of EVI locations in Wiltshire<sup>8</sup>



### 2.1.5. Predictions

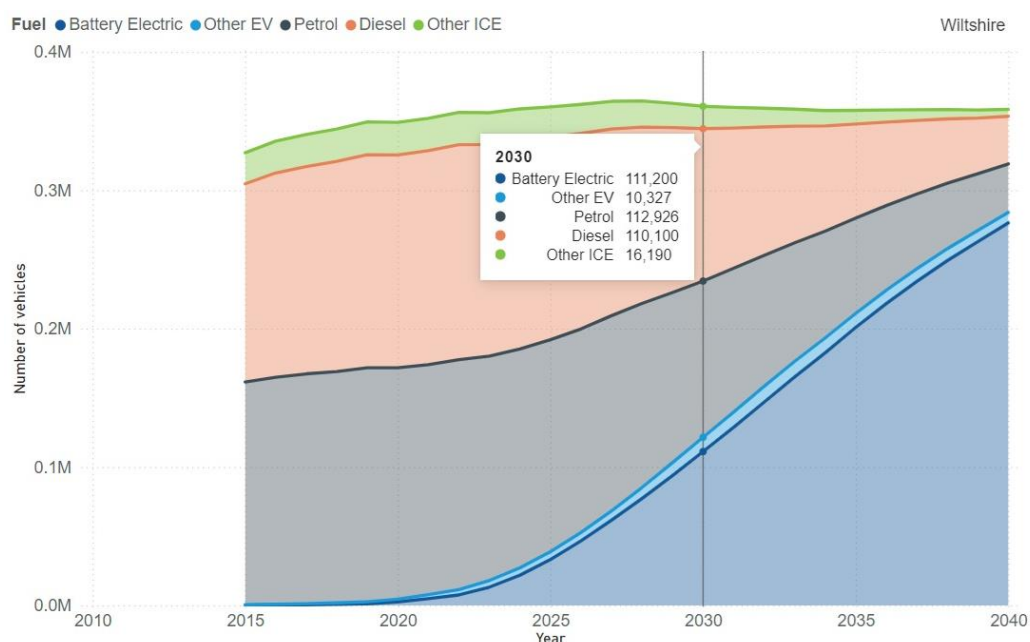
Wiltshire Council has access to DfT approved modelling of future transport scenarios.<sup>9</sup> This modelling uses indicative estimates to provide the most realistic projections possible over

<sup>8</sup> National Chargepoint Registry, Oct 2024: [Find and use data on public electric vehicle chargepoints - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/collections/find-and-use-data-on-public-electric-vehicle-chargepoints)

<sup>9</sup> National EV Insight & Support (NEVIS), 2024: [Home - National EV Insight & Support | Delivered by Cenex](https://www.gov.uk/government/collections/home-national-ev-insight-support-delivered-by-cenex)

the short and medium term. These predictions are generated from current understanding of influencing factors, such as vehicle ownership and economic growth, and how these might change over time, given anticipated future events.

**Figure 2-3 Predicted Wiltshire vehicle fleet make up by fuel type**



The graph in Figure 2-3 shows the NEVIS modelling predictions over time for the total vehicles based in Wiltshire. It assumes a medium uptake scenario for the transition to ultra-low emission vehicles, influenced by current regulatory drivers, including the Zero Emission Vehicles (ZEV) mandate and 2035 ICE sales ban. The fleet numbers encompass both private vehicles and light commercial vehicles only.

From 2027 onwards the total fleet numbers plateau off, representing a changing relationship of residents with vehicle ownership. Over time the fleet of ICE vehicles reduces, while electric vehicles numbers grow. Focusing on the figures for 2030, as this is the committed net zero date for Wiltshire Council, we see a prediction that a third (33.7%) of all vehicles will be electric by this date.

The NEVIS modelling also produces predictions of the number of EV charging devices required in Wiltshire to meet the demands of a greatly increased electric vehicle fleet in 2030. Table 2-2 compares the current number of EV charging devices against the predicted requirements in 2030, identifying the percentage increase this represents.

**Table 2-2 Required growth in charging devices over time**

Charger Type	Devices in 2024	Devices for 2030	% Increase
Fast (including Standard)	261	3,299	1,264%
Rapid (including Ultra-Rapid)	126	300	238%

In July 2024 the number of rapid charging devices in Wiltshire was already over a third of the predicted number required in 2030. Rapid chargers currently make the most profit per device for commercial operators, due mainly to the reduced dwell times and tariff premiums. These factors give confidence that the market will build the rapid devices required to meet the 2030 device target without public funding assistance.

Conversely, the target figure for fast chargers in 2030 represents an increase of over 1,200% on current device numbers. These modelled predictions go further, recommending that 93% of these chargers provide less than 8kW power output, a rating ideal for overnight EV charging. This requirement supports a focus for on building public on-street residential charging to support residents who cannot install a home charger.

Commercial Charge Point Operators (CPOs) prioritise building public chargers where there is currently a strong business case, based on existing EV ownership and socio-economic data showing high likelihood for near future EV adoption. However, the council is also concerned with the social equity of EV charging provision, ensuring that residents in economically deprived and rural areas aren't excluded from the transition to electric.

### 2.1.6. Local Electric Vehicle Infrastructure (LEVI) project

The UK government has recognised the nationwide problem of lack of home charging for drivers without off-street parking in 'Taking charge: the electric vehicle infrastructure strategy'.<sup>10</sup> This strategy identifies the need for a rapid roll out of on-street residential public charging, with the Government then choosing to stimulate this through the Local Electric Vehicle Infrastructure (LEVI) project.

The £380 million LEVI funding is primarily targeted at addressing the need for EV charging in areas with lower levels of residential off-street parking, with a portion allocated to each local authority based on their scoring against associated metrics. Wiltshire has been allocated £3.88m for infrastructure and £480k to fund officers for the council EVI team.

A requirement of LEVI capital funding is that Councils leverage the expertise and investment of the private commercial sector. To this end Wiltshire will be partnering with the private sector to fund charging roll out.

### 2.1.7. Impacts of EV adoption

Developing public EV charging infrastructure in Wiltshire has the key practical impact of enabling residents to transition from ICE to electric powered vehicles. Residents and travellers already driving an EV will be able to make a wider selection of journeys across Wiltshire, knowing public EVI is available to fuel up mid journey. Residents considering making the move to EV will witness chargers visible on nearby streets and at often visited destinations. This will, in turn, alleviate charging anxiety suffered by drivers considering the move to EV, which is currently one of the biggest barriers to adoption.

The transition to electric vehicles will also build county resilience, moving from reliance on imported fossil fuels to electricity generated domestically, or even more positively electricity generated by community energy schemes. Practical impacts will be removal of sensitivity to fossil fuel price volatility and further distancing county activities from the impacts of global events which effect the oil supply chain.

Another tangible impact from greater EV adoption in Wiltshire is improved local air quality. Electric vehicles have zero tailpipe emissions, meaning they do not emit poisonous gases such as NOx, unlike ICE powered vehicles. Greater EV uptake in the county will help to improve local air quality by removing the point sources of polluting petrol and diesel engines. This is especially good news for the eight Air Quality Management Areas in Wiltshire, where air quality has been found to regularly exceed maximum acceptable levels due to local transport emissions.

NEVIS modelling also takes the projected future Wiltshire vehicle fleet and calculates the fleet emissions over time for Carbon Dioxide (CO<sub>2</sub>e), Nitrous Oxide (NOx) and Particulate Matter (PM). Carbon emissions over the forecast period, steadily fall due to a combination of EV adoption and the continuous emissions reductions of the ICE vehicles still for sale. By

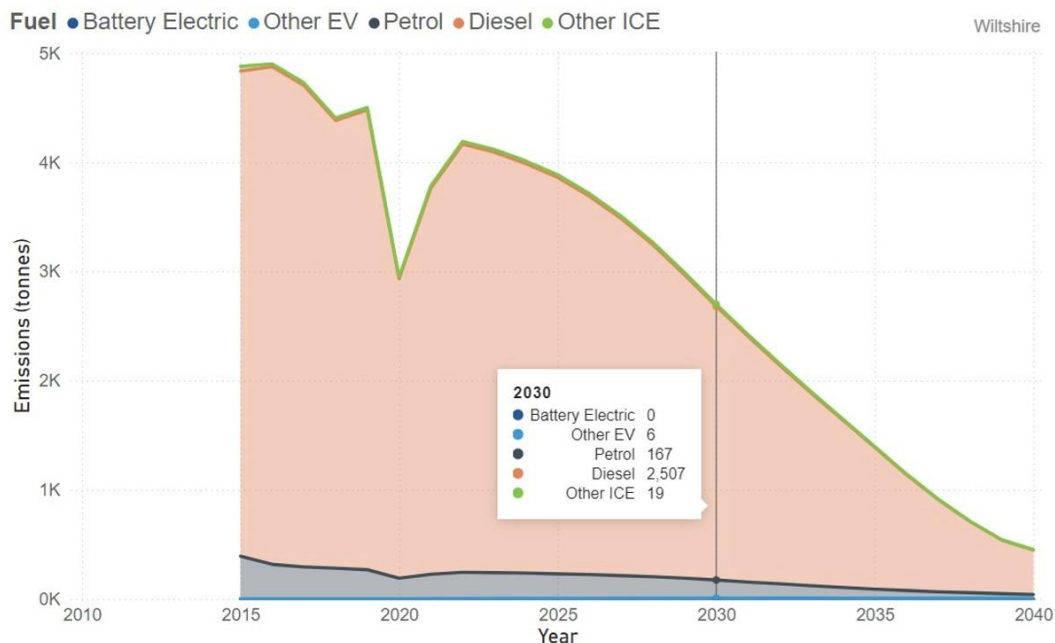
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<sup>10</sup> Department for Transport, 2022: [UK electric vehicle infrastructure strategy - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/103111/uk-ev-infrastructure-strategy-2022.pdf)

2030 fleet CO<sup>2</sup>e emissions are predicted to have fallen 28.9% from current values. Electric vehicles do account for some CO<sup>2</sup>e emissions due to the power grid emissions from producing the electricity that fuels them. This again reduces over time due to the further decarbonisation of the national power grid.

NOx emissions over the forecast period are shown in Figure 2-4. These emissions are shown to fall rapidly over time as the Wiltshire fleet changes in makeup. NOx emissions are largely produced by diesel vehicles. The rapid transition of private vehicles and light commercial vehicles from diesel to electric power is the main contributor to this effect.

**Figure 2-4 Projected NOx emissions for Wiltshire vehicles by fuel type**



All vehicles also produce particulate matter (PM), small particles of 2.5 microns or less, which can be harmful if inhaled in quantity over time. PM is produced from tailpipe emissions of burnt fuel and from operational tyre and brake wear. Tailpipe PM emissions are predicted to rapidly reduce over time with the transition to EV. However, PM from wear remains static over time, due to EVs emitting PM from the same mechanisms, tyres & brakes. Indeed, EVs have been shown to produce more PM emissions from wear, due to increased vehicle weights and associated tyre wear. However, it is also proposed that the change in focus for EV production from high end to mass market models will see average EV weights much reduced. The widespread use of regenerative braking on EVs will also reduce associated PM from brakes, as this uses the electric motor to slow the vehicle and recaptures energy in doing so.

Other benefits from EV adoption become evident to drivers when they make the transition from ICE vehicles. Immediately drivers notice the less stressful driving experience from the lack of engine noise and gear changes. The use of regenerative braking offers potential for one pedal driving, which can deliver a more pleasant driving experience. EVs have far fewer moving parts subject to mechanical failure and correspondingly offer cheaper lifetime maintenance costs. Fuelling an EV can be much cheaper than a comparative ICE vehicle, if the EV can use a home charger and access a supporting tariff. Relying on public charging incurs more tax and business costs, bringing cost parity with comparable ICE vehicles, especially if solely relying on rapid chargers.

### 2.1.8. Site selection process

The council needs to ensure that public EV charging is built in strategically appropriate locations. In the short term this is relevant to the roll-out of public on-street residential chargers provided through the LEVI funding. We will ensure that site selection is both data led and community informed, utilising data to identify general areas (e.g. postcodes, LMAOs) and then refining the precise location through dialogue with the local community and commercial partner charge point operator (CPO).


Accessing and interrogating datasets will be critical for robust site selection. The following categories are examples of datasets which will guide site selection:

- Electrical power availability
- Existing EVI locations
- Existing EV ownership
- Propensity to own an EV
- Index of Multiple Deprivation
- Buildings with no off-street parking
- Resident Parking Zones
- Conservation Areas

Once data led analysis has identified areas for public chargers, we will need to consult with the local community to refine EVI locations to reflect what is happening on the ground. The council has been collecting resident suggestions for charger sites. We will utilise the Area Boards, established community engagement meetings, to contact a wide range of local stakeholder groups. Existing parish and town council engagement meetings / newsletters will be utilised to allow councillors to inform site selection. All these routes will be explored to access local community knowledge, highlighting information such as existing resident parking activities and current resident EV charging practices. Being informed by the community will help us identify streets and locations for the installation of EV charging which are more likely to meet with community support.

### 2.1.9. Typical challenges and opportunities

**Table 2-3 LTP4 challenges and opportunities for EVI**

<b>LTP4 challenges and opportunities for EVI</b>	
	<b>Rurality</b>
	<p>The varied, dispersed and largely rural nature of Wiltshire means many people have to rely on their cars, and presents challenges around connectivity by other modes, which can lead to social isolation.</p>
	<ul style="list-style-type: none"><li>• Wiltshire settlements are diverse in character, with their differences varying beyond urban or rural, to reflect local socioeconomic and geographical issues.</li><li>• Rural settlements often have limited road width and few footways. This reduces the availability of suitable locations to install public EV charging devices.</li><li>• Rural buildings across Wiltshire vary considerably, with most villages having a mix of old housing stock with on-street parking and housing with off-street parking.</li><li>• Local community organisations may be able to host EV charging devices in their car parks, for the mutual benefit of residents and local services.</li></ul>



### Health, wellbeing and safety

There are pockets of inequality and deprivation across the county related to health, wellbeing, road safety and access to facilities.

- Providers of EV charging focus on commercially attractive site, to maximise income. This approach tends to primarily serve affluent areas with existing EV uptake.
- The price of new EV's is a barrier for residents with low incomes. However, the second-hand EV market is growing with a wider range of lower priced vehicles.
- Areas of inequality and deprivation often associated with poor air quality, which EV adoption with help improve.
- The council can help ensure all communities are enabled to drive electric by ensuring some charging devices are installed in areas suffering inequality and deprivation.



### Economic growth

Economic growth in Wiltshire is slowing and an ageing population poses an increasing challenge.

- Building the new EV charging infrastructure will create economic activity in the district, from both the construction phase activity and as a draw to bring customers to businesses offering charging.
- Commercial partners engaged by the council to provide EVI will be encouraged to sub-contract delivery to local businesses.



### Futureproofing transport

The transport network in Wiltshire is not currently prepared for future maintenance, technological, environmental and societal changes.

- The council provision of EVI to date has been enabled by government grants and council funds. The scale of required future growth demands commercial sector involvement and funding.
- EVs and charging infrastructure are rapidly innovating sectors, responding to emerging socio-technical factors. The Wiltshire EVI strategy will need to be reviewed regularly, as it could become inappropriate if it is based on inaccurate assumptions regards technology driven change.



### Decarbonisation

Wiltshire Council acknowledged a climate emergency in 2019, and decarbonising transport is critical to achieving the Council's carbon neutral ambitions.

- The cars and vans we drive offer the greatest scope for transport decarbonisation, as they account for the majority of related carbon emissions in Wiltshire.
- A wide range of electric vehicles are now available, with options suitable for nearly all use cases. EV uptake in Wiltshire is currently slightly above the national average.
- The second-hand EV market is growing, as more lease contracts end, releasing used vehicles onto the market. The availability of more affordable, used EVs will enable access for a wider range of residents.
- Commercial fleets are driving the transition to electric vehicles, with sales to lease companies accounting for 80% of all EVs sold. A major upcoming challenge for all transport professionals is to enable this level of EV uptake for the wider public.
- The electrical network across Wiltshire has many areas that are near or over capacity. Distributed low powered chargers will usually find opportunity for



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installation. However, larger charging hubs and rapid chargers often require network upgrades to enable installation.

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**Unique environment**

We have a responsibility to protect and enhance Wiltshire's unique natural, built and historic environments.

- 
- Many Wiltshire residents live in conservation areas, placing extra requirements on charging technologies deployed there in order to protect the county's unique environments.
  - The financial incentives to access EV home charging will increase pressure for residents to replace gardens with off street parking, where they have not already done so.
-

## 2.2. Vision and objectives for EVI

### 2.2.1. Vision

The long-term aspiration for transport in Wiltshire to 2038 and beyond, is set out in the LTP4 vision:

A safe and connected transport system which protects the county's unique built, natural and historic environment, making this accessible for all, supports sustainable economic growth across Wiltshire's communities and contributes to a low carbon future.

Delivery of this vision will enable residents and travellers in Wiltshire to shift to more sustainable transport modes, such as public transport, cycling and walking. For those who need to drive, opportunities to switch to electric will be enabled by increased access to charging infrastructure where and when required.

Charging devices would have been installed at sites selected through a data led and community informed process. The broad areas in most need of charging infrastructure were identified using commercial and social equity focused data, while specific charger locations were determined in partnership with residents, at sites they agreed were appropriate.



Collaboration with commercial charge point operators would have ensured chargers were built in commercially attractive locations, alongside locations identified by Wiltshire council which serve areas suffering deprivation or rural isolation.





A range of charging technology has been deployed, minimising street furniture and blending into the local streetscape where possible. This 'right charger, right place' approach has minimised visual impact in conservation areas and enabled accessibility for both charging drivers and footway users.

### 2.2.2. Objectives

The relationship between the LTP4 objectives and this EVI sub-strategy are set out below in Table 2-4.

**Table 2-4 LTP4 objectives and relevance for EVI**

LTP4 objectives and relevance for EVI		
	Supporting rural communities	To <b>decarbonise private vehicles</b> , and to tackle social isolation by improving <b>multi-modal and digital</b> connectivity across the whole county, especially within and beyond our rural settlements.
		Facilitating EV charging will support residents of rural communities to sustainably access jobs and services, as these areas more often suffer from limited shared and public transport options.
	Improving health, wellbeing and safety	To provide a <b>safe</b> transport network which improves <b>quality of life, health and wellbeing</b> in Wiltshire, promoting more equal and inclusive access to opportunities.
		The council can help support all communities to drive electric by ensuring charging devices are installed in areas suffering deprivation or isolation.

	<p>Ensuring that charging devices are installed to maximise user accessibility, for both EV drivers and footway users.</p> <p>Increasing the transition from ICE to electric vehicles will improve poor air quality, which would otherwise adversely affect health.</p>
	<p>Economic growth</p> <p>To provide a reliable and efficient transport network which maximises <b>sustainable economic growth</b> opportunities across Wiltshire's varied localities.</p>
	<p>Private vehicle use is vital when public, shared or active travel alternatives are not feasible. Enabling travel by private electric vehicle in these areas provides residents a more sustainable journey option.</p> <p>Enabling the adoption of electric light commercial vehicles helps decarbonise the activities of Wiltshire businesses and commercial deliveries, whilst often providing reduced operating costs.</p>
	<p>Futureproofing transport</p> <p>To ensure that Wiltshire has a <b>resilient</b> transport network that is prepared for <b>continuing maintenance, technological, environmental and societal changes</b> and will meet the needs of future generations.</p>
	<p>Providing EV charging will facilitate the movement towards a more sustainable future and help meet predicted long term local, regional and national transport challenges.</p>
	<p>Transport Decarbonisation</p> <p>To expedite the <b>reduction of the total carbon emissions</b> in the county that are due to transport, contributing to making Wiltshire Council carbon neutral by 2030, and leading the county towards Net Zero.</p>
	<p>The cars and vans we drive offer the greatest scope for transport decarbonisation, particularly in Rural Areas where other modes of transport are more limited.</p>
	<p>Protecting and enhancing our unique environments</p> <p>To ensure the transport network in Wiltshire <b>protects and enhances</b> our natural and built <b>environments</b>, including our three National Landscapes, National Park and our historic towns and settlements.</p>
	<p>Facilitating the roll-out of EVs will improve air quality and reduce noise pollution, particularly in areas with high volumes of car traffic.</p> <p>Ensuring EV charging devices minimise visual impact will help to maintain the character of conservation areas.</p>

## 2.3. Policies and measures

### 2.3.1. Introduction

The LTP4 policies are set out in detail in Section 2.3 of the Core LTP4 Strategy.

The following sections consider policies specifically from the perspective of EVI and outlines relevant measures for how we plan to deliver them. The four policy areas orbit the core of the LTP4, its vision and objectives. In the particular case of EVI, all measures relate to the **Improve** policy area.

Our objectives are set out below, and in Section 2.1 in our Core LTP4 Strategy. Each policy meets some or all our objectives, and these are depicted by the relevant icons.



Objective 1 - To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.



Objective 2 - To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.



Objective 3 - To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.



Objective 4 - To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations



Objective 5 - To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by 2030, and leading the county towards net zero.



Objective 6 - To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.

### 2.3.2. Improve



**Improve** vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements.

Policy I1: Facilitate and encourage move to low and zero emission vehicles.



### Measure I1.1: Roll out public on-street charging at scale, focusing provision for residents with no off-street parking

#### Description

Residents without off-street parking are currently unable to install home chargers and must rely on public EV charging. This issue is recognised as the main national barrier delaying wider EV uptake. Mass deployment of public on-street EV chargers is necessary in areas where the majority of residents lack off-street parking. It is planned that these EV chargers will be installed using Local Electric Vehicle Infrastructure (LEVI) funds from DfT in the short term to medium term.

#### Benefits

- Ensures those residents who cannot instal home chargers have access to local public EV charging. This helps all residents transition to EVs by removing charging anxiety through the provision of convenient local charging options.

#### Possible locations

Settlements across Wiltshire district, focusing on areas where the majority of residents are required to park on-street.

### Measure I1.2: Encourage and facilitate EV charging provision in new developments and refurbishments

#### Description

It is essential that our new developments and refurbishments are responsibly planned and delivered, maximising the opportunities to roll out EVI. In particular, our Design Guide<sup>11</sup> stipulates that “*developers should incorporate electric vehicle charging points to private residential on-plot parking spaces, and communal EV charging points within residential parking courts and commercial, retail and office car parks, wherever possible.*” This is in turn supported by Building Regulations AD-S, which sets minimum EVI requirements by development type.

#### Benefits

- New developments and building refurbishments are commissioned with the necessary infrastructure for occupants to adopt electric vehicles immediately.

#### Possible locations

All new development and refurbishment sites across the Wiltshire district.

### Measure I1.3: Ensure that public EV charging is located through robust data analysis and community consultation, employing technology appropriate to its context

#### Description

Where the council can influence the deployment of public EV charging, we must ensure that it is placed in the most appropriate location. Robust data analysis must be complimented with community consultation to find practical locations for chargers that are supported by residents. Each location will have specific characteristics and must employ

<sup>11</sup> Wiltshire Council 2024: [Guidance for Neighbourhood Planning within Wiltshire: Integrating High Quality Design](#)

**Measure I1.3: Ensure that public EV charging is located through robust data analysis and community consultation, employing technology appropriate to its context**

charger technology which fits into that context, e.g. minimal visual impact in conservation areas.

We will explore the deployment of solar canopies linked with EV charge points in council car parks and will identify suitable locations in which where aligning these technologies demonstrates a clear business case.

**Benefits**

- Public EV charging that fits into the local streetscape and has the support of residents.

**Possible location**

The public highway and car parks across Wiltshire.

**Case Study: Five Rivers Leisure Centre, Salisbury – Car Park Solar Canopies & EV Charging**

Wiltshire Council has a goal of net zero carbon emissions by 2030. Energy use in council buildings is the biggest (66%) source of location-based council carbon emissions. To address this challenge, we have a program of renewable energy installs across council buildings.

The Five Rivers Leisure Centre in Salisbury is a high energy demand, council run site. Previously installed heat pumps and roof solar panels had decarbonised energy use as much as the building allowed.



Solar car park at Five Rivers Health and Wellbeing Centre, Wiltshire Council

However, the centre has a large car park to accommodate visitors from across the city. This area provided the opportunity to increase on-site renewables generation by installing canopies over the car parking bays, supporting roofing with integrated solar panels.

Three gullwing canopy structures were installed, in collaboration with 3ti Energy Hubs, designer and installer of solar, storage and smart EV charging, covering 70 parking spaces. The car park canopy structure was constructed from Glulam, renewable, recyclable wood laminations bonded together to offer a natural alternative to steel or concrete, reducing the constructions embodied carbon. The glulam canopy is topped with bifacial solar panels with a combined total capacity of c.220 kWp. Since installation the solar arrays have generated more than 20MWh per month.

Additionally, an innovative Papilio3<sup>12</sup> solar EV charging hub was added to the car park. This prefabricated unit from 3ti combines power from its solar panelled roofing with local mains supply to power ten fast EV charger bays, allowing visitors charging at Five Rivers to be literally ‘driving on sunshine’.

These initiatives have maximised the sites potential for energy generation, with the combination of site renewables now providing up to 630kWp of energy generation, capable of meeting 20% of the centre’s electricity demands.

<sup>12</sup> [Papilio3 Solar EV Charging Hub For Fleets & Workplaces; Papilio3 Solar EV Charging Hub For Fleets & Workplaces \(wiltshire.gov.uk\)](https://www.wiltshire.gov.uk/papilio3-solar-ev-charging-hub-for-fleets-workplaces)

#### **Measure I1.4: Support the roll out of rapid charger hubs by the commercial sector, ensuring chargers are appropriately located and minimise any associated risks**

##### **Description**

The council will enable the private sector in rolling out public rapid charging. Proposals will be supported where rapid charger locations meet traveller's needs and incorporate measures to minimise any associated risks.

##### **Benefits**

- The ability to rapidly charge an EV makes longer journeys possible and provides more public charging options for residents.

##### **Possible locations**

County-wide, but especially serving the major road network.

#### **Measure I1.5: Investigate the use of cable channel products to enable safe cross-pavement on-street home charging**

##### **Description**

The council will investigate the use of cable channel products to allow residents access to on-street charging from a home energy supply, via safe cross pavement charging. Policies around the deployment and operation of cable channels should be informed by a limited deployment with residents, as these new products currently lack national policy on adoption.

##### **Benefits**

- Residents who park on-street can access home charging, using a solution that ensures safe cross pavement operation. Home charging offers reduced charging costs and increased convenience.

##### **Possible locations**

Any household lacking off-street parking which meets operational requirements, anticipated to cover suitability of property curtilage, footway material and kerbside parking.

#### **Measure I1.6: Support EV uptake in corporate fleets and car clubs.**

##### **Description**

The council will encourage corporate vehicle fleets to transition to electric vehicles, referencing best practice from the council fleet transition. Where car clubs operate in Wiltshire, they will be encouraged to offer EV's, including through provision of supporting EVI.

##### **Benefits**

- Reduces the GHG emissions from the regional vehicle fleet and improves air quality in the district.

##### **Possible locations**

Business parks and commercial premises across Wiltshire.

### Case study: Wiltshire Council Fleet Transition to electric

Fuel consumption of council fleet vehicles is the third biggest source of location-based council carbon emissions, after building energy usage and streetlighting.

Moving from internal combustion engine to electric powered vehicles has two main impacts: carbon emissions from fuel use are greatly reduced; and local air quality is improved through the removal of all tail pipe emissions. The business case for fleet transitions extends beyond environmental benefits with reduced running costs from fuel and vehicle maintenance.



Unveiling of 61 electric vans in December 2023, Wiltshire Council

Wiltshire Council operates a large vehicle fleet, with 195 vehicles operated by Highways alone. The market availability of electric models has seen the transition to electric power focused to pool cars and light commercial vehicles. Currently 45% of fleet vehicles driven by council employees are now electric, with plans to continue the transition whenever old vehicles come up for replacement. To ensure the EV fleet keeps running the council has installed 120 bays of fast charging across its sites and depots.

To date the carbon saving from fleet electrification is calculated at 100 tCO<sub>2</sub>e. In future, fleet vehicles which can't be electrified will change fuel type to HVO (Hydrotreated Vegetable Oil), which offers a 90% reduction in net CO<sub>2</sub>e over equivalent diesel use.

### Measure I1.7: Support and publicise regional and national schemes which help make EV's more financially accessible.

#### Description

The council will keep updated on national schemes to promote the wider transition to low emission vehicles, publicising and promoting to residents as appropriate.

#### Benefits

- Enabling as many Wiltshire residents as possible to transition to electric vehicles.
- Ensuring the local air quality benefits of increased EV ownership to be felt in economically deprived areas.

#### Possible locations

All residents across the county.

### Measure I1.8: Explore policies and support to increase the number of EV taxis

#### Description

The council will explore which policies and support measures will promote and incentivise the uptake of electric vehicles by taxi drivers serving Wiltshire. Examples of measures that could be adopted include installing taxi specific rapid chargers and offering financial incentives associated with license fees and charges.

#### Benefits

- Enables taxi operators to reduce their impact on local air quality and GHG emissions, whilst offering a potential reduction in operating costs.

#### Possible locations

Taxi ranks and taxi firms across the county, usually located in principal settlements and market towns.



### **Measure I1.9: Ensure that new EV chargers maximise accessibility for both drivers and footway users**

#### **Description**

Public standards are now available demonstrating how to make EV charging points accessible for the greatest amount of public, including those with disabilities such as limited mobility. These accessibility standards describe appropriate charger product and bay design. The council must ensure that public EV chargers all meet a minimum level of accessibility for drivers, and that a proportion are fully accessible. EV chargers must be installed in a way as to ensure a minimum level of accessibility for footway users.

#### **Benefits**

- EV chargers become easier to use for everyone, with specific charger sites meeting the explicit needs of disabled users.

#### **Possible locations**

All public EV charger installs across Wiltshire.

### **Measure I1.10: Ensure new public EV charging includes provision for deprived areas and isolated rural communities.**

#### **Description**

Charge point operators face financial concerns that dictate they only install chargers with an existing commercial business case. This approach leaves most rural locations and areas suffering deprivation without any EV charging provision. The council will seek to ensure social equity of charging provision, such that local public charging is available to rural residents and those living in areas of deprivation.

#### **Benefits**

- All residents have access to local public EV charging, enabling transition to EVs for the widest range of drivers and future proofing for when second hand EVs make adoption more affordable.

#### **Possible locations**

Rural settlements and areas of deprivation across Wiltshire.

# **Wiltshire Council**

## **Local Transport Plan 4**

### **(LTP4) 2024**

**Wiltshire Council**

The logo for Wiltshire Council, featuring a stylized white wave or swoosh underneath the text.

This document was published by Wiltshire Council



# Wiltshire Council Local Transport Plan 4

Parking sub-strategy  
March 2025

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# Document history

Revision	Purpose description	Revised	Authorised
1.0	Final for approval	20.02.2025	21.02.2025

# 1. Introduction to county-wide sub-strategies

This document contains one of our four county-wide LTP4 sub-strategies and should be read alongside our Core LTP4 Strategy and place-based sub-strategies, as well as the Integrated Sustainability Assessment and Carbon Paper.

The four county-wide sub-strategies are as follows:

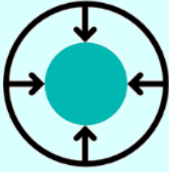

- Freight
- Parking
- Electric vehicle infrastructure
- Strategic transport (focusing on longer journeys, incorporating bus, rail and the Strategic Road Network)

Each of the four county-wide sub-strategies contains information on the current situation across Wiltshire, the specific policies and measures that are applicable, and an overview of how Wiltshire could look if the vision and objectives were realised. They all follow the same structure:

- Introduction to county-wide theme.
- Vision and objectives, applied to each county-wide theme.
- Policies and measures for each county-wide theme, structured by our Avoid, Shift, Improve and Support policy areas. A summary of the measures is included in Table 1-1.

A glossary of key terms and acronyms is provided in Appendix C of the Core LTP4 Strategy.


**Table 1-1 Summary of measures**

Policy area	Measure	County-wide sub-strategies			
		Freight	Parking	Electric Vehicles	Strategic Transport
<b>Avoid unnecessary travel</b> 	<b>A1</b> Reduce the need to travel as often through combining journeys and providing digital options				
	A1.2: Review of consolidation centres	✓			
	A1.3: Planning for HGV deliveries in new developments	✓			
<b>Shift to more sustainable modes of transport</b> 	<b>S1</b> Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality				
	S1.8: Freight kerbside delivery management	✓			
	<b>S2</b> Provide more public and shared transport options, and improve service quality				
	S2.1: Bus infrastructure and service improvements on key corridors				✓
	S2.2: Implementation of new DRT services				✓
	S2.3: Ride sharing, including shared taxis				✓
	S2.4: Support for more frequent or new direct rail services				✓
	S2.5: Support for rail capacity upgrades				✓
	S2.6: Supporting establishment of train servicing facilities				✓
	<b>S3</b> Provide better access to public and shared transport services				
	S3.3: Improved waiting and interchange facilities at bus stops and stations				✓
	S3.4: Provision of real time passenger information at bus stops				✓
	S3.5: Railway station upgrades				✓
	S3.7: Explore the role and function of Park and Ride				✓
	S3.8: Smarter ticketing and payment on buses				✓
	S3.9: Accessible and inclusive buses and infrastructure				✓
	S3.10: Lower and simpler bus fares				✓
	S3.11: Multi-modal ticketing				✓
	S3.12: Coach parking				✓
	<b>S4</b> Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most				
S4.2: Improved car parking signage		✓			
S4.3: Provision and consistency of disabled parking		✓			

Policy area	Measure	County-wide sub-strategies				
		Freight	Parking	Electric Vehicles	Strategic Transport	
	S4.4: Review of parking payment methods		✓			
	S4.5: Review of parking charges		✓			
	S4.6: Review of our existing parking assets		✓			
	S4.7: Resident permit zones		✓			
	<b>S5 Encourage and enable shift to more sustainable modes for freight</b>					
	S5.1: Micro-consolidation and use of alternative modes for first/last mile	✓				
	S5.2: Shifting freight from road to rail	✓				
	S5.3: Safeguarding land for rail and consideration of rail freight interchange site	✓				
<b>Improve</b> vehicle, fuel and network efficiency	<b>I1 Facilitate and encourage move to low and zero emission vehicles</b>					
	I1.1: Roll out public on-street residential charging at scale, focusing provision for residents with no off-street parking			✓		
	I1.2: Encourage and facilitate EV charging provision in new developments and refurbishments			✓		
	I1.3: Ensure that public EV charging is located through robust data analysis and community consultation, employing technology appropriate to its context.			✓		
	I1.4: Support the roll out of rapid charger hubs by the commercial sector, ensuring chargers are appropriately located and minimise any associated risks			✓		
	I1.5: Investigate the use of cable channel products to enable safe cross-pavement on-street home charging			✓		
	I1.6: Support EV uptake in corporate fleets and car clubs			✓		
	I1.7: Support and publicise regional and national schemes which help make EVs more financially accessible			✓		
	I1.8: Explore adopting policies and support to increase the number of EV taxis			✓		
	I1.9: Ensure that new EV chargers maximise accessibility for both drivers and footway users			✓		
	I1.10: Ensure new public EV charging includes provision for deprived areas and rural locations			✓		
	I1.11: Support for low emission freight	✓				
	I1.13: Support of cleaner, modernised buses and coaches, and related charging infrastructure				✓	
	I1.14: Support rail electrification				✓	
	<b>I2 Enable safer, more efficient driving and operation of road networks</b>					
I2.3: Improvements to on-road signage on our strategic and major roads				✓		





Policy area	Measure	County-wide sub-strategies			
		Freight	Parking	Electric Vehicles	Strategic Transport
	I2.4: HGV parking and rest stops	✓			
	I2.5: Moving traffic offences	✓			
	I2.6: Targeted road infrastructure or junction improvements to relieve congestion				✓
<b>Support</b> and enable delivery of the Avoid, Shift and Improve policy areas 	<b>SU1</b> Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport				
	SU1.12: Multi-modal marketing				✓
	SU1.13: Ticketing incentives				✓
	<b>SU2</b> Work in partnership with Government bodies, stakeholders to improve transport for all				
	SU2.3: Work collaboratively with our key stakeholders				✓
	SU2.4: Supporting Community Rail Partnerships				✓
	<b>SU3</b> Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered				
	SU3.6: Freight Assessment and Priority Mechanism (FAPM)	✓			
	SU3.7: Define route restrictions through Advisory Freight Routes	✓			
	SU3.8: Develop a detailed parking operation and delivery plan		✓		

## 2. Parking sub-strategy

### 2.1. Introduction to the parking sub-strategy

This LTP4 sub-strategy sets out the policies for parking across Wiltshire, providing the strategic direction for parking measures for the period up to 2038. Wiltshire Council needs to manage parking supply so that it allows people to access local services and businesses without causing significant traffic congestion and environmental impacts. The purpose of this sub-strategy is to set out how the council will manage parking across Wiltshire. This includes both provision and enforcement of on and off-street parking stock. Wiltshire Council are in the process of reviewing the current transport requirements for development to be refreshed in the early part of the plan period.

In particular, this parking strategy seeks to:

- Support the local economy through making local services and tourist destinations accessible.
- Deliver a balance between supporting our communities and encouraging greater use of sustainable transport modes.
- Ensure access to parking for those with mobility impairments.
- Improve journey time reliability by managing on-street parking to reduce traffic conflicts and delays.
- Align parking charges and standards, working in partnership with Town and Parish Councils and other key stakeholders, to encourage and discourage short, medium, and long term stays where required.
- Support the delivery of planned growth through ensuring safe and sustainable access to sites.
- Support the vitality of our town centres through consideration of parking provision and charges.

There are three broad categories of car parking in Wiltshire:

- On-street: this is parking within the adopted highway boundary that is regulated by the council, acting as highway authority.
- Public off-street: these are parking areas provided by the council which are open for use by the general public. Typically, users are charged according to length of stay.
- Private off-street: this is parking that is privately owned for use by residents, employers, and retailers.

The following sections provide an overview of the background and context relating to parking in Wiltshire.

#### 2.1.1. Parking provision in Wiltshire

The parking stock across Wiltshire serves many different users, including residents, visitors, tourists, commuters, and shoppers. All these groups have different requirements which can lead to competing demands across many car parks.

There are 73 chargeable pay and display car parks managed or owned by Wiltshire Council:

- These are split between short and long stay car parks: short stay parking tends to be in the centre of our towns, while long stay is more often on the periphery.
- There are electric vehicle charging points in several car parks for both public and workplace charging purposes.

- Coach and HGV parking is provided in selected car parks. There is currently no provision for motorhomes.
- Season tickets are offered in all our long stay car parks and in selected short stay car parks where exceptional circumstances apply. The number of season tickets is closely monitored, and capped within specific car parks, to avoid saturation.

Wiltshire Council-owned car parks form the majority of parking provision in the county. The proportion of council-owned parking versus privately-owned is higher in market towns, while principal settlements have some major privately-owned car parks, often relating to shopping centres and rail stations. Key privately-owned car parks include:

- The Shires Shopping Centre, Trowbridge – 1,000 spaces.
- Trowbridge rail station – 150 spaces.
- Old George Mall, Salisbury – 500 spaces.
- Salisbury rail station – 300 spaces.
- Chippenham rail station - 300 spaces.

### 2.1.2. Parking charges

Parking charges need to be set at an appropriate level to support the local economy, ensure sufficient space is available for those who wish to park and to also work towards the council’s environmental goals. We will undertake further work to understand the most appropriate measures for parking across the county; measures must ensure parking remains an option to those who need it, and can also encourage drivers to consider other modes of travel, such as walking, cycling or public transport.

**Figure 2-1 – Signage to Station Road car park in Devizes**



Charges apply in our car parks between 8am and 6pm Monday to Saturday, with a one-off fee for Sunday visits. In some of our car parks, free parking is offered by the Town Councils for up to one or two hours, only after which charges apply. Charges for parking were agreed by Full Council as part of the budget setting process in 2022.

Payment for parking can be made using cash or via the MiPermit cashless app. The council is currently undertaking a machine replacement programme which would allow payments to be made by card at every machine. Completion is expected by the end of Autumn 2024.

### 2.1.3. Resident permit schemes

Wiltshire Council operate several residential parking permit schemes in Salisbury, Devizes, Trowbridge and Bradford on Avon<sup>1</sup>.

The permits are offered on a tiered basis to discourage unnecessary car ownership and also ensure residents can park near their homes.

Properties that are newly built or converted since April 2009 are not eligible to be part of a residents parking scheme. They must be self-sufficient in terms of the parking provided which should be detailed in the associated planning application. These developments must provide off-street parking or be car-free. This restriction is essential in protecting parking for existing residents due to limited capacity particularly in residents parking zones

Wiltshire offers daily visitor permits to residents, while tradesmen waivers are also available which enable a visiting vehicle to temporarily park in a restricted area.

### 2.1.4. Events and visitor attractions

#### **Event charging and bay suspensions**

On occasion, Town Councils and other organisations request the use of the council's pay and display car parks and on-street parking areas for various events.

#### **Visitor attraction parking**

Given the popularity of Wiltshire's built and natural environment among tourists, the provision of adequate parking for visitors and coaches at attractions is an important consideration. However, the typically seasonal nature of tourism can sometimes present challenges in dealing with the associated increase in parking demand.

The provision of adequate facilities for coaches to park and set-down / pick-up also will be considered as part of the council's approach to visitor attraction parking. In doing so, it is acknowledged that there can be challenges and tensions related to the operation of coaches as experienced by coach drivers (e.g., a lack of adequate parking facilities), other road users (e.g., traffic disruption caused by inappropriate parking) as well as local residents and businesses (e.g., noise disturbance).

### 2.1.5. Parking at rail stations

The provision of adequate car parking at rail stations can help to reduce the length of car journeys by attracting people onto rail for the major part of their journey. In addition, with appropriate pricing it can reduce overspill or displacement into surrounding areas.

Parking at rail stations tends to be managed by private companies and often on behalf of rail operators, with Melksham being an exception. Rail station parking includes 150 spaces at Trowbridge, 170 spaces at Bradford on Avon, and 300 spaces at both Salisbury and Chippenham.

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<sup>1</sup> [Parking permits - Wiltshire Council](#)

While driving may be the most viable option for some journeys, especially those to or from Rural Areas, it is also important to promote the use of other, more sustainable modes where they are available.

### 2.1.6. Technology and innovation



We want to offer our customers a high-quality service and our machine replacement programme plays a large part in that. Since 2020 the use of cash has declined heavily; all our new machines will accept cash and cards as well as our mobile phone payment service. A number of machines will be solar powered.

Wiltshire Council has applied for Moving Traffic Powers through a designated order and is awaiting a decision from Central Government. This will be enforced using ANPR cameras and could be used to enforce existing weight restrictions.

Local authorities in England outside of London are able to apply to the Secretary of State for new powers to enforce 'moving traffic offences'. This means they can be granted powers that have previously been held only by the police and will be able to issue fines to drivers for these offences for the first time. Enforcement can include driving into a bus lane, stopping in a yellow box, banned turns and illegal U-turns.

### 2.1.7. Typical challenges and opportunities

**Table 2-1 LTP4 challenges and opportunities for parking**

<b>LTP4 challenges and opportunities for parking</b>	
	<p><b>Rurality</b></p> <p>The varied, dispersed and largely <b>rural</b> nature of Wiltshire means many people have to rely on their cars, and presents challenges around connectivity by other modes, which can lead to <b>social isolation</b>.</p> <ul style="list-style-type: none"> <li>• Driving is essential for many in Rural Areas, so it is important to find the right balance of parking supply to ensure the settlements are accessible for all user groups and encourages sustainable travel where possible.</li> </ul>
	<p><b>Health, wellbeing and safety</b></p> <p>There are pockets of <b>inequality</b> and <b>deprivation</b> across the county related to health, wellbeing, road safety and access to facilities.</p> <ul style="list-style-type: none"> <li>• There is a need to ensure mobility impaired users are able to access local services and town/city centres through ensuring blue badge spaces in off-street and on-street parking areas.</li> <li>• Ensure car parks are actively designed to be as safe as possible to encourage pedestrian priority accessing facilities and ensure car parks are safe spaces to use at all times.</li> <li>• Ensure on-street parking is coupled with placemaking to ensure all modes are safely catered for and does not discourage active travel.</li> <li>• Ensure parking enforcement enables people to safely and conveniently access destinations e.g. schools</li> <li>• Ensure residents parking schemes are assessed and delivered where appropriate in order to support communities.</li> </ul>



### Economic growth

**Economic growth** in Wiltshire is slowing and an ageing population poses an increasing challenge

- Ensure that Wiltshire’s ageing population has parking, where required, to enable access to key local services and centres.
- Ensure that the council’s parking provision adapts to the shift in travel habits, including the increase of remote and hybrid working.



### Futureproofing transport

The transport network in Wiltshire is not currently prepared for future **technological, environmental and societal changes**.

- Understand and take advantage of technological innovations in parking management – for example, automated parking systems and predictive analytics.
- Ensure parking caters for the continued electrification of Wiltshire’s vehicles through provision of electric vehicle charging at on-street and off-street parking locations. It will be important to roll this out in an appropriate manner, especially for on-street locations where streetscapes can be impacted.



### Decarbonisation

Wiltshire Council acknowledged a **climate emergency** in 2019, and decarbonising transport is critical to achieving the council’s carbon neutral ambitions.

- There is an opportunity to improve EVI in car parks to support the transition to cleaner vehicles.
- There is an opportunity to focus on more sustainable methods of transport, through encouraging active travel for shorter journeys and public transport for longer journeys, instead of car usage.



### Unique environment

We have a responsibility to **protect** and **enhance** Wiltshire’s unique natural, built and historic environments.

- Ensure adequate and appropriate levels of parking at tourist attractions to retain accessibility for all, whilst encouraging access to sites via sustainable modes.

## 2.2. Vision and objectives for parking

### 2.2.1. Vision

The long-term aspiration for transport in Wiltshire to 2038 and beyond, is set out in the LTP4 vision:

A safe and connected transport system which protects the county’s unique built, natural and historic environment, making this accessible for all, supports sustainable economic growth across Wiltshire’s communities and contributes to a low carbon future.







Delivery of the vision would mean that Wiltshire’s parking provision ensures efficient levels of access whilst acting as a demand management tool to encourage travel by sustainable modes. This would be to ensure Wiltshire remains accessible for all whilst taking active

management of parking charges and supply to encourage sustainable movement where possible.

### 2.2.2. Objectives

The relationship between the LTP4 objectives and this parking sub-strategy are set out in Table 2-2.

**Table 2-2 LTP4 objectives and relevance for parking**

LTP4 objectives and relevance for parking		
	<b>Supporting rural communities</b>	To <b>decarbonise private vehicles</b> , and to tackle social isolation by improving <b>multi-modal and digital</b> connectivity across the whole county, especially within and beyond our rural settlements.
		<ul style="list-style-type: none"> <li>• Ensure Wiltshire’s rural settlements find the right balance of parking supply to ensure the settlements are accessible by car for all user groups but encourages shift to sustainable modes.</li> </ul>
	<b>Improving health, wellbeing and safety</b>	To provide a <b>safe</b> transport network which improves <b>quality of life, health and wellbeing</b> in Wiltshire, promoting more equal and inclusive access to opportunities.
		<ul style="list-style-type: none"> <li>• Ensure that new car parks are ‘safer by design’.</li> <li>• Provide access to key services and facilities for vulnerable user groups and the mobility impaired.</li> </ul>
	<b>Economic growth</b>	To provide a reliable and efficient transport network which maximises <b>sustainable economic growth</b> opportunities across Wiltshire’s varied localities.
		<ul style="list-style-type: none"> <li>• Ensure parking provision allows accessibility to growth opportunities.</li> <li>• Ensure Wiltshire’s principal settlements and market towns are accessible.</li> </ul>
	<b>Futureproofing transport</b>	To ensure that Wiltshire has a <b>resilient</b> transport network that is prepared for <b>continuing maintenance, technological, environmental and societal changes</b> and will meet the needs of future generations.
		<ul style="list-style-type: none"> <li>• Support the development of parking technology solutions, particularly in principal settlements and market towns.</li> <li>• Support the electrification of Wiltshire’s car fleet, where opportunities arise.</li> </ul>
	<b>Transport decarbonisation</b>	To expedite the <b>reduction of the total carbon emissions</b> in the county that are due to transport, contributing to making Wiltshire Council carbon neutral by 2030, and leading the county towards net zero.
		<ul style="list-style-type: none"> <li>• Promote use of sustainable modes. Measures of this type will only be considered in conjunction with supporting measures that offer realistic alternatives to the car as a mode of transport. Reduce congestion through improving off-street parking facilities, which will improve journey time reliability.</li> </ul>
	<b>Protecting and enhancing our</b>	To ensure the transport network in Wiltshire <b>protects and enhances</b> our natural and built <b>environments</b> , including our

**unique environments**

three National Landscapes, National Park and our historic towns and settlements.

- Protect Wiltshire’s unique environment through encouraging shift to sustainable modes.
- Reduce the number of cars using car parks or circulating in city and town centres for car parking spaces.

## 2.3. Policies and measures

### 2.3.1. Introduction

The LTP4 policies are set out in detail in Section 2.3 of our Core LTP4 Strategy.

The following sections consider the policies specifically in the context of parking and outline the relevant measures we plan to deliver. The policies are grouped by our four policy areas and in this sub-strategy focus on Shift and Support.

These four policy areas sit around the core of the LTP4: the vision and objectives.

Our objectives are set out in Section 2.1 of our Core LTP4 Strategy. Each measure meets some or all our objectives, and these are depicted by the relevant icons identified previously.



Objective 1 - To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.



Objective 2 - To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.



Objective 3 - To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire’s varied localities.



Objective 4 - To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.



Objective 5 - To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by 2030, and leading the county towards net zero.





Objective 6 - To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.

### 2.3.2. Shift



**Shift** to more sustainable modes of transport – providing better and more accessible options for travel via active travel and shared and public transport.

Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality.

Objectives met:



Policy S2: Provide more public and shared transport options and improve service quality.

Objectives met:



Policy S3: Provide better access to public and shared transport services.

Objectives met:



Measures relating to Policies S1, S2 and S3 are covered in our place-based sub-strategies, freight and strategic transport sub-strategy.

Policy S4: Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most

Objectives met:



#### Measure S4.1: Improved car parking signage

##### Description

The provision of improved signage to direct people to off-street parking across Wiltshire. As well as traditional directional signage, this could be through digital signs which automatically update to communicate which car parks are more or less busy.

Car parking signage is an important tool for reducing the circulation of vehicles in our town and city centres. Signage provision should be reviewed for all car parks for opportunities to deliver improvements for all road users.

Online information for car parking can also be promoted and added to Mobility as a Service (MaaS) platforms to enable journeys to be planned and decisions to be made before travelling.

##### Benefits

Delivery of signage would help to:

- Make it easier for residents and visitors to find car parks, ensuring our Principal Settlements and Market Towns are accessible for all those needing to use private vehicles.
- Reduce congestion as drivers would spend less time driving around towns to find a car park with capacity.
- Increase awareness of parking options, helping to reduce on-street parking that can cause severance in our public spaces and divert drivers to less busy areas.
- Less unnecessary circulation of drivers will lower emissions and deliver air quality benefits

### **Possible locations**

All Wiltshire Council-owned car parks.

## **Measure S4.2: Provision and consistency of disabled parking**

### **Description**

Ensure there is adequate provision of parking for blue badge holders across Wiltshire. Wiltshire Council-owned car parks should be reviewed to understand where the provision of disabled parking is adequate and where improvements are required.

Disabled bays should be correctly sized and located with safe and convenient access to local amenities. This must be provided in accordance with parking standards and planning policy guidance.

Appropriate enforcement should also be in place to ensure that these parking spaces are protected for those who need them.

### **Benefits**

- Ensuring access for those who need it the most.
- Ensuring Wiltshire's parking network is as inclusive, safe and convenient as possible.
- Improve ability to live and access services and opportunities locally, reducing social isolation.

### **Possible locations**

All Wiltshire Council-owned car parks.



Salisbury Railway Station, Wiltshire Council

## **Measure S4.3: Review of parking payment methods**

### **Description**

Improvements to parking payment methods will be explored across our car parks. New technologies including cashless and app-based digital payment methods will be introduced where feasible whilst maintaining support for cash payments.

We will explore opportunities to help shape digital payment methods and ensure they are convenient for users, such as the National Parking Payment Platform (NPP). The NPP lets users select their preferred payment provider at car parks, instead of having to use a specific service or app. Possible implementation of solar-powered ticketing machines will also be investigated. We will ensure that payment methods we introduce align with the Equality Act, to ensure paying for parking is convenient and simple for all.

We will continue to roll out new payment machines in our Principal Settlements and Market Towns to ensure we have a consistent and familiar parking payment system across the county.

### Benefits

- Ensure parking options are easy to understand and administer, helping create accessibility between businesses, employees, suppliers, and customers and support footfall in town centres.
- Ensure parking payment methods are convenient and simple for all.
- Increase in cashless payments may reduce costs for council e.g. emptying machines and managing cash.
- Reduce journey delays due to outdated payment method.

### Possible locations

Wiltshire-wide.

#### Case study: New parking machines in Wiltshire Council car parks

Wiltshire Council is investing £380,000 in new car park machines throughout the county and the installation of these new machines has started in car parks in Marlborough.

The new payment machines will give customers the choice of paying for their parking using cash, contactless with a card or mobile device. People can also continue to pay using the MiPermit app or by text.

The new machines are compliant with the Equality Act 2010 and all locations have been reviewed in line with the Department for Transport Inclusive Mobility guidance, with ramps installed where appropriate and ensuring the machines are positioned to allow easier access for all users.



Wiltshire Council press release

## Measure S4.4: Review of parking charges

### Description

We will review parking charges across Wiltshire to manage parking demand and ensure that provision is available to those where there is no reasonable alternative other than the car. We will seek to encourage travel by encourage active travel, public transport and shared transport where it is possible to do so.

The review will incorporate various ways in which parking charges can be applied, including season tickets. It could consider a more detailed town by town approach and

innovative measures such as or dynamic charging, where prices could change based on day, season or time of day. It will be important though to ensure provision of blue badge parking provision to retain and improve accessibility for those who need it most, alongside enforcement to ensure compliance.

### **Benefits**

- Reduction in private vehicle miles
- Ensure affordable parking provision is available to those who need it most.
- Encourage a shift to sustainable modes.
- Less traffic and congestion may improve air quality and local environment in our historic town centres.

### **Possible locations**

Wiltshire-wide.

## **Measure S4.6: Review of our existing parking assets**

### **Description**

Parking demand has lowered over the past few years, with a shift towards more home-based working, meaning that car parks are often less busy. This presents the opportunity to undertake a review as to the function, purpose and financial stability of individual car parks, and to ensure that land in our Principal Settlements and Market Towns is being utilised in the most beneficial way, while supporting our local economies and providing convenient access for those who need it.

There could be opportunities to redevelop car parks in Wiltshire as travel demands change. This could potentially involve selling or transferring ownership of some car parks or relocation of parking provision.

### **Benefits**

- Reduced congestion closer to town centres, helping to improve air quality.
- Reduction in car distances travelled due to fewer car trips to town centres.
- Fewer cars or car parking in town centres could create space and opportunities for placemaking schemes and improve the urban environment, leading to lead to an increase in local trips and dwell time supporting local footfall and economy.
- Unlocking of sites for potential regeneration would improve the local economy.
- Health and wellbeing benefits caused by an increase in active travel from parking locations.

### **Possible locations**

Review parking assets in Principal Settlements and some Market Towns.

## Measure S4.7: Resident permit zones

### Description

In these zones, parking of vehicles is controlled and primarily reserved for residents of the zone. Residents are able to apply for a permit to park in the zone. The further roll-out of resident parking zones in Wiltshire would ensure parking in residential areas is carefully managed, ensuring there is space for local residents who need parking.

Several residential parking permit schemes are already in operation in Salisbury, Devizes, Trowbridge and Bradford on Avon.

### Benefits

- May encourage more people to travel by sustainable modes.
- Less on-street parking in residential areas would rebalance the use of local streets and improve road safety and promote active travel.
- Protect residential areas from excessive visitor parking and traffic and ensure residents have the opportunity to secure a parking permit.

### Possible locations

Principal Settlements and Market Towns where there is a need to actively manage on-street parking.

Policy S5: Encourage and enable shift to more sustainable modes for freight.

Objectives met: 

Measures relating to Policy S5 are covered in our freight sub-strategy.

### 2.3.3. Support



**Support** and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.

Policy SU1: Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport.

Objectives met: 

Policy SU2: Work in partnership with Government bodies, stakeholders to improve transport for all.

Objectives met: 

Policy SU3: Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered.

**Objectives met:** 

Most of our proposed supporting measures are covered in Section 5 of our Core LTP4 Strategy.our place-based sub-strategy document.

### Measure SU3.8: Develop a detailed parking operation and delivery plan

#### Description

We are in the process of developing a detailed parking plan, which will include a review of motorcycle parking. This involves collecting additional parking data and will contain the outcomes of the various reviews outlined in our Shift measures.

#### Benefits

- Enables us to make more robust, data-driven decisions about parking including relating to disabled provision, charges, permit zones and assets.

#### Possible locations

Wiltshire owned car parks.

# **Wiltshire Council Local Transport Plan 4 (LTP4) 2024**

**Wiltshire Council**

The logo for Wiltshire Council, featuring a stylized white wave or swoosh underneath the text.

This document was published by Wiltshire Council



# Wiltshire Council Local Transport Plan 4

Strategic transport sub-strategy  
March 2025

Wiltshire Council



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# Document history

Revision	Purpose description	Revised	Authorised
1.0	Final for approval	20.02.2025	21.02.2025

# 1. Introduction to county-wide sub-strategies

This document contains one of our four county-wide LTP4 sub-strategies and should be read alongside our Core LTP4 Strategy and place-based sub-strategies, as well as the Integrated Sustainability Assessment and Carbon Paper.

The four county-wide sub-strategies are as follows:

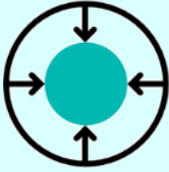

- Freight
- Parking
- Electric vehicle infrastructure
- Strategic transport (focusing on longer journeys, incorporating bus, rail and the Strategic Road Network)

Each of the four county-wide sub-strategies contains information on the current situation across Wiltshire, the specific policies and measures that are applicable, and an overview of how Wiltshire could look if the vision and objectives were realised. They all follow the same structure:

- Introduction to county-wide theme.
- Vision and objectives, applied to each county-wide theme.
- Policies and measures for each county-wide theme, structured by our Avoid, Shift, Improve and Support policy areas. A summary of the measures is included in Table 1-1.


A glossary of key terms and acronyms is provided in Appendix C of the Core LTP4 Strategy.

**Table 1-1 Summary of measures**

Policy area	Measure	County-wide sub-strategies			
		Freight	Parking	Electric Vehicles	Strategic Transport
<b>Avoid unnecessary travel</b> 	<b>A1</b> Reduce the need to travel as often through combining journeys and providing digital options				
	A1.2: Review of consolidation centres	✓			
	A1.3: Planning for HGV deliveries in new developments	✓			
<b>Shift to more sustainable modes of transport</b> 	<b>S1</b> Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality				
	S1.8: Freight kerbside delivery management	✓			
	<b>S2</b> Provide more public and shared transport options, and improve service quality				
	S2.1: Bus infrastructure and service improvements on key corridors				✓
	S2.2: Implementation of new DRT services				✓
	S2.3: Ride sharing, including shared taxis				✓
	S2.4: Support for more frequent or new direct rail services				✓
	S2.5: Support for rail capacity upgrades				✓
	S2.6: Supporting establishment of train servicing facilities				✓
	<b>S3</b> Provide better access to public and shared transport services				
	S3.3: Improved waiting and interchange facilities at bus stops and stations				✓
	S3.4: Provision of real time passenger information at bus stops				✓
	S3.5: Railway station upgrades				✓
	S3.7: Explore the role and function of Park and Ride				✓
	S3.8: Smarter ticketing and payment on buses				✓
	S3.9: Accessible and inclusive buses and infrastructure				✓
	S3.10: Lower and simpler bus fares				✓
	S3.11: Multi-modal ticketing				✓
	S3.12: Coach parking				✓
	<b>S4</b> Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most				
S4.2: Improved car parking signage		✓			
S4.3: Provision and consistency of disabled parking		✓			

Policy area	Measure	County-wide sub-strategies			
		Freight	Parking	Electric Vehicles	Strategic Transport
	S4.4: Review of parking payment methods		✓		
	S4.5: Review of parking charges		✓		
	S4.6: Review of our existing parking assets		✓		
	S4.7: Resident permit zones		✓		
	<b>S5 Encourage and enable shift to more sustainable modes for freight</b>				
	S5.1: Micro-consolidation and use of alternative modes for first/last mile	✓			
	S5.2: Shifting freight from road to rail	✓			
	S5.3: Safeguarding land for rail and consideration of rail freight interchange site	✓			
<b>Improve</b> vehicle, fuel and network efficiency	<b>I1 Facilitate and encourage move to low and zero emission vehicles</b>				
	I1.1: Roll out public on-street residential charging at scale, focusing provision for residents with no off-street parking			✓	
	I1.2: Encourage and facilitate EV charging provision in new developments and refurbishments			✓	
	I1.3: Ensure that public EV charging is located through robust data analysis and community consultation, employing technology appropriate to its context.			✓	
	I1.4: Support the roll out of rapid charger hubs by the commercial sector, ensuring chargers are appropriately located and minimise any associated risks			✓	
	I1.5: Investigate the use of cable channel products to enable safe cross-pavement on-street home charging			✓	
	I1.6: Support EV uptake in corporate fleets and car clubs			✓	
	I1.7: Support and publicise regional and national schemes which help make EVs more financially accessible			✓	
	I1.8: Explore adopting policies and support to increase the number of EV taxis			✓	
	I1.9: Ensure that new EV chargers maximise accessibility for both drivers and footway users			✓	
	I1.10: Ensure new public EV charging includes provision for deprived areas and rural locations			✓	
	I1.11: Support for low emission freight	✓			
	I1.13: Support of cleaner, modernised buses and coaches, and related charging infrastructure				✓
	I1.14: Support rail electrification				✓
	<b>I2 Enable safer, more efficient driving and operation of road networks</b>				
I2.3: Improvements to on-road signage on our strategic and major roads				✓	



Policy area	Measure	County-wide sub-strategies			
		Freight	Parking	Electric Vehicles	Strategic Transport
	I2.4: HGV parking and rest stops	✓			
	I2.5: Moving traffic offences	✓			
	I2.6: Targeted road infrastructure or junction improvements to relieve congestion				✓
<b>Support</b> and enable delivery of the Avoid, Shift and Improve policy areas 	<b>SU1</b> Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport				
	SU1.12: Multi-modal marketing				✓
	SU1.13: Ticketing incentives				✓
	<b>SU2</b> Work in partnership with Government bodies, stakeholders to improve transport for all				
	SU2.3: Work collaboratively with our key stakeholders				✓
	SU2.4: Supporting Community Rail Partnerships				✓
	<b>SU3</b> Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered				
	SU3.6: Freight Assessment and Priority Mechanism (FAPM)	✓			
	SU3.7: Define route restrictions through Advisory Freight Routes	✓			
	SU3.8: Develop a detailed parking operation and delivery plan		✓		

## 2. Strategic transport sub-strategy

### 2.1. Introduction to the strategic transport sub-strategy

This LTP4 sub-strategy sets out the policies for strategic transport across Wiltshire for the period up to 2038. Strategic transport, as referred to in this sub-strategy, includes longer distance journeys: those between settlements in Wiltshire, and those which cross our county border, within and beyond the South West region. Given that these journeys are likely to interact with several different place types, it is most appropriate to consider them at a county-wide level. The main modes of transport commonly used for these types of trips are bus, coach, rail, and car.

An effective and efficient transport network is a fundamental part of everyday life, whether bus, coach, rail, or road. Our networks connect people and places across the county to services and opportunities including jobs, education, leisure, new developments and tourist destinations. This sub-strategy focuses on passenger journeys rather than the movement of goods, as freight is addressed in a separate county-wide sub-strategy.

This sub-strategy sets out the long-term strategic transport priorities for our networks up to 2038, however much of the infrastructure and services related to these modes of transport are managed by bodies external to Wiltshire Council (see Table 2-1). As such, collaborative partnerships with these organisations are essential for supporting a thriving transport network in Wiltshire, and this sub-strategy aims to set the direction for our work with these partners.

**Table 2-1 - Roles and responsibilities**

Mode of transport	Activity	Responsible body
<b>Road</b>	Operation of Strategic Road Network (Motorways and major A Roads)	National Highways
	Operation of local road network (all other public roads in Wiltshire)	Wiltshire Council
<b>Bus and coach</b>	Service operation	Bus and coach operators (some services are subsidised by Wiltshire Council)
	Access, egress and interchange infrastructure	
	Road infrastructure and maintenance	Wiltshire Council
<b>Rail</b>	Service operation	Train Operating Companies
	Rail infrastructure	Network Rail

#### 2.1.1. Background context



Across all modes, of those who commute to work, just under one out of every four Wiltshire residents travel 10-20km (approx. 6-12 miles), and one in four travels more than 20km (approx. 12 miles).<sup>1</sup>

<sup>1</sup> 2021 Census

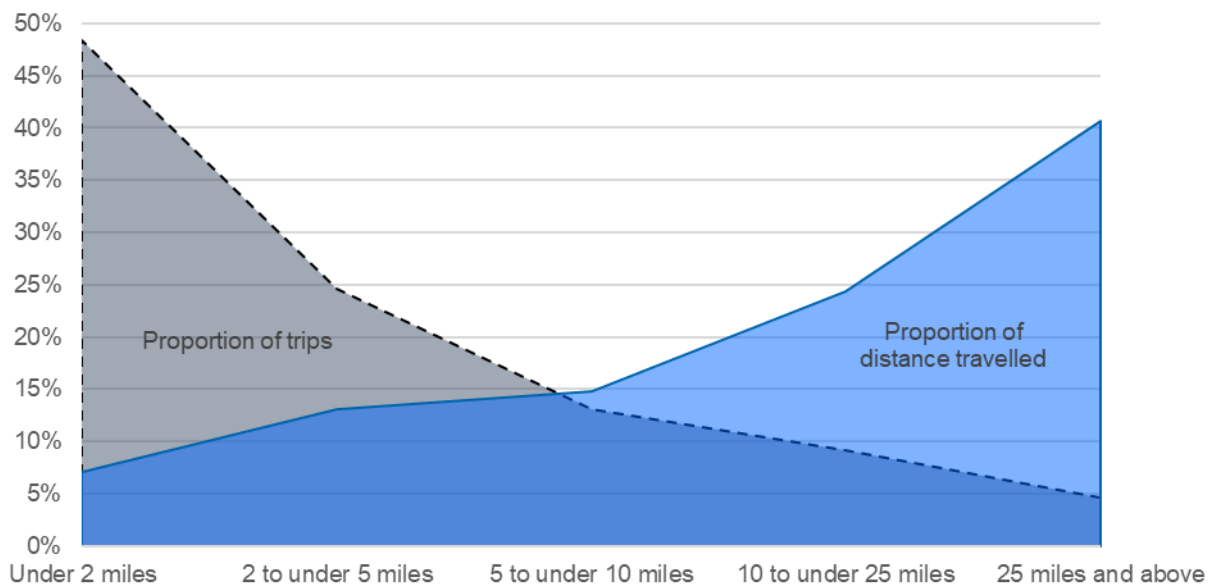


While only 14% of trips within the South West region were longer distance (over 16km / 10 miles), they made up approximately 65% of total miles travelled (Figure 2-1).<sup>2</sup>



In the South West region, nearly 90% of longer distance trips (over 16km / 10 miles) are made by car, van, or motorbike.<sup>3</sup>

**Figure 2-1 - Proportion of distance travelled per trip length<sup>2</sup>**



### 2.1.2. Relevant policy

This sub-strategy draws on existing policy and strategy documents:

- Western Gateway Strategic Transport Plan 2020-2025
- Western Gateway Rail Strategy
- National Highways Route Strategy Initial Overview Report, South West Peninsula (2023)
- Wiltshire Council Bus Service Improvement Plan 2 (2024 update)
- Wiltshire Rail Strategic Study (Network Rail, 2024)

<sup>2</sup> 2022 National Travel Survey NTS9911a, proportion of distance travelled estimated using midpoint of trip length ranges

<sup>3</sup> 2022 National Travel Survey NTS9916c



### 2.1.3. Introduction to rail travel in Wiltshire

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Wiltshire has **14 rail stations**, served by **two main train operators**: Great Western Railway and South Western Railway. There were **5.5 million entries and exits** by passengers recorded across these 14 rail stations in 2022/23.<sup>4</sup> Figure 2-2 shows the network of services that can be accessed from Wiltshire's rail stations. Only those areas coloured green, yellow and orange can access the identified key urban centres within an hour by rail. This also shows that a large proportion of Wiltshire's residents live beyond an hour's rail journey to key urban centres.

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Almost **two thirds (63%) of rail journeys in the South West were both started and completed within the region**, with Gloucestershire, Wiltshire and the Bath/Bristol area being the top origins / destinations. Outside of the South West, London and the South East are the most popular destinations.

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Analysis of rail journey times to key urban centres – such as Salisbury, Trowbridge, Chippenham, Frome, Melksham and Andover (Figure 2-3) – shows that **western Wiltshire and Salisbury have good accessibility by rail**. However, a **large proportion of Wiltshire does not have access** to these key urban centres within an hour's rail journey.

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<sup>4</sup> Office of Rail and Road, Estimates of Station Usage (November 2022)

Figure 2-2 – Wiltshire’s strategic transport network and connections (SWLEP, 2022)

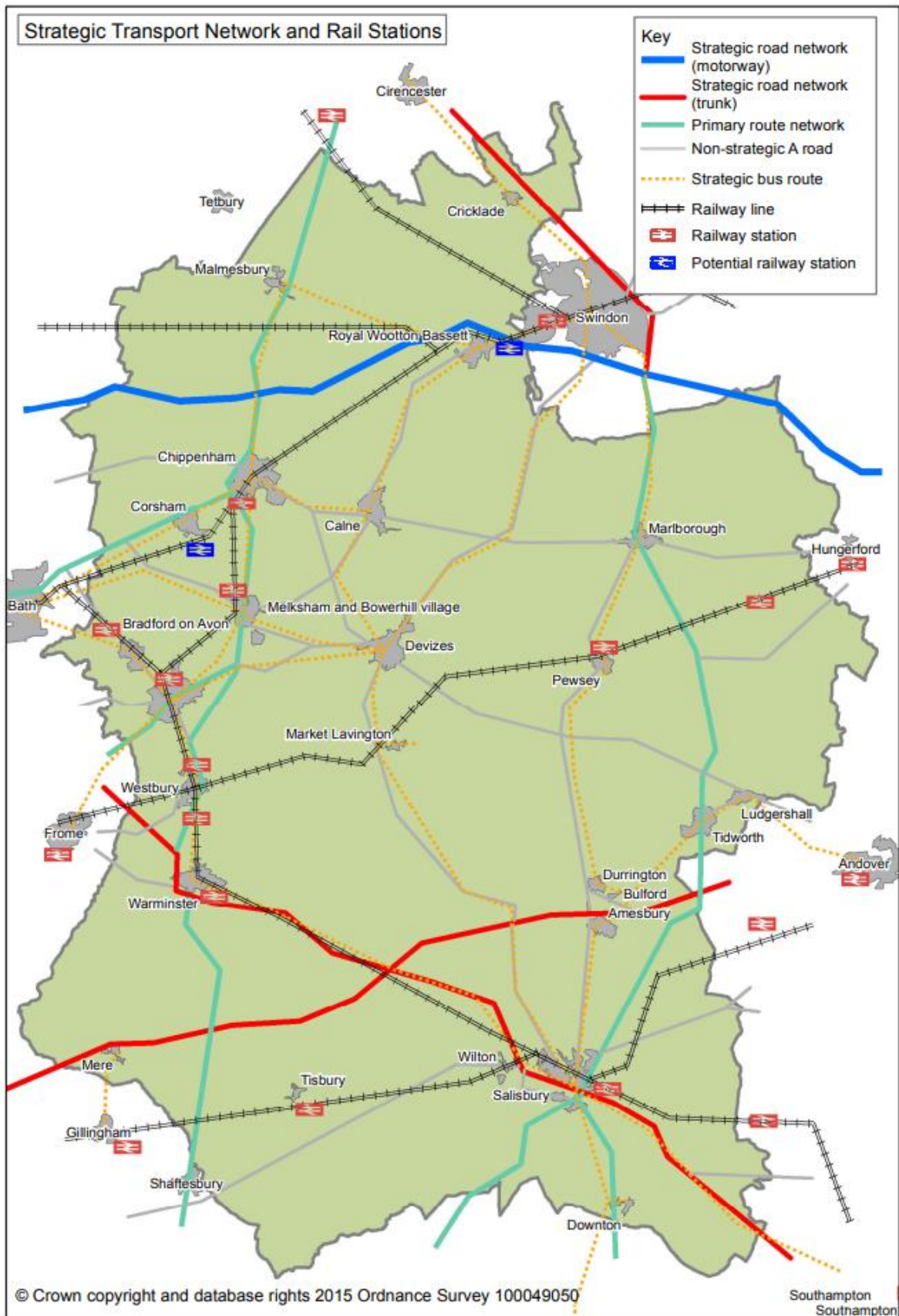
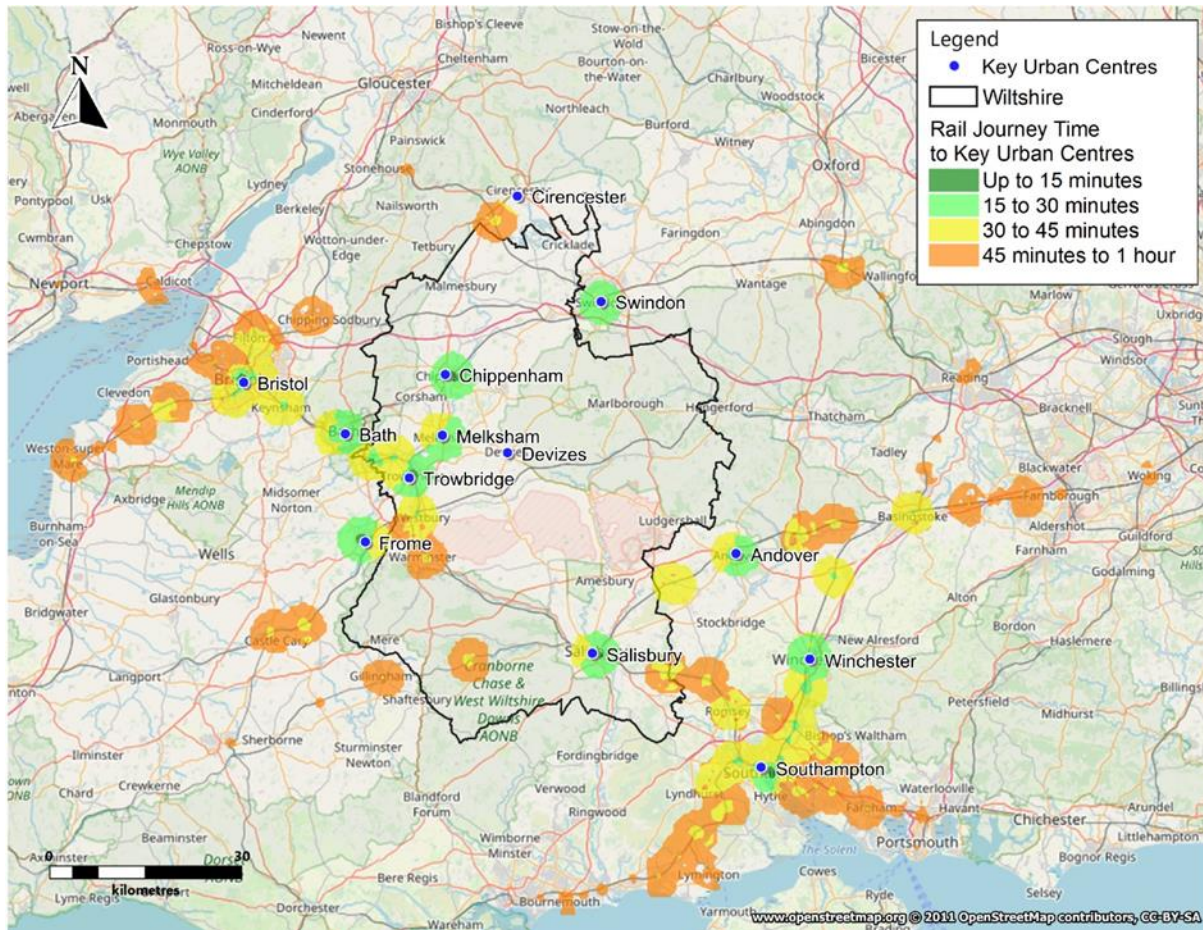


Figure 2-2 outlines Wiltshire’s rail network. We are continuing to progress opportunities to enhance our rail network, such as in Devizes and Corsham, through the DfT’s Restoring Your Railway fund.

**Figure 2-3 - Rail journey catchment from key urban centres**



### 2.1.4. Introduction to bus and coach travel in Wiltshire



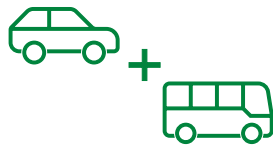
The bus network within Wiltshire is provided by several different operators, with different primary operators in different areas (Figure 2-4). Wiltshire Council provides **financial support to around 70% of bus services** operating in its area, the main exceptions being urban services in Salisbury and several strategic interurban services.<sup>5</sup>



Bus patronage for 2022/23 stood at **71% of patronage levels** in 2009/10.

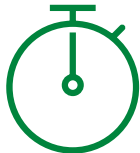
The number of bus journeys is 12% lower than pre-COVID-19 levels (2019/20).<sup>5</sup> However, there were **nearly 2.5 times more journeys in 2023/24 compared to 2020/21**, highlighting the continuing recovery from COVID-19 travel restrictions.

<sup>5</sup> Bus Service Improvement Plan, Wiltshire Council (2024) ([Bus Service Improvement Plan 2024 \(wiltshire.gov.uk\)](https://www.wiltshire.gov.uk))



There are **five Park and Ride sites in Wiltshire**, all located around Salisbury, and these have a total capacity of 2,000 parking spaces.

Currently, bus services run every 30 minutes to these sites (this was every 15 minutes pre-COVID-19) as patronage has struggled to recover since the Pandemic. Patronage is still at around a third of 2019 levels; this is considerably lower than the recovery observed for conventional bus services.<sup>5</sup>



The **frequency of buses in Wiltshire differs depending on locality**, with Salisbury offering a convenient and comprehensive network of buses beyond two an hour, whilst some market towns do not have a seven day per week service.

33% of Wiltshire's population does not have access to 1 bus per hour or more in the weekday AM peak (Figure 2-6) – this rises to 61% on Sundays.



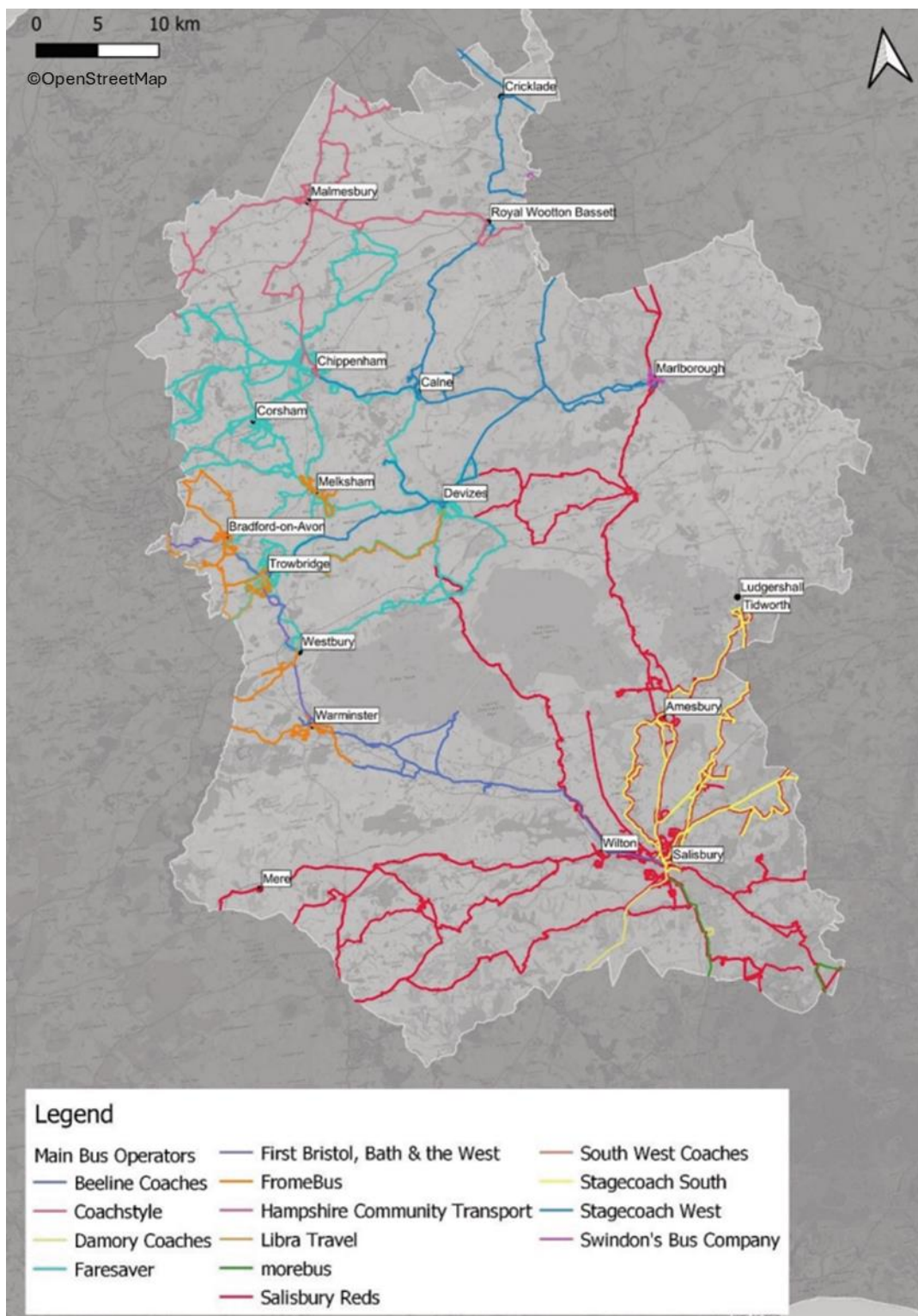
**Wiltshire Council runs a demand responsive bus service called Wiltshire Connect.** Passengers can travel between any locations within the service areas: Devizes & Pewsey Vale, Pewsey and Marlborough & Hungerford. Rides can be booked up to seven days ahead and with as little as 30 minutes' notice on the day via the app or by phone.

In addition to the on-demand service, Wiltshire Connect operates a number of timetabled and semi-flexible services in the Pewsey Vale and Marlborough area.

Due to their flexible nature, these services have not been included on the maps provided.

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**Figure 2-4 - Bus routes across Wiltshire by operator**

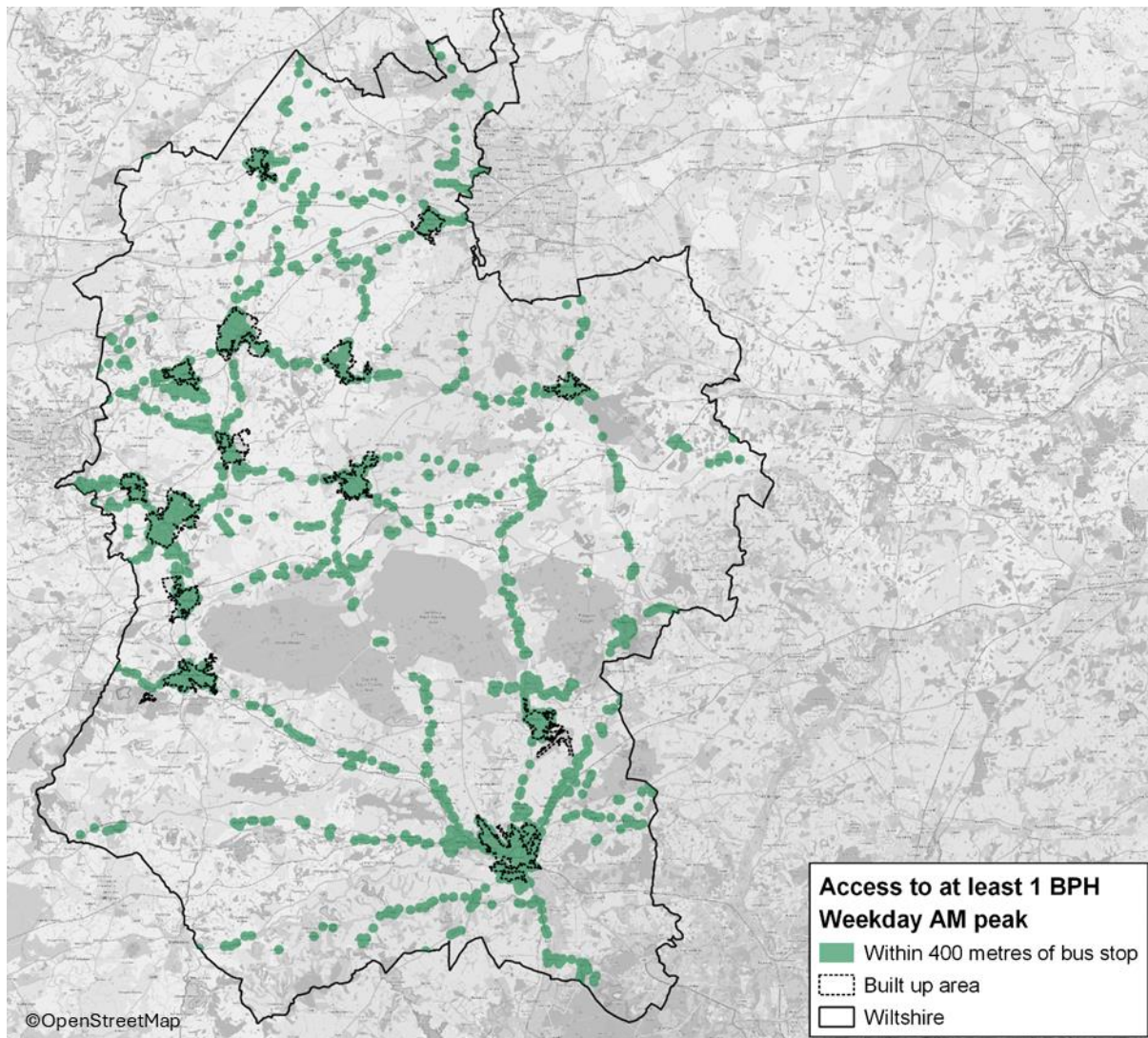


There are also a number of Community Transport bus operators providing services across the county.

Figure 2-5 - Bus routes across Wiltshire by origin/destination (as of July 2024)



Figure 2-6 - Access to one bus or more per hour – weekday AM peak



### 2.1.5. Introduction to longer distance road travel in Wiltshire



Wiltshire Council has approximately 3,000 miles of road network within its area. There are approximately 22 miles of motorways and circa 80 miles of trunk roads in Wiltshire, which are managed by National Highways. There are approximately 419 miles of A-roads, of which 375 miles are classed as rural, and 44 miles are classed as urban.<sup>6</sup>



Within Wiltshire, 13% of households have no access to a car or van, compared to 24% in England.<sup>7</sup> This is likely to reflect Wiltshire's largely rural nature and relative affluence.

The M4, which connects Swindon with Bristol and London, has the highest vehicle flow across the road network in Wiltshire and carries approximately **82,000 vehicles per day** based on 2023 data.

<sup>6</sup> Wiltshire Council

<sup>7</sup> Census 2021

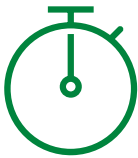
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The approximation of average daily traffic flows on key A-roads are listed below:<sup>8</sup>

- A350 – 19,000
- A303 – 21,000
- A346 – 10,000
- A429 – 12,000
- A4 – 14,000
- A36 – 13,000

The location of these roads is shown in Figure 2-7.

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Journey times on the strategic routes will increase by 6% on average in both the morning and evening peaks by 2036.<sup>9</sup>

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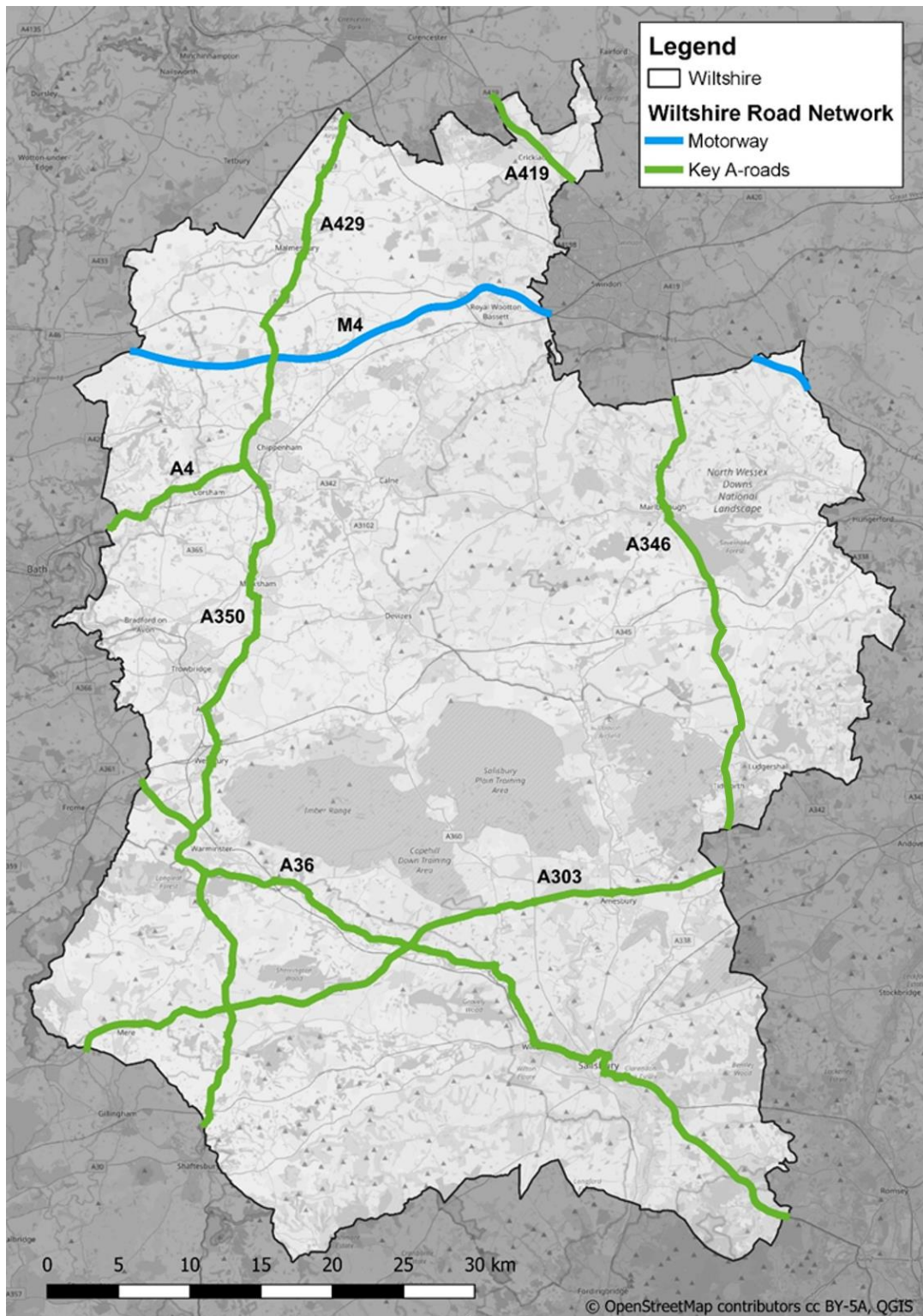
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<sup>8</sup> Department for Transport, Road traffic statistics, 2023 (<https://roadtraffic.dft.gov.uk/local-authorities/68>). The average annual daily flow counts the number of vehicles that travel past (in both directions) the count location on an average day of the year, over a 24-hour period.

<sup>9</sup> To understand the future resilience of Wiltshire's road network, we carried out a test using our strategic highway traffic model using forecast 2036 traffic levels. The model provides an indication of future traffic demand, but does not account for large scale changes in travel demands, travel patterns or any type of transport intervention, including from this LTP.



Figure 2-7 - Wiltshire's road network<sup>10</sup>






<sup>10</sup> The key A-roads mapped (also known as the Primary Route Network) is a subset of A-roads that are designated as they connect key destinations, such as significant towns and cities. The Primary Route Network is designed to provide clear and efficient routes for long-distance and through traffic.

## 2.2. Typical challenges and opportunities

Table 2-2 presents a summary of the typical transport related challenges and opportunities faced by strategic transport.

**Table 2-2 LTP4 challenges and opportunities for strategic transport**

<b>LTP4 challenges and opportunities for strategic transport</b>	
	<p><b>Rurality</b></p> <p>The varied, dispersed and largely <b>rural</b> nature of Wiltshire means many people have to rely on their cars, and presents challenges around connectivity by other modes, which can lead to <b>social isolation</b>.</p> <ul style="list-style-type: none"> <li>• A limited number of key A-roads act as the main connection between places.</li> <li>• Access to key bus routes, rail stations, and major roads is limited for those living in rural areas.</li> <li>• Declining bus service, with 70% of bus services requiring a subsidy to continue operation.</li> <li>• Across the county, 28% of people are not able to access a town centre within 30 minutes by walking or public transport.<sup>11</sup></li> <li>• A large proportion of Wiltshire does not have access to key urban centres within an hour's rail journey (Figure 2-3).</li> </ul>
	<p><b>Health, wellbeing and safety</b></p> <p>There are pockets of <b>inequality and deprivation</b> across the county related to <b>health, wellbeing, road safety and access to facilities</b>.</p> <ul style="list-style-type: none"> <li>• Eight Air Quality Management Areas (AQMAs) are in operation in Wiltshire. The three AQMAs in Salisbury all include sections of the A36 SRN corridor.</li> <li>• 1,275 casualties were reported on Wiltshire roads in 2022, 16 of which were fatal.<sup>12</sup> 15 of the fatalities were recorded on rural roads.</li> <li>• 68% of surveyed residents were satisfied with safety on buses in 2023.<sup>13</sup> 63% were satisfied with safety at bus stops.</li> </ul>
	<p><b>Economic growth</b></p> <p><b>Economic growth</b> in Wiltshire is slowing and an ageing population poses an increasing challenge.</p> <ul style="list-style-type: none"> <li>• Strategic journeys are made for commuting, business, tourism purposes, which all support growth and contribute significantly to the local, regional and national economy.</li> <li>• The A303 is a key tourist route providing access to Stonehenge whilst performing a strategic function between the London region and Devon and Cornwall to the South West.</li> <li>• There are key commuting trips from and to Wiltshire, including Bath, Bristol and Swindon to/from northern Wiltshire, and Winchester and Southampton to/from southern Wiltshire.</li> </ul>

<sup>11</sup> DfT Journey Time Statistics, 2019

<sup>12</sup> [Reported road casualty statistics in Great Britain: interactive dashboard, from 2018 \(dft.gov.uk\)](https://www.dft.gov.uk)

<sup>13</sup> [2023 Survey Public Reports \(nhtnetwork.co.uk\)](https://www.nhtnetwork.co.uk)



### Futureproofing transport

The transport network in Wiltshire is not currently prepared for future **maintenance, technological, environmental and societal changes.**

- Rail and road networks are at risk of damage and disruption from extreme weather events, which are becoming more frequent due to our changing climate as well as underinvestment in long term maintenance.
- Our transport networks should facilitate the changing needs of our people and accommodate housing and employment growth.
- Modelling tests found that peak time journey times on Wiltshire’s strategic roads could increase by 6% on average by 2036 due to housing and employment growth.



### Decarbonisation

Wiltshire Council acknowledged a **climate emergency** in 2019, and decarbonising transport is critical to achieving the Council’s carbon neutral ambitions.

- Buses and coaches in Wiltshire are primarily made up of diesel run vehicles, with 95.8% powered by diesel, followed by 4.0% powered by petrol. Of the cars licensed in Wiltshire, 53.4% are petrol, 33.6% are diesel, and 13% are other fuels (including hybrid electric (petrol), plug-in hybrid electric (petrol or diesel), range extended electric and battery electric cars).
- The Great Western Main Line electrification is incomplete (rolled out between London and Chippenham only) and benefits a minority of services.
- Approximately 65% of miles travelled in the South West region are part of a longer distance journey (Figure 2-1). Since 9 in 10 of these journeys are made by car, van, or motorbike, they are likely to be responsible for a large proportion of the region’s transport-related greenhouse gas emissions.



### Unique environment

We have a responsibility to **protect** and **enhance** Wiltshire’s unique natural, built and historic environments.

- Wiltshire’s road and rail networks must consider and respect our unique environments.
- Much of Wiltshire’s built environment is historic so Wiltshire’s transport network needs to find the balance between ensuring efficient movement and respecting the character of our places.

## 2.3. Vision and objectives for strategic transport

### 2.3.1. Vision

The LTP4 vision sets out a long-term aspiration for transport in Wiltshire, to 2038 and beyond, of:

A safe and connected transport system which protects the county’s unique built, natural and historic environment, making this accessible for all, supports sustainable economic growth across Wiltshire’s communities and contributes to a low carbon future.





Delivery of the vision would mean that Wiltshire’s strategic transport network ensures the efficient and effective movement of vehicles, helping connect people to place, whilst moving

towards decarbonisation of the network. This would be achieved through various measures including transitioning vehicles to sustainable and electric fuels, supporting the move towards a safer network with a Vision Zero approach, and futureproofing the network against environmental and societal crises.

### 2.3.2. Objectives

Table 2-3 presents an overview of LTP4 objectives in the context of strategic transport.

**Table 2-3 LTP4 objectives and relevance for strategic transport**

<b>LTP4 objectives and relevance for strategic transport</b>	
	<p><b>Supporting rural communities</b></p> <p>To <b>decarbonise private vehicles</b>, and to tackle social isolation by improving <b>multi-modal and digital</b> connectivity across the whole county, especially within and beyond our rural settlements.</p> <ul style="list-style-type: none"> <li>• Improve multi-modal connectivity in rural areas, ensuring residents are sustainably able to access the strategic transport network.</li> <li>• Support opportunities to improve the strategic transport network in rural areas e.g. new rail stations and enhanced access to existing stations.</li> </ul>
	<p><b>Improving health, wellbeing and safety</b></p> <p>To provide a <b>safe</b> transport network which improves <b>quality of life, health and wellbeing</b> in Wiltshire, promoting more equal and inclusive access to opportunities.</p> <ul style="list-style-type: none"> <li>• Improved air quality near to and on the strategic transport network, particularly in AQMAs.<sup>14</sup></li> <li>• Reduction in collisions on the SRN.</li> <li>• All people feel safe and secure when using the public transport network.</li> </ul>
	<p><b>Economic growth</b></p> <p>To provide a reliable and efficient transport network which maximises <b>sustainable economic growth</b> opportunities across Wiltshire’s varied localities.</p> <ul style="list-style-type: none"> <li>• Support the transition of strategic journeys made for commuting, business, tourism purposes to more sustainable modes, where possible.</li> <li>• Ensure there are reliable journey times on the strategic transport network.</li> <li>• Support the convenience and attractiveness of using public transport for cross boundary trips.</li> </ul>
	<p><b>Futureproofing transport</b></p> <p>To ensure that Wiltshire has a <b>resilient</b> transport network that is prepared for <b>continuing maintenance, technological, environmental and societal changes</b> and will meet the needs of future generations.</p> <ul style="list-style-type: none"> <li>• Enhance the resilience of the strategic transport network, minimising disruption from extreme weather events.</li> <li>• Our transport networks should facilitate the changing needs of our people and accommodate housing and employment growth.</li> </ul>

<sup>14</sup> The 2024 Air Quality Action Plan contains modelled and strategic measures to reduce emissions of nitrogen dioxide within our AQMAs.



### Transport decarbonisation

To expedite the **reduction of the total carbon emissions** in the county that are due to transport, contributing to making Wiltshire Council carbon neutral by 2030, and leading the county towards net zero

- Reduction in total number of car miles travelled within and beyond the county, since more people can access services, employment and leisure closer to home, and more people have access to bus, coach and rail services.
- Support for rapid uptake of low emission vehicles for remaining longer distance car journeys



### Protecting and enhancing our unique environments

To ensure the transport network in Wiltshire **protects and enhances** our natural and built **environments**, including our three National Landscapes, National Park and our historic towns and settlements.

- Consideration of our unique environments when maintaining and improving strategic transport networks.

## 2.4. Policies and measures

### 2.4.1. Introduction

The LTP4 policies are set out in detail in Section 2.3 of our Core LTP4 Strategy.

The following sections consider the policies specifically in the context of strategic transport and outline the relevant measures we plan to deliver. The policies are grouped by our four policy areas, and in this sub-strategy are focused around Shift, Improve and Support.

These four policy areas sit around the core of the LTP4: the vision and objectives.

Our objectives are set out in Section 2.1 of our Core LTP4 Strategy. Each measure meets some or all our objectives, and these are depicted by the relevant icons identified previously.



Objective 1 - To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.



Objective 2 - To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.



Objective 3 - To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire’s varied localities.



Objective 4 - To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.



Objective 5 - To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by 2030, and leading the county towards net zero.



Objective 6 - To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.

### 2.4.2. Shift



**Shift** to more sustainable modes of transport – providing better and more accessible options for travel via active travel and shared and public transport.

Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality.

Objectives met:



Policy S1 is covered in our place-based sub-strategies and freight sub-strategy.

Policy S2: Provide more public and shared transport options and improve service quality.

Objectives met:



### Measure S2.1: Bus infrastructure and service improvements on key corridors

#### Description

We will deliver new bus infrastructure, such as prioritised traffic lights, bus lanes and bus gates, where the bus network would benefit. Our Bus Service Improvement Plan (BSIP)<sup>15</sup> sets out several ambitions including to run services between 7am to 7pm, 7 days a week on key corridors.

#### Benefits

Improvements to bus infrastructure and service improvements on key corridors will help to:

- Make sustainable alternatives to travelling by car more attractive. Reduced trip lengths could facilitate a mode shift away from private vehicle to public transport.
- Reduce private vehicle miles, helping to reduce total greenhouse gas emissions due to transport.

<sup>15</sup> Bus Service Improvement Plan, Wiltshire Council (2024) ([Bus Service Improvement Plan 2024 \(wiltshire.gov.uk\)](https://www.wiltshire.gov.uk))

## Measure S2.1: Bus infrastructure and service improvements on key corridors

- More reliable, convenient, safer and affordable alternatives to private car journeys to improve access to opportunities and services for all, especially those without access to their own car.
- Increase access to jobs, training and education in different parts of the county and increases the ability to live and access services and opportunities locally, including leisure.
- Improve levels of accessibility between economic centres, businesses, employees, suppliers, and customers.
- Tackle social isolation by providing accessible options for all. New infrastructure should be designed with improved public safety in mind and to meet modern accessibility standards.
- Improve accessibility and increase travel choices including for those in rural areas.
- We will continue to review and assess whether the bus franchising model could be beneficial to the bus network in the county.

### Possible locations

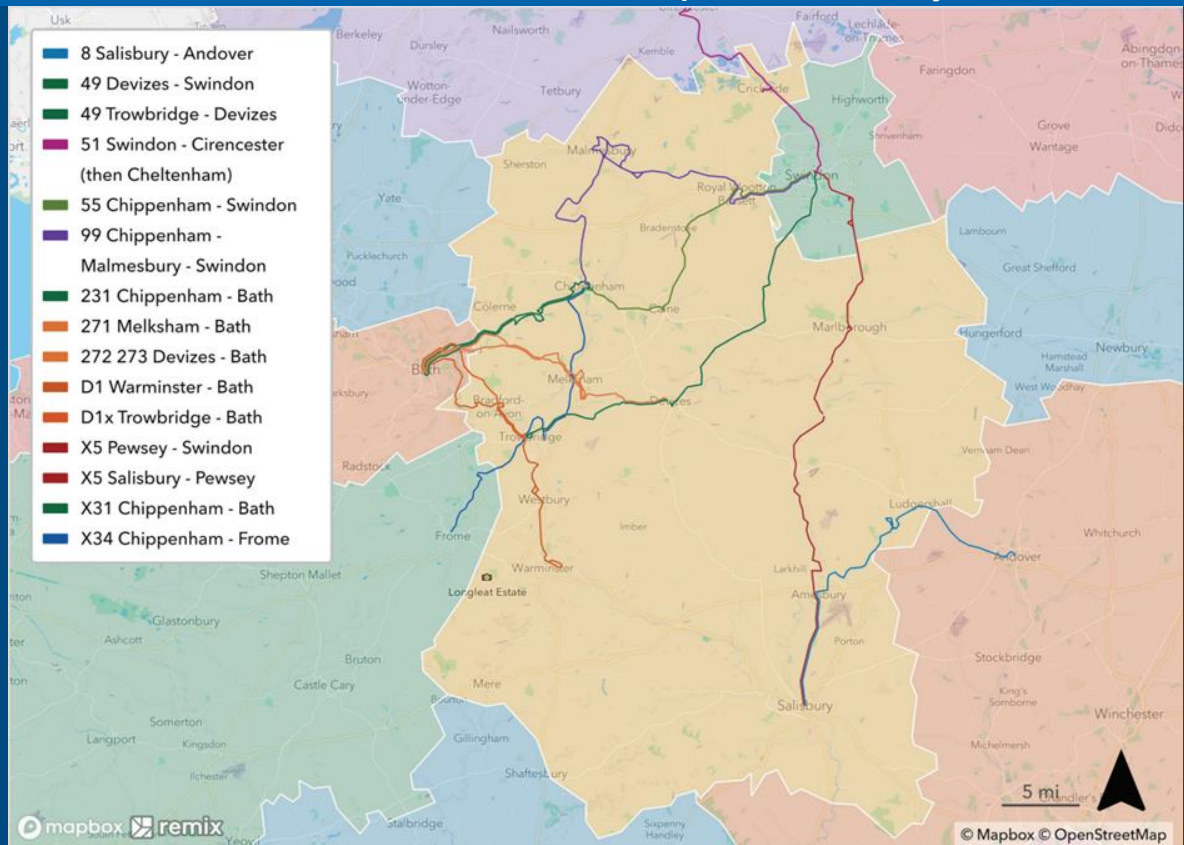
All bus routes in Wiltshire, prioritised based on factors set out in the Bus Service Improvement Plan.<sup>15</sup>

### Case study: Wiltshire Superbus

A strong network of inter-urban services is essential in a rural county, easing congestion and reducing emissions on the county's busiest roads. Our 'Superbus' network is based on where current bus service frequencies are higher than hourly, where services link key inter-urban locations, and/or where the assessment of journey-to-work areas illustrates potential to develop services to meet latent demand.

Our proposals for Superbus include increasing frequencies and improving reliability and, along with the Salisbury urban network, is our priority for investment in roadside passenger infrastructure, passenger information including real-time and investment in bus priority measures. In return, these services would be the focus of investment by operators in high-specification vehicles. For Superbus routes, the objective is to deliver services on all routes between 7am and 7pm, 7 days a week. Services will operate at least hourly, stepping up to 2 buses per hour when demand requires.

## Measure S2.1: Bus infrastructure and service improvements on key corridors



Wiltshire BSIP

## Measure S2.2: Implementation of new demand responsive transport (DRT) services

### Description

Demand responsive transport (DRT) is a flexible bus service which allows users to specify their desired location and time of pick-up and drop-off. DRT can provide a flexible shared transport option where a standard, fixed route bus service might not be viable, especially in low-density areas or at quieter times of day. They can provide a convenient option where a car would otherwise have been essential, especially in Rural Areas.

The Wiltshire Connect DRT services already run in specific locations throughout the county where fixed-route timetables are not appropriate.

### Benefits

Continuing to run these services and implementing new DRT services will help to:

- Reduce private vehicle miles, helping to reduce total greenhouse gas emissions due to transport. DRT creates a reliable, convenient, safer and affordable alternative to private car journeys to improve access to opportunities and services for all.
- Improve connectivity resulting in reduced social isolation. DRT can support those with accessibility requirements such as with a door-to-door service for those with mobility requirements. Passengers who use the services are able to build relationships with drivers and other passengers due to the smaller vehicle sizes. Drivers can become aware of regular passengers' needs and provide support, alongside a familiar face.
- Increase access to services and opportunities locally, including leisure.



## Measure S2.2: Implementation of new demand responsive transport (DRT) services

- Increase accessibility between economic centres, business, employees, suppliers and customers. DRT is a reliable form of transport, especially in areas with limited or no public transport services, providing connections to areas of employment, leisure, healthcare, and other key services.
- Increase travel choices.

### Possible locations

Across Wiltshire, predominantly rural areas where there are limited fixed bus routes.

### Case study: Wiltshire Connect

Wiltshire Connect is a new type of bus service operating in the Pewsey Vale and Marlborough area. Unlike a typical bus service, our Wiltshire Connect vehicles operate on a pre-bookable, on-demand basis, allowing you to travel between any designated pick up and drop off point within each zone. Rides can be booked using an app, an online booking portal or via phone and the smart technology will match up your journey with any other passengers travelling in the same direction at the same time.

Wiltshire Connect operates between 6am-8pm Monday to Friday and 7.30am-8pm on Saturdays, with modern, accessible and air-conditioned vehicles. Rides can be booked up to seven days ahead and with as little as 30 minutes' notice on the day, subject to availability. The operating hours provides early morning and early evening rail connections with GWR services to and from London Paddington and the West Country.



Wiltshire Connect

## Measure S2.4: Support for more frequent or new direct rail services

### Description

This measure focuses on support for enhancing the frequency of rail services, introducing new direct routes and therefore improving connections between different lines and stations. This policy would support and prioritise improvements which seek to make rail travel more convenient across Wiltshire. The Western Gateway Rail Strategy<sup>16</sup> sets minimum aspirational frequencies of two trains per hour for intercity services, at least one train per hour for regional services, and one train per hour for local services.

### Benefits

Improving connectivity through rail services will:

<sup>16</sup> <https://westerngatewaystb.org.uk/strategy/rail-strategy/>

## Measure S2.4: Support for more frequent or new direct rail services

- Make sustainable alternatives to travelling by car more attractive. Improved services or new services could facilitate a mode shift away from private vehicle to public transport.
- Reduce private vehicle miles, helping to reduce total greenhouse gas emissions due to transport.
- Improve access to services and opportunities, including leisure, locally and across the county. New connections would provide access to new opportunities that were previously not accessible, opening opportunities for employment, education and leisure.
- Provide reliable, multi-modal connectivity between key destinations across Wiltshire.
- Reduce car travel and associated impacts from tourism. New routes could help increase the number of tourists that use the train to existing or new connections.
- Tackle social isolation.

### Possible locations

The Western Gateway Rail Strategy<sup>16</sup> identifies the intercity services between Cardiff and Reading and between Exeter and Basingstoke, which both route via Salisbury, as requiring improvement to meet the minimum aspirational frequencies. It also identifies several new direct services to be investigated: Salisbury to Reading, Bristol Temple Meads to Oxford (via Chippenham), Southampton to Oxford (via Salisbury and Westbury), Chippenham to Gloucester/Cheltenham Spa, Chippenham to Salisbury, Chippenham to Taunton, and Westbury/Chippenham to Weston-Super-Mare. In addition, it states that interchange and service improvements at stations such as Southampton Central and Reading could have knock-on improvements to rail services in Wiltshire.

The Wiltshire Rail Strategic Study<sup>17</sup> highlights that poor connections at Westbury in particular have been consistently raised as a concern for stakeholders, and includes investigating a new service between Paddington to Westbury as a key priority.

Opportunities for rail service improvements are being assessed in Devizes and Corsham through the DfT Restoring Your Railway fund.

### Case Study: Mid-Cornwall Metro

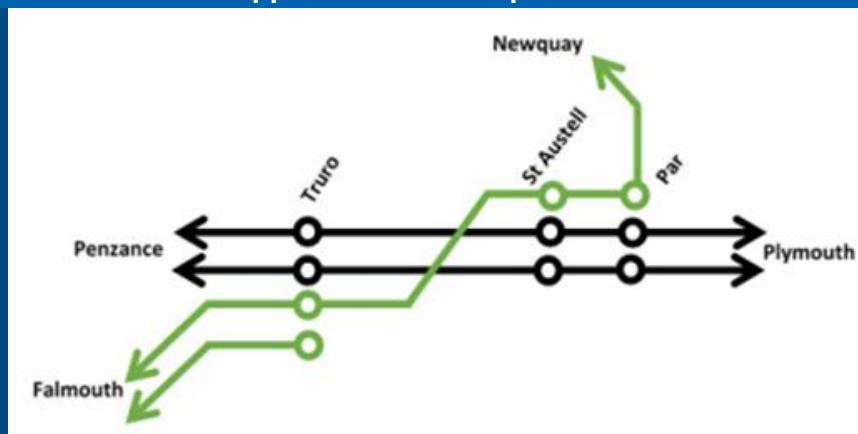
Cornwall Council successfully bid for a £50 million grant from the Government's Levelling Up (transport) Fund towards a £56.8 million Mid Cornwall Metro initiative. Working with delivery partners GWR and Network Rail, the new coast to coast rail service will create a sustainable transport corridor through central Cornwall. It will improve the current links between four of Cornwall's largest towns: Newquay, St Austell, Truro, and Falmouth/Penryn.

Plans include a new hourly direct train service connecting Newquay, Par, St Austell, Truro, Penryn and Falmouth, doubling of the number of rail services between Newquay and Par - an extra 700,000 seats per year both ways and increase frequency of mainline services between Par, St Austell and Truro.

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<sup>17</sup> Network Rail, 2024

## Measure S2.4: Support for more frequent or new direct rail services



Mid-Cornwall Metro, Cornwall Council

## Measure S2.5: Support for rail capacity upgrades

### Description

Capacity upgrades would expand and modernise our railway infrastructure to meet growing demand. Expanding capacity would provide opportunities for a greater number of people to travel comfortably, especially at peak times. We will continue to work with Network Rail to lobby for and support rail improvements which bring benefits to Wiltshire.

### Benefits

Rail capacity upgrades would benefit by helping to:

- Make sustainable alternatives to travelling by car more attractive and accessible. Upgrades to capacity could facilitate a mode shift away from private vehicle to public transport.
- Reduce private vehicle miles, helping to reduce total greenhouse gas emissions due to transport.
- Provide reliable, multi-modal connectivity between key destinations across Wiltshire. Upgrades may enhance connectivity within and beyond Wiltshire, providing new connectivity opportunities for residents to access opportunities including employment, tourism, and education.
- Help to futureproof the network as population and economic growth takes place. Capacity upgrades can also provide resilience, such as allowing services to be diverted or reducing the knock-on effect of service disruption.

### Possible locations

Across Wiltshire.

The Wiltshire Rail Strategic Study<sup>17</sup> highlights constraints for track capacity on the single line between Bradford Junction (Trowbridge) and Thingley Junction (Chippenham) via Melksham, with only one train able to pass through this c.9 miles stretch of track at a time. Additionally, the study points to capacity constraints between Westbury Line Junction (Reading) and Westbury, that would need to be addressed to accommodate further growth of passenger and freight services along the route.

## Measure S2.6: Supporting availability of train servicing facilities

### Description

Train servicing facilities offer the opportunity to maintain and service trains running on the county's rail network. We will work with Network Rail and rail operators to support the delivery of these facilities to ensure our rail network is more efficient and resilient.

### Benefits

- Increase the uptake of energy efficient and zero or ultra-low emission vehicles as this would provide the appropriate facilities needed for new low emission trains.
- More reliable, convenient, safer and affordable alternatives to private car journeys to improve access to opportunities and services for all. The servicing of trains ensures the network can remain reliable and on-time. The existing Salisbury depot has been an exemplar of reliable fleet and ability to "inject" trains into service when problems occur on the route.
- Improve levels of accessibility between economic centres, business, employees, suppliers and customers. Construction of the facilities would require local employment.
- Services and routes return to normal as quickly as possible after incidents on the network and the impact of any disruption on people and business is managed.
- Make sustainable alternatives to travelling by car more reliable, attractive and accessible. Increased confidence in the rail network may encourage a modal shift.

### Possible locations

Appropriate and deliverable locations on the rail network.

Policy S3: Provide better access to public and shared transport services.

Objectives met: 

## Measure S3.3: Improved waiting and interchange facilities at bus stops and stations

### Description

Our Bus Service Improvement Plan (BSIP)<sup>15</sup> sets out our ambitions for improvements to bus facilities in line with the recently published Local Transport Note 1/24 Bus User Priority. LTN 1/24 sets out the importance of covering the needs of the bus user from the whole bus trip perspective, including access to the bus stop and good quality waiting facilities at bus stops, bus stations and key interchange points.

Our BSIP outlines our commitment to develop and deliver improved waiting and interchange facilities at our bus stops, to ensure access to the bus network is as convenient and comfortable as possible. All upgrades to our bus stop facilities will be designed with accessibility for all passengers in mind.

### Benefits

Upgraded facilities will help to:

- Provide more convenient, reliable and safer alternative to private vehicle. Upgrades will help to improve the public realm around bus stops and stations.
- Reduce private vehicle miles, helping to reduce total greenhouse gas emissions due to transport.

### Measure S3.3: Improved waiting and interchange facilities at bus stops and stations

- Increase ability to live and access services and opportunities locally, including leisure, for all through accessible facilities.
- Reduce traffic congestion and delays on the network.

#### Possible locations

As noted in the BSIP, we are currently underway with an audit of all bus stop infrastructure (over 4000 bus stops) across the county to develop a baseline understanding of where improvement is required.

Whilst our ambition is to improve all bus infrastructure in Wiltshire, our first priority is to improve basic bus stop provision with a marked bus stop across the county. This will be followed by improving the accessibility and safety of our stops, and improved shelter provision. Improvements to shelter standards will be firstly focused in our three Principal Settlements; Salisbury, Chippenham and Trowbridge. As our Superbus projects come forward, we will also implement upgrades on a route-by-route basis.

We are also improving Chippenham Bus Station, and as noted in the BSIP; we are proposing to undertake a study to assess its location and the condition of passenger infrastructure.

#### Case study: Salisbury Future High Streets Fund – Station forecourt scheme

In June 2024, works commenced to deliver an extensive forecourt makeover to provide a more welcoming first impression to the historic cathedral city and be more accessible for visitors and residents. The £5.8 million enhancements include enhanced sustainable transport provision, including a bus interchange.



Wiltshire Council

### Measure S3.4: Provision of real time passenger information (RTPI) at bus stops

#### Description

Real time passenger information (RTPI) enables passengers to access real-time bus arrival and departure information through digital signs at bus stops, bus stations, and online via websites and apps.

As outlined in the BSIP, the provision of additional RTPI at stops will be defined when setting new standards for stops. We will focus improvements at locations with high numbers of passengers, locations with high levels of interchange and where travel choices from/to new development can influence travel behaviours.



## Measure S3.4: Provision of real time passenger information (RTPI) at bus stops

Blue Boar Row, Salisbury, Wiltshire Council

### Benefits

RPTI would help to:

- Make bus a more reliable, convenient, and safer alternative to private car journeys to improve access to opportunities and services for all. RTPI tracks live information, helping to inform and provide reassurance as to when buses will be arriving.
- Reduce private vehicle miles, helping to reduce total greenhouse gas emissions due to transport.
- Improve accessibility for all, opening up more opportunities and improving quality of life. Upgrades can include the provision of accessibility features such as audible information. Accessibility upgrades will ensure that our public transport network is more inclusive. Accessibility is also improved through reducing the need to wait at stops for long periods of time. This could be an issue for some users and prevent them from taking the bus.
- Increase the ability to live and access services and opportunities locally, including leisure, helping to reduce social isolation.
- Improve multi-modal connectivity between key destinations across Wiltshire. RTPI can feed into journey planning tools / apps, enabling more multi-modal sustainable journeys.
- The provision of RPTI may provide greater travel choices for those in rural areas.

### Possible locations

RTPI is already available at stops in Salisbury and some key inter-urban bus routes towards Bath, Pewsey, Andover, Southampton, Poole and Bournemouth. RTPI should be available across all bus routes in Wiltshire, prioritised based on criteria set out in the Bus Service Improvement Plan.<sup>15</sup>

### Case study: Salisbury Real Time Information

During 2022, Wiltshire Council embarked on a programme upgrade of the County's Bus Real time Information System which had originally been introduced in 2005 and was at the end of its natural life.

The project initially required the replacement of 173 displays in bus shelters and at key bus stops in the Salisbury area and parts of Western Wiltshire, as well as the provision of a system to predict the arrival of buses at every bus stop in Wiltshire and display this information on the signs and through a dedicated website.<sup>18</sup>

Following a rigorous tendering exercise, the contract for the project was awarded to Transport Technology specialist company R2P and the new system went live in March 2023. The new system uses data supplied by bus operator Go South Coast and the Government's Bus Open Data System and the new signs consume a fraction of the electricity when compared with those they replaced.

We are now looking for opportunities to expand the system in partnership with Town and Parish Councils, to provide RTI signs at central bus stops at in other Market Towns across Wiltshire and also at new developments where this can be financed through developer funding. We will also be trialling the use of battery powered RTI signs at bus stops which are not equipped with a mains electricity supply.

<sup>18</sup> [www.wiltshirebuses.r2p.com](http://www.wiltshirebuses.r2p.com)

## Measure S3.5: Railway station upgrades

### Description

Improvements to rail stations could include measures such as more seating, enhanced travel information, CCTV, lighting and accessibility improvements. Upgrades will also include the addition of accessible facilities, such as step-free access to all platforms, ensuring that all stations have access to ramps for access between the trains and platforms and accessible ticketing machines. Our rail stations should be accessible and inclusive by design to ensure that they are suitable for all Wiltshire residents.

### Benefits

Rail station upgrades would help to:

- Provide more convenient, reliable and safer alternative to private vehicle. Upgrades will help to improve the public realm around bus stops and stations.
- Reduce private vehicle miles, helping to reduce total greenhouse gas emissions due to transport.
- Increase ability to live and access services and opportunities locally, including leisure, for all through accessible facilities.
- Reduce traffic congestion and delays on the network.

### Possible locations

Across Wiltshire. We are currently underway with an audit of all bus stop infrastructure (over 4000 bus stops) across the county to develop a baseline understanding of where improvement is required.

Whilst our ambition is to improve all bus infrastructure in Wiltshire, our first priority is to improve basic bus stop provision with a marked bus stop across the county. This will be followed by improving the accessibility and safety of our stops, and improved shelter provision. Improvements to shelter standards will be firstly focused in our three Principal Settlements; Salisbury, Chippenham and Trowbridge. As our Superbus projects come forward, we will also implement upgrades on a route-by-route basis.

We are also improving Chippenham Bus Station, and we are proposing to undertake a study to assess its location and the condition of passenger infrastructure.

### Case study: Salisbury Future High Streets Fund – Station forecourt scheme

In June 2024, works commenced to deliver an extensive forecourt makeover to provide a more welcoming first impression to the historic cathedral city and be more accessible for visitors and residents. The £5.8 million enhancements include enhanced sustainable transport provision, including a bus interchange.



Wiltshire Council

## Measure S3.7: Explore the role and function of Park and Ride

### Description

Park and Ride (P&R) is an important tool for intercepting car trips that are heading to and from town and city centres. In Wiltshire, Salisbury has Park and Ride provision. We seek to continue providing this service and will explore the options for how to better manage and make best use of the current provision of Park and Ride.

### Benefits

- Provides a reliable, convenient and affordable alternative to private car journeys to improve access to opportunities and services for all.
- Reduces car travel and associated impacts from tourism; the simplicity of P&R can make it a more attractive option for tourists and visitors for accessing local destinations.
- Encourage and incentivise people to visit and spend money in Wiltshire, and expansion could increase in footfall in town centres and at tourist destinations.
- Improve multi-modal connectivity between key destinations across Wiltshire. Cycle parking at P&R sites could increase the range of multi-modal trips.
- Expanded P&R can improve access to opportunities and deliver improvement in safety and town centres due to reduced traffic levels.
- Park and Rides will intercept vehicle trips from rural areas where there is no viable alternative for end-to-end public transport.

### Possible locations

Predominantly Principal Settlements.

## Measure S3.8: Smarter ticketing and payment on buses

### Description

Tap On, Tap Off is a quick and easy way to travel without the inconvenience and time taken to purchase specific tickets for every trip. Bus users 'tap on' using contactless payment methods when they board a bus, and 'tap off' when alighting the bus. The system then automatically calculates the lowest fare for the user.

We will seek to further roll out Tap On, Tap Off technology on our buses.

### Benefits

Smarter ticketing and payments on buses will help to:

- Make bus a more, convenient alternative to private car journeys to improve access to opportunities and services for all. The complexity and lack of clarity of payment can often be a barrier, and this can help passengers to understand the available options to travel sustainably. Integrated ticketing options may be more financially viable for users.
- Increase in the proportion of journeys made via sustainable modes of transport.
- Provide a more reliable, convenient and affordable alternatives to private car journeys through less time dwell spent at stops while passengers purchase tickets.
- Reduce social isolation, through providing access to services and opportunities for all locally, including leisure.
- Reduce traffic congestion and delays, helping to reduce total greenhouse gas emissions due to transport.
- Improve accessibility and travel choices for reaching key destinations, including for those in Rural Areas.



## Measure S3.8: Smarter ticketing and payment on buses

### Possible locations

Across Wiltshire, on buses that currently do not have smarter ticketing technology.

### Case study: Wiltshire buses 'Tap On, Tap Off'

Across Wiltshire, three bus operators currently use "Tap On, Tap Off" (TOTO). These are Salisbury Reds, Swindon's Bus Company and First Bus. TOTO is a simple way for people to pay for their bus travel using their contactless card or device without having to buy a ticket on the bus. Passengers are able to tap their card against the reader when they get on the bus and again just before they get off. The bus operator then works out the correct fare for each journey and ensure that customers never pay more than the relevant day ticket fare each day they travel, no matter how many journeys they make. As customers travel more over the week, the system also ensures that each extra day costs less.

Benefits include removing the risk of wasting a ticket when plans change as it only charges customers for the journeys they actually take, and speeding up the boarding process, benefitting all passengers.

## Measure S3.9: Accessible and inclusive buses and infrastructure

### Description

We will support accessibility improvements to ensure our bus network is accessible and inclusive by design. This measure includes for bus vehicles, bus stations and stops, as well as access routes to bus stops.

We will consider improvements to bus stops which enable every person in Wiltshire to use our public transport network. We fully support making bus stops more accessible including appropriate and essential infrastructure such as shelters, seating, raised kerbs, clear bus time information, and information available at the stops and via apps. Boarding the bus should be accessible for all.



Wiltshire BSIP

Working with bus operators, the bus fleet in Wiltshire should be made accessible by including additional flexible space for a second wheelchair user or passengers with pushchairs, hearing loops, space for assistance dogs, and audible and visible information. Going forward, disabled passengers across Great Britain will be able to travel more confidently due to new rules introduced by DfT which will require almost every local bus or coach service to provide audible announcements and visual displays identifying the route and direction, each upcoming stop, and the beginning of any diversions. Clear audible and visible information will also benefit non-disabled people, helping those who are travelling on an unfamiliar bus route, and giving passengers confidence that they will not be left stranded at the wrong stop.

### Benefits

- Promotes use of public transport, reducing vehicle miles and greenhouse gas emissions associated with transport.

### Measure S3.9: Accessible and inclusive buses and infrastructure

- Reduces social isolation by reducing existing barriers to accessing the bus network and ensuring that every person can access key services.
- Increases access to service and opportunities, including jobs, education and leisure.
- Provides more travel choices, especially for vulnerable users, who may have new opportunities to access the bus network.

#### Possible locations

Across Wiltshire.

### Measure S3.10: Lower and simpler bus fares

#### Description

We will explore opportunities to provide a lower and simpler bus fare structure in Wiltshire. This will include longer term consideration to plan for the future beyond the end of the Government's £2 fare cap.

We will work with operators to offer better value group fares within Wiltshire in order to increase the competitiveness of the bus compared to car travel. We propose to undertake a study, should the £2 fare cap end, to consider commercial fare capping and the role of Tap on, Tap Off across all our operators.

We will also work with our operators to ensure that information regarding fares is readily available on all our main websites where passengers access travel information.

#### Benefits

- Helps to tackle social isolation, provide people with access to key services and opportunities, both locally and across the county.
- Increase in the proportion of journeys made via sustainable modes of transport.
- Reduces private vehicle miles and total greenhouse gas emissions of transport.
- Reduces traffic congestion and delays, helping to improve air quality.
- Improves accessibility and travel choices including for those in rural areas, who often have to travel longer distance.

#### Possible locations

Across Wiltshire.

#### Case study: Faresaver, Kids Go Free

Faresaver is one of the largest independent bus operators in the South-West, providing high quality bus services across North and West Wiltshire and Bath. During the school holidays, including summer holidays and half-term holidays, Faresaver runs a 'Kids Go Free' offer, allowing up to 2 children (aged 5-18 inclusive) to travel free when accompanied by an adult during school holiday periods. Children aged 0-4 always travel for free on Faresaver buses.



Faresaver

### Measure S3.11: Multi-modal ticketing

#### Description

We will explore and support opportunities to expand multi-modal ticketing. This is where tickets that span multiple modes of travel and multiple operators can be purchased, such as bus and rail. We will work with our bus operators to consider the introduction of a multi-operator ticketing partnership and development of commercially viable multi-operator products, to include rail.

#### Benefits

- Multi-modal ticketing could reduce barriers to connectivity by removing confusion associated around ticket types, helping make it more convenient to travel by sustainable modes.
- Reduce car travel and associated impacts from tourism. Simplified pricing will make it easier for tourists and visitors to use the existing network and support the county's economy.
- Encourages mode shift as public transport journeys would become more streamlined and a more convenient and attractive transport option.
- Increase access to services and key destinations through improved multi-modal connectivity.

#### Possible locations

All services in Wiltshire.

### Measure S3.12: Coach parking

#### Description

We will investigate additional provision for coach parking in the most appropriate locations.

Given the attraction of Wiltshire's built and natural environment to tourists, the provision of adequate parking for visitors and coaches at attractions is an important consideration. However, the typically seasonal nature of tourism can sometimes present problems in dealing with the associated increase in parking demand.

The provision of adequate facilities for coaches to park and set down / pick-up is essential in providing more sustainable visitor access to our historic towns, city and other tourist destinations. In doing so, it is acknowledged that there can be a number of difficulties and tensions related to the operation of coaches as experienced by drivers, other road users and local residents and businesses.

#### Benefits

Facilitating coach parking could:

- Reduce car travel and associated impacts from tourism, including reduced greenhouse gas emissions, reduced impact on communities and natural and historic sites, and reduced traffic congestion and delays.
- Improve reliability of multi-modal connectivity between key destinations across Wiltshire.
- Increase in footfall in town centres making more attractive places for businesses to invest.

#### Possible locations

Key tourist destinations across Wiltshire.

Policy S4: Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most.

Objectives met:   

Policy S5: Encourage and enable shift to more sustainable modes for freight.

Objectives met:     

Measures relating to Policies S4 and S5 are covered in our place-based, freight and parking sub-strategies.

### 2.4.3. Improve



**Improve** vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements.

Policy I1: Facilitate and encourage move to low and zero emission vehicles.

Objectives met:     

Measures related to EVI are included in the EVI sub-strategy.

#### **Measure I1.13: Support of cleaner, modernised buses and coaches, and related charging infrastructure**

##### **Description**

We have worked with bus operators towards rapid decarbonisation of our bus fleet. Over the past few years, the proportion of electric and Euro 6 buses operating on the network has significantly increased, and we have been phasing out the more polluting and older buses.

In partnership with Go South Coast, it was announced in March 2024 that we have been successful in our bid for Zero Emission Bus Regional Areas (ZEBRA) funding, which will see all buses on Salisbury city routes and the Stonehenge tour service being replaced by electric vehicles in 2026. Following this, our recent successful ZEBRA2 bid will see 23 brand new vehicles brought into operation into Salisbury from 2026 onwards. As and when opportunities become available for further funding towards zero emission vehicles, we will work with our operators to see where this will be possible.

##### **Benefits**

This is a key component in reducing emissions from buses. A cleaner bus fleet will:

- Improve air quality and local health. Cleaner infrastructure would deliver air quality improvements, which are particularly relevant for our Air Quality Management Areas (AQMAs).
- Reduce the impact of travel on communities and our historic and natural environments, through improved air quality and reduced noise pollution.

- Make bus a more attractive alternative to private vehicle, reducing private vehicle miles. Upgrades would improve journey quality for passengers.
- Help to maximise the uptake of energy efficient and zero or ultra-low emission vehicles across Wiltshire.

### Possible locations

The entire bus fleet operating in Wiltshire.

## Measure I1.14: Support for rail electrification

### Description

We will support the further electrification of trains operating in Wiltshire, ensuring that the solution is fit for both passenger and freight services. 38% of the UK rail network has been electrified, a figure which is expected to increase over the coming years. Wiltshire will support electrification plans, including those set out by Network Rail.

### Benefits

- Help to reduce total emissions from transport. Rail electrification would support decarbonisation of Wiltshire's transport network – an electric train emits between 20%-35% less carbon per passenger mile than a diesel train.
- Reduce the impact of travel on communities and natural and historic sites and improve air quality and local health. After completion of works, electrification would reduce pollution and noise produced by the rail network, particularly beneficial for those living or working close to the rail network.
- Maximise the uptake of energy efficient and zero or ultra-low emission vehicles. Rail electrification would help futureproof the county's rail network as it could be powered by renewable energy or low-carbon options.
- Potential for improvements to line speed running and thereby increased capacity for additional services.

### Possible locations

Across Wiltshire. The Wiltshire Rail Strategic Study highlights that electrification of the Berks & Hants Line between Newbury and the Mendip quarries (in line with Network Rail's Traction Decarbonisation strategy) would both reduce greenhouse gas emissions from rail and increase the capacity for both passenger and freight service improvements.<sup>17</sup>

### Case Study: GWR electrification

In 2020, the Great Western electrification programme was completed, enabling direct London Paddington - Cardiff Central electric services to operate for the first time. Electrification has allowed for journey times between south Wales and London to reduce by 15 minutes and provide an additional 15,000 weekdays seats compared with previous years. The new rolling stock on GWR routes has reduced diesel power consumption by around 25-30%. GWR is seeking to phase out diesel-only traction by 2040.



Network Rail

## Measure I1.14: Support for rail electrification



Great Western Railway

### Case Study: GWR battery train

In February 2024, GWR's innovative fast-charge battery trial achieved another significant step. The train demonstrated its capability by travelling a UK record of 86 miles on battery power alone without recharging. The train was operating under real-world conditions, at speeds of up to 60mph, stopping and starting over a hilly route, with elevation changes of up to 200m.

This fast-charge technology has been designed to solve the problem of delivering reliable, battery-only trains capable of fulfilling timetable services on branch lines, eliminating the use of diesel traction and helping to meet the Government and wider rail industry's target to reach net-zero carbon emissions by 2050.

### Case Study: LNER East Coast Main Line

London North Eastern Railway (LNER) unveiled 10 "tri-mode" trains that were introduced to the East Coast Main Line in 2023. The fleet of new trains can run on battery power, electricity and diesel, making them more sustainable and environmentally friendly. The tri-mode trains will reduce carbon emissions, noise and vibration pollution and optimise energy consumption, compared to the rest of LNER's fleet. Battery options for new trains may be a feasible alternative to full rail electrification.



LNER

Policy I2: Enable safer and more efficient driving and operation of road networks.

Objectives met:



## Measure I2.3: Improvements to on-road signage on our strategic and major roads

### Description

Improvements relating to standard on-route signage should be investigated, in collaboration with National Highways and other key operators, to ensure that all on-road signage is of appropriate standards. This includes upgrading signage for freight, tourist destinations, key locations such as hospitals, any road restrictions and general place directions.

### Benefits

- Better signage will reduce unnecessary travel by limiting the number of wrong turns taken and therefore associated emissions.

### Measure I2.3: Improvements to on-road signage on our strategic and major roads

- Signage could be used to create a safer network for walking and cycling by ensuring select traffic e.g. freight is away from key pedestrian areas. This will help to minimise the impact of travel on communities and natural and historic sites.
- Can inform road users of suitable alternate routes in case of congestion, helping to ease congestion and delays.
- Diversion routes can be signed in case of emergency / crises, particularly relevant in areas of Wiltshire that are vulnerable to flooding.

#### Possible locations

Needs based, across Wiltshire.

### Measure I2.6: Targeted road infrastructure or junction improvements to relieve congestion

#### Description

Where there is a critical need, opportunities for targeted road infrastructure or junction design improvements may be considered, in collaboration with National Highways where required. In particular, it is likely that these schemes may be considered in areas of new development to support our growth ambitions and to ensure that any adverse impacts on our communities are minimised.

It is essential that there is a strong case for any such schemes – for example by significantly improving road safety, relieving congestion, accommodating growth, and supporting the economy – and the need for a road scheme rather than a more sustainable alternative should be clearly evidenced. Wherever possible, provision for all road users should be included, such as by incorporating new cycle lanes, safer crossings, and bus priority measures. The overall environmental impacts must be thoroughly investigated, particularly greenhouse gas emissions.

#### Benefits

- Reduce traffic congestion and delays. Easing congestion at significant 'hot spots' may help to maintain journey times and reliability on key routes. It may also facilitate smoother driving which could improve air quality and reduce greenhouse gas emissions from transport, as long as the overall distance travelled by car does not significantly increase.
- Reliable connectivity between key destinations across Wiltshire. Better connections between urban centres across the county and beyond, creating good levels of accessibility between economic centres, business, employees, suppliers and customers.
- Greater capacity should create a more resilient network, and such schemes may create opportunities to incorporate climate change adaptation measures (such as improved drainage).
- Create a safe and secure network that promotes active travel as part of an active lifestyle to improve health and wellbeing. Re-design of roads may improve road safety helping to decrease the likelihood of incidents.

#### Possible locations

Needs based, across Wiltshire's major and strategic roads including upgrades to the A350 corridor, such as Westbury bypass, Salisbury junctions and the A303, aligning with the Wiltshire Local Plan.

## 2.4.4. Support



**Support** and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.

Policy SU1: Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport.

Objectives met:



### Measure SU1.12: Multi-modal marketing

#### Description

We will seek to develop multi-modal marketing strategies to encourage residents and visitors to use sustainable modes of travel and improve awareness of the options available for multi-modal travel. Marketing could include network maps covering connections between rail, coach, bus and active travel routes.

#### Benefits

- Create better understanding of, and support for, sustainable travel options, leading to increased usage.
- Promote alternative modes for people to access tourist sites.
- Spread awareness of multi-modal connectivity which may increase the proportion of journeys made via sustainable transport, especially longer distance journeys.

#### Possible locations

At all rail stations, bus stations, and interchange hubs in Wiltshire.

### Measure SU1.13: Ticketing incentives

#### Description

Ticketing incentives, such as discounts, will be explored to encourage people to use Wiltshire's public transport network. These incentives could be applicable across our rail network or bus networks.

We will work on a project of promotion and marketing to familiarise non-users with local and longer distance services and incentivise them with introductory offers. This will help make our public transport network more accessible to a wider range of people and encourage people to try travelling in a new way.

#### Benefits

- Better understanding of, and support for, sustainable travel options, leading to increased usage. A greater proportion of journeys across the county would be made via sustainable modes of transport.
- Incentivising bus and rail travel promotes these as affordable alternatives to private vehicles for all, helping to reduce vehicle miles and support a reduction in total greenhouse gas emissions due to transport.
- Increase the ability for people to access services and opportunities locally and across the county.



### Measure SU1.13: Ticketing incentives

- Incentive measures could encourage visitors to the county to use sustainable modes as opposed to private vehicles, reducing the impact of tourism on local communities.
- Once incentives have been used, people may choose to continue travelling by sustainable modes if they understand the benefits and are aware of the travel choices available to them.

#### Possible locations

All rail and bus services in Wiltshire.

### Case study: NHS discount on Northern trains

Northern announced in 2023 a 25% discount for thousands of key workers using its services across the North of England. NHS workers, carers, teachers and staff working for registered charities are eligible for a 25% discount on Advance Purchase tickets on Northern trains. The saving, which is delivered in partnership with Network – a company that specialises in employee discounts and benefits – is available on all the train operator's 2,500 services a day.

Policy SU2: Work in partnership with Government bodies, stakeholders to improve transport for all.

Objectives met:



### Measure SU2.3: Work collaboratively with our key partners and Government bodies

#### Description

Organisations external to Wiltshire Council – such as regional and national government, Western Gateway Sub-national Transport Body, National Highways, Network Rail, train operators, and bus operators – are responsible for various aspects of strategic planning, operations, improvements and maintenance of our transport networks. We are committed to working closely with these bodies to ensure that the interests of our residents, employers, and visitors are taken seriously.

#### Benefits

- Support for the delivery of strategies, improvement schemes, and maintenance activities which will bring a variety of benefits to transport users in Wiltshire.
- Working with partners allows us all to take a more holistic and strategic approach to transport, considering solutions that bring benefits for all types of journeys.
- Working collaboratively with these bodies may unlock funding opportunities for complementary schemes which support our LTP4 objectives, such as the delivery of climate change adaptation measures as part of a National Highways scheme.

#### Possible locations

County-wide.

### Measure SU2.4: Supporting Community Rail Partnerships (CRPs)

#### Description

Community Rail Partnerships (CRPs) aim to improve rail services and work to develop and promote local rail services. They bring together local groups and partners from the rail

## Measure SU2.4: Supporting Community Rail Partnerships (CRPs)

industry to deliver local rail improvements. We will continue to support community rail, and partner with them to support the delivery of rail schemes.

### Benefits

- Better understanding of, and support for, sustainable travel options, leading to increased usage. CRPs aim to support new users across all age groups to better understand and use the network, including areas they can reach via rail, the costs of travelling, and how to save money.
- Increased awareness facilitates improved access to services and opportunities locally, across the county, and beyond.
- CRPs promote sustainable tourism routes to access key destination.

### Possible locations

All rail stations and nearby areas in Wiltshire.

### Case study: TransWilts Community Rail Partnership

In Wiltshire, TransWilts Community Rail supports the Swindon to Westbury service route. They aim to act as the link between local communities and the rail industry.

TransWilts is a member of the Platform rail education scheme, whose team of qualified teachers work with local schools to encourage the next generation to travel safely and sustainably. In 2023/24, They took 3,364 students on free train trips to various places – both on the coast and inland. Of these children, more than 10% had never been on a train before. Additionally, over the year, nearly 6,000 students have taken part in classroom sessions learning about trains and rail safety and teachers have also embraced the initiative with over 600 downloads of learning.

They have worked with community partners to identify and deliver projects to brighten up local stations. In conjunction with The Arts Society, GWR and Chippenham Schools, TransWilts has masterminded the installation of artwork on the platforms and waiting areas at Chippenham Station.

They have also produced a colouring book, with funding from Community Rail Network, that features outline drawings by artists Mary Hart and Sam Lindup and celebrate the role women play in rail – both now and in the past.



TransWilts

Policy SU3: Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered.

**Objectives met:** 

Supporting measures relating to Policy SU3 are covered in our place-based and freight sub-strategies.

# **Wiltshire Council**

## **Local Transport Plan 4**

### **(LTP4) 2024**

**Wiltshire Council**

The logo for Wiltshire Council, featuring a stylized white wave or swoosh underneath the text.

This document was published by Wiltshire Council

AtkinsRéalis



# ISA Report

Wiltshire Council

October 2024

# WILTSHIRE LTP4 ISA

# Notice

This document and its contents have been prepared and are intended solely as information for Wiltshire Council and use in relation to the Integrated Sustainability Appraisal of Wiltshire's Draft Local Transport Plan 4

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## Client signoff

<b>Client</b>	Wiltshire Council
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## Abbreviations

AONB	Area of Outstanding Natural Beauty – now known as National Landscape
AQMA	Air Quality Management Area
CSA	Community Safety Assessment
DCLG	Department for Communities and Local Government
DfT	Department for Transport
EqIA	Equality Impact Assessment
ER	Environmental Report
EV	Electric Vehicle
GHG	Greenhouse Gas
GVA	Gross Value Added
HGV	Heavy Goods Vehicle
HIA	Health Impact Assessment
HRA	Habitats Regulation Assessment
ISA	Integrated Sustainability Appraisal
LTP4	Draft Fourth Local Transport Plan
NHS	National Health Service
NPPF	National Planning Policy Framework
ODPM	Office of the Deputy Prime Minister
PCG	Protected Characteristic Group
PPPs	Plans, Policies and Programmes
PRoW	Public Right of Way
pSPA	Potential Special Protection Area
RIGS	Regional Importance Geological Sites
SAC	Special Area of Conservation
cSAC	Candidate Special Area of Conservation
SEA	Strategic Environmental Assessment
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage Systems
TAG	Transport Analysis Guidance
ULEV	Ultra Low Emission Vehicle
WHS	World Heritage Site



# Non-Technical Summary

This is the Non-Technical Summary of the Integrated Sustainability Appraisal (ISA) Report of the Draft Wiltshire LTP4. The purpose of this Non-Technical Summary is to set out the ISA process and the outcomes derived from this and is intended to inform people who have a general interest in the LTP4, but who are not concerned with its detailed technical assessment. Readers are advised to read the full contents of the ISA Report for more detailed information if required.

LTP4 sets out the vision for transport in Wiltshire – ‘A safe and connected transport system which protects the county’s unique built, natural and historic environment, making this accessible for all, supports economic growth across Wiltshire’s communities and contributes to a low carbon future’.

Whilst it is important that the LTP4 delivers the vision for transport in Wiltshire, it is also important that this is done in a way which protects the environment, protects the health and quality of life of the people of Wiltshire and visitors to the county and allows as many different people as possible the same opportunities for accessing the facilities and services they require whilst promoting sustainable economic growth. Therefore, the LTP4 has been subjected to a series of assessments that cover the topics of Sustainability and Strategic Environmental Assessment (SA/SEA), Health Impact Assessment (HIA) and Equality Impact Assessment (EqIA) and Community Safety Assessment (CSA). Taken together these various assessments are described as an ‘Integrated Sustainability Appraisal’ (ISA). It is also important to note that as there is a potential that the LTP4 could lead to a direct or indirect effect on sites which have been designated at the European level for nature conservation purposes (such as Special Areas of Conservation), a Habitats Regulations Assessment (HRA) was also carried out and is reported separately.

A key element of an ISA is the development of an assessment framework, against which LTP4 will be assessed in order to understand the sustainability performance of the plan. This framework contains a series of objectives as follows:

- Protect and improve air quality.
- Reduce carbon dioxide (CO<sub>2</sub>) emissions from transport and contribute to meeting net zero carbon targets.
- Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding.
- Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain.
- Protect and enhance sites designated internationally for nature conservation purposes.
- Protect, enhance and promote geodiversity.
- Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.
- Protect and enhance the character and quality of landscapes, townscapes and visual amenity.
- Protect and enhance the water environment.
- Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources.
- Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated.
- Promote economic growth and job creation and improve access and connectivity to jobs and skills for all.



- Support the wider coordination of land use, energy planning and transport planning across Wiltshire
- Improve health and well-being for all citizens and reduce inequalities in health (using the HIA specific sub-objectives).
  - Improve accessibility to health and leisure services and facilities and amenities for all.
  - Improve affordability of transport.
  - Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents.
  - Reduce severance.
  - Improve connections between and within communities.
  - Reduce air, noise, odour and light pollution from transport.
  - Improve access to active travel modes.
  - Improve access to public transport.
- Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (using the EqIA specific sub-objectives).
  - Improve accessibility to services, facilities and amenities for all, in particular by active travel modes.
  - Improve affordability of transport.
  - Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents.
  - Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision.
  - Reduce severance.
  - Reduce air, noise, odour and light pollution from transport.
- Promote community safety and reduce crime and fear of crime for all citizens (using the CSA specific sub-objectives).
  - Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents.
  - Improve actual and perceived safety and security issues.

These objectives were accompanied by a series of ‘Decision Aid Questions’ that helped to ensure that the assessment was consistent and robust. Once the ISA Framework was identified, each element of LTP4 was assessed against it.

## Assessment of Alternatives

As well as understanding the sustainability performance of LTP4, it is also important to try and ascertain if implementing the plan will result in a better sustainability outcome compared to ‘reasonable alternatives’. In this instance, LTP3 is in existence in Wiltshire and would continue to be implemented in the absence of LTP4. As such, it was considered that comparing likely outcome of continuing with LTP3 (a Business as Usual approach) would be more sustainable than implementing LTP4.

High level comparison between retaining LTP3 and implementing LTP4 showed that implementing LTP4 is favoured across the full range of ISA Objectives, in comparison to maintaining the present approach to transport planning in Wiltshire. Of note are that LTP4 provides a clear focus on increasing travel options , improving place making, improving active travel and public transport provision, improving digital connectivity etc., and these will all help to reduce air pollution and carbon emissions. Beneficial effects



can also be expected in other environmental areas such as reduced water pollution, improved biodiversity, improved settings of townscapes and landscape and reduced use of hydrocarbons. Of particular note are the anticipated benefits to health, wellbeing, equalities and safety, which are anticipated to be both direct and indirect effects. Important commitment is also made to ensuring consideration is made of these issues through the development of any schemes which derive from the LTP4, as well as commitment to further environmental assessment, in addition to liaison with bodies such as Natural England and other relevant organisations. These approaches should ensure that the implementation of LTP4 represents a much improved approach to managing the effects of transport on the environment and people of Wiltshire.

## **Compatibility between the LTP4 Objectives and the ISA Objectives**

The ISA examined elements of LTP4 from the very earliest iterations. This included a particular focus on the Vision and Objectives of the plan, in order to ascertain if they were broadly aligned with the Objectives of the ISA – broad alignment would indicate that the LTP4 was starting to be developed from a perspective that would likely support good sustainability outcomes.

The results of the compatibility assessment showed that the LTP4 Vision and Objectives provided a generally firm underpinning to help ensure that the sustainability performance of the plan can be maximised. There were some areas of uncertainty relating to some environmental topics (which would be expected in a plan of this nature which is likely to result in civil engineering / construction activities), though it was considered that incorporating to the developing LTP4 greater clarity on how these issues will be addressed would ensure that these elements are in alignment with the requirement to ensure sustainability was fully incorporated to the LTP.

## **Assessment of LTP Policies, Measures and Sub-Strategies**

In order to fulfil the vision and objectives, a series of policies have also been developed for LTP4. These policies are a broad mix and reflect four policy areas that provide their foundation and structure for the policies. These four policy areas are:

1. **Avoid unnecessary travel** – giving people the choice to reduce the number and length of car trips needed through locating services, jobs and other destinations within closer reach; providing digital options; and combining journeys. It is recognised that many people, particularly in rural areas, have no choice but to travel significant distances to access employment, education, and the services and facilities they need. Policies aligned to this area seek to increase the options available to those who live and work in Wiltshire, enabling access to more within closer reach.
2. **Shift to more sustainable modes of transport** – providing better and more accessible options for travel via active travel and shared and public transport. Policies aligned to this area seek to make active travel, public and shared transport more accessible, attractive and competitive options for all types of journeys where possible.
3. **Improve vehicle, fuel and network efficiency** – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements. Policies aligned to this area seek to minimise the environmental impact of the remaining miles travelled by road by making better use of our existing networks and enabling individuals and organisations to transition to less polluting vehicles.
4. **Support and enable delivery of the Avoid, Shift and Improve policy areas** – both now and into the future. It is noted that policies aligned to the areas of Avoid, Shift and Improve will enable people and goods to travel more efficiently, with less impact on our environment and communities. However, these



benefits will only be maximised when travel behaviours change and will only be deliverable when effective collaboration takes place with other organisations and time and resource are put into developing more detailed plans for the future. These supporting measures prioritise effective communication, collaboration and future planning.

Each of the above policy areas was expanded upon through a series of measures that detail how the policies will be enacted and provides information on likely, or typical, locations that relevant actions could be taken. A focus is placed on identifying measures which will be most appropriate to the identified place types within Wiltshire of 'Principal Settlements', 'Market Towns' and 'Rural Areas'.

There are also a small number of sub-strategies that are less place specific and more county-wide and provide more context and detail to key parts of the core strategy and proposed measures. These sub-strategies are:

- Strategic Transport.
- Parking.
- Freight.
- Electric Vehicles.

Each of these elements of LTP4 were assessed against the ISA Objectives using the following significance scale in Table 1-1:

**Table 1-1 - Criteria for assessing significance of effect**

Assessment Scale	Assessment Category	Significance of Effect
+++	Major beneficial	Significant
++	Moderate beneficial	
+	Slight beneficial	Not Significant
0	Neutral or no obvious effect	
-	Slight adverse	
--	Moderate adverse	Significant
---	Major adverse	

Results of the assessments are as follows in Table 1-2:



**Table 1-2 - Assessment of LTP4 against ISA objectives**

Plan Element	ISA Objectives (listed at the start of this section)															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
<b>Avoid Policies</b>																
Reducing need to travel	++	++	+	+	+	0	+	+/-	+	+	+/-	++	+	++	++	++
Enabling access																
<b>Shift Policies</b>																
Enable active travel	+++	++	+/-	+/-	+/-	+/-	++	+	+	+/-	+/-	+	+	++	++	++
Provide more public and shared transport																
Provide better access to transport services																
Influence demand																
Encourage and enable mode shift																
<b>Improve Policies</b>																
Facilitate shift to LZEVs	++	++	+/-	+/-	+/-	0	+/-	+	+	+	+/-	++	++	++	+	+
Enable safer, more efficient driving and operation																
<b>Support Policies</b>																
Empower people with skills	++	++	+	+	+	0	+	+	+	+	+	++	+	++	++	++
Work in partnership																
Develop more detailed plans																





Sub-Strategies	ISA Objectives (listed at the start of this section)																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
<b>Strategic</b>																		
It is the intention of this sub-strategy to ensure that Wiltshire's strategic transport network ensures the efficient and effective movement of vehicles, helping connect people to place, whilst moving towards decarbonisation of the network. This would be achieved through various measures including transitioning vehicles to sustainable and electric fuels, supporting the move towards a safer network with a Vision Zero approach, and futureproofing the network against environmental and societal crises.	+	-	+	--	-	+/-	-	0	+/-	+/-	+/-	+/-	+/-	+	+	+++	++	++
<b>Parking</b>																		
It is the intention of this sub-strategy to ensure that Wiltshire's parking provision ensures efficient levels of access whilst ensuring all modes are safely catered for to not discourage active travel. This would be to ensure Wiltshire remains accessible for all whilst taking active management of parking charges and supply to encourage sustainable movement where possible.	+	+	+	+/-	+/-	0	+	++	+	+	+/-	+	+	+/-	+/-	+		
<b>Freight</b>																		
It is the intention of this sub-strategy to ensure that Wiltshire's freight network moves goods in a lower carbon and modernised manner. This would be achieved through transitioning vehicles to sustainable and electric fuels, supporting opportunities to	++	++	+	+	+	0	+	+	+	0	+/-	+	+	++	+	+		



Sub-Strategies	ISA Objectives (listed at the start of this section)															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
shift freight from road to rail, developing last-mile delivery options, improving the safety of key HGV routes and ensuring the rural and unique nature of the county is protected.																
<b>EV Strategy</b>																
It is the intention of this sub-strategy to set out the policies for Electric Vehicle infrastructure across Wiltshire, providing strategic direction for EV measures up to 2027.	++	++	+	+	+	0	+/-	+/-	+/-	+/-	+/-	+	+	++	+	+/-



In addition to the above policies, measures and sub-strategies, it is important to note that LTP4 contains a sustainability policy that will be applied across all elements of the LTP4 and any scheme, or transport intervention that is derived from it. As such, this sustainability policy was considered to be 'cross cutting'.

Following recommendations made and through ongoing iterative discussion between the plan making team and the ISA team, it was recognised that there was a need to include a policy approach relating to sustainability that would apply across all policy areas of the LTP4. As such, the LTP4 now considers the recommendations made through the ISA process and sets out how the council will approach addressing sustainability during implementation of the LTP4. Of particular note, is a commitment that throughout design and implementation, efforts will be made to fully understand and take account of any potential impacts, and wherever possible, avoid or mitigate them or enhance them where appropriate and beneficial. All new policies and measures will be subject to the appropriate level of assessment by the relevant authority, reflective of the scale and nature of the project to understand and deal with potential impacts.

Note is also made that Wiltshire Council will work closely with a range of partner organisations, both internal and external to the Council and will take an approach to assessment of schemes that will consider other important elements such as those set out in development plan documents. It is anticipated that this co-ordination will help ensure effective planning and design can take place. Note is also made that liaison with other bodies will take place in respect of specific issues - for example, the Wiltshire Council Historic Environment team will work with Historic England where relevant to ensure that heritage assets are conserved and where possible enhanced, designing schemes to respect the context and setting of historic buildings, structures and landscapes.

A clear commitment is also made that dependent on the scheme, assessment will include, as required, a HIA, EqIA, HRA and Environmental Impact Assessment (EIA). Where these statutory assessments are undertaken, where relevant they will be guided by the HM Treasury Green Book and DfT Transport Appraisal Guidance (or equivalents prevailing at the time) throughout the life of LTP4. The LTP4 expands upon this in relation to potential effects on people by noting that as the planning and implementation of our LTP4 policies and measures gets underway, a (HIA) and / or an EqIA will be undertaken where appropriate to consider potential impacts on these individuals or groups. This will then inform the process of designing and planning the policies and measures, by detailing and considering how any adverse effects can be mitigated and any beneficial effects maximised. This will help LTP4 to ensure fair and equitable access to services, facilities and amenities for all and will be a key consideration on all relevant schemes.

In respect of the environment, LTP4 sets out that Wiltshire Council will work with partners to make net improvements to the local environment wherever possible and, as a minimum, will always follow the policies set out in the LTP4 to take every opportunity to protect and enhance the environment. The Council will undertake a HRA and / or EIA, as required by legislation and include mitigation where necessary.

For any measures that could potentially affect sites that are designated for nature conservation or for other reasons, such as geodiversity, Wiltshire Council will assess any potential direct or indirect impact that may arise as required by relevant legislation and best practice. The assessment will also identify where measures may be required to mitigate identified impacts.

There are also anticipated effects that may arise from LTP4 schemes during construction phases. To manage anticipated effects, Environmental Management Plans (EMPs) will be prepared and implemented where required for construction, refurbishment and maintenance contracts. These will include the findings and suggested mitigation from any assessment made. The EMPs will consider



material resource use, energy use, and other environmental issues relevant to the scheme, and will explain how risks and impacts will be mitigated, managed and addressed.

Scheme design will proactively consider environmental protection from the earliest stage, and will ensure that the processes of scheme construction, maintenance and operation identify and take opportunities available to address the Objectives set out in the ISA. Details are provided on how Wiltshire Council aim to improve air quality, reduce carbon emissions, build in resilience to climate change, avoid and protect areas that are recognised at the highest levels for their importance to nature conservation and biodiversity, protect Wiltshire’s ecology, landscape and townscape, conserve the historic environment, protect natural resources, protect the water environment and promote circular economy principles.

## Mitigation

As part of the ISA assessment process, a series of mitigation measures/approaches have been identified and recommendations made as set out below in Table 1-3.

**Table 1-3 - How mitigation has been incorporated into the LTP4**

<b>Approach to mitigation</b>	<b>How has this been incorporated into the LTP4?</b>
Refining policies in order to better reflect the ISA Objectives and improve the likelihood of positive effects and to minimise adverse effects	Assessment was made of a draft LTP4 and recommendations were made in relation to clarifying and bolstering aspects of sustainability. Ongoing iterative discussion also took place with the plan making team. A new section relating to sustainability was added to LTP4 and this sets out approaches to addressing sustainability issues going forward. Clear commitment is made to undertaking as required, HIA, EqIA, HRA and EIA. A Construction Environmental Management Plan will also be developed as required. The policies for delivering LTP4 also include many aspects of sustainability and clear linkages can be made to the ISA Objectives.
Refining interventions / measures in order to improve the likelihood of positive effects and to minimise adverse effects	No interventions have been set out at this stage of LTP4 development – these aspects will be clarified through further work that is yet to take place. The required assessments will be undertaken as necessary, at the appropriate stages, as set out above.
Technical measures (such as setting guidelines) to be applied during the implementation phase	In addition to the assessments to be undertaken, other guidance will also be adhered to, as appropriate. For example, clear reference is made within LTP4 that Wiltshire Council will ensure to use the latest inclusive design standards for any new or improved infrastructure, including guidance published by the DfT.
Identifying issues to be addressed in scheme / intervention assessment (i.e. at project level), including but not limited to WebTAG, EIA and the development of EMPs, for certain projects types of project	LTP4 clearly sets out a process of how environmental issues will be considered in future scheme development. LTP4 sets out that dependent on the scheme, assessment will include as required, HIA, EqIA, HRA and EIA. Where these statutory assessments are undertaken, they will also be guided by the HM Treasury Green Book and DfT Transport Appraisal Guidance (or equivalents prevailing at the time).



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Proposals for changing other plans and programmes

No proposals have been made to change other plans and programmes as LTP4 will act in accordance with a range of other plans and programmes e.g., local development plan documents. There are also clear commitments made within LTP4 to work closely with partner organisations and other stakeholders including town and parish councils, and community Area Boards, to ensure that consideration of sustainability, including health and equality, is made at an early stage for schemes. Wiltshire Council will also work in partnership with external stakeholders, including government bodies, to improve transport in Wiltshire for all. The Council will identify the types of assessment that are appropriate for the scale and nature of the scheme at each stage of development and which organisation has responsibility for the assessment process. This will allow for full consideration of requirements in Local Plans (and other development plan documents) and required statutory processes as necessary.

---

Contingency arrangements for dealing with possible adverse effects

The ISA has proposed a series of monitoring indicators. It is anticipated that the monitoring programme will cover significant social, environmental and economic effects and which will involve measuring indicators that will enable the establishment of a causal link between the implementation of the LTP4 and the likely significant effects (both positive and negative) being monitored. This will allow identification at an early stage of unforeseen adverse effects and allow appropriate remedial action to be undertaken. Note is also made that Wiltshire Council has a statutory duty to monitor the performance of the LTP4 and its Implementation Plan against their strategic objectives and policies. Feedback from the monitoring process allows the Implementation Plan to be adjusted according to the actual performance against objectives. The Council will monitor progress against the LTP4 objectives over its lifespan and report this via a regular Progress Report going forward.

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## Cumulative, synergistic and indirect effects

There is also a requirement to consider cumulative, synergistic and indirect effects of the LTP4 as a result of the joint implementation of all policy proposals. Secondary and indirect effects are effects that are not a direct result of the plan but occur away from the original effect or as the result of a complex pathway. Cumulative effects arise where several proposals individually may or may not have significant effects but in-combination have a significant effect due to spatial crowding or temporal overlap. Synergistic effects are when two or more effects act together to create effects greater than the simple sum of the effects acting alone.

Effects were considered in relation to those which will be just a result of LTP4 ('In-Plan' effects) and those which would be a result of interaction with other plans and projects.

## Monitoring

It is important that Wiltshire Council understands the effects of implementing LTP4 and the ISA therefore outlined a potential series of monitoring indicators that will be considered and finalised alongside development of the LTP4 detailed plans and documents going forward.



Monitoring can be integral to compiling baseline information for future plans and programmes (or in this instance to future iterations of the LTP or to help inform decision making in terms of the LTP4 implementation plan), as well as to preparing information which will be needed for further assessment of projects such as EIAs, HRAs, HIAs, and EqlAs. As such, it is the intention that this ISA monitoring will complement the monitoring and evaluation plan set out in LTP4. Monitoring and evaluation of progress towards objectives and targets can form a crucial part of the feedback mechanism. Feedback from the monitoring process helps to provide more relevant information that can be used to pinpoint specific performance issues and significant effects, and ultimately lead to more informed decision-making. Note that any further assessment process such as EIA may also identify further monitoring that may be important to undertake at an appropriate time.

As such, at this stage, as the LTP4 is a high-level strategic document, the monitoring indicators outlined will be considered and finalised alongside development of the LTP4 detailed plans and documents going forward.

## Next steps

This ISA Report is being published for formal consultation with the Draft LTP4. The results of the formal public consultation exercise may well result in changes to the Draft LTP4 and these may have implications for the ISA results. In addition, the consultation exercise may result in direct changes to the contents of the ISA Report. These will be reported in the next stage of development of the LTP and ISA following adoption of the plan.

## Summary and conclusions

The ISA process has been undertaken in parallel to the development of the LTP4 and set out to try and understand the sustainability key issues and opportunities related to transport planning in Wiltshire and ensure that this understanding was reflected in the LTP4. A key element of this process was the identification of a series of Objectives against which the LTP4 would be tested during its development.

The ISA has shown that implementing LTP4 is favoured across the full range of ISA Objectives, in comparison to maintaining the present approach to transport planning in Wiltshire. Of note are that LTP4 provides a clear focus on increasing travel options, improving place making, improving active travel and public transport provision, improving digital connectivity etc and these will all help to reduce air pollution and carbon emissions.

Beneficial effects can also be expected in other environmental areas such as reduced water pollution, improved biodiversity, improved settings of townscapes and landscape and reduced use of hydrocarbons. Of particular note are the anticipated benefits to health, wellbeing, equalities and safety, which are anticipated to be both direct and indirect effects. Important commitment is also made to ensuring consideration is made of these issues through the development of any schemes which derive from the LTP4 as well as meeting the relevant statutory requirements. These approaches should ensure that the implementation of LTP4 represents a much improved approach to managing the effects of transport on the environment and people of Wiltshire.

The first main assessment was undertaken to ensure that the Vision and Objectives of LTP4 were broadly compatible with the ISA Objectives. This compatibility assessment made a number of recommendations for enhancement but it was shown that both sets of objectives were broadly compatible and provided reassurance that the sustainability performance of the plan could be maximised.



Following on from the Vision and Objectives, consideration was made of the developing policy areas. Consideration through the ISA of those broad policies, along with the noted series of measures that would act to implement the policies, showed that the LTP4 performed strongly in sustainability terms across a number of areas.

In relation to environmental matters, LTP4 was shown to perform well in respect of the need to protect and enhance air quality, as well as reducing carbon emissions. On other environmental issues there is anticipated to be more of a mix of beneficial effects. While many aspects of the policies and measures will bring beneficial effects across the environmental Objectives, it has to be expected from a plan that will likely result in infrastructure development and which will likely require civil engineering / construction operations, that there will also be adverse effects. Many such effects would be experienced during the construction phase in particular.

In respect of areas of sustainability that are more concerned with people or the economy, it can be anticipated that LTP4 performs more uniformly beneficial, though again there would be certain areas where adverse effects can be expected.

In relation to the use of natural resources and generation of waste, it can be anticipated that LTP4 will result in new infrastructure development and as such, particularly during construction, consumption of natural resources and generation of waste will increase. However overall, reducing the need to travel, reducing journey lengths and so on, will result in the reduced consumption of hydrocarbons.

In relation to the economy, it is anticipated that LTP4 provides a number of areas that are likely to result in beneficial effects. For example, making town centres more attractive via reducing congestion can help increase footfall and make these more attractive places to do business in. Digital connectivity will also remove the need for some people to travel to access economic opportunities, thereby increasing the available workforce, or increasing the range of customers, though of course some of these could be outside Wiltshire.

LTP4 is considered to be particularly strong in respect of health, equalities and safety. Of particular note is the clear focus on active travel provision which will have health and wellbeing benefits for many people, though it is to be noted that not all in society will be able to benefit to the same degree – LTP4 recognises this and notes the continued need for private vehicle provision to ensure some people can still access the facilities and services they need. Nevertheless, there is a clear focus in LTP4 on rebalancing streets to be more in favour of those using active modes.

Indirect beneficial effects can also be anticipated through elements of LTP4 such as reducing congestion which will improve air quality in local areas. This will directly help improve health outcomes and will also provide opportunities to improve health and wellbeing through providing opportunities for exercise and leisure. Opportunities for leisure (and subsequent boosts to mental wellbeing) will also be provided through the emphasis in LTP4 on access to green space. Well-being will be further boosted by decreasing the impact of traffic on local communities, providing a cleaner, quieter local environment with improved quality of life. The development of a 'sense of place' and community likely to be engendered through the measures outlined in LTP4 is noted for benefitting well-being.

Further indirect effects on health can also be anticipated through elements noted in LTP4, which deals with increasing access to economic opportunities. This has noted benefits for health outcomes by providing jobs or opportunities for educational advancement and may have the indirect benefit of helping to reduce crime rates by reducing economic uncertainty.

**Overall, it is considered that LTP4 represents a new and more sustainably focused approach to transport planning in Wiltshire. While it will likely have some adverse effects, particularly in**



construction phases and not all people within society may be able to benefit to the same degree, it nevertheless represents a well-balanced approach in terms of sustainability performance across the full range of potential key effects delineated in the ISA Framework. It should allow Wiltshire Council to meet their vision of ‘A safe and connected transport system which protects the county’s unique built, natural and historic environment, making this accessible for all, supports economic growth across Wiltshire’s communities and contributes to a low carbon future’





# 1. Introduction

## 1.1 Purpose of this document

This is the Integrated Sustainability Appraisal (ISA) Report of the fourth Local Transport Plan (LTP4) for Wiltshire, which has been prepared by AtkinsRéalis Limited on behalf of Wiltshire Council in respect of fulfilling the requirements of Sustainability Appraisal / Strategic Environmental Assessment (SA/SEA), Health Impact Assessment (HIA), Equality Impact Assessment (EqIA) and Community Safety Assessment (CSA). In addition, a Habitats Regulations Assessment (HRA) has been undertaken as a parallel process to the ISA and is reported separately. The ISA Report identifies the likely sustainability effects of implementing the LTP4 and reports on the process of developing the LTP4 from a sustainability perspective. An overview of the LTP4 is presented in the following section.

## 1.2 The background and need for LTP4

Wiltshire Council is developing their fourth Local Transport Plan (LTP4) which is a statutory document to cover the period from 2025 to 2038, setting out their overall objectives, policies, and plans for transport across Wiltshire as well as the proposed monitoring and evaluation approach for successful implementation. LTP4 will supersede Wiltshire's 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. There are a range of challenges in Wiltshire (as with elsewhere in the United Kingdom) brought about by significant environmental and societal changes since the adoption of LTP3. It is the intention that the implementation and delivery of policies and measures in LTP4 will contribute to tackling the challenges currently facing Wiltshire. While the LTP4 has been developed at a time of some uncertainty for transport, considering the long-term impact of COVID-19 and the wider economic, funding and environmental context, these challenges can be broadly considered to be as follows.

- The varied, dispersed and largely rural nature of Wiltshire means many people have to rely on their cars, and presents challenges around connectivity by other modes, which can lead to social isolation.
- There are pockets of inequality and deprivation across the county related to health, wellbeing, road safety and access to facilities.
- Economic growth in Wiltshire is slowing and an ageing population poses an increasing challenge.
- The transport network in Wiltshire is not currently prepared for future maintenance, technological, environmental and societal changes.
- Wiltshire Council acknowledged a climate emergency in 2019, and decarbonising transport is critical to achieving the Council's carbon neutral ambitions.
- We have a responsibility to protect and enhance Wiltshire's unique natural, built and historic environments.

As such, the development of LTP4 shows a commitment from Wiltshire Council to take action to deliver wide-ranging improvements for cleaner, healthier and safer transport across the county.

The LTP4 consists of a Core LTP4 Strategy which provides the overall context, purpose and direction of the plan and which is supported by a range of supporting sub-strategies and technical documents.



## 2. Approach to the ISA

### 2.1 Introduction

In relation to this ISA, the umbrella process of SA/SEA has been followed to cover the requirement for HIA, EqIA and CSA to be undertaken. SA/SEA is a process which in the UK was originally primarily focused on assessment of plans in the land use sector, but which has become widely accepted as a way of covering environment, social and economic dimensions of sustainable development, rather than just environmental as in a traditional SEA, across a broad range of sectors.

### 2.2 Sustainability Appraisal / Strategic Environmental Assessment

Due to the potential for the LTP4 to lead to schemes which will require an EIA, it is a statutory requirement that SEA is undertaken under the European Directive 2001/42/EC 'on the assessment of certain plans and programmes on the environment' (the 'SEA Directive'). The SEA Directive came into force in the UK through the Environmental Assessment of Plans and Programmes Regulations 2004 (the "SEA Regulations"). While the United Kingdom has now left the EU, the SEA Regulations still apply to a wide range of plans and programmes, including transport plans, and modifications to them.

The overarching objective of the SEA Directive is:

*"To provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans... with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans... which are likely to have significant effects on the environment."* (Article 1)

The main requirements introduced by the SEA Regulations are that:

- The findings of the SEA are published in an Environmental Report (ER), which sets out the significant effects of the draft plan.
- Consultation is undertaken on the plan and the ER.
- The results of consultation are taken into account in decision-making relating to the adoption of the plan.
- Information on how the results of the SEA have been taken into account is made available to the public.

Although the requirements to carry out SA and SEA are distinct, DCLG (Department for Communities and Local Government, proposed that both can be satisfied through a single appraisal process. It has produced guidance (see Chapter 4 Methodology) to ensure SAs meet the requirements of the SEA Directive whilst widening the Directive's approach to include economic and social issues as well as environmental ones.

In this ISA process, the ISA Report incorporates the SEA requirement for an Environmental Report.



## 2.3 Health Impact Assessment

While there is no statutory requirement to undertake an HIA in relation to the LTP4, it was recognised that it provides a useful way to support efforts to improve health of individuals and communities and help address health inequalities. In short, it was recognised that the LTP4 policies and proposals have the potential to impact on factors influencing the health of communities and individuals such as noise and air quality, access to key services and facilities, as well as the design of transport infrastructure. Undertaking an HIA ensured that potential impacts of the LTP4 on health and health inequalities have been considered as advised in National Planning Policy Framework (NPPF).

The incorporation of HIA is also in keeping with good practice. It is also the case that the Department for Transport (DfT) Transport Analysis guidance indicates that consideration of 'Human Health' is a legal requirement in a SEA and that an HIA is an integral part of an SEA to identify and inform health issues in Plans.

## 2.4 Equality Impact Assessment

An EqIA has been undertaken as it fulfils the statutory duties of public bodies to ensure the promotion of equalities under the Equality Act 2010 and subsequent Public Sector Equality Duty.

The purpose of an EqIA is to ensure plans and programmes do not discriminate against any individual or community and where possible promotes equality. An EqIA considers impacts on a variety of groups, mainly focussing upon the 'protected characteristic groups' (PCGs) established under the Act, namely:

- Age.
- Disability.
- Gender.
- Gender reassignment.
- Marriage.
- Civil Partnership.
- Pregnancy and maternity.
- Religion or belief.
- Race.
- Sexual Orientation.

The Act also makes explicit the concept of 'dual discrimination', where someone may be discriminated against or treated unfairly on the basis of a combination of two of the protected characteristics.

DfT Transport Analysis guidance 2009 requires an evidence-led EqIA to be completed to help inform the development of the transport plan, ensuring it addresses any equality issues identified and takes account any impacts the plan may have on the local communities. Although not defined in the Equality Act, it is also the case that the issue of 'low income' and the implications of this were considered in the assessment.

The EqIA process is fully reported in this ISA Report.



## 2.5 Community Safety Assessment

A further key component fully considered and reported in the ISA is a CSA. The purpose of undertaking the CSA was to ensure that a scheme, strategy or policy does not have a detrimental impact on community safety (including crime and road safety) and where possible improves the existing situation.

This CSA was undertaken in accordance with the requirements of the Crime and Disorder Act 1998 and fulfils the requirement to carry out a review of the levels and patterns of crime, disorder and community safety in the area when developing a strategy or plan. Reported crime statistics are the most tangible measure to understand community safety and were analysed against the population profile of the area.

## 2.6 Reporting and Consultation as part of the ISA process

Key consultation requirements are those set in the SEA Regulations which identify three organisations (in England) to act as statutory consultation authorities in the SEA process: Environment Agency, Natural England (formerly English Nature and the Countryside Agency) and Historic England.

Two consultation periods involving the statutory consultation authorities and, in the latter period, the public are also set in the SEA Regulations. The consultation periods relate to:

- Scoping. The responsible authority is required to send details of the plan or programme to each consultation authority so that they may form a view on the scope, level of detail and appropriate consultation period of the Environmental Report. The consultation authorities are required to give their views within five weeks.
- The Environmental Report. The responsible authority is required to invite the consultation authorities and the public to express their opinions on the Environmental Report and the plan or programme to which it relates.

The responses from this consultation have been used to inform the ISA and have helped refine the LTP4.

Key reporting requirements are those set by the SEA Directive and SEA Regulations:

*'An Environmental Report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.'*

As already indicated, the SEA Report has been integrated in this ISA Report. Table 2-1 sets out the way the specific SEA requirements have been met in this report.

**Table 2-1 - Schedule of SEA Requirements**

Information to be included in the Environmental Report under the SEA Regulations (Regulation 12 and Schedule 2)	Where covered in the ISA Report
1. An outline of the contents, main objectives of the plan, and of its relationship with other relevant plans and programmes	Chapter 1 and 5
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan;	Chapter 6 and 8



Information to be included in the Environmental Report under the SEA Regulations (Regulation 12 and Schedule 2)	Where covered in the ISA Report
3. The environmental characteristics of areas likely to be significantly affected	Chapter 6 and Appendix
4. Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	Chapter 6 and Appendix
5. The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation	Chapter 6 and Appendix
6. The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues such as: biodiversity; population; human health; fauna; flora; soil; water; air; climatic factors; material assets; cultural heritage including architectural and archaeological heritage; landscape; the interrelationship between the above factors	Chapters 8 and 9
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan	Chapter 10
8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	Chapter 8
9. A description of measures envisaged concerning monitoring in accordance with Regulation 17	Chapter 11
10. A non-technical summary of the information provided under paragraphs 1 to 9	Non-Technical Summary

The ISA Report is thus an important consultation document and likely to be of interest to a wide variety of readers including decision makers, other plan/programme practitioners, statutory consultees, NGOs and members of the public. It accompanies the draft LTP4 on public consultation.

## 2.7 Habitat Regulations Assessment

A Habitats Regulations Assessment (HRA) is required by the Conservation of Habitats and Species Regulations 2017 (SI No. 2017/1012, as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 (SI 2019/579)) for all plans and projects which may have likely significant effects on a European site and are not directly connected with or necessary to the



management of the European site. LTP4 itself is not directly connected with, or necessary to, the nature conservation management of any European sites.

European sites include Special Areas of Conservation (SAC) and Special Protection Areas (SPA). As a matter of UK Government policy, potential SPAs (pSPA), possible SACs (pSAC), listed or proposed Wetlands of international importance (Ramsar sites) and sites identified, or required, as compensatory measures for adverse effects on European sites, pSPA, pSAC, and listed or proposed Ramsar sites, are included for the purposes of considering plans and projects which may affect them. Hereafter all of the above designated nature conservation sites are referred to as 'European sites'.

There are four stages to the HRA process. These are summarised below:

- Stage 1 – Screening: To test whether a plan or project either alone or in combination with other plans and projects is likely to have a significant effect on a European site.
- Stage 2 – Appropriate Assessment: To determine whether, in view of a European site's conservation objectives, the plan (either alone or in combination with other projects and plans) would have an adverse effect on the integrity of the site with respect to the site structure, function and conservation objectives. If adverse impacts are anticipated, potential mitigation measures to alleviate impacts should be proposed and assessed.
- Stage 3 – Assessment of alternative solutions: Where a plan is assessed as having an adverse impact (or risk of this) on the integrity of a European site, there should be an examination of alternatives (e.g. alternative locations and designs of development).
- Stage 4 – Assessment where no alternative solutions remain and where adverse impacts remain: In exceptional circumstances where no alternative solutions remain and where adverse impacts remain (e.g. where there are imperative reasons of overriding public interest). Compensatory measures would usually be required to offset negative impacts.

HRA Stages 1 and 2 have been carried out for the LTP4 and the assessment results presented in a separate HRA Report.

All the international sites within the LTP4 area and up to 30km from its boundaries have been identified and are as follows in Table 2-2 (see also Figures in Appendix F, as well as the HRA Report):



**Table 2-2 - European sites for nature conservation within and adjacent to the LTP4 area**

	<b>SAC</b>	<b>SPA</b>	<b>Ramsar</b>
<b>Within the LTP Area</b>			
	Bath & Bradford on Avon Bats	Salisbury Plain	
	Chilmark Quarries	Porton Down	
	Great Yews		
	Kennet & Lambourn Floodplain		
	North Meadow & Clattinger Farm		
	Pewsey Downs		
	Prescombe Down		
	River Avon		
	Salisbury Plain		
	The New Forest		
<b>Within 15km of the LTP Area</b>			
	Cotswold Beechwoods	Avon Valley	Avon Valley
	Dorset Heaths	Dorset Heathlands	New Forest
	Emer Bog	New Forest	Dorset Heathlands
	Fontmell & Melbury Downs	Solent & Southampton Water	Solent & Southampton Water
	Hackpen Hill	Solent and Dorset Coast	
	Kennet Valley Alderwoods		
	Mells Valley		
	Mendip Woodlands		
	Mottisfont Bats		
	River Lambourn		
	Rodborough Common		
	Solent Maritime		
<b>Within 30km of the LTP Area</b>			
	Avon Gorge Woodlands	Chew Valley Lake	Poole Harbour



<b>SAC</b>	<b>SPA</b>	<b>Ramsar</b>
Cerne & Sydling Downs	Poole Harbour	Severn Estuary
Cothill Fen	Porton Down	Somerset Levels & Moors
Dorset Heaths (Purbeck & Wareham) & Studland Dunes	Salisbury Plain	Walmore Common
Hartslock Wood	Severn Estuary	
Holnest	Solent and Dorset Coast	
North Somerset & Mendip Bats	Somerset Levels & Moors	
River Itchen	Walmore Common	
River Wye		
Rooksmoor		
Severn Estuary		
Solent & Isle of Wight Lagoons		
Wye Valley & Forest of Dean Bat Sites		
Wye Valley Woodlands		





As noted, HRA Stages 1 and 2 have been carried out for the LTP4 and the assessment results presented in a separate HRA Report, however, the main conclusion is noted here for clarity. In the absence of detailed project-specific information, a high-level assessment of the potential for actions within the LTP4 to have an adverse effect on the integrity of European Sites was undertaken. Four Special Protection Areas, 16 Special Areas of Conservation and one Ramsar site were assessed against the predicted impacts arising from LTP4.

Detailed information is not yet available about the nature and extent of any works or actions as part of schemes that are likely to arise out of the LTP4. However, it is considered reasonable to anticipate from the information available that the developments could be delivered in a manner which avoids any adverse effects on the integrity of the European sites through the use of standard mitigation techniques and the policy approaches detailed in LTP4, which commit to the protection of European sites. Furthermore, it is predicted that adverse impacts can be avoided or 'designed out' and to facilitate this process early consultation with Natural England is strongly recommended, i.e. the screening and scoping stage of projects.

Taking into account the proposed mitigation measures, the robust wording in the LTP4 which commits to the protection of the European Sites, it can be concluded that the LTP4 will not have an adverse effect on the integrity of the European Sites alone or in combination with other plans and projects.



## 3. Scope of the ISA

### 3.1 Geographical and temporal scope of LTP4

The LTP4 will span the period 2025 up to 2038 and will apply to the whole of the Wiltshire county area as displayed in Figure 3-1.

Wiltshire is a rural county but is also one of the largest unitary authorities in England, covering an area of approximately 1,257 square miles (3,255 km<sup>2</sup>). The largest settlements in the county are the city of Salisbury in the south, the town of Trowbridge in the west and the town of Chippenham in the north. There are a number of other market towns throughout the county including Amesbury and Marlborough, as well as villages and rural settlements. Additionally, the urban area of Swindon, while predominantly within Swindon Borough, has expanded into Wiltshire.

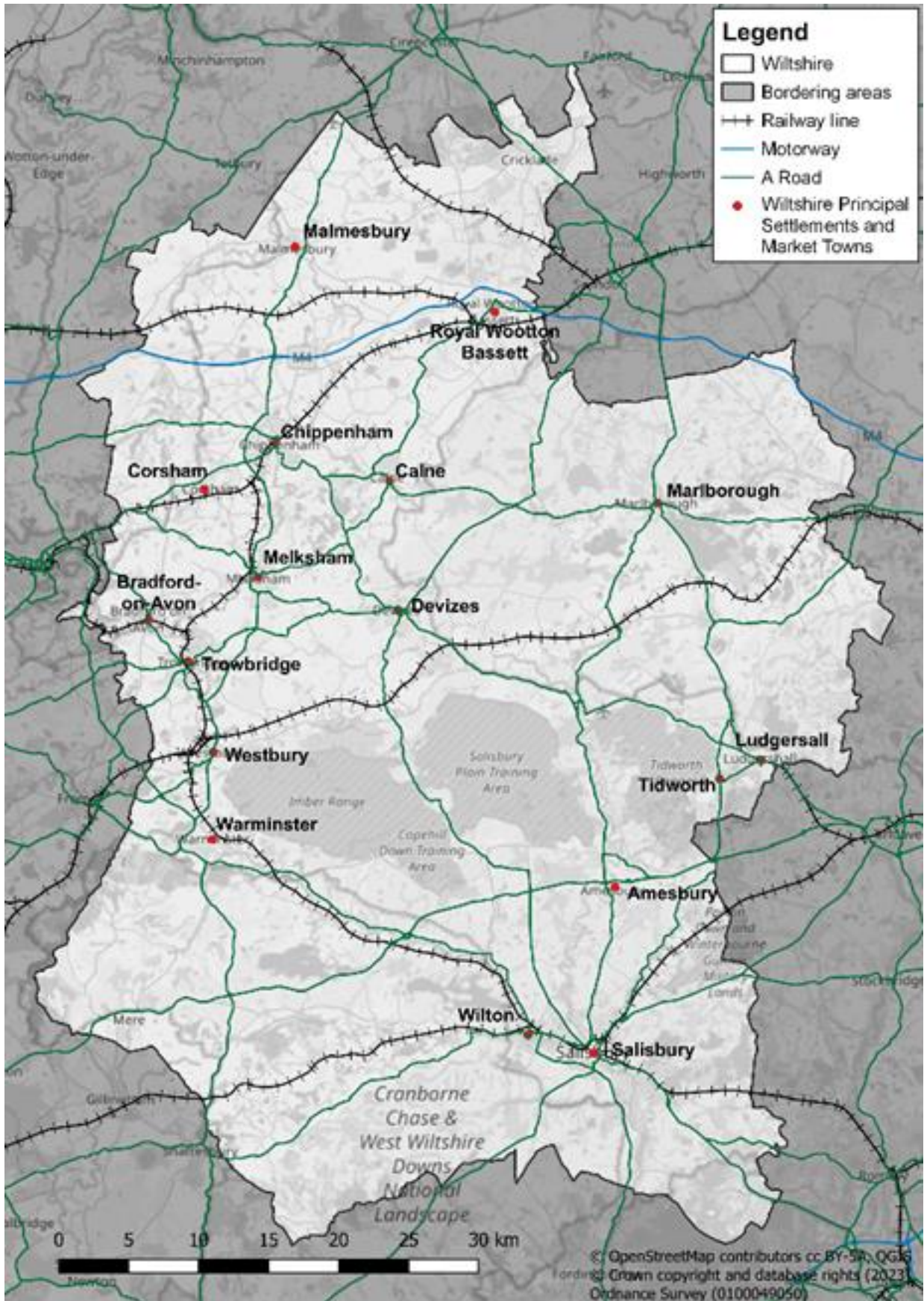
It is also important to recognise that the implementation of the LTP4 may have effects outside of the county of Wiltshire.

The local authorities adjacent to Wiltshire are as follows:

- Bath and North East Somerset.
- South Gloucestershire.
- Swindon.
- West Berkshire.
- Dorset.
- Cotswold.
- New Forest.
- Test Valley.
- Vale of White Horse.
- Mendip.
- South Somerset.



Figure 3-1 - LTP 4 area



## 3.2 Technical scope

The ISA has a very wide remit and considers the following topics associated with the various assessment processes it covers.

### SA / SEA

The SEA Directive and the SEA regulations require that the likely significant effects on the environment are assessed, considering the following factors and interrelationship between them:

- Biodiversity.
- Population.
- Human health (covering noise issues among other effects on local communities and public health).
- Fauna and flora.
- Soil.
- Water.
- Air.
- Noise.
- Climatic factors.
- Material assets (covering infrastructure, waste and other assets),
- Cultural heritage including architectural and archaeological heritage.
- Landscape.

SA guidance requires the consideration of socio-economic factors alongside the environmental factors identified above.

### HIA

Department of Health guidance recommends that the assessment of transport plans should consider the following topics:

- Transport to work, shops, schools and healthcare.
- Walking and cycling.
- Community severance.
- Frequency and severity of crashes.
- Collisions causing injury and fatal accidents.
- Air pollution, noise.
- Ageing population and increasing disability.

From an HIA perspective, in addition to the wider population as a whole (considered as residents / visitors and employees), there are vulnerable social groups that need special consideration in transport planning with regards to their health. These groups are likely to experience transport-related exclusion and / or be subject to negative externalities of transport and are as follows:

- Children and adolescents– who as non-drivers are reliant on others for motorised transport and who suffer the greatest impacts of transport policy on their health, particularly children in low-income families.



- Vulnerable travellers, including cyclists, pedestrians and commuters – this would include consideration of those who are more likely not to own a car in some communities and find it harder to travel to shops, employment, healthcare and other services.
- Older people – who may feel vulnerable using public transport, who often need to seek health services and who are particularly vulnerable to road crash related injuries. Their continuing independence at home is often dependent upon reliable transport options.
- Disabled and people with other health problems – who may not be able to access many forms of transport or need special arrangements to access those. They are more likely to find it difficult to walk and may also be disadvantaged by the cost of transport.
- Low income groups – who are likely to walk further because they cannot afford public transport or to own a car and whose lack of transport options may limit life opportunities. They suffer the most from injuries, noise pollution and air pollution.

An overview of the baseline for Wiltshire as a whole, along with the review of relevant plans and policies has shown that all of the above groups are present within Wiltshire and likely to utilise the transport network.

## **EqIA**

The EqIA process focuses on the consideration of the potential LTP effects on nine protected characteristic groups (PCGs) identified in the Equality Act 2010 that are relevant to the transport agenda:

- Age.
- Disability.
- Gender.
- Gender reassignment.
- Marriage and Civil Partnerships.
- Pregnancy and maternity.
- Race.
- Religion or belief.
- Sexual orientation.

A degree of overlap between the HIA vulnerable social groups and the EqIA protected characteristics has been acknowledged by both HIA and EqIA processes. Consistency between the two assessments has been ensured, where appropriate, particularly in terms of assumptions, analysing techniques and findings.

An overview of the baseline for Wiltshire as a whole, along with the review of relevant Plans and Policies has shown that all of the above groups are present within Wiltshire and likely to utilise the transport network.

## **CSA**

The approach to the CSA has considered the topics of community safety and crime and fear of crime.



## 4. ISA Methodology

The ISA has been used as a tool for improving the sustainability performance of LTP4. Specifically, this has been achieved through allowing sustainability objectives to be considered throughout the plan's formulation process.

As has already been stated, the ISA process fully integrates a range of assessment processes: SA/SEA, HIA, EqlA and CSA. HRA has been undertaken in parallel to the ISA and its results incorporated into the ISA as appropriate. Table 4-1 demonstrates how the integration has been planned and achieved throughout all the preparation stages of the ISA and LTP4.

### 4.1 Assessment methodology

The ISA methodology adopted was developed broadly based on published guidance documents:

- Transport Analysis Guidance (TAG) 2.11 Strategic Environmental Assessment for Transport Plans and Programmes, Department for Transport, 'In Draft' Guidance, April 2009.
- Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents - Guidance for Regional Planning Bodies and Local Planning Authorities, by the Office of the Deputy Prime Minister (ODPM), the Scottish Executive, the Welsh Assembly Government and the Northern Ireland Department of the Environment, November 2005.
- A Practical Guide to the Strategic Environmental Assessment Directive, by the ODPM, the Scottish Executive, the Welsh Assembly Government and the Northern Ireland Department of the Environment, September 2005.
- Draft Guidance on Health in Strategic Environmental Assessment, Consultation Document, Department of Health, 2007.
- National Planning Policy Framework, 2023 and associated Planning Practice Guidance (various dates from March 2014).

The work undertaken to-date involved the completion of SA/SEA stages A, B and C and associated tasks (see Table 4-1) together with HIA, EqlA, CSA and HRA (in parallel).



**Table 4-1 - LTP4 preparation activities with the ISA and HRA processes**

Transport Planning Stage	Sustainability Appraisal/ Strategic Environmental Assessment		Habitats Regulation Assessment	Health Impact Assessment	Equalities Impact Assessment	Community Safety Assessment
	Stage	Tasks	Tasks	Tasks	Tasks	Tasks
Determining the scope of the LTP4 clarifying goals; specifying the problems or challenges the authority wants to solve	A: Setting the context and objectives, establishing the baseline and deciding on the scope	Review and confirm plans/programmes and strategies at a National, Regional and Local Level		Confirm and identify Health related plans/programmes and strategies (as part of SA/SEA)	Review and confirm plans/programmes and strategies	Review and confirm plans/programmes and strategies
		Review and confirm Sustainability themes		Review and confirm health-related themes (as part of SA/SEA)	Review and confirm equality-related themes	Review and confirm community safety related themes
		Review and update Baseline data and likely future trends	Confirm identification of all international sites within and up to 20km around the Strategy area	Gather data relating to health (as part of SA/SEA).	Review and update Baseline evidence	Review and update Baseline evidence
		Review and confirm Key sustainability issues – update these if required	Confirm details of all international sites	Review and confirm health specific issues (as part of SA/SEA)	Review and confirm equalities specific issues	Review and confirm community safety specific issues
		Review objectives and decision-making questions (SA/SEA)	Liaise with SA/SEA team to ensure SA/SEA Framework	Ensure inclusion of Health specific	Ensure inclusion of Equalities specific	Ensure inclusion of Community Safety



Transport Planning Stage	Sustainability Appraisal/ Strategic Environmental Assessment		Habitats Regulation Assessment	Health Impact Assessment	Equalities Impact Assessment	Community Safety Assessment
	Stage	Tasks	Tasks	Tasks	Tasks	Tasks
		Framework) – update these if required	covers international sites appropriately	objectives in SA/SEA Framework	objectives in SA/SEA Framework	specific objectives in SA/SEA Framework
		Prepare ISA Scoping Report to consult with relevant consultees	Input into ISA Scoping Report	Input into ISA Scoping Report	Input into ISA Scoping Report	Input into ISA Scoping Report
		Review consultation responses and update scoping information for ISA Report	Review consultation responses as part of SA/SEA for any aspects of note in relation to HRA	Review consultation responses and update scoping information for ISA Report	Review consultation responses and update scoping information for ISA Report	Review consultation responses and update scoping information for ISA Report
Generating options for the LTP4 to resolve these challenges; appraising the options and predicting their effects	B: Developing, refining and appraising strategic options	Review and confirm Assessment of Plan objectives against the updated SA/SEA Framework	Review proposals and considerations of likely impacts	Review and confirmation of Plan objectives and strategic options be undertaken within SA/SEA	Review and confirmation of Plan objectives and strategic options be undertaken within SA/SEA	Review and confirmation of Plan objectives and strategic options be undertaken within SA/SEA
		Review and confirm Appraisal of Plan strategic options	Identification and consideration of other plans and projects			
		Review and confirm Evaluation / selection				





Transport Planning Stage	Sustainability Appraisal/ Strategic Environmental Assessment		Habitats Regulation Assessment	Health Impact Assessment	Equalities Impact Assessment	Community Safety Assessment
	Stage	Tasks	Tasks	Tasks	Tasks	Tasks
		of Plan preferred options.				
Selecting preferred options for the LTP4 and deciding priorities	Assessing the effects of the draft LTP4	Predict and assess effects of new or revised options taken forward. Confirm findings in relation to previously assessed schemes.	HRA review of proposals in draft Strategic Transport Plan (screening and appropriate assessment)	Predict and assess effects of new or revised preferred options to be undertaken within SA/SEA.	Predict and assess effects of new or revised preferred options to be undertaken within SA/SEA.	Predict and assess effects of new or revised preferred options to be undertaken within SA/SEA.
		Review and confirm proposed mitigation measures – if required, new mitigation measures to be developed	Review and confirm and if required, propose mitigation measures	Review and confirm and if required, propose mitigation measures within SA/SEA	Review and confirm and if required, propose mitigation measures within SA/SEA	Review and confirm and if required, propose mitigation measures within SA/SEA
		Develop monitoring programme	Monitoring as part of SA/SEA	Monitoring as part of SA/SEA	Monitoring as part of SA/SEA	Monitoring as part of SA/SEA
Production of the draft LTP4	C: Preparing ISA Report		Prepare HRA Report	HIA fully documented in ISA Report (no separate output but HIA component properly identified)	EqlA fully documented in ISA Report (no separate output but EqlA component properly identified)	CSA fully documented in ISA Report (no separate output but Community Safety component properly identified)



Transport Planning Stage	Sustainability Appraisal/ Strategic Environmental Assessment		Habitats Regulation Assessment	Health Impact Assessment	Equalities Impact Assessment	Community Safety Assessment
	Stage	Tasks	Tasks	Tasks	Tasks	Tasks
Consultation on draft LTP4 (Wiltshire Council to undertake)	D: Consulting on ISA Report		HRA Report sent to Natural England for agreement on findings	HIA Consultation included in ISA Report consultation	EqIA Consultation included in ISA Report consultation	CSA Consultation included in ISA Report consultation
Production of final Local Transport Plan 4	Assessing significant changes		Assess significant changes	HIA assessment of significant changes undertaken as part of SA/SEA	EqIA assessment of significant changes undertaken as part of SA/SEA	CSA assessment of significant changes undertaken as part of SA/SEA
Adoption of Local Transport Plan 4	Post Adoption Statement		Prepare updated HRA Report	Relevant results reported in Post Adoption Statement	Relevant results reported in Post Adoption Statement	Relevant results reported in Post Adoption Statement



## SA / SEA

### Stage A - Setting the context and establishing the baseline

#### Other relevant legislation, plans and programmes

The LTP4 will both influence and be influenced by other plans, policies and programmes (PPPs) produced by local and combined authorities, by statutory agencies and other bodies with plan making responsibilities. Legislation is a further driver that sets the framework for the LTP, both directly and indirectly. Relevant legislation, plans and programmes have been identified and considered to inform the preparation of this ISA Report (see Chapter 5).

#### Baseline information and key sustainability issues

To predict accurately how potential LTP4 proposals will affect the current baseline, it is first important to understand its current state and then examine the likely evolution of the environment without the implementation of the plan. Baseline information provides the basis for understanding existing local environmental, economic and social issues, in particular in respect of health and equality, and alternative ways of dealing with them; formulating objectives to address these issues and predicting and monitoring sustainability effects.

Key sustainability issues in general, and those pertaining to health and equality in particular, across Wiltshire have been identified as a result of the analysis of the baseline data and the review of other plans and programmes. The identification of these issues helped focus the ISA processes on the aspects that really matter. Implications to LTP4 development and opportunities for how the LTP4 could assist in addressing these issues were also identified.

Information on key baseline and sustainability issues is presented in Chapter 6 of this report.

#### Developing the ISA Framework

A set of ISA Objectives has been developed, against which the policies and proposals in LTP4 could be assessed.

For each objective, assessment aid questions were set out to form the ISA framework. The assessment aid questions provided a clarification of the intended interpretation of each objective to support direction of change sought through the implementation of LTP4. The questions have guided the LTP4 assessment process.

The ISA Objectives and assessment aid questions were refined through the consultation on the Scoping Report and are presented in Chapter 7 of this report.

### Stage B – Developing alternatives

#### Testing LTP4 Objectives against the ISA Objectives

A compatibility assessment of LTP4 objectives in its initial stages of preparation against the ISA objectives was carried out, as part of the iterative process to assess the sustainability of LTP4 objectives. This assessment ensured that consideration of the ISA Objectives informed the development and refinement of the LTP4 Objectives and provided a suitable framework for developing alternatives (see Chapter 8 of this report).



## Developing, refining and appraising Strategic Alternatives

Consideration of alternative strategies for LTP4 is an integral part of the plan development. Strategic alternatives were identified by Wiltshire Council and have been assessed as part of the ISA process.

This task comprised the prediction of changes arising from the LTP's alternative strategies. While carrying out this evaluation, each alternative was considered in the context of whether it would have a likely significant effect in relation to each of the ISA objectives. The results are presented in Chapter 8 of this report.

### Assessing the effects of the draft LTP4

Assessing the significance of predicted effects is essentially a matter of judgement. There are a number of factors that will determine the significance of an effect, e.g. its scale and permanence and the nature and sensitivity of the receptor. It is very important that judgements of significance are systematically documented, in terms of the particular characteristics of the effect which are deemed to make it significant and whether and what uncertainty and assumptions are associated with the judgement. The assessment of significance also includes information on how the effect may be avoided or its severity reduced.

In the current practice of ISA (influenced by SEA), the broad-brush qualitative prediction and evaluation of effects can be often based on a qualitative seven point scale in easily understood terms. In general, this assessment has adopted the scale shown in Table 4-2 to assess the significance of effects of the schemes and proposals in the LTP4.

**Table 4-2 - Criteria for assessing significance of effect**

Assessment Scale	Assessment Category	Significance of Effect
+++	Major beneficial	Significant
++	Moderate beneficial	
+	Slight beneficial	
0	Neutral or no obvious effect	Not Significant
-	Slight adverse	
--	Moderate adverse	Significant
---	Major adverse	

Moderate and strong beneficial and adverse effects (and combination of this type of effect) have been considered of significance, whereas no effect and slight beneficial and adverse effects (and combination of this type of effect) have been considered non-significant.

Assessments have been undertaken for proposals contained in the Draft LTP4. The results are discussed in Chapter 10.

As part of the assessment of the Draft LTP, a number of mitigation measures (recommendations) are set out in Chapter 11. Wiltshire Council has given careful consideration to these recommendations and has addressed these as appropriate in the preparation of the Draft LTP4 for public consultation.

The term mitigation encompasses any approach that is aimed at preventing, reducing or offsetting significant adverse environmental effects that have been identified. A range of measures applying one or more of these approaches has been considered in mitigating any significant adverse effects predicted as



a result of implementing the LTP. In addition, measures aimed at enhancing positive effects have also been considered. All such measures are generally referred to as mitigation measures.

However, the emphasis of the assessments has been in the first instance on proactive avoidance of adverse effects. Only once alternative options or approaches to avoiding an effect have been examined, then ways of reducing the scale/importance of the effect have been examined and proposed.

Mitigation can take a wide range of forms, including:

- Refining intervention measures in order to improve the likelihood of positive effects and to minimise adverse effects.
- Technical measures (such as setting guidelines) to be applied during the implementation stage.
- Identifying issues to be addressed in project environmental impact assessments for certain projects or types of projects.
- Proposals for changing other plans and programmes.

The assessment also considered cumulative, indirect (secondary) and synergistic effects of the Draft LTP4 as outlined in the following section.

### **Secondary and cumulative effects assessment**

Annex I of the SEA Directive requires that the assessment of effects include secondary, cumulative and synergistic effects.

Secondary or indirect effects are effects that are not a direct result of the plan but occur away from the original effect or as a result of the complex pathway e.g. a development that changes a water table and thus affects the ecology of a nearby wetland. These effects are not cumulative and have been identified and assessed primarily through the examination of the relationship between various objectives during the Assessment of Effects.

Cumulative effects arise where several proposals individually may or may not have a significant effect, but in-combination have a significant effect due to spatial crowding or temporal overlap between plans, proposals and actions and repeated removal or addition of resources due to proposals and actions. Cumulative effects can be:

- Additive - the simple sum of all the effects.
- Neutralising - where effects counteract each other to reduce the overall effect.
- Synergistic - is the effect of two or more effects acting together which is greater than the simple sum of the effects when acting alone. For instance, a wildlife habitat can become progressively fragmented with limited effects on a particular species until the last fragmentation makes the areas too small to support the species at all.

Many sustainability problems result from cumulative effects. These effects are very hard to deal with on a project by project basis through EIA. It is at the strategic level that they are most effectively identified and addressed.

Cumulative effects assessment is a systematic procedure for identifying and evaluating the significance of effects from multiple activities. The analysis of the causes, pathways and consequences of these effects is an essential part of the process.

Cumulative (including additive, neutralising and synergistic) effects have been considered throughout the entire ISA process, as described below:



- Identification of key sustainability (including detailed health and equality) issues as part of the review of relevant strategies, plans and programmes and baseline data analysis.
- Establishing the nature of likely cumulative effects, causes and receptors.
- Identifying key receptors (e.g. specific wildlife habitats) in the process of collecting baseline information and information on how these have changed with time, and how they are likely to change without the implementation of the LTP4.
- Particularly sensitive, in decline or near to their threshold (where such information is available) or with slow recovery receptors have been identified through the analysis of environmental issues and problems.
- The development of ISA objectives and assessment aid questions has been influenced by cumulative effects identified through the process above and ISA objectives that consider cumulative effects have been identified.
- Cumulative effects of LTP4 proposals have been assessed.

The results are presented in Chapter 12 of this report.

### **Monitoring the effects of the LTP implementation**

Monitoring involves measuring indicators which will enable the establishment of a causal link between the implementation of the plan and the likely significant effect (positive or negative) being monitored. It thus helps to ensure that any adverse effects which arise during implementation, whether or not they were foreseen, can be identified and inform actions to be taken by Wiltshire Council, or partner bodies, to deal with them.

A monitoring programme has been prepared showing, for each significant effect, what data should be monitored, the source of the data, the frequency of monitoring, as well as when and what actions should be considered if problems are identified from the monitoring.

The results are presented in Chapter 13 of this report.

### **Stage C – Preparing the ISA Report**

This ISA Report has been prepared to accompany the draft LTP4 on consultation.

### **Stage D - Consulting on the draft revised LTP and ISA Report**

#### **Assessing significant changes**

The ISA Report will be published for formal consultation with the Draft LTP4. The results of the formal public consultation exercise may well result in changes to the Draft LTP4 and these will have implications for the ISA Report. In addition, the consultation exercise may result in direct changes to the contents of the ISA Report. These will be reported in the Post Adoption Statement.

#### **Post Adoption Statement**

Following completion of the public consultation and preparation of the Final LTP4 document, a statement (separate document) will be prepared setting out the following:

- How sustainability considerations have been integrated into the plan, for example any changes to or deletions from the plan in response to the information in the ISA Report.
- How the ISA Report has been taken into account.



- How the opinions and consultation responses have been considered and addressed. The summary should be sufficiently detailed to show how the plan was changed to take account of issues raised, or why no changes were made.
- The reasons for choosing the plan as adopted in the light of other reasonable alternatives dealt with.
- The measures that are to be taken to monitor the significant environmental effects of implementation of the LTP.

## HIA

In order to ensure that potential impacts of the LTP4 on health and health inequalities have been considered and to fulfil the requirements of health legislation, an HIA has been undertaken in a fully integrated fashion with the SA/SEA process as set out in Table 4-1. The need for HIA arises from the recognition that the LTP4 proposals may impact on the factors influencing the health of communities and individuals, including such factors as noise and air quality, accessibility to key services and facilities and the design of transport infrastructure.

### Approach to HIA

The HIA objectives that have been considered have been developed in the light of HIA guidance and identified health issues, as well as the consultation that has taken place. The approach to the HIA has ensured that all relevant topics have been considered throughout the assessment process from establishing the baseline and building up the area's population profile in terms of health, identifying the key issues, developing the ISA Framework, assessing the LTP, mitigation and monitoring.

The HIA has identified actions that can enhance positive effects and reduce or eliminate negative effects of the LTP, with respect to health and health inequalities.

### HIA consultation

Consultation to inform the HIA has been undertaken as part of the overall SA/SEA process. Consultation responses have been analysed to inform the HIA (see reporting and consultation as part of the ISA process).

## EqIA

In order to ensure that potential impacts of the LTP4 on equality have been considered and to fulfil legislative requirements, an EqIA has been undertaken in a fully integrated manner with the SA/SEA process.

### Approach to EqIA

The EqIA objectives that have been considered have been developed in the light of EqIA guidance and identified equalities issues, as well as the consultation that has taken place. The approach to the EqIA has ensured that all relevant topics have been considered throughout the assessment process from establishing the baseline and building up the area's population profile in terms of equalities, identifying the key issues, developing the ISA Framework, assessing the LTP, mitigation and monitoring.

### EqIA consultation

Consultation to inform the EqIA has been undertaken as part of the overall SA/SEA process. Consultation responses have been analysed to inform the EqIA (see reporting and consultation as part of the ISA process).



## **CSA**

To ensure that potential impacts of the LTP4 on community safety have been considered, and to fulfil legislative requirements, a CSA has been undertaken in a fully integrated manner with the SA/SEA process.

### **Approach to CSA**

The CSA objectives that have been considered have been developed in the light of CSA guidance and identified safety issues, as well as the consultation that has taken place. The approach to the CSA has ensured that all relevant topics have been considered throughout the assessment process from establishing the baseline and building up the area's population profile in terms of crime and safety, identifying the key issues, developing the ISA Framework, assessing the LTP, mitigation and monitoring.

### **CSA consultation**

Consultation to inform the CSA has been undertaken as part of the overall SA/SEA process. Consultation responses have been analysed to inform the CSA (see reporting and consultation as part of the ISA process).





# 5. Review of relevant legislation and other plans and programmes

## 5.1 Introduction

The first task of the ISA is the identification of other relevant plans, policies, programmes and legislation. This helps to identify relevant environmental and wider sustainability themes, baseline information and key issues. The LTP must be prepared to take these PPPs into account as it may influence and be influenced by them.

The SEA Regulations specifically states that information should be provided on:

*"The relationship [of the plan or programme] with other relevant plans and programmes"*

*"The environmental protection objectives, established at international, [European] Community or [national] level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation"*

In addition to this, the PPPs related to wider sustainability, HIA, EqIA and CSA have also been considered.

## 5.2 Methodology

Both the LTP and the ISA Report should be set in the context of international, national, regional and local objectives along with environmental, strategic planning, transport, health, social, economic and equality policies.

Relevant plans and programmes include those at different levels (international, national, regional and local) which influence the Transport Plan, or those in other sectors which contribute, together with the Transport Plan, to sustainability conditions of the area to which they apply.

Appendix C lists the documents reviewed to identify environmental, social (health and equality) and economic themes. A series of key generic themes which have emerged from the review are presented below.

## 5.3 Themes

The review of PPPs revealed a large number of common themes in terms of their objectives relating to sustainability within the context of transport planning. These are listed below:

### Air Quality

- Reduce emissions of NO<sub>2</sub>.
- Reduce emissions from road transport in particular.
- Reduce emissions from other forms of transport.
- Increase use of low emission / zero emission at point of use vehicles.



- Reduce emissions of PM10 and PM2.5.

### **Greenhouse gas (GHG) Emissions**

- Reduce GHG emissions, particularly CO2.
- Maximise the use of renewable energy.
- Increase energy efficiency and make use of new technology.
- Minimise use of fossil fuels.
- Contribute to the achievement of Net Zero Carbon – Wiltshire Council have an ambition to seek to be a carbon neutral county by 2030.

### **Adaptation to a Changing Climate and Flooding**

- Prepare for extreme weather events and sea level rise.
- Minimise the risk and impact of flooding.
- Avoid development in floodplains when possible.
- Help meet objectives of Flood Risk Management Plans allowing for climate change.
- Help ensure active travel routes are not subject to weather extremes (for example heat or wind).

### **Biodiversity, Fauna and Flora**

- Protection of sites designated for nature conservation purposes.
- Protect and enhance endangered or important species and habitats.
- Contribute to the delivery of biodiversity strategies and plans.
- Increase important habitat.
- Protect, maintain and where possible enhance natural habitat networks and green infrastructure, to avoid fragmentation and isolation of networks.
- Contribute to the achievement of Biodiversity Net Gain – note that the draft Local Plan for Wiltshire seeks to exceed 20% BNG.

### **Cultural Heritage**

- Conserve and protect historic assets (designated and undesignated) and those of cultural note, including archaeology and historic landscapes as well as the settings of heritage assets.
- Improve access to historic assets, including buildings and landscapes of value where appropriate.
- Sympathetic design and use of vernacular architecture when appropriate to enhance the local character and 'sense of place'.

### **Water Resources**

- Protect and improve the quality of ground and surface water.
- Help to meet objectives of the Water Framework Directive (WFD).
- Make use of Sustainable Drainage Systems (SuDS).

### **Land Use, Soil and Agriculture**

- Prioritise development on brownfield sites.
- Seek to reclaim derelict and contaminated land.



- Protect farmland and soils, particularly those of the highest value.

## **Landscapes and Townscapes**

- Protect and enhance landscape, particularly those recognised of national importance) and townscape character and local distinctiveness.
- Protect tranquillity from the impacts of noise and light pollution.

## **Natural Resources and Waste**

- Ensure efficient resource use and minimise resource footprint.
- Use secondary and recycled materials.
- Consider opportunities to maximise on-site re-use of materials.
- Employ waste reduction methods to minimise construction and maintenance waste.
- Reduce the amount of waste disposed of at landfill.
- Promote circular economy.
- Avoid the sterilisation of mineral resources.

## **Economic Themes**

- Improve physical accessibility to jobs through the location of employment sites and transport links close to areas of high unemployment.
- Widen the number and range of accessible employment opportunities and support growth in employment and labour productivity.
- Make Wiltshire more attractive for inward investment.
- Improve rail and road journey reliability for business users.
- Support local businesses.
- Support enhancement of local economy and overall prosperity.
- Support development of the skills base.

## **Health Themes**

- Tackle poor health by improving the health of everyone, and of the worst off in particular.
- Reduce health inequalities among different groups in the community (e.g. young children, pregnant women, black and minority ethnic people, older people, people with disabilities, low income households).
- Support the public to make healthier and more informed choices with regard to their health and adopt physically active lifestyles.
- Address pockets of deprivation, including those in rural areas.
- Provide physical access for people with disabilities.
- Provide or improve access to local health and social care services.
- Provide opportunities for increased exercise, thus reducing obesity, particularly in children, and illnesses such as coronary heart disease.
- Provide for an ageing population.
- Promote healthy lifestyles through exercise, physically active travel and access to good quality and affordable food, which can assist in reducing both physical and mental illnesses.



## Equality Themes

- Protect human rights (e.g. the right to liberty and security of person) and fundamental freedoms (e.g. a right to freedom of thought, conscience and religion, freedom of expression, etc.).
- Prohibit discrimination, harassment and victimisation on such grounds as sex, race, language and religion.
- Promote equality of opportunity in the way services are planned, promoted and delivered.
- Treat everyone with dignity and respect.
- Recognise people's different needs, situations and goals and remove the barriers that limit what people can do and can be.
- Create sustainable communities which are active, inclusive, safe, tolerant and cohesive.
- Create sustainable communities which are fair for everyone - including those in other communities, now and in the future.
- Improve economic, social and environmental conditions particularly in the most deprived areas.
- Ensure fair access to and distribution of resources across the community, including rural areas.
- Assess and address the impacts upon diverse communities including cultural, racial, economic, generational, social (including disabilities) and religious mixes.
- Create a sense of belonging and wellbeing for all members of the community.
- Provide physical access for people with disabilities.
- Minimise isolation for vulnerable people.

## Community Safety Themes

- Create communities which are safe, inclusive, fair, tolerant and cohesive.
- Maintain reductions in crime and anti-social behaviour.
- Improve perceptions that the communities are safe places to work, live and visit.
- Reduce speeding and improve road safety.

## Cross cutting

- Support the UK Government's 25 Year Plan to Improve the Environment 2018 goals and key actions as follows:
  - Using and managing land sustainably, including embedding an "environmental net gain" principle into development.
  - Recovering nature and enhancing the beauty of landscapes.
  - Connecting people to the environment to improve health and wellbeing.
  - Increase resource efficiency and reducing pollution.
  - Securing clean, healthy and productive and biologically diverse seas and oceans.
  - Protecting and improving the global environment.
- Support Environment Act 2021 stipulations:
  - targets for four priority areas: (a) air quality; (b) water; (c) biodiversity; (d) resource efficiency and waste reduction to be set.
  - two priority areas: air quality (PM2.5 air quality target) and biodiversity (species abundance target) and important new target to reverse the decline in species abundance by the end of 2030



- environmental improvement plan for significantly improving the natural environment for a period no shorter than 15 years.
- 10% biodiversity net gain (BNG) required for new development (note that the draft Local Plan (2023) requires 20% BNG for new development).
- prevent waste/reduce the amount of a product that becomes waste and increase re-use, redistribution, recovery and recycling.

- Support the objectives and Policies of the Wiltshire Local Development Plan.

The development plan for Wiltshire sets out the vision and framework for future development in the county. Current planning policies are set out in the Wiltshire Core Strategy, adopted in 2015. These policies will be replaced as part of the current Local Plan Review.

Among the elements of the Core Strategy of particular note to developing the LTP4, which have cross cutting elements are the following strategic Objectives (with related policies):

- Delivering a thriving economy.
- Address climate change.
- Protecting and enhancing the natural and historic and built environment.
- Ensure essential infrastructure is in place to support communities.



# 6. Baseline information and key sustainability issues

## 6.1 Introduction

In order to assess the potential sustainability effects of the LTP4 on Wiltshire, it is necessary to establish a baseline against which predicted effects can be assessed, and then to identify issues and trends that are related to each of the environmental, social and economic interests that may be affected by, or affect, the proposed plan. This is in keeping with the SEA Regulations which states that the Environmental Report should provide information on:

*"The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme" and "The environmental characteristics of areas likely to be significantly affected" (Schedule 2)*

and

*"Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC on the conservation of wild birds and the Habitats Directive " (Schedule 2).*

To accurately predict how LTP proposals will affect the environmental characteristics, it is important to understand the current state of the environment and then examine the likely evolution of the environment without the implementation of the plan. In this report, given its remit is broader than environmental sustainability, the current state regarding wider sustainability (environment, social and economic) has been characterised.

## 6.2 Methodology

Existing baseline information provides the basis for the prediction and monitoring of the effects of the implementation of LTP4 and helps identify sustainability issues and alternative ways of dealing with them (implications and opportunities).

As ISA is an iterative process, subsequent stages in its preparation and assessment might identify other issues and priorities that require the sourcing of additional data and/or information and identification of monitoring strategies. This makes the ISA process flexible, adaptable and responsive to changes in the baseline conditions and enables trends to be analysed over time.

The most efficient way to collate relevant baseline data is through the use of indicators whenever possible (see below). This ensures that the data collation is both focused and effective. The identification of relevant data has taken place alongside the review of other relevant legislation, plans, policies and programmes (Chapter 5 and Appendix C), the identification of sustainability issues (this section) and developing the ISA framework (Chapter 7).



## 6.3 Data Analysis

Data have been collated and analysed for the following indicators (as detailed in Appendix E):

### Environmental Data

- CO2 emissions.
- Climate change.
- Local air quality.
- Noise / Light pollution ('Tranquillity').
- Biodiversity, fauna and flora (including designated sites).
- Landscape and townscape.
- National Character Areas.
- Heritage assets.
- Green space.
- Soil / land classification.
- Water quality.
- Flooding.
- Waste and resources.

### Economic Data

- Employment.
- Long term trends in population.
- Economic sectors, including those related to rural output.
- Performance gap and sub-regional performance.
- Identification of economic centres.

### Social Data (including Health, Equalities and Community Safety)

- Population and diversity.
- General health statistics.
- Accessibility.
- Road safety and accidents.
- Physical activity in children and adults.
- Equality target groups.
- Multiple deprivation.

The baseline data provides an overview of the sustainability characteristics of the LTP4 area. This overview, together with contextual information, is presented in Appendix E. The analysis of the baseline has highlighted a number of key issues in Wiltshire. These, together with implications and opportunities arising for LTP4, have been summarised in Table 6-1.



## 6.4 Key sustainability issues, implications and opportunities

The SEA Regulations states that the Environmental Report should provide information on:

*"Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC on the conservation of wild birds and the Habitats Directive."* (Schedule 2)

This ISA is concerned with the three dimensions of sustainability (social, environmental and economic) and the identification of problems much broader than required by the SEA Regulations.

As such, the following sections provide a description of key baseline data and associated sustainability issues together with a discussion on the implications/opportunities of such issues to LTP4. The analysis of baseline data and sustainability issues has influenced the development of the ISA Framework (see Chapter 7) in terms of formulating sustainability objectives and assessment aid questions. Note that this section has been updated with information received as part of consultation responses made to the ISA Scoping Report (see Appendix E) and the identification of further relevant information during the assessment process.

It should be noted that, because HIA, EqIA and CSA are also being undertaken, the approach involved the identification of generic HIA, EqIA and CSA key sustainability issues, implications and opportunities and objectives. These have been further developed to ensure a more in-depth level of coverage of issues to satisfy specific HIA and EqIA requirements leading to the development of HIA and EqIA sub-objectives (see Chapter 7). Table 6-1 presents the key issues, implications and opportunities for the Wiltshire LTP4.



**Table 6-1 - Key issues, implications and opportunities for Wiltshire LTP4**

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
<p><b>Air Quality</b></p> <p>Air pollution impacts on public health, the natural environment and the economy.</p> <p>Air quality has improved in the UK over the last sixty years as a result of the switch from coal to gas and electricity for heating of domestic and industrial premises, stricter controls on industrial emissions, higher standards for the composition of fuel and tighter regulations on emissions from motor vehicles. However, poor air quality, particularly due to emissions from motor vehicles, remains a significant issue for community health for the population as a whole but particularly for certain vulnerable or protected characteristic groups such as the elderly, children, those with existing health conditions, those who are pregnant and those living in areas of deprivation. The fraction of mortality attributable to particulate air pollution in 2021 was 5.3% for Wiltshire, higher than the South West Region (5.1%) but lower than in England (5.5%). Poor air quality also has significant implications for biodiversity e.g. due to pollutant deposition, especially in/downwind of urban areas and major transport networks.</p> <p>Poor air quality is generally associated with urban/industrial areas and major road infrastructure and this is reflected in the typical location for Air Quality Management Areas (AQMA), many of which have been designated due to high NO2 (tailpipe emissions) and Particulate</p>	<p>LTP4 should aim to protect and improve air quality in the county, particularly where it may impact on vulnerable receptors. It should seek to ensure that reducing NO2 and particulate emissions is a fundamental principle of the Plan.</p> <p>LTP4 should also aim to meet Government targets for air quality and be reflective of appropriate legislation and should consider ecological receptors alongside human receptors when dealing with air quality.</p> <p>Examples of how this could be addressed include development and promotion of sustainable modes of transport including active modes, encouraging uptake of EVs (e.g. through developing greater EV infrastructure), smarter travel management such as workplace, residential and school travel plans, creation of inter-modal interchanges, sustainable freight movements and traffic management interventions.</p> <p>The LTP4 should aim to protect and improve air quality in the county, particularly where it may impact on vulnerable receptors. It should seek to ensure that reducing NO2 and particulate emissions is a fundamental principle of the Plan.</p>	<p>Protect and improve air quality.</p>

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
<p>Matter (PM<sub>10</sub> and PM<sub>2.5</sub>) (emissions, tyres and brake wear). Eight AQMAs have been identified with Wiltshire, all of which have been designated for Nitrogen dioxide (NO<sub>2</sub>). Wiltshire's Air Quality Strategy sets out that while the county's air quality is generally good there are some locations where the combination of traffic, road layout and topography result in pollutants being trapped so that concentrations increase to unacceptable levels. The Strategy focuses on improving air quality across the county, seeks to prevent any further deterioration and encourage interventions that will reduce concentrations of nitrogen dioxide and fine particulates.</p> <p>The UK Government has noted that addressing road transport emissions presents the most significant opportunity to tackle this specific exceedance problem (NO<sub>2</sub> pollution). However, it is important to note that there are other elements which also need to be addressed in addition to road vehicles and this includes reducing emissions from other forms of transport such as rail and aviation.</p> <p><b>Likely evolution of the baseline</b></p> <p>Improving - At the national level air quality is generally improving as industrial practices, energy sources and tighter environmental legislation have contributed to reductions in pollutants. Nevertheless, it remains a significant issue in many discrete areas and has significant ongoing issues in respect of health.</p>	<p>LTP4 should also aim to meet Government targets for air quality and be reflective of appropriate legislation and should consider ecological receptors alongside human receptors when dealing with air quality.</p> <p>Examples of how this could be addressed include development and promotion of sustainable modes of transport including active modes, encouraging uptake of EVs (e.g. through developing greater EV infrastructure), smarter travel management such as workplace, residential and school travel plans, creation of inter-modal interchanges, sustainable freight movements and traffic management interventions.</p>	
<p><b>Greenhouse gas emissions and a changing climate</b></p> <p>The release into the atmosphere of greenhouse gases (e.g. CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, O<sub>3</sub>) resulting from fossil fuel usage, agriculture, land use change and other human activities has been linked with atmospheric warming and global climate change. By 2050 projection show that Wiltshire will experience hotter summers with an average increase of 2.0-3.9°C.</p>	<p>LTP4 should seek to ensure that reducing CO<sub>2</sub> emissions and achieving Net Zero carbon is a core component of all implementation plan elements in achieving Wiltshire's carbon neutral ambition. Although it should also be realistic that projected levels of traffic growth mean emissions will likely remain an issue and that removals will</p>	<p>Reduce carbon dioxide (CO<sub>2</sub>) emissions from transport and contribute to</p>



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<p>Average winter temperatures are also projected to rise by 1.5-2.9°C. In terms of rainfall it is expected that summer rainfall would decrease by 20% and winter rainfall increase by 15%, although there is unlikely to be a change in the total annual rainfall<sup>1</sup>. Changes in temperature and rainfall patterns, along with more frequent extreme weather events, create the situation where a greater degree of resilience will have to be incorporated into plans and proposals. Wiltshire Council acknowledged a climate emergency in 2019 and committed to becoming carbon neutral as an organisation by 2030.</p> <p>As noted by the Committee for Climate Change, domestic transport emissions of road transport account for around a quarter of UK greenhouse gas emissions. In Wiltshire, transport takes up the largest percentage of Wiltshire's emissions at 45%<sup>2</sup>, which is a significantly higher proportion than in the UK as a whole.</p> <p>At present, fossil fuel dependency remains high and is likely to remain so for some time (even with a marked, albeit potentially temporary, decline due to Covid-19), though in recent years there have been improvements in vehicle efficiency and an increasing uptake of and provision for electric vehicles (EV). In Wiltshire's Climate Strategy 2022 - 2027, it is acknowledged that electric vehicles will need to part of the immediate solution and more charging points will be required. Wiltshire has produced an Electric Vehicle Charging Infrastructure Plan 2021-24. Based on 2021 data, the plan sets out that in Wiltshire there are currently 19 electric vehicle charging points per 100,000 population. It is forecast that up to 502 public charge points will be</p>	<p>therefore be required. This could be achieved via promotion of measures contained within the Wiltshire's Climate Strategy 2022 - 2027. The LTP4 should also seek to ensure that new transport interventions maximise the opportunity for increasing tree / vegetation cover, where practical, in order to absorb increased amounts of CO<sub>2</sub> from the atmosphere, e.g. through the use of street trees or planting in other areas of transport infrastructure.</p> <p>As with air quality, other examples of how CO<sub>2</sub> emissions could be addressed include development and promotion of sustainable modes of transport including active modes, encouraging uptake of EVs (e.g. through developing greater EV infrastructure), smarter travel management such as workplace, residential and school travel plans, creation of inter-modal interchanges, sustainable freight movements and traffic management interventions.</p>	<p>meeting Net Zero carbon targets</p>

<sup>1</sup> [Climate-change-adaptation-plan-2016.pdf \(wiltshire.gov.uk\)](#)

<sup>2</sup> [Climate strategy - Wiltshire Council](#)



Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
<p>needed by 2023 to meet demand from residents, businesses, and visitors. Currently Wiltshire Council has 38 charging units with 76 charging points.<sup>3</sup></p> <p>Nevertheless, some degree of climate change will occur, with the UK's Climate Projections showing that the UK as a whole is likely to experience hotter, drier summers, warmer, wetter winters and rising sea levels. This is likely to have a significant effect on a range of environmental conditions, including the water environment. Wiltshire's Climate Strategy 2022 - 2027 recognises this fact and notes the requirement to build upon a series of measures which can be taken to increase resilience in the transport network.</p> <p><b>Likely evolution of the baseline</b></p> <p>Declining - Interventions at the local and regional level have started to reduce the rate of greenhouse gas emissions; and actions outside the LTP4 are contributing to a reduction in emissions. However, the underlying trend points towards a slowing of emissions rather than reversal of trends. Climate change is recognised as a global concern with the UK anticipated to experience hotter, drier summers; warmer, wetter winters; and rising sea levels. These trends are anticipated to continue irrespective of interventions from outside the LTP4.</p>		
<p><b>Biodiversity, Fauna and Flora &amp; Geodiversity</b></p> <p>There are a wide range of sites designated for nature conservation within Wiltshire. There are no Ramsar sites within the county, but 'New Forest' Ramsar site is adjacent to it. 'New Forest' Ramsar site</p>	<p>The LTP4 should aim to protect and enhance all sites of biodiversity importance and should place a particular emphasis on protecting sites designated for nature conservation and geodiversity purposes. This could be achieved by ensuring that planning / design of transport</p>	<p>Protect and enhance protected habitats, sites, species, valuable ecological networks</p>

<sup>3</sup> [Appendix 1 for Electric Vehicle Charging Strategy.pdf \(wiltshire.gov.uk\)](#)

Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
<p>which is important for breeding, feeding and roosting birds characteristic of the heathland environment and wintering raptors.</p> <p>There are two SPAs – ‘Salisbury Plain’ SPA which was classified for four breeds of birds (Hen harrier, Eurasian hobby, Common quail and Stone-curlew) and the ‘Porton Down’ SPA which when classified, the SPA supported 11 breeding pairs of Stone-curlew which comprised 10.6% of the GB breeding population.</p> <p>There are 10 SACs which include Bath &amp; Bradford on Avon Bats SAC, Chilmark Quarries SAC, Great Yews SAC, Kennet &amp; Lambourn Floodplain SAC and North Meadow &amp; Clattinger Farm SAC, Pewsey Downs SAC, Prescombe Down SAC, River Avon SAC, Salisbury Plain SAC and The New Forest SAC.</p> <p>129 Sites of Special Scientific Interest (SSSIs) are distributed across the county. Some of these are designated for their biological interest and some for their geological interest.</p> <p>Wiltshire has a large ancient tree resource but information on ancient trees in Wiltshire is limited<sup>4</sup>. There are approximately 1,225 areas of Ancient Woodland within the Plan Area.</p> <p>There are six NNRs designated in Wiltshire. In addition, there are a range of sites designated at the local level including 12 Local Nature Reserves (LNRs).</p> <p>Key pressures and risks in respect of biodiversity and nature conservation that are particularly relevant have been identified from air pollution and climate change, which can change distribution of species and habitats.</p>	<p>interventions avoid sensitive areas and through the adoption of best practice wildlife friendly designs into transport interventions. Where this is not possible, there should be mitigation and compensation for losses.</p> <p>Consideration should also be made of protected and priority species and their habitats. In addition, consideration should be given to those sites designated for their geodiversity.</p> <p>Opportunities for new habitat creation and enhancement associated with transport developments should be explored, e.g. through use of appropriate local native species in landscaping plans, through creation of new road verges and enhancement of the existing road verge network. The potential for biodiversity creation in brownfield sites should be also taken into account. There should therefore be achievement of Biodiversity Net Gain in areas not formally designated, with guidance on the appropriate form of biodiversity enhancement taken from the relevant Biodiversity Opportunity Area (BOA) guidance.</p> <p>Other opportunities for the LTP4 include the following:</p> <ul style="list-style-type: none"> <li>• avoid the fragmentation of green infrastructure, which contributes to protecting natural habitats and biodiversity;</li> </ul>	<p>and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain.</p> <p>Protect and enhance sites designated internationally for nature conservation purposes.</p> <p>Protect, enhance and promote geodiversity.</p>

<sup>4</sup> [Trees, forests and woodlands - Wiltshire Council](#)



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<p>The Wiltshire &amp; Swindon Local Nature Partnership (LNP) has identified a number of principles for the delivery of a Nature Recovery Network (NRN), through the development of a Local Nature Recovery Strategy (LNRS) which respects the value of natural environment in local policy and decisions for the benefit of nature, people and the economy.</p> <p>New transport interventions have the potential to impact on the sites of ecological or geological value and more generally on the network of linked multi-functional green spaces, comprising the local green infrastructure, through direct land take for infrastructure (which may contribute to fragmentation) and construction and operational disturbance (noise, vibration, light pollution, etc.) and emissions / contamination (air, water and soil), though they may also provide opportunities for enhancement. Increased accessibility to designated sites also has the potential to adversely impact on them. Direct road kill can also impact on some species. On the other hand, transport infrastructure can provide opportunities for increased biodiversity, or to aid certain species such as the range of policies developed by Defra and the Highways Agency (now Highways England) relating to pollinators.</p> <p><b>Likely evolution of the baseline</b></p> <p>Uncertain - The designated elements of Wiltshire’s biodiversity resource are afforded some protection from the pressures of development, outside the LTP4. However, much of the green infrastructure network is not designated. Climate change will likely result in decline of some habitats and species, though may afford opportunities for other species, including invasive species.</p>	<ul style="list-style-type: none"> <li>the need for cohesive habitat networks to help habitats and species adapt to the consequences of climate change;</li> <li>enhancement of the green infrastructure through, for example, footpaths, cycle lanes and other public rights of ways. Increased accessibility to appropriately designed multi-functional green infrastructure can play a significant role in diverting access pressure away from more sensitive sites, such as those designated for wildlife and geological conservation.</li> </ul> <p>In parallel with the ISA of the LTP4, HRA is being undertaken which will identify the internationally designated nature conservation areas to avoid, or where this is not possible, appropriate mitigation measures to identify very early on in the development of LTP4.</p>	



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<p><b>Water Resources</b></p> <p>There are considerable pressures on water resources with resulting major impacts on many of the waterbodies across the UK. For the purposes of taking a holistic approach to management of water resources and to address the pressures on the water environment, under the Water Framework Directive (WFD), the UK has been divided into a series of River Basin Districts (RBD). Those of relevance to the LTP4 area are:</p> <ul style="list-style-type: none"> <li>• Severn</li> <li>• South West</li> <li>• Thames</li> <li>• South East</li> </ul> <p>As with most water bodies in England, there are a range of significant water management issues manifested in this RBD, with pollution from towns, cities and transport noted as being an issue for 9% of the water bodies in the South East RBD, 17% in Thames RBD, 4% in the South West RBD and 12% in Severn RBD.</p> <p>Groundwater provides a third of drinking water in England, and it also maintains the flow in many rivers. In some areas of Southern England, groundwater supplies up to 80% of the drinking water. Protecting these sources will help ensure that water is safe to drink.</p> <p>In order to help protect sources, Source Protection Zones (SPZs) for groundwater sources such as wells, boreholes and springs used for public drinking water supply have been defined. Wiltshire has a number of SPZs that need to be protected – including areas that require the highest protection levels. There are also a number of</p>	<p>LTP4 should seek to prevent pollution of water bodies (including groundwater) both during the construction and operation of any transport intervention. This could be achieved via the appropriate use of SuDS or other appropriate measures and new approaches in road drainage design / transport interventions to enhance water quality and reduce pollution and flood risk. Risk to all types of water bodies (not just main rivers) is to be considered during any scheme design.</p> <p>Recognition of the objectives of the WFD should be made and all opportunities to help meet the objectives of the WFD should be taken when possible.</p> <p>Green-blue Infrastructure should be considered in the LTP in the context of the aims of the WFD and how this can realise these, as well as other wider, benefits and objectives.</p>	<p>Protect and enhance the water environment.</p>



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<p>groundwater and surface water Drinking Water Safeguard Zones within the Plan Area.</p> <p><b>Likely evolution of the baseline</b></p> <p>Improving - Surface and ground water quality is predicted to increase, though significant challenges remain as noted in the River Basin Management Plans.</p>		
<p><b>Adaptation to a changing climate and flooding</b></p> <p>Current observations indicate that the UK is continuing to warm. In 2022, five new national temperature records were set, including a highest daily maximum temperature record of 40.3°C and highest daily minimum temperature of 26.8°C. Many stations recorded their lowest December daily maximum and daily minimum temperatures since December 2010. The most recent decade (2013–2022) has been on average 0.3°C warmer than the 1991–2020 average and 1.1°C warmer than 1961–1990. Annual precipitation has increased across the UK in the last few decades. For the most recent decade (2013–2022) UK winters have been 10% wetter than 1991–2020 and 25% wetter than 1961–1990, with much smaller changes for spring, summer and autumn overall. Rainfall in 2022 was 94% of the 1991–2020 average. 2022 included the UK's eighth wettest February on record but January, March, April, July and August were all notably dry, particularly across England and Wales, and the UK had its driest summer since 1995.</p> <p>These general trends are expected to be similar in the Study Area. Significant proportions of the UK population are at risk from flooding, although the degree of risk varies, with a range of factors affecting potential risk. The Flood Directive (2007/60/EC) was transposed into English law in the form of the Flood and Water Management Act 2010</p>	<p>LTP4 should seek to ensure that transport infrastructure minimises any negative effects arising from flooding and avoids where possible areas of highest flood risk. Flood risk should be considered in any design and the implementation of SuDS and other similar appropriate measures or new approaches should be considered and encouraged where feasible.</p> <p>LTP4 should ensure that where transport interventions require a land take from the floodplain there are appropriate compensatory measures put in place.</p> <p>LTP4 should seek to explore the possibilities for creating blue infrastructure which can both help to manage localised flood risk and simultaneously create new habitats.</p> <p>LTP4 should recognise the challenges that a changing climate will bring and aim to reduce the impacts. More frequent and extreme weather events should be considered in any infrastructure design and maintenance procedures / regime.</p>	<p>Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding.</p>





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<p>(England &amp; Wales). The Directive requires the production of flood hazard maps and flood management plans. In relation to the LTP4 Area, there are flood management plans in place to cover the four relevant river basins. This flood management plan is at the river basin level, but at the local authority level Strategic Flood Risk Assessments are being completed. All the flood risk plans introduce a series of measures / actions to be undertaken to prevent flood risk and reduce the likelihood of flooding affecting people and property in certain locations. For example, Wiltshire Council's Local Flood Risk Strategy will seek to:</p> <ul style="list-style-type: none"> <li>• Improve knowledge regarding flood risk.</li> <li>• Improve protection from flooding.</li> <li>• Improve resilience to flooding.</li> <li>• Improve the environment.</li> <li>• Improve communications about flooding issues.</li> </ul> <p>Flood risk presents a significant planning issue in the development of major infrastructure projects, both in terms of potential direct impacts on the project itself and indirect impacts associated with works (such as increased run-off). In relation to transport infrastructure, there is a direct flood risk to the infrastructure itself, e.g. roads, rail lines, or development of other transport infrastructure can aggravate existing flood risk in a wide range of ways, for example by requiring land take from flood plains, or by changing the drainage regime, etc.</p> <p>Expected climate change impacts to transport infrastructure include increased risk of extreme flooding (from more frequent “heavy precipitation events”) and more extreme weather events from higher temperatures and increased wind and rain in winter months. This is likely to result in:</p>		



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<ul style="list-style-type: none"> <li>• Direct impacts of flooding on transport infrastructure, now and into the future.</li> <li>• Secondary impacts of flooding such as flood damage to bridges, embankments, surfaces etc.</li> <li>• Other climate change impacts to transport infrastructure could include:</li> <li>• Impacts from extreme temperatures such as rail buckling and passenger discomfort.</li> <li>• Increased disruption to operations, e.g. lift of aircraft reduced through higher temperature.</li> </ul> <p><b>Likely evolution of the baseline</b></p> <p>Declining - Climate change is recognised as a global concern with the UK anticipated to experience hotter, drier summers; warmer, wetter winters; and rising sea levels. These trends are anticipated to continue irrespective of interventions from outside LTP4.</p>		
<p><b>Land use, soil and contaminated land</b></p> <p>Land uses across the county is predominately rural but there are also more urbanised area including the city of Salisbury and areas of urban fringe associated with the main towns and distinct pockets of ‘isolated’ urban development in the form of villages and small towns.</p> <p>Soils in England are already, and continue to be, degraded by human activity including intensive agriculture, historic levels of industrial pollution and urban development (including transportation networks), making them vulnerable to erosion (by wind and water), compaction and loss of organic matter.</p> <p>Many areas of land in the UK have been contaminated by past industrial and other human activities, including former factories,</p>	<p>Soil is a non-renewable resource and is vulnerable to erosion, degradation and contamination. In addition, historic land uses have contributed to contamination across large areas.</p> <p>LTP4 should seek to make best use of areas that are already urbanised and provide an opportunity for regeneration / improvements to land quality. Where use of agricultural land is unavoidable, measures should be taken to avoid those areas of the highest quality and aim to protect soil and agricultural holdings through avoidance of impacts such as contamination or severance.</p>	<p>Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources.</p>



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<p>storage depots and landfills. Transportation infrastructure is also a frequent source of land contamination. Land could be contaminated by a wide range of harmful substances such as oils and tars, heavy metals, asbestos and chemicals.</p> <p>By its nature, it is often very difficult to know where land has been contaminated previously or is currently suffering ongoing contamination. As such the number of known sites of contamination is likely to be only a very small fraction of the overall number of potentially contaminated sites.</p> <p>The geology of Wiltshire is dominated by the Chalk of the Cretaceous period. This outcrops at the south and south east of the county forming the upland landscape of the downs. While in the north and north west older rocks create a varied landscape including the clay vales and the limestone of the Cotswolds.<sup>5</sup></p> <p><b>Likely evolution of the baseline</b></p> <p>Declining - it is likely that greenfield sites will experience increasing pressure for development in preference to the complexities of redeveloping previously developed and potentially contaminated sites. This could reduce available high quality soil resources and fail to realise the potential of existing capacity within existing urban and previously developed areas. Remediation of contamination is likely to remain sporadic and reflective of individual site requirements.</p>	<p>LTP4 must protect soils as they are essential for achieving a range of important ecosystem services and functions. In particular, LTP4 must ensure that soil resources are protected during the construction phase of interventions.</p> <p>Dealing with the past pollution / contamination legacy is a major issue and should be addressed at all opportunities due to its ongoing environmental impact.</p> <p>LTP4 should seek to avoid land that is covered by Mineral Safeguarding Area designations, to prevent the sterilisation of key mineral resources.</p>	
<p><b>Cultural Heritage</b></p> <p>'Stonehenge, Avebury and Associated Sites' World Heritage Site is within the Plan Area. The World Heritage Site is internationally</p>	<p>LTP4 should aim to conserve and enhance designated and non-designated heritage assets and their settings.</p>	<p>Conserve and enhance heritage assets and the</p>

<sup>5</sup> [Microsoft Word - Final Report January 2006.doc \(wiltshire.gov.uk\)](#)



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<p>important for its complexes of outstanding prehistoric monuments. Stonehenge is the most architecturally sophisticated prehistoric stone circle in the world, while Avebury is the largest.</p> <p>There are a wide range of other historic and cultural heritage features located across the Isle and which span the full range of human settlement, from the prehistoric to the present. These include Scheduled Monuments, Registered Parks and Gardens and Listed Buildings. Numbers of sites are as follows:</p> <ul style="list-style-type: none"> <li>• Listed Buildings – 12,302.</li> <li>• Registered Parks and Gardens – 41.</li> <li>• Scheduled Monuments – 1,290.</li> </ul> <p>There is also one Historic Battlefield within the Plan Area.</p> <p>It is important to note that the nature of cultural heritage features means that not all are known at present; in particular, buried archaeological remains.</p> <p><b>Likely evolution of the baseline</b></p> <p>Stable / Declining - Designated heritage assets benefit from protection that will continue without the LTP4. However, there is a risk of uncoordinated and piecemeal development resulting in the successive erosion of the quantum and integrity of the region's cultural heritage resource.</p>	<p>Transport related development / infrastructure should be sensitively designed to be sympathetic to its existing character and quality and opportunities for improving settings should be examined. Better accessibility to the historic environment should also be an aim for LTP4 where appropriate.</p> <p>Where schemes would involve physical development that could affect previously undiscovered archaeological assets the design of the scheme and site selection should be informed by early investigation of the potential archaeological interest of the affected land.</p> <p>Ensuring that heritage assets are protected and where possible enhanced, designing schemes to take account of the impact on the significance of historic buildings, structures, monuments and landscapes, working with partners and other bodies, including our Historic Environment Team and Historic England.</p>	<p>wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.</p>
<p><b>Landscapes and townscapes</b></p> <p>Wiltshire has contrasting countryside with downland, woodlands, river valleys and clay vales. The chalklands of the North Wessex Downs, Salisbury Plain, Cranborne Chase and the West Wiltshire Downs, form undulating open scenery characterised by large fields and isolated tree clumps. In contrast, the valleys appear well wooded due</p>	<p>The LTP4 should seek to preserve and enhance the character of Wiltshire's landscape and townscape by ensuring that its integrity and valuable natural open space is not lost. Design should note the local vernacular architecture when possible.</p>	<p>Protect and enhance the character and quality of landscapes and</p>



Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
<p>to the enclosure of smaller fields by hedgerows and the presence of riverside trees and copses. Extensive deposits of clay-with-flints on top of the chalk support major woodlands such as Savernake Forest and the Great Ridge, Grovely and Tollard Royal woods<sup>6</sup>. There are also a range of settlement types, from the smallest hamlet and isolated farmstead in rural areas, to larger conurbations centred on towns and cities such as Trowbridge and Salisbury.</p> <p>There are 11 National Character Areas within and intersecting Wiltshire. It is also intersected by New Forest National Park which includes the largest area of lowland heath in southern England.</p> <p>There are a range of pressures on landscape, many of which are altering landscapes in a direction which could be regarded as inconsistent with the traditional landscape vernacular of the area. These changes are a reflection of the fact that the landscape of the UK has changed over many years due to a range of issues such as urbanisation, changes to agriculture, reduced tranquillity and the loss of habitats and forests. The Plan Area is intersected by three National Landscapes (formerly known as Areas of Outstanding Natural Beauty); namely the Cotswolds, Cranborne Chase &amp; West Wiltshire Downs and North Wessex Downs.</p> <p>There are 246 Conservation Areas in the county, covering a range of building characters and reflecting a diverse array of architectural styles.</p> <p><b>Likely evolution of the baseline</b></p> <p>Stable - Many of the region's most exceptional landscape and townscapes benefit from protection through designations that will</p>	<p>The LTP4 should also aim to ensure that transport interventions avoid sensitive areas and respect particular landscape or townscape settings, with consideration made of design quality in both an urban and rural setting.</p> <p>Opportunities for landscape enhancement should be explored, e.g. through sympathetic design and enhancements to existing landscape improvement areas, new planting opportunities associated with transport development.</p> <p>Where a scheme would involve physical development within any of the three National Landscapes within the plan area, guidance should be sought from the relevant adopted National Landscapes Management Plan, and through consultation with the relevant National Landscapes Office.</p> <p>Where a scheme would involve physical development within a Conservation Area or a wider area for which a townscape/urban character appraisal has been undertaken, the design of the scheme should take account of relevant guidance for the Conservation Area / townscape character area.</p>	<p>townscapes and visual amenity.</p>

<sup>6</sup> [Landscape conservation - Wiltshire Council](#)



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<p>persist in the absence of the LTP4. In general terms, modern design / landscaping principles and interested parties expectations are promoting a renewed focus on the quality of scheme design and this trend is likely to continue, though risks from increased urbanisation and infrastructure development remain.</p>		
<p><b>Waste Management and Resource Efficiency</b></p> <p>The transport sector can impact on and interact with a wide range of resources such as through energy (fuel) use, use of construction materials (aggregate, concrete, etc.), waste generation and disposal, etc.</p> <p>New transport interventions' construction contributes to increase the levels of waste generated if building materials are not efficiently used / reused. With more waste being produced, trip kilometres to transport such waste is likely to increase, thus generating more traffic.</p> <p>Transport is the largest energy consuming sector in the UK, representing 38% of final energy consumption in 2022. This share is now almost equal to that of 2019 following significant drops when Covid related travel restrictions were imposed in 2020 through to the first quarter of 2021. Despite road and air consumption increasing substantially, air consumption remains notably lower than pre-pandemic values.</p> <p>Energy use by road vehicles showed steady growth between 1970 and 1990, increasing by an average of 2.8% per annum. Growth then remained fairly stable until it peaked at 29,622 kilotonnes of oil equivalent (ktoe) in 2007, the year prior to the 2008 recession. Growth in consumption turned positive again in 2014. Traffic in 2022 was impacted by the travel restrictions that were in place across the country between March 2020 and March 2022 due to the coronavirus</p>	<p>The LTP4 should seek to reduce consumption of resources such as construction materials, through encouraging the use of recycled or secondary materials. This will also reduce the need to transport these materials and transport the waste by-products.</p> <p>The LTP4 can also help reduce the consumption of fuel by promoting a shift to more sustainable forms of transport such as active modes like cycling and walking, as well as Low- and Zero- Emission Vehicles.</p> <p>Appropriate management and maintenance of transport infrastructure can meet waste and resource goals as well as a range of other objectives.</p>	<p>Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated.</p>



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<p>(COVID-19) pandemic. Overall traffic levels in 2022 were estimated to be 1% higher than 2021 but remain below pre-pandemic 2019 levels. Motor vehicle traffic on Great Britain roads increased by 8.8% between 2021 and 2022. Traffic in 2022 was approximately 4.4% lower than when compared to 2019 pre-pandemic levels.</p> <p>Air passenger travel in 2021 was still well below pre-pandemic levels at only 17.4% of 2019 levels. Between 2021 and 2022, petroleum consumption increased by 96% for air transport, 47% for water transport and 7% for rail.<sup>7</sup></p> <p>As of January 2022, there were 42 electric vehicle charging devices per 100,000 population in the UK. It is anticipated that uptake of EV will increase across the UK. Based on 2021 data, the plan sets out that in Wiltshire there are currently 19 electric vehicle charging points per 100,000 population. It is forecast that up to 502 public charge points will be needed by 2023 to meet demand from residents, businesses, and visitors. Currently Wiltshire Council has 38 charging units with 76 charging points.</p> <p><b>Likely evolution of the baseline</b></p> <p>Uncertain - Continued growth in the county will contribute towards a trend of increased waste and resource use. While new approaches are helping to shift towards greater efficiencies in resource use and adherence to the waste hierarchy, underlying waste generation volumes are anticipated to increase cumulatively. Energy usage within transport is falling and there will be an increase in the uptake of EVs (particularly when the EV charging network fully develops) alongside increased decarbonisation of electricity supply.</p>		

<sup>7</sup> [Energy Consumption in the UK 2023 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)



Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
<p><b>Economy, Employment and Skills</b></p> <p>The main asset of Wiltshire is its position as an attractive place to live with suitable access to key employment opportunities nearby, for example in Swindon.</p> <p>Some of the most significant challenges facing Wiltshire are reminiscent of other rural areas across the country, these include an ageing population alongside challenges around accessing services and meeting housing demand.</p> <p>Swindon and Wiltshire are part of the top five business locations in England and approximately 30,000 businesses thrive in the area. The Swindon and Wiltshire economy contributes £20.6bn annually to the UK economy, equating to 14.6% of the South West of England's and 1.2% of England's total output. Historically, Swindon and Wiltshire's GVA growth rates have surpassed the regional and national averages, but this has slowed since 2014. Swindon and Wiltshire's GVA has been impacted by the COVID-19 pandemic, Swindon and Wiltshire saw an economic contraction of £967m between 2019 and 2020, equating to a loss of 4.5% of output.</p> <p>The Swindon and Wiltshire Local Enterprise Partnership (LEP) (now the Swindon and Wiltshire Economic Advisory Board) reported that the Gross Value Added (GVA) across Swindon and Wiltshire in 2021 stood at £19.4bn, which is the same level as in 2012, the low point of the global financial crisis.</p> <p>In 2022, over 80% of people living in Swindon and Wiltshire were economically active. The proportion of working age population economically active was 81.7%, a decrease from 82.8% in 2018. In 2022, 3.1% of the economically inactive population were currently</p>	<p>The LTP4 should improve transport links within and between employment (commercial and industrial) centres and improve connectivity to support business-to-business markets and access to wider and highly skilled labour markets.</p> <p>Improved connectivity should be achieved by sustainable and affordable modes of transport and/or improved digital connectivity.</p> <p>Reliability and resilience of transport links should be improved to enhance further the productivity and competitiveness of Wiltshire's economy.</p> <p>The LTP4 should seek to reduce road congestion (therefore reducing the time to commute and transport goods).</p> <p>The LTP4 should seek to limit the rising costs associated with travel to assist in enhancing accessibility to education, training, cultural and leisure activities and employment opportunities within the region.</p> <p>The LTP4 should consider that high quality green and blue infrastructure can play an important role in enhancing the visual appeal of transport infrastructure and help to encourage new inward investment, as well as help to retain high skilled labour.</p>	<p>Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all</p>





Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
<p>unemployed, which is lower than the national rate (3.8%) but slightly higher than in the South West region (2.9%).</p> <p>Swindon and Wiltshire have a high proportion of residents working in high level occupations (46%) which is in line the South West (45%) and the England average (46%). The proportion of residents educated to Level 4+ in Swindon and Wiltshire is 32%, in line with the South West (33%) and England (34%). Occupations with the highest levels of vacancy in the LEP area include managerial and professional occupations.</p> <p>The majority of the forecast growth is anticipated in the 65+ age group which is estimated to grow by 49% between 2020 and 2043. In contrast, the working age population is expected to remain static which contrasts with the national growth anticipated.<sup>8</sup></p> <p>The impact of Covid-19 and an increase in working from home, along with greater online commerce, will likely require a greater digital connectivity, which will help to reduce transport need.</p> <p><b>Likely evolution of the baseline</b></p> <p>Uncertain – while Wiltshire will likely remain a premier location for employment, with a highly skilled workforce, it is not immune to uncertainties relating to the outcome of the Covid-19 pandemic and wider macro-economic uncertainties such as that related to ‘Brexit’.</p>		
<p><b>Patterns of land use and transport</b></p> <p>Wiltshire has a relatively low population density of 156.8 people/km<sup>2</sup> (compared to a UK population density of 276 people/km<sup>2</sup>). Wiltshire is a predominantly rural county covering some 3,485 km<sup>2</sup>. Around 72%</p>	<p>The LTP4 should support a co-ordinated approach to land use (including development of housing and economic growth) and transport planning across the county and inform the prioritisation for investment opportunities.</p>	<p>Support the wider coordination of land use, energy sector planning and</p>

<sup>8</sup> [PowerPoint Presentation \(swlep.co.uk\)](http://swlep.co.uk)



Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
<p>of the county is farmed and farming continues to be an essential determinant of landscape character in all areas of the county.<sup>9</sup></p> <p>The Swindon and Wiltshire LEP area is a crucial link in the prosperity of the southern England economy. Strategic connections such as the electrified Great Western Railway line allows services from London through Swindon and Chippenham and onto Bath to be undertaken in less than an hour. The M4 runs through the region connecting west London to south west Wales, and is in close proximity to Swindon and Chippenham. Furthermore, the LEP area is well positioned to access ports within close proximity, namely Portsmouth, Bournemouth and Southampton, as well as Bristol and Southampton Airports. Despite this, the rural context of Wiltshire presents a challenge to accessing key urban centres, which is noted in the Core Strategy.</p> <p>Car usage in Wiltshire was expected to rise from 17% - 28% from 2011 until 2025. It is also reported that 40% of working people in Wiltshire live within five miles of work and 26% of people live within two miles of work, yet only 15% walk, cycle or take public transport.<sup>10</sup></p> <p>Currently Wiltshire Council has 38 charging units with 76 charging points. As EV uptake increases around the UK, so will the demand for electricity from the energy network will also increase.</p> <p><b>Likely evolution of the baseline</b></p> <p>Stable / Uncertain – Wiltshire will likely remain a relatively sparsely populated county, with patterns of land use reflective of the majority rural county. There is uncertainty how this may change over time</p>	<p>A growing EV charging network will have both implications for the energy supply sector and transport sector which the LTP4 will need to address.</p>	<p>transport planning across Wiltshire.</p>

<sup>9</sup> [Microsoft Word - Final Report January 2006.doc \(wiltshire.gov.uk\)](#)

<sup>10</sup> [Strategy \(wiltshire.gov.uk\)](#)



Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
<p>though due to a likely rise in homeworking and e-commerce and a consequent change in commuting patterns.</p>		
<p><b>Population and Health</b></p> <p>The population of Wiltshire in 2021 was 510,300 and the largest settlements in the county are the city of Salisbury in the south, town of Trowbridge in the west and town of Chippenham in the north. Both life expectancy and healthy life expectancy in the county remain higher than the national average.</p> <p>In Wiltshire, 0.6% of the population were claiming Job Seeker's allowance in 2016, while 2.0% of the population were claiming Disability Living Allowance.</p> <p>In Wiltshire in 2022, 18.0% of the total population reported a long term Musculoskeletal (MSK) problem. This is similar to the England and South West average.</p> <p>The proportion of people with a long-term illness or disability under the Equality Act in Wiltshire is 17%, in line with England (17.3%).</p> <p>Wiltshire has a lower rate of the current smokers at 11.7% than the South West (12.6%) and England (13.0%).</p> <p>The percentage of adults completing less than 30 minutes of activity per day is 22.5%, which is worse than the national average of 27.2%. It is estimated that 61.8% of adults in Wiltshire are overweight or obese which is slightly lower than the national average.</p> <p>Wiltshire has a lower mortality rate from cancer in under 75-year olds compared to the national average. The under 75 mortality rate from cancer (2020/2021) in Wiltshire is 101.1 per 100,000 people.</p>	<p>The LTP4 should seek to provide accessible and affordable transport, enabling good access to education, employment, fresh food, friends and family, leisure and health services and facilities.</p> <p>Indirectly, health levels could be improved through secondary effects of policies to reduce air pollution; decreasing noise pollution as well as traffic congestion.</p> <p>Improving walking and cycling facilities for both purposeful and recreational trips will both improve physical activity levels as well as decrease air pollution and traffic.</p> <p>Improving access to and provision of greenspace and improving the physical environment in general may increase both informal and formal physical activity levels, as well as create a general sense of wellbeing.</p>	<p>Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)</p>



Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
<p>The under 75 mortality rate from cardiovascular diseases (2021) in the county is 53.3 per 100,000 people, also lower than both England and the South West.</p> <p>It is important to note that COVID-19 has impacted different groups within the population in different ways.</p> <p><b>Likely evolution of the baseline</b></p> <p>While population levels are likely to continue to rise, there is uncertainty over migration levels due to a lack of clarity on issues such as 'Brexit'. Population profiles are also likely to continue to get older – this will likely result in changes to overall health outcomes with an increased number of long-term conditions.</p>		
<p><b>Population and Equalities</b></p> <p>Wiltshire is a relatively sparsely populated, with a growing and ageing population. Under 15 year olds make up approximately 17.9% of the population, whilst 16 to 64 year olds make up approximately 60.2%. Older people (those aged 65 years and over), make up 21.9% of the county's population. In England, the percentage of people between 0-15 is 18.5%, working age population is 63.2% and those aged 65+ is 18.3%.</p> <p>In England 51% of the population are female, and the remaining 49% are male. The gender split for Wiltshire, mirrors the English proportions.</p> <p>In 2021, 2.1% of Wiltshire residents identified their ethnic group within the "Asian, Asian British or Asian Welsh" category, up from 1.3% in 2011. This is lower than the English average of 9.6%. 94.3% of people in Wiltshire identified their ethnic group within the "White" category (compared with 96.6% in 2011), while 1.7% identified their ethnic group within the "Mixed or Multiple" category. The proportion</p>	<p>The LTP4 should aim for all citizens the opportunity to access transport and related services.</p> <p>The Equalities Act 2010 provides a legislative framework to protect the rights of individuals and advance equality of opportunity for all.</p> <p>When considering approaches to community engagement, it is important to understand the diversity of the populations and their needs and experiences as individuals.</p> <p>This requires examining the different issues, barriers and priorities for women and men and meeting any identified requirements. This may include, for example, not discriminating against employees because of their gender, ensuring both men and women have the same access to educational facilities, and considering safety and security issues for travelling, as research has shown that women</p>	<p>Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective).</p>



Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
<p>identifying as "Black, Black British, Black Welsh, Caribbean or African" was 1.1%.</p> <p>90.1% of residents in Wiltshire stated they were born in the UK. Outside of the UK, the most represented country was Germany at 1.3%.</p> <p>In 2021, 41.3% of Wiltshire residents reported having "no religion", up from 26.5% in 2011, compared to 36.7% in England. In 2021, 50.2% of people in Wiltshire described themselves as Christian (down from 64.0%) and while 6.0% did not state their religion<sup>11</sup>.</p> <p>Of the 317 local authorities in England, Wiltshire is ranked 231<sup>st</sup> most deprived. In terms of income the county ranked 237<sup>th</sup> and 235<sup>th</sup> for employment.</p> <p><b>Likely evolution of the baseline</b></p> <p>Uncertain – it is unclear how economic uncertainties will impact on the diversity of the county, though it is considered that Wiltshire will likely remain less diverse than the UK as a whole. It is also unclear how economic uncertainties (relating to Covid-19 and Brexit as well as other global issues) will be reflected in deprivation across the area – it is anticipated that on the whole, the county will improve in terms of wealth in relation to the rest of the UK, but increased deprivation could be manifested in pockets.</p>	<p>experience more perceived safety issues when travelling alone than men.</p>	
<p><b>Population and Community Safety</b></p> <p>Wiltshire has a lower crime rate than England, with 59 crimes recorded per 1,000 people in comparison to England which has 84 crimes per 1,000 people.</p>	<p>The LTP4 should consider interventions that engender a sense of safety and reduce crime and fear of crime through indirect measures via incorporation of design features such as additional lighting, CCTV and rapid</p>	<p>Promote community safety and reduce crime and fear of crime for all citizens</p>

<sup>11</sup> [How life has changed in Wiltshire: Census 2021 \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/healthandlife/bulletins/articlesandreports/howlifehaschangedinwiltshire/census2021)



Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
<p>The most common type of crime in England is violence and sexual offences (33.9 per 1,000 people) followed by anti-social behaviour (16.1 per 1,000 people). Similarly, in Wiltshire the most common crime was violence and sexual offences (26.6 per 1,000 people) followed by anti-social behaviour (18.2 per 1,000 people). A significant 10% reduction in the level of crime was estimated in the year ending September 2022 compared with the pre-coronavirus pandemic year ending March 2020. It appears too early to say whether or not the decreases seen in most crime types occurring during the coronavirus pandemic will come to represent a sustained change in long-term trends.</p> <p>In 2021, there were 845 reported road collisions in Wiltshire, of which 21 were fatal.</p> <p><b>Likely evolution of the baseline</b></p> <p>Stable / Uncertain – crime is closely linked to economic outcomes and it is unclear how economic uncertainties (post Covid-19 and Brexit as well as other global issues) will be reflected in crime statistics. It is noted, for example, that reports of sexual harassment on public transport have jumped 63% across Britain, comparative to pre-COVID 19. Overall, it is anticipated that Wiltshire will continue to have a lower crime rate relative to other parts of England. Nevertheless, the LTP should consider interventions that engender a sense of safety and reduce crime and fear of crime through indirect measures via incorporation of design features such as additional lighting, CCTV and rapid response by police / security on transport, active street frontages, development reaching ‘secured by design’ standards).</p> <p>Interventions that discourage incidences of anti-social behaviour and opportunistic crime, often attributed to ‘boredom’ or a ‘lack of things to do’, through increasing accessibility to community facilities, especially</p>	<p>response by police / security on transport, active street frontages, development reaching ‘secured by design’ standards).</p> <p>Interventions that discourage incidences of anti-social behaviour and opportunistic crime, often attributed to ‘boredom’ or a ‘lack of things to do’, through increasing accessibility to community facilities, especially open and green space and leisure facilities, should be considered in the LTP4.</p>	<p>(CSA specific objective)</p>



Key Sustainability Issue	Implications / Opportunities for LTP4	ISA Objective
open and green space and leisure facilities. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective).		



## 6.5 Population and health

As set out in Chapter 2, Health Impact Assessment (HIA) is a practical approach used to judge the potential health effects of a policy, programme or project on a population, particularly on vulnerable or disadvantaged groups.

From a review of the population and human health baseline (presented in Appendix E) for Wiltshire as a whole, it has been possible to identify a number of groups who, along with the population as a whole (wider groups) could be considered vulnerable in terms of their health and wellbeing. These groups and the rationale for their identification is outlined in Table 6-2 below.



**Table 6-2 - Population groups potentially vulnerable to transport measures in Wiltshire**

Groups	Relevant receptor / medium	Explanation	Are these groups present within Wiltshire?
Wider Groups – adults / working people	Residents living in houses, operators and users of community land and facilities, business owners and users, users of open space, recreation and leisure activities, Non-motorised Users (NMU), public transport users and vehicle travellers	<p>The key challenge to the physical health, mental and social wellbeing of the local resident population arises from inactivity and unhealthy lifestyle choices and are also linked to the local transportation and road network.</p> <p>Residents of properties in the wider study area, employees and customers at the retail, commercial and industrial businesses interspersed throughout the area, walkers and cyclists using recreation routes and the local footpath and cycleway network, visitors to nearby visitor attractions, and public transport users are likely to be most exposed to health impacts.</p>	<p>Yes – Wiltshire had an estimated population of 510,330 in 2021. The overall proportions for the male/female population are broadly similar when comparing the county with those rates seen at a regional level and for England as a whole.</p> <p>As would be anticipated, the population profile covers all age groups, though there is a general trend toward an aging population. 21.9% of Wiltshire’s population are aged 65 years and over, compared to the England average of 18.3%.</p>
Sensitive Group - Families with children and adolescents, (pregnant women, babies, children and adolescents)	Residential houses, community services and facilities, open space, greenspace and recreational facilities, PRoW, local footpaths and cycleways, Schools nurseries, day care centres, residential houses	<p>Children and adolescents constitute a sensitive population group due partly to their need to be able to move around freely to and from school, open space, greenspace and recreational activities, whilst they lack the experience and judgement displayed by adults when moving around in traffic and public spaces<sup>12</sup> and when using public transport and related infrastructure.</p> <p>Hence, children and adolescents as pedestrians<sup>13</sup> and cyclists are at elevated risk from danger distributed by motorised transport.</p>	<p>Yes – Wiltshire’s children between the ages of 0-15 make up 17.9% of the population, though this is lower than the England average of 18.5%.</p>

<sup>12</sup> World Health Organisation (2018, December) Adolescents: health risks and solutions (<https://www.who.int/news-room/fact-sheets/detail/adolescents-health-risks-and-solutions>)

<sup>13</sup> Child Accident Prevention Trust (2013) Child death from road traffic accidents (<http://makingthelink.net/child-deaths-road-traffic-accidents>)



Groups	Relevant receptor / medium	Explanation	Are these groups present within Wiltshire?
		<p>Furthermore, children are more sensitive than adults to air pollution<sup>14</sup>, noise<sup>15</sup>, odour<sup>16</sup> and other environmental factors and their bodies and minds are less able to deal with them.</p> <p>Particularly susceptible children are those from low-income<sup>17</sup> and/or black and minority ethnic (BME) backgrounds<sup>18</sup> and/or living in deprived areas.</p>	
<p>Sensitive Group – People who are physically or mentally disadvantaged (elderly people, people with physical disabilities, people with other health problems or impairments)</p>	<p>Residential houses, retirement / Care homes, community services and facilities (including health centres / clinics and hospitals), open space, PRoW and local footpaths</p>	<p>Elderly people constitute a sensitive group as they are more sensitive than young and middle-aged adults. Generally, the older people are, the slower their movement and reactions and the poorer their hearing<sup>19</sup>. They can be more at risk from injury and may fear falls, steps or lack of suitable footpaths, lack of safe crossing points and short crossing times at safe crossing points and other aspects of the surrounding built environment<sup>20</sup>. This can deter them from outdoor activity, especially walking, whereas walking is critical for muscle strength and reduces the risk of falls amongst other benefits.</p>	<p>Yes – the population in Wiltshire in the age range 65+ years is currently 21.9%. Numbers in this age group are 111,529 and are anticipated to grow over the coming years. Numbers of those aged 85 and over are 15,146.</p> <p>17% of the population in Wiltshire are considered to have a limiting long term illness or disability under the Equality Act.<sup>27</sup></p>

<sup>14</sup> World Health Organisation (2018) Air pollution and child health: prescribing clean air (<https://www.who.int/ceh/publications/air-pollution-child-health/en/>)

<sup>15</sup> World Health Organisation Data and statistics (<http://www.euro.who.int/en/health-topics/environment-and-health/noise/data-and-statistics>)

<sup>16</sup> Agency for Toxic Substances and Disease Registry (2015, October) (<https://www.atsdr.cdc.gov/odors/faqs.html>)

<sup>17</sup> British Medical Journals, Wickham. S, Anwar. E, Barr.B, Law. C, Taylor-Robinson.D (2016, July) Poverty and child health in the UK: using evidence for action (<https://adc.bmj.com/content/101/8/759>)

<sup>18</sup> Parliamentary Office of Science and Technology (2007, January) (<https://www.parliament.uk/documents/post/postpn276.pdf>)

<sup>19</sup> Transport for London (2013, April) Older Pedestrians and Road Safety, Research Debrief (<http://content.tfl.gov.uk/older-pedestrians-research-report.pdf>)

<sup>20</sup> Asher. L, Aresu. M, Falaschetti. E, Minell. J (2012) Most older pedestrians are unable to cross the road in time: a cross-sectional study (<http://ageing.oxfordjournals.org/content/41/5/690.full.pdf+html?sid=4b5142fa-92a1-4cd5-80b1-4eb35701432e>)

<sup>27</sup> Office for National Statistics (2023) 2021 Census Profile for areas in England and Wales [2021 Census Profile for areas in England and Wales - Nomis \(nomisweb.co.uk\)](https://www.nomisweb.co.uk)



Groups	Relevant receptor / medium	Explanation	Are these groups present within Wiltshire?
		<p>Elderly people can also feel more sensitive when using public transport<sup>21,22</sup>. They also often need to seek health services. Their continuing independence at home is often dependent on having available a range of transport mode and route options.</p> <p>People who are disabled and/or with physical and/or mental illnesses or impairments constitute a sensitive group as they may not be able to access many forms of transport or need special arrangements and/or support to access these<sup>23</sup>. They are more likely to find it difficult to walk or travel independently and can also be disadvantaged by the cost of transport. Any changes in access, such as greater travel distances, diversions or replacement services during construction would have particular impacts on this group.</p> <p>Chronically ill persons, for example, people with impaired lung function, can be more adversely affected by air pollution<sup>24</sup>. The same is true of hypersensitive individuals such as asthmatics<sup>25</sup>.</p>	

<sup>21</sup> Shrestha.B.P, Millonig.A, Hounsell.N.B, McDonald.M (2017) Review of Public Transport Needs of Older People in European Context (<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5656732/>)

<sup>22</sup> [https://www.ageuk.org.uk/globalassets/age-uk/documents/reports-and-publications/reports-and-briefings/active-communities/rb\\_june15\\_the\\_future\\_of\\_transport\\_in\\_an\\_ageing\\_society.pdf](https://www.ageuk.org.uk/globalassets/age-uk/documents/reports-and-publications/reports-and-briefings/active-communities/rb_june15_the_future_of_transport_in_an_ageing_society.pdf) (page 10)

<sup>23</sup> House of Commons Briefing Paper (2018, October) Access to transport for disabled people, Number CBP 601 (<https://researchbriefings.files.parliament.uk/documents/SN00601/SN00601.pdf>)

<sup>24</sup> DEFRA UK AIR, Air Information Resource, Effects of air pollution (<https://uk-air.defra.gov.uk/air-pollution/effects>)

<sup>25</sup> Asthma UK (<https://www.asthma.org.uk/advice/triggers/pollution/>)

Groups	Relevant receptor / medium	Explanation	Are these groups present within Wiltshire?
		<p>Noise can cause hypertension and cardio-vascular problems<sup>26</sup>. Those who already have these conditions can be more troubled by noise than others.</p> <p>People with existing physical and mental illnesses, including sleep disturbance, anxiety and depression, are likely to be more sensitive to changes to their local environment.</p>	
<p>Sensitive Group - People who are materially disadvantaged</p>	<p>Residential houses, community services and facilities, local businesses, open space, greenspace and recreational facilities, PRoW, local footpaths and cycleways, public transport, bus stops</p>	<p>People on low incomes (living in deprived areas is a proxy measure for low income) and people without access to a car constitute a sensitive group as they are likely to walk further because they cannot afford public transport or to own a car, and their lack of transport options may limit life and work opportunities. Those on low incomes may be less able to adapt to changes in access, such as greater travel distance or alternative transport provision.</p> <p>People living in deprived areas tend to suffer the most from road traffic incidents (deaths and injuries), noise and air pollution, as they tend to be characterised by high traffic volume, as well as other environmental burdens such as industrial facilities. This group is generally more likely to already have reduced access to health and social care as well as reduced access to other services and amenities.</p>	<p>Yes – the percentage of people considered in Income Deprivation in Wiltshire is 7.8%.<sup>28</sup></p> <p>9,415 children are considered to live in Child Poverty along with 11,132 Older people in Deprivation (2019)<sup>29</sup>.</p>

<sup>26</sup> Munzel T, Schmidt FP, Steven S, Herzog J, Daiber A, Sorensen M. Environmental Noise and the Cardiovascular System. J Am Coll Cardiol. 2018;71(6):688-97 (Extract from Journal of the American College of Cardiology 2018; <http://www.intuition-physician.com/wp-content/uploads/2018/05/Environmental-Noise-and-Cardiovascular-Health.pdf>)

<sup>28</sup> [Exploring local income deprivation \(ons.gov.uk\)](https://www.ons.gov.uk)

<sup>29</sup> [Local Health - Public Health England - Indicators: maps, data and charts](https://www.gov.uk/government/collections/local-health-public-health-england-indicators-maps-data-and-charts)



Groups	Relevant receptor / medium	Explanation	Are these groups present within Wiltshire?
Sensitive Group – People from black and minority ethnic backgrounds	Residents living in houses, operators and users of community land and facilities, users of open space, recreation and leisure activities, Non-motorised Users (NMU), public transport users and vehicle travellers	<p>This group may have increased stress levels due to the factors above. In addition, this group is more sensitive to food insecurity, which has an access dimension.</p> <p>There is a general consensus that inequalities exist in the health and healthcare experiences of ethnic minority groups in England<sup>30</sup>. Access to primary health services is generally equitable for ethnic minority groups, but this is less consistently so across other health services. People from the gypsy or Irish traveller, Bangladeshi and Pakistani communities have the poorest health outcomes across a range of indicators and compared to white populations, disability-free life expectancy is estimated to be lower among several ethnic minority groups.</p> <p>While the incidence of cancer is highest in the white population, rates of infant mortality, cardiovascular disease (CVD) and diabetes are higher among black and south Asian groups. CVD and diabetes cause significant morbidity among these groups, much of which can be prevented by public health measures aimed at tackling risk factors such as obesity, poor diet, inadequate physical activity and smoking<sup>31</sup>.</p>	Yes – 2.1% of Wiltshire identify as Asian, Asian British or Asian Welsh and 1.1% as Black, Black British, Black Welsh, Caribbean or African.

<sup>30</sup> [BME needs assessment final.pdf \(derbyshire.gov.uk\)](#)

<sup>31</sup> [The health of people from ethnic minority groups in England | The King's Fund](#)



## 6.6 Population and Equalities

As discussed in Chapter 2, in accordance with the Equality Act (2010) Act, EqIA considers there to be nine relevant 'protected characteristics' as follows:

- Age.
- Disability.
- Gender.
- Gender reassignment.
- Marriage and Civil Partnership.
- Pregnancy and maternity.
- Religion or belief.
- Race.
- Sexual Orientation.

The local Government Equality Duty (as set out in the Equality Act 2010) sets out a clear expectation that each year data on the nine protected character groups is collected by local authorities and published. This data is summarised in Table 6-3 below.

**Table 6-3 - Protect characteristics among the population of Wiltshire**

Protected Characteristic	Wiltshire presence
Age	<p>Wiltshire has a fairly even distribution of children and young adults and a smaller proportion of older adults. This is typical in developed countries and suggests a lower birth rate and a high quality of life overall.</p> <ul style="list-style-type: none"> <li>• Population aged 0 – 4 years: 5.0% (English average 5.4%)</li> <li>• Population aged 5 – 15 years: 12.9% (English average 13.1%)</li> <li>• Population aged 16 – 24 years: 8.9% (English average 10.6%)</li> <li>• Population aged 25 – 64 years: 51.3% (English average 52.4%)</li> <li>• Population aged 65 years and over: 21.9% (English average 18.3%)<sup>27</sup></li> </ul>
Disability	<p>In 2021, 10.4 million people (17.8%) were limited by their daily activities in England and Wales. The 2021 Census asked a question about whether day-to-day activities were limited by a long-term health problem or disability. A slightly lower proportion of people living in Wiltshire (17.0%) say that their day-to-day activities are limited a lot or a little by long term health conditions than in England as a whole (17.3%).</p>
Gender	<p>Based on ONS Mid-2021 Population Estimates, the Wiltshire ratio of males and females of all ages is moving towards one of equality, which is similar to the national picture (Males 49% and females 51%).</p> <p>In Wiltshire, males outnumber females for each year of age from 0 to 29, apart from ages 13 and 14, and, apart from ages 60 and 84, females outnumber males in each year of age from 43 upwards.</p>



	<p>This is similar to England as a whole where males outnumber females each year from 0 to 24 and females outnumber males from age 25 onwards.</p>
Gender reassignment	<p>Transgender status applies to people “whose gender identity and/or gender expression differs from their birth sex”.</p> <p>Gender Identity Research and Education Society (GIRES) is a UK wide organisation whose purpose is to improve the lives of trans and gender non-conforming people of all ages, including those who are non-binary and non-gender. They work in collaboration to empower and give a voice to trans and gender non-conforming individuals and their families. GIRES estimate 1% (650,000) of the UK population experience some degree of gender non-conformity. In Wiltshire this would approximate to 5,100 individuals experiencing some degree of gender non-conformity. GIRES also charts the growth rates of those seeking medical support in relation to transitioning. This has increased by 20% per annum among adults (who currently account for the majority cases) and 50% per annum among young people with about 26,000 individuals seeking medical care across the UK.</p>
Marriage and Civil Partnership	<p>In 2021, just over one in two people (51.1%) in Wiltshire said they were married or in a registered civil partnership, compared with 53.7% in 2011. The percentage of adults in Wiltshire that had divorced or dissolved a civil partnership increased from 9.5% to 10.0%. In Wiltshire in 2021 30.3% of those aged 16 and over had never been married or in civil partnership. This was lower than in the South West (34.7%) and England (37.9%).</p> <p>These figures include same-sex marriages and opposite-sex civil partnerships.</p>
Pregnancy and maternity	<p>Data for 2021 shows the number of live births in Wiltshire to be 4,593 (total of 595,948 for England).</p> <p>Wiltshire had a lower proportion of teenage mothers (0.4%) than in England as a whole (0.7%).</p> <p>Young mothers can often lack access to key sources of information such as antenatal classes and peer support programmes, friends with children, family and other support networks which enable breastfeeding.</p> <p>In Quarter 2 2019/20 it was recorded that 55.2% of mothers breastfed 6-8 weeks after birth. This was higher than in England where it was recorded to be 47.9%.</p>
Religion or belief	<p>In 2021, 41.3% of Wiltshire residents reported having "No religion", up from 26.5% in 2011. In England in 2021 36.7% of the population described themselves as having no religion, lower than in Wiltshire. In 2021, 50.2% of people in Wiltshire described themselves as Christian (down from 64.0%) and while 6.0% did not state their religion.</p> <p>In 2021, for the first time in a census of England and Wales, less than half of the population (46.2%, 27.5 million people) described themselves as “Christian”, a 13.1% decrease from 59.3% (33.3 million) in 2011; despite this</p>



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decrease, "Christian" remained the most common response to the religion question. There were increases in the number of people who described themselves as "Muslim" (3.9 million, 6.5%) and "Hindu" (1.0 million, 1.7%). The North East and South West are the least religiously diverse regions, with 4.2% and 3.2%, respectively, selecting a religion other than "Christian".

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#### Race

In 2021, 2.1% of Wiltshire residents identified their ethnic group within the "Asian, Asian British or Asian Welsh" category, up from 1.3% in 2011. This is lower than the English average of 9.6%. 94.3% of people in Wiltshire identified their ethnic group within the "White" category (compared with 96.6% in 2011), while 1.7% identified their ethnic group within the "Mixed or Multiple" category. The proportion identifying as "Black, Black British, Black Welsh, Caribbean or African" was 1.1%.

According to the 2021 Census, the total population of England and Wales was 59.6 million, and 81.7% of the population was white.

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#### Sexual Orientation

This relates to whether a person's sexual attraction is towards their own gender, the opposite gender, or to both genders.

The 2021 census for Wiltshire found that 381,141 people (90.9%) identified as straight or heterosexual and 10,453 (2.5%) identify as gay or lesbian, bisexual, or other (LGB+).

The 2021 Census for England and Wales found 43.4 million people (89.4%) identified as straight or heterosexual and 1.5 million people (3.2%) identified with an LGB+ orientation ("Gay or Lesbian", "Bisexual" or "Other sexual orientation").

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# 7. ISA Framework

## 7.1 Introduction

In order to follow good practice in sustainability appraisal, a number of bespoke sustainability objectives have been developed for the ISA. These ISA objectives reflect the sustainability objectives the LTP4 should be aiming to achieve and the areas of sustainability that the LTP4 is expected to impact upon or have an influence on. The expectation is that even though some objectives may not be within the LTP4's direct remit, the LTP4 should be able to influence the direction of change through setting out clear policies and approaches which could inform the work of Wiltshire's partners.

## 7.2 Assessment Framework

The ISA Framework is a key component in completing the ISA, through providing a set of ISA objectives against which the performance of the LTP4 can be predicted and evaluated.

The ISA objectives for the LTP4 have been worded so that they reflect one single desired direction of change for the theme concerned and do not overlap with other objectives. They include both externally imposed social, environmental and economic objectives as well as others devised specifically in relation to the context of the LTP4. It should be noted that, from an assessment perspective, all ISA objectives are considered equally important to be achieved by the LTP4 and that there is no inherent prioritisation of objectives. The ultimate aim is for the LTP4 to achieve net benefits across the three dimensions of sustainability (environmental, social and economic dimensions).

In order to assess how each aspect of the LTP4 performs against each of the ISA objectives, a series of decision-making criteria have been developed. The decision-making criteria are a way of guiding the assessment. They are not the only considerations to be taken into account when determining likely effects arising from the LTP4, as it is unlikely that every relevant question can be known at this stage and not all questions may be applicable in all scenarios. But they do provide a useful starting point and a transparent structure to help demonstrate how the assessment of the effects arising from the implementation of the LTP4 has been undertaken. As the ISA progressed, they also helped in the development of a set of indicators to be included in the monitoring programme.

An ISA Framework of 16 objectives and associated decision-making questions has been drawn up, developed through the analysis of baseline information and identification of key sustainability issues and opportunities, as well as the review of relevant plans, policies and legislation. In addition, decision making questions have been identified to substantiate the proposed ISA Objectives and HIA and EqIA sub-objectives.

The proposed ISA objectives and associated Assessment Aid Questions are presented in Table 7-1. Table 7-2, Table 7-3 and Table 7-4 show proposed HIA, EqIA and CSA sub-objectives and decision-making questions, respectively. Note that the application of the Framework in relation to HIA, CSA and EqIA Sub-Objectives will be considered 'in the round' and a judgement made as to how well that aspect of the LTP4 being considered performs.

It is also to be noted that there is a certain degree of cross-over of Assessment Aid Questions within the ISA Framework i.e. the same question is asked across a number of Objectives. The rationale for this is that while the question may be the same, it is considered from a differing viewpoint and within a different



context. This is the role of the Assessment Aid Questions i.e. to help consider all aspects of an Objective in arriving at an assessment of the performance.



Table 7-1 - ISA Objectives

No.	ISA Objective	Assessment aid questions	SEA topic (relevance to HIA, EqIA, CSA and HRA shown in brackets)
<b>Environment</b>			
1.	Protect and improve air quality	<p><i>Will the LTP:</i></p> <ul style="list-style-type: none"> <li>• Reduce emissions of pollutants from transport?</li> <li>• Improve air quality?</li> <li>• Promote the use of low emission or zero emissions vehicles?</li> <li>• Reduce traffic growth and congestion and promote more sustainable transport patterns across Wiltshire?</li> <li>• Promote walking and cycling and improve infrastructure for these forms of travel?</li> <li>• Promote enhancements to green infrastructure networks to facilitate increased absorption and dissipation of nitrogen dioxide and other pollutants?</li> <li>• Contribute to the National Air Quality Objectives and avoid the need to designate any AQMA's?</li> </ul>	Air Quality; Biodiversity; (Health ISA Objective 14; Equalities ISA Objective 15 and sub- objectives)
2.	Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	<p><i>Will the LTP:</i></p> <ul style="list-style-type: none"> <li>• Reduce the need to travel?</li> <li>• Promote the use of sustainable forms of transport and reduce car use where possible?</li> <li>• Promote better coordination and integration of different transport modes?</li> <li>• Encourage greater carbon efficiency in the movement of goods and people?</li> <li>• Encourage use of new low or zero carbon transport technologies (EV, hydrogen)?</li> <li>• Encourage use of the transport estate for low carbon energy generation?</li> <li>• Contribute to necessary removal of residual carbon emissions from the atmosphere?</li> <li>• Identify opportunities to enhance carbon removal through enhancing green infrastructure?</li> <li>• Identify initiatives aiming to reduce traffic speed in residential areas without increasing carbon dioxide emissions?</li> </ul>	Climatic Factors; Biodiversity; Air Quality



No.	ISA Objective	Assessment aid questions	SEA topic (relevance to HIA, EqIA, CSA and HRA shown in brackets)
		<ul style="list-style-type: none"> <li>• Encourage greater and more robust digital connectivity to allow increased uptake of home working, home schooling, online commerce and online health services?</li> <li>• Support provision of delivery consolidation centres and encourage goods delivery mode-shift?</li> <li>• Reduce embodied and operational carbon through the design of new transport infrastructure?</li> </ul>	
3	Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Minimise the risk of flooding through design and implementation of SuDS and upstream storage NFM when possible?</li> <li>• Minimise the risk of flooding by avoiding areas of flood risk / flood plain when possible?</li> <li>• Ensure provision of appropriate compensatory measures are in place when there is no other option to land take from areas of flood plain?</li> <li>• Lead to development that is flood resilient over its lifetime, taking into account the effects of climate change, without increasing the flood risk elsewhere and identifying opportunities to reduce the risk overall?</li> <li>• Encourage design for successful adaptation (including through green and blue infrastructure) to the predicted changes in weather conditions and frequency of extreme events (freezing, heat waves, intense storms), from a changing climate?</li> </ul>	Climatic Factors; Water; Material Assets
4	Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Lead to the direct physical loss of valued habitat and populations of protected/scarce species?</li> <li>• Avoid indirect damage or disturbance to valued habitat and populations of protected/scarce species?</li> <li>• Protect the integrity of designated sites including enhancement for, SSSIs, Local Wildlife Sites and National Nature Reserves, including those of potential or candidate designation?</li> </ul>	Biodiversity; Climatic Factors; Air Quality



No.	ISA Objective	Assessment aid questions	SEA topic (relevance to HIA, EqIA, CSA and HRA shown in brackets)
		<ul style="list-style-type: none"> <li>• Manage highway operational and maintenance pressures on designated sites and valued habitat and populations of protected/scarce species on locally designated sites, including Key Wildlife Sites and Local Nature Reserves?</li> <li>• Provide opportunities to improve / enhance sites designated for nature conservation?</li> <li>• Protect the integrity of Ancient Woodlands / aged or veteran trees?</li> <li>• Protect and enhance the West Midland’s ecological networks (the Nature Recovery Network)?</li> <li>• Protect and enhance priority habitats, and the habitat of priority species?</li> <li>• Protect areas designated as Natural Greenspace?</li> <li>• Protect and enhance green infrastructure and avoid severance of habitats links?</li> <li>• Minimise habitat fragmentation and severance of species migration and commuter routes?</li> <li>• Promote new habitat creation or restoration and linkages with existing habitats?</li> </ul>	
5	Protect and enhance sites designated internationally for nature conservation purposes	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Protect (directly or indirectly) European sites (SAC, SPA, Ramsar, including those of potential candidate designation) identified as part of the HRA screening process?</li> <li>• Take on board the HRA findings and recommendations?</li> <li>• Support continued improvements to the status of the internationally designated nature conservation sites (and potential candidate sites) present?</li> </ul>	Biodiversity; Climatic Factors; Air Quality
6	Protect, enhance and promote geodiversity	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Protect or enhance SSSIs designated for their geological interest?</li> <li>• Promote or enhance accessibility to designated sites of geological interest?</li> <li>• Seek to avoid the degradation and removal wherever possible of Regionally Important Geological and Geomorphological Sites (RIGS)?</li> </ul>	Landscape
7	Conserve and enhance heritage assets and the wider historic environment including	<p><i>Will the LTP...</i></p>	Cultural Heritage; Landscape / Townscape



No.	ISA Objective	Assessment aid questions	SEA topic (relevance to HIA, EqIA, CSA and HRA shown in brackets)
	buildings, structures, landscapes, townscapes and archaeological remains and their settings	<ul style="list-style-type: none"> <li>• Affect the integrity of designated heritage assets and their settings (such as Scheduled Monuments, Listed Buildings and structures, Registered Parks and Gardens, Registered Battlefields and Conservation Areas)?</li> <li>• Affect the significance of non-designated heritage assets (e.g. locally important buildings and archaeological remains, including newly discovered heritage assets) and their settings?</li> <li>• Lead to harm to the significance of heritage assets, for example from the generation of noise, pollutants and visual intrusion?</li> <li>• Maintain or improve access to heritage assets?</li> <li>• Promote transport schemes which tackle traffic congestion in the County's historic villages, towns and cities?</li> <li>• Maintain or improve the interpretation, understanding and appreciation of the significance of heritage assets?</li> </ul>	
8	Protect and enhance the character and quality of landscapes, townscapes and visual amenity	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Protect or enhance nationally and locally designated landscapes and townscapes and their settings?</li> <li>• Conserve, protect and enhance natural environmental assets (e.g. parks and green spaces, common land, woodland / forests etc)?</li> <li>• Be consistent with the management plan, objectives and other guidance of relevant National Landscapes?</li> <li>• Promote / protect Public Rights of Way (PRoW)?</li> <li>• Affect the intrinsic character or setting of local landscapes or townscapes through changes to views or indirectly through changes to tranquillity, light pollution and traffic?</li> </ul>	Landscape / Townscape; Biodiversity; (Health ISA Objective 14; Equalities ISA Objective 15 and sub-objectives)
9	Protect and enhance the water environment	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Protect ground and surface water quality in line with Water Framework Directive (WFD) requirements?</li> </ul>	Water; Biodiversity



No.	ISA Objective	Assessment aid questions	SEA topic (relevance to HIA, EqIA, CSA and HRA shown in brackets)
		<ul style="list-style-type: none"> <li>• Safeguard the availability of water resources (surface and groundwater)?</li> <li>• Protect and enhance green infrastructure contributing to improvements in the quality of surface water run-off?</li> <li>• Promote the minimisation of the use of impermeable hard surfacing and promote the use of SuDS and upstream storage (Natural Flood Management - NFM)?</li> <li>• Provide opportunities to improve Green / blue infrastructure?</li> <li>• Provide opportunities to improve WFD water body status?</li> <li>• Promote use of SuDS in appropriate places, recognising that these may not be suitable for areas that are contaminated?</li> </ul>	
10	Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Assist in facilitating the re-use of previously developed land?</li> <li>• Seek to remediate contaminated land?</li> <li>• Avoid permanent (irreversible) loss of the most highly productive agricultural soils?</li> <li>• Avoid transport-related infrastructure development upon the best and most versatile agricultural land?</li> <li>• Ensure the protection of soil resources and reduce soil quality degradation during transport-related infrastructure construction activities?</li> <li>• Avoid the sterilization of viable mineral resources?</li> </ul>	Landscape, Soils
11	Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Seek to reduce the consumption of primary, natural resources through encouraging the use of recycled and / or secondary materials with transport-related infrastructure projects?</li> <li>• Encourage resource efficiency during the whole project life cycle of transport-related infrastructure projects i.e. from concept through design and operation to decommissioning?</li> </ul>	Material Assets



No.	ISA Objective	Assessment aid questions	SEA topic (relevance to HIA, EqIA, CSA and HRA shown in brackets)
		<ul style="list-style-type: none"> <li>• Seek to reduce fuel use through fuel efficiency measures and a shift towards more sustainable forms of transport in the delivery of transport-related infrastructure projects;</li> <li>• Improve accessibility to the county’s waste management infrastructure, particularly those facilities that support recycling, composting and material recovery;</li> <li>• Promote the use of local suppliers that use sustainably-sourced and locally produced materials with transport-related infrastructure projects?</li> <li>• Promote increasingly more sustainable waste management practices with transport-related infrastructure projects in line with the waste hierarchy?</li> <li>• Support the delivery of a network of sustainable waste management facilities and mineral infrastructure needed to deliver growth?</li> <li>• Promote a Circular Economy?</li> </ul>	
<b>Economic</b>			
12	Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Support economic activities in areas of high growth pressures?</li> <li>• Support economic activities in rural areas?</li> <li>• Support improved availability and accessibility to good quality education, training and employment opportunities, particularly in high unemployment areas?</li> <li>• Contribute to establishing an effective transport network that increases investment?</li> <li>• Reduce congestion and improve / enhance journey time reliability on the highways and rail network?</li> <li>• Support the development of transport solutions which integrate with digitally smart networks?</li> </ul>	Population; (Health ISA Objective 14; Equalities ISA Objective 15 and sub-objectives)
13	Support the wider coordination of land use, energy planning and transport planning across Wiltshire	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Support the development of EV charging networks and integrate these with new developments?</li> </ul>	Population





No.	ISA Objective	Assessment aid questions	SEA topic (relevance to HIA, EqIA, CSA and HRA shown in brackets)
		<ul style="list-style-type: none"> <li>• Support the development of new compact, higher density mixed use development that reduces the need to travel by private car, coordinated with public transport and active travel / walking and cycling infrastructure and results in shortened trip distances, particularly for employment and education purposes?</li> <li>• Support digital integration to optimise use of energy systems and provide integrated real time transport information to inform decisions?</li> <li>• Support housing and employment development in areas that are or will be served by rail transport or other forms of public transport?</li> <li>• Support the development of electric transport solutions which integrate with local virtual energy networks?</li> <li>• Minimise cumulative and synergistic effects resulting from the in-combination effects of transport proposals and new development areas?</li> </ul>	
<b>Social</b>			
14	Improve health and well-being for all citizens and reduce inequalities in health ( <i>HIA specific objective</i> )	<i>Will the LTP...</i> <ul style="list-style-type: none"> <li>• Promote health and well-being, including of vulnerable groups (children and adolescents; older people; disabled people and people with long term health conditions; low-income groups and communities with high levels of deprivation; cyclists, pedestrians, commuters by public transport, drivers) and of the wider population (residents, workers, commuters, tourists and visitors)?</li> </ul>	Human Health (See also sub-objectives)
15	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society ( <i>EqIA specific objective</i> )	<i>Will the LTP...</i> <ul style="list-style-type: none"> <li>• Promote greater equality of opportunity to the varying age groups of residents (such as the older population and younger travellers), disabled people, different nationalities and ethnic groups, different religious groups, low income and unemployed people, different sex and sexual orientation groups?</li> </ul>	Population (See also sub-objectives)
16	Promote community safety and reduce crime and fear of	<i>Will the LTP...</i> <ul style="list-style-type: none"> <li>• Improve safety of the transport network?</li> </ul>	Population (See also Safety sub-objectives)



No.	ISA Objective	Assessment aid questions	SEA topic (relevance to HIA, EqIA, CSA and HRA shown in brackets)
	crime for all citizens (CSA specific objective)	<ul style="list-style-type: none"> <li>• Improve personal security on public transport accessing key services, facilities and amenities?</li> <li>• Lead to a reduced crime rate and a reduction in anti-social behaviour?</li> <li>• Reduce the risk of being injured or killed on the road?</li> <li>• Promote initiatives that enhance safety and personal security for all, without fear or hindrance from crime and disorder?</li> <li>• Promote the application of 'Secured by Design' principles aimed at designing out crime and reducing the fear or perception of crime in transport development schemes?</li> <li>• Contribute to improvements to levels of natural surveillance in the public realm to create a more welcoming environment for travel, physical activity, and accessing key services, facilities and amenities?</li> </ul>	

**Table 7-2 - Health Impact Assessment Objectives**

HIA Objective	HIA sub-objectives	Assessment aid questions
Improve health and well-being for all citizens and reduce inequalities in health	<i>Improve accessibility to health and leisure services and facilities and amenities for all</i>	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Ensure that (new and existing) developments are accessible (particularly on foot, by cycling or public transport) to health and care services, education, employment and other essential services, particularly for the most vulnerable groups?</li> <li>• Promote and enable measures to help all residents to adopt healthy lifestyles (e.g. active travel through walking and cycling)?</li> <li>• Promote accessibility (particularly on foot or by cycling or public transport) to open space and recreational activities (e.g. playing fields, sports facilities, footpaths etc), particularly for vulnerable groups?</li> <li>• Protect and enhance green infrastructure, a network of linked, multifunctional green spaces in and around the area's towns and cities, thus creating new or improved public green space?</li> </ul>



	<ul style="list-style-type: none"> <li>• Support publicity or awareness-raising campaigns and/or education and practical offers to promote active modes of transport or physical activity?</li> <li>• Provide overall accessibility improvements that improve the quality of life of users and therefore benefits health of residents?</li> </ul>
Improve affordability of transport	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Provide affordable transport options to ensure accessibility to vital health services, work, education, social / leisure activities?</li> <li>• Provide affordable transport options to ensure accessibility to key facilities such as open spaces, employment locations etc.?</li> <li>• Promote use of technology to reduce transport costs for users i.e. MaaS, integrated ticketing and smart cards?</li> <li>• Provide transport services that provide appropriate and/or statutory fare structures (i.e. concessionary fares on public transport services) to ensure the most vulnerable groups in terms of health (children, older), can afford to use transport options to access healthcare and other key facilities?</li> </ul>
Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Provide initiatives that enhance road safety and therefore reduce the number of accidents, particularly for vulnerable users– children, older people, disabled people, and those in deprived areas?</li> </ul>
Reduce severance	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Improve access to essential facilities such as healthcare services to reduce any existing severance issues?</li> <li>• Reduce the physical and perceived impact of the transport system on the local environment (particularly for the most vulnerable population in terms of severance and health – including older and disabled people)?</li> </ul>
Improve connections between and within communities	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Provide opportunities to travel within and between communities?</li> <li>• Provide increased opportunities to improve social interactions?</li> </ul>
Reduce air, noise, odour and light pollution from transport	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Aim to minimise air, noise, odour and light pollution during construction and operation?</li> </ul>

	<ul style="list-style-type: none"> <li>• Reduce transport impact on air quality and noise, particularly around vulnerable users such as children, older people and deprived areas?</li> <li>• Promote practices, equipment and materials which reduce vibration and air, noise, odour and light pollution to assist in improving health levels?</li> </ul>
Improve access to active travel modes?	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Increase opportunities to access active travel modes that may help to improve health outcomes?</li> </ul>
Improve access to public transport	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Increase opportunities for all members of society to access public transport options, particularly those more vulnerable or isolated members of the community, as well as those who may have difficulty using active travel modes?</li> </ul>

**Table 7-3 - Equality Impact Assessment Objectives**

<b>EqIA Objective</b>	<b>EqIA sub-objectives</b>	<b>Assessment aid questions</b>
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Improve accessibility to services, facilities and amenities for all, in particular by active travel modes	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Improve access to essential facilities, including employment, healthcare and education, particularly for those in the most deprived areas (20% most deprived nationally), older and disabled people?</li> <li>• Improve public realm and overall environment including green infrastructure in the most deprived areas (20% most deprived nationally)?</li> <li>• Improve walking, cycling and public transport measures in the most deprived areas (20% most deprived nationally)?</li> <li>• Provide transport services/ initiatives that are accessible and affordable for all, including those with a physical or learning disability and those with limited mobility (this includes physical access to services and provision of accessible information on transport service)?</li> <li>• Provide transport services that are welcoming for all groups of society to increase availability of travel options?</li> <li>• Provide initiatives that improve perceptions of transport, and therefore increase range of travel options available?</li> <li>• Take due regard of requirements for travel by disabled and mobility impaired people?</li> </ul>

	<ul style="list-style-type: none"> <li>• Provide initiatives to encourage access to and uptake of Public Transport for those whose first language may not be English?</li> </ul>
Improve affordability of transport	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Provide transport services that are financially accessible for all, specifically those in the most income deprived areas nationally or those on limited incomes?</li> <li>• Provide transport services or initiatives that improve the affordability of travel options in the area, specifically the most deprived areas and vulnerable users?</li> <li>• Provide transport services that provide appropriate and/or statutory fare structures for vulnerable users (i.e. concessionary fares on public transport services)?</li> <li>• Promote use of technology to reduce transport costs for users i.e. MaaS, integrated ticketing and smart cards?</li> </ul>
Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Ensure safe paths for walking and cycling?</li> <li>• Ensure initiatives aiming to reduce traffic speeds in residential areas and promote safer driving?</li> <li>• Promote road safety awareness for all, with particular emphasis on more vulnerable members of society such as children and young people and those with disabilities?</li> <li>• Reduce the total killed and seriously injured in traffic accidents, particularly for vulnerable users in terms of accidents - children, young males, older people and those from deprived areas?</li> <li>• Reduce the total slight casualties?</li> <li>• Improve the safety of vulnerable road users such as pedestrians, motorcyclists and cyclists?</li> </ul>
Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Increase provision of public transport (including frequency of service and extent of routes) in areas which have been more constrained in level of provision?</li> </ul>
Reduce severance	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Improve access to essential facilities to reduce any existing severance issues?</li> <li>• Improve accessibility between and within communities?</li> <li>• Improve access to information for all users to promote a range of travel options, including active travel, available for all?</li> </ul>

	<ul style="list-style-type: none"> <li>• Reduce the physical and perceived impact of the transport system on the local environment (particularly for the most vulnerable population in terms of severance – including older children and disabled people)?</li> </ul>
Reduce air, noise, odour and light pollution from transport	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Improve impact of transport on the local environment to create more welcoming areas for travel?</li> <li>• Provide transport options that improve / do not worsen air and noise pollution levels, particularly for the most vulnerable groups?</li> <li>• Manage traffic levels and congestion and promote more sustainable transport patterns across the area, particularly focusing on areas with low air quality (e.g. AQMAs)?</li> <li>• Promote sustainable travel to reduce the environmental impact of transport for vulnerable groups?</li> </ul>

**Table 7-4 - Community Safety Objectives**

CSA Objective	CSA sub-objectives	Assessment aid questions
Promote community safety and reduce crime and fear of crime for all citizens	Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Provide initiatives that enhance safety on the transport network (including road safety) and therefore reduce the number of accidents, particularly for vulnerable users– children, older people, disabled people, and those in deprived areas?</li> </ul>
	Improve actual and perceived safety and security issues	<p><i>Will the LTP...</i></p> <ul style="list-style-type: none"> <li>• Promote the application of 'Secured by Design' in transport development schemes?</li> <li>• Contribute to improvements of public realm and levels of natural surveillance to create a more welcoming environment for travel, physical activity, and accessing key facilities?</li> <li>• Support improved personal security on public transport and at its facilities to improve accessibility to key facilities?</li> </ul>

# 8. Assessment of Reasonable Alternatives

## 8.1 Introduction

The Environmental Assessment of Plans and Programmes Regulations 2004 (“the SEA Regulations”) require that when an environmental report on a proposed plan or programme is prepared, it must identify, describe and evaluate the likely significant effects of implementing reasonable alternatives to the plan or programme which it assesses, as well as the likely significant effects of the plan or programme itself. The analysis of reasonable alternatives is to take into account “the objectives and the geographical scope of the plan”.

In line with the principles of good policy making and with the requirements of the SEA legislation, reasonable alternatives for implementing the aims of the LTP4 have been considered.

## 8.2 Defining the alternatives

Two alternative scenarios have been identified for the purpose of the assessment. These are:

- Alternative 1: To continue under the present approach to planning and investment (Business as Usual).
- Alternative 2: implement the proposed LTP4.

It is anticipated that the Business as Usual (Alternative 1) approach will continue with current transport trends in terms of:

- Trip numbers per person.
- Average trip lengths.
- Proportion of travel by walking/cycling/micromobility.
- Proportion of travel by public transport/shared transport.
- Steady increase in proportion of trips by EVs.
- New infrastructure e.g. road schemes.

It is anticipated that implementing the LTP4 policies (Alternative 2) will lead to:

- Fewer trips per person on average.
- Shorter average trip lengths.
- A higher proportion of trips by walking/cycling/micromobility.
- A higher proportion of trips by public transport/shared transport.
- A higher proportion of travel by EV.
- A reduction in traffic congestion and smoother flowing traffic.
- Potentially some new infrastructure to support the changes (e.g., cycle lanes, bus lanes, minor highway improvements).



Comparing these alternatives also allows identification of effects in the absence of implementing LTP4.

## 8.3 Assessing the alternatives

‘Alternative 1: To continue under the present approach to planning and investment’ and ‘Alternative 2: To Implement the proposed LTP4’ have been assessed against the ISA Framework. Note that this is a high level comparative assessment of the two Alternatives only with the purpose of identifying a preferred alternative in sustainability terms – the detailed policy approach to LTP4 is appraised in detail using the ISA Framework set out in Chapter 7.

As such, in consideration of two Alternatives, the assessment is undertaken in comparison of anticipated likely sustainability performance relative to each other and in order to draw comparison between Alternatives on a broad level, the following scale in Table 8-1 has been used:

**Table 8-1 - Assessment scale to compare alternatives**

Scale	Description
Large Beneficial	A significantly positive outcome is anticipated
Beneficial	Minor positive outcome is anticipated
Neutral	This alternative is anticipated to have the same outcome
Adverse	Minor adverse outcome is anticipated
Large Adverse	A significantly adverse outcome is anticipated

The assessment has been undertaken by grouping ISA Objectives that are impacted in the same way by particular proposals.

### Protect and improve air quality

#### Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets

#### Alternative 1: To continue under the present approach to planning and investment (Business as Usual)

Air quality has improved in the UK over the last sixty years as a result of the switch from coal to gas and electricity for heating of domestic and industrial premises, stricter controls on industrial emissions, higher standards for the composition of fuel and tighter regulations on emissions from motor vehicles. However, poor air quality, particularly due to emissions from motor vehicles, remains a significant issue for community health for the population as a whole but particularly for certain vulnerable or protected characteristic groups such as the elderly, children, those with existing health conditions, those who are pregnant and those living in areas of deprivation. The fraction of mortality attributable to particulate air pollution in 2021 was 5.3% for Wiltshire, higher than the South West Region (5.1%) but lower than in England (5.5%). While at the national level air quality is generally improving as industrial practices, energy sources and tighter environmental legislation have contributed to reductions in pollutants. Nevertheless, it remains a significant issue in many discrete areas (particularly along roads and in major urban centres) and has significant ongoing issues in respect of health.

Eight AQMAs have been identified within Wiltshire, all of which have been designated for nitrogen dioxide. Wiltshire’s Air Quality Strategy sets out that while the county’s air quality is generally good there





are some locations where the combination of traffic, road layout and topography result in pollutants being trapped so that concentrations increase to unacceptable levels. The Strategy focuses on improving air quality across the county, seeks to prevent any further deterioration and encourage interventions that will reduce concentrations of nitrogen dioxide and fine particulates. The Wiltshire Air Quality Strategy is in addition to measures proposed at a national level, as the UK has adopted ambitious, legally-binding targets to reduce significantly emissions of NOx and four other damaging air pollutants.

Nevertheless, with a growth in population and vehicle numbers, congested and slow moving traffic will be experienced more frequently resulting in higher levels of vehicle emissions localised concentrations and potential issues with local air quality, especially when including the likely diversion of traffic due to congestion onto less appropriate roads with adjacent housing. Alternative 1 is also anticipated to result in new infrastructure such as roads, with no clear focus on new approaches related to 'Avoid', 'Shift' and 'Improve', such as reducing the need to travel, areas with restricted access, shift to sustainable / active modes etc. There will be elements of sustainable modes and public transport in the current approach, but these may continue to have noted problems such as poor uptake of active modes and more rural areas experiencing poor connectivity and low frequency of bus service.

## **Alternative 2: To implement the proposed LTP4**

The overarching principle of the LTP4 to 'Avoid, Shift and Improve' proposes policies and measures that provide options to reduce the need to travel or to shift to sustainable modes in places where current air quality challenges exist, such as Principal Settlements and Market Towns. Increasing digital connectivity means that more services and activities can be carried out online or come to where people are through mobile units to reduce the need to travel and therefore reduce air quality and carbon challenges, which can be beneficial to rural communities. Improving connectivity by active travel and public transport in places where the impact of poor air quality and carbon emission are prevalent enables informed choices to be made to use modes that are less harmful to local environments.

County wide, LTP4 also proposes policies and measures that seek to reduce the impact on air quality and carbon emissions such as improvements to bus and rail connectivity across the county and defining freight routes to ensure heavy vehicles use appropriate roads.

It must be noted that despite the proposed policies and measures of the LTP4, alternatives often do not provide the motivation for car drivers to change mode. Once they have paid the high upfront costs to own, insure and maintain a car, driving is likely to be the lowest cost and most convenient option for most journeys on a per trip basis, even where attractive alternatives exist, particularly if parking is convenient and low cost. To fully address the air quality and carbon emission challenges in Wiltshire, measures that seek to rebalance the cost and convenience of driving could be introduced to bring about significant mode shift and contribute to decarbonisation. However, this would have to be considered to prevent negative impacts on wellbeing and accessibility.

Decarbonisation is a shared challenge, and the scale of decarbonisation required to fully close the emissions gap will demand action at the national and regional levels, as well as the local level, to address emissions from both freight and passenger transport. The Support measures of working in partnership with Government bodies and stakeholders therefore provide another important route through which the LTP4 will support decarbonisation.

This is summarised in Table 8-2.



**Table 8-2 - Air quality and carbon emissions objective alternatives assessment**

ISA Objective	Alternative 1 – Continue under present approach	Alternative 2 – Implement LTP4
Protect and improve air quality  Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	Negative	Positive

**Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding**

**Alternative 1 – To continue under the present approach to planning and investment (Business as Usual)**

Current indications are that the climate of Wiltshire and the UK as a whole is changing. This has profound implications for the transport network, with adverse effects likely from extreme weather events. Examples include the potential for extreme heat / cold to damage rail tracks or rail infrastructure such as electric lines, as well as road surfaces. In addition extremes of temperature will likely make making journeys for passengers uncomfortable or even dangerous in some circumstances. Similarly, extremely wet conditions put transport infrastructure at risk of flooding, though transport infrastructure itself can exacerbate this situation in some locales due to impermeable surfaces, changes to flood plains, changes to hydrological regimes and so on. At present in Wiltshire, there are flood management plans in place to cover the four relevant river basins. This flood management plan is at the river basin level, but at the local authority level Strategic Flood Risk Assessments are being completed. All the flood risk plans introduce a series of measures / actions to be undertaken to prevent flood risk and reduce the likelihood of flooding affecting people and property in certain locations. It is also the case that there is a series of existing flood alleviation and flood protection measures across the county.

**Alternative 2 – To implement the proposed LTP4**

As with the present approach, it is anticipated that LTP4 will result in additional infrastructure. This will continue to be protected from extreme weather such as flooding by existing flood plans and flood protection measures. Nevertheless, LTP4 goes beyond the present approach by more specifically recognising the need to adapt to climate change. This notes for example in the sustainability cross cutting policies that resilience will be increased by measures such as developing climate change adaptation pathways for Wiltshire as a roadmap for reducing the impacts of climate change. The pathways will be periodically updated based on the latest information and lessons learned as the state of climate action evolves. There will also be increased working with partners to build resilience to flooding, including measures such as introducing green and blue infrastructure and Natural Flood Management or Sustainable Drainage Systems (SuDS) which will improve water quality.

During scheme planning action will be taken to avoid sites in areas of known flood risk when possible, or ensuring appropriate compensatory measures are implemented when there is no other option to avoid land take from areas of flood plain. Design of schemes will also build in capacity to withstand temperature extremes, with adequate heating or cooling systems on transport vehicles and in stations. In addition, there will be the introduction of new planting to help ameliorate the impacts of climate change, for instance by providing shade or acting as wind breaks.



It is also the case that LTP4 sets out a range of approaches to reducing the driver of climate change i.e. it has set out how carbon emissions from transport will be reduced. This includes reducing the need for travel, greater digital connectivity, a greater focus on active travel and public transport and making services and facilities closer to where people need them.

It is considered that implementing LTP4 will have a positive effect on addressing the effects of a changing climate in comparison to continuing under the present approach.

This is summarised in Table 8-3.

**Table 8-3 - Resilience alternatives assessment**

ISA Objective	Alternative 1 – Continue under present approach	Alternative 2 – Implement LTP4
Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	Negative	Positive

**Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain**

**Protect and enhance sites designated internationally for nature conservation purposes**

**Protect, enhance and promote geodiversity**

**Alternative 1 – To continue under the present approach to planning and investment (Business as Usual)**

Across Wiltshire there are a wide range of sites designated for nature conservation, as well as valuable ecological networks. The designated sites include those designated for their importance at the very highest levels, including two SPAs, ten SACs and 129 SSSIs. New transport interventions have the potential to impact on the sites of ecological or geological value and more generally on the network of linked multi-functional green spaces, comprising the local green infrastructure, through direct land take for infrastructure (which may contribute to fragmentation) and construction and operational disturbance (noise, vibration, light pollution, etc.) and emissions / contamination (air, water and soil), though they may also provide opportunities for enhancement. Increased accessibility to designated sites also has the potential to adversely impact on them. Other key pressures that can impact biodiversity and which have clear linkages to transport are air pollution and climate change.

It is the case though that existing transport schemes do provide opportunities to address some areas of concern and these would continue in the absence of LTP4. For example, there is a requirement for schemes to have a minimum of 10% Biodiversity Net Gain. It is also the case that there is an existing set of requirements and mechanisms to protect those sites designated for nature conservation. Nevertheless key pressures such as habitat loss, air pollution and climate change will continue.

**Alternative 2 – To implement the proposed LTP4**



LTP4 has a range of implications for biodiversity and potentially sites designated for nature conservation. While there may still be continuing impacts from transport infrastructure, both during operation but also through development, LTP4 sets out a range of measures that can help to minimise effects. These include a general reduction in traffic levels e.g. through digital connectivity and increased active travel. This clear focus away from the use of private vehicles to more sustainable modes should reduce disturbance to designated sites and habitats and reduce the potential for direct strike / road kill. It is also the case that reductions in air pollution emissions may also reduce pollution deposition on valuable habitats.

Nevertheless, LTP4 also sets out a range of measures that will provide opportunities. For example, there is a focus on public realm which will provide opportunities for planting that could increase habitat or general biodiversity. Active travel routes would also provide opportunities for green infrastructure to be incorporated, as well as increase access for people to the countryside.

LTP4 emphasises the need to protect designated sites, but also to protect ecological networks, as well as integrate ecological principles based on work with partner organisations such as Natural England, local town and parish council, community area boards and relevant conservation bodies. A commitment is also made to pursue opportunities to contribute to the development of Nature Recovery Networks, for example through the creation of new areas of key habitats (such as woodland, wetland, or grassland), wherever possible.

It is considered that implementing LTP4 will have a positive effect on biodiversity through a much greater focus on the protection of designated sites, as well as the protection and enhancement of habitats, sites, species, valuable ecological networks in comparison to continuing under the present approach.

This is summarised in Table 8-4.

**Table 8-4 - Habitats, conservation and geodiversity alternatives assessment**

ISA Objective	Alternative 1 – Continue under present approach	Alternative 2 – Implement LTP4
Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	Negative	Positive
Protect and enhance sites designated internationally for nature conservation purposes		
Protect, enhance and promote geodiversity		

**Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings**

**Protect and enhance the character and quality of landscapes, townscapes and visual amenity**



## Alternative 1 – To continue under the present approach to planning and investment (Business as Usual)

Wiltshire has a wide range of heritage assets that are of international importance. As with across the United Kingdom, there is an ongoing risk of uncoordinated and piecemeal development resulting in successive erosion of the quantum and integrity of the County’s cultural heritage resource. While these assets (and their settings) could be affected by transport interventions, in the absence of LTP4 protection will continue to be provided to these cultural heritage features (for example through protection afforded to Scheduled Monuments) and it is likely that new sites will join the list, e.g. through archaeological discovery, or new interpretations of existing sites.

In relation to landscapes, there are a number of national importance in the county and a large number of conservation areas covering a range of building characters and reflecting a diverse array of architectural styles. Many of the county’s most exceptional landscape and townscapes benefit from protection through designations that will persist in the absence of the LTP4, such as the designation of National Landscape. In general terms, modern design / landscaping principles and interested parties expectations are promoting a renewed focus on the quality of scheme design and this trend is likely to continue, though risks from increased urbanisation and infrastructure development remain.

## Alternative 2 – To implement the proposed LTP4

As with continuing under the present approach, new development promoted or enabled through LTP4 could have implications for heritage assets and the wider historic environment, as well as landscapes etc. Particular effects would be dependent upon the location of the development and could be beneficial or adverse. However, LTP4 contains a range of aspects that are anticipated to help minimise effects. For example, commitment is made to ensuring that heritage assets are protected and where possible enhanced, designing schemes to respect the context and setting of historic buildings, structures and landscapes, working with partners and other bodies, including the council’s historic environment team and Historic England. Note is also made that where appropriate, opportunities to protect and restore features of note from transport heritage such as old bridges will be taken.

In respect of landscapes, LTP4 notes that measures will be taken to respect and where possible enhance the character of the host landscape in which a scheme is located, accounting for the diversity and distinctiveness of the landscape, including the three National Landscapes which encompass almost half of the county.

In addition, the focus within LTP4 to reduce the amount of congestion and provide for greater sustainable modes, as well as a focus on place making / public realm etc. will provide a range of opportunities to improve townscapes, the general landscape and the setting of heritage assets.

It is considered that implementing LTP4 will have a positive effect on the protection and enhancement of heritage assets and the wider historic environment, as well as landscapes, townscapes and visual amenity in comparison to continuing under the present approach.

This is summarised in Table 8-5.

**Table 8-5 - Historic environment and visual amenity alternatives assessment**

ISA Objective	Alternative 1 – Continue under present approach	Alternative 2 – Implement LTP4
Conserve and enhance heritage assets and the wider historic	Negative	Positive



ISA Objective	Alternative 1 – Continue under present approach	Alternative 2 – Implement LTP4
<p>environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings</p> <p>Protect and enhance the character and quality of landscapes, townscapes and visual amenity</p>		

**Protect and enhance the water environment**

**Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources**

**Alternative 1 – To continue under the present approach to planning and investment (Business as Usual)**

There are significant challenges to maintaining a health water environment in the UK at present due to a range of issues such as discharges to water courses from the water supply or agricultural sectors. Transport is also recognised across the UK as being a key source of water pollution e.g. through accidental spillage, as well as contaminated road runoff and this would be anticipated to continue in the absence of LTP4. Similarly, pollution through accidental spillage or construction works can impact on soil resources, leading to contamination. Soil and agricultural resources can also be lost due to infrastructure development, including that related to the transport network.

**Alternative 2 – To implement the proposed LTP4**

As with continuing under the present approach, new development promoted or enabled through LTP4 could have implications for the water environment, as well as soil and agricultural resources. However, there are a range of policies and measures within LTP4 that can help address many of these issues and minimise adverse effects. For example, LTP4 places a focus on reducing overall traffic volumes through reducing the need to travel and promoting more sustainable modes. This should reduce the risk of pollution incidents through accidents and will reduce road and other runoff containing residue of tyre and brake wear. LTP4 also specifically notes that consideration will be made of potential water impacts throughout the design process, informed by surface water, groundwater risk assessments and by flood risk assessments where relevant. Water Framework Directive assessments for new schemes will also be undertaken where appropriate, with schemes only being progressed if and when any failures have been addressed through design changes. In the event of a pollution incidents processes will be in place to respond promptly to this. Similarly, LTP4 specifically notes that addressing incidents (e.g. spills of potentially harmful substances) will be a matter of standard practice for the council and its contractors.

The focus in LTP4 on public realm and general place making will also provide opportunities to generate / redevelop some areas e.g. by removing some car parks from town centres. This will also provide opportunities to remediate contaminated land. There are still though some effects from LTP4 though that could lead to a loss of agricultural land. Nevertheless, LTP4 makes clear note that there will be a commitment to protecting soil and land resources (including high value agricultural land and safeguarded



mineral resources), maximising opportunities to use previously developed land, including contaminated land that requires remediation as well as taking opportunities to remediate contaminated land, where appropriate.

On the whole though it is considered that implementing LTP4 will have a positive effect on the protection of the water environment and soil and agricultural resources in comparison to continuing under the present approach.

This is summarised in Table 8-6.

**Table 8-6 - Water and contamination alternatives assessment**

ISA Objective	Alternative 1 – Continue under present approach	Alternative 2 – Implement LTP4
Protect and enhance the water environment  Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	Negative	Positive

**Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated**

**Alternative 1 – To continue under the present approach to planning and investment (Business as Usual)**

The transport sector can impact on and interact with a wide range of resources such as through energy (fuel) use, use of construction materials (aggregate, concrete, etc.), waste generation and disposal, etc.

New transport interventions’ construction contributes to increase the levels of waste generated if building materials are not efficiently used / reused. With more waste being produced, trip kilometres to transport such waste is likely to increase, thus generating more traffic.

Transport is the largest energy consuming sector in the UK, representing 38% of final energy consumption in 2022. However, in the absence of LTP4 it is anticipated new approaches are helping to shift towards greater efficiencies in resource use and adherence to the waste hierarchy. Energy usage within transport is falling and there will be an increase in the uptake of EVs (particularly as the EV charging network expands) which will contribute to falls in the use of hydrocarbons.

**Alternative 2 – To implement the proposed LTP4**

It is anticipated that LTP4 will lead to a reduced need to travel (for example through digital connectivity), as well as a range of more sustainable modes for those who do wish to travel, including both active travel and public transport. This should lead to a reduce in the use of natural resources such as hydrocarbons. The roll out of the EV charging network is also anticipated to be accelerated / better facilitated. There is also an emphasis in LTP4 placed on having smaller vehicles and this will ultimately indirectly result in less requirement for natural resources and ultimately reduced waste. Specific note is made in LTP4 of



promoting circular economy, reducing the use of materials in design and increase use of recycled and renewable materials. Use will also be made of local suppliers of sustainably sourced and locally produce materials where possible. In addition there will be an emphasis on embedding sustainable waste management practices in construction and operation.

As such, it is considered that implementing LTP4 will have a positive effect on the promotion and prudent use of finite natural resources, maximising the use of alternative, secondary and recycled materials, as well as reducing the level of waste generated in comparison to continuing under the present approach.

This is summarised in Table 8-7.

**Table 8-7 - Natural resources alternatives assessment**

ISA Objective	Alternative 1 – Continue under present approach	Alternative 2 – Implement LTP4
Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	Neutral / positive	Positive

**Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all**

**Support the wider coordination of land use, energy planning and transport planning across Wiltshire**

**Alternative 1 – To continue under the present approach to planning and investment (Business as Usual)**

The main asset of Wiltshire is its position as an attractive place to live with suitable access to key employment opportunities nearby, for example in Swindon.

Swindon and Wiltshire is one of the top five business locations in England and approximately 30,000 businesses thrive in the area. The Swindon and Wiltshire economy contributes £20.6bn annually to the UK economy, equating to 14.6% of the South West of England’s and 1.2% of England’s total output. Historically, Swindon and Wiltshire’s GVA growth rates have surpassed the regional and national averages, but this has slowed since 2014. Swindon and Wiltshire’s GVA has been impacted by the COVID-19 pandemic, Swindon and Wiltshire saw an economic contraction of £967m between 2019 and 2020, equating to a loss of 4.5% of output. Wiltshire also has a significant productivity gap. The national average for output per job filled is £57.5k, with low productivity in Wiltshire (£45,200) resulting in a productivity gap of - £12.3k lower than the UK average. Chippenham, Salisbury and Trowbridge are all key settlements within the SWLEP area, however these all account for low productivity (<£50k), relying on Swindon to drive higher productivity for the sub-region.

While Wiltshire is anticipated to remain a premier location for employment and to do business in, it does face some challenges. For example, some of the most significant challenges facing Wiltshire are reminiscent of other rural areas across the country, these include an ageing population alongside challenges around accessing services and meeting housing demand. There are also pockets of deprivation within Wiltshire, primarily focused within urban areas. The most deprived area of Wiltshire is





Trowbridge John of Gaunt - Studley Green. Other areas of deprivation include Chippenham Queens, Melksham North, Trowbridge Drynham and Salisbury Bemerton. It is also noted that there are still considerable issues relating to the transport network and its ability to meet future challenges, such as public transport coverage and integration of services, reliability issues and road congestion that can impact economic efficiency.

**Alternative 2 – To implement the proposed LTP4**

LTP4 has a clear focus on supporting the economic development of Wiltshire. For example, LTP4 sets out how it is intended to address challenges relating to the transport network. It also sets out how making town centres more attractive via improved public realm and reducing congestion can help increase footfall and make these more attractive places to do business in. This can be facilitated by Park & Ride services, as well as highway improvements and better connections. It is also anticipated that simplified pricing will make it easier for tourists to use the existing network and support the county’s economy, while specific elements such as establishing train servicing facilities can help grow the local skills base and help to diversify the economy with skilled employment opportunities. Digital connectivity will also remove the need for some people to travel to access economic opportunities. This will help to improve social mobility by overcoming barriers to accessing opportunities, including an individual’s physical mobility levels and the affordability of travel costs, especially where car use is needed.

Note is also made within LTP4 how different groups will be brought together in respect of transport issues. This will ensure that those areas where the transport network are hindering economic opportunities have a forum for concerns to be raised and addressed.

It is considered that implementing LTP4 will have a large positive effect on economic growth and job creation and improving access and connectivity to jobs and skills for all in comparison to continuing under the present approach.

This is summarised in Table 8-8.

**Table 8-8 - Economic growth alternatives assessment**

ISA Objective	Alternative 1 – Continue under present approach	Alternative 2 – Implement LTP4
Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all  Support the wider coordination of land use, energy planning and transport planning across Wiltshire	Neutral / positive	Positive

**Improve health and well-being for all citizens and reduce inequalities in health**

**Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society**

**Promote community safety and reduce crime and fear of crime**



## **Alternative 1 – To continue under the present approach to planning and investment (Business as Usual)**

Wiltshire has a population over 510,000 people, with some notable urban centres including Salisbury, Chippenham and Trowbridge, though also a highly rural population scattered across the county. Wiltshire has a higher percentage of people aged over 65 than the national average (22% in 2021, compared to 18% in England as a whole). This is expected to increase further to 29% by 2040 (compared to 24% in England), though both life expectancy and healthy life expectancy in the county remain higher than the national average. On other health parameters, Wiltshire as a whole tends to perform better than the national average. Nevertheless there are of course still individuals with significant health challenges and there are also pockets of worse health outcomes – these are often linked to deprivation. Transport can also play a significant role in poorer health outcomes, due to issues such as air pollution (linked to respiratory illness, asthma and premature death) and noise (linked to mental wellbeing issues), though it also provides opportunity for active travel and of course provides links to services and facilities such as health and recreation.

As well as health outcomes, the specific nature of the county are also reflected in issues relating to equalities and safety. For example, the rural nature of much of the county means that many people in Wiltshire have to rely on their cars, and presents challenges around connectivity by other modes, which can also lead to social isolation. Access to the services and facilities that people need is also an issue for large parts of the county. Road safety on rural roads can also be an issue.

## **Alternative 2 – To implement the proposed LTP4**

LTP4 notes a range of policies and measures that seek to address many of the health, equalities and safety issues that affect the county. For example, LTP4 places a focus on providing services and facilities in local areas. Note is also made of increasing public transport services and of the need to increase accessibility to rail and bus stations, in addition to improve accessibility in rural areas such as through Demand Responsive Transport. There will also be accessible and inclusive vehicles and public transport infrastructure in terms of bus network. This will result in improvements to bus stops etc. and will include audible announcements and visual displays identifying the route and direction, each upcoming stop, and the beginning of any diversions. Clear audible and visible information will also benefit non-disabled people, helping those who are travelling on an unfamiliar bus route, and giving passengers confidence that they will not be left stranded at the wrong stop late at night. Redesign of roads / junction improvements (including measures to reduce speed) can also help to make roads safer, particularly for the elderly or for children or those with mobility issues. Severance would be reduced by reducing the need for some vehicle travel and by improving junctions etc.

Indirect beneficial effects can also be anticipated through elements of LTP4 such as reducing congestion, or restricting car access which will improve air quality in local areas. Improved air quality will improve health outcomes across all sectors of society, with likelihood of being particularly beneficial to vulnerable groups such as children and adolescents, as well as the elderly, those with existing health conditions (particularly those related to lung and heart conditions), as well as those on low income (who tend to live in areas more heavily impacted by road traffic). In addition to zero emission vehicles and the promotion of public transport, a large element in reducing emissions will be through the emphasis on walking and cycling which is noted throughout LTP4 by providing for a much greater level of opportunities to undertake active travel. This will directly help improve health outcomes and will also provide opportunities to improve health and wellbeing through providing opportunities for exercise and leisure. Opportunities for leisure (and subsequent boosts to mental wellbeing) will also be provided through the emphasis in LTP4 on access to green space. Well-being will be further boosted by decreasing the impact of traffic on local communities, providing a cleaner, quieter local environment with improved quality of life. This will make local streets more attractive places for residents to live, work, play, socialise and move within their



neighbourhood, supporting thriving communities. The development of a ‘sense of place’ and community likely to be engendered through the measures outlined in LTP4 is noted for benefitting well-being.

Provision of a range of services, including those related to health (and including digital connections for healthcare appointments) within local areas will also make accessing these easier and will likely improve health outcomes. Further indirect effects on health can also be anticipated through elements noted in LTP4, which deals with increasing access to economic opportunities. This has noted benefits for health outcomes by providing jobs or opportunities for educational advancement and may have the indirect benefit of helping to reduce crime rates by reducing economic uncertainty.

Of particular note is that LTP4 sets out a clear approach to making sure health and equalities issues are addressed for all transport schemes. A commitment is made to proactively consider health and equalities issues from the earliest stage in designing and specifying LTP4 measures. Account will be made for the findings of any HIA or EqIA undertaken and, wherever possible, design of LTP4 measures are to have a positive impact on health and equality for all members of society. Use will be made of the latest inclusive design standards for any new or improved infrastructure, including guidance published by the DfT.

Safety will also be boosted by the clear commitment to using design standards and by managing volumes and speed of cars on the road.

It is considered that implementing LTP4 will have a large positive effect on equality of opportunity for all, improving health and wellbeing and reducing inequalities in health outcomes, as well as promoting community safety in comparison to continuing under the present approach.

This is summarised in Table 8-9.

**Table 8-9 - Health, equality and safety alternatives assessment**

ISA Objective	Alternative 1 – Continue under present approach	Alternative 2 – Implement LTP4
<p>Improve health and well-being for all citizens and reduce inequalities in health</p> <p>Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society</p> <p>Promote community safety and reduce crime and fear of crime</p>	Neutral / positive	Large Positive

## 8.4 Conclusions on Alternatives

It has been shown that implementing LTP4 is favoured across the full range of ISA Objectives, in comparison to maintaining the present approach to transport planning in Wiltshire. Of note are that LTP4 provides a clear focus on reducing traffic volumes, improving place making, improving active travel and public transport provision, improving digital connectivity etc and these will all help to reduce air pollution and carbon emissions. Beneficial effects can also be expected in other environmental areas such as reduced water pollution, improved biodiversity, improved settings of townscapes and landscape, reduced



use of hydrocarbons and so on. Of particular note are the anticipated benefits to health, wellbeing, equalities and safety, which are anticipated to be both direct and indirect effects. Important commitment is also made to ensuring consideration is made of these issues through the development of any schemes which derive from the LTP4, as well as commitment to further environmental assessment, in addition to liaison with bodies such as Natural England and other such organisations. These approaches should ensure that the implementation of LTP4 represents a much improved approach to managing the effects of transport on the environment and people of Wiltshire.



# 9. Compatibility between LTP Objectives and ISA Objectives

## 9.1 Introduction

To help ensure that the draft vision and objectives of the LTP4 are as closely aligned with the ISA objectives as possible, a test of their compatibility has been undertaken. This test helped to identify potential synergies and inconsistencies, as well as assisting in refining the elements of the LTP4 and identifying alternatives.

The vision and objectives of the LTP4 that have been subject to this Compatibility Assessment are outlined as follows:

### 9.1.1 Vision

The LTP vision is:

‘A safe and connected transport system which protects the county’s unique built, natural and historic environment, making this accessible for all, supports economic growth across Wiltshire’s communities and contributes to a low carbon future’.

### 9.1.2 LTP Objectives

Six objectives underpin the vision, and delivery of these objectives will be the main focus of the LTP:

- Objective 1: To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.
- Objective 2: To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.
- Objective 3: To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire’s varied localities.
- Objective 4: To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.
- Objective 5: To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by 2030, and leading the county towards net zero.
- Objective 6: To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.

All of the above elements have been tested for Compatibility with the following ISA Objectives:

- 1) Protect and Improve air quality.

- 2) Reduce carbon dioxide (CO<sub>2</sub>) emissions from transport and contribute to meeting net zero carbon targets.
- 3) Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding.
- 4) Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain.
- 5) Protect and enhance sites designated internationally for nature conservation purposes.
- 6) Protect, enhance and promote geodiversity.
- 7) Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.
- 8) Protect and enhance the character and quality of landscapes, townscapes and visual amenity.
- 9) Protect and enhance the water environment.
- 10) Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources.
- 11) Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated.
- 12) Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all.
- 13) Support the wider coordination of land use, energy planning and transport planning across Wiltshire.
- 14) Improve health and well-being for all citizens and reduce inequalities in health.
- 15) Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society.
- 16) Promote community safety and reduce crime and fear of crime for all citizens.

## 9.2 Compatibility Assessment findings

In this compatibility assessment, the following scoring scheme in Table 9-1 is used to summarise compatibility:

**Table 9-1 - Compatibility assessment scoring scheme**

✓	Broadly Compatible
X	Potential Conflict
?	No sufficient detail provided to ascertain compatibility
<b>NR</b>	Not Relevant / No Relationship

The results of the assessment are summarised in Table 9-2, and a discussion of the results then follows. Full assessment tables are provided in Appendix A to this Technical Note.





Overall, the results of the assessment indicate that there is a good degree of compatibility in a number of key elements.

## **Vision**

By making specific reference to lowering carbon and the protection of the county's natural and built environment, the vision is considered to be broadly aligned with ISA Objectives that seek to ensure protection of key environmental topics of air quality, carbon dioxide, climate change, biodiversity, geodiversity, heritage, landscape, water, soil and waste (ISA Objectives 1-11).

In respect of the social, equalities and economic objectives (ISA Objectives 12 – 16) it is considered that the vision is broadly aligned. Clear note is made that accessibility improvements should apply to all sectors of the community. In development of a 'safe and connected' transport system that 'supports sustainable economic growth' it is considered that the vision will support economic growth, support wider coordination across planning, improve community safety, health and well-being and promote equality of opportunity with the outcome of achieving a fairer society.

### **LTP OBJECTIVE 1: To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.**

This LTP Objective is broadly compatible with ISA Objectives 1, 2 and 11 - 16. Meeting this LTP Objective will require policy measures which result in reduced GHG emissions. Increasing travel choices, improving multi-modal (including active and public transport) and digital connectivity are likely to result in lower pollution emissions and as such will help to protect and improve air quality. Interventions in support of this objective will include encouraging a modal shift away from vehicles powered by hydrocarbons, promoting prudent use of finite natural resources (ISA Objective 11). Improving digital connectivity within and beyond rural settlements will act to promote economic growth in these areas and may facilitate job creation (ISA Objective 12). It is also noted that by tackling social isolation, improving digital connectivity, and a multi modal offering this will have beneficial effects on coordination of land use, health and well-being, equality of opportunity and promote community safety (ISA Objectives 13 – 16).

### **LTP OBJECTIVE 2: To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.**

This LTP Objective is broadly compatible with each of the ISA Objectives. While the objective does not, the logic map for Objective 2 refers to the promotion of active travel options and improved alternatives to private car journeys. This in turn would have consequent benefits in respect of air quality and reducing carbon dioxide emissions. By promoting active travel options this in turn may reduce reliance on the private car, and pressures on the road network with the outcome of reduced need for new roads. In doing so this objective may help to protect the natural environment, for example, by reducing transport-related runoff to the water environment. The LTP Objective is considered broadly compatible with the ISA Objectives relating to economic, equalities and societal issues by making specific reference to improving quality of life, health and wellbeing, and promoting more equal and inclusive access to opportunities.

### **LTP OBJECTIVE 3: To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.**

This LTP Objective is broadly compatible with ISA Objectives 1 – 3 and 12 - 16. The logic map for Objective 3 refers to the anticipated outcomes of reduction in traffic congestion and reduced car travel. This would have consequent benefits on air quality and carbon dioxide emissions. Resilience to climate change is expected to be a key consideration in providing a more reliable transport network.

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The compatibility assessment considers there to be uncertainty in respect of ISA objectives 4 – 9. A reliable and efficient transport network may include interventions that act to reduce pressures on the road network including reducing the need to travel and encouraging active travel thereby reducing the need for new roads. In doing so pressures in respect of noise, air quality, habitat fragmentation, light among others may also be reduced. It is however acknowledged that interventions in support of this objective may involve new infrastructure which would increase pressures on the natural and built environment.

In respect of ISA Objectives 10 and 11, this LTP Objective is considered not relevant.

**LTP OBJECTIVE 4: To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.**

This LTP Objective is broadly compatible with ISA Objectives 1 – 3 and 11 - 16. In providing a resilient transport network it is envisaged that interventions would reflect the challenges posed by climate change. This may then have the effect of prioritising measures that would reduce reliance on fossil fuels, encourage a modal shift towards low emission / zero emission vehicles and towards active travel with consequent benefits on air quality, carbon dioxide emissions and on flood risk (ISA Objectives 1 – 3). Alignment is also considered with ISA Objectives (11 – 16) noting that the objective would, through preparation for technological, environmental and societal changes, reduce consumption of natural resources, promote coordination, economic growth and job creation, encourage health and well-being improvements, help to achieve a fairer society and promote community safety.

Uncertainty has been identified in respect of ISA Objectives 4 - 10. It is envisaged that measures would be expected to include those that reduce reliance on fossil fuels and encourage a modal shift towards low emission/zero emission vehicles and active transport, which would reduce pressures on the biodiversity, sites designated for nature conservation, geodiversity, historic assets, landscapes and the water environment. It is however recognised that this objective may involve new infrastructure which has the potential to increase pressures on the mentioned environmental considerations. While uncertainty remains, in respect of soils and contaminated land (ISA Objective 10) there is potential to support this ISA objective to remediate contaminated land, facilitate the re-use of previously developed land and conserve soil and agricultural resources.

**LTP OBJECTIVE 5: To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by 2030, and leading the county towards net zero.**

This LTP Objective is broadly compatible with ISA Objectives 1 - 11, 13 and 14. This objective focuses on carbon emissions and the prospect of carbon neutrality by 2030 and in doing so is considered broadly compatible with most of the ISA Objectives focused on environmental issues and those linked with health and well-being (ISA Objective 14). ISA objectives 12, 15 and 16 are considered not relevant and no potential conflicts have been identified. No recommendations are made in respect of this LTP Objective.

**LTP OBJECTIVE 6: To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.**

This LTP Objective is broadly compatible with ISA Objectives 1 – 14 and 16. In particular, the LTP Objective is broadly compatible with the ISA Objectives relating to the protection of the built and natural environment (ISA Objectives 1 - 11). It is also anticipated that improvements in the natural environment, including AONBs and the National Park, will help promote engagement with the outdoors and promote

physical activity with consequent benefits on health and well-being. Additionally, enhancement of the environment and heritage of Wiltshire may attract tourism and investment in the area.

ISA Objectives 15 that considers equalities is considered not relevant and no potential conflicts have been identified.

In respect of objectives that seek to protect and enhance the natural and built environment (ISA Objectives 4 -10) uncertainty has been identified. While it is acknowledged that a reduced dependence on the private car and improve multi-modal and digital connectivity is associated with a reduced pressures on the transport network, the LTP Objective seeks to improve local connections which may result in a requirement for new infrastructure. This is shown in Table 9-3.

**Table 9-3 - Identified potential areas of uncertainty**

LTP4 element	ISA Objectives for which compatibility is dependent upon further development of LTP4 content
Vision	N/A
<p>LTP Objective 1: To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.</p>	<p>ISA Objective 4: Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain</p> <p>ISA Objective 5: Protect and enhance sites designated internationally for nature conservation purposes</p> <p>ISA Objective 6: Protect, enhance and promote geodiversity</p> <p>ISA Objective 7: Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings</p> <p>ISA Objective 8: Protect and enhance the character and quality of landscapes, townscapes and visual amenity</p> <p>ISA Objective 9: Protect and enhance the water environment</p> <p>ISA Objective 10: Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources</p>
<p>LTP Objective 2: To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.</p>	N/A
<p>LTP Objective 3: To provide a reliable and efficient transport</p>	<p>ISA Objective 4: Protect and enhance protected habitats, sites, species, valuable ecological networks and promote</p>

LTP4 element	ISA Objectives for which compatibility is dependent upon further development of LTP4 content
<p>network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.</p>	<p>ecosystem resilience and functionality and deliver Biodiversity Net Gain</p> <p>ISA Objective 5: Protect and enhance sites designated internationally for nature conservation purposes</p> <p>ISA Objective 6: Protect, enhance and promote geodiversity</p> <p>ISA Objective 7: Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings</p> <p>ISA Objective 8: Protect and enhance the character and quality of landscapes, townscapes and visual amenity</p> <p>ISA Objective 9: Protect and enhance the water environment</p>
<p>LTP Objective 4: To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.</p>	<p>ISA Objective 4: Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain</p> <p>ISA Objective 5: Protect and enhance sites designated internationally for nature conservation purposes</p> <p>ISA Objective 6: Protect, enhance and promote geodiversity</p> <p>ISA Objective 7: Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings</p> <p>ISA Objective 8: Protect and enhance the character and quality of landscapes, townscapes and visual amenity</p> <p>ISA Objective 9: Protect and enhance the water environment</p> <p>ISA Objective 10: Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources</p>
<p>LTP Objective 5: To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by</p>	<p>N/A</p>

LTP4 element	ISA Objectives for which compatibility is dependent upon further development of LTP4 content
2030, and leading the county towards net zero.	
LTP Objective 6: To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.	N/A

In many cases, the uncertainty of outcome is driven by the nature of the LTP4 itself. It is likely, and to be expected, that the nature of LTP4 and its Objectives will potentially result in heavy engineering and construction, or schemes with a large footprint, along with the spatial and planning context in which these will take place. These types of activities have the potential for both negative and positive outcomes. In general areas of uncertainty of compatibility relate for the most part to the environmental issues as follows:

- Resilience of the transport network to a changing climate.
- Biodiversity and geodiversity, as well as sites designated for nature conservation.
- Landscapes and townscapes.
- Cultural heritage and its settings.
- The water environment.
- Soil, agricultural resource and contaminated land.
- The use of natural resources, maximising recycling and use of secondary materials and reducing waste.
- Land use, energy planning and transport planning across.

Outcomes to these areas will depend upon the policy framework and approach to mitigation that the LTP4 sets for implementation and the following recommendations in Table 9-4 are made to ensure more 'complete coverage' of ISA Objectives:

**Table 9-4 - Overview and Recommendations to strengthen and improve compatibility**

LTP4 element	Overview and Recommendations
General outcomes	Provide greater, yet succinct, clarity on how LTP4 can interact across the three elements of sustainability (economy, environment and society). Ideally this would be throughout the LTP, so that it is understood that all elements are to be undertaken within a wider sustainability framework.
Vision	The vision is clearly linked and shows broad compatibility to all the ISA Objectives.
LTP Objective 1: To decarbonise private vehicles, and to tackle social isolation by improving multi-modal	This Objective is clearly linked to the social and economic aspects of sustainability, though it is anticipated that implementation of these would lead to the need for new

LTP4 element	Overview and Recommendations
<p>and digital connectivity across the whole county, especially within and beyond our rural settlements.</p>	<p>infrastructure, with corresponding uncertainty in respect of environmental aspects. It is recommended that this LTP Objective be clarified to reflect the need to be sensitive to the built and natural environment.</p> <p>See Appendix A for specific recommendations. Note that these recommendations could be addressed directly via this Objective within the LTP.</p>
<p>LTP Objective 2: To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.</p>	<p>This Objective is broadly compatible with each of the ISA Objectives though could be strengthened to recognise the impact a changing climate, including flood risk, may have on the transport network by ensuring that ‘resilience’ features in the Objective text.</p> <p>See Appendix A for specific recommendations. Note that these recommendations could be addressed directly via this Objective within the LTP.</p>
<p>LTP Objective 3: To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire’s varied localities.</p>	<p>This Objective is clearly linked to the social and economic aspects of sustainability, though it is anticipated that implementation of these may lead to the need for new infrastructure, with corresponding uncertainty in respect of environmental aspects. It is recommended that this LTP Objective be clarified to emphasise sustainable modes of transport.</p> <p>See Appendix A for specific recommendations. Note that these recommendations could be addressed directly via this Objective within the LTP.</p>
<p>LTP Objective 4: To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.</p>	<p>This Objective is clearly linked to the social and economic aspects of sustainability, though it is anticipated that implementation of these may lead to the need for new infrastructure, with corresponding uncertainty in respect of environmental aspects. It is recommended that this LTP Objective be clarified to reflect the need to be sensitive to the built and natural environment.</p> <p>See Appendix A for specific recommendations. Note that these recommendations could be addressed directly via this Objective within the LTP.</p>
<p>LTP Objective 5: To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by</p>	<p>This Objective is broadly compatible with each of the ISA Objectives and no recommendations made.</p>

LTP4 element	Overview and Recommendations
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2030, and leading the county towards net zero.

LTP Objective 6: To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.

This Objective is broadly compatible with each of the ISA Objectives and no recommendations made.

As noted above, it is considered that additional elements could be added to the Objectives to address the full range of sustainability – this would help ensure that considerations of sustainability are fully embedded in all aspects of the LTP. However, the LTP and the understanding of how it interacts with sustainability could also benefit from a specific section and detailed text relating to sustainability as a whole, but in particular those environmental aspects where there is clear uncertainty of outcome at present. This is summarised in Table 9-5.

**Table 9-5 - Summary of the impact of the original recommendations on the new LTP4 elements**

Original LTP4 element	Original recommendation	New LTP4 element	Summary of Impact
Vision: To develop a low carbon, safe and connected transport system which provides future resilience, supports sustainable economic growth across Wiltshire’s communities and protects the county’s unique built, natural and historic environment, making this accessible for all.	It is considered that the vision could be strengthened by including ‘enhancement’ of built, natural and historic features.	Vision: A safe and connected transport system which protects the county’s unique built, natural and historic environment, making this accessible for all, supports sustainable economic growth across Wiltshire’s communities and contributes to a low carbon future.	Recommendation has not been incorporated. The Vision has maintained broad compatibility.
LTP OBJECTIVE 1: To reduce car dependency and improve multi-modal and digital connectivity within and beyond the rural settlements in our county.	It is recommended that the LTP Objective be strengthened to reflect the need to be sensitive to the built and natural environment.	LTP OBJECTIVE 1: To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.	While the recommendation has not been directly incorporated, it has been broadly addressed through the Logic map for Objective 6. The Logic map highlights the need for ‘safer, more attractive and convenient travel by active travel’ and a ‘reduction in vehicle miles’. These measures

Original LTP4 element	Original recommendation	New LTP4 element	Summary of Impact
			<p>are expected to have benefits in respect of air quality, carbon dioxide emissions and flood risk, and reflect the need to be sensitive to the built and natural environment. Additionally, the aim to tackle social isolation is expected to reduce inequalities by increasing connectivity for poor and rural communities. This update has strengthened the Objective's broad compatibility with ISA Objectives 1, 2 and 11 – 16. Uncertainty is maintained in respect of ISA objectives 4 – 10.</p>
<p>LTP OBJECTIVE 2: To improve accessibility and connectivity to opportunities within Wiltshire and beyond, encouraging active travel options, inclusivity and social mobility, promoting greater equality of opportunity for all residents.</p>	<p>It is recommended that the objective may be strengthened to recognise the impact a changing climate, including flood risk may have on accessibility and connectivity by ensuring that 'resilience' features in the Objective text.</p>	<p>LTP OBJECTIVE 2: To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.</p>	<p>While the recommendation has not been directly incorporated, the provision of a 'safe' transport network which improves 'quality of life' and 'health and wellbeing' will help to reduce the risks associated with a changing climate. The Objective has maintained broad compatibility.</p>



Original LTP4 element	Original recommendation	New LTP4 element	Summary of Impact
LTP OBJECTIVE 3: To provide a reliable and efficient transport network which maximises sustainable economic growth across Wiltshire's varied localities.	It is recommended that this LTP Objective be clarified to reflect the need to be sensitive to the built and natural environment.	LTP OBJECTIVE 3: To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.	While the recommendation has not been directly incorporated, it has been broadly addressed through the Logic map. The Logic map emphasises the need for 'high quality sustainable travel options which increase travel options', clarifying the need to be sensitive to the built and natural environment. This update has strengthened the Objective's broad compatibility with ISA Objectives 1 – 3 and 12 – 16. Uncertainty is maintained in respect of ISA objectives 4 – 9.
LTP OBJECTIVE 4: To ensure that Wiltshire has a resilient, future ready transport network that takes account of the varied geography and dispersed nature of the county.	It is recommended that the LTP Objective be strengthened to reflect the need to be sensitive to the built and natural environment.	LTP OBJECTIVE 4: To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.	While the recommendation has not been directly incorporated, it has been broadly addressed through the Logic map. The Logic map highlights the need for 'improved infrastructure for public, shared and active transport' and 'maximised uptake of energy efficient and zero or ultra low emission vehicles and autonomous vehicles'. These measures are expected to have benefits in respect of air quality, carbon dioxide emissions and flood risk, and reflect the need to be sensitive to the built and natural environment. This update has

Original LTP4 element	Original recommendation	New LTP4 element	Summary of Impact
LTP Objective 5: To reduce the total carbon emissions that are due to transport in the county, contributing to Wiltshire's aim of becoming Carbon Neutral by 2030.	No recommendations have been made in respect of this LTP Objective.	LTP Objective 5: To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by 2030, and leading the county towards net zero.	strengthened the Objective's broad compatibility with ISA Objectives 1 – 3 and 11 – 16. Uncertainty is maintained in respect of ISA objectives 4 – 10.
LTP OBJECTIVE 6: To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three Areas of Outstanding Natural Beauty and historic towns and settlements.	No recommendations have been made in respect of this LTP Objective.	LTP OBJECTIVE 6: To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.	The Objective has maintained broad compatibility with relevant ISA objectives.

## 9.3 Conclusion

In conclusion, the results of the compatibility assessment indicate that the LTP4 Vision and Objectives provided a generally firm underpinning to help ensure that the sustainability performance of the plan can be maximised. However, some areas of potential uncertainty remain, in particular relating to the environment. However, incorporating to the developing LTP4 greater clarity on how these issues will be addressed would ensure that these elements are in alignment with the requirement to ensure sustainability was fully incorporated to the LTP4.

# 10. Assessment of LTP policy, measures and sub-strategy proposals

## 10.1 Introduction

The LTP4 sets out a series of challenges that Wiltshire is facing in relation to transport across the county and which the LTP4 must respond to. These challenges are:

1. Transport Decarbonisation.
1. Health, wellbeing and safety.
2. Economic growth.
3. Unique environment.
4. Futureproofing transport.
5. Rurality.

Allied to these key challenges, other elements which have been considered in detail as part of the development of LTP4 include the effects of an ageing population in the county, the need to rely on cars especially in rural areas, traffic flows, a changing climate, digital connectivity, environment (including air quality and noise), the economy and funding. Consideration of all of these aspects led to the development of a Vision for LTP4 and a series of Objectives. See Chapter 9 for consideration of these elements.

In order to fulfil the vision and objectives, a series of policies have also been developed for LTP4. These policies are a broad mix and reflect four policy areas that provide their foundation and structure. These four policy areas are:

1. **Avoid** unnecessary travel – giving people the choice to reduce the number and length of car trips needed through locating services, jobs and other destinations within closer reach; providing digital options; and combining journeys. Many people, particularly in rural areas, have no choice but to travel significant distances to access employment, education, and the services and facilities they need. These policies seek to increase the options available to those who live and work in Wiltshire, enabling access to more within closer reach.
  2. **Shift** to more sustainable modes of transport – more sustainable modes of transport – providing better and more accessible options for travel via active travel, public and shared transport. These policies seek to make active travel, public and shared transport more accessible, attractive and competitive options for all types of journeys.
  3. **Improve** vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements. These policies seek to minimise the environmental impact of the remaining miles travelled by road by making better use of our existing networks and enabling individuals and organisations to transition to less polluting vehicles.
  4. **Support** and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future. The measures under the previous three policy areas will enable people and goods to travel more efficiently, with less impact on our environment and communities. However, these benefits will only be maximised when travel behaviours change and will only be deliverable when we collaborate effectively with other organisations and put the time and resource into developing more detailed plans
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for the future. These supporting measures prioritise effective communication, collaboration and future planning.

This section predicts and evaluates likely sustainability effects arising from the policy proposals set out in the LTP4 (draft July 2024), notes recommendations in order to address shortfalls identified during the assessment.

For the purposes of assessment, these policies have been assessed on a grouped 'themed' basis as it is recognised that certain policies were mutually supportive in their aim to achieve the LTP4 framework of 'Avoid, Shift, Improve and Support'. The policies were considered as set out on Table 10-1, which also contains a brief description and explanation for the Policy.

## LTP4 Policies aligned to Policy Areas

**Table 10-1 - Overview of policy areas and aligned policies**

Policy Area	Policy	Policy Overview
Avoid	Avoid unnecessary travel – giving people the choice to reduce the number and length of car trips needed through locating services, jobs and other destinations within closer reach; providing digital options; and combining journeys.	
	Many people, particularly in rural areas, have no choice but to travel significant distances to access employment, education, and the services and facilities they need. These policies seek to increase the options available to those who live and work in Wiltshire, enabling access to more within closer reach.	
	A1 Reduce the need to travel as often	Reducing the need to travel can improve local safety and air quality, support inclusivity and social mobility, whilst also helping to limit the harmful greenhouse gas emissions from transport, Providing more options to access essentials remotely can open up new opportunities, such as education, training, employment, online community services, and travel information. In addition, making it more convenient to consolidate journeys, such as by locating key services near to each other, can help reduce the time needed to complete day-to-day tasks. These benefits are particularly important for those who don't have access to a car or find it difficult to travel.
A2 Enabling access to services, jobs and other destinations within closer reach	Providing opportunities to access the essentials closer to home can make travel by active travel and public transport more feasible and attractive options, and can lead to travelling fewer miles overall. These are key ways we can reduce the harmful greenhouse gas emissions which result from transport and improve local safety and air quality. The provision of more local services can also help to reinvigorate local communities, bring health benefits, and support economic growth by creating opportunities without the need for a car, where feasible.	
Shift	Shift to more sustainable modes of transport – providing better and more accessible options for travel via active travel, public and shared transport.	
	These policies seek to make active travel, public and shared transport more accessible, attractive and competitive options for all types of journeys.	
S1 Enable active travel to be the preferred	Whilst cars are critical to rural areas, active travel can have substantial health and wellbeing benefits for all ages, and can be	

Policy Area	Policy	Policy Overview
	choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality	a good way of embedding physical activity into day-to-day life. These methods of travel generally have the most reliable journey times, and have less chance of being negatively impacted by delays experienced elsewhere on the network, or by possible future societal issues (such as pandemics, fuel shortages, and inflation). They are also the cleanest modes of travel with very little adverse impact on greenhouse gas emissions, air pollution or noise pollution. Our LTP4 measures will address concerns about safety, convenience and quality of provision which can prevent people choosing to walk, wheel and cycle, and enable these modes to become the natural choice for shorter journeys.
	S2 Provide more public and shared transport options and improve service quality	Good public and shared transport links are vital for the success and prosperity of Wiltshire's communities, allowing access to our towns and city, our schools and colleges, our places of work and leisure. Public and shared transport are essential in enabling people to get around in a sustainable way and can help to combat social isolation. Our aim is to ensure that public and shared transport meets the needs of our people, both now and into the future, and provides a viable and competitive alternative to travelling by car. We will prioritise improving the frequency, speed, reliability and flexibility of our bus services; supporting the enhancement of rail services through Wiltshire; and expanding on the current shared transport options.
	S3 Provide better access to public and shared transport services	The benefits of improved public and shared transport services will only be unlocked if more people are able to access them and connect seamlessly between different modes of travel. To facilitate this, we will improve local links to bus stops and railway stations, simplify our services, provide better information, make payment easier and prices more affordable, and ensure our vehicles and infrastructure are safe and accessible for all. New shared transport schemes, such as e-bike hire, can create better and more flexible options for getting to and from public transport hubs, without the need to travel by car.
	S4 Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most	In order to improve road safety, reduce congestion and reduce greenhouse gas emissions, there is a need to encourage travel where possible by modes other than the private car. This is particularly challenging in a rural county where many residents are reliant on car use for a range of essential journeys. Demand management measures are some of the tools available to us to help improve access to services and facilities, ensure journey time reliability and improve the safety and wellbeing of vulnerable road users, such as active travel users. For those residents who have no choice but to travel by private car, it is essential there is adequate provision including a well-maintained road network and appropriate car parking including dedicated blue badge spaces.
	S5 Encourage and enable shift to more	Freight travel is essential for the economy and for individuals. However, HGVs, vans and other delivery vehicles have a significant impact on our communities, air quality, congestion,

Policy Area	Policy	Policy Overview
	sustainable modes for freight	road maintenance costs and produce significant greenhouse gas emissions. Therefore, this policy seeks to increase the use of alternative, more sustainable options for freight movement.
Improve	<p>Improve vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements.</p> <p>These policies seek to minimise the environmental impact of the remaining miles travelled by road by making better use of our existing networks and enabling individuals and organisations to transition to less polluting vehicles.</p>	
	I1 Facilitate and encourage move to low and zero emission vehicles	Low and zero emission vehicles are an essential part of removing carbon emissions from transport; these include cars, vans, buses, taxis and HGVs. The Government is leading on the uptake of these vehicles at a national level, including a ban on new petrol and diesel car and van sales. At a local level, this policy seeks to accelerate uptake by providing public charging points and encouraging the private sector to do likewise, providing zero emission car clubs, ensuring our own fleets are zero emission, and by awareness raising.
	I2 Enable safer, more efficient driving and operation of road network	A smoother flow of traffic means better journey time reliability, more efficient businesses operation, improved road safety, and reduced greenhouse gas emissions. Our measures will prioritise safety for all users, and seek to make better use of data and technology in our monitoring and managing of traffic. Where needed, additional road capacity will be considered in conjunction with the decarbonisation of private vehicles.
Support	<p>Support and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.</p> <p>The measures under the previous three policy areas will enable people and goods to travel more efficiently, with less impact on our environment and communities.</p> <p>However, these benefits will only be maximised when travel behaviours change and will only be deliverable when we collaborate effectively with other organisations and put the time and resource into developing more detailed plans for the future. These supporting measures prioritise effective communication, collaboration and future planning.</p>	
	SU1 Empower people with the skills, knowledge, motivation and opportunity they need to safely access more sustainable and healthier transport	The Avoid, Shift and Improve policy areas will only help us to achieve our objectives if enough people change their travel behaviour. An ongoing programme of activities to make residents and businesses aware of opportunities to change behaviour, how to do so, and the benefits, will therefore be essential to make sure that enough people travel differently, at least some of the time.
	SU2 Work in partnership with Government bodies, stakeholders to improve transport for all	We must collaborate with other organisations, such as neighbouring authorities, national and regional Government bodies, employers, community groups and charities in order to deliver our LTP4 measures and achieve our vision and objectives. Effective partnerships will enable us to develop a coordinated approach to reduce greenhouse gas emissions, encourage sustainable growth, connect communities and provide

Policy Area	Policy	Policy Overview
		excellent quality of life across all of our transport initiatives going forward.
	SU3 Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered	The LTP4 is the first step in the process of delivering an enhanced transport network in Wiltshire. It sets out the direction of travel but, by nature, doesn't contain all the details; we are committed to continuing this journey and, where necessary, will develop further plans to provide the details of how we will deliver on our vision and objectives.

Note that each of the above policies is expanded upon through a series of measures that detail how the policies will be enacted and provides information on likely, or typical, locations that relevant actions could be taken. A focus is placed on identifying measures which will be most appropriate to the identified place types within Wiltshire of 'Principal Settlements', 'Market Towns' and 'Rural Areas'.

Within 'Principal Settlements' the identified measures are shown in Table 10-2:

**Table 10-2 - Principal Settlements identified measures**

Policy Area	Measure
Avoid	A1.1: Improving ultrafast fibre coverage to enable access to online services A2.1: Co-working spaces A2.2: Support improvements to services that can be provided locally to reduce travel A2.3: Ensure design requirements are met for new developments
Shift	S1.1: Deliver the infrastructure improvements identified in our LCWIPs S1.2: Public realm improvements S1.3: Wayfinding S1.4: Cycle parking S1.5: Safer movement for active travel S1.6: Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas S1.7: Cycle hire schemes S2.3: Ride sharing, including shared taxis S3.1: Improve access to and from public transport stops and stations by sustainable modes of travel S3.6: Mobility hubs
Improve	I1.1 Expand EV car club coverage I2.1 Improve our use of technology in traffic and congestion monitoring I2.2 Engage with and prepare for the rollout of new transport technologies
Support	As per overarching measures

Within the 'Market Towns' the identified Measures are shown in Table 10-3:

**Table 10-3 - Market Towns identified measures**

<b>Policy Area</b>	<b>Measure</b>
Avoid	A1.1: Improving ultrafast fibre coverage to enable access to online services A2.1: Co-working spaces A2.2: Support improvements to services that can be provided locally to reduce travel A2.3: Ensure design requirements are met for new developments A2.4: Parcel pick-up points at local hubs
Shift	S1.1: Deliver the infrastructure improvements identified in our LCWIPs S1.2: Public realm improvements S1.3: Wayfinding S1.4: Cycle parking S1.5: Safer movement for active travel S1.6: Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas S1.7: Cycle hire schemes S2.3: Ride sharing, including shared taxis S3.1: Improve access to and from public transport stops and stations by sustainable modes of travel S3.2: New stations S3.6: Mobility hubs
Improve	I1.1 Expand EV car club coverage I2.1 Improve our use of technology in traffic and congestion monitoring
Support	As per overarching measures

Within the 'Rural Areas' the identified Measures are shown in Table 10-4:

**Table 10-4 - Rural Areas identified measures**

<b>Policy Area</b>	<b>Measure</b>
Avoid	A1.1: Improving ultrafast fibre coverage to enable access to online services A2.1: Co-working spaces A2.2: Support improvements to services that can be provided locally to reduce travel A2.4: Parcel pick-up points at local hubs
Shift	S1.1: Deliver the infrastructure improvements identified in our LCWIPs S1.2: Public realm improvements S1.3: Wayfinding S1.4: Cycle parking S1.5: Safer movement for active travel S1.6: Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas S1.7: Cycle hire schemes S2.3: Ride sharing, including shared taxis



Policy Area	Measure
	S3.1: Improve access to and from public transport stops and stations by sustainable modes of travel S3.6: Mobility hubs
Improve	I1.1 Expand EV car club coverage
Support	As per overarching measures

In addition to the measures noted above, a series of support measures have been identified which will be applied across all area types:

- SU1.1: Raise awareness of sustainable travel options
- SU1.2: Travel plans
- SU1.3: Raise awareness of local facilities, amenities and services
- SU1.4: Incentives for physical activity
- SU1.5: Interventions for vulnerable road users
- SU1.6: Cycle training to improve skills and confidence
- SU1.7: Rollout of safety apps
- SU1.8: Mobility credits
- SU1.9: Implement Mobility as a Service (MaaS)
- SU1.10: Reduced carbon intensity of travel via more efficient driving
- SU2.1: Working with businesses to facilitate home working and flexible working
- SU2.2: Providing, or supporting applications for, grants to businesses and community groups for active travel facilities
- SU3.1: Coordination of street works and roadworks
- SU3.2: Network maintenance
- SU3.3: Establish and actively manage a road classification, road layout and road user hierarchy
- SU3.4: Support for Masterplanning
- SU3.5: Adopt 'Vision Zero' ambition and Safe System approach
- SU3.9: Refresh our transport policies and plans

## 10.2 Assessment of LTP4 sub-strategies

In addition to the policy areas outlined above, there are also a small number of sub-strategies that provide more context and detail to key parts of the core strategy and proposed measures. These sub-strategies and their applicable measures are as shown in Table 10-5, Table 10-6, Table 10-7, Table 10-8:

**Table 10-5 - Strategic transport sub strategy assessment**

Strategic Transport Sub-Strategy	
Policy Area	Measure
Avoid	No measures proposed

<b>Strategic Transport Sub-Strategy</b>	
<b>Policy Area</b>	<b>Measure</b>
Shift	S2.1 Bus infrastructure and service improvements on key corridors S2.2 Implementation of new DRT services S2.4 Support for more frequent or new direct rail services S2.5 Support for rail capacity upgrades S2.6 Supporting establishment of train servicing facilities S3.3 Improved waiting and interchange facilities at bus stops and stations S3.4 Provision of real time passenger information at bus stops S3.5 Railway station upgrades S3.7 Explore the role and function of Park and Ride S3.8 Smarter ticketing and payment on buses S3.9 Accessible and inclusive buses and infrastructure S3.10 Lower and simpler bus fares S3.11 Multi-modal ticketing S3.12 Coach parking
Improve	I1.13 Support of cleaner, modernised buses and coaches, and related charging infrastructure I1.14 Support rail electrification I2.3 Improvements to on-road signage on our strategic and major roads I2.6 Targeted road infrastructure or junction improvements to relieve congestion
Support	SU1.11 Multi-modal marketing SU1.12 Ticketing incentives SU2.3 Work collaboratively with our key stakeholders SU2.4 Supporting Community Rail Partnerships

**Table 10-6 - Parking sub strategy assessment**

<b>Parking Sub-Strategy</b>	
<b>Policy Area</b>	<b>Measure</b>
Avoid	No measures proposed
Shift	S4.1 Improved car parking signage S4.2 Provision and consistency of disabled parking S4.3 Review of parking payment methods S4.4 Review of parking charges S4.5 Review of our existing parking assets S4.6 Resident permit zones
Improve	No measures proposed
Support	SU3.8 Develop a detailed parking operation and delivery plan

**Table 10-7 - Freight sub strategy assessment**

<b>Freight Sub-Strategy</b>	
<b>Policy Area</b>	<b>Measure</b>
Avoid	A1.2 Review of consolidation centres A1.3 Planning for HGV deliveries in new developments
Shift	S1.8 Freight kerbside delivery management S5.1 Micro-consolidation and use of alternative modes for first/last mile S5.2 Shifting freight from road to rail S5.3 Safeguarding land for rail and consideration of rail freight interchange site
Improve	I1.11 Support for low emission freight I2.4 HGV parking and rest stops I2.5 Moving traffic offences
Support	SU3.6 Freight Assessment and Priority Mechanism (FAPM) SU3.7 Define route restrictions through Advisory Freight Routes

**Table 10-8 - Electric vehicle sub strategy assessment**

<b>Electric Vehicle Sub-Strategy</b>	
<b>Policy I1 Facilitate and encourage move to low and zero emission vehicles</b>	
<b>Policy Area</b>	<b>Measure</b>
Improve	I1.1 Roll out public on-street residential charging at scale, focusing provision for residents with no off-street parking I1.2 Encourage and facilitate EV charging provision in new developments and refurbishments I1.3 Ensure that public EV charging is located through robust data analysis and community consultation, employing technology appropriate to its context. I1.4 Support the roll out of rapid charger hubs by the commercial sector, ensuring chargers are appropriately located and minimise any associated risks I1.5 Investigate the use of cable channel products to enable safe cross-pavement on-street home charging I1.6 Support EV uptake in corporate fleets and car clubs I1.7 Support and publicise regional and national schemes which help make EVs more financially accessible I1.8 Explore adopting policies and support to increase the number of EV taxis I1.9 Ensure that new EV chargers maximise accessibility for both drivers and footway users I1.10 Ensure new public EV charging includes provision for deprived areas and rural locations

The policies have been assessed against the ISA Objectives using the significance scale shown in Table 10-9:

**Table 10-9 - Criteria for assessing significance of effect**

Assessment Scale	Assessment Category	Significance of Effect
+++	Major beneficial	Significant
++	Moderate beneficial	
+	Slight beneficial	Not Significant
0	Neutral or no obvious effect	
-	Slight adverse	
--	Moderate adverse	Significant
---	Major adverse	

The policies and sub-strategies have been assessed against the following ISA Objectives:

1. Protect and improve air quality.
2. Reduce carbon dioxide (CO<sub>2</sub>) emissions from transport and contribute to meeting net zero carbon targets.
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding.
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain.
5. Protect and enhance sites designated internationally for nature conservation purposes.
6. Protect, enhance and promote geodiversity.
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings.
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity.
9. Protect and enhance the water environment.
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources.
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated.
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all.
13. Support the wider coordination of land use, energy planning and transport planning across Wiltshire.
14. Improve health and well-being for all citizens and reduce inequalities in health (using the HIA specific sub-objectives).
  - Improve accessibility to health and leisure services and facilities and amenities for all.
  - Improve affordability of transport.
  - Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents.
  - Reduce severance.
  - Improve connections between and within communities.
  - Reduce air, noise, odour and light pollution from transport.
  - Improve access to active travel modes.
  - Improve access to public transport.

15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (using the EqIA specific sub-objectives).
  - Improve accessibility to services, facilities and amenities for all, in particular by active travel modes.
  - Improve affordability of transport.
  - Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents.
  - Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision.
  - Reduce severance.
  - Reduce air, noise, odour and light pollution from transport.
16. Promote community safety and reduce crime and fear of crime for all citizens (using the CSA specific sub-objectives).
  - Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents.
  - Improve actual and perceived safety and security issues.

## 10.1 Assessment of policies

Table 10-10 provides an overview of results from the assessment of policies. Full details are provided in Appendix A.

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**Table 10-10 - Overview of assessment of policies**

Plan Element	ISA Objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
<b>Avoid Policies</b>																
Reducing need to travel	++	++	+	+	+	0	+	+/-	+	+	+/-	++	+	++	++	++
Enabling access																
<b>Shift Policies</b>																
Enable active travel	+++	++	+/-	+/-	+/-	+/-	++	+	+	+/-	+/-	+	+	++	++	++
Provide more public and shared transport																
Provide better access to transport services																
Influence demand																
Encourage and enable mode shift																
<b>Improve Policies</b>																
Facilitate shift to LZEVs	++	++	+/-	+/-	+/-	0	+/-	+	+	+	+/-	++	++	++	+	+
Enable safer, more efficient driving and operation																
<b>Support Policies</b>																
Empower people with skills	++	++	+	+	+	0	+	+	+	+	+	++	+	++	++	++
Work in partnership																
Develop more detailed plans																



## 10.1.1 Avoid policies

The policies identified under 'Avoid' are 'Reducing the need to travel as often through combining journeys and providing digital options', and 'Enabling access to services, jobs and other destinations within closer reach'. These policies were supported and expanded upon by a series of measures for each of the place types identified ('Principal Settlements', 'Market Towns' and 'Rural Areas'). A key element of the 'Avoid' policies are aimed at providing measures that reduce the need to travel and make it possible to not have to undertake journeys in the first place, reducing the number of trips or reducing travel distances. These goals are to be achieved through a series of mechanisms such as increased digital connectivity, encourage uptake of more sustainable modes such as active travel, ride sharing, development of mobility hubs, co-working spaces, parcel pick up points, as well as more general supporting the provision of local services and amenities and facilitating these through design requirements. These were considered to provide a strong basis upon which air quality could be protected or improved and carbon emissions reduced to help meet net zero carbon targets. Nevertheless, there would still be a residual need for private car use (and of course public transport such as bus and rail) and while this would result in continued emissions (air pollution and carbon) this is recognised as being important for some members of the community.

It is anticipated that reducing the need to undertake journeys, along with increased digital connectivity, will help to increase resilience in the transport network to a changing climate – in short people can remain connected during extreme weather. Development of facilities in closer proximity to users would also reduce journey length or make them more accessible to sustainable modes that may allow for journeys to be undertaken with less chance of disruption and would also provide opportunities for planting that could allow for shade in hot weather, or incorporation of sustainable drainage that could help manage water during storm events.

Planting, as part of public realm developments (or as part of wider transport schemes), also allows opportunities to increase biodiversity or ecological networks – particularly if native species are used. Biodiversity and wider habitats (including those sites designated for nature conservation) could also benefit through reduced pollution emissions (to air or water) and reduced transport related disturbance that these 'Avoid' policies would engender. The water environment would also benefit from a reduction in polluted runoff as well as reduce potential for spillage of hydrocarbons through accidents or during refuelling. As noted, revamped public realm, as well as development of transport hubs would also provide opportunities to incorporate sustainable drainage which can lead to water quality improvements.

Reducing the need to travel and making more sustainable modes more attractive as set out in the 'Avoid' policies are anticipated to result in reduced congestion and a fall in overall traffic volumes. It is anticipated this will help make landscapes / streetscapes more appealing and may provide opportunities to enhance the setting of (and reduce disturbance to) heritage assets. Setting of such assets could also be improved through its careful consideration as part of any public realm improvements. Similarly, development of facilities that support local services and amenities may provide opportunities to enhance setting or re-purpose historic buildings etc. and would also potentially revitalise town centres.

Nevertheless, the anticipation that the development of transport hubs etc., being mostly in already developed areas means that effects on soil resources should be minimal. Development of these areas, including revamping public realm would provide the opportunity to remediate contaminated land, remove invasive species etc.

Development of the transport hubs and local amenities etc will result in the use of natural resources and would lead to the generation of waste. This would, for the most part, be limited to construction phases.



However, a clear focus on reducing the need to travel, reducing journey length and encouraging sustainable and active travel modes will reduce the use of fuel over the longer term.

It is anticipated the 'Avoid' policies would help local areas to become more attractive for shopping and doing business through development of local facilities and amenities, better access to local businesses, reduced congestion etc. and this would help local economies in the towns and villages of Wiltshire. Better digital connectivity may help economic growth and make Wiltshire more attractive to do business though may also provide opportunities outside the Wiltshire area to the detriment of local business. It may also provide opportunities for people to undertake training or continued education remotely, thereby helping to grow the local skills base. Encouraging access for all will help make economic opportunities more available for a greater number of people.

#### **10.1.1.1 'Avoid' policies – health, equalities and safety**

In relation to the implication of the 'Avoid' policies on the people of Wiltshire and visitors to the county, it is anticipated that a focus on more sustainable modes would allow opportunities for more physical activity to be incorporated into daily activities. This will have clear health and wellbeing benefits. Reductions in air pollution would also have beneficial effects, particularly for children and those with certain health conditions such as those with lung or breathing difficulties.

A clear focus on providing digital connectivity and services, jobs and other destinations within closer reach will improve accessibility – note is made of a range of services to be included in development design guides and this includes health services such as GPs and pharmacies, as well as leisure facilities. While access would be improved for all groups, it is to be noted that a focus on active travel may not have the same benefit for all – for example those in older or younger population cohorts, or those with certain disabilities or health issues may not be able to avail of such modes to the same degree as other groups. Similarly, in terms of equalities, disabled groups and those who are pregnant (particularly in later stages of pregnancy) may experience some reduced access through reduced mobility, with a walk or cycle potentially not practical in some cases. For such groups there may remain a reliance on the private car or taxis. Nevertheless, the provision of mobility hubs will improve access to public transport and make this more attractive for all groups.

Measures such as ride sharing and a clear focus on active travel, as well as providing closer facilities and amenities may help to reduce (or remove) the cost of travel, with particular benefit for those on fixed incomes such as the elderly, or those on low incomes. Cost may also be largely removed through the provision of digital connectivity, though this may incur costs in terms of equipment and data charges. Similarly, there could be costs incurred for the purchase of equipment such as cycles. There is also a focus on sharing, which can reduce costs, though ride sharing may not be suitable for all groups, with gender, ethnic, sexual orientation and faith groups potentially having negative experience or perceptions.

Reducing the need to travel and improving travel choices could help to improve road safety by reducing the number of journeys taken and reducing the potential for accidents. The elderly and children, along with pedestrians and cyclists, would likely particularly benefit from a reduced risk.

Reducing the need to travel will reduce the amount of traffic on roads and therefore reduce severance from services and facilities for all groups. Locating the services and amenities that people need in their local neighbourhoods will also reduce severance across all groups.

Connections between and within communities will be improved through the reduction in traffic and a focus on new transport connections such as those provided by active travel. The provision of local services and amenities will also help to improve connections. Mobility hubs will improve connections to more distant communities.





Light levels may remain as at present, though this will help to provide for a safer nighttime environment.

A reduction in traffic levels through reducing the need to travel, as well as a focus on active travel modes, would likely reduce the number of accidents / incidents. Safety may also increase for the youngest / eldest in society. Elements of the policies may bring new safety or security challenges though (or a perception of challenges) – for example, ride sharing and sharing taxis could lead to a perception of danger for some groups such as ethnic or faith groups, gender and sexual orientation. **It is recommended that such policies could clarify how journeys will be undertaken in safety.**

Note is made of ensuring design requirements for new developments. **It is recommended that this should be expanded to note the need to ensure that safety is a top priority in the design of any new infrastructure such as mobility hubs. A focus should be placed on more vulnerable or lone travellers.**

### 10.1.2 'Shift' policies

The policies identified under the 'Shift' area are 'Enable active travel', 'Provide more public and shared transport', 'Provide better access to transport services', 'Influence demand' and 'Encourage and enable mode shift'. These policies were supported and expanded upon by a series of measures for each of the place types identified ('Principal Settlements', 'Market Towns' and 'Rural Areas'). These policies encourage a shift to more sustainable modes, with a focus on active travel, as well as more public and shared transport options. Service quality and infrastructure will improve and make such modes more attractive. There is a clear focus on shifting freight to more sustainable modes. It is anticipated that overall travel and congestion would reduce, allowing vehicles to be more efficient. Note is made of the need to encourage travel by modes other than the private car, though a residual need for this mode is noted. Despite these residual emissions, it is anticipated that a focus on these policies would result in large beneficial effects on air quality and will also be significantly beneficial in terms of reducing carbon emissions and helping to meet net zero targets.

These policies would likely result in the development of new active travel routes and new infrastructure such as transport hubs may result in an increase in impermeable surfacing, with a consequent increase in risk of flooding. However, note is also made of the development of public realm, including parklets and this would allow for the use of SuDS. These would also include planting which may allow for more shaded areas or to help reduce wind speed in areas, with beneficial effects at a local scale. These new routes would also provide an increase in resilience to the local transport network to help ensure access is maintained – a variety of routes will be available should one be blocked by flooding for example. Note is also made that active travel will not just be confined to the Principal Settlements, with some county wide schemes likely.

Reductions in pollution emissions and the reduction of cars on the road, with a shift to sustainable modes are anticipated to be beneficial to habitats and species by reducing pollution and disturbance. Reduced road traffic or reduced speeds may also result in a reduction in 'road kill'. There is a potential that development of some active travel routes (particularly in non urban areas) could impact on habitats and species (through loss or disturbance), though it would also provide opportunities for green infrastructure to be developed. This could also take place at transport hubs. Note is made of improvements to public realm to include planting. **It is recommended that note should be made of the need to encourage the use of native species in any planting, as well as to take opportunities for biodiversity gain, for example through planting wildflowers that can act as pollinators. Consideration could be given to managing vehicle movements, or speeds in areas that are of value to wildlife.**

In terms of those sites that are designated for nature conservation, it is anticipated that the policies would reduce pollution emissions and reduce traffic on the road network. This could reduce pollution deposition



on designated sites as well as reduce disturbance. Disturbance could also be reduced via a reduction in speed, as well as restricted access in some areas. However, the location of new infrastructure such as active travel routes could lead to encroachment or disturbance (direct or indirect) to designated sites (including those designated for geodiversity). **As such, it is recommended that consideration could be given to managing vehicle movements or speeds in areas that are designated for nature conservation, or which are nearby to such areas.**

Townscapes and the historic environment (inc. heritage assets) could benefit from a reduction in cars, as well as a reduction in speeding etc. Managing access to certain areas could provide opportunities to benefit the setting (including to tranquillity) of assets including conservation areas, individual monuments, individual buildings and so on. A reduction in pollution deposition (through reduced emissions) would help to protect heritage assets. The policies noted the need for improvements to public realm and this could provide opportunities to enhance features, or increase access, as well as promote a 'sense of place'. Effects would likely be localised. There may be a potential for effects (direct or indirect) on heritage assets and their setting through the development of new infrastructure such as active travel routes.

While it would need to be sensitively incorporated, the noted CCTV could help provide protection to historic assets that may be at risk of vandalism. New wayfinding signs could lead to clutter of the streetscape, though could likely be sensitively incorporated to historic centres. Cycle parking and other such infrastructure would also need to be incorporated with care.

**It is recommended that care is to be taken in route / site selection, with opportunities for beneficial effects to be taken. Reference should also be made that working with partners and other statutory bodies, such as Historic England, the Council will aim to minimise the impact of transport on heritage assets and protect and enhance the quality environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings and ensure that due regard is given to the need to undertake archaeological investigations. Improving physical access and/or interpretation, understanding and appreciation of the significance of heritage assets as part of transport development should also take place where appropriate.**

While for the most part it is anticipated that new infrastructure would be of relatively small scale, landscapes, townscapes and visual amenity could benefit from a reduction in cars, as well as a reduction in speeding etc. Less congestion would benefit urban areas in particular.

In relation to the water environment, note is made within these policies of approaches that would result in an uptake of active travel and sustainable modes. This has the potential to benefit the water environment through a reduction in polluted runoff from roads (tyre degradation etc) and a reduction in the risk of pollution from accidents / accidental spillage (with reduced speeds in some areas making accidents that would cause pollution less likely). Note though that there is a potential risk to the water environment during construction of any new infrastructure, though it is anticipated this could be easily managed through standard approaches to construction and pollution prevention. **It is recommended that note is made to ensure incorporation of pollution prevention in design elements.**

It is anticipated that these policies would result new infrastructure development that would be for the most part in existing urban centres, such as public realm improvements. This could provide opportunities to facilitate the re-use of previously developed land or remediate contaminated land. Nevertheless, there is also a potential that new areas would need to be developed, for example for active travel routes and this could require greenfield sites, with potential for adverse effects on soil resource. **It is recommended that note is made of the need to take opportunities to remediate contaminated land and that route / site location should avoid areas of the best soil.**



Development would also result in a requirement to develop new infrastructure that would require the use of natural resources and generate waste. **It is recommended that note is made of the need for design of public transport hubs, active travel routes or public realm etc. to consider use of recycled materials and reduced waste generation.**

These policy areas will result in increased opportunities for people to access jobs and the services they need. This will include increased opportunities for commercial / business interactions. These policy areas will also result in reduced congestion and will therefore help to make business more efficient and will also provide businesses with new (and potentially cheaper) ways to connect with consumers. Upgrades to public realm are anticipated to support local businesses and encourage footfall in town centres making them more attractive places for business to invest. The noted improvements to the public realm (as well as making transport seamless between modes) will require wider coordination of land use and transport planning, though it is recommended that consideration of facilitating the expansion of the EV network could be made.

### 10.1.2.1 'Shift' policies – health, equalities and safety

These policies and associated measures will result in greater access to active travel modes through the provision of new cycleways, providing active travel access to public transport, integrating active travel measures with planning for place measures and so on. This is expected to have beneficial effects on health through allowing people more opportunities to be active. There will also be increased emphasis placed on public transport – particularly bus, which will be benefit to all groups, including those who may not necessarily be best placed to make full use of active travel modes such as older people or the disabled, or those who are heavily pregnant. Note is made that there are people and some groups (including carers) that will still need to use cars and note is made of the need for dedicated blue badge parking.

Specific note is also made of the need to make payment easier and prices more affordable. There is also a noted wish to make public transport a viable and competitive alternative to travelling by car. Greater active travel provision will also allow more journeys to be made by low / zero cost modes, though of course not all groups may be able to afford cycle / e-bike hire or the purchase of cycles.

Reducing speed, reducing overall traffic levels and congestion, provision of segregated active travel routes with good design standards etc., will enhance safety and reduce the number of accidents. This will be of particular benefit to pedestrians and cyclists. Groups such as the elderly and disabled or those who are heavily pregnant may not be able to avail of active travels to as great an extent as other groups but would still benefit from increased provision of public transport.

Severance will be reduced for all groups through reduced car use and speed, along with a greater priority given to walking and cycling and public transport, where possible. Connections between and within communities will be improved by new active travel routes – some of which will be cross county. There will also be better public transport linkages. Enhanced public realm and reduced congestion / restricted vehicle access will ensure interactions within communities are improved.

Air and noise pollution will be reduced through reduced car use and speed, along with a greater priority given to walking and cycling and public transport. Benefits would be most experienced at a local level. However, use of private cars will still occur, along with public transport of bus and rail.

Clear note is made of rural areas through the Rural Areas place-based sub strategy and this sets out a range of measures to improve provision of public transport by sustainable means. Specific note is made of improving access for all, including for those with no access to a car. In general, note is made of the aim



to prioritise improving the frequency, speed, reliability and flexibility of bus services; supporting the enhancement of rail services through Wiltshire; and expanding on the current shared transport options.

Note is also made of public realm improvements that would include CCTV and this can help to improve safety in the wider realm. Provision of good way finding signage will reduce stress and help people to navigate safely.

Note is made of good design measures e.g. in the public realm and the need for CCTV, good lighting etc. Note is also made of good design in terms of secure cycle parking. Good design in separating road users can also reduce conflict and overall stress in the travelling public. However, there may be a lingering perception of risk to safety by some people in term of using public transport or using cycleways / footways as a lone traveller.

### 10.1.3 'Improve' policies

It is the intention of the 'Improve' policies to facilitate and encourage a move to low and zero emission vehicles, as well as enable safer, more efficient driving and operation of the road network. Clearly these policies will have significant benefits in terms of protecting and improving air quality and reducing carbon emissions, as well as contributing to meeting net zero carbon targets. Of particular note are measures that will include the expansion of car club coverage, which will include the use of low and zero emission vehicles within the car club fleets. These should result in lower numbers of high polluting vehicles on the road network, particularly within urban areas.

Measures also include improved network management by using technology to monitor congestion and improve traffic enforcement, e.g., bus lane usage. This should alleviate congestion and improve bus journey times, contributing to improved air quality as traffic flows more freely. More efficient bus services may also lead to a modal shift to public transport away from private car use, decreasing traffic volumes.

In terms of other environmental issues, there is anticipated to be a mix of beneficial and adverse effects, though for the most part these are not considered to be significant. For example, the locations of EV charging points will need to be considered carefully as they can have adverse implications for streetscape, particularly in more historic centres. On the other hand, these charging points will help facilitate the use of EVs which would reduce noise and help improve the ambience of urban centres. Other elements of these policies, such as introducing electronic signage could have similar effects as they may look out of place in an historic centre but could help improve traffic flow and congestion levels.

The general thrust of these policies, to move away from traditionally powered vehicles to EVs and improving traffic flow will likely have beneficial effects on the water environment through reducing the potential for spillage of hydrocarbons, but also reducing tyre and brake wear contributing to polluted runoff. There would also be less airborne pollutants (with likely benefits to biodiversity). The increased use of EVs though has implications for resource use but would result in less hydrocarbon use.

Improved road network efficiency and thereby increasing capacity should improve connectivity for all road users by reducing journey times. This is anticipated to be beneficial to the economy.

#### 10.1.3.1 'Improve' policies – health, equalities and safety

A reduction in air pollution (as well as reduction in noise) will have clear beneficial effects on health and wellbeing. This would be aided by a range of measure set out in respect of these policies such as increased EV use. Improved management / monitoring of road networks and better traffic enforcement will lower overall congestion. This should make travel by all modes easier by reducing journey times for



vehicular traffic, including public transport, as well as for active travel and will make increase accessibility to health and leisure facilities and amenities.

Perception of safety may also increase through fewer large vehicles and reduced congestion.

### 10.1.4 'Support' policies

These policies recognise that benefits will only be maximised when travel behaviours change and will only be deliverable through effective collaboration with other organisations and via putting time and resource into developing more detailed plans for the future. These supporting measures prioritise effective communication, collaboration and future planning and include the policies 'Empower people with the skills, knowledge, motivation and opportunity they need to safely access more sustainable and healthier transport', 'Work in partnership with government bodies, stakeholders to improve transport for all' and 'Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered'. Note that all the measures relating to these policies apply across Principal Settlements, Market Towns and Rural Areas.

While specific note is not made of air quality, these policies and support measures provide a wide range of approaches that will likely result in protecting and improving air quality. It is considered these will be beneficial over the short to long term. A key aim is to inform people and raise awareness of sustainable modes, with a view to encouraging and enabling uptake. Travel plans could also be made to help provide people with the information they need and raise awareness of local services and facilities that can help remove the need to travel. In addition, incentives or grants might be provided to help introduce people or businesses to new sustainable modes that could become a habit. Promotional campaigns would also be held to encourage more efficient driving which would help to reduce emissions. The number of journeys (or length of journey time) would also likely reduce through working with business to facilitate home and flexible working. It is anticipated beneficial effects would be greater over time as people get used to new approaches and amend their travel behaviour.

As with air quality it is anticipated that the Policies and range of associated measures would act to change people's travel behaviour and driver down emissions over time. Of particular note (in addition to those other measures outlined in respect of air quality) are the promotion more efficient driving and the promotion of home / flexible working.

Proactive maintenance is a key element of the outlined measures – this should help ensure that the transport network remains resilient to a changing climate e.g. through proactive clearance of drains etc. Travel plans and masterplanning also provide opportunities to plan for disruption caused by extreme weather events. This would be aided by a greater awareness among the population of Wiltshire of travel options in the local or wider area – this awareness could be increased through the use of Apps that can provide real time travel information. A greater emphasis on home working can also mean people can still work without the need to travel during extreme weather.

Reductions in pollution emissions and removal of cars from the road, with a shift to sustainable modes are anticipated to be beneficial to habitats and species by reducing pollution and disturbance. Benefits could also be experienced at sites designated for nature conservation through a reduction in pollution and disturbance.

These policies and measures aim to reduce car use e.g. through promoting homeworking, as well as help to live locally and would act to reduce congestion. Reduction in pollution emissions would also help to protect historic buildings. It is also noted that careful traffic routing will allow the minimisation of impact on historic sites through routing away from sensitive areas. This would likely help to improve the setting of cultural heritage assets. Masterplanning would also provide opportunities to enhance settings etc. as well



as improve landscape and visual amenity in areas where development is considered necessary. Effective masterplanning would also help to facilitate the re-use of previously developed land and it is a stated aim to help people to live locally, as well as make sure nature and the environment are not negatively affected. Note is also made of the need for masterplanning, to be created in consultation with various groups who may have an interest in the area.

Coordination of streetworks and roadworks is also important. Planning, managing and coordinating these works effectively can minimise the impact that essential works have on the transport network

These policies and measures aim to reduce car usage and move to more sustainable modes. This would potentially reduce the effect on the water environment by reducing polluted runoff (including from tyre degradation) and reducing the chance of accidents from which water pollution could occur.

Note is made of the need to make network maintenance more efficient, pro-active and preventative wherever possible, as opposed to reactively responding to faults when they occur on the transport network. Proactive maintenance is known to result in less waste / need to replace infrastructure, ultimately saving monetary as well as natural resources and materials. Promotional campaigns would also be held to encourage more efficient driving which would help to reduce the use of fuel.

In general, measures to reduce congestion etc. should promote economic growth through making business connectivity and access to economic or training opportunities easier. Note is also made for grants to the business community to enable sustainable travel facilities – this will make businesses more attractive to employees. Promotion of home or flexible working also allows flexibility for both businesses and employees and can allow uptake of jobs by people who may otherwise be excluded from the employment market e.g. those with certain disabilities or other home commitments. Note is made of the Mobility Credits system that is linked into the MaaS system will provide a range of opportunities to support sustainable travel choices, for instance providing credits that can be used for public transport or shared transport use in return for giving up car ownership or supporting job seeking with mobility credit allowances. Note is also made of the need to coordinate street works / roadworks, recognising the cost on the economy of these.

#### **10.1.4.1 'Support' policies – health, equalities and safety**

These policies and measures are concerned with raising awareness of sustainable travel and providing people with the wherewithal to avail of it. Note is made that a focus could be made on areas with higher levels of deprivation to ensure that all are aware of the affordable options available to them. Note is also made of travel plans and how these can be made for a variety of settings including schools, colleges or universities, workplaces, hospitals, residential areas and leisure facilities. While sustainable travel may not be appropriate for all, note is made of measures to encourage more marginal groups to avail e.g. cycle training for children and adults. Note is also made that training courses should be accessible to all children, teenagers, adults and riders with special educational needs and disabilities (SEND). For other groups Mobility credits and MaaS could play a role to allow people to access more sustainable modes.

Under these policy measures, incentives might be provided to help introduce people to new modes that could become a habit. Incentives could cover a variety of schemes, including some that may cover the entire cost of travel or some that subsidise. Note is also made of mobility credits that allow for people to travel on public transport and other transport services such as car clubs, bikeshare, taxis and on-demand bus services, using 'credits'. The credits could be accessed via a mobility app or a pre-paid card for the user to spend on the services that they wish. Credits can be made available to overcome a wide range of challenges such as those on low incomes, looking for work, or at risk of social isolation. Mobility as a Service (MaaS) can be used to help facilitate mobility credits.



A reduction in traffic volume and speed, as well as a reduction in car size and a move to more sustainable modes can be anticipated to improve safety and reduce accidents / accident severity, with children, the elderly and pedestrians and cyclists most likely to particularly benefit as they tend to fair worst in the event of an accident.

Note is made that there is a commitment to Vision Zero - the elimination of deaths and serious injuries from road traffic collisions. A commitment to designing infrastructure following Safe System and based around the commitment of Vision Zero should primarily focus on the safety of active measures.

It is noted that road layouts should prioritise the safety of vulnerable road users, and the hierarchy will clearly outline the order in which consideration will be made of different modes of transport in policy development and scheme design.

Proactive maintenance is a key element of the outlined measures – this should ensure that the transport network remains safe and resilient. Note is made of measures to hold workshops for older road users to ensure the safety of older road users and to support them in understanding the options available. Workshops could cover how to stay safer driving for longer and when the right time is to consider retirement from driving, the take up of new technology on our network such as EVs, supporting a shift to sustainable modes, and an overview of the travel options and facilities available.

Similarly, it is the intention to provide cycle training to children and adults to improve skills and confidence. Note is also made that training courses should be accessible to all children, teenagers, adults and riders with special educational needs and disabilities (SEND).

Safety apps will be developed. Safety apps are downloadable smartphone applications to assist with workplace or personal safety. Apps are designed to allow users to prepare for and react to emergencies quickly and easily. They can offer GPS tracking, in-app alarms, emergency panic buttons, video monitoring and notifications for selected friends and family. However, there could be implications for those on low income who may not be able to afford the required technology or for those with certain disabilities who may not be able to use an app to full advantage.

Reducing the number of vehicles on roads and the speed at which they travel, could potentially reduce severance. Establishing and actively managing a road hierarchy that is focused on the safety of active travel, as well as effective masterplanning will also benefit all groups by reducing severance and reduce social isolation (with potential particular benefits for the elderly).

These policies and measures are concerned with raising awareness of sustainable travel and providing people with the wherewithal to avail of it. Routes will be safer, better planned and designed, with a more effective maintenance regime. This should act to improve connections between all groups.

Reducing the number of vehicles overall and particularly older vehicles would likely improve air pollution and noise levels as would reducing speed limits and would be a benefit to all sections of society, but particularly those most susceptible to poor air quality such as children and adolescents, the elderly, pedestrians and the disabled – particularly those with lung conditions.

Safety apps will be developed. Safety apps are downloadable smartphone applications to assist with workplace or personal safety and can help improve perceived security. Apps are designed to allow users to prepare for and react to emergencies quickly and easily. They can offer GPS tracking, in-app alarms, emergency panic buttons, video monitoring and notifications for selected friends and family. However, there could be implications for those on low income who may not be able to afford the required technology or for those with certain disabilities or language issues who may not be able to use an app to full advantage.



Better separation between vehicles and pedestrians, along with a focus on the transport hierarchy will help to improve actual safety.





## 10.2 Assessment of sub-strategies

Table 10-11 provides an overview of results from the assessment of sub-strategies. Full details are provided in Appendix A.



**Table 10-11 - Overview of assessment of sub strategies**

Sub-Strategies	ISA Objectives																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
<b>Strategic</b>																		
It is the intention of this sub-strategy to ensure that Wiltshire’s strategic transport network ensures the efficient and effective movement of vehicles, helping connect people to place, whilst moving towards decarbonisation of the network. This would be achieved through various measures including transitioning vehicles to sustainable and electric fuels, supporting the move towards a safer network with a Vision Zero approach, and futureproofing the network against environmental and societal crises.	+	-	+	-	-	+/-	-	0	+/-	+/-	+/-	+/-	+/-	+	+	+++	++	++
<b>Parking</b>																		
It is the intention of this sub-strategy to ensure that Wiltshire’s parking provision ensures efficient levels of access whilst ensuring all modes are safely catered for to not discourage active travel. This would be to ensure Wiltshire remains accessible for all whilst taking active management of parking charges and supply to encourage sustainable movement where possible.	+	+	+	+/-	+/-	0	+	++	+	+	+/-	+	+	+/-	+/-	+		
<b>Freight</b>																		
It is the intention of this sub-strategy to ensure that Wiltshire’s freight network moves goods in a lower carbon and modernised manner. This would be achieved through transitioning vehicles to sustainable and electric fuels,	++	++	+	+	+	0	+	+	+	0	+/-	+	+	++	+	+		



Sub-Strategies	ISA Objectives															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
supporting opportunities to shift freight from road to rail, developing last-mile delivery options, improving the safety of key HGV routes and ensuring the rural and unique nature of the county is protected.																
<b>EV Strategy</b>																
It is the intention of this sub-strategy to set out the policies for Electric Vehicle infrastructure across Wiltshire, providing strategic direction for EV measures up to 2027.	++	++	+	+	+	0	+/-	+/-	+/-	+/-	+/-	+	+	++	+	+/-



## 10.2.1 Strategic transport sub-strategy

This sub-strategy is wide ranging, with the intention to ensure that Wiltshire's strategic transport network ensures the efficient and effective movement of vehicles, helping connect people to place, whilst moving towards decarbonisation of the network. This would be achieved through various measures including transitioning vehicles to sustainable and electric fuels, supporting the move towards a safer network with a Vision Zero approach, and futureproofing the network against environmental and societal crises. Key elements include better (more inclusive and accessible) facilities, increased capacity on bus and rail, new and more frequent connections, better and more up to date information provision (including real time information), demand responsive transport, smarter, lower and simpler ticketing costs / fares. Note is also made that support would be provided for rail electrification. All these elements would be anticipated to reduce emissions of pollutants and carbon.

However, there are also elements of the sub-strategy which are likely to have adverse implications for air quality and carbon emissions, in both construction and operation. Note is made of targeted road infrastructure / junction improvements. While this can help to relieve congestion, or facilitate new development, it can also make continued use of the private car attractive, thereby ensuring continued pollution from road vehicles and would act to compromise reaching net zero targets.

A changing climate is a fact of the environment and as such it is a requirement that the transport network can deal with this challenge. Elements of this sub-strategy will help to do so, for example improvements to route signage will help resilience in the event of emergency / crises and is particularly relevant in areas of Wiltshire that are vulnerable to flooding. However, elements such as new road and rail infrastructure would result in new areas of hard standing that could increase flood risk, particularly at a local level. It would be vital that sustainable drainage is integrated into design of any new infrastructure and it is recommended that this is noted.

New infrastructure development also has the potential to result in the loss of biodiversity, as well as affect sites designated for nature conservation, though it would also provide opportunities for planting or the development of new ecological networks and deliver Biodiversity Net Gain. It is recommended that note is made of the need to encourage the use of native species in any planting, as well as to take opportunities for biodiversity gain, for example through planting wildflowers that can act as pollinators. The need to avoid impacting sites designated for nature conservation should also be noted.

While by making a shift to more sustainable modes easier and more attractive for people may reduce overall traffic levels as well as provide opportunities to redevelop town centres or individual buildings etc., thereby improving townscapes and their visual amenity (and general landscapes) as well as the setting of heritage features, development of new infrastructure also has the potential to affect the historic environment (including archaeological remains). Note is also made of using Park & Ride services to facilitate access to tourist destinations – while this can relieve pressure on specific sites and help to improve settings, it can also help facilitate visits by greater numbers of visitors and could potentially have adverse effects on individual sites.

In relation to the water environment, new infrastructure development such as road upgrades / junction improvements has the potential to result in greater volumes of runoff and could allow pollutants to enter watercourses (with construction periods being particularly risky), though overall reductions in traffic volumes would reduce pollution load from tyre and brake degradation, spillage of hydrocarbons etc.

In addition, new infrastructure development such as road upgrades / junction improvements has the potential to result in the loss of soil or agricultural resources, though opportunities could be provided to remediate contaminated land or regenerate areas previously developed. This development would also



require the use of natural resources (including hydrocarbons) and will generate waste. Nevertheless, a shift to more sustainable modes will help to reduce hydrocarbon use.

Elements of this sub-strategy are likely to provide benefits to the local economy. For example, making town centres more attractive via reducing congestion can help increase footfall and make these more attractive places to do business in. This can be facilitated by Park & Ride services, as well as highway improvements and better connections. It is also anticipated that simplified pricing will make it easier for tourists to use the existing network and support the county's economy, while specific elements such as establishing train servicing facilities can help grow the local skills base and help to diversify the economy with skilled employment opportunities.

### **10.2.1.1 Strategic transport – health, equalities and safety**

Many aspects of this sub-strategy have implications for health, equalities and safety. The continued focus on facilitating the shift of people from cars will help to reduce congestion, making streets safer and improving air quality, with health benefits to be expected.

Of particular note are upgrades to rail stations to ensure these have accessible facilities, such as step-free access to all platforms, ensuring that all stations have access to ramps for access between the trains and platforms and accessible ticketing machines. Note is also made that rail stations should be accessible and inclusive by design to ensure that they are suitable for all Wiltshire residents. This will be of benefit to children, the elderly and those with certain disabilities.

Note is also made of accessible and inclusive vehicles and public transport infrastructure in terms of bus network. This will result in improvements to bus stops etc. and will include audible announcements and visual displays identifying the route and direction, each upcoming stop, and the beginning of any diversions. Clear audible and visible information will also benefit non-disabled people, helping those who are travelling on an unfamiliar bus route, and giving passengers confidence that they will not be left stranded at the wrong stop late at night.

Note is made of smarter ticketing that will automatically calculate the lowest fare for the user – this will be of benefit to all groups but of particular note to those on low incomes. In addition, ticketing incentives will also be developed and will include discounts, again benefitting all groups but being particularly useful to those on low incomes.

Exploration will also take place of a lower and simpler bus fare structure, including for groups. Information will be provided via websites and other mechanisms though care should be taken to ensure that information can reach those who may have learning difficulties, or those without access to technology / difficulty using technology like some elderly people may find and other similar hard to reach groups.

Note is made of better route signage – including to key social and health facilities such as hospitals. This can help to move inappropriate traffic such as HGVs away from key pedestrian areas.

Redesign of roads / junction improvements (including measures to reduce speed) can also help to make roads safer, particularly for the elderly or for children or those with mobility issues. Severance would be reduced by reducing the need for some vehicle travel (and thereby helping to reduce congestion on roads) and by improving junctions etc.

Connections by sustainable modes will be made easier and more attractive for people. This will be achieved through better (more inclusive and accessible) facilities, increased capacity on bus and rail, new and more frequent connections, better and more up to date information provision (including real time information), demand responsive transport, smarter, lower and simpler ticketing costs / fares.



The implementation of Demand Responsive Transport (DRT) services to improve connections to / from and within isolated communities in rural areas is of particular importance – this will run in isolated or low density areas and at low demand times of the day, including areas with no existing bus provision. This can be adapted to facilitate those passengers with specific needs or accessibility issues, with the elderly and those with disabilities likely to benefit significantly.

While a shift to public transport can help to reduce air, noise and light pollution from private vehicles, other elements can increase these, particularly in local areas. For example, increased capacity or frequency of services e.g., rail, can increase noise.

In direct relation to safety, note is made that new infrastructure can be designed with improved public safety in mind and ensure it meets modern accessibility standards. Note is also made of better route signage – including to key social and health facilities such as hospitals. This can help to move inappropriate traffic such as HGVs away from key pedestrian areas.

Redesign of roads / junction improvements (including measures to reduce speed) can also help to make roads safer, particularly for the elderly or for children or those with mobility issues. A general reduction in traffic will also provide for increased safety to all groups.

In addition, new and improved facilities would include CCTV and improved lighting. This will help to improve actual and perceived safety and security, benefiting all groups, though may be of particular note for lone travellers and those groups or individuals who may be, or perceive themselves to be, vulnerable due to reasons of sex, sexuality, ethnicity and so on.

## 10.2.2 Parking sub-strategy

While this sub-strategy is limited in its scope, there are clear opportunities to improve the environment in a number of key aspects (in particular rationalising existing car parks), though there may also be a number of potential adverse effects on the environment and people. On the whole, effects of this sub-strategy are anticipated to be slight for the most part.

In relation to the protection and improvement of air quality, improved car park signage (dynamically updating) will help people identify spaces quickly and will reduce congestion, or cars waiting idly. This will allow vehicles to be more efficient and less polluting. Parking provision should be managed so that it discourages unnecessary car usage and encourages public transport and active travel where appropriate. These measures would also be expected to reduce carbon emissions.

While the contribution of the parking strategy to addressing carbon emissions may be slight, it does also provide a number of aspects that could help to remediate a changing climate. The rationalising of existing car park assets may allow for the transformation of some car parks to green space, or if being redeveloped, the incorporation of SuDS or other features such as planting that would help to address effects of a changing climate.

**It is recommended that note is made of the need to encourage the use of native species in any planting, as well as to take opportunities for biodiversity gain, for example through planting wildflowers that can act as pollinators. Need to ensure any new car park is not at the expense of edge of town green space or have the potential to cause direct / indirect effects on sites designated for nature conservation.**

Redevelopment / regeneration and improvements to place making would make towns more attractive to visitors and to do business in. Nevertheless this would all require the use of materials and natural resources, including hydrocarbons, particularly during the construction phase.



### 10.2.2.1 Parking sub-strategy – health, equalities and safety

Specific note is made in this sub-strategy in relation to disabled parking provision in council car parks and that disabled parking bays are to be provided in locations that have safe and convenient access to local amenities. This would be anticipated to ensure that appropriate provision is made. A general encouragement for people to utilise active travel may free up space for those who still rely on the private car.

A general reduction in vehicle numbers due to this sub strategy would help to improve safety - streets will be rebalanced to improve safety by favouring people rather than vehicles. Reducing vehicles in town centres would make for a more pleasant and safe walking environment. Children and the elderly would benefit most.

In addition, a general reduction in vehicle numbers due to this sub strategy would also help to reduce severance caused by heavy vehicle traffic and help to improve connections between and within communities. Any reduction in the number of vehicles in town centres would make for a more pleasant and safe walking environment.

**It is recommended that additional note is made in respect of the potential for some members of the community to be disadvantaged in terms of changes to parking that may be considered.**

### 10.2.3 Electric Vehicle sub-strategy

While this sub-strategy is limited in scope (being concerned with Electric Vehicles) it does present a number of effects. For the most part beneficial effects can be found across most Objectives, including some significant effects, though there are some aspects which could be considered adverse.

Encouragement of transition to EV's would help ensure widespread access to charging facilities, either via off-street charging, on-street hubs, and within new developments. Noted that this includes provision of charging within public car parks so that visitors are also catered for, as well as rapid charging facilities to enable longer journeys. This also includes encouragement of transitioning corporate and council car clubs, as well as taxis, to EVs.

The transition to EVs, if achieved, will have a significant impact on air pollution and greenhouse gas emissions throughout Wiltshire, and therefore significantly improve air quality, particularly in urban environments with higher traffic levels.

In addition to reducing air and greenhouse gas emissions, EV's should also bring a reduction in noise, with less disturbance to habitats and biodiversity. Pollution deposition on habitats (including those designated for nature conservation) will also reduce. Pollution deposition would also reduce on historic buildings or monuments and setting could be improved. Visual amenity would also improve with less dirt on buildings or signs. However, EV charging points would represent new features in the streetscape and could be considered to clutter public spaces or look out of place – particularly in more historic towns.

Clearly EVs do not require refuelling with hydrocarbons and as such this should reduce the potential for water pollution incidents to occur, either through traffic accidents or accidental spillage during refuelling. Nevertheless, there would still be some brake and tyre wear, which could be exacerbated through the heavier nature of EVs and this would still represent a risk in terms of water runoff to watercourses.

Similarly, while the measures identified for this sub-strategy are unlikely to impact on contaminated land or agriculture, as each measure generally only impacts the existing built environment. The transition to



EV should however reduce the likelihood of spillages and therefore lead to potential contamination, as well as airborne pollution deposition that may affect soil and agriculture.

While the transition to EVs could significantly reduce the consumption of hydrocarbons for use in petrol and diesel, the EVs themselves will require various materials - particularly for their batteries - that will require mining etc. No measures are identified in the sub-strategy to account for the use of recycled materials, or the materials required to provide the necessary infrastructure or build the EVs.

The measures include the provision of EV charging points in a wide range of locations to ensure their availability to both residents and visitors. Charging points provided for residents will be made available both on and off-street, with charging hubs provided for those without access to off-street parking. Each of these measures will reduce the likelihood of charging anxiety by ensuring widespread availability.

The provision of the necessary infrastructure itself will require the necessary, planning, design, construction etc., which may contribute towards job creation and upskilling. The extensive infrastructure, such as parking, charging, cabling, signage etc., provides an opportunity to ensure that a suitably coordinated land use strategy is employed - e.g., providing public charging points near transport hubs.

### **10.2.3.1 Electric Vehicles sub-strategy– health, equalities and safety**

There are a number of aspects of EV provision with implications for health, equalities and safety. Of particular note is that a reduction in air pollution emissions should have significant beneficial effects. This will be of benefit to young children, the elderly and those with certain health conditions such as lung or cardiovascular problems. EVs are also significantly less noisy and this can help to alleviate the stress that noise can cause for some individuals. Quieter roads can also help to contribute to a perception of safety around roads, though of course this could lead to other safety issues where people cannot hear approaching vehicles. This could have particular implications for children, the elderly and those with hearing difficulties.

EV's can be expensive to own and maintain. However, promotion of EV grant schemes and scrappage schemes will improve the affordability of the transition to EV's though it is to be noted that some groups (particularly those on low incomes), may still find these vehicles to be prohibitively expensive.

Other financial packages offered in respect of EV taxis may help to make taxis more affordable (or at least help prevent price rises) for those that rely on them to access essential services, such as the elderly taking trips to hospitals.

Other elements of concern in respect of EVs relate to charging anxiety. Providing fast charging points will help to improve connectivity for this mode, including for visitors to the area. The potential provision of EV charging hubs in the vicinity of transport hubs such as rail stations and park and ride facilities would also potentially encourage EV owners to use such facilities for commuting and longer distance journeys.

## **10.3 Cross cutting sustainability policy**

Following recommendations made and through ongoing iterative discussion between the plan making team and the ISA team, it was recognised that there was a need to include a policy approach relating to sustainability that would apply across all policy areas of the LTP4. As such, the LTP4 now considers the recommendations made through the ISA process and sets out how the Council will approach addressing sustainability during implementation of the LTP4. Of particular note, is a commitment that throughout design and implementation, efforts will be made to fully understand and take account of any potential impacts, and wherever possible, avoid or mitigate them or enhance them where appropriate and





beneficial. All new policies and measures will be subject to the appropriate level of assessment by the relevant authority, reflective of the scale and nature of the project to understand and deal with potential impacts.

Note is also made that Wiltshire Council will work closely with a range of partner organisations, both internal and external to the Council and will take an approach to assessment of schemes that will consider other important elements such as those set out in local plans. It is anticipated that this co-ordination will help ensure effective planning and design can take place. Note is also made that liaison with other bodies will take place in respect of specific issues - for example, the Wiltshire Council Historic Environment team will work with Historic England to ensure that heritage assets are conserved and where possible enhanced, designing schemes to respect the significance, context and setting of historic buildings, structures and landscapes.

A clear commitment is also made that dependent on the scheme, assessment will include, as required, Health Impact Assessment, Equalities Impact Assessment, Habitats Regulation Assessment and Environmental Impact Assessment. Where these statutory assessments are undertaken, where relevant they will be guided by the HM Treasury Green Book and DfT Transport Appraisal Guidance (or equivalents prevailing at the time) throughout the life of LTP4. The LTP4 expands upon this in relation to potential effects on people by noting that as the planning and implementation of our LTP4 policies and measures gets underway, a Health Impact Assessment (HIA) and / or an Equalities Impact Assessment (EqIA) will be undertaken where appropriate to consider potential impacts on these individuals or groups. This will then inform the process of designing and planning the policies and measures, by detailing and considering how any adverse effects can be mitigated and any beneficial effects maximised. This will help LTP4 to ensure fair and equitable access to services, facilities and amenities for all and will be a key consideration on all relevant schemes.

In respect of the environment, LTP4 sets out that Wiltshire Council will work with partners to make net improvements to the local environment wherever possible and, as a minimum, will follow the policies set out in the LTP4 to take every opportunity to protect and enhance the environment and undertake the relevant assessments where required by legislation.

For any measures that could potentially affect sites that are designated for nature conservation or for other reasons, such as geodiversity, Wiltshire Council will appropriately assess any potential direct or indirect impact that may arise over the life span of LTP4, as appropriate. Note is made that the Council will mitigate and / or compensate for any impacts, in line with existing best practice and relevant legislation.

There are also anticipated effects that may arise from LTP4 schemes during construction phases. To manage anticipated effects, Environmental Management Plans (EMPs) will be prepared and implemented where required for construction, refurbishment and maintenance contracts. These will include the findings and suggested mitigation from any assessment made. The EMPs will consider material resource use, energy use, and other environmental issues relevant to the scheme, and will explain how risks and impacts will be mitigated, managed and addressed.

Scheme design will proactively consider environmental protection from the earliest stage, and will ensure that the processes of scheme construction, maintenance and operation identify and take opportunities available to address the Objectives set out in the ISA. Details are provided on how Wiltshire Council aim to improve air quality, reduce carbon emissions, build in resilience to climate change, avoid and protect areas that are recognised at the highest levels for their importance to nature conservation and biodiversity, protect Wiltshire's ecology, landscape and townscape, protect the historic environment, protect natural resources, protect the water environment and promote circular economy principles.



# 11. Mitigation

## 11.1 Introduction

The term mitigation encompasses any approach that is aimed at preventing, reducing or offsetting any significant adverse environmental effects that have been identified. In practice, a range of measures applying one or more of these approaches is likely to be considered in mitigating any significant adverse effects predicted as a result of implementing the LTP4. In addition, it is also important to consider measures aimed at enhancing positive effects. All such measures are generally referred to as mitigation measures.

However, the emphasis should be in the first instance on proactive avoidance of adverse effects. Only once alternative options or approaches to avoiding an effect have been examined, should mitigation then examine ways of reducing the scale / importance of the effect.

Mitigation can take a wide range of forms, including:

- Refining Intervention measures in order to improve the likelihood of positive effects and to minimise adverse effects.
- Technical measures (such as setting guidelines) to be applied during the implementation phase.
- Identifying issues to be addressed in project assessment (including but not limited to WebTAG, Environmental Impact Assessment and the development of Environmental Management Plans) for certain projects or types of project.
- Proposals for changing other plans and programmes.
- Contingency arrangements for dealing with possible adverse effects.

## 11.2 Mitigation approaches applied through ISA

A number of mitigation approaches have been used through development of the LTP in order to mitigate potential adverse effects. These have included the following shown in Table 11-1:

**Table 11-1 - How mitigation has been incorporated into the LTP4**

<b>Approach to mitigation</b>	<b>How has this been incorporated into the LTP4?</b>
Refining policies in order to better reflect the ISA Objectives and improve the likelihood of positive effects and to minimise adverse effects	Assessment was made of a draft LTP4 and recommendations were made in relation to clarifying and bolstering aspects of sustainability. Ongoing iterative discussion also took place with the Plan making team. A new section relating to sustainability was added to LTP4 and this sets out approaches to addressing sustainability issues going forward. Clear commitment is made to undertaking as required, Health Impact Assessment, Equalities Impact Assessment, Habitats Regulations Assessment and Environmental Impact Assessment. During construction phase, a Construction Environmental Management Plan will also be developed as required. The policies for delivering LTP4 also include many aspects of sustainability and clear linkages can be made to the ISA Objectives.



Approach to mitigation	How has this been incorporated into the LTP4?
Refining Interventions / Measures in order to improve the likelihood of positive effects and to minimise adverse effects	No Interventions have been set out at this stage of LTP4 development – these aspects will be clarified through further work that is yet to take place. Nevertheless, LTP4 sets out clear commitments by Wiltshire Council to undertake the required assessments at appropriate stages as set out above.
Technical measures (such as setting guidelines) to be applied during the implementation phase	Clear commitment is made within LTP4 undertake the required assessments at appropriate stages as set out above. This will require adherence to guidance etc as required. For example, clear reference is made within LTP4 that Wiltshire Council will ensure to use the latest inclusive design standards to inform any new or improved infrastructure, including guidance published by the DfT.
Identifying issues to be addressed in Scheme / Intervention assessment (i.e. at Project level), including but not limited to TAG, Environmental Impact Assessment and the development of Environmental Management Plans, for certain projects types of project	The LTP4 clearly sets out a process of how environmental issues will be considered in future scheme development. LTP4 sets out that dependent on the scheme, assessment will include as required, Health Impact Assessment, Equalities Impact Assessment, Habitats Regulation Assessment and Environmental Impact Assessment. Where these statutory assessments are undertaken, they will be guided by the HM Treasury Green Book and DfT Transport Appraisal Guidance (or equivalents prevailing at the time) throughout the life of LTP4.
Proposals for changing other plans and programmes	No proposals have been made to change other plans and programmes as LTP4 will act in accordance with a range of other plans and programmes e.g., local development plan documents. There are also clear commitments made within LTP4 to work closely with partner organisations and other stakeholders including town and parish councils, and community Area Boards, to ensure that consideration of sustainability, including health and equality, is made at an early stage for schemes. Wiltshire Council will also work in partnership with external stakeholders, including government bodies, to improve transport in Wiltshire for all. The Council will identify the types of assessment that are appropriate for the scale and nature of the scheme at each stage of development and which organisation has responsibility for the assessment process. This will allow for full consideration of requirements in Local Plans (and other development plan documents) and required statutory processes as necessary.
Contingency arrangements for dealing with possible adverse effects	The ISA has proposed a series of monitoring indicators. It is anticipated that the monitoring programme will cover significant social, environmental and economic effects and which will involve measuring indicators that will enable the establishment of a causal link between the implementation of the LTP4 and the likely significant effects (both positive and negative) being monitored. This will allow identification at an early stage of unforeseen adverse effects and allow appropriate remedial action to be undertaken. Note is also made that Wiltshire Council has a statutory duty to monitor the performance of the LTP4 and its Implementation Plan against their strategic



**Approach to mitigation**

**How has this been incorporated into the LTP4?**

objectives and policies. Feedback from the monitoring process allows the Implementation Plan to be adjusted according to the actual performance against objectives. The Council will monitor progress against the LTP4 objectives over its lifespan and report this via a regular Progress Report going forward.



# 12. Cumulative, synergistic and indirect effects

## 12.1 Introduction

Under the SEA Regulations, there is a requirement to consider cumulative, synergistic and indirect effects of implementation of the LTP4. Secondary and indirect effects are effects that are not a direct result of the LTP, but which occur away from the original effect or as the result of a complex pathway. Cumulative effects arise where several proposals or elements individually may or may not have significant effect but in-combination have a significant effect due to spatial crowding or temporal overlap. Synergistic effects are when two or more effects act together to create an effect greater than the simple sum of the effects when acting alone.

## 12.2 Likely cumulative effects

ISA Objectives which have the potential for cumulative effects have been identified from the analysis of plans and programmes, the baseline data, consultation responses and an examination of the identified key issues and cumulative, synergistic and indirect effects have also been considered during the ISA. These relate to air quality, carbon emissions, biodiversity, landscapes and townscapes, climate resilience, soil, agricultural resources and contaminated land, economic growth and health and well-being and equalities.

### 12.2.1 In plan cumulative effects

The results of the direct effects of the LTP4 proposals are discussed in Chapters 10 and 11. It is considered that the policy proposals can interact cumulatively across sustainability issues as shown in Table 12-1. The identification of these effects already takes into account the fact that recommendations to improve the sustainability performance of the LTP4 have been incorporated through iterative development between ISA team and plan making team.

**Table 12-1 - Anticipated cumulative, synergistic and indirect effects for LTP4**

Effects	Causes	Significance
Air pollution emissions	It is considered that the LTP4 will act to protect and enhance air quality and will have an overall cumulative beneficial effect. This beneficial effect will be derived through application of a number of policy areas, measures and sub-strategies that seek to reduce the volume of traffic, reduce the need to undertake journeys (including through better digital connectivity), put an emphasis on more sustainable modes (including active travel), promoting local services and amenities and promotion of EV uptake.	Anticipated short to long term moderate beneficial effects. There will be likely some continuing emissions due to residual reliance on private cars (for example for those who are dependent upon due to not being able to adapt to other modes due to mobility issues) and enhanced services (including increased frequency) of road / rail



Effects	Causes	Significance
Carbon emissions	It is considered that the LTP4 will act to reduce carbon emissions from transport and contribute to meeting net zero targets and will have an overall cumulative beneficial effect. This will be derived through application of a number of policy areas, measures and sub-strategies that seek to reduce the volume of traffic, reduce the need to undertake journeys (including through better digital connectivity), put an emphasis on more sustainable modes (including active travel), promoting local services and amenities and promotion of EV uptake.	Anticipated short to long term moderate beneficial effects. There will be likely some continuing emissions due to residual reliance on private cars (for example for those who are dependent upon due to not being able to adapt to other modes due to mobility issues) and enhanced services (including increased frequency) of road / rail
Biodiversity	Cumulative beneficial effects can be anticipated through policy areas, measures and sub-strategies which put an emphasis on reducing emissions (thereby reducing pollution deposition), as well as place making and the development of active travel routes, that allows opportunities for planting (ideally of native species). Disturbance to habitats (as well as 'road kill') would also be reduced through a general reduction in journeys and traffic congestion. However, adverse effects could also occur through development of infrastructure. Note is to be made of the commitments contained in the cross cutting sustainability policy that will be applied to any scheme derived from the LTP4 – this places a strong emphasis on measures such as integrating ecological principles based on work with partner organisations such as Natural England and reflect a requirement that all schemes that need planning permission must demonstrate biodiversity net gain.	While effects in the short terms are likely to be a mix of slight adverse and slight beneficial, ultimately, if net biodiversity gain is achieved, then a more substantial beneficial effect can be anticipated.
Resilience to climate change, including flooding	It is recognised that climate change is happening and the policies, measures and sub-strategies would likely result in the development of new active travel routes and new infrastructure which may result in an increase in impermeable surfacing, with a consequent increase in risk of flooding. However, note is also made of the development of public realm, including parklets and this would allow for the use of SuDS. These would also include planting which may allow for more shaded areas or to help reduce wind speed in areas, with	Overall a mix of slight beneficial and adverse over the medium to long term as schemes are developed / implemented.



Effects	Causes	Significance
	beneficial effects at a local scale. New routes, together with a shift to a greater range of modes and elements such as digital connectivity would also increase resilience. Overall, the cumulative effect will be a mix of beneficial and adverse.	
Landscapes / townscapes	It is anticipated that schemes derived from the LTP4 will result in a mix of adverse and beneficial effects on landscapes and townscapes across Wiltshire. Beneficial effects could be derived from reduction in congestion, for example in town and village centres, as well as an emphasis on elements such as master planning and place making as well as development of local facilities within development proposals, while adverse effects could be through the development of new infrastructure such as road upgrades / junction works and railway station works.	Anticipated slight beneficial and adverse effects over the medium to long term as schemes are implemented.
Soil, agricultural resources and contaminated land	There will be a range of cumulative beneficial and adverse effects on soil, agricultural resources and contaminated land. For example, the development of public realm or road upgrade / junction improvements provides an opportunity for positive effects relating to contaminated land, but it may also provide an opportunity for further land to become contaminated and could potentially lead to the loss of soil / agricultural resources.	Anticipated slight beneficial and adverse effects over the medium to long term as schemes are implemented.
Economic growth	Making town centres more attractive via reducing congestion and enhancing public realm can help increase footfall and make these more attractive places to do business in. Economic benefits are also considered likely due to efficient network management and removal or alleviation of congestion hotspots etc. as this will make travel across the county and to surrounding areas more efficient, with more reliable timings. This will likely provide better and more efficient access to jobs (by allowing the same journey time to reach a greater distance). This can be facilitated by Park & Ride services, highway improvements and better connections and public transport services. LTP4 will also result in reduced congestion and will therefore help to make business more efficient and will also provide	Anticipated major beneficial effects over the medium to long term as schemes are implemented.



Effects	Causes	Significance
	businesses with new (and potentially cheaper) ways to connect with consumers. It is also anticipated that simplified pricing will make it easier for tourists to use the existing network and support the county's economy, while specific elements such as establishing train servicing facilities or enhancing digital connectivity can help grow the local skills base and help to diversify the economy with skilled employment opportunities.	
Health and wellbeing, equalities and safety.	On the whole, cumulatively, the LTP4 will act to promote health and well-being and equalities through providing greater access to services and employment opportunities, as well as greater opportunities for active travel. There is also a clear emphasis on low traffic neighbourhoods, reducing vehicle numbers and vehicle speeds. Improvements to air quality and a reduction in noise levels will also benefit health. Connections within and between communities will also be enhanced. This will be achieved by a range of mechanisms that will work together such as enhanced services, enhanced routes, reduced congestion, digital connectivity, better provision of information, a new approach to ticketing, including simpler and lower fares and ticketing incentives and so on.	Anticipated moderate beneficial effects over the medium to long term as schemes are implemented. Note though, that not all in society will benefit to the same extent and while recognition is made in LTP4 to help such groups / individuals, there remains an uncertainty of effect on elements of the population.

## 12.2.2 In combination cumulative effects with other plans and projects

The ISA has also considered other plans and projects that might lead to cumulative effects when combined with the LTP4 as shown in Table 12-2.

**Table 12-2 - Cumulative effects with other adopted plans**

Plan	Overview	Potential for cumulative effects with LTP4
Swindon and Wiltshire Strategic Economic Plan (2014, revised 2016)	Five objectives were identified in the Strategic Economic Plan: <ul style="list-style-type: none"> <li>• Increase the employment rate to 80%.</li> <li>• Sustain the number of patents granted per 100,000 population.</li> <li>• Increase the proportion of the workforce (resident and non-resident) with a Level 4+ qualification from 33% to 52%.</li> </ul>	There are clear linkages between the Strategic Economic Plan and elements of LTP4 which were noted as being beneficial to the economy. New investment will be made in transport infrastructure, including





Plan	Overview	Potential for cumulative effects with LTP4
	<ul style="list-style-type: none"> <li>• Improve young people’s attainment at 16 (including English and Maths) and 19 to beyond the national average.</li> <li>• Ensure 100% superfast broadband coverage across the area including all strategic sites.</li> </ul> <p>A key challenge identified was noted to be the inadequate transport infrastructure to support expansion plans. Five strategic objectives have been identified to help to stimulate public and business investment, including Strategic Objective 2 – Transport infrastructure improvements. The revised SWLEP identifies a need for a well-connected, reliable and resilient transport system to support economic and planned development growth at key locations.</p>	<p>digital connectivity and policy elements that help local areas to become more attractive for shopping and doing business through development of local facilities and amenities, better access to local businesses, reduced congestion etc. and this would help local economies in the towns and villages of Wiltshire. Digital connectivity may help people to access jobs, as well as training opportunities remotely. Effects are anticipated to be cumulatively beneficial.</p>
<p>Western Gateway Sub-National Transport Body Outline Case (2018)</p>	<p>This report outlines how the STB will aims to support an ambitious growth agenda over the next 20 years delivering 300,000 new homes and over 190,000 new jobs.</p> <p>The key challenges identified are listed below with the associated expected outcomes:</p> <p>1) Improving metro connectivity Expected outcomes: Multi-modal travel that unlocks the wider economic benefits associated with improved access and increased economic activity; Minimised increase in car-based travel demand derived from the scale of planned growth; The move to a low carbon transport network resulting in less journey delay and improved air quality.</p> <p>2) Improving network resilience Expected outcomes: A transport network resilient to extreme event; increased journey time reliability; The smart operation and management of the transport network through increased use of technology and live travel information.</p> <p>3) Improving strategic connectivity Expected outcomes: An efficient, safe and resilient transport network which has the capacity to accommodate planned growth; Improved access and journey time reliability; Enhancing the tourist industry’s contribution to the local and sub-national economy.</p>	<p>In addition to helping to achieve economic growth, the LTP4 provides emphasis on elements such as resilience to a changing climate. It will help to develop a greater number and range of modes / routes to increase connectivity. While many of these will be via sustainable modes (active travel and public transport) those which result in improved connections to airports may act to cumulatively adversely affect efforts to reduce air pollution and carbon emissions.</p>



Plan	Overview	Potential for cumulative effects with LTP4
	<p>4) Improving access to Bristol Airport Expected outcomes: Improved access arrangements to sub-national transport networks, enabling Bristol Airport to fulfil its potential and become a leading national airport; and improved business connectivity with international markets.</p> <p>5) Improving Access to Bournemouth Airport, the Port of Poole and Expected outcomes: Improved highway connectivity improvements linking Bournemouth Airport, the Port of Poole and Portland Port to national and sub-regional transport networks enabling growth at our international gateways.</p> <p>6) Improving digital technology and innovation Expected outcomes: Supports delivery of the Government’s Clean Growth Strategy; Enables investment in transport innovation with research and business sectors; Reduces the risk of piecemeal delivery across the Gateway areas; Improves highways assets, network management and user experience.</p>	
Wiltshire Core Strategy (2015)	<p>The plan provides an overarching planning policy framework for Wiltshire for the period up to 2026. Its sets out six strategic objectives:</p> <ul style="list-style-type: none"> <li>• Strategic objective 1: delivering a thriving economy.</li> <li>• Strategic objective 2: addressing climate change.</li> <li>• Strategic objective 3: providing everyone with access to a decent, affordable home.</li> <li>• Strategic objective 4: helping to build resilient communities.</li> <li>• Strategic objective 5: protecting and enhancing the natural, historic and built environment.</li> <li>• Strategic objective 6: ensuring that adequate infrastructure is in place to support our communities.</li> </ul> <p>Note that the draft Local Plan has not been adopted at the time of writing, so this has not been included.</p>	<p>LTP4 sets out a range of Policies and measures that will interact with the noted Strategic Objectives of the Core Strategy. It is anticipated that cumulative effects will be a mix of beneficial and adverse depending upon the topic / precise situation. For example, as a whole LTP4 is anticipated to benefit the economy (Strategic Objective 1), but as it will require new infrastructure there is a potential to adversely effect elements of the environment (Strategic Objective 5). It is to be noted that LTP4 sets out a range of Policies and measures that will address environmental effects.</p>
Wiltshire Council Climate Strategy (2022)	<p>The Climate Strategy sets out the next five years of the council's journey to becoming a carbon neutral county, covering seven delivery themes: transport; built environment; waste; green economy; energy generation, storage and</p>	<p>LTP4 provides a number of key elements that will help to achieve net zero. For example in respect of the Avoid policies it was noted</p>



Plan	Overview	Potential for cumulative effects with LTP4
	distribution; natural environment, food and farming; and carbon neutral council.	these aimed at avoiding (perhaps through digital infrastructure) or reducing the need to travel / reducing the number of trips, or reducing travel distances. Recognition is also made that reducing distances can help encourage uptake of more sustainable modes such as walking, wheeling, cycling and horse riding. As such these policies are anticipated to have moderate benefit for reducing carbon emissions and contributing to net zero carbon targets over the longer term. These Policies would not remove the need completely for private vehicle travel (and will still require bus travel) and this would still result in carbon emissions (assuming no mass shift to EVs). Cumulative effects are anticipated to be beneficial.
Climate Change Adaptation Action Plan (2016)	<p>The Action Plan allows the council to consider the impacts and opportunities across all the council services, making connections between the complimentary work of different teams, sharing information and joining up resources. The Action Plan consists of 13 Objectives meeting five key Aims. Its five Action Areas are:</p> <ul style="list-style-type: none"> <li>• Well-being and Public Health.</li> <li>• Financial and Economic.</li> <li>• Environmental.</li> <li>• Civil contingencies and Emergency Planning.</li> <li>• Infrastructure Resilience.</li> </ul>	<p>LTP4 provides emphasis on elements such as resilience to a changing climate. Among noted elements noted in the sustainability cross cutting policy area are the noted commitment to work with partners to build resilience to flooding, including measures such as introducing green and blue infrastructure and Natural Flood Management or Sustainable Drainage Systems (SuDS) which will improve water quality. Commitment is also made to avoid sites in areas of known flood risk when possible; Ensure appropriate compensatory</p>



Plan	Overview	Potential for cumulative effects with LTP4
<p>As noted by the Infrastructure and Projects Authority<sup>32</sup>, over the next 10 years (from 2021) total infrastructure investment across the UK is expected to be nearly £650 billion.</p> <p>As such, there are a range of major developments or infrastructure projects underway or expected to commence within the south of England, across a range of sectors. Examples include A303, King Edmund School, Par Highway Dam, East West Rail, Hinkley Point C, NeuConnect.</p>	<p>Each of the noted schemes (along with other developments not noted) will require significant construction activities, with potential implications for the environment.</p>	<p>measures are implemented when there is no other option to avoid land take from areas of flood plain; Build in capacity to withstand extremes of temperature, with adequate heating or cooling systems on transport vehicles and in stations; Introduce new planting to help ameliorate the impacts of climate change, for instance by providing shade or acting as wind breaks; Ensure that appropriate low carbon materials are used wherever possible.</p> <p>Effects are anticipated to be cumulatively beneficial.</p> <p>While locationally spread across the South of England and likely to be constructed at varying periods, such schemes have the potential to interact with Schemes derived from the LTP4 and have a cumulative effect on the environment (beneficial or adverse). However, no significant cumulative effects are identified. Construction works associated with the LTP4, are for the most part anticipated to be relatively small scale or confined to relatively localised areas and as such with localised effects. While the location of schemes is not known at present, it is also likely that such schemes would for the most part likely to be spatially and temporally</p>

<sup>32</sup> [Analysis of the National Infrastructure and Construction Pipeline 2021 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)



Plan	Overview	Potential for cumulative effects with LTP4
		<p>isolated from most major infrastructure developments and will be subject to a series of further assessment as set out in LTP4.</p> <p>While separate to the LTP4, it is also the case that any major infrastructure project will be subject to its own environmental assessment process and development of mitigation e.g. through EIA and Environmental Management Plans. Mitigation measures will be developed to minimise adverse effects and maximise beneficial effects.</p>
A303 upgrade road project	<p>Within Wiltshire, the A303 is of particular significance. It was recognised that this road causes numerous issues for travellers, as well as those who live along it. The road also has particular impacts on significant cultural heritage assets and landscapes. Plans were proposed to upgrade the road and while (as of September 2024) <b>a decision was taken not to proceed with this road upgrade<sup>33</sup>, it is included here for completeness.</b></p>	<p>The potential environmental impact of the A303 road upgrade was considered through a significant number and range of environmental assessments. While it is not known at this stage what schemes will be derived from LTP4 and their precise locations, there is a potential for cumulative effects with such a road upgrade, should it take place. It is anticipated that there would be a mix of both beneficial and adverse effects across the full range of environmental topics but it is not possible to determine the extent or significance of these at this stage and as such these would need to be explored in a much greater level of detail when precise scheme details are known, along</p>

<sup>33</sup> <https://www.stonehengeandaveburywhs.org/management-of-whs/stonehenge-and-avebury-whs-management-plan-2015/>



Plan	Overview	Potential for cumulative effects with LTP4
		with consideration of the prevailing environmental baseline at that time.



# 13. Monitoring

## 13.1 Introduction

Monitoring helps to examine the effects predicted through the SEA process against the actual effects of the options outlined in the LTP4 when they are implemented. It is also a requirement of the SEA Regulations (The Environmental Assessment of Plans and Programmes Regulations 2004) to describe the measures envisaged concerning how significant effects of implementing the LTP4 will be monitored. Section 17 (1) notes “*the responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action*”. As ODPM Guidance advises, it is not necessary to monitor everything, or monitor an effect indefinitely, but rather monitoring needs to be focused on significant environmental effects.

Monitoring should therefore focus upon significant effects (adverse or beneficial) that are likely to breach international, national or local legislation, recognised guidelines or standards or that may give rise to irreversible damage, with a view to identifying trends before such damage is caused, and significant effects where there was uncertainty in the assessment and where monitoring would enable preventative or mitigation measures to be undertaken.

Monitoring can be integral to compiling baseline information for future plans and programmes (or in this instance to future iterations of the LTP or to help inform decision making in terms of the LTP4 implementation plan), as well as to preparing information which will be needed for further assessment such as EIAs, HRAs, HIAs, EqIAs etc. of projects. As such, it is the intention that this ISA monitoring will complement the monitoring and evaluation plan set out in LTP4. Monitoring and evaluation of progress towards objectives and targets can form a crucial part of the feedback mechanism. Feedback from the monitoring process helps to provide more relevant information that can be used to pinpoint specific performance issues and significant effects, and ultimately lead to more informed decision-making. Note that any further assessment process such as EIA may also identify further monitoring that may be important to undertake at an appropriate time.

It is to be further noted that monitoring does not necessarily need to be undertaken by the responsible authority, rather information used in monitoring can be provided by other bodies. Indeed, due to typical budgetary or resource issues, it is often considered that the most effective monitoring programme utilises information that is already being collected, either by the responsible authority itself or by other bodies with whom information can be shared, rather than proposing the collection of new datasets.

## 13.2 Proposed monitoring programme

At this stage, as the LTP4 is a high-level strategic document, the following therefore outlines a potential series of monitoring indicators that will be considered and finalised alongside development of the LTP4 detailed plans and documents going forward. It is to be noted that Table 13-1 is not intended as an exhaustive list – it is likely that this list will be amended as further understanding of the LTP4 details and implementation plan is gained.



**Table 13-1 - Potential monitoring indicators**

ISA Objective	Indicators to be used	Direction of change	Suggested frequency
Protect and improve air quality	Area covered by AQMAs declared due to transport emissions	Reduce	Annual
	Levels / Concentration of transport related pollutants	Reduce	Annual
	LZEVs as a proportion of total fleet	Increase	Annual
	Development of active travel routes (measured in KM)	Increase	Annual
Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	CO2 emissions from road transport	Reduce	Annual
	Per capita transport carbon emissions	Reduce	Annual
	Uptake of active travel modes	Increase	Annual
	Number of EV charging points in the county	Increase	Annual
	Number of rail passengers utilising rail stations in the county	Increase	Annual
	Number of bus passengers in the county	Increase	Annual
Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	Net gain in Biodiversity (using Defra metric) due to transport schemes	Increase – target of minimum 10% BNG	Annual
	Area of green infrastructure developed as part of transport scheme / improved public realm	Increase	Annual
	Number of transport schemes with recognised adverse effect on sites designated for nature conservation	Reduce	Annual
Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	Number of transport schemes (new or improved) incorporating SuDS or upstream Natural Flood Management	Increase	Annual
	Number of transport schemes (new or improved) that include as part of design measures to adapt to climate change	Increase	Annual
	Area of flood risk / floodplain constructed upon by transport schemes	Minimise / Reduce	Annual
	Number of gully pots / culverts cleaned / maintained	Increase	Annual
Conserve and enhance heritage assets and the wider historic	Number of historic assets and historic landscapes negatively impacted by transport schemes after all design solutions have been identified	Reduce	Annual



ISA Objective	Indicators to be used	Direction of change	Suggested frequency
environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings			
Protect and enhance the character and quality of landscapes, townscapes and visual amenity	Area covered by transport schemes within or in close proximity to National Landscapes (formerly AONB) designated areas	Reduce	Annual
	% area of transport schemes that incorporate improvements to public realm and sympathetic design	Increase	Annual
Protect and enhance the water environment	Number of transport schemes (new or improved) incorporating SuDS or upstream Natural Flood Management	Increase	Annual
	Number of pollution incidents attributable to transport	Reduce	Annual
Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	Area (in hectares) of previously contaminated land included within or impacted by transport schemes that have been treated to remediate contamination	Increase	Annual
Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	Transport improvements (e.g. service provision) in rural areas	Increase	Annual
	Provision of digital connectivity improvements	Increase	Annual
Support the wider coordination of land use, energy planning and transport planning across Wiltshire	Number of new compact, higher density mixed use developments supported by sustainable transport modes	Increase	Annual
Improve health and well-being for all citizens and reduce inequalities in health	Population within AQMAs	Reduce	Annual
	Population within Noise Important Areas	Reduce	Annual
	No. and length (Km) of Active travel schemes	Increase	Annual
Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	Affordability of public transport	Increase	Annual
	Accessibility and public realm improvements in most deprived areas	Increase	Annual
	Accessibility improvements in public transport schemes	Increase	Annual



ISA Objective	Indicators to be used	Direction of change	Suggested frequency
Promote community safety and reduce crime and fear of crime for all	Crime incidents associated with transport network	Reduce	Annual
	Accidents and safety incidents associated with transport network	Reduce	Annual
	Number of highway casualties	Reduce	Annual
	Number of child highways casualties	Reduce	Annual



# 14. Summary and conclusions

The ISA process has been undertaken in parallel to the development of the LTP4 and set out to try and understand the sustainability key issues and opportunities related to transport planning in Wiltshire and ensure that this understanding was reflected in the LTP4. A key element of this process was the identification of a series of Objectives against which the LTP4 would be tested during its development.

This resulted in an iterative approach that has been thorough and comprehensive and continuous dialogue took place between the ISA team and the Plan development team. It is considered that this has resulted in an enhanced incorporation of sustainability considerations as the draft LTP4 evolved up to and including the current draft consultation version, particularly in terms of providing clarity of approaches and commitment to undertaking further environmental, health and equalities assessment as the need arises.

The ISA has shown that implementing LTP4 is favoured across the full range of ISA Objectives, in comparison to maintaining the present approach to transport planning in Wiltshire. Of note are that LTP4 provides a clear focus on reducing traffic volumes, improving place making, improving active travel and public transport provision, improving digital connectivity etc. and these will all help to reduce air pollution and carbon emissions. Beneficial effects can also be expected in other environmental areas such as reduced water pollution, improved biodiversity, improved settings of townscapes and landscape, reduced use of hydrocarbons and so on. Of particular note are the anticipated benefits to health, wellbeing, equalities and safety, which are anticipated to be both direct and indirect effects. Important commitment is also made to ensuring consideration is made of these issues through the development of any schemes which derive from the LTP4, as well as commitment to further environmental assessment, in addition to liaison with bodies such as Natural England and other such organisations. These approaches should ensure that the implementation of LTP4 represents a much improved approach to managing the effects of transport on the environment and people of Wiltshire.

How these key elements of LTP4 are to be derived is set out in the Vision and Objectives of LTP4, which are then expanded upon via a series of Policies, Measures and Sub-Strategies. All of these elements were assessed against the ISA Objectives and a series of recommendations made where it was considered the sustainability performance of the LTP4 could be enhanced.

The first main assessment was undertaken to ensure that the Vision and Objectives of LTP4 were broadly compatible with the ISA Objectives. This compatibility assessment made a number of recommendations for enhancement but it was shown that both sets of objectives were broadly compatible and provided reassurance that the sustainability performance of the plan could be maximised. While, some areas of potential uncertainty remained, in particular relating to the environment, this was not considered to be unusual in respect of a transport plan and the likely issues that would arise in respect of the environment. As such it was considered that incorporating to the developing LTP4 greater clarity on how environmental issues will be addressed would ensure that these elements are in alignment with the requirement to ensure sustainability is fully incorporated to the LTP4 and reassurance could be demonstrated that such issues would form a cornerstone of any future scheme development. Following on from the Vision and Objectives, consideration was made of the developing Policy Areas. These Policy areas would apply either to Principal Settlements, Market Towns or Rural areas in the county, or across the county as a whole. The Policies were based on the broad principles of 'Avoid unnecessary travel', 'Shift to more sustainable modes of transport', 'Improve vehicle, fuel and network efficiency' and 'Support' to those principles.

Consideration through the ISA of those broad policies, along with the noted series of measures that would act to implement the policies, showed that the LTP4 performed strongly in sustainability across a



number of areas. In relation to environmental matters, LTP4 was shown to perform well in respect of the need to protect and enhance air quality, as well as reducing carbon emissions. Reductions in pollution and carbon will be anticipated through avoiding the need to travel in the first place, reducing the number of trips or reducing travel distances. These aspects will be achieved by mechanisms such as increased digital connectivity, encourage uptake of more sustainable modes such as active travel, ride sharing, development of mobility hubs, co-working spaces, parcel pick up points, as well as more general supporting the provision of local services and amenities and facilitating these through design requirements. Of particular note is the support to be given to the uptake of Electric Vehicles. There will also be a shift to different transport modes for goods and people, with public transport identified as a significant element and strong support is given to trying to ensure people are given the knowledge and ability to achieve this. This includes a range of support measures such as travel plans or measures that will help people to meet the cost of using such modes.

On other environmental issues there is anticipated to be more of a mix of beneficial effects. While many aspects of the policies and measures will bring beneficial effects across the environmental objectives, it has to be expected from a plan that will likely result in infrastructure development and which will likely require civil engineering / construction operations, that there will also be adverse effects. Many such effects would be experienced during the construction phase in particular.

For example, in relation to biodiversity, new infrastructure development such as highway improvements has the potential to result in the loss of biodiversity, as well as affect sites designated for nature conservation, though it would also be the case that such schemes would provide opportunities for planting or the development of new ecological networks and deliver Biodiversity Net Gain. LTP4 does note the need for public realm enhancement and development and this would provide particular opportunities in areas that may have been lacking biodiversity previously. Biodiversity would also benefit from the overall reduction in travel through less disturbance, less road kill and less pollution deposition.

Less pollution deposition can also be anticipated in respect of the water environment. Reduced traffic volumes will reduce wear and tear on tyres and breaks, thereby reducing pollutants carried by road runoff and there would also be less chance of accidents that result in hydrocarbon spillage incidents. On the other hand, new infrastructure will involve construction activities which could result in pollution incidents, or which could result in new areas of hard standing. This could also increase the risk of flooding in places. Soil and agricultural resources could also be lost or damaged, though opportunities would present themselves to re-use previously developed land or remediate land that had been contaminated.

While by making a shift to more sustainable modes easier and more attractive for people may reduce overall traffic levels as well as provide opportunities to redevelop town centres or individual buildings etc., thereby improving townscapes and their visual amenity (and general landscapes) as well as the setting of heritage features, development of new infrastructure also has the potential to affect the historic environment (including archaeological remains). Note is also made of exploring the role and function of Park & Ride services to facilitate access to tourist destinations – while this can relieve pressure on specific sites and help to improve settings, it can also help facilitate visits by greater numbers of visitors and could potentially have adverse effects on individual sites.

In respect of those areas of sustainability that are more concerned with people or the economy, it can be anticipated that LTP4 performs more uniformly beneficial, though again there would be certain areas where adverse effects can be expected.

In relation to the use of natural resources and generation of waste, it can be anticipated that LTP4 will result in new infrastructure development and as such, particularly during construction, consumption of natural resources and generation of waste will increase. However overall, reducing the need to travel, reducing journey lengths and so on, will result in the reduced consumption of hydrocarbons.



In relation to the economy, it is anticipated that LTP4 provides a number of areas that are likely to result in beneficial effects. For example, making town centres more attractive via reducing congestion can help increase footfall and make these more attractive places to do business in. This can be facilitated by highway improvements and better connections. It is also anticipated that simplified pricing will make it easier for tourists to use the existing network and support the county's economy, while specific elements such as establishing train servicing facilities can help grow the local skills base and help to diversify the economy with skilled employment opportunities. Digital connectivity will also remove the need for some people to travel to access economic opportunities, thereby increasing the available workforce, or increasing the range of customers, though of course some of these could be outside Wiltshire.

LTP4 is considered to be particularly strong in respect of health, equalities and safety. Of particular note is the clear focus on active travel provision which will have health and wellbeing benefits for many people, though it is to be noted that not all in society will be able to benefit to the same degree – LTP4 recognises this and notes the continued need for private vehicle provision to ensure some people can still access the facilities and services they need, especially given the rural context of the county. Nevertheless, there is a clear focus in LTP4 on rebalancing streets to be more in favour of those using active modes.

LTP4 also places a focus on providing services and facilities in local areas. Note is also made of increasing public transport services and of the need to increase accessibility to railway and bus stations, in addition to improve accessibility in rural areas such as through Demand Responsive Transport. There will also be accessible and inclusive vehicles and public transport infrastructure in terms of bus network. This will result in improvements to bus stops etc. and will include audible announcements and visual displays identifying the route and direction, each upcoming stop, and the beginning of any diversions. Clear audible and visible information will also benefit non-disabled people, helping those who are travelling on an unfamiliar bus route, and giving passengers confidence that they will not be left stranded at the wrong stop late at night. Redesign of roads / junction improvements (including measures to reduce speed) can also help to make roads safer, particularly for the elderly or for children or those with mobility issues. Severance would be reduced by reducing the need for some vehicle travel and by improving junctions.

Indirect beneficial effects can also be anticipated through elements of LTP4 such as reducing congestion which will improve air quality in local areas. Improved air quality will improve health outcomes across all sectors of society, with likelihood of being particularly beneficial to vulnerable groups such as children and adolescents, as well as the elderly, those with existing health conditions (particularly those related to lung and heart conditions), as well as those on low income (who tend to live in areas more heavily impacted by road traffic). In addition to zero emission vehicles and the promotion of public transport, a large element in reducing emissions will be through the emphasis on walking and cycling which is noted throughout LTP4 by providing for a much greater level of opportunities to undertake active travel. This will directly help improve health outcomes and will also provide opportunities to improve health and wellbeing through providing opportunities for exercise and leisure. Opportunities for leisure (and subsequent boosts to mental wellbeing) will also be provided through the emphasis in LTP4 on access to green space. Well-being will be further boosted by decreasing the impact of traffic on local communities, providing a cleaner, quieter local environment with improved quality of life. This will make local streets more attractive places for residents to live, work, play, socialise and move within their neighbourhood, supporting thriving communities. The development of a 'sense of place' and community likely to be engendered through the measures outlined in LTP4 is noted for benefitting well-being.

Provision of a range of services, including those related to health (and including digital connections for healthcare appointments) within local areas will also make accessing these easier and will likely improve health outcomes. Further indirect effects on health can also be anticipated through elements noted in LTP4, which deals with increasing access to economic opportunities. This has noted benefits for health



outcomes by providing jobs or opportunities for educational advancement and may have the indirect benefit of helping to reduce crime rates by reducing economic uncertainty.

Importantly, LTP4 sets out a clear commitment by Wiltshire Council to make efforts throughout design and implementation of schemes to fully understand and take account of any potential impacts, and wherever possible, avoid or mitigate them or enhance them where appropriate and beneficial. All new policies and measures will be subject to the appropriate level of assessment by the relevant authority, reflective of the scale and nature of the project to understand and deal with potential impacts.

Note is also made that Wiltshire Council will work closely with a range of partner organisations, both internal and external to the council and will take an approach to assessment of schemes that will consider other important elements such as those set out in local plans. It is anticipated that this co-ordination will help ensure effective planning and design can take place. Note is also made that liaison with other bodies will take place in respect of specific issues - for example, the Wiltshire Council historic environment team will work with Historic England to ensure that heritage assets are conserved and where possible enhanced, designing schemes to respect the significance, context and setting of historic buildings, structures and landscapes.

A clear commitment is also made that dependent on the scheme, assessment will include, as required, Health Impact Assessment, Equalities Impact Assessment, Habitats Regulations Assessment and Environmental Impact Assessment. Where these statutory assessments are undertaken, where relevant they will be guided by the HM Treasury Green Book and DfT Transport Appraisal Guidance (or equivalents prevailing at the time) throughout the life of LTP4. The LTP4 expands upon this in relation to potential effects on people by noting that as the planning and implementation of our LTP4 policies and measures gets underway, a Health Impact Assessment (HIA) and / or an Equalities Impact Assessment (EqIA) will be undertaken where appropriate to consider potential impacts on these individuals or groups. This will then inform the process of designing and planning the policies and measures, by detailing and considering how any adverse effects can be mitigated and any beneficial effects maximised. This will help LTP4 to ensure fair and equitable access to services, facilities and amenities for all and will be a key consideration on all relevant schemes.

**Overall, it is considered that LTP4 represents a new and more sustainably focused approach to transport planning in Wiltshire. While it will likely have some adverse effects, particularly in construction phases and not all people within society may be able to benefit to the same degree, it nevertheless represents a well-balanced approach in terms of sustainability performance across the full range of potential key effects delineated in the ISA Framework. It should allow Wiltshire Council to meet their vision of ‘A safe and connected transport system which protects the county’s unique built, natural and historic environment, making this accessible for all, supports economic growth across Wiltshire’s communities and contributes to a low carbon future’.**



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# ISA Report - Appendices

Wiltshire County Council

October 2024

# WILTSHIRE LTP4



# Notice

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# Appendix A. Assessment of LTP4 Policies, Measures and Sub-Strategies

## A.1 Avoid Policies

A1 Reducing the need to travel as often through

A2 Enabling access to services, jobs and other destinations within closer reach

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and Improve air quality	✓✓	Local – Reg.	LT	Perm	High	+	++	++	++
<p><b>Commentary</b></p> <p>These Policies are aimed at avoiding (perhaps through digital infrastructure) or reducing the need to travel / reducing the number of trips, or reducing travel distances. Recognition is also made that reducing distances can help encourage uptake of more sustainable modes such as active travel. As such these policies are anticipated to have moderate benefit for protecting and improving air quality over the longer term. This would be particularly beneficial at the local, neighbourhood level, particularly if applied to areas designated as AQMA, though while demand would be reduced, these Policies would not remove the need completely for private vehicle travel (and will still require bus travel) and this would potentially result in air quality effects.</p> <p><b>Principal Settlements</b> – in relation to these areas, the Measures related to these Policies note the potential for ride sharing, mobility hubs, co-working spaces, supporting the provision of local services and amenities and facilitating these through design requirements. All these elements would act to encourage an uptake in more sustainable modes, reduce the need for travel and reduce the distances involved e.g. by providing amenities and facilities in a more compact location, or by increasing opportunities for combining journeys together. Benefits are likely to be particularly realised in these urban areas.</p> <p><b>Market towns</b> – As with Principal Settlements, the Measures related to these Policies in respect of Market towns note the potential for ride sharing, mobility hubs, co-working spaces, supporting the provision of local services and amenities and facilitating these through design requirements. Note is also made of parcel pick up points at local hubs,</p>									



which would reduce trips. All these elements would act to encourage an uptake in more sustainable modes, reduce the need for travel and reduce the distances involved e.g. by providing amenities and facilities in a more compact location, or by increasing opportunities for combining journeys together. Benefits are likely to be particularly realised in these urban areas.

**Rural areas** – In addition to many of the Measures noted for settlements, an important Measure in Rural areas will be improving fibre coverage. This will help to reduce the need to travel for work, or for commercial purposes. The need for further journeys would also be reduced by the provision of mobile shops and services. This measures will act to reduce emissions of pollution.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓✓	Reg.	LT	Perm	High	+	++	++	++

**Commentary**

These Policies are aimed at avoiding (perhaps through digital infrastructure) or reducing the need to travel / reducing the number of trips, or reducing travel distances. Recognition is also made that reducing distances can help encourage uptake of more sustainable modes such as active travel. As such these policies are anticipated to have moderate benefit for reducing carbon emissions and contributing to net zero carbon targets over the longer term. These Policies would not remove the need completely for private vehicle travel (and will still require bus travel) and this would still result in carbon emissions (assuming no mass shift to EVs).

**Principal Settlements** – in relation to these areas, the Measures related to these Policies note the potential for ride sharing, mobility hubs, co-working spaces, supporting the provision of local services and amenities and facilitating these through design requirements. All these elements would act to encourage an uptake in more sustainable modes, reduce the need for travel and reduce the distances involved e.g. by providing amenities and facilities in a more compact location, or by increasing opportunities for combining journeys together. This would reduce emissions of carbon.

**Market towns** – As with Principal Settlements, the Measures related to these Policies in respect of Market towns note the potential for ride sharing, mobility hubs, co-working spaces, supporting the provision of local services and amenities and facilitating these through design requirements. Note is also made of parcel pick up points at local hubs, which would reduce trips. All these elements would act to encourage an uptake in more sustainable modes, reduce the need for travel and reduce the distances involved e.g. by providing amenities and facilities in a more compact location, or by increasing opportunities for combining journeys together.



**Rural areas** – In addition to many of the Measures noted for settlements, an important Measure in Rural areas will be improving fibre coverage. This will help to reduce the need to travel for work, or for commercial purposes. The need for further journeys would also be reduced by the provision of mobile shops and services. This measures will act to reduce emissions of carbon.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Local	LT	Perm	High	+	+	+	+

**Commentary**

These Policies would act to reduce the requirement to undertake some journeys and would also help to maintain connectivity (e.g. through digital connection) during periods of extreme weather events. Similarly, the policies encourage the development of facilities in closer proximity to users and this would reduce journey length or make them more accessible to sustainable modes. As such, these policies are anticipated to have a slight beneficial effect on increasing resilience to a changing climate.

**Principal Settlements** – in relation to these areas, the Measures note the development of mobility hubs that would require improvements to the public realm and this could potentially provide opportunities to increase resilience, perhaps through planting (of native species) or the use of SuDS.

**Market towns** – as per principal settlements.

**Rural areas** – In addition to the measures noted for settlements, increased resilience in rural areas could be made through the noted improvements to fibre coverage. This can help ensure people are able to continue to work or shop during severe weather events. It also allows for greater potential for up to date information on travel conditions to be accessible.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** Note that design e.g. of public transport hubs and public realm should incorporate SuDS as well as green infrastructure. Design should also include for planting of native species that will provide shade, or help act as windbreaks.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm



4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	✓	Local	LT	Perm	Low	+	+	+	+
<p><b>Commentary</b></p> <p>Note is made within these Policies of approaches that would help to reduce the need for travel etc. or promote a shift to more sustainable modes and it is anticipated that this would help to reduce disturbance to species and habitats, with a slight beneficial effect. Similarly, there would likely be a reduced risk of pollution events / deposition.</p> <p><b>Principal Settlements</b> – in relation to these areas, the Measures note the development of mobility hubs that would require improvements to the public realm and this could potentially provide opportunities for planting (of native species). While these Policy areas would be limited in effect they could provide opportunities to help provide valuable ecological networks and Biodiversity Net Gain and as such are considered on slight benefit.</p> <p><b>Market towns</b> – as per principal settlements.</p> <p><b>Rural areas</b> – as per other settlements</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> Note the need to encourage the use of native species in any planting, as well as to take opportunities for Biodiversity gain, for example through planting wildflowers that can act as pollinators.</p>									
<b>ISA Objective</b>	<b>Effects</b>					<b>Assessment</b>			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Protect and enhance sites designated internationally for nature conservation purposes	✓	Local	LT	Perm	Low	+	+	+	+
<p><b>Commentary</b></p> <p>Note is made within these Policies of approaches that would help to reduce the need for travel etc. or promote a shift to more sustainable modes and it is anticipated that this would help to reduce disturbance to species and habitats, with a slight beneficial effect for sites designated for nature conservation. These Policy areas will likely result in improvements in air quality and this has the potential to be beneficial to some designated areas through reduction in pollution deposition. These Policy areas would be limited in effect but could provide indirect slight beneficial effects over the short to long term.</p> <p><b>Principal Settlements</b> – in relation to these areas, the Measures note the development of mobility hubs that would require improvements to the public realm and this could potentially provide opportunities for planting (of native species), with a potential for indirect slight beneficial effects on designated areas.</p> <p><b>Market towns</b> – as per principal settlements.</p> <p><b>Rural areas</b> – as per other settlements</p>									
<p><b>Mitigation / Recommendations</b></p>									



<b>Mitigation Measures:</b> N/A									
<b>Recommendations:</b> No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect, enhance and promote geodiversity	N/A	N/A	N/A	N/A	N/A	0	0	0	0
<b>Commentary</b>									
This policy does not contribute to the achievement of this objective as it is not concerned with geodiversity and is anticipated to have neutral effects.									
<b>Mitigation / Recommendations</b>									
<b>Mitigation Measures:</b> N/A									
<b>Recommendations:</b> No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	✓	Local	LT	Perm	Low	+	+	+	+
<b>Commentary</b>									
Reduction in the dominance of cars, or reducing the need to travel etc. and making sustainable modes more attractive will likely help to reduce congestion and over all traffic volumes will likely fall e.g. through the greater use of digital services, working remotely etc. This will help to make landscapes / streetscapes more appealing and may provide opportunities to enhance the setting of (and reduce disturbance to) heritage assets. Effects would be slight beneficial.									
<b>Principal Settlements</b> – in relation to these areas, the Measures note the development of mobility hubs that would require improvements to the public realm and this could potentially provide opportunities for improving the setting of heritage assets. Similarly, development of facilities that support local services and amenities may provide opportunities to enhance setting or re-purpose historic buildings etc. It would also potentially revitalise town centres.									
<b>Market towns</b> – as per principal settlements.									
<b>Rural areas</b> – as per other settlements									
<b>Mitigation / Recommendations</b>									
<b>Mitigation Measures:</b> N/A									
<b>Recommendations:</b>									
ISA Objective	Effects					Assessment			



	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✓	Local	LT	Perm	Low	+/-	+/-	+/-	+/-
<p><b>Commentary</b></p> <p>Reduction in the dominance of cars, or reducing the need to travel etc. will likely help to reduce congestion and over all traffic volumes will likely fall e.g. through the greater use of digital services, working remotely etc. This will help to make landscapes / streetscapes more appealing. While it is anticipated that most new infrastructure would be relatively small scale and contained within urban areas, there may also be a requirement for infrastructure in previously undeveloped or rural areas.</p> <p><b>Principal Settlements</b> – in relation to these areas, the Measures note the development of mobility hubs that would require improvements to the public realm and this could potentially provide opportunities for improving the visual amenity of areas. Similarly, development of facilities that support local services and amenities may provide opportunities to enhance setting or re-purpose buildings etc. It would also potentially revitalise town centres.</p> <p><b>Market towns</b> – as per principal settlements.</p> <p><b>Rural areas</b> – as per other settlements, though a greater role out of digital communications could lead to additional infrastructure in rural areas, with potential implications for visual amenity / landscape at a very local scale.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> None</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Protect and enhance the water environment	✓	Local	LT	Perm	High	+	+	+	+
<p><b>Commentary</b></p> <p>These Policies would encourage a reduction in car usage and a greater focus on active travel and digital connectivity will reduce the potential for polluted runoff as well as reduce potential for spillage of hydrocarbons through accidents or during refuelling. Revamped public realm, as well as development of transport hubs would also provide opportunities to incorporate SuDS. These Policy areas would provide slight beneficial effects on the water environment from the short term through to the long term.</p> <p><b>Principal Settlements</b> – in relation to these areas, the Measures note the development of mobility hubs that would provide opportunities to incorporate SuDS.</p> <p><b>Market towns</b> – as per principal settlements.</p> <p><b>Rural areas</b> – as per other settlements</p>									
<p><b>Mitigation / Recommendations</b></p>									





<b>Mitigation Measures:</b> N/A									
<b>Recommendations:</b> Ensure incorporation of pollution prevention in design elements.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	✓	Local	LT	Perm	High	+	+	+	+
<p><b>Commentary</b></p> <p>It is anticipated that the development of transport hubs etc., will be mostly in already developed areas and as such effects on soil resources should be minimal. Development of these areas, including revamping public realm would provide the opportunity to facilitate the re-use of previously developed land, remediate contaminated land, remove invasive species etc. These Policy areas would provide slight beneficial effects from the short term through to the long term.</p> <p><b>Principal Settlements</b> – in relation to these areas, the Measures note the development of mobility hubs that would provide opportunities to re-use previously developed land, address contamination etc.</p> <p><b>Market towns</b> – as per principal settlements.</p> <p><b>Rural areas</b> – as per other settlements</p>									
<b>Mitigation / Recommendations</b>									
<b>Mitigation Measures:</b> N/A									
<b>Recommendations:</b> No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	✓	Local	LT	Perm	High	-	+	+	+/-
<p><b>Commentary</b></p> <p>Development of the transport hubs and local amenities etc will result in the use of natural resources and would lead to the generation of waste. However, a clear focus on reducing the need to travel, reducing journey length and encouraging sustainable and active travel modes will reduce the use of fuel.</p> <p>These Policy areas would provide a mix of slight beneficial and slight adverse effects. Adverse effects would be most likely in the short term development phase, while longer term benefits of reduced fuel use etc., could be expected.</p>									



**Principal Settlements** – in relation to these areas, the Measures note the development of mobility hubs, local amenities etc that would result in the use of materials during construction.

**Market towns** – as per principal settlements.

**Rural areas** – as per other settlements, though it is noted that increased digital connectivity, while likely generating waste during installation, should help reduce the use of resources such as fuel in rural areas.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** Note that design of public transport hubs or local amenities etc. should consider use of recycled materials and reduced waste generation.

**ISA Objective**

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓✓	Local-Reg	LT	Perm	High	+	++	++	++

**Commentary**

It is anticipated these Policies would help local areas to become more attractive for shopping and doing business through development of local facilities and amenities, better access to local businesses, reduced congestion etc. and this would help local economies in the towns and villages of Wiltshire. Better digital connectivity may help economic growth and make Wiltshire more attractive to do business though may also provide opportunities outside the Wiltshire area to the detriment of local business. It may also provide opportunities for people to undertake training or continued education remotely, thereby helping to grow the local skills base. Encouraging access for all will help make economic opportunities more available for a greater number of people.

**Principal Settlements** – in relation to these areas, the Measures note the development of local facilities and amenities that would encourage local economies. The use of co-working spaces can help encourage local entrepreneurial spirit to grow, or help local businesses to grow more sustainably by allowing office facilities to be accessed, without the full cost.

**Market towns** – as per principal settlements.

**Rural areas** – as per other settlements. In addition, greater digital connectivity within rural areas will allow people to work remotely, access commercial opportunities and so on, allowing the rural economy to develop.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.



ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Support the wider coordination of land use, energy planning and transport planning across Wiltshire	✓	Local	LT	Perm	High	+	+	+	+
<p><b>Commentary</b></p> <p>It is recognised that reducing the need to travel by private car, will need to be coordinated with public transport and active travel infrastructure, with shortened trip distances to facilities. There will be development around public transport hubs and making land use changes to increase the range of activities in existing buildings. Digital integration and connectivity is also very important in these Policy areas.</p> <p><b>Principal Settlements</b> – in relation to these areas, the Measures note the development of local facilities and amenities that would require close coordination across a number of organisations. The role of Wiltshire council is noted for example to support public-private partnerships.</p> <p><b>Market towns</b> – as per principal settlements.</p> <p><b>Rural areas</b> – as per other settlements</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b></p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Improve health and well-being for all citizens and reduce inequalities in health (using the HIA specific sub-objectives)	✓✓	Local – Reg.	LT	Perm	High	+	++	++	++
<p><b>Commentary</b></p> <p>It is anticipated that a focus on more sustainable modes would allow opportunities for more physical activity to be incorporated into daily activities. This will have clear health and wellbeing benefits. Reductions in air pollution would also have beneficial effects, particularly for children and those with certain health conditions such as those with lung or breathing difficulties.</p> <p>A clear focus on providing digital connectivity and services, jobs and other destinations within closer reach will improve accessibility – note is made in the Measures of a range of services to be included in development design guides and this includes health services such as GPs and pharmacies, as well as leisure facilities. While access would be improved for all groups a focus on active travel may not have the same benefit for all – for example those in older or younger population cohorts, or those with certain disabilities or health issues may not be able to avail of such modes to the same degree as other groups. For such groups there may remain a reliance on the private car.</p>									



Measures such as ride sharing and a clear focus on active travel, as well as providing closer facilities and amenities may help to reduce (or remove) the cost of travel, with particular benefit for those on fixed incomes such as the elderly, or those on low incomes. Cost may also be largely removed through the provision of digital connectivity, though this may incur costs in terms of equipment and data charges. Similarly, there could be costs incurred for the purchase of equipment such as cycles.

Reducing the need to travel and dependency on private cars could help to improve road safety by reducing the number of journeys taken and reducing the potential for accidents. The elderly and children, along with pedestrians and cyclists, would likely particularly benefit from a reduced risk

Reducing the need to travel will reduce the amount of traffic on roads and therefore reduce severance from services and facilities for all groups. Locating the services and amenities that people need in their local neighbourhoods will also reduce severance across all groups.

Connections between and within communities will be improved through the reduction in traffic and a focus on new transport connections such as those provided by active travel. The provision of local services and amenities will also help to improve connections. Mobility hubs will improve connections to more distant communities.

The greater focus on active travel modes and reduced car usage will lead to reductions in air and noise pollution that will have health and wellbeing benefits for all groups. Light levels may remain as at present, though this will help to provide for a safer night time environment.

There is a clear focus on providing services and amenities closer to home and making active travel more attractive. This will be beneficial to all groups but some groups such as the elderly, young children and those with certain disabilities may not be able to benefit to the same degree. For such groups, a reliance on the private car may remain.

The provision of mobility hubs will improve access to public transport and make this more attractive for all groups.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** None

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (using the EqIA specific sub-objectives)	✓✓	Local – Reg.	LT	Perm	High	+	++	++	++

**Commentary**

The focus on provision of local services and amenities will allow greater access to all protected groups to local services and facilities through both active and sustainable transport modes. Older and disabled groups and those who are pregnant (particular in later stages of pregnancy) may experience some reduced access through reduced mobility, with a walk or cycle potentially not practical in some cases – it is anticipated there would still be potential to utilise private cars / taxis though.

While there are still uncertainties around affordability of some elements such as using public transport accessed via mobility hubs, there will be an increase in modes which are free (walking), or which can be utilised with a small investment (cycling). There is also a focus on sharing, which can reduce costs, though ride sharing may not be suitable for all groups, with gender, ethnic, sexual orientation and faith groups potentially having negative experience or perceptions. Nevertheless, these Policies will be of benefit to all groups. Increased digital connectivity will remove the need for transport costs in many instances by removing the need to travel, though affordability of digital connectivity may be an issue for some groups such as the elderly.



Reducing the need to travel will reduce the amount of traffic on roads and therefore reduce severance from services and facilities for all groups. Locating the services and amenities that people need in their local neighbourhoods will also reduce severance across all groups.

The greater focus on active travel modes and reduced car usage will lead to reductions in air and noise pollution that will have benefits for all groups. Light levels may remain as at present, though this will help to provide for a safer night time environment.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** None

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	✓✓	Local - Reg.	LT	Perm	High	+	++	++	++

**Commentary**

A reduction in traffic levels through reducing the need to travel, as well as a focus on active travel modes, would likely reduce the number of accidents / incidents. Safety may also increase for the youngest / eldest in society. Elements of the Policies may bring new safety challenges though (or a perception of challenges) – for example, ride sharing and sharing taxis could lead to a perception of danger for some groups such as ethnic or faith groups, gender and sexual orientation. Such policies could clarify how journeys will be undertaken in safety.

Elements of the Policies could result in changes to actual or perceived safety and security issues, with the emphasis on ride sharing / taxi sharing being a particular issue. This could lead to a perception of danger for some groups such as ethnic or faith groups, gender and sexual orientation.

Note is made of ensuring design requirements for new developments. This should be expanded to note the need to ensure that safety is a top priority in the design of any new infrastructure such as mobility hubs.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** None



HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	+	+	+	++	+++	++	++	++	A clear focus on providing digital connectivity and services, jobs and other destinations within closer reach will improve accessibility – note is made in the Measures of a range of services to be included in development design guides and this includes health services such as GPs and pharmacies, as well as leisure facilities. While access would be improved for all groups a focus on active travel may not have the same benefit for all – for example those in older or younger population cohorts, or those with certain disabilities or health issues may not be able to avail of such modes to the same degree as other groups. For such groups there may remain a reliance on the private car.
2	Improve affordability of transport	+	++	+	+++	+++	++	++	++	Measures such as ride sharing and a clear focus on active travel, as well as providing closer facilities and amenities may help to reduce (or remove) the cost of travel, with particular benefit for those on fixed incomes such as the elderly, or those on low incomes. Cost may also be largely removed through the provision of digital connectivity, though this may incur costs in terms of equipment and data charges. Similarly, there could be costs incurred for the purchase of equipment such as cycles.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	++	+	+	++	+	+	++	Reducing the need to travel and dependency on private cars could help to improve road safety by reducing the number of journeys taken and reducing the potential for accidents. The elderly and children, along with



HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
										pedestrians and cyclists, would likely particularly benefit from a reduced risk
4	Reduce severance	+++	+++	+++	+++	+++	+++	+++	+++	Reducing the need to travel will reduce the amount of traffic on roads and therefore reduce severance from services and facilities for all groups. Locating the services and amenities that people need in their local neighbourhoods will also reduce severance across all groups.
5	Improve connections between and within communities	+++	+++	+++	+++	+++	+++	+++	+++	Connections between and within communities will be improved through the reduction in traffic and a focus on new transport connections such as those provided by active travel. The provision of local services and amenities will also help to improve connections. Mobility hubs will improve connections to more distant communities.
6	Reduce air, noise, odour and light pollution from transport	+++	+++	+++	+++	+++	+++	+++	+++	The greater focus on active travel modes and reduced car usage will lead to reductions in air and noise pollution that will have health and wellbeing benefits for all groups. Light levels may remain as at present, though this will help to provide for a safer night time environment.
7	Improve access to active travel modes?	+	+	+	++	+++	++	++	++	There is a clear focus on providing services and amenities closer to home and making active travel more attractive. This will be beneficial to all groups but some groups such as the elderly, young children and those with certain disabilities may not be able to benefit to the



HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
										same degree. For such groups, a reliance on the private car may remain.
8	Improve access to public transport	++	++	++	++	++	++	++	++	The provision of mobility hubs will improve access to public transport and make this more attractive for all groups.

EqIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement	
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships		Assessment summary
1	Improve accessibility to services, facilities and amenities for all, in particular by active travel modes	+	+++	+	+++	+++	+++	+	+++	++	The focus on provision of local services and amenities will allow greater access to all protected groups to local services and facilities through both active and sustainable transport modes. Older and disabled groups and those who are pregnant (particular in later stages of pregnancy)





EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											may experience some reduced access through reduced mobility, with a walk or cycle potentially not practical in some cases – it is anticipated there would still be potential to utilise private cars / taxis though.
2	Improve affordability of transport	++	++	++	++	++	++	++	++	++	While there are still uncertainties around affordability of some elements such as using public transport accessed via mobility hubs, there will be an increase in modes which are free (walking), or which can be utilised with a small investment (cycling). There is also a focus on sharing, which can reduce costs, though ride sharing may not be suitable for all groups, with gender, ethnic, sexual orientation and faith groups potentially having negative experience or perceptions. Nevertheless, these Policies will be of benefit to all groups. Increased digital connectivity will remove the need for transport costs in many instances by removing the need to travel, though affordability of digital connectivity may be an issue for some groups such as the elderly.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	+	+	+	+	+	+	+	+	Reducing the need to travel and dependency on private cars could help to improve road safety by reducing the number of journeys taken and reducing the potential for accidents. The elderly and children, along with pedestrians and cyclists, would likely particularly benefit from a reduced risk



EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	+	+	+	+	+	+	+	+	+	Specific note is made of improving access to public transport via the rural sub-strategy. This also includes for measures to avoid the need to make journeys, or to reduce journey length such as through increased digital connectivity or use of mobile shops.
5	Reduce severance	++	++	++	++	++	++	++	++	++	Reducing the need to travel will reduce the amount of traffic on roads and therefore reduce severance from services and facilities for all groups. Locating the services and amenities that people need in their local neighbourhoods will also reduce severance across all groups.
6	Reduce air, noise, odour and light pollution from transport	+++	+++	+++	+++	+++	+++	+++	+++	+++	The greater focus on active travel modes and reduced car usage will lead to reductions in air and noise pollution that will have benefits for all groups. Light levels may remain as at present, though this will help to provide for a safer night time environment.



CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents	++	+	++	+	+	+	++	++	++	A reduction in traffic levels through reducing the need to travel, as well as a focus on active travel modes, would likely reduce the number of accidents / incidents. Safety may also increase for the youngest / eldest in society. Elements of the Policies may bring new safety challenges though (or a perception of challenges) – for example, ride sharing and sharing taxis could lead to a perception of danger for some groups such as ethnic or faith groups, gender and sexual orientation. Such policies could clarify how journeys will be undertaken in safety.
2	Improve actual and perceived safety and security issues	++	+	++	+	+	+	++	++	++	<p>Elements of the Policies could result in changes to actual or perceived safety and security issues, with the emphasis on ride sharing / taxi sharing being a particular issue. This could lead to a perception of danger for some groups such as ethnic or faith groups, gender and sexual orientation.</p> <p>Note is made of ensuring design requirements for new developments. This should be expanded to note the need to ensure that safety is a top priority in the design of any new infrastructure such as mobility hubs.</p>



## A.2 Shift Policies

S1 Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality

S2 Provide more public and shared transport options, and improve service quality

S3 Provide better access to public and shared transport services

S4 Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most

S5 Encourage and enable shift to more sustainable modes for freight

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and Improve air quality	✓✓	Local-Reg	LT	Perm	High	+++	+++	+++	+++
<p><b>Commentary</b></p> <p>These Policy areas include a range of aspects that will improve air quality. These Policies encourage a shift to more sustainable modes, with a focus on active travel, as well as more public and shared transport options. Service quality and infrastructure will improve and make such modes more attractive. There is a clear focus on shifting freight to more sustainable modes. It is anticipated that overall travel and congestion would reduce, allowing vehicles to be more efficient. Note is made of the need to encourage travel by modes other than the private car, though a residual need for this mode is noted. Despite these residual emissions, it is anticipated that a focus on these policies would result in large beneficial effects on air quality from the short term through to the long term.</p> <p><b>Principal Settlements</b> – in relation to these areas, the Measures related to these Policies note the identification of walking and cycling routes (set out in LCWIPs) and who would be responsible for their development. People would be encouraged to use new routes with signage etc. and provision would be made for cycle hire and cycle parking to help make journeys easier. There would also be improvements to public realm that include planting and pocket parks – this could help to improve air quality in very local areas, though improvements would be slight. Local air quality improvements are also likely through restricting access to some types of vehicle through some streets, or giving priority access. Speed would also be reduced in certain areas, with likely improvement in air quality at a local level. The provision of improved public transport infrastructure is also likely to encourage people to use this mode.</p> <p><b>Market towns</b> – As with principal settlements, the Measures related to these Policies note the identification of walking and cycling routes (set out in LCWIPs). There would also be improvements to public realm and planting that would help improve air quality at the very local level. Better wayfinding and facilities such as cycle parking and cycle hire would help encourage an uptake in active modes. Priority access and restricting vehicles as well as reducing speed on some streets would help to improve air quality at a local</p>									



level. The provision of improved public transport infrastructure is also likely to encourage people to use this mode – at Market towns there would be a focus on providing new public transport stations where required.

**Rural areas** – While rural areas have less of a focus in terms of active travel routes than principal settlements or market towns, they will still benefit from measures outlined in a county wide LCWIP. There would also be a focus on providing public realm for the rural community to gather that could include planting. Improved wayfinding in rural areas may help encourage active mode uptake. There are also measures such as reducing speed, reducing access / providing priority access and cycle hire schemes which would help improve air quality at a very local level. Of greater note in rural areas is the focus on improving access to and infrastructure at rail stations.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓✓	Local-Reg	LT	Perm	High	++	++	++	++

**Commentary**

These Policy areas include a range of aspects that will result in reduced carbon emissions. These Policies encourage a shift to more sustainable modes, with a focus on active travel, as well as more public and shared transport options. Service quality and infrastructure will improve and make such modes more attractive. There is a clear focus on shifting freight to more sustainable modes. It is anticipated that overall travel and congestion would reduce, allowing vehicles to be more efficient and thereby help to reduce emissions from idling etc. Note is made of the need to encourage travel by modes other than the private car, though a residual need for this mode is noted, likely resulting in emissions if EV uptake does not happen. Despite these residual emissions, it is anticipated that a focus on these policies would result in moderate beneficial effects in terms of reducing emissions from the short term through to the long term.

**Principal Settlements** – in relation to these areas, the Measures related to these Policies note the identification of walking and cycling routes (set out in LCWIPs) and who would be responsible for their development. People would be encouraged to use new routes with signage etc. and provision would be made for cycle hire and cycle parking to help make journeys easier. There would also be improvements to public realm that include planting and pocket parks – this could help to sequester carbon though would be of limited amounts. Speed would also be reduced in certain areas, with likely reductions in emissions. The provision of improved public transport infrastructure is also likely to encourage people to use this mode.

**Market towns** – As with principal settlements, the Measures related to these Policies note the identification of walking and cycling routes (set out in LCWIPs). There would also be improvements to public realm and planting that could help sequester carbon. Better wayfinding and facilities such as cycle parking and cycle hire would help encourage an uptake in active modes. Reducing speed on some streets would help to reduce emissions. The provision of improved public transport infrastructure is also likely to encourage people to use this mode – at Market towns there would be a focus on providing new public transport stations where required.



**Rural areas** – While rural areas have less of a focus in terms of active travel routes than principal settlements or market towns, they will still benefit from measures outlined in a county wide LCWIP. There would also be a focus on providing public realm for the rural community to gather that could include planting. Improved wayfinding in rural areas may help encourage active mode uptake. There are also measures such as reducing speed, and cycle hire schemes which would help reduce emissions, though it is noted that these may be best focused on certain areas such as community hubs or rail stations. Of greater note in rural areas is the focus on improving access to and infrastructure at rail stations. It is likely that many rural journeys would still be required by private vehicle.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** Encourage EV charging provision in rural areas to reduce issues such as range anxiety etc.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Local	LT	Perm	Med	+/-	+/-	+/-	+/-

**Commentary**

These Policies would likely result in the development of new active travel routes and new infrastructure such as transport hubs which may result in an increase in impermeable surfacing, with a consequent increase in risk of flooding. However, not is also made of the development of public realm, including parklets and this would allow for the use of SuDS. These would also include planting which may allow for more shaded areas or to help reduce wind speed in areas, with beneficial effects at a local scale. These new routes would also provide an increase in resilience to the local transport network to help ensure access is maintained – a variety of routes will be available should one be blocked by flooding for example.

It is anticipated that effects would be a combination of slight beneficial and slight adverse in the short through to the long term.

**Principal Settlements** – in relation to these areas, the Measures note the development of public realm and this could allow for climate change adaptation measures to be incorporated. New active travel routes may also provide for additional connectivity that is not as at risk of flooding, or which allows for more natural flood management.

**Market towns** – these areas would also benefit from improved public realm and the potential opportunity for measures to adapt to climate change. Additional active travel routes would also be developed.

**Rural areas** – there would be less opportunities for new active travel routes, though there is an emphasis on county wide schemes. Planting and improvement to green spaces is also noted in respect of measures for rural areas and this can allow for measures to adapt to climate change.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A



<b>Recommendations:</b> Note that design e.g. of public transport hubs and public realm should incorporate SuDS as well as green infrastructure. Design should also include for planting of native species that will provide shade, or help act as windbreaks.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	✓	Local	LT	Perm	Med	+/-	+/-	+/-	+/-
<p><b>Commentary</b></p> <p>Reductions in pollution emissions and removal of cars from the road, with a shift to sustainable modes are anticipated to be beneficial to habitats and species by reducing pollution and disturbance. Reduced road traffic or reduced speeds may also result in a reduction in 'road kill'. There is a potential that development of some active travel routes (particularly in non urban areas) could impact on habitats and species (through loss or disturbance), though it would also provide opportunities for green infrastructure to be developed. This could also take place at transport hubs. Note is made of improvements to public realm to include planting.</p> <p>It is anticipated that effects would be a combination of slight beneficial and slight adverse in the short through to the long term.</p> <p><b>Principal Settlements</b> – in relation to these areas, the Measures note the development of public realm and the need for planting – this would provide opportunities to encourage wildlife and biodiversity.</p> <p><b>Market towns</b> – in relation to these areas, the Measures note the development of public realm and the need for planting – this would provide opportunities to encourage wildlife and biodiversity.</p> <p><b>Rural areas</b> – in relation to these areas, the Measures note the development of public realm and greenspaces the need for planting – this would provide opportunities to encourage wildlife and biodiversity.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> Note the need to encourage the use of native species in any planting, as well as to take opportunities for Biodiversity gain, for example through planting wildflowers that can act as pollinators. Consideration could be given to restricting vehicle access, or reducing speeds in areas that are of value to wildlife.</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Protect and enhance sites designated internationally for nature conservation purposes	✓	Local	LT	Perm	Med	+/-	+/-	+/-	+/-
<p><b>Commentary</b></p>									



Note is made within these Policies of approaches that would reduce pollution emissions and remove traffic from the road network. This could reduce pollution deposition on designated sites as well as reduce disturbance. Disturbance could also be reduced via a reduction in speed, as well as restricted access in some areas. However, the location of new infrastructure such as active travel routes could lead to encroachment or disturbance (direct or indirect) to designated sites.

It is anticipated that effects would be a combination of slight beneficial and slight adverse in the short through to the long term.

**Principal Settlements** – in relation to these areas, the Measures note the need for new active travel routes, as well as new infrastructure. These could lead to disturbance or loss of designated sites, though it is anticipated these would be in urban areas for the most part.

**Market towns** – in relation to these areas, the Measures note the need for new active travel routes, as well as new infrastructure. These could lead to disturbance or loss of designated sites, though it is anticipated these would be in urban areas for the most part.

**Rural areas** – in relation to these areas, the Measures note the need for new active travel routes, as well as new infrastructure. These could lead to disturbance or loss of designated sites, with perhaps a greater risk in rural areas.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** Consideration could be given to restricting vehicle access, or reducing speeds in areas that are designated for nature conservation, or which are nearby to such areas.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect, enhance and promote geodiversity	✓	Local	LT	Perm	Med	+/-	+/-	+/-	+/-

**Commentary**

There is a potential for new infrastructure such as cycleways or other infrastructure to encroach onto areas noted for geodiversity. However, such schemes (particularly active travel routes) could provide greater access to such areas and allowing greater numbers to appreciate these important landscape features where visible.

It is anticipated that effects would be a combination of slight beneficial and slight adverse in the short through to the long term.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** Reference to be made in relation to design and route / site selection considering potential locational issues.

Note should also be made of the need to protect geological sites from degradation and removal caused by transport interventions and where practicable provide enhancements to the geological site and to its accessibility

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm





7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	✓	Local	LT	Perm	Med	++	++	++	++
<p><b>Commentary</b></p> <p>Townscapes and the historic environment (inc. heritage assets) could benefit from a reduction in cars, as well as a reduction in speeding etc. Restricted access to certain areas could provide opportunities to benefit the setting (including to tranquility) of assets including conservation areas, individual monuments, individual buildings and so on. A reduction in pollution deposition (through reduced emissions) would help to protect heritage assets. The policies noted the need for improvements to public realm and this could provide opportunities to enhance features, or increase access, as well as promote a 'sense of place'. Effects would likely be localised. There may be a potential for effects (direct or indirect) on heritage assets and their setting through the development of new infrastructure such as active travel routes.</p> <p>It is anticipated that effects would be on the whole of moderate beneficial effect in the short through to the long term.</p> <p><b>Principal Settlements</b> – in relation to these areas, the Measures note the need for new active travel routes and this could provide both beneficial or adverse effects. Beneficial effects would be anticipated in respect of the noted improvements to public realm. While it would need to be sensitively incorporated, the noted CCTV could help provide protection to historic assets that may be at risk of vandalism. New wayfinding signs could lead to clutter of the streetscape, though could likely be sensitively incorporated to historic centres. Cycle parking and other such infrastructure would also need to be incorporated with care.</p> <p><b>Market towns</b> – In relation to Market towns, effects are considered similar to principal settlements, though there is a noted focus on new stations – the location of these would need to consider site selection carefully, though they do offer opportunities for improvement to a town.</p> <p><b>Rural areas</b> – As with the settlements, the policy measures provide opportunities to improve settings etc. though again care would need to be taken in respect of the design and location of any new infrastructure. Reference to Design Guide made.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> Care to be taken in route / site selection, with opportunities for beneficial effects to be taken.</p> <p>Reference should also be made that working with Partners and other statutory bodies, such Historic England, the council will aim to minimise the impact of transport on heritage assets and protect and enhance the quality environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings and ensure that due regard is given to the need to undertake archaeological investigations.</p> <p>Improve physical access and/or interpretation, understanding and appreciation of the significance of heritage assets as part of transport development where appropriate</p>									
<b>ISA Objective</b>	<b>Effects</b>					<b>Assessment</b>			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✓	Local	LT	Perm	Med	+	+	+	+



**Commentary**

Landscapes, Townscapes and visual amenity could benefit from a reduction in cars, as well as a reduction in speeding etc. Reduced travel, could lead to less requirement for new roads or highway upgrades, while new active travel routes could allow for the development of new PRow. Less congestion would benefit urban areas in particular. Restricted access to certain areas could provide opportunities to benefit tranquility. For the most part it is anticipated that new infrastructure would be of relatively small scale. It is anticipated that effects would be on the whole of slight beneficial effect in the short through to the long term.

**Principal Settlements** – in relation to these areas, the Measures note the need for new active travel routes and this could provide both beneficial or adverse effects. Beneficial effects would be anticipated in respect of the noted improvements to public realm. New wayfinding signs could lead to clutter of the streetscape, though could likely be sensitively incorporated to historic centres. Cycle parking and other such infrastructure would also need to be incorporated with care.

**Market towns** – In relation to Market towns, effects are considered similar to principal settlements, though there is a noted focus on new stations – the location of these would need to consider site selection carefully, though they do offer opportunities for improvement to a town.

**Rural areas** – As with the settlements, the policy measures provide opportunities to improve landscape through a focus on green spaces, planting etc. though again care would need to be taken in respect of the design and location of any new infrastructure.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Protect and enhance the water environment	✓	Local	LT	Perm	Med	+	+	+	+

**Commentary**

Note is made within these Policies of approaches that would result in an uptake of active travel and sustainable modes such as bus along with an overall reduction in the priority given to car use, will lead to a reduction in private car use. This has the potential to benefit the water environment through a reduction in polluted runoff from roads (tyre degradation etc) and a reduction in the risk of pollution from accidents / accidental spillage (with reduced speeds in some areas making accidents that would cause pollution less likely). Note that there is a potential risk to the water environment during construction of any new infrastructure, though it is anticipated this could be easily managed through standard approaches to construction and pollution prevention.

**Principal Settlements** – in relation to these areas, the Measures note new active travel routes and improvements to public realm. Both these infrastructure types would provide opportunities for incorporating SuDS, which in addition to managing flow, has beneficial effects in terms of water pollution at a local scale.

**Market towns** – As with principal settlements, it is anticipated that opportunities to incorporate SuDS into infrastructure development could take place.

**Rural areas** – As with the settlements, it is anticipated that opportunities to incorporate SuDS into infrastructure development could take place.



<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: Ensure incorporation of pollution prevention in design elements.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	✓	Local	ST-LT	Perm	Med	+/-	+/-	+/-	+/-
<p><b>Commentary</b></p> <p>It is anticipated that these Policies would result new infrastructure development that would be for the most part in existing urban centres, such as public realm improvements. This could provide opportunities to facilitate the re-use of previously developed land or remediate contaminated land. Nevertheless, there is also a potential that new areas would need to be developed, for example for active travel routes and this could require greenfield sites, with potential for adverse effects on soil resource. It is anticipated that there would be a mix of slight beneficial and slight adverse effects from the short term through to the long term.</p> <p><b>Principal Settlements</b> – in relation to these areas, the Measures note new active travel routes and public realm improvements that could allow for remediation of contamination but also requirement for development of new areas.</p> <p><b>Market towns</b> – Effects considered as for Principal settlements.</p> <p><b>Rural areas</b> – Effects considered as for Principal settlements.</p>									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: Note the need to take opportunities to remediate contaminated land. Route / site location should avoid areas of the best soil.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	✓	Local	ST-LT	Perm	Med	+/-	+/-	+/-	+/-
<p><b>Commentary</b></p> <p>These Policy areas will help to reduce overall vehicle usage / increase sustainable modes and this would result in reduced fuel usage. However, there would also be a requirement to develop new infrastructure that would require the use of natural resources and generate waste. It is anticipated that effects would be a combination of slight beneficial and slight adverse in the short through to the long term. Adverse effects will be particularly in short term as facilities are constructed.</p>									



**Principal Settlements** – in relation to these areas, the Measures note the need for new infrastructure, but also measures that would reduce use of resources such as hydrocarbons.

**Market towns** – Effects considered as for Principal settlements.

**Rural areas** – Effects considered as for Principal settlements.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** Note that design of public transport hubs, active travel routes or public realm etc. should consider use of recycled materials and reduced waste generation.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local	LT	Perm	Med	+	+	+	+

**Commentary**

These Policy areas will result in increased opportunities for people to access jobs and the services they need. This will include increased opportunities for commercial / business interactions. These Policy areas will also result in reduced congestion and will therefore help to make business more efficient and will also provide businesses with new (and potentially cheaper) ways to connect with consumers

**Principal Settlements** – in relation to these areas, the Measures note that upgrades to Public Realm are anticipated to support local businesses and encourage footfall in town centres making them more attractive places for business to invest.

**Market towns** – Effects considered as for Principal settlements. In addition, note is made of new stations that will improve levels of accessibility between economic centres, business, employees, suppliers and customers.

**Rural areas** – Effects considered as for Principal settlements.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm



13. Support the wider coordination of land use, energy planning and transport planning across Wiltshire	✓	Local	LT	Perm	Med	+	+	+	+
<p><b>Commentary</b></p> <p>These Policy areas will reduce the need to travel by car by providing more sustainable modes of transport. Note is made that the benefits of improved public and shared transport services will only be unlocked if more people are able to access them and connect seamlessly between different modes of travel. This will require wider coordination of land use and transport planning, as will the noted improvements to public realm. Effects are anticipated to be beneficial over the long term.</p> <p><b>Principal Settlements</b> – in relation to these areas, the Measures note elements of requirements of area planning such as the Salisbury Central Area Framework, as well as design guides and the need for creating a sense of place such as through way finding signage, or by controlling access. Note is also made of the need to work with other partners such as developers, city and town councils.</p> <p><b>Market towns</b> – Effects considered as for Principal settlements.</p> <p><b>Rural areas</b> – Effects considered as for Principal settlements.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> Consideration to be made of the need for energy planning to facilitate expansion of EV charging network.</p>									
<b>ISA Objective</b>	<b>Effects</b>					<b>Assessment</b>			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Improve health and well-being for all citizens and reduce inequalities in health (using the HIA specific sub-objectives)	✓	Local	LT	Perm	Med	++	++	++	++
<p><b>Commentary</b></p> <p>These Policies and associated measures will result in greater access to active travel modes through the provision of new cycleways, providing active travel access to public transport, integrating active travel measures with planning for place measures and so on. This is expected to have beneficial effects on health through allowing people more opportunities to be active. There will also be increased emphasis placed on public transport – particularly bus, which will be benefit to all groups, including those who may not necessarily be best placed to make full use of active travel modes such as older people or the disabled. Note is made that some groups (including carers) may still need to use cars and note is made of the need for dedicated blue badge parking.</p> <p>Specific note is made of the need to make payment easier and prices more affordable. There is also a noted wish to make public transport a viable and competitive alternative to travelling by car. Greater active travel provision will also allow more journeys to be made by low / zero cost modes, though of course not all groups may be able to afford cycle / e-bike hire or the purchase of cycles.</p>									



Restricting access to certain areas, reducing speed, reducing overall traffic levels and congestion, provision of segregated active travel routes with good design standards etc., will enhance safety and reduce the number of accidents. This will be of particular benefit to pedestrians and cyclists. Groups such as the elderly and disabled may not be able to avail of active travels to as great an extent as other groups, but would still benefit from increased provision of public transport.

Severance will be reduced for all groups through reduced car use and speed, along with a greater priority given to active travel and public transport.

Connections between and within communities will be improved by new active travel routes – some of which will be cross county. There will also be better public transport linkages. Enhanced public realm and reduced congestion / restricted vehicle access will ensure interactions within communities are improved.

Air and Noise pollution will be reduced through reduced car use and speed, along with a greater priority given to active travel and public transport. Benefits would be most experienced at a local level. However, use of private cars will still occur, along with public transport of bus and rail.

Clear note is made of the need to improve access to active travel modes and public transport.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:**

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (using the EqIA specific sub-objectives)	✓	Local	LT	Perm	Med	++	++	++	++

**Commentary**

These Policy areas will result in much greater access via active modes through the provision of new cycleways, providing active travel access to public transport, integrating active travel measures with planning for place measures and so on. There will also be increased emphasis placed on public transport – particularly bus, which will be benefit to all groups, including those who may not necessarily be best placed to make full use of active travel modes such as older people, the disabled or those who are heavily pregnant. Note is made of the need for blue badge parking, recognising that some groups may need additional help.

Specific note is made of the need to make payment easier and prices more affordable. There is also a noted wish to make public transport a viable and competitive alternative to travelling by car. Greater active travel provision will also allow more journeys to be made by low / zero cost modes, though of course not all groups may be able to afford cycle / e-bike hire or the purchase of cycles.

Low traffic neighbourhoods and overall reduction of vehicle usage and reduced speeds, as well as the provision of segregated active travel routes designed using good practice standards etc will enhance safety and reduce the number of accidents. Groups such as the elderly, disabled and those who are heavily pregnant may not be able to avail of active travels to as great an extent as other groups, but would still benefit from increased provision of public transport.

Clear note is made of rural areas through the Rural Sub Strategy and this sets out a range of measures to improve provision of public transport by sustainable means. Specific note is made of improving access for all, including for those with no access to a car. In general, note is made of the aim to prioritise improving the frequency, speed, reliability and flexibility of bus services; supporting the enhancement of rail services through Wiltshire; and expanding on the current shared transport options.



Severance will be reduced for all groups through reduced car use and speed, along with a greater priority given to active travel and public transport.									
Air and Noise pollution will be reduced through reduced car use and speed, along with a greater priority given to active travel and public transport. Benefits would be most experienced at a local level. However, use of private cars will still occur, along with public transport of bus and rail.									
<b>Mitigation / Recommendations</b>									
<b>Mitigation Measures:</b> N/A									
<b>Recommendations:</b> None									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	✓	Local	LT	Perm	Med	++	++	++	++
<b>Commentary</b>									
<p>Low traffic neighbourhoods and overall reduction of vehicle usage and reduced speeds, as well as the provision of segregated active travel routes designed using good practice standards with noted measures to avoid conflict between road users etc will enhance safety and reduce the number of accidents. Noted measures such as restricting access near schools will benefit children. Groups such as the elderly, disabled and those who are heavily pregnant may not be able to avail of active travels to as great an extent as other groups, but would still benefit from increased provision of public transport.</p> <p>Note is also made of public realm improvements that would include CCTV and this can help to improve safety in the wider realm. Provision of good way finding signage will reduce stress and help people to navigate safely.</p> <p>Note is made of good design measures e.g. in the public realm and the need for CCTV, good lighting etc. Note is also made of good design in terms of secure cycle parking. Good design in separating road users can also reduce conflict and overall stress in the travelling public. However, there may be a lingering perception of risk to safety by some people in term of using public transport or using cycleways / footways as a lone traveller.</p>									
<b>Mitigation / Recommendations</b>									
<b>Mitigation Measures:</b> N/A									
<b>Recommendations:</b> Provide more detail on safety measures in respect of lone / vulnerable travellers.									

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	++	++	+++	++	+++	++	++	++	These Policy areas will result in much greater access via active modes through the provision of new cycleways, providing active travel access to public transport, integrating active travel measures with planning for place measures and so on. There will also be increased emphasis placed on public transport – particularly bus, which will be benefit to all groups, including those who may not necessarily be best placed to make full use of active travel modes such as older people or the disabled. Note is made that some groups (including carers) may still need to use cars and note is made of the need for dedicated blue badge parking.
2	Improve affordability of transport	++	++	++	+	+++	++	++	++	Specific note is made of the need to make payment easier and prices more affordable. There is also a noted wish to make public transport a viable and competitive alternative to travelling by car. Greater active travel provision will also allow more journeys to be made by low / zero cost modes, though of course not all groups may be able to afford cycle / e-bike hire or the purchase of cycles.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	++	++	++	+++	++	++	++	Restricting access to certain areas, reducing speed, reducing overall traffic levels and congestion, provision of segregated active travel routes with good design standards etc., will enhance safety and reduce the number of accidents. This will be of particular benefit to pedestrians and cyclists. Groups such as the elderly and disabled may not be able to avail of active travels to as





HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
										great an extent as other groups, but would still benefit from increased provision of public transport.
4	Reduce severance	++	++	++	++	++	++	++	++	Severance will be reduced for all groups through reduced car use and speed, along with a greater priority given to active travel and public transport.
5	Improve connections between and within communities	+++	+++	+++	+++	+++	+++	+++	+++	Connections between and within communities will be improved by new active travel routes – some of which will be cross county. There will also be better public transport linkages. Enhanced public realm and reduced congestion / restricted vehicle access will ensure interactions within communities are improved.
6	Reduce air, noise, odour and light pollution from transport	++	++	++	++	++	++	++	++	Air and Noise pollution will be reduced through reduced car use and speed, along with a greater priority given to active travel and public transport. Benefits would be most experienced at a local level. However, use of private cars will still occur, along with public transport of bus and rail.
7	Improve access to active travel modes	++	++	++	++	++	++	++	++	Clear note is made of the need to improve access to active travel modes.
8	Improve access to public transport	+++	+++	+++	+++	+++	+++	+++	+++	Clear note is made of the need to improve access to public transport across all three area types.

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by active travel modes	++	++	++	++	++	++	++	++	++	These Policy areas will result in much greater access via active modes through the provision of new cycleways, providing active travel access to public transport, integrating active travel measures with planning for place measures and so on. There will also be increased emphasis placed on public transport – particularly bus, which will be benefit to all groups, including those who may not necessarily be best placed to make full use of active travel modes such as older people, the disabled or those who are heavily pregnant. Note is made of the need for blue badge parking, recognising that some groups may need additional help.
2	Improve affordability of transport	++	++	++	++	++	++	++	++	++	Specific note is made of the need to make payment easier and prices more affordable. There is also a noted wish to make public transport a viable and competitive alternative to travelling by car. Greater active travel provision will also allow more journeys to be made by low / zero cost modes, though of course not all groups may be able to afford cycle / e-bike hire or the purchase of cycles.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	++	++	++	++	++	++	++	++	Low traffic neighbourhoods and overall reduction of vehicle usage and reduced speeds, as well as the provision of segregated active travel routes designed using good practice standards etc will enhance safety and reduce the number of accidents. Groups such as the elderly, disabled and those who are heavily pregnant may



EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											not be able to avail of active travels to as great an extent as other groups, but would still benefit from increased provision of public transport.
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	++	++	++	++	++	++	++	++	++	Clear note is made of rural areas through the Rural Sub Strategy and this sets out a range of measures to improve provision of public transport by sustainable means. Specific note is made of improving access for all, including for those with no access to a car. In general, note is made of the aim to prioritise improving the frequency, speed, reliability and flexibility of bus services; supporting the enhancement of rail services through Wiltshire; and expanding on the current shared transport options.
5	Reduce severance	++	++	++	++	++	++	++	++	++	Severance will be reduced for all groups through reduced car use and speed, along with a greater priority given to active travel and public transport.
6	Reduce air, noise, odour and light pollution from transport	++	++	++	++	++	++	++	++	++	Air and Noise pollution will be reduced through reduced car use and speed, along with a greater priority given to active travel and public transport. Benefits would be most experienced at a local level. However, use of private cars will still occur, along with public transport of bus and rail.



CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents	+++	+++	+++	+++	+++	+++	+++	+++	+++	<p>Low traffic neighbourhoods and overall reduction of vehicle usage and reduced speeds, as well as the provision of segregated active travel routes designed using good practice standards with noted measures to avoid conflict between road users etc will enhance safety and reduce the number of accidents. Noted measures such as restricting access near schools will benefit children. Groups such as the elderly, disabled and those who are heavily pregnant may not be able to avail of active travels to as great an extent as other groups, but would still benefit from increased provision of public transport.</p> <p>Note is also made of public realm improvements that would include CCTV and this can help to improve safety in the wider realm. Provision of good way finding signage will reduce stress and help people to navigate safely.</p>
2	Improve actual and perceived safety and security issues	++	++	++	++	++	++	++	++	++	<p>Note is made of good design measures e.g. in the public realm and the need for CCTV, good lighting etc. Note is also made of good design in terms of secure cycle parking. Good design in separating road users can also reduce conflict and overall stress in the travelling public. However, there may be a lingering perception of risk to</p>



CSA sub-objective	Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
										safety by some people in term of using public transport or using cycleways / footways as a lone traveller.



## A.3 Improve Policies

I1 Facilitate and encourage move to low and zero emission vehicles

I2 Enable safer, more efficient driving and operation of road networks

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and Improve air quality	✓✓	Local – Reg.	LT	Perm	Med	+	++	+++	++
<p><b>Commentary</b></p> <p>Noted need to improve network management to allow more efficient operation of vehicles.</p> <p>Also notes need for suitable provision of EV charging points, upgrading public transport and supplier fleets to low and zero emissions, and for the introduction of zero emission car clubs. Both of these policies should therefore contribute to a reduction in the emission of greenhouse gases.</p> <p><b>Principal Settlements</b> - Measures include imposing charges on the most polluting vehicles and the expansion of car club coverage, the latter of which will include the use of low and zero emission vehicles within the car club fleets. These should result in lower numbers of high polluting vehicles on the road network, particularly within urban areas.</p> <p>Measures also include improved network management by using technology to monitor congestion and improve traffic enforcement, e.g. bus lane usage. This should alleviate congestion and improve bus journey times, contributing to improved air quality as traffic flows more freely. More efficient bus services may also lead to a modal shift to public transport away from private car use, decreasing traffic volumes.</p> <p><b>Market towns</b> – As above for Principal Settlements. Noted that there are currently no car clubs present in any market towns, therefore this presents potential locations for their introduction.</p> <p><b>Rural areas</b> – As above for Principal Settlements. Noted that there are currently no car clubs present in any rural areas, but introducing these in areas located close to Principal Settlements and Market Towns would encourage their uptake in rural areas and improve access to electric vehicles.</p> <p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p>									



<b>Recommendations:</b> No recommendations									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓✓	Local – Reg.	LT	Perm	High	+	++	+++	++
<p><b>Commentary</b></p> <p>Noted need to improve network management to allow more efficient operation of vehicles.</p> <p>Also notes need for suitable provision of EV charging points, upgrading public transport and supplier fleets to low and zero emissions, and for the introduction of zero emission car clubs.</p> <p><b>Principal Settlements</b> - Measures include imposing charges on the most polluting vehicles and the expansion of car club coverage, the latter of which will include the use of low and zero emission vehicles within the car club fleets. These should result in lower numbers of high polluting vehicles on the road network, particularly within urban areas.</p> <p>Measures also include improved network management by using technology to monitor congestion and improve traffic enforcement, e.g. bus lane usage. This should alleviate congestion and improve bus journey times, contributing to improved air quality as traffic flows more freely. More efficient bus services may also lead to a modal shift to public transport away from private car use, decreasing traffic volumes.</p> <p><b>Market towns</b> – As above for Principal Settlements. Noted that there are currently no car clubs present in any market towns, therefore this presents potential locations for their introduction.</p> <p><b>Rural areas</b> – As above for Principal Settlements. Noted that there are currently no car clubs present in any rural areas, but introducing these in areas located close to Principal Settlements and Market Towns would encourage their uptake in rural areas and improve access to electric vehicles.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> No recommendations</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Local	LT	Perm	Low	+/-	+/-	+/-	+/-



**Commentary**

There may be a risk of removing permeable surfaces if capacity improvements require additional land. Conversely this may however provide an opportunity to investigate and provide permeable surfaces and/or SUDS where possible, and if the construction programme allows.

**Principal Settlements** - The identified measures do not specifically seek to prevent flooding; however they do note the use of technology to manage the road network, which could encompass redirecting traffic with electronic signage to avoid flooded sections of the network.

**Market towns** – As above for Principal Settlements.

**Rural areas** – As above for Principal Settlements.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** No recommendations

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	?	Local	LT	Perm	Med	+/-	+/-	+/-	+/-

**Commentary**

Effects anticipated to be limited, although notes importance of improving network efficiency and the role of EVs. The latter in particular could lead to a reduction in traffic noise and the resultant disturbance to habitats and species.

Potential negative impact is noted as it is acknowledged that road capacity improvements may be necessary to relieve localised congestion / bottlenecks. This may require land which will have an impact on the local environment.

**Principal Settlements** - Measures include imposing charges on the most polluting vehicles, which may reduce the volume of larger vehicles within urban areas. This could contribute to a reduction in traffic noise pollution, alleviating any existing disturbances to natural habitats.

**Market towns** – As above for Principal Settlements, although smaller towns may be unsuited for imposing charges on the most polluting vehicles.

**Rural areas** – As above for Principal Settlements, although rural areas are unlikely to be suitable for vehicle-based charging.





<b>Mitigation / Recommendations</b>									
<b>Mitigation Measures:</b> N/A									
<b>Recommendations:</b> Note need to encourage planting of native species and other planting opportunities to offset any loss in green space. Provision of green-blue infrastructure should also be considered that is suitable for environment, e.g. 'parklets' within urban environments, larger scale woodland creation in rural environments etc.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Protect and enhance sites designated internationally for nature conservation purposes	-	Local	LT	Perm	Low	+/-	+/-	+/-	+/-
<b>Commentary</b>									
Neither policy is likely to have a major impact on conservation sites, but there may be a risk of encroachment into natural habitat if capacity improvements require additional land. Disturbance and pollution deposition could be reduced through EVs									
<b>Principal Settlements</b> - Measures include imposing charges on the most polluting vehicles, which may reduce the volume of larger vehicles within urban areas. This could contribute to a reduction in traffic noise pollution, alleviating any existing disturbances to conservation areas.									
<b>Market towns</b> – As above for Principal Settlements, although smaller towns may be unsuited for imposing charges on the most polluting vehicles.									
<b>Rural areas</b> – As above for Principal Settlements, although rural areas are unlikely to be suitable for vehicle-based charging.									
<b>Mitigation / Recommendations</b>									
<b>Mitigation Measures:</b> N/A									
<b>Recommendations:</b>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect, enhance and promote geodiversity	N/A	N/A	N/A	N/A	N/A	0	0	0	0
<b>Commentary</b>									
Neither policy is likely to have a major impact on geodiversity, but there may be a risk if capacity improvements require additional land or extensive construction works.									



<b>Principal Settlements</b> - Measures do not contain any specific proposals which would be likely to impact on geodiversity.									
<b>Market Towns</b> - As above for Principal Settlements.									
<b>Rural Areas</b> - As above for Principal Settlements.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations:									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	✓	Local	LT	Perm	Low	+/-	+/-	+/-	+/-
<b>Commentary</b>									
Improvements to the efficient management of traffic networks may improve townscapes by alleviating congestion. This can be implemented by providing improved on-street driver information via electronic signage.									
The provision of EV charging points and wider policies aimed at reducing overall emissions may reduce the impact of pollutants on building exteriors, improving their appearance.									
<b>Principal Settlements</b> – Measures include introducing electronic signage and EV charging points, and generally requires an increase in the level of on-street driver information. This additional infrastructure, along with the required alterations to parking, will be particularly concentrated in urban environments. This may lead to an increase in street clutter and have a detrimental impact on townscapes and visual amenity, as well as the appearance of the historic environment.									
<b>Market towns</b> – As above for Principal Settlements.									
<b>Rural areas</b> – As above for Principal Settlements.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations:									
ISA Objective	Effects					Assessment			



	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✓	Local – Reg.	LT	Perm	Med	+	++	+++	++

**Commentary**

Improvements to the efficient management of traffic networks may improve townscapes by alleviating congestion.

The provision of EV charging points, the required alterations to parking, provision of the chargers themselves, associated signage and infrastructure alterations may have a detrimental impact on townscapes and visual amenity by introducing additional street furniture and potential clutter.

**Principal Settlements** - Measures include imposing charges on the most polluting vehicles, which may reduce the volume of larger vehicles within urban areas. The use of technology to manage road networks will allow for improved traffic management reduce traffic levels within town centres. This would improve their overall character, making them more desirable as places rather than traffic corridors, potentially attracting greater footfall of NMUs and public transport users, reinvigorating these areas.

**Market towns** – As above for Principal Settlements, although smaller towns may be unsuited for imposing charges on the most polluting vehicles.

**Rural areas** – As above for Principal Settlements, although rural areas are unlikely to be suitable for vehicle-based charging.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:**

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Protect and enhance the water environment	✓	Local	LT	Perm	High	+	+	+	+

**Commentary**

Reducing the number of petrol and diesel cars will reduce the frequency and impacts of spillages of hydrocarbons into the environment, either from accidents or refuelling. Brake and tyre wear should also reduce.

**Principal Settlements** - Measures include imposing charges on the most polluting vehicles, which may reduce the frequency and impact of fuel spillages. The use of technology to reduce congestion may also improve air quality and reduce the level of pollutants that may impact waterways, particularly during heavy rainfall.



**Market towns** – As above for Principal Settlements, although smaller towns may be unsuited for imposing charges on the most polluting vehicles.

**Rural areas** – As above for Principal Settlements, although rural areas are unlikely to be suitable for vehicle-based charging.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:**

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	✓	Local	LT	Perm	High	+	+	+	+

**Commentary**

Neither policy is likely to have a major impact on soil conservation or agriculture, particularly in urban environments.

Where road capacity improvements are sought there is an opportunity to investigate the remediation of contaminated land where the construction programme allows.

**Principal Settlements** – Measures related to these Policies note the potential to introduce capacity improvements where absolutely necessary, which may provide a limited opportunity for the remediation of contaminated land.

**Market towns** – As above for Principal Settlements.

**Rural areas** – As above for Principal Settlements.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** No recommendations

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	-	Reg / Nat	LT	Perm	High	+/-	+/-	+/-	+/-



**Commentary**

Production of smaller, more efficient vehicles will reduce consumption of resources for vehicle production. The uptake of EVs will also reduce the consumption of hydrocarbons. It should however be noted that the production of EVs will require an increase in the consumption of other materials, such as lithium and cobalt, the extraction and use of which will have their own impact on the environment, albeit not at a local level.

**Principal Settlements** – Measures note the limited introduction of capacity improvements, which would result in the use of materials during construction, as would the provision of the infrastructure required to support EV charging facilities, traffic network monitoring, and improved electronic signage.

**Market towns** – As above for Principal Settlements.

**Rural areas** – As above for Principal Settlements.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:**

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local – Reg.	LT	Perm	Med	+	++	++	++

**Commentary**

Improving road network efficiency and thereby increasing capacity should improve connectivity for all road users by reducing journey times. This should in turn improve the reliability of bus services within Wiltshire.

The uptake of low and zero emission vehicles will have a negligible impact on the local economy and connectivity.

**Principal Settlements** - Measures include improvements to road network capacity via improved monitoring, introducing SCOOT / MOVA etc. These will reduce journey times and improve the access to a range of employment destinations, many of which are typically located in towns and cities.

**Market towns** – As above for Principal Settlements.

**Rural areas** – As above for Principal Settlements.



<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations:									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Support the wider coordination of land use, energy planning and transport planning across Wiltshire	✓	Local – Reg.	LT	Perm	Med	+	++	++	++
<p><b>Commentary</b></p> <p>The policies note the need to improve the use of data and technology to improve network efficiency; improvements to monitoring in particular may contribute to improvements in transport planning decisions and land use policy, as better quality data is available for trip attractors and generators.</p> <p>No consideration is given to the impact on land usage and land allocations arising from the provision of EV charging points and associated infrastructure.</p> <p><b>Principal Settlements</b> – Measures include improved traffic network monitoring, which may lead to improved land use planning, e.g. the identification of land allocations when replacing brownfield sites or identifying the locations of potential employment or residential development. The implementation of intelligent transport systems and improved use of electronic signage may allow for the improved siting of car parking, and could be used to better inform drivers of the locations of available spaces.</p> <p><b>Market towns</b> – As above for Principal Settlements.</p> <p><b>Rural areas</b> – As above for Principal Settlements.</p>									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations:									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Improve health and well-being for all citizens and reduce inequalities in health (using the HIA specific sub-objectives)	✓✓	Local – Reg.	LT	Perm	High	+	++	+++	++
<p><b>Commentary</b></p> <p>Improved road network efficiency, coupled with an uptake in EVs, will contribute to a reduction in air and noise pollution, offering a notable health benefit for all citizens.</p>									



**Principal Settlements** - Measures include imposing charges on the most polluting vehicles, expanding low and zero emission car clubs, and the use of technology to reduce congestion. Each of these should contribute to reduced air pollution in urban areas.

**Market towns** – As above for Principal Settlements, although smaller towns may be unsuited for imposing charges on the most polluting vehicles.

**Rural areas** – As above for Principal Settlements, although rural areas are unlikely to be suitable for vehicle-based charging. Introducing car clubs in areas located close to Principal Settlements and Market Towns would encourage their uptake in rural areas and improve access to electric vehicles.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:**

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (using the EqIA specific sub-objectives)	✓	Local – Reg.	LT	Perm	High	+	+	+	+

**Commentary**

Improved road network efficiency will improve accessibility to amenities and services for car drivers and bus passengers. No direct consideration is given to active travel or users with mobility issues, however improved data monitoring may lead to improvements in the operation of crossing facilities, as well as allow for the identification of improvements for NMUs (non-motorised users). The reduction in congestion may also contribute to a decrease in severance caused by busier routes.

**Principal Settlements** – Measures include improvements to real time passenger information in relation to these areas, and improved network monitoring and management, which may reduce severance between communities. Enforcing speed limits and reducing congestion will also improve road safety within urban environments.

Market towns – As above for Principal Settlements.

Rural areas – As above for Principal Settlements.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A



Recommendations:									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	✓	Local – Reg.	LT	Perm	Med	+	+	+	+
<p><b>Commentary</b> Policies include improved use of technology and traffic data monitoring, including network monitoring, which may enable emergency services to respond more effectively. This may also allow for improved coordination between emergency services. These effects could lead to improved safety, and the improved perception of safety.</p> <p><b>Principal Settlements</b> - Noted measures include congestion monitoring, as well as using technology to support traffic enforcement, both of which will contribute to the improvement in emergency service response times.</p> <p><b>Market towns</b> – As above for Principal Settlements.</p> <p><b>Rural areas</b> – As above for Principal Settlements.</p> <p><b>Mitigation / Recommendations</b>  <b>Mitigation Measures:</b> N/A  <b>Recommendations:</b></p>									





HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	++	++	++	++	++	++	++	++	Improved management / monitoring of road networks and better traffic enforcement will lower overall congestion. This should make travel by all modes easier by reducing journey times for vehicular traffic, including public transport, as well as for active travel. Imposing charges on the most polluting vehicles should also contribute to lower traffic levels, particularly for larger vehicles, which may contribute to reduced severance and therefore increased accessibility to community facilities.
2	Improve affordability of transport	-	-	-	--	-	-	-	-	Measures to impose charges on the most polluting vehicles could potentially have adverse effects on those on low incomes, who may not be able to replace older, less efficient vehicles.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	Improved network management, coupled with reducing the volume of larger vehicles on the network, will reduce overall congestion levels and potentially the number of vehicle collisions. This is particularly effective for larger vehicles, as accidents involving larger vehicles are more likely to be serious or fatal compared with smaller vehicles.
4	Reduce severance	++	++	++	++	++	++	++	++	Improved management / monitoring of road networks and better traffic enforcement will lower overall congestion. Imposing charges on the most polluting vehicles should also contribute to lower traffic levels, particularly for larger vehicles, which may contribute to reduced severance.

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
5	Improve connections between and within communities	++	++	++	++	++	++	++	++	Improved management / monitoring of road networks and better traffic enforcement will lower overall congestion. This should make travel by all modes easier by reducing journey times for vehicular traffic, including public transport, as well as for active travel. Imposing charges on the most polluting vehicles should also contribute to lower traffic levels, particularly for larger vehicles, which may contribute increased accessibility to community facilities.
6	Reduce air, noise, odour and light pollution from transport	++	++	++	++	++	++	++	++	Improved network managed, allowing for more efficient operation of vehicles, coupled with encouraging the transition to low/zero emission vehicles will reduce the environmental impacts of traffic. This will be enhanced by the introduction of zero emission car clubs.
7	Improve access to active travel modes?	+			+	++	++	++	++	Improved network management and imposing charges on larger vehicles should reduce overall traffic levels. The intended reduction in larger vehicles should also reduce the frequency of the occurrence of pot holes. Each of these measures should make on-road cycling more appealing.
8	Improve access to public transport	+	+	+	+	+	+	+	+	Each of the outlined measures should reduce overall traffic levels, improving the reliability of bus journey times.



EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by active travel modes	+	+	+	+	+	+	+	+	+	Improved management / monitoring of road networks and better traffic enforcement will lower overall congestion. This should make travel by all modes easier by reducing journey times for vehicular traffic, including public transport, as well as for active travel. Imposing charges on the most polluting vehicles should also contribute to lower traffic levels, particularly for larger vehicles, which may contribute to reduced severance and therefore increased accessibility to community facilities.
2	Improve affordability of transport	-	-	-	-	-	-	-	-	-	Measures to impose charges on the most polluting vehicles could potentially have adverse effects on those on low incomes, who may not be able to replace older, less efficient vehicles.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	+	Improved network management, coupled with reducing the volume of larger vehicles on the network, will reduce overall congestion levels and potentially the number of vehicle collisions. This is particularly effective for larger vehicles, as accidents involving larger vehicles are more likely to be serious or fatal compared with smaller vehicles.
4	Improve provision of public transport in rural areas or to those areas experiencing	+	+	+	+	+	+	+	+	+	The improved reliability of public transport journey times should encourage the uptake in the use of bus travel. This may allow for the extension / provision of services in rural locations, if financially viable.



EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
	constraint in public transport provision										
5	Reduce severance	+	+	+	+	+	+	+	+	+	Improved network management, coupled with reducing the volume of larger vehicles on the network, will reduce overall congestion levels and potentially the level of severance. This should benefit all groups.
6	Reduce air, noise, odour and light pollution from transport	++	++	++	++	++	++	++	++	++	Improved network managed, allowing for more efficient operation of vehicles, coupled with encouraging the transition to low/zero emission vehicles will reduce the environmental impacts of traffic. This will be enhanced by the introduction of zero emission car clubs.



CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	+	Improved network management, coupled with reducing the volume of larger vehicles on the network, will reduce overall congestion levels and potentially the number of vehicle collisions. This is particularly effective for larger vehicles, as accidents involving larger vehicles are more likely to be serious or fatal compared with smaller vehicles.
2	Improve actual and perceived safety and security issues	++	++	++	++	++	++	++	++	++	Imposing charges on the most polluting vehicles is likely to reducing the level of HGV traffic in sensitive and urban areas. This in turn should reduce the frequency of accidents involving larger vehicles, as well as improve the overall perception of road safety, as fewer larger vehicles reduce traffic noise and the general perception of the busyness of a road.



## A.4 Support Policies

Support and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.

The measures under the previous three policy areas will enable people and goods to travel more efficiently, with less impact on our environment and communities.

However, these benefits will only be maximised when travel behaviours change and will only be deliverable when we collaborate effectively with other organisations and put the time and resource into developing more detailed plans for the future. These supporting measures prioritise effective communication, collaboration and future planning.

SU1: Empower people with the skills, knowledge, motivation and opportunity they need to safely access more sustainable and healthier transport

SU2: Work in partnership with government bodies, stakeholders to improve transport for all

SU3: Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and Improve air quality	✓	Local	ST-LT	Perm	Med	+	++	++	++
<p><b>Commentary</b></p> <p>While specific note is not made of air quality, these policies and support measures provide a wide range of approaches that will likely result in protecting and improving air quality. It is considered these will be beneficial over the short to long term. A key aim is to inform people and raise awareness of sustainable modes, with a view to encouraging and enabling uptake. Travel plans could also be made to help provide people with the information they need and raise awareness of local services and facilities that can help remove the need to travel. In addition, incentives or grants might be provided to help introduce people or businesses to new sustainable modes that could become a habit. Promotional campaigns would also be held to encourage more efficient driving which would help to reduce emissions. The number of journeys (or length of journey time) would also likely reduce through working with business to facilitate home and flexible working. It is anticipated beneficial effects would be greater over time as people get used to new approaches and amend their travel behaviour.</p> <p>All measures relating to these policies areas apply across Principal Settlements, Market towns and Rural areas.</p>									
<p><b>Mitigation / Recommendations</b></p> <p>Mitigation Measures: N/A</p>									



<b>Recommendations:</b> No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓	Local	ST-LT	Perm	Med	+	++	++	++
<p><b>Commentary</b></p> <p>As with air quality it is anticipated that the Policies and range of associated measures would act to change peoples travel behaviour and driver down emissions over time. Of particular note (in addition to those other measures outlined in respect of air quality) are the promotion of more efficient driving and the promotion of home / flexible working. All measures relating to these policies areas apply across Principal Settlements, Market towns and Rural areas.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> No recommendations made.</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Local	LT	Perm	Med	+	+	+	+
<p><b>Commentary</b></p> <p>Proactive maintenance is a key element of the outlined measures – this should help ensure that the transport network remains resilient to a changing climate e.g. through proactive clearance of drains etc. Travel plans and masterplanning also provide opportunities to plan for disruption caused by extreme weather events. This would be aided by a greater awareness among the population of Wiltshire of travel options in the local or wider area – this awareness could be increased through the use of Apps that can provide real time travel information. A greater emphasis on home working can also mean people can still work without the need to travel during extreme weather. All measures relating to these policies areas apply across Principal Settlements, Market towns and Rural areas.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> Ensure note is made of the need to consider climate resilience in travel plans and master plans.</p>									
ISA Objective	Effects					Assessment			



	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	✓	Local	ST-LT	Perm	Med	+	+	+	+
<p><b>Commentary</b></p> <p>Reductions in pollution emissions and removal of cars from the road, with a shift to sustainable modes are anticipated to be beneficial to habitats and species by reducing pollution and disturbance.</p> <p>It is anticipated that effects would be slight beneficial in the short through to the long term.</p> <p>All measures relating to these policies areas apply across Principal Settlements, Market towns and Rural areas.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> Make note of the need to encourage Biodiversity Net Gain in Masterplanning</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Protect and enhance sites designated internationally for nature conservation purposes	✓	Local	ST-LT	Perm	Med	+	+	+	+
<p><b>Commentary</b></p> <p>Reduction in pollution emissions through reduced car usage would be anticipated to be indirectly beneficial to some designated areas through a reduction in air pollution.</p> <p>It is anticipated that effects would be slight beneficial in the short through to the long term.</p> <p>All measures relating to these policies areas apply across Principal Settlements, Market towns and Rural areas.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> No recommendations made.</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect, enhance and promote geodiversity	N/A	N/A	N/A	N/A	N/A	0	0	0	0
<p><b>Commentary</b></p>									



These policies do not contribute to the achievement of this objective as they are not concerned with geodiversity and are anticipated to have neutral effects.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	✓	Local	ST-LT	Perm	Med	+	+	+	+
<b>Commentary</b>									
<p>These policies and measures aim to reduce car use e.g. through promoting home working, as well as help to live locally and would act to reduce congestion. Reduction in pollution emissions would also help to protect historic buildings. It is also noted that careful traffic routing will allow the minimisation of impact on historic sites through routing away from sensitive areas. This would likely help to improve the setting of cultural heritage assets. Masterplanning would also provide opportunities to enhance settings etc. It is anticipated effects would be slight beneficial from the short through to the long term.</p> <p>All measures relating to these policies areas apply across Principal Settlements, Market towns and Rural areas.</p>									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: No recommendations made									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✓	Local	ST-LT	Perm	Med	+	+	+	+



**Commentary**

These policies and measures aim to reduce car usage and encourage people to live more locally, use online services more, cycle or walk more, use public transport, etc. These aspects would likely result in a slight benefit to the townscape in the short through to long term by reducing congestion and helping to revitalise town centres. Masterplanning provides opportunities to improve landscape or visual amenity in areas where development is considered necessary. All measures relating to these policies areas apply across Principal Settlements, Market towns and Rural areas.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Protect and enhance the water environment	✓	Local	ST-LT	Perm	Med	+	+	+	+

**Commentary**

These policies and measures aim to reduce car usage and move to more sustainable modes. This would potentially reduce the effect on the water environment by reducing polluted runoff (including from tyre degradation) and reducing the chance of accidents from which water pollution could occur. It is anticipated that effects would be slight beneficial in the short through to the long term. All measures relating to these policies areas apply across Principal Settlements, Market towns and Rural areas.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	✓	Local	ST-LT	Perm	Low	+	+	+	+

**Commentary**

Effective masterplanning would help to facilitate the re-use of previously developed land and it is a stated aim to help people to live locally, as well as make sure nature and the environment are not negatively affected. Effects on this objective are considered slight beneficial over the short to medium term.



All measures relating to these policies areas apply across Principal Settlements, Market towns and Rural areas.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** Note the need to protect soil and agricultural resources in masterplans as much as practicable.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	✓	Local	ST-LT	Perm	Med	+	+	+	+

**Commentary**

Note is made of the need to make network maintenance more efficient, pro-active and preventative wherever possible, as opposed to reactively responding to faults when they occur on the transport network. Proactive maintenance is known to result in less waste / need to replace infrastructure, ultimately saving monetary as well as natural resources and materials. Promotional campaigns would also be held to encourage more efficient driving which would help to reduce the use of fuel.

All measures relating to these policies areas apply across Principal Settlements, Market towns and Rural areas.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:**

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local	ST-LT	Perm	Med	++	++	++	++

**Commentary**

In general, measures to reduce congestion etc. should promote economic growth through making business connectivity and access to economic or training opportunities easier. Note is also made for grants to the business community to enable sustainable travel facilities – this will make businesses more attractive to employees. Promotion of home or flexible working also allows flexibility for both businesses and employees and can allow uptake of jobs by people who may otherwise be excluded from the employment market e.g. those with certain disabilities or other home commitments. Note is made of the Mobility Credits system that is linked into the MaaS system will provide a range of opportunities to support sustainable travel choices, for instance providing credits that can be used for public transport or shared transport use in return for giving up car



ownership or supporting job seeking with mobility credit allowances. Note is also made of the need to coordinate street works / roadworks, recognising the cost on the economy of these.

It is anticipated that effects would be slight beneficial in the short through to the long term.

All measures relating to these policies areas apply across Principal Settlements, Market towns and Rural areas.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Support the wider coordination of land use, energy planning and transport planning across Wiltshire	✓	Local	ST-LT	Perm	Med	+	+	+	+

**Commentary**

Note is made of the need for masterplanning, to be created in consultation with various groups who may have an interest in the area.

Note is also made of the need to coordinate street works and roadworks. Planning, managing and coordinating these works effectively can minimise the impact that essential works have on the transport network.

All measures relating to these policies areas apply across Principal Settlements, Market towns and Rural areas.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:**

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Improve health and well-being for all citizens and reduce inequalities in health (using the HIA specific sub-objectives)	✓	Local	ST-LT	Perm	Med	++	++	++	++

**Commentary**

These policies and measures are concerned with raising awareness of sustainable travel and providing people with the wherewithal to avail of it. Note is made that a focus could be made on areas with higher levels of deprivation to ensure that all are aware of the affordable options available to them. Note is also made of travel plans and how these can



be made for a variety of settings including schools, colleges or universities, workplaces, hospitals, residential areas and leisure facilities. While sustainable travel may not be appropriate for all, note is made of measures to encourage more marginal groups to avail e.g. cycle training for children and adults.

Under these policy measures, incentives might be provided to help introduce people to new modes that could become a habit. Incentives could cover a variety of schemes, including some that may cover the entire cost of travel or some that subsidise. Note is also made of mobility credits that allow for people to travel on public transport and other transport services such as car clubs, bikeshare, taxis and on-demand bus services, using 'credits'. The credits could be accessed via a mobility app or a pre-paid card for the user to spend on the services that they wish. Credits can be made available to overcome a wide range of challenges such as those on low incomes, looking for work, or at risk of social isolation. Mobility as a Service (MaaS) can be used to help facilitate mobility credits.

A reduction in traffic volume and speed, as well as a reduction in car size and a move to more sustainable modes can be anticipated to improve safety and reduce accidents / accident severity, with children, the elderly and pedestrians and cyclists most likely to particularly benefit as they tend to fair worst in the event of an accident.

Note is made that there is a commitment to Vision Zero - the elimination of deaths and serious injuries from road traffic collisions. A commitment to designing infrastructure following Safe System and based around the commitment of Vision Zero should primarily focus on the safety of active measures.

It is noted that road layouts should prioritise the safety active travel, and the hierarchy will clearly outline the order in which consideration will be made of different modes of transport in policy development and scheme design.

Proactive maintenance is a key element of the outlined measures – this should ensure that the transport network remains safe and resilient. Note is made of measures to hold workshops for older road users to ensure the safety of older road users and to support them in understanding the options available. Workshops could cover how to stay safer driving for longer and when the right time is to consider retirement from driving, the take up of new technology on our network such as EVs, supporting a shift to sustainable modes, and an overview of the travel options and facilities available.

Similarly, it is the intention to provide cycle training to children and adults to improve skills and confidence. Note is also made that training courses should be accessible to all children, teenagers, adults and riders with special educational needs and disabilities (SEND).

Safety Apps will be developed. Safety apps are downloadable smartphone applications to assist with workplace or personal safety. Apps are designed to allow users to prepare for and react to emergencies quickly and easily. They can offer GPS tracking, in-app alarms, emergency panic buttons, video monitoring and notifications for selected friends and family. However, there could be implications for those on low income who may not be able to afford the required technology or for those with certain disabilities who may not be able to use an app to full advantage.

Reducing the number of vehicles on roads and the speed at which they travel, could potentially reduce severance. Establishing and actively managing a road hierarchy that is focused on the safety of active travel, as well as effective masterplanning will also benefit all groups by reducing severance and reduce social isolation (with potential particular benefits for the elderly).

These policies and measures are concerned with raising awareness of sustainable travel and providing people with the wherewithal to avail of it. Routes will be safer, better planned and designed, with a more effective maintenance regime. This should act to improve connections between all groups.

Reducing the number of vehicles overall and particularly older vehicles would likely improve air pollution and noise levels as would reducing speed limits and would be a benefit to all sections of society, but particularly those most susceptible to poor air quality such as children and adolescents, the elderly, pedestrians and the disabled – particularly those with lung conditions.

These policies and measures are concerned with raising awareness of sustainable travel and providing people with the wherewithal to avail of it.



These policies and measures are concerned with raising awareness of sustainable travel and providing people with the wherewithal to avail of it.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations:									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (using the EqIA specific sub-objectives)	✓	Local	ST-LT	Perm	Med	++	++	++	++
<b>Commentary</b>									
<p>These policies and measures are concerned with raising awareness of sustainable travel and providing people with the wherewithal to avail of it. Note is made that a focus could be made on areas with higher levels of deprivation to ensure that all are aware of the affordable options available to them. Note is also made of travel plans and how these can be made for a variety of settings including schools, colleges or universities, workplaces, hospitals, residential areas and leisure facilities. While sustainable travel may not be appropriate for all, note is made of measures to encourage more certain protected characteristic groups to avail e.g. cycle training for children and adults. Workshops will also be held for older road users. Note is also made that training courses should be accessible to all children, teenagers, adults and riders with special educational needs and disabilities (SEND). For other groups Mobility credits and MaaS could play a role to allow people to access more sustainable modes.</p> <p>Under these policy measures, incentives might be provided to help introduce people to new modes that could become a habit. Incentives could cover a variety of schemes, including some that may cover the entire cost of travel or some that subsidise. Note is also made of mobility credits that allow for people to travel on public transport and other transport services such as car clubs, bikeshare, taxis and on-demand bus services, using 'credits'. The credits could be accessed via a mobility app or a pre-paid card for the user to spend on the services that they wish. Credits can be made available to overcome a wide range of challenges such as those on low incomes, looking for work, or at risk of social isolation. Mobility as a Service (MaaS) can be used to help facilitate mobility credits.</p> <p>A reduction in traffic volume and speed, as well as a reduction in car size and a move to more sustainable modes can be anticipated to improve safety and reduce accidents / accident severity, with children, the elderly most likely to particularly benefit as they tend to fair worst in the event of an accident.</p> <p>Note is made that there is a commitment to Vision Zero - the elimination of deaths and serious injuries from road traffic collisions. A commitment to designing infrastructure following Safe System and based around the commitment of Vision Zero should primarily focus on the safety of active measures.</p> <p>It is noted that road layouts should prioritise the safety of active travel, and the hierarchy will clearly outline the order in which consideration will be made of different modes of transport in policy development and scheme design.</p> <p>Proactive maintenance is a key element of the outlined measures – this should ensure that the transport network remains safe and resilient. Note is made of measures to hold workshops for older road users to ensure the safety of older road users and to support them in understanding the options available. Workshops could cover how to stay safer driving for longer and when the right time is to consider retirement from driving, the take up of new technology on our network such as EVs, supporting a shift to sustainable modes, and an overview of the travel options and facilities available.</p>									



Similarly, it is the intention to provide cycle training to children and adults to improve skills and confidence. Note is also made that training courses should be accessible to all children, teenagers, adults and riders with special educational needs and disabilities (SEND).

Safety Apps will be developed. Safety apps are downloadable smartphone applications to assist with workplace or personal safety. Apps are designed to allow users to prepare for and react to emergencies quickly and easily. They can offer GPS tracking, in-app alarms, emergency panic buttons, video monitoring and notifications for selected friends and family. However, there could be implications for those on low income who may not be able to afford the required technology or for those with certain disabilities who may not be able to use an app to full advantage.

All of the measures outlined apply to rural areas.

Reducing the number of vehicles on roads and the speed at which they travel, could potentially reduce severance. Establishing and actively managing a road hierarchy that is focused on the safety of active travel, as well as effective masterplanning will also benefit all groups by reducing severance and reduce social isolation (with potential particular benefits for the elderly).

Reducing the number of vehicles overall and particularly older vehicles would likely improve air pollution and noise levels as would reducing speed limits and would be a benefit to all sections of society, but particularly those most susceptible to poor air quality such as children and adolescents, the elderly, pedestrians and the disabled – particularly those with lung conditions.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:**

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	✓	Local	ST-LT	Perm	Med	++	++	++	++

**Commentary**

A reduction in traffic volume and speed, as well as a reduction in car size and a move to more sustainable modes can be anticipated to improve safety and reduce accidents / accident severity, with children, the elderly and pedestrians and cyclists most likely to particularly benefit as they tend to fair worst in the event of an accident.

Note is made that there is a commitment to Vision Zero - the elimination of deaths and serious injuries from road traffic collisions. A commitment to designing infrastructure following Safe System and based around the commitment of Vision Zero should primarily focus on the safety of active measures.

It is noted that road layouts should prioritise the safety of active travel, and the hierarchy will clearly outline the order in which consideration will be made of different modes of transport in policy development and scheme design.

Proactive maintenance is a key element of the outlined measures – this should ensure that the transport network remains safe and resilient. Note is made of measures to hold workshops for older road users to ensure the safety of older road users and to support them in understanding the options available.



Workshops could cover how to stay safer driving for longer and when the right time is to consider retirement from driving, the take up of new technology on our network such as EVs, supporting a shift to sustainable modes, and an overview of the travel options and facilities available.

Similarly, it is the intention to provide cycle training to children and adults to improve skills and confidence. Note is also made that training courses should be accessible to all children, teenagers, adults and riders with special educational needs and disabilities (SEND).

Safety Apps will be developed. Safety apps are downloadable smartphone applications to assist with workplace or personal safety. Apps are designed to allow users to prepare for and react to emergencies quickly and easily. They can offer GPS tracking, in-app alarms, emergency panic buttons, video monitoring and notifications for selected friends and family. However, there could be implications for those on low income who may not be able to afford the required technology or for those with certain disabilities who may not be able to use an app to full advantage.

Better separation between vehicles and pedestrians, along with a focus on the transport hierarchy will help to improve actual safety.

Proactive maintenance is a key element of the outlined measures – this should ensure that the transport network remains safe and resilient. Good design will also make careful consideration of safety and security issues.

Safety apps would also be made available to allow users to prepare for and react to emergencies quickly and easily. These apps aim to improve psychological and perceived safety, enabling people to travel more comfortably and confidently, especially for active travel or those travelling in dark hours. However, it should be recognised that while the app may be made free, there may be a digital cost involved in terms of equipment or language barriers which may mean that not all groups can access such an app equally.

#### ***Mitigation / Recommendations***

**Mitigation Measures:** N/A

**Recommendations:** None made



HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	++	++	++	++	++	++	++	++	These policies and measures are concerned with raising awareness of sustainable travel and providing people with the wherewithal to avail of it. Note is made that a focus could be made on areas with higher levels of deprivation to ensure that all are aware of the affordable options available to them. Note is also made of travel plans and how these can be made for a variety of settings including schools, colleges or universities, workplaces, hospitals, residential areas and leisure facilities. While sustainable travel may not be appropriate for all, note is made of measures to encourage more marginal groups to avail e.g. cycle training for children and adults.
2	Improve affordability of transport	++	++	++	++	++	++	++	++	Under these policy measures, incentives might be provided to help introduce people to new modes that could become a habit. Incentives could cover a variety of schemes, including some that may cover the entire cost of travel or some that subsidise. Note is also made of mobility credits that allow for people to travel on public transport and other transport services such as car clubs, bikeshare, taxis and on-demand bus services, using 'credits'. The credits could be accessed via a mobility app or a pre-paid card for the user to spend on the services that they wish. Credits can be made available to overcome a wide range of challenges such as those on low incomes, looking for work, or at risk of social isolation. Mobilty as a Service (MaaS) can be used to help facilitate mobility credits.



HIA sub-objective		Scale of Effect							Assessment summary	Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees		
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+++	+++	++	++	+++	+++	+++	+++	<p>A reduction in traffic volume and speed, as well as a reduction in car size and a move to more sustainable modes can be anticipated to improve safety and reduce accidents / accident severity, with children, the elderly and pedestrians and cyclists most likely to particularly benefit as they tend to fair worst in the event of an accident.</p> <p>Note is made that there is a commitment to Vision Zero - the elimination of deaths and serious injuries from road traffic collisions. A commitment to designing infrastructure following Safe System and based around the commitment of Vision Zero should primarily focus on the safety of active measures.</p> <p>It is noted that road layouts should prioritise the safety of active travel, and the hierarchy will clearly outline the order in which consideration will be made of different modes of transport in policy development and scheme design.</p> <p>Proactive maintenance is a key element of the outlined measures – this should ensure that the transport network remains safe and resilient. Note is made of measures to hold workshops for older road users to ensure the safety of older road users and to support them in understanding the options available. Workshops could cover how to stay safer driving for longer and when the right time is to consider retirement from driving, the take up of new technology on our network such as EVs, supporting a shift to sustainable modes,</p>



HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
										<p>and an overview of the travel options and facilities available.</p> <p>Similarly, it is the intention to provide cycle training to children and adults to improve skills and confidence. Note is also made that training courses should be accessible to all children, teenagers, adults and riders with special educational needs and disabilities (SEND).</p> <p>Safety Apps will be developed. Safety apps are downloadable smartphone applications to assist with workplace or personal safety. Apps are designed to allow users to prepare for and react to emergencies quickly and easily. They can offer GPS tracking, in-app alarms, emergency panic buttons, video monitoring and notifications for selected friends and family. However, there could be implications for those on low income who may not be able to afford the required technology or for those with certain disabilities who may not be able to use an app to full advantage.</p>
4	Reduce severance	+	+	+	+	+	+	+	+	<p>Reducing the number of vehicles on roads and the speed at which they travel, could potentially reduce severance. Establishing and actively managing a road hierarchy that is focused on the safety of active travel, as well as effective masterplanning will also benefit all groups by reducing severance and reduce social isolation (with potential particular benefits for the elderly).</p>



HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
5	Improve connections between and within communities	++	++	++	++	++	++	++	++	These policies and measures are concerned with raising awareness of sustainable travel and providing people with the wherewithal to avail of it. Routes will be safer, better planned and designed, with a more effective maintenance regime. This should act to improve connections between all groups.
6	Reduce air, noise, odour and light pollution from transport	++	++	++	++	++	++	++	++	Reducing the number of vehicles overall and particularly older vehicles would likely improve air pollution and noise levels as would reducing speed limits and would be a benefit to all sections of society, but particularly those most susceptible to poor air quality such as children and adolescents, the elderly, pedestrians and the disabled – particularly those with lung conditions.
7	Improve access to active travel modes	++	++	++	++	++	++	++	++	These policies and measures are concerned with raising awareness of sustainable travel and providing people with the wherewithal to avail of it.
8	Improve access to public transport	++	++	++	++	++	++	++	++	These policies and measures are concerned with raising awareness of sustainable travel and providing people with the wherewithal to avail of it.



EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by active travel modes	++	++	++	++	++	++	++	++	++	These policies and measures are concerned with raising awareness of sustainable travel and providing people with the wherewithal to avail of it. Note is made that a focus could be made on areas with higher levels of deprivation to ensure that all are aware of the affordable options available to them. Note is also made of travel plans and how these can be made for a variety of settings including schools, colleges or universities, workplaces, hospitals, residential areas and leisure facilities. While sustainable travel may not be appropriate for all, note is made of measures to encourage more certain protected characteristic groups to avail e.g. cycle training for children and adults. Workshops will also be held for older road users. Note is also made that training courses should be accessible to all children, teenagers, adults and riders with special educational needs and disabilities (SEND). For other groups Mobility credits and MaaS could play a role to allow people to access more sustainable modes.
2	Improve affordability of transport	++	++	++	++	++	++	++	++	++	Under these policy measures, incentives might be provided to help introduce people to new modes that could become a habit. Incentives could cover a variety of schemes, including some that may cover the entire cost of travel or some that subsidise. Note is also made of mobility credits that allow for people to travel on public transport and other transport services such as car clubs, bikeshare, taxis and on-demand bus services, using 'credits'. The credits could be accessed via a mobility app



EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											or a pre-paid card for the user to spend on the services that they wish. Credits can be made available to overcome a wide range of challenges such as those on low incomes, looking for work, or at risk of social isolation. Mobility as a Service (MaaS) can be used to help facilitate mobility credits.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+++	+++	++	++	+++	+++	+++	+++	+++	<p>A reduction in traffic volume and speed, as well as a reduction in car size and a move to more sustainable modes can be anticipated to improve safety and reduce accidents / accident severity, with children, the elderly most likely to particularly benefit as they tend to fair worst in the event of an accident.</p> <p>Note is made that there is a commitment to Vision Zero - the elimination of deaths and serious injuries from road traffic collisions. A commitment to designing infrastructure following Safe System and based around the commitment of Vision Zero should primarily focus on the safety of active measures.</p> <p>It is noted that road layouts should prioritise the safety of active travel, and the hierarchy will clearly outline the order in which consideration will be made of different modes of transport in policy development and scheme design.</p>



EqIA sub-objective	Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
										<p>Proactive maintenance is a key element of the outlined measures – this should ensure that the transport network remains safe and resilient. Note is made of measures to hold workshops for older road users to ensure the safety of older road users and to support them in understanding the options available. Workshops could cover how to stay safer driving for longer and when the right time is to consider retirement from driving, the take up of new technology on our network such as EVs, supporting a shift to sustainable modes, and an overview of the travel options and facilities available.</p> <p>Similarly, it is the intention to provide cycle training to children and adults to improve skills and confidence. Note is also made that training courses should be accessible to all children, teenagers, adults and riders with special educational needs and disabilities (SEND).</p> <p>Safety Apps will be developed. Safety apps are downloadable smartphone applications to assist with workplace or personal safety. Apps are designed to allow users to prepare for and react to emergencies quickly and easily. They can offer GPS tracking, in-app alarms, emergency panic buttons, video monitoring and notifications for selected friends and family. However, there could be implications for those on low income who may not be able to afford the required technology or for</p>



EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											those with certain disabilities who may not be able to use an app to full advantage.
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	+	+	+	+	+	+	+	+	+	All of the measures outlined apply to rural areas.
5	Reduce severance	+	+	+	+	+	+	+	+	+	Reducing the number of vehicles on roads and the speed at which they travel, could potentially reduce severance. Establishing and actively managing a road hierarchy that is focused on the safety of active travel, as well as effective masterplanning will also benefit all groups by reducing severance and reduce social isolation (with potential particular benefits for the elderly).
6	Reduce air, noise, odour and light pollution from transport	++	++	++	++	++	++	++	++	++	Reducing the number of vehicles overall and particularly older vehicles would likely improve air pollution and noise levels as would reducing speed limits and would be a benefit to all sections of society, but particularly those most susceptible to poor air quality such as children and adolescents, the elderly, pedestrians and the disabled – particularly those with lung conditions.





CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents	+++	+++	++	+++	+++	+++	+++	+++	+++	<p>A reduction in traffic volume and speed, as well as a reduction in car size and a move to more sustainable modes can be anticipated to improve safety and reduce accidents / accident severity, with children, the elderly and pedestrians and cyclists most likely to particularly benefit as they tend to fair worst in the event of an accident.</p> <p>Note is made that there is a commitment to Vision Zero - the elimination of deaths and serious injuries from road traffic collisions. A commitment to designing infrastructure following Safe System and based around the commitment of Vision Zero should primarily focus on the safety of active measures.</p> <p>It is noted that road layouts should prioritise the safety of active travel, and the hierarchy will clearly outline the order in which consideration will be made of different modes of transport in policy development and scheme design.</p> <p>Proactive maintenance is a key element of the outlined measures – this should ensure that the transport network remains safe and resilient. Note is made of measures to hold workshops for older road users to ensure the safety of older road users and to support them in understanding</p>



CSA sub-objective	Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
	Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
										<p>the options available. Workshops could cover how to stay safer driving for longer and when the right time is to consider retirement from driving, the take up of new technology on our network such as EVs, supporting a shift to sustainable modes, and an overview of the travel options and facilities available.</p> <p>Similarly, it is the intention to provide cycle training to children and adults to improve skills and confidence. Note is also made that training courses should be accessible to all children, teenagers, adults and riders with special educational needs and disabilities (SEND).</p> <p>Safety Apps will be developed. Safety apps are downloadable smartphone applications to assist with workplace or personal safety. Apps are designed to allow users to prepare for and react to emergencies quickly and easily. They can offer GPS tracking, in-app alarms, emergency panic buttons, video monitoring and notifications for selected friends and family. However, there could be implications for those on low income who may not be able to afford the required technology or for those with certain disabilities who may not be able to use an app to full advantage.</p>



CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
2	Improve actual and perceived safety and security issues	++	++	++	+	++	++	++	++	++	<p>Better separation between vehicles and pedestrians, along with a focus on the transport hierarchy will help to improve actual safety.</p> <p>Proactive maintenance is a key element of the outlined measures – this should ensure that the transport network remains safe and resilient. Good design will also make careful consideration of safety and security issues.</p> <p>Safety apps would also be made available to allow users to prepare for and react to emergencies quickly and easily. These apps aim to improve psychological and perceived safety, enabling people to travel more comfortably and confidently, especially for active travel of those travelling in dark hours. However, it should be recognised that while the app may be made free, there may be a digital cost involved in terms of equipment or language barriers which may mean that not all groups can access such an app equally.</p>



## A.5 Freight Sub-Strategy

Freight Sub-Strategy	
Policy Area	Measure
Avoid	A1.3 Review of consolidation centres A1.4 HGV Deliveries (Planning)
Shift	S1.8 Dynamic kerbside management – system for booking bays S5.1 Micro-consolidation and use of alternative modes for first / last mile S5.2 Shifting road freight to rail S5.3 Safeguarding land for rail and consider rail freight interchange site
Improve	I1.2 Support low emission freight I2.4 HGV parking and rest stops I2.5 Moving traffic offences I2.6 Re-routing HGVs to improve delivery efficiency
Support	SU3.6 Freight Assessment and Priority Mechanism SU3.7 Define route restrictions through Advisory Freight Routes

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and Improve air quality	✓✓	Local – Reg.	LT	Perm	High	+	++	+++	+++
<i>Commentary</i>									



Noted that HGVs contribute 20% to all transport emissions, and that achieving emissions targets requires transitioning to a fully low or zero emission fleet for freight. Achieving this target will have a significant on vehicle emissions and therefore air quality.

Noted that the provision of suitable parking and rest stops for HGVs will reduce the time taken to find a suitable location, reducing overall travel time, and also present opportunity to provide EV charging facilities. The former will reduce emissions due to decreased travel time, whereas the latter will contribute to enabling the rollout of an EV fleet.

Noted that local authorities being granted Moving Traffic Enforcement (MTE) powers may result in more effective and consistent enforcement of bus lanes, yellow boxes etc, which may lead to freight traffic using more suitable routes. Also noted the intent to re-route HGVs to more appropriate routes, presumably via Traffic Management Plans and improved use of technology such as traffic monitoring and electronic signage.

Both of these measures should result in a reduced impact of freight on areas where such traffic is undesirable, such as town centres and historic sites, contributing to an improvement in air quality.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓✓	Local – Reg.	LT	Perm	High	+	++	+++	+++

**Commentary**

Noted that HGVs contribute 20% to all transport emissions, and that achieving emissions targets requires transitioning to a fully low or zero emission fleet for freight. Achieving this target will have a significant on vehicle emissions and therefore air quality.

Noted that the provision of suitable parking and rest stops for HGVs will reduce the time taken to find a suitable location, reducing overall travel time, and also present opportunity to provide EV charging facilities. The former will reduce emissions due to decreased travel time, whereas the latter will contribute to enabling the rollout of an EV fleet.

Noted that local authorities being granted Moving Traffic Enforcement (MTE) powers may result in more effective and consistent enforcement of bus lanes, yellow boxes etc, which may lead to freight traffic using more suitable routes. Also noted the intent to re-route HGVs to more appropriate routes, presumably via Traffic Management Plans and improved use of technology such as traffic monitoring and electronic signage.

Both of these measures should result in a reduced impact of freight on areas where such traffic is undesirable, such as town centres and historic sites, contributing to an improvement in air quality.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A



<b>Recommendations:</b> No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Local	LT	Perm	Low	+	+	+	+
<p><b>Commentary</b></p> <p>Noted that the provision of suitable parking and rest stops for HGVs, which may provide more stopping opportunities in the event of adverse weather / flooding, reducing pressure on the network as well as risk of accidents / driver fatigue etc.</p> <p>Noted intent to re-route HGVs to more appropriate routes; improved network management and use of re-routing may allow for mitigation of route closers etc due to flooding.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b></p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	✓	Local	LT	Perm	Low	+	+	+	+
<p><b>Commentary</b></p> <p>Noted intention to transition to fully low or zero emission fleets, and to re-route HGVs to more suitable routes. Both of these should combine to reduce impact of HGV traffic on habitat by diverting traffic from sensitive locations, and by reducing traffic noise and the resultant disturbance to habitats and species.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> Note the need to encourage the use of native species in any planting, as well as to take opportunities for Biodiversity gain, for example through planting wildflowers that can act as pollinators.</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Protect and enhance sites designated internationally for nature conservation purposes	✓	Local	LT	Perm	Low	+	+	+	+
<b>Commentary</b>									



Noted intention to transition to fully low or zero emission fleets, and to re-route HGVs to more suitable routes. Both of these should combine to reduce impact of HGV traffic on habitat by diverting traffic from sensitive locations, and by reducing traffic noise and the resultant disturbance to conservation areas.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect, enhance and promote geodiversity	N/A	N/A	N/A	N/A	N/A	0	0	0	0
<b>Commentary</b>									
This sub-strategy does not contribute to the achievement of this objective as it is not concerned with geodiversity and is anticipated to have neutral effects.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	✓	Local	LT	Perm	Low	+	+	+	+
<b>Commentary</b>									
Noted intention to transition to fully low or zero emission fleets, and to re-route HGVs to more suitable routes. Both of these should combine to reduce impact of HGV traffic on townscapes, e.g. by reducing impact of pollutants on building exteriors.									
The provision of improved electronic signage and infrastructure alterations required to improve network management and re-route HGV traffic may have a detrimental impact on townscapes and visual amenity by introducing additional street furniture and potential clutter, although it is assumed that the majority of this infrastructure for HGVs would be located outwith these areas.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations:									
ISA Objective	Effects					Assessment			



	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	-	Local	LT	Perm	Med	+	+	+	+
<p><b>Commentary</b></p> <p>Noted the intent to re-route HGVs to more appropriate routes, presumably via Traffic Management Plans and improved use of technology such as traffic monitoring and electronic signage. Diverting HGVs to avoid built-up areas may improve townscapes and visual amenity by alleviating congestion, however the associated signage and infrastructure alterations may have a detrimental impact by introducing additional street furniture and potential clutter, although it is assumed that the majority of this infrastructure for HGVs would be located outwith these areas.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> None</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Protect and enhance the water environment	✓✓	Local	LT	Perm	High	+	++	+++	++
<p><b>Commentary</b></p> <p>Noted intention to transition to fully low or zero emission fleets, which will reduce the frequency and impacts of spillages of hydrocarbons into the environment, either from accidents or refuelling.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> Ensure incorporation of pollution prevention in design elements.</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	N/A	N/A	N/A	N/A	N/A	0	0	0	0
<p><b>Commentary</b></p> <p>Neither policy is likely to have a major impact on soil conservation or agriculture.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p>									





<b>Recommendations:</b> No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	-	Reg / Nat	LT	Perm	High	+/-	+/-	+/-	+/-
<p><b>Commentary</b></p> <p>The transition to fully low or zero emission fleets will reduce the consumption of hydrocarbons. It should however be noted that the production of EVs will require an increase in the consumption of other materials, such as lithium and cobalt, the extraction and use of which will have their own impact on the environment, albeit not at a local level.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> Note that design of public transport hubs or local amenities etc. should consider use of recycled materials and reduced waste generation.</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	-	Local – Reg.	LT	Perm	Med	+	+	+	+
<p><b>Commentary</b></p> <p>Improving road network efficiency by re-routing HGVs to more appropriate routes may increase network capacity in some locations, which would improve connectivity for all road users by reducing journey times. Also noted that local authorities being granted Moving Traffic Enforcement (MTE) powers may result in more effective and consistent enforcement of bus lanes, yellow boxes etc. Both of these measures could improve the reliability of bus services within Wiltshire.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> No recommendations made.</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Support the wider coordination of land use, energy planning and transport planning across Wiltshire	-	Local – Reg.	LT	Perm	Low	+	+	++	+



<b>Commentary</b>									
Noted the provision of suitable parking and rest stops for HGVs, which presents the opportunity to provide suitable EV charging locations. This will require consideration of the impact on land usage and land allocations arising from this parking provision, as well as the infrastructure necessary to support the EV charging points, as well as other facilities such as showers, toilets etc.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations:									
<b>ISA Objective</b>	<b>Effects</b>					<b>Assessment</b>			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Improve health and well-being for all citizens and reduce inequalities in health (using the HIA specific sub-objectives)	✓✓	Local – Reg.	LT	Perm	High	+	++	+++	++
<b>Commentary</b>									
Improved road network efficiency by diverting HGVs to more appropriate routes, coupled with transition to low emission / zero emission freight fleets will contribute to a reduction in air and noise pollution, offering a notable health benefit for all citizens.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: None									
<b>ISA Objective</b>	<b>Effects</b>					<b>Assessment</b>			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (using the EqlA specific sub-objectives)	✓	Local – Reg.	LT	Perm	Med	+	+	+	+
<b>Commentary</b>									
Improved road network efficiency by diverting HGVs to more appropriate routes will improve access to amenities and services for car drivers and bus passengers. No direct consideration is given to active travel or users with mobility issues, however reduced levels of HGV traffic will reduce the perceived overall levels of traffic and may make roadside pedestrian routes as well as crossing points more attractive to all NMUs. The reduction in congestion may also contribute to a decrease in severance caused by busier routes.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									



<b>Recommendations:</b> None									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	✓	Local – Reg.	LT	Perm	Low	+	+	+	+
<b>Commentary</b> Noted the intention to divert HGVs to more appropriate routes, which may reduce congestion and therefore the response times of the emergency services.									
<b>Mitigation / Recommendations</b> <b>Mitigation Measures:</b> N/A <b>Recommendations:</b> None									

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all									N/A
2	Improve affordability of transport									N/A
3	Improve safety of the transport network (including roads) and reduce	++	++	++	+	+++	++	+	++	Better consideration of HGV parking / deliveries in design of new commercial developments, as well as dynamic kerbside management will help to improve safety by removing parking on pavements – this will be



HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
	the number of accidents and other incidents									particularly beneficial to children and those with mobility issues.
4	Reduce severance	+	+	+	+	+	++	+	+	Diverting HGV traffic to more appropriate routes will help to remove this traffic from residential and other urban areas unsuitable from such traffic.
5	Improve connections between and within communities	+	+	+	+	+	++	+	+	Diverting HGV traffic to more appropriate routes will help to remove this traffic from residential and other urban areas unsuitable from such traffic.
6	Reduce air, noise, odour and light pollution from transport	+++	+++	+++	+++	+++	+++	+++	+++	Diverting HGV traffic, and upgrading freight fleets to zero and low emissions vehicles will greatly improve air quality and reduce noise pollution.
7	Improve access to active travel modes?	+			+	++	++	++	++	Diverting HGV traffic will improve the safety perception of on-road cycling, as well as reducing the occurrence of pot holes within cycle lanes.
8	Improve access to public transport	+	+	+	+	+	+	+	+	Reducing HGV movements on public transport routes may have a minor impact on bus journey times.

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by active travel modes	+	+	+	+	+	+	+	+	+	Diverting HGV traffic will improve the safety perception of on-road cycling, as well as reducing the occurrence of pot holes within cycle lanes.
2	Improve affordability of transport										N/A
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	+	Reducing the level of HGV traffic in sensitive and urban areas should reduce the frequency of accidents involving such traffic.
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision										N/A
5	Reduce severance	+	+	+	+	+	+	+	+	+	Diverting HGV traffic to more appropriate routes will help to remove this traffic from residential and other urban areas unsuitable from such traffic.
6	Reduce air, noise, odour and light pollution from transport	+++	+++	+++	+++	+++	+++	+++	+++	+++	Diverting HGV traffic, and upgrading freight fleets to zero and low emissions vehicles will greatly improve air quality and reduce noise pollution.



CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	+	Reducing the level of HGV traffic in sensitive and urban areas should reduce the frequency of accidents involving such traffic.
2	Improve actual and perceived safety and security issues	++	++	++	++	++	++	++	++	++	Reducing the level of HGV traffic in sensitive and urban areas should reduce the frequency of accidents involving such traffic. This should also improve the overall perception of road safety, as fewer larger vehicles reduce traffic noise and the general perception of the busyness of a road.



## A.6 Parking Sub-Strategy

Parking Sub-Strategy	
Policy Area	Measure
Avoid	No measures proposed
Shift	S4.2 Improved car parking signage S4.3 Disabled parking provision and consistency across council car parks S4.4 Review of parking payment methods S4.5 Review of parking charges S4.6 Rationalising existing parking assets S4.7 Resident permit zones
Improve	I1.3 Incentivise EV uptake through cheaper parking
Support	No measures proposed

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and Improve air quality	✓	Local	LT	Perm	High	+	+	+	+
<p><b>Commentary</b></p> <p>This sub-strategy has elements which would likely result in the protection and improvement of air quality. For example, improved car park signage (dynamically updating) will help people identify spaces quickly and will reduce congestion, or cars waiting idly. This will allow vehicles to be more efficient and less polluting. The potential for re-location of parking to edge of town would also mean less congestion in the urban centres and less travel time for those visiting the town. The review of parking charges may also encourage people to use more sustainable modes. Beneficial effects would be slight at the local scale.</p>									



<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓	Local	LT	Perm	High	+	+	+	+
<b>Commentary</b>									
As with air pollution, elements of this sub-strategy are anticipated to result in fewer carbon emissions. In particular, improved car park signage (dynamically updating) will help people identify spaces quickly and will reduce congestion, or cars waiting idly. This will allow vehicles to be more efficient. The potential for re-location of parking to edge of town would also mean less congestion in the urban centres and less travel time for those visiting the town, with resulting few emissions. The review of parking charges may also encourage people to use more sustainable modes. Beneficial effects would be slight.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Local	LT	Perm	High	+	+	+	+
<b>Commentary</b>									
Rationalising existing car park assets may allow for the transformation of some car parks to green space, or if being redeveloped, the incorporation of SuDS or other features such as planting that would help to address effects of a changing climate. The review of parking charges may also encourage people to work from home, thereby helping to remove the need for journeys during periods of extreme weather. Beneficial effects would be slight at the local scale.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			





	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	✓	Local	LT	Perm	Low	+/-	+/-	+/-	+/-
<p><b>Commentary</b></p> <p>Rationalising existing car park assets may allow for the transformation of some car parks to green space, or if being redeveloped, the incorporation of habitats or other features such as planting that would help to increase biodiversity in the local area. However, re-location of car parks to the edge of town could potentially result in greenspace being lost. Encouraging a reduction in journeys would also potentially reduce disturbance to the natural environment. There is a potential for a mix of beneficial and adverse effects.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> Note the need to encourage the use of native species in any planting, as well as to take opportunities for Biodiversity gain, for example through planting wildflowers that can act as pollinators. Need to ensure any new car park is not at the expense of edge of town green space.</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Protect and enhance sites designated internationally for nature conservation purposes	✓	Local	LT	Perm	Low	+/-	+/-	+/-	+/-
<p><b>Commentary</b></p> <p>Encouraging a reduction in journeys would also potentially reduce disturbance to sites designated for nature conservation. Car would need to be taken to ensure that re-location of any parking facilities does not result in direct / indirect effects on designated sites. There is a potential for a mix of beneficial and adverse effects.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> Need to ensure any new car park does not directly / indirectly effect a site designated for nature conservation.</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect, enhance and promote geodiversity	N/A	N/A	N/A	N/A	N/A	0	0	0	0
<p><b>Commentary</b></p> <p>This sub-strategy does not contribute to the achievement of this objective as it is not concerned with geodiversity and is anticipated to have neutral effects.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p>									



<b>Recommendations:</b> No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	✓	Local	LT	Perm	High	+	+	+	+
<p><b>Commentary</b></p> <p>Rationalising existing car park assets could improve the setting of heritage assets by helping to remove cars from town centres. Other measures are also expected to help reduce congestion. While note specifically encouraged in this sub-strategy it is to be noted that care would need to be taken when installing EV charging points as these can result in modern features in a townscape. Beneficial effects on the whole would be slight at the local scale.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> Care would need to be taken when installing EV charging points as these can result in modern features in a townscape</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✓	Local	LT	Perm	Low	++	++	++	++
<p><b>Commentary</b></p> <p>Rationalising existing car park assets could improve the townscape by helping to remove cars from town centres. Sites could also be unlocked to allow for redevelopment and improved placemaking, thereby improving the visual amenity. Other measures are also expected to help reduce congestion. Beneficial effects would be moderate at the local scale.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> None</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Protect and enhance the water environment	✓	Local	LT	Perm	High	+	+	+	+
<p><b>Commentary</b></p>									



While effects on the water environment are likely to be slight, there is potential for benefit. Redevelopment (or removal) of car parks would allow for the incorporation of more sustainable drainage and an overall reduction in journeys or vehicle use (perhaps encouraged by changes to parking charges) would result in runoff containing less heavy metals, brake materials, hydrocarbons and so on. Beneficial effects would be slight at the local scale.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** Ensure incorporation of pollution prevention in design elements.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	✓	Local	LT	Perm	High	+	+	+	+

**Commentary**

Rationalising existing car park assets would allow for redevelopment on this previously developed land and provide opportunities for remediation of any contamination. While on the whole this sub-strategy is considered beneficial, care would need to be taken when moving car parks to edge of town that this does not result in the loss of soil or agricultural resources and a focus should be placed on areas that have been previously developed.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** Focus on previously developed land.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	✓	Local	LT	Perm	Low	+/-	+/-	+/-	+/-

**Commentary**

Elements of this sub-strategy would result in less fuel use e.g. improved signage and encouragement for EV take up, but any new redevelopment would result in waste generation and the use of materials. Effects would be a mix of beneficial and adverse.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** Note that redevelopment etc. should consider use of recycled materials and reduced waste generation.

ISA Objective	Effects	Assessment
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	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local	LT	Perm	High	+	+	+	+
<p><b>Commentary</b></p> <p>Rationalising existing car park assets would allow for redevelopment / regeneration and improvements to placemaking in town centres. This could make these areas more attractive to visit and do business in.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> No recommendations made.</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Support the wider coordination of land use, energy planning and transport planning across Wiltshire	✓	Local	LT	Perm	High	+	+	+	+
<p><b>Commentary</b></p> <p>Resident parking zones and other elements of regeneration and redevelopment will require wider coordination in planning across Wiltshire. Effects would be slight.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> None</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Improve health and well-being for all citizens and reduce inequalities in health (using the HIA specific sub-objectives)	✓	Local	LT	Perm	High	+/-	+/-	+/-	+/-
<p><b>Commentary</b></p> <p>Specific note is made in this sub-strategy in relation to disabled parking provision in council car parks. This would be anticipated to ensure that appropriate provision is made. A general encouragement for people to utilise active travel may free up space for those who still rely on the private car. While providing opportunities to walk more (with consequent health benefits) care needs to be taken that moving car parks away from town centres does not result in disadvantage to less mobile groups such as the elderly or disabled.</p>									



While note is made that increased costs could encourage more sustainable modes, care needs to be taken that increases to parking charges do not adversely effect those on low incomes disproportionately, though note is made of the need to align charging with blue badges. Local residents will benefit from permit zones. Charges based on vehicle emissions may also penalise those who cannot afford to change from older vehicles.

A general reduction in vehicle numbers due to this sub strategy would help to improve safety. Removal of vehicles from town centres would make for a more pleasant and safe walking environment. Children and the elderly would benefit most.

A general reduction in vehicle numbers due to this sub strategy would help to reduce severance caused by heavy vehicle traffic. Removal of vehicles from town centres would make for a more pleasant and safe walking environment.

A general reduction in vehicle numbers due to this sub strategy would help improve connections between and within communities. In addition a general reduction in vehicle numbers and relocation of parking away from town centres, as well as encouraging an uptake in EVs would also likely result in a reduction to air, noise etc. Light pollution is likely to remain as present or potentially increase in edge of town areas.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** None

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (using the EqIA specific sub-objectives)	✓	Local	LT	Perm	High	+/-	+/-	+/-	+/-

**Commentary**

Note is made of providing disabled parking bays in locations that have safe and convenient access to local amenities. General accessibility will be improved for all by better control of parking – making the system more efficient etc.

While note is made that increased costs could encourage more sustainable modes, care needs to be taken that increases to parking charges do not adversely effect those on low incomes disproportionately, though note is made of the need to align charging with blue badges. Local residents will benefit from permit zones. Charges based on vehicle emissions may also penalise those who cannot afford to change from older vehicles. Certain groups who are more reliant on private vehicles may be disadvantaged.

A general reduction in vehicle numbers due to this sub strategy would help to improve safety. Removal of vehicles from town centres would make for a more pleasant and safe walking environment. Children and the elderly would benefit most.

A general reduction in vehicle numbers due to this sub strategy would help to reduce severance caused by heavy vehicle traffic. Removal of vehicles from town centres would make for a more pleasant and safe walking environment.

In addition, a general reduction in vehicle numbers and relocation of parking away from town centres, as well as encouraging an uptake in EVs would also likely result in a reduction to air, noise etc. Light pollution is likely to remain as present or potentially increase in edge of town areas.

**Mitigation / Recommendations**



<b>Mitigation Measures:</b> N/A									
<b>Recommendations:</b> None									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	✓	Local	LT	Perm	High	+	+	+	+
<b>Commentary</b>									
A general reduction in vehicle numbers due to this sub strategy would help to improve safety – streets will be rebalanced to improve safety by favouring people rather than vehicles. Removal of vehicles from town centres would make for a more pleasant and safe walking environment. Children and the elderly would benefit most. Improved signage and resident permit zones can help to improve perceived safety / sense of security.									
<b>Mitigation / Recommendations</b>									
<b>Mitigation Measures:</b> N/A									
<b>Recommendations:</b> None									

HIA sub-objective		Scale of Effect							Assessment summary	Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees		
1	Improve accessibility to health and leisure services and facilities and amenities for all	+	+	+/-	+	++	++	+	+	Specific note is made in this sub-strategy in relation to disabled parking provision in council car parks. This would be anticipated to ensure that appropriate provision is made. A general encouragement for people to utilise active travel may free up space for those who still rely on the private car. While providing opportunities to walk more (with consequent health benefits) care



HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
										needs to be taken that moving car parks away from town centres does not result in disadvantage to less mobile groups such as the elderly or disabled.
2	Improve affordability of transport	-	-	-	--	+	+	-	--	While note is made that increased costs could encourage more sustainable modes, care needs to be taken that increases to parking charges do not adversely effect those on low incomes disproportionately, though note is made of the need to align charging with blue badges. Local residents will benefit from permit zones. Charges based on vehicle emissions may also penalise those who cannot afford to change from older vehicles.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	++	+	+	+	+	+	+	A general reduction in vehicle numbers due to this sub strategy would help to improve safety. Removal of vehicles from town centres would make for a more pleasant and safe walking environment. Children and the elderly would benefit most.
4	Reduce severance	+	+	+	+	+	+	+	+	A general reduction in vehicle numbers due to this sub strategy would help to reduce severance caused by heavy vehicle traffic. Removal of vehicles from town centres would make for a more pleasant and safe walking environment.
5	Improve connections between and within communities	+	+	+	+	+	+	+	+	A general reduction in vehicle numbers due to this sub strategy would help improve connections between and within communities.



HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
6	Reduce air, noise, odour and light pollution from transport	+	+	+	+	+	+	+	+	A general reduction in vehicle numbers and relocation of parking away from town centres, as well as encouraging an uptake in EVs would likely result in a reduction to air, noise etc. Light pollution is likely to remain as present or potentially increase in edge of town areas.
7	Improve access to active travel modes	0	0	0	0	0	0	0	0	No effect identified
8	Improve access to public transport	0	0	0	0	0	0	0	0	No effect identified





EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by active travel modes	+	+	++	+	+	+	+	+	+	Note is made of providing disabled parking bays in locations that have safe and convenient access to local amenities. General accessibility will be improved for all by better control of parking – making the system more efficient etc.
2	Improve affordability of transport	-	0	+	-	0	0	-	0	-	While note is made that increased costs could encourage more sustainable modes, care needs to be taken that increases to parking charges do not adversely effect those on low incomes disproportionately, though note is made of the need to align charging with blue badges. Local residents will benefit from permit zones. Charges based on vehicle emissions may also penalise those who cannot afford to change from older vehicles. Certain groups who are more reliant on private vehicles may be disadvantaged.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	+	+	+	+	+	+	+	+	A general reduction in vehicle numbers due to this sub strategy would help to improve safety. Removal of vehicles from town centres would make for a more pleasant and safe walking environment. Children and the elderly would benefit most.
4	Improve provision of public transport in rural areas or to those areas experiencing	0	0	0	0	0	0	0	0	0	No effect identified



EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
	constraint in public transport provision										
5	Reduce severance	+	+	+	+	+	+	+	+	+	A general reduction in vehicle numbers due to this sub strategy would help to reduce severance caused by heavy vehicle traffic. Removal of vehicles from town centres would make for a more pleasant and safe walking environment.
6	Reduce air, noise, odour and light pollution from transport	+	+	+	+	+	+	+	+	+	A general reduction in vehicle numbers and relocation of parking away from town centres, as well as encouraging an uptake in EVs would likely result in a reduction to air, noise etc. Light pollution is likely to remain as present or potentially increase in edge of town areas.

CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents	++	+	+	+	+	+	+	+	+	A general reduction in vehicle numbers due to this sub strategy would help to improve safety – streets will be rebalanced to improve safety by favouring people rather than vehicles. Removal of vehicles from town centres would make for a more pleasant and safe walking environment. Children and the elderly would benefit most.
2	Improve actual and perceived safety and security issues	+	+	+	+	+	+	+	+	+	Improved signage and resident permit zones can help to improve perceived safety / sense of security.



## A.7 Electric Vehicle Sub-Strategy

### EV Sub-Strategy

#### Policy I1 Facilitate and encourage move to low and zero emission vehicles

Policy Area	Measure
Improve	<p>I1.1 Roll out public on-street residential charging at scale, focusing provision for residents with no off-street parking</p> <p>I1.2 Encourage and facilitate EV charging provision in new developments and refurbishments</p> <p>I1.3 Ensure that public EV charging is located through robust data analysis and community consultation, employing technology appropriate to its context.</p> <p>I1.4 Support the roll out of rapid charger hubs by the commercial sector, ensuring chargers are appropriately located and minimise any associated risks</p> <p>I1.5 Investigate the use of cable channel products to enable safe cross-pavement on-street home charging</p> <p>I1.6 Support EV uptake in corporate fleets and car clubs</p> <p>I1.7 Support and publicise regional and national schemes which help make EVs more financially accessible</p> <p>I1.8 Explore adopting policies and support to increase the number of EV taxis</p> <p>I1.9 Ensure that new EV chargers maximise accessibility for both drivers and footway users</p> <p>I1.10 Ensure new public EV charging includes provision for deprived areas and rural locations</p>

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and Improve air quality	✓✓	Local – Reg.	LT	Perm	High	++	++	+++	++
<i>Commentary</i>									



Several measures identified to encourage transition to EVs. These include ensuring widespread access to charging facilities, either via off-street charging, on-street hubs, and within new developments. Noted that this includes provision of charging within public car parks so that visitors are also catered for, as well as rapid charging facilities to enable longer journeys.

Also includes encouragement of transitioning corporate and council car clubs, as well as taxis, to EVs.

The transition to EVs, if achieved, will have a significant impact on air pollution and greenhouse gas emissions throughout Wiltshire, and therefore significantly improve air quality, particularly in urban environments with higher traffic levels.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓✓	Local - Reg.	LT	Perm	High	++	++	+++	++

**Commentary**

Several measures identified to encourage transition to EVs. These include ensuring widespread access to charging facilities, either via off-street charging, on-street hubs, and within new developments. Noted that this includes provision of charging within public car parks so that visitors are also catered for, as well as rapid charging facilities to enable longer journeys.

Also includes encouragement of transitioning corporate and council car clubs, as well as taxis, to EVs.

The transition to EVs, if achieved, will have a significant impact on greenhouse gas emissions throughout Wiltshire, and therefore significantly improve air quality, particularly in urban environments with higher traffic levels.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm



3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	-	Local	LT	Perm	Low	+	+	+	+
<p><b>Commentary</b></p> <p>Noted that there is an intention to use existing cable channels / gullies to provide infrastructure. While this will utilise an existing asset, the construction required does provide a potential opportunity to review the existing drainage network.</p> <p>Remainder of identified measures will have a negligible impact on network resilience and flooding impacts.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b></p>									
<b>ISA Objective</b>	<b>Effects</b>					<b>Assessment</b>			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	✓	Local	LT	Perm	Low	+	+	+	+
<p><b>Commentary</b></p> <p>The various identified measures all contribute to the transition towards EVs. This transition could lead to a reduction in traffic noise and the resultant disturbance to habitats and species. Pollution deposition from air emissions will also reduce.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> Note the need to encourage the use of native species in any planting, as well as to take opportunities for Biodiversity gain, for example through planting wildflowers that can act as pollinators.</p>									
<b>ISA Objective</b>	<b>Effects</b>					<b>Assessment</b>			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Protect and enhance sites designated internationally for nature conservation purposes	✓	Local	LT	Perm	Low	+	+	+	+
<p><b>Commentary</b></p> <p>The majority of the measures identified for this sub-strategy are unlikely to impact on nature conservation as each measure generally only impacts the existing built environment. The transition to EVs will however reduce traffic noise and the resultant disturbance to sites designated for nature conservation. Pollution deposition from air emissions will also reduce.</p>									



<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect, enhance and promote geodiversity	N/A	N/A	N/A	N/A	N/A	0	0	0	0
<b>Commentary</b>									
This sub-strategy does not contribute to the achievement of this objective as it is not concerned with geodiversity and is anticipated to have neutral effects.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	-	Local	LT	Perm	Low	+/-	+/-	+/-	+/-
<b>Commentary</b>									
Measures include the use of existing cable channels / gullies to provide infrastructure, which should reduce the visual impact of the provision of infrastructure.									
The provision of charging points and the potential need to provide suitable wayfinding signage to EV charging locations may however contribute towards visual clutter in public spaces. However, improvements in air quality will have a beneficial effect on buildings, historic monuments etc, while noise reductions could help improve settings.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	-	Local	LT	Perm	Low	+/-	+/-	+/-	+/-



<b>Commentary</b>									
Measures include the use of existing cable channels / gullies to provide infrastructure, which should reduce the visual impact of the provision of infrastructure. The provision of charging points and the potential need to provide suitable wayfinding signage to EV charging locations may however contribute towards visual clutter in public spaces. Visual amenity could be improved by less pollution deposition on buildings.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: None									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Protect and enhance the water environment	✓	Local	LT	Perm	High	+/-	+/-	+/-	+/-
<b>Commentary</b>									
Measures include publicising schemes for EV grants and scrappage for older vehicles, which along with the other identified measures are aimed at reducing the number of petrol and diesel cars on the network. This will reduce the frequency and impacts of spillages of hydrocarbons into the environment, either from accidents or refuelling.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: Ensure incorporation of pollution prevention in design elements.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	✓	Local / Reg.	LT	Perm	High	+	+	+	+
<b>Commentary</b>									
The majority of the measures identified for this sub-strategy are unlikely to impact directly on contaminated land or agriculture, as each measure generally only impacts the existing built environment. The transition to EV should however reduce the likelihood of spillages and therefore potential contamination, as well as airborne pollution deposition that may affect soil and agriculture.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									





<b>Recommendations:</b> No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	-	Reg / Nat	LT	Perm	High	+/-	+/-	+/-	+/-
<p><b>Commentary</b></p> <p>While the transition to EVs could significantly reduce the consumption of hydrocarbons for use in petrol and diesel, the EVs themselves will require various materials - particularly for their batteries - that will require mining etc. No measures are identified in the sub-strategy to account for the use of recycled materials, or the materials required to provide the necessary infrastructure or build the EVs.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> Note that design of public transport hubs or local amenities etc. should consider use of recycled materials and reduced waste generation.</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local / Reg.	LT	Perm	High	+	+	+	+
<p><b>Commentary</b></p> <p>The measures include the provision of EV charging points in a wide range of locations to ensure their availability to both residents and visitors. Charging points provided for residents will be made available both on and off-street, with charging hubs provided for those without access to off-street parking. Each of these measures will reduce the likelihood of charging anxiety by ensuring widespread availability.</p> <p>The provision of the necessary infrastructure itself will require the necessary, planning, design, construction etc, which may contribute towards job creation and upskilling.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> No recommendations made.</p>									
ISA Objective	Effects					Assessment			



	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Support the wider coordination of land use, energy planning and transport planning across Wiltshire	✓	Local / Reg.	LT	Perm	High	+	+	+	+
<p><b>Commentary</b></p> <p>The measures include the facilitation of EV charging in new developments. This will allow for immediate adoption of EVs by occupants, and for existing EV owners to move in to new residential developments.</p> <p>The extensive infrastructure, such as parking, charging, cabling, signage etc provides an opportunity to ensure that a suitably coordinated land use strategy is employed - e.g. providing public charging points near transport hubs.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b></p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Improve health and well-being for all citizens and reduce inequalities in health (using the HIA specific sub-objectives)	✓✓	Local - Reg.	LT	Perm	High	+	++	+++	++
<p><b>Commentary</b></p> <p>Each of the measures is aimed at encouraging the transition to EVs, which will contribute to a reduction in air and noise pollution, offering a notable health benefit for all citizens. Of particular note is that a reduction in air pollution emissions should have significant beneficial effects. This will be of benefit to young children, the elderly and those with certain health conditions such as lung or cardiovascular problems.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> None</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (using the EqIA specific sub-objectives)	✓	Local - Reg.	LT	Perm	Med	+	+	+	+
<p><b>Commentary</b></p>									



The provision of charging facilities for all residents - i.e. including those without access to off-street parking - as well as providing charging within public car parks, will ensure the widest possible access chargers. The promotion of schemes for EV grants and scrappage for older vehicles will help reduce the financial burden of the transition.

Measures aimed at encouraging taxi fleets to transition to EVs - such as prioritising granting licenses to EV taxis and providing a financial advantage to EV taxis - may minimise the cost impacts to taxi users. This would be of benefit to those reliant on taxis to access certain services that do not own a car and are not served by public transport, such as those with mobility difficulties in rural areas.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** None

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	✓	Local	LT	Perm	Low	+	+	+	+

**Commentary**

The majority of the measures identified for this sub-strategy are unlikely to impact on crime or the fear of crime, though transition to EVs will result in a reduction in noise pollution and make roads generally quieter, which may contribute to an increase in the perception of safety around roads.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** None



HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	+	+	+	+	+	+	+	+	Transition to EV unlikely to have major impact on access to amenities, although suitable provision of EV charging at parking locations close to these facilities will assist in the transition.
2	Improve affordability of transport	N/A	++	++	-	+	+	+	+	<p>Promotion of EV grant schemes and scrappage schemes will improve the affordability of the transition to EVs., though it is to be noted that some groups (particularly those on low incomes) may still find these vehicles prohibitively expensive.</p> <p>The offer of financial advantages to EV taxis may also make taxis more affordable for those that rely on them to access essential services, such as the elderly taking trips to hospital.</p>
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents									N/A
4	Reduce severance									N/A
5	Improve connections between and within communities	+	+	+	+	++	++	++	++	Providing fast charging hubs will enable longer journeys. Providing public charging will ensure availability for visitors.
6	Reduce air, noise, odour and light pollution from transport	+++	+++	+++	+++	+++	+++	+++	+++	Transition to EV will significantly reduce air and noise pollution, although unlikely to have a notable impact on light pollution. Of particular note is that a reduction in air



HIA sub-objective		Scale of Effect							Assessment summary	Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees		
										pollution emissions should have significant beneficial effects. This will be of benefit to young children, the elderly and those with certain health conditions such as lung or cardiovascular problems.
7	Improve access to active travel modes?									N/A
8	Improve access to public transport					++	++	++	++	The potential provision of EV charging hubs in the vicinity of transport hubs such as rail stations and park and ride facilities would encourage EV owners to use such facilities for commuting and longer distance journeys.



EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by active travel modes	++	++	+++	++	++	++	+++	++	++	<p>The suitable provision of EV charging at parking locations close to these facilities will assist in the transition.</p> <p>The offer of financial advantages to EV taxis may also make taxis more affordable for those that rely on them to access essential services, such as the elderly taking trips to hospital.</p>
2	Improve affordability of transport	++	++	++	++	++	++	++	++	++	<p>Promotion of EV grant schemes and scrappage schemes will improve the affordability of the transition to EVs.</p> <p>The offer of financial advantages to EV taxis may also make taxis more affordable for those that rely on them to access essential services, such as the elderly taking trips to hospital.</p>
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents										N/A
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	+	+	+	+	+	+	+	+	+	<p>The offer of financial advantages to EV taxis may also make taxis more affordable for those that rely on them to access essential services, particularly those living in rural areas.</p>



EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
5	Reduce severance										N/A
6	Reduce air, noise, odour and light pollution from transport	+++	+++	+++	+++	+++	+++	+++	+++	+++	Transition to EV will significantly reduce air and noise pollution, although unlikely to have a notable impact on light pollution.

CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve safety on the transport network (including roads) and	0	0	0	0	0	0	0	0	0	N/A



CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
	reduce the number of accidents and other incidents										
2	Improve actual and perceived safety and security issues	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	Transition to EVs will result in a reduction in noise pollution and make roads generally quieter, which may contribute to an increase in the perception of safety around roads, though of course this could lead to other safety issues where people cannot hear approaching vehicles.





## A.8 Strategic Transport Sub-Strategy

Strategic Transport Sub-Strategy	
Policy Area	Measure
Avoid	No measures proposed
Shift	<p>S2.1: Supporting establishment of train servicing facilities.</p> <p>S2.2: Rail capacity upgrades.</p> <p>S2.3 Improved connectivity through more frequent or new direct rail services or better connections</p> <p>S2.4 Improved bus waiting and interchange facilities</p> <p>S2.5 Real time passenger information</p> <p>S2.6 Bus infrastructure improvements on key corridors</p> <p>S2.7 Implementation of DRT services</p> <p>S3.3 Multi-modal ticketing (in addition to existing)</p> <p>S3.5 Smarter ticketing</p> <p>S3.6 Accessible and inclusive vehicles and public transport infrastructure</p> <p>S3.7 Lower and Simpler bus fares</p> <p>S3.8 Park and ride expansion, inc. access to tourist destinations and town centres</p>
Improve	<p>I1.4 Support rail electrification</p> <p>I1.5 Support of cleaner, modernised buses and coaches and related charging infrastructure</p> <p>I2.3 Improvements to on-road signage</p> <p>I2.8 Targeted road infrastructure / junction improvements to relieve congestion</p>
Support	<p>SU1.12 Multi-modal marketing</p> <p>SU1.13 Ticketing incentives</p> <p>SU2.3 Supporting community rail partnerships</p>



ISA Objective	Effects					Assessment							
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm				
1. Protect and Improve air quality	✓	Local	LT	Perm	High	+	-	+	-	+	-	+	-
<p><b>Commentary</b></p> <p>There are a number of elements of this sub-strategy which will likely help to protect and improve air quality by making a shift to more sustainable modes easier and more attractive for people. These include better (more inclusive and accessible) facilities, increased capacity on bus and rail, new and more frequent connections, better and more up to date information provision (including real time information), demand responsive transport, smarter, lower and simpler ticketing costs / fares. Support for rail electrification would also act to reduce emissions from diesel trains.</p> <p>However, there are also elements of the sub-strategy which are likely to have implications for air quality, in both construction and operation. Note is made of targeted road infrastructure / junction improvements. While this can help to relieve congestion, or facilitate new development, it can also make continued use of the private car attractive, thereby ensuring continued pollution from road vehicles. Note is also made of park and ride – while this can facilitate onward journeys by more sustainable modes, it does facilitate continued use of the private car.</p>													
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> No recommendations made.</p>													
ISA Objective	Effects					Assessment							
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm				
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓	Local	LT	Perm	High	+	-	+	-	+	-	+	-
<p><b>Commentary</b></p> <p>As with protecting and improving air quality, elements of this strategy are likely to result in less pollution emissions, but other aspects would still result in carbon emissions and may compromise reaching net zero targets.</p>													
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> No recommendations made.</p>													



ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Local	LT	Perm	High	-	-	-	-
<p><b>Commentary</b></p> <p>Improvements to route signage will help resilience in the event of emergency / crises and is particularly relevant in areas of Wiltshire that are vulnerable to flooding. However, elements such as new road and rail infrastructure would result in new areas of hard standing that could increase flood risk, particularly at a local level. It would be vital that sustainable drainage is integrated into design of any new infrastructure.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> Ensure SuDS are incorporated into design of new infrastructure.</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	✓	Local	LT	Perm	High	+/-	+/-	+/-	+/-
<p><b>Commentary</b></p> <p>New infrastructure development has the potential to result in the loss of biodiversity, though it would also provide opportunities for planting or the development of new ecological networks and deliver Biodiversity Net Gain.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> Note the need to encourage the use of native species in any planting, as well as to take opportunities for Biodiversity gain, for example through planting wildflowers that can act as pollinators.</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Protect and enhance sites designated internationally for nature conservation purposes	✓	Local	LT	Perm	Low	-	-	-	-
<p><b>Commentary</b></p>									



While by making a shift to more sustainable modes easier and more attractive for people may reduce overall traffic levels and therefore disturbance, new infrastructure development such as road upgrades and junction improvements have the potential to impact directly and indirectly on sites designated for nature conservation.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: Ensure sites designated for nature conservation are not directly or indirectly impacted by infrastructure improvements.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect, enhance and promote geodiversity	N/A	N/A	N/A	N/A	N/A	0	0	0	0
<b>Commentary</b>									
This sub-strategy does not contribute to the achievement of this objective as it is not concerned with geodiversity and is anticipated to have neutral effects.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: No recommendations made.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	✓	Local	LT	Perm	High	+/-	+/-	+/-	+/-
<b>Commentary</b>									
While by making a shift to more sustainable modes easier and more attractive for people may reduce overall traffic levels and improve townscapes and the setting of heritage features, as well as provide opportunities to redevelop town centres or individual buildings etc, development of new infrastructure also has the potential to affect the historic environment (including archaeological remains). Note is made of using Park & Ride to facilitate access to tourist destinations – while this can relieve pressure on specific sites and help to improve settings, it can also help facilitate visits by greater numbers of visitors and could potentially have adverse effects on individual sites.									
<b>Mitigation / Recommendations</b>									
Mitigation Measures: N/A									
Recommendations: Consider potential effects on individual heritage sites during design and planning phase.									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm



8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✓	Local	LT	Perm	High	+/-	+/-	+/-	+/-
<b>Commentary</b>									
While by making a shift to more sustainable modes easier and more attractive for people may reduce overall traffic levels and improve townscapes and visual amenity, as well as provide opportunities to redevelop town centres or individual buildings etc, development of new infrastructure also has the potential to affect landscapes, townscapes and visual amenity if handled badly.									
<b>Mitigation / Recommendations</b>									
<b>Mitigation Measures:</b> N/A									
<b>Recommendations:</b> None									
<b>ISA Objective</b>	<b>Effects</b>					<b>Assessment</b>			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Protect and enhance the water environment	✓	Local	LT	Perm	High	+/-	+/-	+/-	+/-
<b>Commentary</b>									
New infrastructure development such as road upgrades / junction improvements has the potential to result in greater volumes of runoff and could allow pollutants to enter watercourses (with construction periods being particularly risky), though overall reductions in traffic volumes would reduce pollution load from tyre and brake degradation, spillage of hydrocarbons etc.									
<b>Mitigation / Recommendations</b>									
<b>Mitigation Measures:</b> N/A									
<b>Recommendations:</b> Ensure incorporation of pollution prevention in design elements.									
<b>ISA Objective</b>	<b>Effects</b>					<b>Assessment</b>			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	✓	Local	LT	Perm	High	+/-	+/-	+/-	+/-
<b>Commentary</b>									
New infrastructure development such as road upgrades / junction improvements has the potential to result in the loss of soil or agricultural resources, though opportunities could be provided to remediate contaminated land or regenerate areas previously developed.									
<b>Mitigation / Recommendations</b>									
<b>Mitigation Measures:</b> N/A									
<b>Recommendations:</b> No recommendations made.									



ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	✓	Local	LT	Perm	High	+/-	+/-	+/-	+/-
<p><b>Commentary</b></p> <p>New infrastructure development such as or road upgrades / junction improvements will require the use of natural resources (including hydrocarbons) and will generate waste. Nevertheless, a shift to more sustainable modes will help to reduce hydrocarbon use.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> Note that design of public transport hubs or local amenities etc. should consider use of recycled materials and reduced waste generation.</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local	LT	Perm	Low	+	+	+	+
<p><b>Commentary</b></p> <p>Elements of this sub-strategy are likely to provide benefits to the local economy. For example, making town centres more attractive via reducing congestion can help increase footfall and make these more attractive places to do business in. This can be facilitated by Park &amp; Ride sites, as well as highway improvements and better connections. It is also anticipated that simplified pricing will make it easier for tourists to use the existing network and support the county's economy, while specific elements such as establishing train servicing facilities can help grow the local skills base and help to diversify the economy with skilled employment opportunities.</p>									
<p><b>Mitigation / Recommendations</b></p> <p><b>Mitigation Measures:</b> N/A</p> <p><b>Recommendations:</b> No recommendations made.</p>									
ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Support the wider coordination of land use, energy planning and transport planning across Wiltshire	✓	Local	LT	Perm	Low	+	+	+	+
<p><b>Commentary</b></p>									



Note is made of support for Community Rail Partnerships. These will bring together a range of interested groups.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Improve health and well-being for all citizens and reduce inequalities in health (using the HIA specific sub-objectives)	✓	Local	LT	Perm	High	++	+++	+++	+++

**Commentary**

Note is made of upgrades to rail stations to ensure these have accessible facilities, such as step-free access to all platforms, ensuring that all stations have access to ramps for access between the trains and platforms and accessible ticketing machines. Note is also made that rail stations should be accessible and inclusive by design to ensure that they are suitable for all Wiltshire residents. This will be of benefit to children, the elderly and those with certain disabilities.

Note is also made of accessible and inclusive vehicles and public transport infrastructure in terms of bus network. This will result in improvements to bus stops etc. and will include audible announcements and visual displays identifying the route and direction, each upcoming stop, and the beginning of any diversions. Clear audible and visible information will also benefit non-disabled people, helping those who are travelling on an unfamiliar bus route, and giving passengers confidence that they will not be left stranded at the wrong stop late at night.

Note is made of smarter ticketing that will automatically calculate the lowest fare for the user – this will be of benefit to all groups but of particular note to those on low incomes. Ticketing incentives will also be developed and will include discounts.

Exploration will also take place of a lower and simpler bus fare structure, including for groups. Information will be provided via websites and other mechanisms though care should be taken to ensure that information can reach who may have learning difficulties, or those without access to technology / difficulty using technology like some elderly people may find and other similar hard to reach groups.

Note is made of better route signage – including to key social and health facilities such as hospitals. This can help to move inappropriate traffic such as HGVs away from key pedestrian areas.

Redesign of roads / junction improvements (including measures to reduce speed) can also help to make roads safer, particularly for the elderly or for children or those with mobility issues.

Severance would be reduced by reducing the need for some vehicle travel and by improving junctions etc.

Connections by sustainable modes will be made easier and more attractive for people. This will be achieved through better (more inclusive and accessible) facilities, increased capacity on bus and rail, new and more frequent connections, better and more up to date information provision (including real time information), demand responsive transport, smarter, lower and simpler ticketing costs / fares. The implementation of DRT services will help to improve connections to / from and within isolated communities.



While a shift to public transport can help to reduce air, noise and light pollution from private vehicles, other elements can increase these, particularly in local areas. For example new public transport facilities would require lighting, or increased capacity or frequency of services e.g. rail, can increase noise.

While the focus of this strategy is on strategic routes and facilities there are a range of measures to help improve access to active travel e.g. at interchange facilities.

In relation to public transport access, note is made of increased services, capacity, improved facilities, improved fare offerings, provision of information etc.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** None

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (using the EqIA specific sub-objectives)	✓	Local	LT	Perm	High	++	++	++	++

**Commentary**

Note is made of upgrades to rail stations to ensure these have accessible facilities, such as step-free access to all platforms, ensuring that all stations have access to ramps for access between the trains and platforms and accessible ticketing machines. Note is also made that rail stations should be accessible and inclusive by design to ensure that they are suitable for all Wiltshire residents.

Note is also made of accessible and inclusive vehicles and public transport infrastructure in terms of bis network. This will result in improvements to bus stops etc. and will include audible announcements and visual displays identifying the route and direction, each upcoming stop, and the beginning of any diversions. Clear audible and visible information will also benefit non-disabled people, helping those who are travelling on an unfamiliar bus route, and giving passengers confidence that they will not be left stranded at the wrong stop late at night.

Note is made of smarter ticketing that will automatically calculate the lowest fare for the user – this will be of benefit to all groups.

Ticketing incentives will also be developed and will include discounts.

Exploration will also take place of a lower and simpler bus fare structure, including for groups. Information will be provided via websites and other mechanisms though care should be taken to ensure that information can reach those whose first language is not English, those with learning difficulties, those without access to technology or who struggle to use it and other similar hard to reach groups.

Note is made of better route signage – including to key social and health facilities such as hospitals. This can help to move inappropriate traffic such as HGVs away from key pedestrian areas.

Redesign of roads / junction improvements (including measures to reduce speed) can also help to make roads safer, particularly for the elderly or for children or those with mobility issues.





Note is made of Demand Responsive Transport (DRT) to be provided / expanded in rural areas – this will run in isolated or low density areas and at low demand times of the day, including areas with no existing bus provision. This can be adapted to facilitate those passengers with specific needs or accessibility issues, with the elderly and those with disabilities likely to benefit significantly.

Severance would be reduced by reducing the need for some vehicle travel and by improving junctions etc.

While a shift to public transport can help to reduce air, noise and light pollution from private vehicles, other elements can increase these, particularly in local areas. For example new public transport facilities would require lighting, or increased capacity or frequency of services e.g. rail, can increase noise.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** None

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	✓	Local	LT	Perm	High	++	++	++	++

**Commentary**

Note is made that new infrastructure can be designed with improved public safety in mind and ensure it meets modern accessibility standards.

Note is also made of better route signage – including to key social and health facilities such as hospitals. This can help to move inappropriate traffic such as HGVs away from key pedestrian areas.

Redesign of roads / junction improvements (including measures to reduce speed) can also help to make roads safer, particularly for the elderly or for children or those with mobility issues. A general reduction in traffic will also provide for increased safety to all groups.

New and improved facilities would include CCTV and improved lighting. This will help to improve actual and perceived safety and security, benefiting all groups.

**Mitigation / Recommendations**

**Mitigation Measures:** N/A

**Recommendations:** None



HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	+++	+++	+++	++	++	++	++	+++	<p>Note is made of upgrades to rail stations to ensure these have accessible facilities, such as step-free access to all platforms, ensuring that all stations have access to ramps for access between the trains and platforms and accessible ticketing machines. Note is also made that rail stations should be accessible and inclusive by design to ensure that they are suitable for all Wiltshire residents. This will be of benefit to children, the elderly and those with certain disabilities.</p> <p>Note is also made of accessible and inclusive vehicles and public transport infrastructure in terms of bus network. This will result in improvements to bus stops etc. and will include audible announcements and visual displays identifying the route and direction, each upcoming stop, and the beginning of any diversions. Clear audible and visible information will also benefit non-disabled people, helping those who are travelling on an unfamiliar bus route, and giving passengers confidence that they will not be left stranded at the wrong stop late at night.</p>
2	Improve affordability of transport	+++	++	++	+++	+++	+++	+++	+++	<p>Note is made of smarter ticketing that will automatically calculate the lowest fare for the user – this will be of benefit to all groups but of particular note to those on low incomes.</p> <p>Ticketing incentives will also be developed and will include discounts.</p>



HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
										Exploration will also take place of a lower and simpler bus fare structure, including for groups. Information will be provided via websites and other mechanisms though care should be taken to ensure that information can reach who may have learning difficulties, or those without access to technology / difficulty using technology like some elderly people may find and other similar hard to reach groups.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+++	+++	++	++	++	++	++	++	Note is made of better route signage – including to key social and health facilities such as hospitals. This can help to move inappropriate traffic such as HGVs away from key pedestrian areas.  Redesign of roads / junction improvements (including measures to reduce speed) can also help to make roads safer, particularly for the elderly or for children or those with mobility issues.
4	Reduce severance	+	+	+	+	+	+	+	+	Severance would be reduced by reducing the need for some vehicle travel and by improving junctions etc.
5	Improve connections between and within communities	+++	+++	+++	+++	+++	+++	+++	+++	Connections by sustainable modes will be made easier and more attractive for people. This will be achieved through better (more inclusive and accessible) facilities, increased capacity on bus and rail, new and more frequent connections, better and more up to date information provision (including real time information), demand responsive transport, smarter, lower and simpler ticketing costs / fares. The implementation of



HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/ other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
										DRT services will help to improve connections to / from and within isolated communities.
6	Reduce air, noise, odour and light pollution from transport	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	While a shift to public transport can help to reduce air, noise and light pollution from private vehicles, other elements can increase these, particularly in local areas. For example new public transport facilities would require lighting, or increased capacity or frequency of services e.g. rail, can increase noise.
7	Improve access to active travel modes	+	+	+	+	+	+	+	+	While the focus of this strategy is on strategic routes and facilities there are a range of measures to help improve access to active travel e.g. at interchange facilities.
8	Improve access to public transport	+++	+++	+++	+++	+++	+++	+++	+++	In relation to public transport access, note is made of increased services, capacity, improved facilities, improved fare offerings, provision of information etc.



EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by active travel modes	+++	++	+++	++	++	++	+++	++	+++	<p>Note is made of upgrades to rail stations to ensure these have accessible facilities, such as step-free access to all platforms, ensuring that all stations have access to ramps for access between the trains and platforms and accessible ticketing machines. Note is also made that rail stations should be accessible and inclusive by design to ensure that they are suitable for all Wiltshire residents.</p> <p>Note is also made of accessible and inclusive vehicles and public transport infrastructure in terms of bis network. This will result in improvements to bus stops etc. and will include audible announcements and visual displays identifying the route and direction, each upcoming stop, and the beginning of any diversions. Clear audible and visible information will also benefit non-disabled people, helping those who are travelling on an unfamiliar bus route, and giving passengers confidence that they will not be left stranded at the wrong stop late at night.</p>
2	Improve affordability of transport	++	++	++	++	+++	+++	+++	+++	+++	<p>Note is made of smarter ticketing that will automatically calculate the lowest fare for the user – this will be of benefit to all groups.</p> <p>Ticketing incentives will also be developed and will include discounts.</p> <p>Exploration will also take place of a lower and simpler bus fare structure, including for groups. Information will be</p>



EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											provided via websites and other mechanisms though care should be taken to ensure that information can reach those whose first language is not English, those with learning difficulties, those without access to technology or who struggle to use it and other similar hard to reach groups.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	++	++	++	++	++	++	++	++	<p>Note is made of better route signage – including to key social and health facilities such as hospitals. This can help to move inappropriate traffic such as HGVs away from key pedestrian areas.</p> <p>Redesign of roads / junction improvements (including measures to reduce speed) can also help to make roads safer, particularly for the elderly or for children or those with mobility issues.</p>
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	+++	++	+++	++	++	++	++	++	++	Note is made of Demand Responsive Transport (DRT) to be provided / expanded in rural areas – this will run in isolated or low density areas and at low demand times of the day, including areas with no existing bus provision. This can be adapted to facilitate those passengers with specific needs or accessibility issues, with the elderly and those with disabilities likely to benefit significantly.
5	Reduce severance	+	+	+	+	+	+	+	+	+	Severance would be reduced by reducing the need for some vehicle travel and by improving junctions etc.



EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
6	Reduce air, noise, odour and light pollution from transport	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	While a shift to public transport can help to reduce air, noise and light pollution from private vehicles, other elements can increase these, particularly in local areas. For example, new public transport facilities would require lighting, or increased capacity or frequency of services e.g. rail, can increase noise.



CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents	++	++	++	++	++	++	++	++	++	<p>Note is made that new infrastructure can be designed with improved public safety in mind and ensure it meets modern accessibility standards.</p> <p>Note is also made of better route signage – including to key social and health facilities such as hospitals. This can help to move inappropriate traffic such as HGVs away from key pedestrian areas.</p> <p>Redesign of roads / junction improvements (including measures to reduce speed) can also help to make roads safer, particularly for the elderly or for children or those with mobility issues. A general reduction in traffic will also provide for increased safety to all groups.</p>
2	Improve actual and perceived safety and security issues	++	++	+	++	++	++	+	+	+	<p>New and improved facilities would include CCTV and improved lighting. This will help to improve actual and perceived safety and security, benefiting all groups, though may be particularly beneficial to those groups who may feel vulnerable.</p>





# Appendix B. Compatibility Assessment

Note: In the following tables the following scheme is used to summarise compatibility

✓	Broadly Compatible
X	Potential Conflict
?	No sufficient detail provided to ascertain compatibility
NR	Not Relevant / No Relationship



<b>LTP Element</b>	<b>Vision</b>		
	<b>A safe and connected transport system which protects the county's unique built, natural and historic environment, making this accessible for all, supports sustainable economic growth across Wiltshire's communities and contributes to a low carbon future.</b>		
<b>ISA Objectives</b>	<b>Compatible?</b>	<b>Commentary</b>	
1 Protect and Improve air quality	✓	Clear note is made of the need for the transport system protect Wiltshire's unique natural and built environment. It is anticipated these elements will lead to protection of air quality. Reference to the development of a low carbon transport system is anticipated to include initiatives that encourage moving away from traditional combustion powered vehicles and towards low emission / zero emission and to active travel which would benefit air quality.	
2 Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓	Clear note is made within the vision that the transport system would be developed to be low carbon. It is anticipated that this would include initiatives that encourage moving away from traditional combustion powered vehicles and towards low emission / zero emission and to active travel which would reduce CO2 emissions. In addition, it is anticipated that protecting the built and natural environment would require a reduction in pollution emissions. This is likely to help enable a reduction in carbon emissions.	
3 Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Clear note is made within the vision that the transport system would provide future resilience and this is expected to include an increase resilience to a changing climate, including reducing the risk of flooding.	
4 Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	✓	It is anticipated that a transport system that enables the protection of the natural environment would result in outcomes that provide for the protection of biodiversity.	
5 Protect and enhance sites designated internationally for nature conservation purposes	✓	It is anticipated that a transport system that enables the protection of the natural environment would result in outcomes that provide for the protection of sites designated for nature conservation purposes.	



LTP Element	Vision		
	<b>A safe and connected transport system which protects the county's unique built, natural and historic environment, making this accessible for all, supports sustainable economic growth across Wiltshire's communities and contributes to a low carbon future.</b>		
6	Protect, enhance and promote geodiversity	✓	It is anticipated that a transport system that enables the protection of the natural environment would result in outcomes that provide for the protection of features and sites designated for geodiversity.
7	Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	✓	Clear note is made within the vision that the transport system would protect the historic environment and it is anticipated this would result in outcomes that provide for the conservation of heritage assets and the wider historic environment.
8	Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✓	It is anticipated that a transport system that enables the protection of the natural and built environment would result in outcomes that provide for the protection and enhancement of character and quality of landscapes etc.
9	Protect and enhance the water environment	✓	It is anticipated that a transport system that enables the protection of the natural environment would result in outcomes that provide for the protection of the water environment.
10	Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	✓	It is anticipated that a transport system that enables the protection of the built and natural environment would result in outcomes that provide for the remediation of contamination, use of previously developed land and the conservation of soil resources.
11	Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	✓	It is anticipated that a transport system that enables the protection of the built and natural environment would result in outcomes that prudently use resources and reduce the level of waste.
12	Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Note is made within the vision that the transport system would support sustainable economic growth and that it would be accessible for all.



<b>LTP Element</b>	<b>Vision</b>		
	<b>A safe and connected transport system which protects the county's unique built, natural and historic environment, making this accessible for all, supports sustainable economic growth across Wiltshire's communities and contributes to a low carbon future.</b>		
13	Support the wider coordination of land use, energy planning and transport planning across Wiltshire	✓	A transport system that is low carbon, safe and connected will require the coordination of land use, energy planning and transport planning across the county.
14	Improve health and well-being for all citizens and reduce inequalities in health	✓	Note is made within the Vision that there is a need for the transport system to be safe and accessible to all, improving the natural and built environment and supporting economic growth. It is anticipated that interventions to achieve this objective would act to improve health and well-being for all citizens.
15	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	✓	Note is made within the Vision that there is a need for the transport system to be accessible for all.
16	Promote community safety and reduce crime and fear of crime for all citizens	✓	Clear note is made within the Vision that there is a need for a safe transport system for all.

<b>LTP Element</b>	<b>Objective 1</b>		
	<b>To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.</b>		
<b>IIA Objectives</b>	<b>Compatible?</b>	<b>Commentary</b>	
1	Protect and Improve air quality	✓	Meeting this LTP Objective will require policy measures which result in reduced GHG emissions. Increasing travel choices, improving multi-modal (including active and public transport) and digital connectivity are likely to result in lower pollution emissions and as such will help to protect and improve air quality.



LTP Element	Objective 1		
	<b>To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.</b>		
2	Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓	Meeting this LTP Objective will require policy measures which result in reduced GHG emissions. Increasing travel choices, improving multi-modal (including active and public transport) and digital connectivity are likely to result in lower pollution emissions and as such will help to reduce carbon dioxide emissions and contribute to net zero targets.
3	Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	NR	<b>Not relevant</b>
4	Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	?	Reduced emissions anticipated as a result of this LTP Objective will act to protect and reduce pressures on local vulnerable habitats and species. This objective is further anticipated to result in an increased modal shift towards active travel, public transport and reduced reliance on private transport. Consequently, pressures in respect of noise, air quality, habitat fragmentation, light among others will be reduced. It is acknowledged that this objective will seek to improve local connections and may therefore require new infrastructure which has the potential to increase pressures on biodiversity.
5	Protect and enhance sites designated internationally for nature conservation purposes	?	Reduced emissions anticipated as a result of this objective will act to protect and reduce pressures on protected sites. This LTP Objective is anticipated to result in an increased modal shift towards active travel, public transport and reduced reliance on private transport. Consequently, pressures in respect of noise, air quality, habitat fragmentation, light among others on sites designated internationally will be reduced. It is acknowledged that this objective will seek to improve local connections and may therefore require new infrastructure which has the potential to increase pressures on sites designated internationally for nature conservation.



LTP Element	Objective 1		
	<b>To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.</b>		
6	Protect, enhance and promote geodiversity	?	Whilst this LTP Objective does not concern the protection of geodiversity assets specifically, efforts to reduce dependence on the private car and improve multi-modal and digital connectivity is associated with a reduced need for new transport infrastructure and therefore is expected to reduce pressures on geodiversity. It is acknowledged that this objective will seek to improve local connections and may therefore require new infrastructure which has the potential to increase pressures on geodiversity.
7	Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	?	Whilst this LTP Objective does not concern the protection of historic assets specifically, efforts to reduce dependence on the private car and improve multi-modal and digital connectivity is associated with a reduced need for new transport infrastructure and therefore is expected to reduce pressures on heritage assets. It is acknowledged that this objective will seek to improve local connections and may therefore require new infrastructure which has the potential to increase pressures on heritage assets.
8	Protect and enhance the character and quality of landscapes, townscapes and visual amenity	?	Whilst this LTP Objective does not concern the protection of landscape specifically, efforts to reduce dependence on the private car and improve multi-modal and digital connectivity is associated with a reduced need for new transport infrastructure and therefore is expected to reduce pressures on landscape, townscape and visual amenity. Interventions in support of this objective, including new or improved active travel routes may act to improve local amenity value. It is acknowledged that this objective will seek to improve local connections and may therefore require new infrastructure which has the potential to increase pressures on landscape.
9	Protect and enhance the water environment	?	Whilst this LTP Objective does not concern the protection of geodiversity assets specifically, efforts to reduce dependence on the private car and improve multi-modal and digital connectivity is associated with a reduced need for new transport infrastructure and therefore is expected to reduce pressures on the water environment. It is acknowledged that this objective will seek to improve local connections and may therefore require new infrastructure which has the potential to increase pressures on the water environment.



LTP Element	Objective 1		
	<b>To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.</b>		
10	Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	?	It is acknowledged that this objective will seek to improve local connections and may therefore require new infrastructure. There is therefore a potential to support this ISA objective to remediate contaminated land, facilitate the re-use of previously developed land and conserve soil and agricultural resources.
11	Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	✓	Interventions in support of this objective will include encouraging a modal shift away from vehicles powered by hydrocarbons. This will reduce pressures on finite natural resources.
12	Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Improvements in digital connectivity within and beyond rural settlements will act to promote economic growth in these areas and may facilitate job creation.
13	Support the wider coordination of land use, energy planning and transport planning across Wiltshire	✓	Encouraging active travel as part of an improved multi-modal offering will require coordination of various sectors across the LTP.
14	Improve health and well-being for all citizens and reduce inequalities in health	✓	Encouraging active travel as part of an improved multi-modal offering will help to improve health and well-being by facilitating physical activity including active travel modes. Tackling social isolation is anticipated to reduce inequalities in health. It is acknowledged that poorer and rural communities are disproportionately affected by social isolation. The Logic map for Objective 6 includes measures such as 'quality and convenient public transport'. Inequalities in health could be lessened as a result of this intervention, particularly for those that rely on public transport to and from health facilities and public amenities.
15	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	✓	By improving multi modal and digital connectivity within and beyond rural settlements greater equality of opportunity for all citizens is anticipated. Interventions that aim to increase travel choices are consequently expected to open up opportunities for those without access to private cars, further contributing to equality of opportunity. Tackling social isolation is anticipated to promote greater equality of opportunity. It is acknowledged that poorer and rural communities are disproportionately affected by social isolation. The



<b>LTP Element</b>	<b>Objective 1</b>		
	<b>To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.</b>		
			Logic map for Objective 6 includes measures such as 'quality and convenient public transport'. This intervention may improve access to opportunities for those vulnerable groups, with the outcome of achieving a fairer society.
16	Promote community safety and reduce crime and fear of crime for all citizens	✓	Tackling social isolation and improving multi-modal connectivity across the whole county are expected to include considerations of community safety.

<b>LTP Element</b>	<b>Objective 2</b>		
	<b>To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.</b>		
<b>IIA Objectives</b>		<b>Compatible?</b>	<b>Commentary</b>
1	Protect and Improve air quality	✓	While the objective does not, the logic map for Objective 2 makes reference to the promotion of active travel options and improved alternatives to private car journeys. This would have consequent benefits on air quality.
2	Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓	While the objective does not, the logic map for Objective 2 makes reference to the promotion of active travel options and improved alternatives to private car journeys. This would have consequent benefits on reducing CO2 emissions.
3	Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Providing a safe transport network will require consideration of climate change and the resilience afforded to new interventions.
4	Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	✓	Through encouragement of active travel options, this objective may contribute to the protection of habitats, sites and species by reducing air quality and other pressures that derive from vehicular movements.





LTP Element	Objective 2	
	<b>To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.</b>	
5	Protect and enhance sites designated internationally for nature conservation purposes	<p>✓</p> <p>By promoting more equal and inclusive access to opportunities, it is anticipated that interventions supporting active travel and public transport would be encouraged. This would promote access to opportunities for those without cars for example. In doing so, this objective may contribute to the protection of internationally designated sites by reducing air quality and other pressures that derive from private vehicular movements.</p>
6	Protect, enhance and promote geodiversity	<p>✓</p> <p>Reducing the need to travel and decreasing the number of journeys made in private cars through this objective is anticipated to reduce congestion and may in turn reduce the need for new roads. This would help to protect and geodiversity.</p>
7	Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	<p>✓</p> <p>While the objective does not, the logic map for Objective 2 makes reference to the promotion of active travel options and improved alternatives to private car journeys. In doing so this objective is anticipated to reduce congestion and may in turn reduce the need for new roads. This would help to protect the historic environment.</p>
8	Protect and enhance the character and quality of landscapes, townscapes and visual amenity	<p>✓</p> <p>While the objective does not, the logic map for Objective 2 makes reference to the promotion of active travel options and improved alternatives to private car journeys. In doing so this objective is anticipated to reduce congestion and may in turn reduce the need for new roads. This would help to protect and enhance landscapes and visual amenity.</p>
9	Protect and enhance the water environment	<p>✓</p> <p>While the objective does not, the logic map for Objective 2 makes reference to the promotion of active travel options and improved alternatives to private car journeys. This will reduce the reliance on vehicles powered by hydrocarbons and therefore reduce the potential for accidental spillage of hydrocarbons. There will also be less wear and tear on brakes and tyres and as such reduce the generation of polluted runoff to watercourses.</p>
10	Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	<p>✓</p> <p>Decreasing the number of journeys made in private cars through promotion of active travel and public transport is anticipated to reduce congestion and may in turn reduce the need for new roads. This may help to conserve soil resources.</p>



LTP Element	Objective 2		
	<b>To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.</b>		
11	Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	✓	By promoting more equal and inclusive access to opportunities, it is anticipated that interventions supporting active travel and public transport would be encouraged. Therefore, the LTP objective encourages a move away from vehicles powered by hydrocarbons. This will reduce pressures on finite natural resources including hydrocarbons.
12	Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Promoting more equal and inclusive access to opportunities is anticipated to promote economic growth and improve access and connectivity to jobs and skills.
13	Support the wider coordination of land use, energy planning and transport planning across Wiltshire	✓	Interventions associated with this objective are expected to require coordination of various sectors across the LTP area in order to achieve more equal and inclusive access to opportunities for all residents, improve quality of life and health and wellbeing.
14	Improve health and well-being for all citizens and reduce inequalities in health	✓	By promoting more equal and inclusive access to opportunities, it is anticipated that interventions supporting active travel would be encouraged. It is anticipated that measures to include promotion of active modes such as active travel modes will help to improve health and wellbeing. Such measures are also likely to result in lower pollution emissions and as such will help to protect health, particularly in areas adjacent major roads - these areas are frequently relatively more deprived and as such improvements in health outcomes in such areas could help reduce inequalities in health.
15	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	✓	Clear reference is made to the promotion of more equal and inclusive access to opportunities for all residents.
16	Promote community safety and reduce crime and fear of crime for all citizens	✓	The provision of a safe transport network is expected to include considerations around community safety and reduced crime and fear of crime.



LTP Element	Objective 3		
	To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.		
IIA Objectives	Compatible?	Commentary	
1	Protect and Improve air quality	✓	It is anticipated that interventions to achieve this objective would include promotion of more sustainable and active modes such as public transport, and active travel modes. Such measures are also likely to result in lower pollution emissions and as such will help to protect and improve air quality.
2	Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓	It is anticipated that interventions to achieve this objective would include promotion of more sustainable and active modes such as public transport, and active travel modes. Such measures are also likely to result in lower pollution emissions and as such will help to reduce carbon dioxide emissions and contribute to meeting net zero carbon targets.
3	Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	In order to achieve a reliable transport network it is considered that the effects of a changing climate, including flood risk, would need to be appropriately considered.
4	Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	?	A reliable and efficient transport network may include interventions that act to reduce pressures on the road network including reducing the need to travel. By doing so the need for new or intensified transport links may be reduced and consequent pressures in respect of noise, air quality, habitat fragmentation, light among others would be reduced. It is however recognised that this objective may involve new infrastructure which has the potential to increase pressures on biodiversity.
5	Protect and enhance sites designated internationally for nature conservation purposes	?	A reliable and efficient transport network may include interventions that act to reduce pressures on the road network including reducing the need to travel. By doing so the need for new or intensified transport links may be reduced and consequent pressures in respect of noise, air quality, habitat fragmentation, light among others would be reduced. It is however recognised that this objective may involve new infrastructure which has the potential to increase pressures on sites designated internationally for nature conservation purposes.



LTP Element	Objective 3		
	<b>To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.</b>		
6	Protect, enhance and promote geodiversity	?	A reliable and efficient transport network may include interventions that act to reduce pressures on the road network including reducing the need to travel. By doing so the need for new or intensified transport links may be reduced and consequent pressures in respect of noise, air quality, habitat fragmentation, light among others would be reduced. It is however recognised that this objective may involve new infrastructure which has the potential to increase pressures on geodiversity.
7	Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	?	A reliable and efficient transport network may include interventions that act to reduce pressures on the road network including reducing the need to travel. By doing so the need for new or intensified transport links may be reduced and consequent pressures heritage assets would be reduced. It is however recognised that this objective may involve new infrastructure which has the potential to increase pressures on heritage assets.
8	Protect and enhance the character and quality of landscapes, townscapes and visual amenity	?	A reliable and efficient transport network may include interventions that act to reduce pressures on the road network including reducing the need to travel. By doing so the need for new or intensified transport links may be reduced and consequent pressures landscape would be reduced. It is however recognised that this objective may involve new infrastructure which has the potential to increase pressures on the landscape quality and character.
9	Protect and enhance the water environment	?	A reliable and efficient transport network may include interventions that act to reduce pressures on the road network including reducing the need to travel. By doing so the need for new or intensified transport links may be reduced and the potential for accidental spillage of hydrocarbons reduced. There will also be less wear and tear on brakes and tyres and as such reduce the generation of polluted runoff to watercourses. It is however recognised that this objective may involve new infrastructure which has the potential to increase pressures on the water environment.
10	Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	NR	<b>Not relevant</b>



LTP Element	Objective 3		
	<b>To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.</b>		
11	Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	NR	Not relevant
12	Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	This objective makes clear reference to the promotion of sustainable economic growth through the provision of a reliable and efficient transport system.
13	Support the wider coordination of land use, energy planning and transport planning across Wiltshire	✓	It is anticipated that interventions aiming to achieve a reliable and efficient transport network which maximises sustainable economic growth opportunities will require coordination of various sectors across the LTP area.
14	Improve health and well-being for all citizens and reduce inequalities in health	✓	The provision of a reliable and efficient transport network which maximises sustainable economic growth opportunities may result in reduced inequalities in health, particularly for those that rely on public transport to and from health facilities and public amenities.
15	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	✓	The provision of a reliable and efficient transport network which maximises sustainable economic growth opportunities may result in greater equality of opportunity for all citizens.
16	Promote community safety and reduce crime and fear of crime for all citizens	✓	It is anticipated that interventions aiming to achieve a reliable transport network would include measures to improve community safety and reduce crime and fear of crime.

LTP Element	Objective 4		
	<b>To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.</b>		
IIA Objectives	Compatible?	Commentary	



LTP Element	Objective 4		
	<b>To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.</b>		
1	Protect and Improve air quality	✓	It is envisaged that interventions supporting this objective would need to be sensitive and resilient to technological, environmental and societal changes including climate change. As such measures would be expected to include those that reduce reliance on fossil fuels, encourage a modal shift towards low emission/zero emission vehicles and active transport for example. Consequent benefits on air quality would therefore be expected.
2	Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓	It is envisaged that interventions supporting this objective would need to be sensitive and resilient to technological, environmental and societal changes including climate change. As such measures would be expected to include those that reduce reliance on fossil fuels, encourage a modal shift towards low emission/zero emission vehicles and active transport for example. Consequent benefits in respect of carbon dioxide emissions would therefore be expected.
3	Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	It is envisaged that interventions supporting the objectives goal to ensure that Wiltshire has a resilient transport network that is prepared for environmental changes would by its nature include the challenges brought by climate change.
4	Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	?	It is envisaged that interventions supporting this objective would need to be sensitive and resilient to technological, environmental and societal changes including climate change. As such measures would be expected to include those that reduce reliance on fossil fuels and encourage a modal shift towards low emission/zero emission vehicles and active transport. The logic map for Objective 5 includes improved infrastructure for sustainable travel. These measures would reduce pressures on biodiversity. It is however recognised that this objective may involve new infrastructure which has the potential to increase pressures on biodiversity.
5	Protect and enhance sites designated internationally for nature conservation purposes	?	It is envisaged that interventions supporting this objective would need to be sensitive and resilient to technological, environmental and societal changes including climate change. As such measures would be expected to include those that reduce reliance on fossil fuels and encourage a modal shift towards low emission/zero emission vehicles and active transport. The logic map for Objective 5 includes improved infrastructure for sustainable travel. These measures would reduce pressures on biodiversity including internationally designated sites. It is however recognised that this objective may involve new infrastructure which has the potential to increase pressures on internationally designated sites.



LTP Element	Objective 4		
	<b>To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.</b>		
6	Protect, enhance and promote geodiversity	?	A resilient transport network should include interventions that are resilient to technological, environmental and societal changes including climate change. As such measures would be expected to include those that reduce reliance on fossil fuels and encourage a modal shift towards low emission/zero emission vehicles and active transport. The logic map for Objective 5 includes improved infrastructure for sustainable travel. These measures would reduce pressures on geodiversity. It is however recognised that this objective may involve new infrastructure which has the potential to increase pressures on geodiversity.
7	Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	?	It is envisaged that interventions supporting this objective would need to be sensitive and resilient to technological, environmental and societal changes including climate change. As such measures would be expected to include those that reduce reliance on fossil fuels and encourage a modal shift towards low emission/zero emission vehicles and active transport. The logic map for Objective 5 includes improved infrastructure for sustainable travel. These measures would reduce pressures on heritage assets. It is however recognised that this objective may involve new infrastructure which has the potential to increase pressures on heritage assets.
8	Protect and enhance the character and quality of landscapes, townscapes and visual amenity	?	It is envisaged that interventions supporting this objective would need to be sensitive and resilient to technological, environmental and societal changes including climate change. As such measures would be expected to include those that reduce reliance on fossil fuels and encourage a modal shift towards low emission/zero emission vehicles and active transport. The logic map for Objective 5 includes improved infrastructure for sustainable travel. These measures would reduce pressures on landscapes. It is however recognised that this objective may involve new infrastructure which has the potential to increase pressures on the character and quality of landscapes.
9	Protect and enhance the water environment	?	It is envisaged that interventions supporting this objective would need to be sensitive and resilient to technological, environmental and societal changes including climate change. As such measures would be expected to include those that reduce reliance on fossil fuels and encourage a modal shift towards low emission/zero emission vehicles and active transport. The logic map for Objective 5 includes improved infrastructure for sustainable travel. These measures would reduce pressures on the water environment. It is however



LTP Element	Objective 4		
	<b>To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.</b>		
			recognised that this objective may involve new infrastructure which has the potential to increase pressures on the water environment.
10	Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	?	It is acknowledged that this objective will seek to improve infrastructure for sustainable travel and may therefore require new infrastructure. There is therefore a potential to support this ISA objective to remediate contaminated land, facilitate the re-use of previously developed land and conserve soil and agricultural resources.
11	Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	✓	It is envisaged that interventions supporting this objective would be expected to include those that reduce reliance on fossil fuels, encourage a modal shift towards low emission/zero emission vehicles and active transport for example. This would have the effect of reducing consumption of finite natural resources including hydrocarbons.
12	Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	It is anticipated that this objective would help to promote economic growth and job creation through improved accessibility. The logic map for Objective 5 refers to improved multi-modal connectivity between key destinations across Wiltshire. Interventions that are prepared for technological, environmental and societal changes would be able to positively respond to the needs of future generations.
13	Support the wider coordination of land use, energy planning and transport planning across Wiltshire	✓	Enabling this LTP Objective is expected to require coordination of various sectors across the LTP area.
14	Improve health and well-being for all citizens and reduce inequalities in health	✓	It is anticipated that this objective would help to promote health and well-being through improved accessibility. The logic map for Objective 5 refers to improved multi-modal connectivity between key destinations across Wiltshire. Interventions that are prepared for technological, environmental and societal changes would be able to positively respond to the needs of future generations.





<b>LTP Element</b>	<b>Objective 4</b>		
	<b>To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.</b>		
15	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	✓	It is anticipated that this objective would help to promote greater equality of opportunity through improved accessibility. The logic map for Objective 5 refers to improved multi-modal connectivity between key destinations across Wiltshire. Interventions that are prepared for technological, environmental and societal changes would be able to positively respond to the needs of those vulnerable groups with the outcome of achieving a fairer society.
16	Promote community safety and reduce crime and fear of crime for all citizens	✓	Through the provision of a resilient transport network, this objective is expected to improve accessibility and connectivity. The logic map for Objective 5 refers to improved multi-modal connectivity between key destinations across Wiltshire. These measures will promote community safety.

<b>LTP Element</b>	<b>Objective 5</b>		
	<b>To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by 2030, and leading the county towards net zero.</b>		
<b>IIA Objectives</b>		<b>Compatible?</b>	<b>Commentary</b>
1	Protect and Improve air quality	✓	Meeting this LTP Objective will require policy measures which result in reduced carbon emissions. It is anticipated that such measures would include reducing the need to travel, reduction in vehicle kilometres, promotion of more sustainable and active modes such as public transport, and active travel modes. Such measures are also likely to result in lower pollution emissions and as such will help to protect and improve air quality.
2	Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓	Meeting this LTP Objective will require policy measures which result in reduced GHG emissions. It is anticipated that such measures would include reducing the need to travel, reduction in vehicle kilometres, promotion of more sustainable and active modes such as public transport, and active travel modes. Such measures are also likely to result in lower



LTP Element	Objective 5	
	<b>To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by 2030, and leading the county towards net zero.</b>	
		pollution emissions and as such will help to reduce CO2 emissions from transport and contribute to meeting net zero carbon targets.
3	Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	Interventions that aim to reduce the total carbon emissions through transport will reduce pollution that contributes to climate change. In doing so reduced risk (frequency and severity) of flooding is anticipated.
4	Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	Reduced emissions anticipated as a result of this LTP Objective will act to protect and reduce pressures on local vulnerable habitats and species. This objective is further anticipated to result in an increased modal shift towards active travel, public transport and reduced reliance on private transport. Consequently, pressures in respect of noise, air quality, habitat fragmentation, light among others will be reduced.
5	Protect and enhance sites designated internationally for nature conservation purposes	Reduced emissions anticipated as a result of this objective will act to protect and reduce pressures on protected sites. This LPT Objective is anticipated to result in an increased modal shift towards active travel, public transport and reduced reliance on private transport. Consequently, pressures in respect of noise, air quality, habitat fragmentation, light among others on sites designated internationally will be reduced.
6	Protect, enhance and promote geodiversity	Whilst this LTP Objective does not concern the protection of geodiversity assets specifically, efforts to reduce greenhouse gas emissions and in turn the magnitude of climate change, will reduce the frequency and severity of extreme weather that contribute to coastal erosion and flash flooding. Reducing the frequency and severity of these events will therefore act to protect geodiversity.



LTP Element	Objective 5		
	<b>To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by 2030, and leading the county towards net zero.</b>		
7	Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	✓	Whilst this LTP Objective does not concern the protection of heritage assets specifically, efforts to reduce carbon emissions and in turn the magnitude of climate change will reduce the frequency and severity of extreme weather that contribute to deterioration or destruction of heritage assets. Reducing the frequency and severity of these events will therefore act to protect heritage assets. Reduced air pollution locally will also reduce acid rain related deterioration to historical buildings, structures and monuments.
8	Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✓	Reducing the need to travel and decreasing the number of journeys made in private cars and encouraging a modal shift to active travel through this objective is anticipated to reduce congestion and may in turn reduce the need for new roads. This would reduce pressures on landscapes and visual amenity.
9	Protect and enhance the water environment	✓	Meeting this LTP Objective will result in a greater emphasis on reducing traffic, reducing vehicle kilometres and more sustainable and active modes. This will reduce the reliance on vehicles powered by hydrocarbons and therefore reduce the potential for accidental spillage of hydrocarbons. There will also be less wear and tear on brakes and tyres and as such reduce the generation of polluted runoff to watercourses.
10	Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	✓	Reducing the need to travel and decreasing the number of journeys made in private cars and encouraging a modal shift towards active and public transport through this objective is anticipated to reduce congestion and may in turn reduce the need for new roads. This may help to conserve soil resources.
11	Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	✓	The LTP Objective aims to reduce greenhouse gas emissions in the transport sector and it is anticipated that likely interventions to achieve this will include modal shift away from vehicles powered by hydrocarbons and towards zero or ultra low carbon vehicles . This will reduce pressures on finite natural resources including hydrocarbons.
12	Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	NR	<b>Not relevant</b>



<b>LTP Element</b>	<b>Objective 5</b>		
	<b>To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by 2030, and leading the county towards net zero.</b>		
13	Support the wider coordination of land use, energy planning and transport planning across Wiltshire	✓	Enabling this LTP Objective is expected to include maximum uptake of energy efficient and zero or ultra low carbon vehicles and waterborne transport. Provision of associated infrastructure such as charging facilities is expected to require coordination of various sectors across the LTP area.
14	Improve health and well-being for all citizens and reduce inequalities in health	✓	Meeting this LTP Objective will require measures which result in reduced GHG emissions. It is anticipated that such measures would include promotion of more sustainable and active modes such as walking and cycling, which will help to improve health and wellbeing. Such measures are also likely to result in lower pollution emissions and as such will help to protect health, particularly in areas adjacent major roads - these areas are frequently relatively more deprived and as such improvements in health outcomes in such areas could help reduce inequalities in health.
15	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	NR	<b>Not relevant</b>
16	Promote community safety and reduce crime and fear of crime for all citizens	NR	<b>Not relevant</b>

<b>LTP Element</b>	<b>Objective 6</b>		
	<b>To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.</b>		
<b>IIA Objectives</b>	<b>Compatible?</b>	<b>Commentary</b>	
1	Protect and Improve air quality	✓	Clear reference is made to the protection and enhancement of the natural and built environment. It is expected that interventions aiming to achieve this objective would then protect and improve air quality.



LTP Element	Objective 6		
	<b>To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.</b>		
2	Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓	Clear reference is made to the protection and enhancement of the natural and built environment. It is expected that interventions aiming to achieve this objective would then protect and improve air quality and encourage a modal shift towards active travel and low emission vehicles for example with subsequent benefits on carbon dioxide emissions.
3	Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Protecting and enhancing the natural and built environment is anticipated to include measures to reduce the risk of flooding and coastal erosion as these are a major risk to the transport network due to extreme weather events.
4	Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	✓	Clear reference is made to the protection and enhancement of the natural and built environment.
5	Protect and enhance sites designated internationally for nature conservation purposes	✓	Clear reference is made to the protection and enhancement of the natural and built environment. It is expected that this would include sites designated internationally for nature conservation purposes.
6	Protect, enhance and promote geodiversity	✓	Clear reference is made to the protection and enhancement of the natural and built environment and it is expected that this would include geodiversity.
7	Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	✓	Clear reference is made to the protection and enhancement of the natural and built environment including specific reference to historic towns and settlements.
8	Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✓	Clear reference is made to the protection and enhancement of the natural and built environment including specific reference to the three AONBs and National Park.
9	Protect and enhance the water environment	✓	Clear reference is made to the protection and enhancement of the natural and built environment and it is expected that this would include the water environment.



LTP Element	Objective 6		
	<b>To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.</b>		
10	Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	✓	Clear reference is made to the protection and enhancement of the natural and built environment and it is expected that this would include measures to remediate contaminated land.
11	Promote prudent use of finite natural resources from primary sources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	✓	Clear reference is made to the protection and enhancement of the natural and built environment and it is expected that this would include measures to promote prudent use of finite natural resources and reduce waste through the use of alternative, secondary and recycled materials.
12	Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Clear reference is made to the enhancement of the natural and built environment. Enhancement of the three AONBs, National Park and historic towns may encourage tourism and investment in the area. For example, a pleasant area to live makes it easier to attract staff, particularly senior staff. The logic map for Objective 4 refers to enhanced infrastructure for active travel and improved land use planning to make best use of public and shared transport provision, improving access and connectivity to jobs and skills.
13	Support the wider coordination of land use, energy planning and transport planning across Wiltshire	✓	Enabling this LTP Objective is expected to require coordination of various sectors across the LTP area include stakeholders representing the AONBs and community groups within historic towns and settlements.
14	Improve health and well-being for all citizens and reduce inequalities in health	✓	Improvements in the natural and built environment can be linked with increased health and well-being benefits. It is considered that enhancements in the transport network would act to increase accessibility, promote engagement with the outdoors, promote outdoor recreation and physical activity including, for example hill walking on the referenced AONBs.
15	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	NR	<b>Not relevant</b>

LTP Element	Objective 6		
	To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park and our historic towns and settlements.		
16	Promote community safety and reduce crime and fear of crime for all citizens	✓	Protection and enhancement of the built and natural environment through transport interventions is expected to include measures, such as the rebalanced use of local streets to favour people rather than vehicles, to help promote community safety.



# Appendix C. Review of Plans, Policies and Legislation

**Note:** It is the purpose of this review of Plans, Policy and Legislation to demonstrate the context of the LTP and associated ISA and to show how these are broadly influenced in setting Objectives for both. However, the following review of Plans, Policies and Legislation is not to be considered an exhaustive list and elements may have been superseded. Note in particular that while the United Kingdom has left the European Union, EU Directives are still important to note as they form the basis for a range of existing UK legislation and policy approaches.





Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
<b>INTERNATIONAL / EUROPEAN</b>		
Glasgow Climate Pact (2021)	The agreements reached at the COP26 through the Glasgow Climate Pact include reducing coal emissions by 40% as well as a pledge to phase out fossil fuel subsidies. While no firm dates were set for these goals, the pact also included the goals of ending deforestation and cutting 30% of methane emissions by 2030.	Climatic Factors
UN Framework Convention on Climate Change (UNFCCC) 1992, Kyoto Protocol to the UN Framework on Climate Change (1997), Paris Agreement (2015).	A series of international agreements setting targets and legally binding agreements for industrialised countries to cut their greenhouse gas emissions, signed by 194 states in 1992. The Kyoto Protocol, which was signed in 1997 and ran from 2005 to 2020, was the first implementation of measures under the UNFCCC. The Kyoto Protocol was superseded by the Paris Agreement, which entered into force in 2016.	Climatic Factors
Convention on Biological Diversity 2010	Sets out a conservation plan to protect global biodiversity, and an international treaty to establish a fair and equitable system to enable nations to co-operate in accessing and sharing the benefits of genetic resources. The new global vision is “By 2050, biodiversity is valued, conserved, restored and wisely used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential to all people”.	Biodiversity
Commitments arising from the World Summit on Sustainable Development, Johannesburg (2002)	The 2002 World Summit on Sustainable Development in Johannesburg adopted a Political Declaration and Implementation Plan which included provisions covering a set of activities and measures to be taken in order to achieve development that takes into account respect for the environment.	Biodiversity
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	The principal aims of the Convention are to ensure conservation and protection of wild plant and animal species and their natural habitats (listed in Appendices I and II of the Convention), to increase cooperation between contracting parties, and to regulate the exploitation of those species (including migratory species) listed in Appendix 3. To this end the Convention imposes legal obligations on contracting parties, protecting over 500 wild plant species and more than 1000 wild animal species.	Biodiversity
Ramsar Convention - The Convention on Wetlands of International Importance (1971)	The Convention covers all aspects of wetland conservation and wise use. The Convention has three main 'pillars' of activity: the designation of wetlands of international importance as Ramsar sites; the promotion of the wise-use of all wetlands in the territory of each country; and international co-operation with other countries to further the wise-use of wetlands and their resources	Biodiversity
Bonn Convention on the Conservation of Migratory	Contracting Parties work together to conserve migratory species and their habitats by providing strict protection for endangered migratory species (listed in Appendix 1 of the Convention), concluding multilateral Agreements for the	Biodiversity



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Species of Wild Animals (1983)	conservation and management of migratory species which require or would benefit from international cooperation (listed in Appendix 2), and by undertaking cooperative research activities.	
A European Green Deal	<ul style="list-style-type: none"> <li>• This deal will transform the EU into a modern, resource-efficient and competitive economy, ensuring no net emissions of greenhouse gases by 2050, economic growth decoupled from resource use and no person and no place is left behind. A set of proposals have been proposed by the European Commission to make the EU's climate, energy, transport and taxation policies fit for reducing net greenhouse gas emissions by at least 55% by 2030, compared to 1990 levels. Important topics addressed by this deal include: <ul style="list-style-type: none"> <li>• Transforming our economy and societies <ul style="list-style-type: none"> <li>This will; <ul style="list-style-type: none"> <li>○ Reduce emissions</li> <li>○ Create jobs and growth</li> <li>○ Address energy poverty</li> <li>○ Reduce external energy dependency</li> <li>○ Improve our health and wellbeing</li> </ul> </li> </ul> </li> <li>• Making transport sustainable for all <ul style="list-style-type: none"> <li>The EC proposes more ambitious targets for reducing CO2 emissions of new cars and vans: <ul style="list-style-type: none"> <li>○ 50% reduction of emissions by vans by 2030</li> <li>○ 0 emissions from new cars by 2035</li> </ul> </li> </ul> </li> </ul> </li> </ul>	Biodiversity
EU Biodiversity Strategy for 2030	<p>This strategy is a comprehensive long-term plan to protect nature and reverse degradation of ecosystems. The strategy aims to put Europe's biodiversity on a path to recovery by 2030. AS a core part of the European Green Deal, it will also support green recovery following the Covid-19 pandemic. Specific commitments and actions to be delivered by 2030 include:</p> <ul style="list-style-type: none"> <li>• Establishing a larger EU-wide network of protected areas on land and at sea</li> <li>• Launching an EU nature restoration plan</li> <li>• Introducing measures to enable the necessary transformative change</li> <li>• Introducing measures to tackle the global biodiversity challenge</li> </ul>	Biodiversity
Habitats Directive (92/43/EEC)	Aims to protect wild plants, animals and habitats. Directive created a network of protected areas called Natura 2000 sites, including Special Areas of Conservation (SACs) – supporting rare, endangered or vulnerable natural habitats, plants and animals (other than birds), and Special Protection Areas (SPAs) – supporting significant numbers of wild birds and their habitats.	Biodiversity



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Birds Directive (2009/147/EC)	Europe is home to more than 500 wild bird species. But at least 32 % of the EU's bird species are currently not in a good conservation status. The Birds Directive aims to protect all of the 500 wild bird species naturally occurring in the European Union. Habitat loss and degradation are the most serious threats to the conservation of wild birds. The Directive therefore places great emphasis on the protection of habitats for endangered and migratory species. It establishes a network of Special Protection Areas (SPAs) including all the most suitable territories for these species. Since 1994, all SPAs are included in the Natura 2000 ecological network, set up under the Habitats Directive 92/43/EEC.	Biodiversity
Water Framework Directive (2000/60/EC)	Looks at the ecological health of surface water bodies as well as traditional chemical standards. In particular it will help deal with, amongst others diffuse pollution, habitat, ecology, hydromorphology, barriers to fish movement, water quality, flow and sediment. Successful implementation will help to protect all elements of the water cycle and enhance the quality of our groundwater, rivers, lakes, estuaries and seas.	Water
Groundwater Directive (2006/118/EC)	Establishes a regime which sets underground water quality standards and introduces measures to prevent or limit inputs of pollutants into groundwater. Establishes quality criteria taking account of local characteristics. Member States have to establish standards at the most appropriate level and take into account local or regional conditions. It requires groundwater quality standards to be established by the end of 2008; pollution trend studies to be carried out by using existing data and mandatory WFD data; pollution trends to be reversed so that environmental objectives are achieved by 2015; measures to prevent or limit inputs of pollutants into groundwater; reviews of technical provisions of the directive to be carried out in 2013 and every six years thereafter; compliance with good chemical status criteria. This directive was replaced by the WFD at the end of 2013.	Water
Air Quality Directive (2008/50/EC)	<p>Merges most existing air quality legislation into a single directive that sets standards and target dates for reducing concentrations of fine particles, which together with coarser particles known as PM10 already subject to legislation, are among the most dangerous pollutants for human health. Under the directive Member States are required to reduce exposure to PM2.5 in urban areas by an average of 20% by 2020 based on 2010 levels. It obliges them to bring exposure levels below 20 micrograms/m<sup>3</sup> by 2015 in these areas.</p> <p>Throughout their territory Member States will need to respect the PM2.5 limit value set at 25 micrograms/m<sup>3</sup>.</p> <p>As of the 26<sup>th</sup> October 2022, the Commission has proposed to revise the Ambient Air Quality Directives as part of the European Green Deal to align the air quality standard more closely with the recommendations of the World Health Organisation.</p>	Air
Ambient Air Quality and Cleaner Air for Europe Directive (2008/50/EC)	<p>This Directive includes the following key elements:</p> <ul style="list-style-type: none"> <li>▪ The merging of most of existing legislation into a single directive (except for the fourth daughter directive) with no change to existing air quality objectives*</li> <li>▪ New air quality objectives for PM2.5 (fine particles) including the limit value and exposure related objectives – exposure concentration obligation and exposure reduction target</li> </ul>	Air

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> <li>▪ The possibility to discount natural sources of pollution when assessing compliance against limit values</li> <li>▪ The possibility for time extensions of three years (PM10) or up to five years (NO2, benzene) for complying with limit values, based on conditions and the assessment by the European Commission.</li> <li>• As of the 26<sup>th</sup> October 2022, the Commission has proposed to revise the Ambient Air Quality Directives as part of the European Green Deal to align the air quality standard more closely with the recommendations of the World Health Organisation.</li> </ul>	
Clean Air Programme for Europe 2013	<p>This programme contains measures to ensure that existing targets are met in the short term, and new air quality objectives for the period up to 2030. The package also includes support measures to help cut air pollution, with a focus on improving air quality in cities, supporting research and innovation, and promoting international cooperation. By 2030, and compared to business as usual, the clean air policy package is estimated to:</p> <ul style="list-style-type: none"> <li>▪ avoid 58 000 premature deaths across Europe,</li> <li>▪ save 123 000 km<sup>2</sup> of ecosystems from nitrogen pollution (more than half the area of Romania),</li> <li>▪ save 56 000 km<sup>2</sup> protected Natura 2000 areas (more than the entire area of Croatia) from nitrogen pollution,</li> <li>▪ save 19 000 km<sup>2</sup> forest ecosystems from acidification.</li> </ul>	Air
EU Thematic Strategy on Air Quality (2005)	<p>This thematic strategy on air pollution establishes interim objectives for air pollution in the EU and proposes appropriate measures for achieving them. It recommended that legislation be modernised, be better focused on the most serious pollutants and that more is done to integrate environmental concerns into other policies and programmes.</p>	Air
National Emissions Ceilings Directive (2016/2284/EU)	<ul style="list-style-type: none"> <li>▪ This directive sets 2020 and 2030 emissions reduction commitments for sulphur dioxide, nitrogen oxides, non-methane volatile organic compounds, ammonia and fine particulate matter. It requires that national air pollution control programmes be drawn up, adopted and implemented and that emissions of those pollutants and the other pollutants referred to in Annex I, as well as their impacts, be monitored and reported. It also ensures that the emissions ceilings for 2010 set in the earlier directive remain applicable for Member States until the end of 2019.</li> </ul>	Air
eighth EU Environmental Action Plan to 2030 (2022)	<p>This action plan will be guiding European environment policy until 2030. In order to give more long-term direction it sets out a vision beyond that, of where it wants the Union to be by 2050:</p> <p>"In 2050, we live well, within the planet's ecological limits. Our prosperity and healthy environment stem from an innovative, circular economy where nothing is wasted and where natural resources are managed sustainably, and biodiversity is protected, valued and restored in ways that enhance our society's resilience. Our low-carbon growth has long been decoupled from resource use, setting the pace for a safe and sustainable global society."</p> <p>It identifies six priority objectives:</p> <ul style="list-style-type: none"> <li>▪ achieving the 2030 greenhouse gas emission reduction target and climate neutrality by 2050,</li> <li>▪ enhancing adaptive capacity, strengthening resilience and reducing vulnerability to climate change,</li> </ul>	Cross-cutting



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> <li>▪ advancing towards a regenerative growth model, decoupling economic growth from resource use and environmental degradation, and accelerating the transition to a circular economy,</li> <li>▪ pursuing a zero-pollution ambition, including for air, water and soil and protecting the health and well-being of Europeans,</li> <li>▪ protecting, preserving and restoring biodiversity, and enhancing natural capital,</li> <li>▪ reducing environmental and climate pressures related to production and consumption (particularly in the areas of energy, industry, buildings and infrastructure, mobility, tourism, international trade and food system).</li> </ul> <p>Other key aspects include the need for full integration of environmental requirements and considerations into other policies and to make EU cities more sustainable.</p>	
Renewable Energy Directive (EU/2023/2413)	The Renewable Energy Directive is the legal framework for the development of clean energy across all sectors of the EU economy, supporting cooperation between EU countries towards this goal. The directive sets an overall renewable energy target of at least 42.5% binding at EU level by 2030, but aiming for 45%. There will be an 18-month period to transpose most of the directive's provisions into national law, with a shorter deadline of July 2024 for some provisions related to permitting for renewables.	Climatic Factors
Energy Efficiency Directive (EU/2023/1791)	The 2023 Energy Efficiency Directive establishes 'energy efficiency first' as a fundamental principle of EU energy policy, meaning energy efficiency must be considered by EU countries in all relevant policy and major investment decisions taken in the relevant sectors. It is key for the EU to comply with the commitment of the Global Pledge to double the global rate of energy efficiency improvements from about 2% to over 4% by 2030. The directive follows a proposal for a recast directive on energy efficiency put forward by the Commission in July 2021, as part of the EU Green Deal package. The 2021 proposal presented by the Commission in May 2022 aims to decrease the EU's dependency on fossil fuel imports from Russia.	Climatic Factors
EU Strategy on Adaptation to Climate Change (2021)	The EU strategy on adaptation to climate change aims at making Europe more climate-resilient. Taking a coherent approach by complementing the activities of Member States, it supports action by promoting greater coordination and information-sharing and by ensuring that adaptation considerations are addressed in all relevant EU policies.	Climatic Factors
Road map to a Single European Transport Area 2011	<p>The European Commission adopted a roadmap of 40 concrete initiatives to build a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. At the same time, the proposals aimed to dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050.</p> <p>By 2050, key goals will include:</p> <ul style="list-style-type: none"> <li>No more conventionally fuelled cars in cities.</li> <li>40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions.</li> <li>A 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport.</li> </ul> <p>All of which will contribute to a 60% cut in transport emissions by the middle of the century.</p>	Climatic Factors



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Directive on the Assessment and Management of Flood Risks (2007/60/EC)	Concerns the assessment and management of flood risk and requires Member States to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk. Also reinforces the rights of the public to access this information and to have a say in the planning process.	Water
Blueprint to Safeguard Europe's Water Resources (2021)	The Blueprint aims to tackle the obstacles which deter action to safeguard Europe's water resources, based on extensive evaluation of the existing policy. It's long-term aim is to ensure the sustainability of all activities that impact on water, securing the availability of good-quality water for sustainable and equitable water use.	Water
European Thematic Strategy for Soil Protection (2006)	<p>The overall objective of this strategy is protection and sustainable use of soil, based on the following guiding principles:</p> <ol style="list-style-type: none"> <li>1. Preventing further soil degradation and preserving its functions:</li> <li>2. when soil is used and its functions are exploited, action has to be taken on soil use and management patterns, and</li> <li>3. when soil acts as a sink/receptor of the effects of human activities or environmental phenomena, action has to be taken at source.</li> <li>4. Restoring degraded soils to a level of functionality consistent at least with current and intended use, thus also considering the cost implications of the restoration of soil.</li> </ol>	Land use
EU Soil Strategy for 2030	<p>The strategy sets out a framework and concrete measures to protect and restore soils, and ensure that they are used sustainably. Visions and objectives to achieve healthy soils by 2050 have been set along with concrete actions by 2030.</p> <p>The strategy aims to ensure that by 2050:</p> <ul style="list-style-type: none"> <li>• all EU soil ecosystems are healthy and more resilient and can therefore continue to provide their crucial services,</li> <li>• there is no net land take and soil pollution is reduced to levels that are no longer harmful to people's health or ecosystems,</li> <li>• protecting soils, managing them sustainably and restoring degraded soils is a common standard.</li> </ul> <p>This strategy is a key deliverable of the EU biodiversity strategy for 2030 and will contribute to the objectives of the European Green Deal.</p> <p>Actions set out by the strategy are as follows:</p> <ul style="list-style-type: none"> <li>• tabling a dedicated legislative proposal on soil health by 2023 to enable the objectives of the EU soil strategy and achieve good soil health by 2050</li> <li>• making sustainable soil management the new normal, by proposing a scheme for land owners to get their soils tested for free, promoting sustainable soil management through the CAP and sharing best practices</li> </ul>	Soil



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> <li>• considering proposing legally binding objectives to limit drainage of wetlands and organic soils and to restore managed and drained peatlands to mitigate and adapt to climate change</li> <li>• investigating streams of excavated soils and assessing the need and potential for a legally binding “soil passport” to boost circular the economy and enhance reuse of clean soil</li> <li>• restoring degraded soils and remediating contaminated sites</li> <li>• preventing desertification by developing a common methodology to assess desertification and land degradation</li> <li>• increasing research, data and monitoring on soil</li> <li>• mobilising the necessary societal engagement and financial resources</li> </ul>	
European Soils Charter (2003)	<p>The Charter recognises that:</p> <ul style="list-style-type: none"> <li>▪ Soil is a precious asset;</li> <li>▪ Soil is a limited resource which is easily destroyed;</li> <li>▪ Land has a wide variety of uses and a proper planning policy is needed by Governments for urban development and civil engineering projects;</li> <li>▪ Farmers and foresters must preserve the soils quality;</li> <li>▪ Soil must be protected from erosion and pollution;</li> </ul> <p>Further research and collaboration is required to ensure the wise use and conservation of soil.</p>	Soils
European Landscape Convention	<p>Promotes landscape protection, management and planning, and European co-operation on landscape issues. The Convention recognizes that the landscape is shaped by natural and cultural influences.</p> <p>Highlights the importance of developing landscape policies dedicated to the protection, management and creation of landscapes, and establishing procedures for the general public and other stakeholders to participate in policy creation and implementation.</p>	Landscape
Convention for the Protection of the Architectural Heritage (1985)	<p>Reinforces and promotes policies for the conservation and enhancement of Europe's heritage. It establishes the principles of “European co-ordination of conservation policies” including consultations regarding the thrust of the policies to be implemented.</p>	Cultural Heritage
The European Convention on the Protection of Archaeological Heritage (Valletta Convention) (1992)	<p>Updates the previous 1969 Convention and makes conservation and enhancement of archaeological heritage a goal of urban and regional planning policies. It is concerned in particular with arrangements to be made for co-operation among archaeologists and town and regional planners in order to ensure optimum conservation of archaeological heritage. Sets guidelines for funding excavation and research work and publication of findings. Also deals with public access and educational actions to develop public awareness of the value of archaeological heritage.</p>	Cultural Heritage



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Charter for the Protection and Management of Archaeological Heritage (1990)	The Charter attempts to establish principles and guidelines of archaeological heritage management that are globally valid and can be adapted to national policies and conditions. The Charter encourages legislation to protect the archaeological heritage, based on inventories and general surveys of the resources. It lays out general principles for investigation, maintenance, and conservation as well as reconstruction of architectural heritage.	Cultural Heritage
World Heritage Convention 1972	This convention noted that the cultural heritage and the natural heritage are increasingly threatened with destruction not only by the traditional causes of decay, but also by changing social and economic conditions which aggravate the situation with even more formidable phenomena of damage or destruction, and considered that deterioration or disappearance of any item of the cultural or natural heritage constitutes a harmful impoverishment of the heritage of all the nations of the world.	Cultural Heritage
Convention on Access to Information, Public Participation in Decision making and Access to Justice in Environmental Matters (Aarhus Convention) (2001)	The Aarhus Convention is a multilateral environmental agreement through which the opportunities for citizens to access environmental information are increased and transparent and reliable regulation procedure is secured. It encourages access to information, public participation and access to justice.	Cross-cutting
WHO Guidelines for Community Noise 1999	The World Health Organisation (WHO) publication entitled 'Guidelines for Community Noise' (1999), provides guidance with regard to recommended internal and external noise levels for various building uses, outlining the potential health impacts associated with noise. Specifically, the document recommends internal and external noise levels that would provide an acoustic environment that is conducive to uninterrupted speech and sleep.	Population and Human Health
WHO Night Noise Guidelines for Europe 2009	The World Health Organisation (WHO) Night Noise Guidelines for Europe (NNG) 2009 are health-based guidelines and are to be considered an extension and update to the WHO Guidelines for Community Noise 1999. WHO NNG provides evidence based policy advice to member states in the development of future legislation and policy action in the area of control and surveillance of night noise exposure.	Population and Human Health
Environmental Noise Directive (2002/49/EC)	<p>This Directive relates to the assessment and management of environmental noise and is the main EU instrument to identify noise pollution levels and to trigger the necessary action both at Member State and at EU level.</p> <p>To pursue its stated aims, the Environmental Noise Directive focuses on four action areas:</p> <ul style="list-style-type: none"> <li>determining exposure to environmental noise and assessing its health effects at single dwelling level</li> <li>ensuring that information on environmental noise and its effects is made available to the public</li> <li>preventing and reducing environmental noise</li> <li>preserving environmental noise quality in areas where it is good</li> </ul> <p>The Directive applies to noise to which humans are exposed, particularly in built-up areas, in public parks or other quiet areas in an agglomeration, in quiet areas in open country, near schools, hospitals and other noise-sensitive buildings and areas. It does not apply to noise that is caused by the exposed person himself, noise from domestic</p>	Population and Human Health





Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>activities, noise created by neighbours, noise at work places or noise inside means of transport or due to military activities in military areas.</p> <p>The Directive requires Member States to prepare and publish, every 5 years, noise maps and noise management action plans for:</p> <ul style="list-style-type: none"> <li>agglomerations with more than 100,000 inhabitants</li> <li>major roads (more than 3 million vehicles a year)</li> <li>major railways (more than 30.000 trains a year)</li> <li>major airports (more than 50.000 movements a year, including small aircrafts and helicopters)</li> </ul> <p>The Directive serves as a knowledge base to amend or introduce noise limits on road, railway and aircraft vehicles.</p>	
<p>Waste Framework Directive (75/442/EEC)</p>	<p>The original aim of the Waste Framework Directive was to lay the basis to turn the EU into a recycling society and contained 5 key steps in the waste hierarchy concept:</p> <ul style="list-style-type: none"> <li>Prevention</li> <li>Reuse</li> <li>Recycle</li> <li>Recovery</li> <li>Disposal</li> </ul> <p>The revised Waste Directive introduces new provisions aimed at boosting waste prevention and recycling as part of the waste hierarchy and clarifies key concepts such as the definition of waste, recovery and disposal.</p> <p>The framework also sets out the following management principles which require waste to be managed:</p> <ul style="list-style-type: none"> <li>• without endangering human health and harming the environment</li> <li>• without risk to water, air, soil, plants or animals</li> <li>• without causing a nuisance through noise or odours</li> <li>• and without adversely affecting the countryside or places of special interest</li> </ul>	<p>Material Assets</p>
<p>The Europe 2020 Strategy – The Resource Efficiency Roadmap (COM(2011)571)</p>	<p>The Europe 2020 Strategy is the European Union's growth strategy for the next decade and aims at establishing a smart, sustainable and inclusive economy with high levels of employment, productivity and social cohesion. The Resource Efficiency Roadmap is part of the Resource Efficiency Flagship of the Europe 2020 Strategy.</p> <p>The Roadmap outlines how Europe will transform the economy into a sustainable one by 2050. It proposes ways to increase resource productivity and decouple economic growth from resource use and its environmental impact. It illustrates how policies interrelate and build on each other. The Roadmap provides a framework in which future actions can be designed and implemented coherently. It sets out a vision for the structural and technological change needed up to 2050, with milestones to be reached by 2020. These milestones illustrate what will be needed to put Europe on a path to resource efficient and sustainable growth.</p>	<p>Material Assets</p>
<p>Limiting Global Climate Change to 2 degrees</p>	<p>This proposes that the EU pursues in the context of international negotiations the objective of 30 % reduction in greenhouse gas emissions (GHG) by developed countries by 2020 (compared to 1990 levels). This is necessary</p>	<p>Climate Change</p>



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Celsius - The way ahead for 2020 and beyond (2007)	<p>to ensure that the world stays within the 2°C limit. Until an international agreement is concluded, and without prejudice to its position in international negotiations, the EU should already now take on a firm independent commitment to achieve at least a 20 % reduction of GHG emissions by 2020. Other targets include:</p> <ul style="list-style-type: none"> <li>▪ Improve the EU's energy efficiency by 20 % by 2020.</li> <li>• Increase the share of renewable energy to 20 % by 2020</li> </ul>	
Fresh Water Fish Directive (2006/44/EC)	<p>The Directive concerns the quality of fresh waters and applies to those waters designated by the Member States as needing protection or improvement in order to support fish life.</p> <p>The aim of the Directive is to protect or improve the quality of those running or standing fresh waters which support, or which, if pollution were reduced or eliminated, would become capable of supporting, fish belonging to:</p> <ul style="list-style-type: none"> <li>▪ indigenous species offering a natural diversity; species the presence of which is judged desirable for water management purposes by the competent authorities of the Member States.</li> </ul>	Biodiversity
A Clean Planet for all: A European strategic long-term vision for a prosperous, modern, competitive and climate neutral economy (2018)	<p>The aim of this long-term strategy is to confirm Europe's commitment to lead in global climate action and to present a vision that can lead to achieving net-zero greenhouse gas emissions by 2050 through a socially-fair transition in a cost-efficient manner. It underlines the opportunities that this transformation offers to European citizens and its economy, whilst identifying challenges ahead.</p>	Climate Change
Mainstreaming sustainable development into EU policies: 2009 Review of the European Union Strategy for Sustainable Development	<p>It provides an overview of the progress made at EU level on the seven key challenges and cross-cutting themes since the last report in October 2007. These key challenges are:</p> <p>Climate change and clean energy; Sustainable transport; Sustainable consumption and production; Conservation and management of natural resources; Public health; Social inclusion, demography and migration; and Global poverty and sustainable development challenges</p>	Climate Change
Directive on the assessment of the effects of certain plans and programmes on the environment (SEA Directive) (2001/42/EC)	<p>The SEA Directive applies to a wide range of public plans and programmes (e.g. on land use, transport, energy, waste, agriculture, etc). An SEA is mandatory for plans/programmes which are:</p> <ul style="list-style-type: none"> <li>▪ are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste/ water management, telecommunications, tourism, town &amp; country planning or land use and which set the framework for future development consent of projects listed in the EIA Directive.</li> </ul> <p>OR</p>	Informative only.

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	have been determined to require an assessment under the Habitats Directive.	
Urban Wastewater Treatment Directive (91/271/EEC)	<p>The Directive protects the water environment from the adverse effects of discharges of urban waste water and from certain industrial discharges. It concerns the collection, treatment and discharge of urban waste water.</p> <p>The Commission revised the directive in 2022 which aims to:</p> <ul style="list-style-type: none"> <li>• reduce pollution, energy use and greenhouse gas emissions,</li> <li>• improve water quality by addressing remaining urban wastewater pollution,</li> <li>• improve access to sanitation especially for the most vulnerable and marginalised,</li> <li>• make industry pay to treat micropollutants,</li> <li>• require EU countries to monitor pathogens in wastewater,</li> <li>• lead to a more circular sector.</li> </ul> <p>By 2040, the new rules will:</p> <ul style="list-style-type: none"> <li>• save almost EUR 3 billion per year across the EU,</li> <li>• reduce greenhouse gas emissions by over 60% compared to 1990,</li> <li>• decrease water pollution by more than 365 thousand tonnes,</li> <li>• cut microplastics emissions by 9%.</li> </ul>	Water
Drinking Water Directive (2020/2184/EU)	<p>The Directive concerns the access to and quality of water intended for human consumption. Its objective is to protect human health from adverse effects of any contamination of water intended for human consumption by ensuring that it is wholesome and clean.</p> <p>The directive was recast in December 2020, with the main pillars of EU drinking water policy as follows:</p> <ul style="list-style-type: none"> <li>• protect human health by ensuring the quality of water intended for human consumption,</li> <li>• ensure that drinking water quality is controlled through standards based on the latest scientific evidence,</li> <li>• secure efficient and effective monitoring, assessment and enforcement of drinking water quality,</li> <li>• provide Europeans with adequate, timely and appropriately information,</li> <li>• and to improve access to water intended for human consumption.</li> </ul> <p>The directive applies to all water, either in its original state or after treatment, intended for drinking, cooking, food preparation or other domestic purposes in both public and private premises, regardless of its origin and whether it is supplied from a distribution network, supplied from a tanker or put into bottles or containers, including spring waters; all water used in any food business for manufacturing, processing, preserving or marketing of products or substances intended for human consumption.</p>	Water



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Directive on Bathing Water (76/160/EEC); and Directive 2006/7/EC repealing Directive 76/160/EEC (from 2014)	The Directive establishes provisions for the monitoring and classification of bathing water quality; the management of bathing water quality; and the provision of information to the public on bathing water quality. Member States are required to annually identify all bathing waters and define the length of the bathing season.	Water
<b>NATIONAL</b>		
Environment Act 2021	<p>The Environment Act sets out that the Secretary of State may by regulations set long-term targets in respect of any matter which relates to (a) the natural environment, or (b) people’s enjoyment of the natural environment. A long-term target in respect of at least one matter within each of the four priority areas: (a) air quality; (b) water; (c) biodiversity; (d) resource efficiency and waste reduction.</p> <p>The Act specifically requires the Secretary of State to set by future regulation statutory targets for the recovery of the natural world in two priority areas: air quality (PM<sub>2.5</sub> air quality target) and biodiversity (species abundance target) and includes an important new target to reverse the decline in species abundance by the end of 2030. The Secretary of State must also prepare an environmental improvement plan for significantly improving the natural environment for a period no shorter than 15 years.</p> <p>The Act will also deliver:</p> <p>A cycle of environmental monitoring and reporting;  Environmental Principles embedded in domestic policy making; and  Office for Environmental Protection to uphold environmental law.</p> <p>Key relevant provisions:</p> <p>Biodiversity Net Gain - The Act places a statutory requirement for developments to deliver biodiversity improvements and will require all planning permissions in England (subject to exemptions) to be granted subject to a new general pre-commencement condition that requires approval of a biodiversity gain plan.</p> <p>The planning authority can only approve the biodiversity gain plan if the biodiversity value attributable to a development exceeds the pre-development biodiversity value of the onsite habitat by 10% (known as the ‘biodiversity gain objective’).</p> <p>The biodiversity plan must set out the steps taken to achieve the ‘biodiversity gain objective’, which could be through minimising the adverse effects of the development on habitats, the identification of the pre and post development onsite biodiversity value, details of registered offsite biodiversity value allocated to the development and biodiversity credits purchased, and any other information that may be required by regulations.</p> <p>There will be flexible mechanisms available to increase the biodiversity value to demonstrate a 10% biodiversity net gain. Works to enhance habitats can be carried out either onsite or offsite or through the purchase of</p>	Cross-cutting



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>'biodiversity credits' from the Secretary of State. However, this flexibility may be removed (subject to regulations) if the onsite habitat is 'irreplaceable'. For such developments, arrangements to minimise their adverse effects and improvements, must be delivered onsite.</p> <p>Both onsite and offsite enhancements must be maintained for at least 30 years after completion of a development (which period may be amended).</p> <p>Onsite enhancements must be secured by planning condition, s106 obligation or a conservation covenant, which is a written agreement that is registrable as a local land charge, between a landowner and a 'responsible body' that binds a landowner and its successors to do/not do something on the land for a conservation purpose.</p> <p>Offsite enhancements must be secured under either a s106 agreement or a conservation covenant and be registered in the new, publicly available, biodiversity gain site register.</p> <p>Waste and resource efficiency - The Act gives wide ranging powers to make regulations about who producer obligations should apply to and which products or materials should be covered. These powers are intended to prevent waste/reduce the amount of a product that becomes waste and increase re-use, redistribution, recovery and recycling. Producers can get ahead of these regulations, and minimise any eventual requirements to pay disposal costs, by designing products with these objectives in mind.</p> <p>Water resources management plans, drought plans and joint proposals - The Act requires more collaboration (joint proposals) between water companies on managing supply and demand, resilience and environmental improvements, through their statutory water management plans,</p> <p>Water quality - The Secretary of State may by regulations amend or modify any legislation to which this section applies for the purpose of:</p> <ul style="list-style-type: none"> <li>(a)making provision about the substances to be taken into account in assessing the chemical status of surface water or groundwater;</li> <li>(b)specifying standards in relation to those substances or in relation to the chemical status of surface water or groundwater.</li> </ul>	
<p>A Green Future: Our 25 Year Plan to Improve the Environment, UK Government (2018)</p>	<p>This 25 Year Environment Plan sets out government action to help the natural world regain and retain good health. It aims to deliver cleaner air and water in our cities and rural landscapes, protect threatened species and provide richer wildlife habitats. Ten key goals are specified:</p> <ul style="list-style-type: none"> <li>Clean air</li> <li>Clean and plentiful water</li> <li>Thriving plants and wildlife</li> <li>A reduced risk of harm from environmental hazards such as flooding and drought</li> <li>Using resources from nature more sustainably and efficiently</li> <li>Enhanced beauty, heritage and engagement with the natural environment</li> </ul>	<p>Cross-cutting</p>



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>Mitigating and adapting to climate change  Minimising waste  Managing exposure to chemicals  Enhancing biosecurity</p> <p>To deliver on these goals, six areas of action are identified:</p> <ul style="list-style-type: none"> <li>▪ Using and managing land sustainably</li> <li>▪ Recovering nature and enhancing the beauty of landscapes</li> <li>▪ Connecting people with the environment to improve health and wellbeing</li> <li>▪ Increasing resource efficiency, and reducing pollution and waste</li> <li>▪ Securing clean, productive and biologically diverse seas and oceans</li> <li>▪ Protecting and improving global environment</li> </ul>	
<p>The Natural Choice: Securing the Value of Nature, Defra (2011)</p>	<p>It sets out its ambition as ‘We want to improve the quality of our natural environment across England, moving to a net gain in the value of nature. We aim to arrest the decline in habitats and species and the degradation of landscapes. We will protect priority habitats and safeguard vulnerable non-renewable resources for future generations. We will support natural systems to function more effectively in town, in the country and at sea. We will achieve this through joined-up action at local and national levels to create an ecological network which is resilient to changing pressures.’</p>	<p>Biodiversity</p>
<p>National Planning Policy Framework (NPPF) (2023)</p>	<ul style="list-style-type: none"> <li>• The National Planning Policy Framework which sets out the government’s planning policies for England was revised in September 2023. The most relevant chapters are as follows: <ul style="list-style-type: none"> <li>▪ Chapter 2: Achieving Sustainable Development</li> <li>▪ Chapter 9: Promoting Sustainable Transport</li> <li>▪ Chapter 13. Protecting Green Belt Land</li> <li>▪ Chapter 14: Meeting the challenge of climate change, flooding and coastal change</li> <li>▪ Chapter 15: Conserving and enhancing the natural environment</li> <li>▪ Chapter 16: Conserving and enhancing the historic environment</li> </ul> </li> <li>•</li> </ul>	<p>Cross-cutting</p>
<p>25 Year Environment Plan, 2018</p>	<p>The Government’s 25-Year Environment Plan sets out the Government’s position on environmental improvements, focussed on delivering cleaner air and water across the country, protecting at-risk wildlife, and improving natural habitats.</p>	<p>Cross-cutting</p>



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>The Plan introduces and references a number of external targets. Importantly it notes that 40% of the UK's final energy consumption is the responsibility of the transport sector. The plan includes:</p> <ul style="list-style-type: none"> <li>▪ meeting legally binding targets to reduce emissions of five damaging air pollutants (intended to halve the effects of air pollution on health by 2030);</li> <li>▪ ending the sale of new conventional petrol and diesel cars and vans by 2040;</li> <li>▪ continuing to cut greenhouse gas emissions including from land use, land use change, the agriculture and waste sectors and the use of fluorinated gases; and</li> <li>▪ making sure that all policies, programmes and investment decisions take into account the possible extent of climate change this century.</li> </ul> <p>The plan emphasises the assumed benefits of the UK's departure from the EU in allowing for a reorganisation and reprioritisation of the UK's efforts related to the environment. Specific examples are not given, however the challenging targets listed, as summarised above, do offer strong opportunities to set high environmental standards.</p>	
Environmental Protection Act (1990)	<p>This act brings in a system of integrated pollution control for the disposal of wastes to land, water and air. There are three parts of the Act. These are:</p> <ul style="list-style-type: none"> <li>▪ Part I- establishes integrated pollution control and gives Local Authorities new powers to control air pollution from a range of prescribed processes;</li> <li>▪ Part II- improves the rules on waste disposal; and</li> <li>▪ Part III- covers statutory nuisances and clean air.</li> </ul>	Cross-cutting
Marine and Coastal Access Act (2009)	<p>The Act introduced a revised system of marine management and licensing, including marine planning which makes provisions for general government marine environment policies, as well as those policies of the devolved administrations. It also made changes to the management of marine, migratory and freshwater fisheries, marine conservation, as well as recreational access to the English and Welsh coasts.</p>	Biodiversity
The Natural Environment and Communities Act 2006 (NERC Act)	<p>Section 40 of the Act requires all public bodies to have regard to biodiversity conservation when carrying out their functions. This is commonly referred to as the 'biodiversity duty'.</p> <p>The aim of the biodiversity duty is to raise the profile of biodiversity in England and Wales, so that the conservation of biodiversity becomes properly embedded in all relevant policies and decisions made by public authorities.</p>	Biodiversity
UK Net Zero Strategy 2021	<p>The UK's new Net Zero Strategy sets out policies and proposals for decarbonising all sectors of the UK economy to meet our net zero target by 2050. It sets out, for the first time, how the UK Government plans to deliver its emissions targets of Net Zero in 2050 and a 78% reduction from 1990 to 2035 (-63% relative to 2019). It puts forward an achievable and affordable vision that will bring net benefits to the UK.</p>	Climatic Factors



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	It is an ambitious and comprehensive strategy that marks a significant step forward for UK climate policy, setting a globally leading benchmark. Further steps will need to follow quickly to implement the policies and proposals mapped out in the Net Zero Strategy if it is to be a success.	
Climate Change Act 2008 and its 2050 Target Amendment Order, 2019	<p>The Act aims to improve carbon management, helping the transition towards a low-carbon economy in the UK and to demonstrate UK leadership internationally. Key provisions of the Act include:</p> <ul style="list-style-type: none"> <li>a legally binding target of at least an 80% cut in greenhouse gas emissions by 2050 and a reduction in emissions of at least 34% by 2020 (both against 1990 baseline). Note the 2050 target has now been amended to Net Zero</li> <li>a carbon budgeting system that caps emissions over five-year periods;</li> <li>creation of the Committee on Climate Change;</li> <li>further measures to reduce emissions, including measures on biofuels;</li> <li>a requirement for the Government to report at least every five years on the risks to the UK of climate change, and to publish a programme setting out how these will be addressed. The Act also introduces powers for Government to require public bodies and statutory undertakers to carry out their own risk assessment and make plans to address those risks</li> </ul>	Climatic Factors
UK Climate Change Risk Assessment, Defra (2017)	<p>The assessment identifies the top six areas of inter-related climate change risks for the UK as;</p> <ul style="list-style-type: none"> <li>▪ Flooding and coastal change risks to communities, businesses and infrastructure;</li> <li>▪ Risks to health, well-being and productivity from high temperatures;</li> <li>▪ Risks of shortages in the public water supply for agriculture, energy generation and industry;</li> <li>▪ Risks to natural capital including terrestrial, coastal, marine and freshwater ecosystems, soils and biodiversity;</li> <li>▪ Risks to domestic and international food production and trade; and</li> </ul> <p>New and emerging pests and diseases and invasive non-native species affecting people, plants and animals.</p>	Climatic Factors
UK Climate Change Risk Assessment 2022	<p>This is the third five-year assessment of the risks of climate change on the UK, as required by the Climate Change Act 2008. The risk assessment considers 61 UK-wide risks and opportunities across multiple sectors of the economy. The following 8 are prioritised for action in the next two years:</p> <ul style="list-style-type: none"> <li>• risks to the viability and diversity of terrestrial and freshwater habitats and species from multiple hazards</li> <li>• risks to soil health from increased flooding and drought</li> <li>• risks to natural carbon stores and sequestration from multiple hazards</li> <li>• risks to crops, livestock and commercial trees from multiple climate hazards</li> <li>• risks to supply of food, goods and vital services due to climate-related collapse of supply chains and distribution networks</li> <li>• risks to people and the economy from climate-related failure of the power system</li> </ul>	





Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> <li>• risks to human health, wellbeing and productivity from increased exposure to heat in homes and other buildings</li> <li>• multiple risks to the UK from climate change impacts overseas</li> </ul>	
Carbon Plan: Delivering our low carbon future 2011	This plan sets out how the UK will achieve decarbonisation within the framework of energy policy: to make the transition to a low carbon economy while maintaining energy security, and minimising costs to consumers, particularly those in poorer households. It outlines the progress so far in terms of emissions as well the future vision in order to cut emissions by 80% by 2050.	Climatic Factors
Planning Practice Guidance – Climate Change 2015	Advises how planning can identify suitable mitigation and adaptation measures in plan-making and the planning application process to address the potential impacts of climate. An amendment was made to the guidance in 2019 regarding local authorities' power in setting higher energy performance standards than the building regulations in their local plan.	Climatic Factors
Clean Growth Strategy 2017	<p>The Clean Growth Strategy deals specifically with the challenge of trying to grow the UK's economy whilst reducing its emissions. This issue is dealt with across multiple strategies, and several sectors have a large role to play. This strategy details the approach of each sector and sets out key policies for each</p> <p>The guiding principles of the Clean Growth Strategy are to, through nurturing low carbon technologies, processes, and systems:</p> <ul style="list-style-type: none"> <li>▪ meeting the UK's domestic commitments at the lowest possible net cost to UK taxpayers, consumers, and businesses; and</li> <li>▪ maximising the social and economic benefits for the UK from this transition.</li> </ul> <p>The key policies to achieve this are sorted into the following categories:</p> <ul style="list-style-type: none"> <li>▪ accelerating clean growth;</li> <li>▪ improving business and industry efficiency (25% of emissions);</li> <li>▪ improving our homes (13% of emissions);</li> <li>▪ accelerating the shift to low carbon transport (24% of emissions);</li> <li>▪ delivering clean, smart, flexible power (21% of emissions);</li> <li>▪ enhancing the benefits and value of our natural resources (15% of emissions);</li> <li>▪ leading in the public sector (2% of emissions); and</li> <li>▪ government leadership in driving clean growth.</li> </ul> <p>Regarding transport, the primary aim described in detail is a pathway to, by 2032, achieve a 32% reduction in carbon emissions compared to 1990, by:</p> <ul style="list-style-type: none"> <li>▪ accelerating uptake of ULEVs;</li> <li>▪ developing a more efficient and low carbon freight system;</li> </ul>	Climatic Factors



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> <li>▪ a cleaner public transport system;</li> <li>▪ a reduction in the number of shorter journeys made by car; and</li> <li>▪ a near doubling of sustainable bioenergy used in the transport sector.</li> </ul>	
The Road to Zero, 2018	<p>The Road to Zero strategy is a broad governmental “next steps” policy that outlines an ambition to decarbonise transport, and to strengthen the UK’s offering in design and manufacturing of zero emission vehicles, and the role of zero emission road vehicles in the government’s Industrial Strategy. The strategy is aligned to other national policies mentioned in this section.</p> <p>The policy sets targets for 50-70% of new car sales, and up to 40% of new van sales to be ultra-low emission by 2030. To support this, emphasis is given to several key policies:</p> <ul style="list-style-type: none"> <li>▪ reducing emissions from the vehicles already on our roads;</li> <li>▪ driving the uptake of the cleanest vehicles;</li> <li>▪ reducing emissions from heavy goods vehicles (HGVs) and road freight;</li> <li>▪ putting the UK at the forefront of the design and manufacturing of zero emission vehicles; and</li> <li>▪ supporting the development of one of the best electric vehicle infrastructure networks in the world</li> <li>▪ supporting local actions.</li> </ul> <p>The strategy sets out in detail the challenges brought about by the emissions of road transport, and the specifics of how different types of road transport produce these emissions. The strategy also acknowledges the difficulty in maintaining a required level of road use for vital travel, commerce, and services, whilst restricting vehicle choice. Given the significant consequences of failing to act to reduce emissions, the report strikes a balance to prioritise reductions in emissions and maintain economic growth.</p> <p>Although the strategy refers to changes in travel modes for certain types of journeys, the emphasis of the report lies with maintaining a required level of road travel, with reductions in emissions achieved through encouraging a high proportion of low-emission vehicles on the roads.</p>	Climatic Factors
Environment Bill Policy Statement 2020	<p>The Government’s Environment Bill Policy Statement introduces new incentives, actions and planning tools to drive further improvements for nature. The Bill introduces a mandatory requirement for Biodiversity Net Gain in the planning system, to ensure that new developments contribute to the recovery of biodiversity and this requirement can also create new green spaces for local communities to enjoy. It also adds a new concept of Local Nature Recovery Strategies.</p>	Biodiversity
Environment Act 1995	<p>The Environment Act 1995 updates much of the earlier legislation on the areas that it extends to. The Act comprises:</p> <p>Part 1 the Environment Agency and the Scottish Environmental Protection Agency,</p>	Biodiversity



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	Part II Contaminated Land and Abandoned Mines, Part III National Parks Part IV Air Quality, Part V Miscellaneous, General and Supplemental Provisions (e.g. waste, mineral planning permissions, hedgerows, drainage, fisheries etc.).	
National Forest Inventory	This programme monitors woodland and trees within Great Britain. It includes the most in depth survey carried out on Britain's woodland and trees to date. The NFI provides an extensive and unique record of key information about our forests and woodlands. Woodland surveys and compiled forest inventories have been carried out at 10-15 year intervals since 1924.	Biodiversity
Ancient Woodland Inventory	The AWI is a provisional guide and map based tool to the location of Ancient and long established Woodland. Ancient woodland is defined as land that is currently wooded and has been continually wooded in England at least since 1600. This type of woodland has important biodiversity and cultural values by its virtue of its antiquity.	Biodiversity
Salmon and Freshwater Fisheries Act 1975	<p>The Act dictates which methods of fishing for salmon, trout and freshwater fish are an offence and also includes offences against the use and dealing with roe, spawning and unclean fish. The Act also deals with problems of pollution making it an offence to knowingly permit the flow of poisonous matter and polluting effluents into river courses.</p> <p>Part II of the Act deals with obstructions to the passage of fish, including fishing weirs, screens and sluices; dictating when and where they can be used.</p> <p>Part III explains the proper times of fishing, selling and exporting fish.</p>	Biodiversity
Freshwater Fish Directive (2006/44/EC)	The Directive is concerned with the protection and improvement of fresh waters in order to support fish life. It sets standards of water quality for the protection of coarse and game fisheries, together with monitoring requirements	Biodiversity
Directive on the Conservation of Wild Birds (2009/147/EC) (as amended)	This Directive relates to the conservation of all species of naturally occurring birds in the wild state in the European territory of the Member States to which the Treaty applies. It covers the protection, management and control of these species and lays down rules for their exploitation. It applies to birds, their eggs, nests and habitats.	Biodiversity
Directive on the Conservation of Natural Habitats and of Wild Flora and Fauna (92/43/EEC)	Aims to protect wild plants, animals and habitats. Directive created a network of protected areas called Natura 2000 sites, including Special Areas of Conservation (SACs) – supporting rare, endangered or vulnerable natural habitats, plants and animals (other than birds), and Special Protection Areas (SPAs) – supporting significant numbers of wild birds and their habitats.	Biodiversity
Wildlife and Countryside Act (1981)	The Act [inter alia] prohibits certain methods of killing or taking wild animals; amends the law relating to protection of certain mammals; restricts the introduction of certain animals and plants; amends the Endangered Species	Biodiversity



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	(Import and Export) Act 1976; amends the law relating to nature conservation, the countryside and National Parks; and amends the law relating to public rights of way.	
Conservation of Habitats and Species Regulations 2010	<p>This act consolidates all the various amendments made to the Conservation (Natural Habitats, &amp;c.) Regulations 1994 in respect of England and Wales. The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.</p> <p>Under the Regulations, competent authorities i.e. any Minister, government department, public body, or person holding public office, have a general duty, in the exercise of any of their functions, to have regard to the EC Habitats Directive.</p>	Biodiversity
Conservation of Habitats and Species Regulations 2017 (as amended)	<p>The 2017 regulations transposed the land and marine aspects of the Habitats Directive and certain elements of the Wild Birds Directive. The main changes to these regulations are as follows:</p> <ul style="list-style-type: none"> <li>• the creation of a national site network within the UK territory comprising the protected sites already designated under the Nature Directives, and any further sites designated under these Regulations</li> <li>• the establishment of management objectives for the national site network (the 'network objectives')</li> <li>• a duty for appropriate authorities to manage and where necessary adapt the national site network as a whole to achieve the network objectives</li> <li>• an amended process for the designation of Special Areas of Conservation (SACs)</li> <li>• arrangements for reporting on the implementation of the Regulations, given that the UK no longer provides reports to the European Commission</li> <li>• arrangements replacing the European Commission's functions with regard to the imperative reasons of overriding public interest (IROPI) test where a plan or project affects a priority habitat or species</li> <li>• arrangements for amending the schedules to the Regulations and the annexes to the Nature Directives that apply to the UK</li> </ul>	Biodiversity
The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations (2019)	The Regulations ensure that the habitat and species protection and standards derived from EU law will continue to apply after Brexit.	Biodiversity
National Parks and Access to Countryside Act 1949 (as amended)	<p>The Act established powers to declare National Nature Reserves (NNRs); to notify sites of Sites of Special Scientific Interest (SSSI's) and for local authorities to establish Local Nature Reserves (LNRs).</p> <p>These provisions were strengthened by the Wildlife &amp; Countryside Act 1981. An NNR is an area which is among the best examples of a particular habitat. NNRs are of national importance. They are in many cases owned and managed by the statutory authority, (for example English Nature), but not always. An NNR, unlike an SSSI, has to be managed appropriately to retain its special status.</p>	Biodiversity



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Natural Environment and Rural Communities Act 2006	<p>Section 40 of the Act requires all public bodies to have regard to biodiversity conservation when carrying out their functions. This is commonly referred to as the 'biodiversity duty'.</p> <p>The aim of the biodiversity duty is to raise the profile of biodiversity in England and Wales, so that the conservation of biodiversity becomes properly embedded in all relevant policies and decisions made by public authorities.</p>	Biodiversity
Guidance on Complying with the biodiversity duty (20233)	<p>The guidance is intended to assist local authorities in meeting the Biodiversity Duty. The conservation of biodiversity is highly dependent on the extent to which it is addressed in infrastructure and development projects and how well the planning process integrates biodiversity into planning and development control policies.</p> <p>Core Strategies and Local Development Plan Strategies set out the overarching policy framework for the plan area. Strategic objectives and policies should be developed for biodiversity, including objectives for enhancement and conservation. Consideration should also be given to how biodiversity enhancement can be used to bring about more sustainable development, through integration with other policy objectives and other land uses, for example housing and economic development, health, education and social inclusion.</p>	Biodiversity
Natural Environment White Paper (2011)	<p>The Natural Environment White Paper has four ambitions:</p> <ul style="list-style-type: none"> <li>▪ Protecting and improving our natural environment;</li> <li>▪ Growing a green economy;</li> <li>▪ Reconnecting people and nature International; and</li> <li>▪ EU leadership.</li> </ul> <p>It looks at ecosystem services provided by natural systems and promotes a step-change in nature conservation which makes sustainable use of natural capital and natural networks by working at a landscape scale. It aims to ensure that by 2020 17% of England is managed effectively to safeguard biodiversity.</p> <p>Since it's publication, Defra has published periodic Natural Environment White Paper implementation update newsletters, the most recent being implemented in October 2014.</p>	Biodiversity
UK Biodiversity Plan (1994)	<p>This document represents the first United Kingdom biodiversity action plan. It contains three sections;</p> <ul style="list-style-type: none"> <li>▪ Section 1 – describes the UKs biological resources and their global importance as well as the range of biodiversity within the UK from a historical and geological importance</li> <li>▪ Section 2- describes the UK's strategy and programmes and examines threats, problems and opportunities of biodiversity.</li> <li>▪ Section 3- draws the components of the action plan together and provides a forward work programme.</li> </ul>	Biodiversity
Biodiversity 2020: A strategy for England's wildlife and ecosystem services	<p>This is a new biodiversity strategy for England which builds on the Natural Environment White Paper and provides a comprehensive picture of how the government are implementing international and EU commitments.</p>	Biodiversity



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	It sets out the strategic direction for biodiversity policy for the next decade on land (including rivers and lakes) and at sea. It builds on the successful work that has gone before, but also seeks to deliver a real step change	
UK Biodiversity Framework (2024)	<p>This UK Biodiversity framework sets out four objectives for cross-UK work relating to biodiversity policy and supporting evidence:</p> <ol style="list-style-type: none"> <li>1. To contribute to informing and developing the UK's position in international agreements and policy making,</li> <li>2. To coordinate collective achievement of the UK's international obligations,</li> <li>3. To enable and support country input to reporting required under the UK's international obligations,</li> <li>4. To inform each other of domestic policy developments and collaborate to achieve shared aims where there is benefit in doing so at a UK level.</li> </ol> <p>This framework refreshes the “broad enabling structure” of the 2012 framework in the context of the new commitments by:</p> <ul style="list-style-type: none"> <li>• setting out the shared objectives for co-operation and collaboration between the four countries of the UK;</li> <li>• establishing a governance structure for overseeing and achieving the shared objectives.</li> </ul>	Biodiversity
A Strategy for England's Trees, Woods and Forests (2007)	<p>Aims to provide a resource of trees, woods and forests where they can contribute environmental, economic and social benefits now and for future generations; to ensure that existing and newly planted trees, woods and forests are resilient to climate change and contribute to biodiversity and natural resources adjusting to a changing climate; to protect and enhance water, soil, air, biodiversity and landscape, and the cultural and amenity values of trees and woodland; to increase the contribution that trees, woods and forests make to quality of life; and to improve the competitiveness of woodland businesses and promote development of new/improved markets for sustainable woodland products and ecosystem services.</p> <p>It seeks to do this through the long-term sustainable management of trees, woods and forests; by seeking 'the right tree in the right place'; by effective use of public investment; and by ensuring synergies with other Government policies.</p>	Biodiversity
The England Trees Action Plan 2021-2024 (2021)	This plan sets out the government's long-term vision for the treescape it wants to see in England by 2050 and beyond. It provides a strategic framework for implementing the Nature for Climate Fund and outlines over 80 policy actions the governments is taking over this Parliament to help deliver this vision. Some of these include England having at least 12% woodland cover by mid-century, contributing to net-zero carbon emissions.	Biodiversity
National Environment and Rural Communities Act 2006	The Act establishes an independent body - Natural England - responsible for conserving, enhancing and managing England's natural environment for the benefit of current and future generations. Natural England will work in close partnership with other organisations and bodies that have a major role in relation to the natural environment, in particular the Environment Agency, the Forestry Commission, English Heritage and local authorities. It established the Commission for Rural Communities and reconstitutes the Joint Nature Conservation Committee. Details of the act include	Biodiversity



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	Nature Conservation in the UK Wildlife Sites of Special Scientific Interest National Parks and the Broads Rights of way Inland Waterways Flexible Administrative Arrangements	
DfT Outcome Delivery Plan: 2021-2022	<p>This delivery plan sets out how the following priority outcomes will measure our success, and how we will ensure we continuously improve:</p> <ul style="list-style-type: none"> <li>• Improve connectivity across the UK and grow the economy by enhancing the transport network, on time and on budget,</li> <li>• Build confidence in the transport network as the country recovers from COVID-19 and improve transport users' experience, ensuring that the network is safe, reliable, and inclusive,</li> <li>• Tackle climate change and improve air quality by decarbonising transport (this outcome reflects DfT's contribution to the BEIS-led cross-cutting net zero outcome).</li> </ul> <p>The strategic objective of this plan is to increase our global impact, which is about boosting our influence and maximising trade by having an innovative, outward-facing approach.</p>	Transport
Decarbonising Transport: Setting the Challenge 2020	<p>Setting the Challenge is a policy and baselining report, establishing the groundwork from which a latter 2020 Transport Decarbonisation Plan (TDP) will work. It is not a plan in itself. The TDP was planned to be published ahead of the 2020 United Nations Framework Convention on Climate Change Conference in November 2020. No word has been given on a delayed release date, given the postponement of the conference to November 2021 due to the Coronavirus pandemic.</p> <p>Regardless, it is intended that the TDP will put forward a credible implementation plan for how ambitious greenhouse gas and decarbonisation targets will be met across the whole UK transport network.</p> <p>Setting the Challenge therefore investigates the role of transport in carbon and other greenhouse gas emissions, and gives the current position of each transport mode, in terms of emission levels, compared to historical emissions, describes related current governmental aims and targets, and lists current policies aiming to deliver planned targets and future work.</p> <p>The priorities for the Government, further distilled in the ministerial foreword, appear to be as follows:</p> <ul style="list-style-type: none"> <li>▪ Public transport and active travel will be the natural first choice for our daily activities. We will use our cars less and be able to rely on a convenient, cost-effective and coherent public transport network.</li> <li>▪ From motorcycles to HGVs, all road vehicles will be zero emission. Technological advances, including new modes of transport and mobility innovation, will change the way vehicles are used.</li> <li>▪ Our goods will be delivered through an integrated, efficient and sustainable delivery system.</li> </ul>	Transport



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> <li>▪ Clean, place-based solutions will meet the needs of local people. Changes and leadership at a local level will make an important contribution to reducing national GHG emissions.</li> <li>▪ The UK will be an internationally recognised leader in environmentally sustainable, low carbon technology and innovation in transport.</li> </ul> <p>We will lead the development of sustainable biofuels, hybrid and electric aircraft to lessen and remove the impact of aviation on the environment and by 2050, zero emission ships will be commonplace globally.</p>	
Transport Act 2000	<p>The aim of the Act is to give effect to the Government’s strategy for an integrated transport policy set out in the White Paper “A New Deal for Transport: Better for Everyone” (Cm 3950) published in July 1998.</p> <p>This Act contains measures to create a more integrated transport system and provide for a public-private partnership for National Air Traffic Services Ltd (“NATS”). The Act aimed to improve quality in local passenger transport services such as helping limit traffic congestion and improving air quality as well introducing road user charges and workplace parking levies to help tackle congestion.</p> <p>The use of railways was promoted through the Strategic Rail Authority and makes provision for the better regulation of the railway industry.</p>	Transport
Local Transport Act 2008	<p>This act makes further provision in relation to local transport authorities, the provision and regulation of road transport services and the subsidising of passenger transport services. It looks at important areas of public transport such as local bus services and sets out proposals for a more consistent approach to local transport planning. It plans to reform the existing laws on road pricing schemes for local authorities who wish to have schemes in their areas.</p>	Transport
Door to door – A Strategy for Improving Sustainable Transport Integration 2013	<p>The ‘Door to door’ strategy describes the government’s vision for integrated sustainable journeys. It sets out what is wanted from transport providers and what is being done across the department to support door-to-door journeys. The strategy focuses on 4 core areas which need to be addressed so that people can be confident in choosing greener modes of transport:</p> <ul style="list-style-type: none"> <li>accurate, accessible and reliable information about different transport options for their journey</li> <li>convenient and affordable tickets, for an entire journey</li> <li>regular and straightforward connections at all stages of the journey and between different modes of transport</li> <li>safe and comfortable transport facilities</li> </ul>	Transport
National Policy Statement for National Networks 2014	<p>The ‘National networks national policy statement’ sets out the:</p> <ul style="list-style-type: none"> <li>need for development of road, rail and strategic rail freight interchange projects on the national networks</li> <li>the policy against which decisions on major road and rail projects will be made</li> </ul> <p>Baseline information relating to relevant environmental, social and economic issues was also released as part of a draft consultation. The NPS will be used by the Secretary of State as a primary basis for making decisions on development consent applications for national networks.</p>	Transport





Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Roads Investment Strategy 2: 2020 - 2025	<p>The second Road Investment Strategy outlines the policy drivers for the allocation of £27.4 billion investment into the SRN in the period 2020-2025, that will also have an influence beyond, looking to prepare the SRN to align with net zero targets by 2050. The Government Objectives document set this direction early, with the full RIS2 providing detail. The Government Objectives sets out the vision for the SRN, by 2050, to be:</p> <ul style="list-style-type: none"> <li>▪ a network that supports the economy;</li> <li>▪ a safer and more reliable network;</li> <li>▪ a greener network;</li> <li>▪ a more integrated network; and</li> <li>▪ a smarter network.</li> </ul> <p>These objectives are echoed in more detail in the full RIS2 as well as a roadmap for delivering the vision, focussing on economic growth, housing, tackling emissions, safety, resilience, and innovation, as well as efforts to place users at the heart of everything.</p> <p>RIS2 also sets specific monitoring targets for Highways England to ensure:</p> <ul style="list-style-type: none"> <li>▪ improving safety for all;</li> <li>▪ fast and reliable journeys;</li> <li>▪ a well maintained and resilient network;</li> <li>▪ being environmentally responsible;</li> <li>▪ meeting the needs of all users; and</li> <li>▪ achieving real efficiency.</li> </ul>	Transport
The Road to Growth: our Strategic Economic Growth Plan (2017)	<p>A strategic economic growth plan to maximise the economic impact of the strategic road network (SRN). It sets out practical steps to increase economic contribution in four areas:</p> <ul style="list-style-type: none"> <li>• Supporting business productivity and competitiveness, and enabling the performance of SRN-reliant sectors</li> <li>• Providing efficient routes to global markets through international gateways</li> <li>• Stimulating and supporting the sustainable development of homes and employment spaces</li> <li>• Providing employment, skills and business opportunities within our sector</li> </ul>	Transport
Highways England Growth and Housing Fund (2015)	<p>The Road Investment Strategy established a £100 million Growth and Housing Fund (GHF) to be administrated by Highways England. It provides leverage and flexibility for Highways England to support Local Enterprise Partnerships, local authorities and the private sector to mobilise development sites that require prompt investment in the network to allow them to progress quickly.</p>	Transport



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>Maximum investment in an individual scheme is £5 million though £10 million may be considered. It can provide capital investment to bridge funding gaps in highway works and associated transport infrastructure which are preventing economic and housing sites from being progressed. Only schemes that demonstrate that the intervention would be a complement to and not a replacement for other funds from private or public sources are eligible.</p>	
<p>Network Rail Delivery Plan 2019-2024</p>	<p>Network Rail's management of rail infrastructure is split regionally. At a national level, however, Network Rail has set out how it will spend funding allocated to it by the Government in Control Period 6 (CP6, 2019-2024), through a new operational structure, to deliver the below objectives.</p> <p>Over CP6, Network Rail has a vision to be “a company that is on the side of passengers and freight users”, with the purpose to “connect people to places and goods, driving economic growth.” It frames its activities around six themes:</p> <ul style="list-style-type: none"> <li>▪ safety;</li> <li>▪ efficiency;</li> <li>▪ sustainable growth;</li> <li>▪ people;</li> <li>▪ train service delivery; and</li> <li>▪ customers and communities.</li> </ul> <p>Each of these themes features individual targets related to the running of the rail network.</p>	<p>Transport</p>
<p>Inclusive Transport Strategy 2018</p>	<p>The DfT's Inclusive Transport Strategy outlines the Government's plans to achieve equal access for disabled people across the transport network. The strategy details work already undertaken and sets out rights for disabled travellers going forwards, as well as efforts that will be made to raise awareness of issues surrounding physical access, access to information, and training for staff on the transport network.</p> <p>The primary ambition listed is for “disabled people to have the same access to transport as everyone else, and to be able to travel confidently, easily, and without extra cost.” This is framed by the target to achieve equal access by 2030, with assistance where physical infrastructure remains a barrier.</p> <p>The strategy also puts forward various funding streams and updated to guidance with the intention of upgrading physical infrastructure across the country, and monitoring programmes to track delivery of the strategy.</p>	<p>Transport</p>
<p>A connected society – A strategy for tackling loneliness, 2018</p>	<p>This strategy notes the importance on local transport links and infrastructure in supporting social networks and facilitating interaction, key elements in combating loneliness</p>	<p>Transport</p>
<p>Countryside and Rights of Way Act 2000 (CROW Act)</p>	<p>This Act contains five Parts and 16 Schedules and provides for public access on foot to certain types of land, amends the law relating to public rights of way, increases measures for the management and protection for Sites</p>	<p>Landscape</p>



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>of Special Scientific Interest (SSSI) and strengthens wildlife enforcement legislation, and provides for better management of Areas of Outstanding Natural Beauty (AONB).</p> <p>The Act is compliant with the provisions of the European Convention on Human Rights, requiring consultation where the rights of the individual may be affected by these measures.</p>	
<p>Securing the Future – Delivering the UK Sustainable Development Strategy (2005)</p>	<p>The Strategy takes account of developments since the 1999 Strategy, both domestically and internationally; the changed structure of government in the UK with devolution to Scotland, Wales and Northern Ireland; greater emphasis on delivery at regional level and the new relationship between government and local authorities. It highlights the renewed international push for sustainable development from the World Summit on Sustainable Development in Johannesburg in 2002.</p>	<p>Cross Cutting</p>
<p>National Infrastructure Strategy (2020)</p>	<p>This strategy sets out the government’s plans to deliver on an infrastructure revolution: a radical improvement in the quality of the UK’s infrastructure to help level up the country, strengthen the Union and put the UK on a path to net zero emissions by 2050. As the government helps the economy to recover following COVID-19, it will also seek to address the long-term issues that have held back UK infrastructure. The strategy sets out how the government will:</p> <ul style="list-style-type: none"> <li>• Boost growth and productivity across the whole of the UK, levelling up and strengthening the Union,</li> <li>• Put the UK on the path to meeting its net zero emissions target by 2050,</li> <li>• Support private investment,</li> <li>• Accelerate and improve delivery of infrastructure projects.</li> </ul>	<p>Cumulative Effects</p>
<p>Strategy on Disability Access</p>	<p>The strategy sets out 100 immediate commitments supported by £1.6bn of funding alongside an agenda for future reform. The strategy is focused on improving inclusion in the workplace, tackling the disability employment gap – currently at 28.6% - and making sure children with special educational needs and disabilities are at the heart of the strategy, including:</p> <ul style="list-style-type: none"> <li>▪ Piloting an Access to Work Adjustments Passport to help smooth the transition into employment and support people changing jobs. Pilots will be taking place this year focussing on young people leaving education and veterans leaving the armed forces. The Adjustments Passport will capture the in-work support needs of the individual and empower them to have confident discussions about adjustments with employers. It will also set an expectation with the employer that specialist aids and appliances move when their employee progresses in work or moves post.</li> <li>▪ Investing £300 million to create places, improve existing provision in schools and make accessibility adaptations for children and young people with Special Educational Needs and Disabilities.</li> </ul> <p>The strategy outlines new technology making rail journeys easier and more accessible including:</p> <ul style="list-style-type: none"> <li>▪ Enabling disabled passengers to contact staff from their seat on the train with the new support in place by end of March 2022, with DfT supporting innovative projects that will improve communication for disabled</li> </ul>	<p>Population and Human Health</p>



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	<p>passengers and others with reduced mobility on rail services. Projects will be supported with between £50k and £400k and will use new technology to make using the railways easier and more accessible.</p> <p>The Disability Strategy also covers a range of other areas including access to justice, culture and the arts. It marks the first cross-government endeavour to improve disabled people's everyday lives with legislation, policy and funding from across all corners of government.</p>	
National Disability Strategy (2021)	<p>This strategy sets out the actions the government will take to take to improve the everyday lives of all disabled people. It is split into three parts:</p> <p>Part 1: immediate commitments to improving disabled people's lives</p> <p>Part 2: including disabled people in policy making and service delivery</p> <p>Part 3: summary of actions each government department will take</p> <p>This national strategy recognises and builds on the progress that has been made since the Disability Discrimination Act.</p>	Population and Human Health
Disability Action Plan (2024)	<p>This plan sets out the immediate actions the government will take in the coming year to improve disabled people's everyday lives. It also lays the foundations for longer-term change. This plan compliments the National Disability Strategy and other significant UK government reform programmes and specific work to continuously improve equal access to opportunities, in line with the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD). The government is committed to:</p> <ol style="list-style-type: none"> <li>1. Support disabled people who want to be elected to public office</li> <li>2. Include disabled people's needs in emergency and resilience planning</li> <li>3. Include disabled people's needs in climate-related policies</li> <li>4. Improve information and outcomes for families in which someone is disabled</li> <li>5. Make playgrounds more accessible</li> <li>6. Help businesses understand the needs of and deliver improvements for disabled people</li> <li>7. Explore if the UK could host the Special Olympics World Summer Games</li> <li>8. Support people who have guide and assistance dogs</li> <li>9. Help the government measure how effective its policies and services are for disabled people</li> <li>10. Research issues facing disabled people in the future</li> <li>11. Make government publications and communications more accessible</li> <li>12. Improve understanding of the cost of living for disabled people</li> <li>13. Promote better understanding of the UNCRPD across government</li> <li>14. Monitor and report progress of the Disability Action Plan</li> </ol>	Population and Human Health

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Children's Environment and Health Action Plan for Europe (CEHAPE) 2004	<p>This Plan outlines the regional priority goals that are put in place to ensure the effective action of various principles to protect children's health especially those children who are deemed more at risk due to various factors such as unsafe environments and physical factors. It outlines those children most at risk as being poor, underprivileged children or those who live in adverse conditions such as war zones.</p> <p>It also outlines the need for internal collaboration to achieve these priority goals from all of the EU and governing bodies. As well as promoting national children's environment and health action plans.</p>	Population and Human Health
Health Impact Assessment in Strategic Environmental Assessment (2001)	<p>This is a review of Health Impact Assessment concepts, methods and practices to support the development of a protocol on Strategic Environmental Assessment which adequately covers health impacts. It discusses how decisions taken outside of the health sector can affect the health of individuals and populations by modifying their physical and social environment, and how this in turn affects social and economic development.</p> <p>It describes methods, procedures and practices to carry out health impact assessments of policies, plans and projects, highlighting the similarities with and opportunities for integrating health impact assessment within strategic environmental assessments, and other forms of impact assessment under use.</p> <p>It also draws attention to the opportunities for achieving health benefits and avoiding health costs by considering health impacts early in the planning process. It is aimed at inspiring policy makers to include health considerations early in their planning process by showing how different perspectives can feasibly be incorporated into everyday decisions.</p>	Population and Human Health
Fixing the foundations: Creating a more prosperous nation, HM Government (2015)	<p>This document sets out a 15-point plan that the government will put into action to boost the UK's productivity growth, centred around two key pillars: encouraging long-term investment, and promoting a dynamic economy. It sets out the government's long-term strategy for tackling the issues that matter most for productivity growth.</p>	Informative only
A Children's Environment and Health Strategy for the United Kingdom (2009)	<p>This document provide an overview of current activities in the UK. Following a public consultation process, recommendations will be made on the measures necessary to improve children's and young people's environmental health in the UK as well as encouraging a coherent cross-government approach. This strategy aims to build on and complement policies and activities already undertaken by government departments, devolved administrations, local and regional authorities and the National Health Service (NHS). Some areas for improvement highlighted in this strategy include:</p> <ul style="list-style-type: none"> <li>counteracting the increased number of overweight and obese children and young adults, coupled with improving the amount of physical activity they undertake</li> <li>addressing concerns regarding the number of children whose asthma is affected by air pollution and the effects of air pollution on the long-term lung function of children</li> </ul>	Population and Human Health
Healthy Lives, Healthy People: Our strategy for	<p>This white paper sets out the government's long-term vision for the future of public health in England. The aim is to create a 'wellness' service (Public Health England) and to strengthen both national and local leadership.</p>	Population and Human Health



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public health in England (2010)	The plans set out put local communities at the heart of public health. It states that central control will end and give local government the freedom, responsibility and funding to innovate and develop their own ways of improving public health in their area. There will also be real financial incentives to reward their progress on improving health and reducing health inequalities, and greater transparency so people can see the results they achieve.	
Towards Social Investment for Growth and Cohesion 2014 - 2020	This document, alongside a series of Staff Working Documents, form the Social Investment Package. This outlines a policy framework for redirecting Member States policies where needed towards social investment throughout life, with a view to ensuring the adequate and sustainability of budgets for social policies and for the government and private sector as a whole.	Population and Human Health
Air Quality Standards Regulations 2010	These regulations sets legally binding limits for concentrations in outdoor air of major air pollutants that impact public health such as particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO2). As well as having direct effects, these pollutants can combine in the atmosphere to form ozone, a harmful air pollutant (and potent greenhouse gas) which can be transported great distances by weather systems. It also incorporates the 4th air quality daughter directive that sets targets for levels in outdoor air of certain toxic heavy metals and polycyclic aromatic hydrocarbons.	Air
Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007	This Air Quality Strategy sets out air quality objectives and policy options to further improve air quality in the UK from today into the long term. As well as direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect our environment.	Air
Clean Air Strategy, 2019	<p>The Clean Air Strategy explains how the UK Government will tackle all sources of air pollution, sets out policy direction, and outlines measures that will drive the move to zero emission transport modes. The strategy links into other national level policies, outlining the same targets and strategies across multiple documents.</p> <p>The strategy includes numerous aims and goals, many drawn from other policy documents, that are collated in brief in the executive summary. These are framed in the following topics:</p> <ul style="list-style-type: none"> <li>▪ protecting the nation's health;</li> <li>▪ protecting the environment;</li> <li>▪ securing clean growth and innovation;</li> <li>▪ action to reduce emissions from transport;</li> <li>▪ action to reduce emissions at home;</li> <li>▪ action to reduce emissions from farming;</li> <li>▪ action to reduce emissions from industry; and</li> <li>▪ leadership at all levels.</li> </ul> <p>The Clean Air Strategy effectively summarises government policy with an impact on air quality from multiple different areas. Multiple government initiatives are listed where action has been taken by central government. Of</p>	Air



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	particular importance, and reinforced by the Clean Air Strategy, is the adoption of challenging and enforceable local Air Quality Strategies.	
Making Space for Nature - A review of England's Wildlife Sites and Ecological Network (2010)	<p>The review looked at England's wildlife sites and whether they are capable of responding and adapting to the growing challenges of climate change. It makes 24 recommendations for practical action to Make Space for Nature and achieve a coherent and resilient ecological networks. Five themes unite them:</p> <ul style="list-style-type: none"> <li>• We need to continue the recent progress in improving the management and condition of wildlife sites, particularly our SSSIs. We also make recommendations for how these should be designated and managed in ways that enhance their resilience to climate change.</li> <li>• We need to properly plan ecological networks, including restoration areas. Restoration needs to take place throughout England. However, in some areas, both the scale of what can be delivered to enhance the network, and the ensuing</li> <li>• There are a large number of surviving patches of important wildlife habitat scattered across England outside of SSSIs, for example in Local Wildlife Sites. We need to take steps to improve the protection and management of these remaining wildlife habitats. 'Protection' will usually be best achieved through incentive-based mechanisms, but at times may require designation.</li> <li>• We need to become better at deriving multiple benefits from the ways we use and interact with our environment. There are many things that society has to do that may seem to have rather little to do with nature conservation, but could have, or even should have if we embrace more radical thinking; flood management by creating wetlands is an obvious example. We need to exploit these 'win-win' opportunities to the full. Being better at valuing a wider range of ecosystem services would help this process.</li> </ul> <p>We will not achieve a step-change in nature conservation in England without society accepting it to be necessary, desirable, and achievable. This will require strong leadership from government and significant improvements in collaboration between local authorities, local communities, statutory agencies, the voluntary and private sectors, farmers, landowners and other land-managers and individual citizens.</p>	Biodiversity
Delivering a healthy natural environment. Ecosystem approach action plan, Defra (2010)	<p>The plan has priority areas for action that will be fundamental to the success and to securing wider engagement at the national, regional and local levels:</p> <ul style="list-style-type: none"> <li>▪ Priority area 1: Promoting joined-up working within Defra and the Defra network to deliver environmental outcomes more effectively</li> <li>▪ Priority area 2: Identifying opportunities for mainstreaming an ecosystems approach</li> <li>▪ Priority area 3: Using case studies that demonstrate the benefits of taking an ecosystems approach</li> <li>▪ Priority area 4: Developing ways of valuing ecosystem services</li> </ul> <p>Priority area 4: Developing ways of valuing ecosystem services</p>	Biodiversity



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The Great Britain Invasive Non-Native Species Strategy, Defra (2015)	<p>This Strategy aims to address invasive non-native species (INNS) issues in Great Britain, maintaining the approach of the 2008 Strategy and the 2003 policy review. The vision is that if this Strategy is fully implemented, biodiversity, quality of life and economic interests in GB will be better protected against the adverse impacts of INNS because there will be:</p> <ul style="list-style-type: none"> <li>▪ widespread awareness and understanding of the risks and adverse impacts associated with INNS, and greater vigilance against these;</li> <li>▪ integration of INNS within the broader biosecurity agenda;</li> <li>▪ a strong sense of shared responsibility across government, key stakeholder organisations, land managers and the general public for action and behaviour that will reduce the threats posed by INNS;</li> <li>▪ a guiding framework for national, regional and local mitigation, control or eradication initiatives helping to reduce the detrimental impact of INNS; and</li> </ul> <p>improved co-ordination and co-operation on INNS issues at a European and international level.</p>	Biodiversity
State of Natural Capital Annual Report 2020, Natural Capital Committee (2020)	This report sets out the work done by the committee since March 2019. It sets out what should be included in the Environment Bill and the progress made to date on the goals of the 25 Year Environment Plan.	Biodiversity
A narrative for conserving freshwater and wetland habitats in England, Natural England (2016)	This narrative provides an overview of circumstances relating to the conservation of freshwater and wetland habitats in England, considering their ecological function, the natural and anthropogenic factors affecting them, the principles that should be applied to their management, and the respective roles of the main policy mechanisms involved in their conservation. It covers all running and standing water habitats, of whatever size, and terrestrial wetland habitats including bogs, fens, swamp and wet woodland.	Biodiversity
The Third National Adaptation Programme (NAP3) and the Fourth Strategy for Climate Adaptation Reporting (2023)	<p>This third National Adaptation Programme (NAP3) sets out the actions that the government will take to adapt to the impacts of climate change from 2023-2028, building on and developing the approach from previous rounds since 2012. It sets out how we will maintain living standards and protect our environment by making sure the country is resilient and can effectively adapt to changes in our climate.</p> <p>The UK government's vision for adaptation is for a country that effectively plans for and is fully adapted to the changing climate, with resilience against each of the identified climate risks.</p> <p>NAP3 is more ambitious than NAP2, taking a comprehensive approach and responding to every risk and opportunity in the Climate Change Risk Assessment, as well as widening the scope to international risks impacting the UK.</p>	Climate Change
Air Quality Plan for Nitrogen Dioxide in the UK, 2017	Jointly produced by the DfT and DEFRA, this national plan determines an approach for areas with the worst levels of traffic-related air pollution to mitigate the effects. It sets out the framework for Clean Air Zones, allowing for targeted action to improve air quality in the "shortest possible time" as required by legal obligations to meet NO2 concentration thresholds.	Air





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	<p>The document also sets out plans for ending the sale of new, conventional petrol and diesel cars and vans by 2040. The plan argues that NO2 accumulation is a local issue, as the pollutants do not disperse widely like greenhouse gasses. In line with this local approach, the plan sets out support to local authorities, including:</p> <ul style="list-style-type: none"> <li>▪ setting up a £255 million Implementation Fund;</li> <li>▪ establishing a Clean Air Fund; and</li> <li>▪ providing £100m for retrofitting and new low emission buses.</li> </ul> <p>The plan outlines the introduction of several new funding streams that local authorities can utilise to finance measures to reduce NO2 emissions.</p>	
Heritage Protection for the 21st Century 2007	<p>The paper sets out a vision of a unified and simpler heritage protection system, which will have more opportunities for public involvement and community engagement. The proposed system will be more open, accountable and transparent. It will offer all those with an interest in the historic environment a clearer record of what is protected and why; it will enable people who own or manage historic buildings and sites to have a better understanding of what features are important; it will streamline the consent procedures and create a more consultative and collaborative protection system.</p> <p>It is predominantly aimed for England and Wales with some UK wide elements.</p>	Cultural Heritage
Ancient Monuments and Archaeological Areas Act 1979	<p>Under the Act a monument which has been scheduled is protected against any disturbance including unlicensed metal detecting.</p> <p>Permission must be obtained for any work which might affect a monument above or below ground. English Heritage gives advice to the Government on each application. In assessing an application the Secretary of State will try to ensure any works on protected sites are beneficial to the site or are essential for its long term sustainability.</p>	Cultural Heritage
Planning (Listed Buildings and Conservation Areas) Act 1990	<p>Governs special controls in respect of buildings and areas of special architectural or historic interest. Any alteration, extension or demolition of a listed building in a way that affects its character as a building of special interest requires Listed Building Consent.</p>	Cultural Heritage
Environmental Damage (Prevention and Remediation) (England) Regulations 2015	<p>These regulations came into force on 19th July 2015. They impose obligations on operators of certain activities requiring them to prevent or remediate environmental damage. They apply to damage to protected species, natural habitats, sites of special scientific interest (SSSIs), water and land</p>	Cultural Heritage
The Setting of Heritage Assets, Historic Environment Good Practice Advice in Planning 3 (2017)	<p>The document sets out guidance, against the background of the National Planning Policy Framework (NPPF) and the related guidance given in the Planning Practice Guide (PPG), on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes.</p>	Cultural Heritage
Strategic Environmental Assessment, Sustainability	<p>The purpose of the advice note is to support all those involved in assessing the effects of certain plans on the historic environment. It offers advice on heritage considerations during the Sustainability Appraisal and Strategic</p>	Cultural Heritage



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Appraisal, Historic Environment (2016)	Environmental Assessment process, and on implementing historic environment legislation, the relevant policy in the National Planning Policy Framework (NPPF) and the related guidance given in the Planning Practice Guidance (PPG) as well as the Marine Policy Statement.	
National Parks and Access to the Countryside Act 1949	This was an act that made provision for National Parks and the establishment of a National Parks Commission. It was also to confer on the Nature Conservancy and local authorities' powers for the establishment and maintenance of nature reserves, it made further provision for the recording, creation, maintenance and improvement of public paths and for securing access to open country and to amend laws relating to rights of way.	Land Use
UK National Ecosystem Assessment Follow-on (2014)	The UK NEA (2011) advanced a 'settings' or place-based approach to cultural ecosystem services (CES). This approach highlighted a range of cultural goods and benefits associated with peoples' interactions with the natural environment. The UK NEAFO refines and elaborates this approach. It understands CES as both the environmental spaces (e.g. parks and beaches) within which people interact with the natural environment and the cultural practices (e.g. exercising and playing) that define these interactions and spaces. More generally these environmental spaces and practices are understood to shape and reflect a wider set of cultural (collective or shared) values about ecosystems.	Biodiversity
National Infrastructure Delivery Plan 2016–2021, Infrastructure and Projects Authority (HM Government) (2016)	<p>The Plan brings together the government's plans for economic infrastructure over the next 5 years with those to support delivery of housing and social infrastructure. This is reflected by the government's commitment to invest over £100 billion by 2020-21, alongside significant ongoing private sector investment in infrastructure. This investment will drive wider economic benefits, including:</p> <ul style="list-style-type: none"> <li>▪ supporting growth and creating jobs in the short term as projects are built – especially where public investment is used to attract private investment</li> <li>▪ raising the productive capacity of the economy in the long term as the benefits of new infrastructure are felt; reduced transaction costs; larger and more integrated labour and product markets; and better opportunities to collaborate and innovate</li> <li>▪ driving efficiency – enabling greater specialisation and economies of scale</li> </ul> <p>boosting international competitiveness – attracting inward investment and enabling trade with foreign partners</p>	
Creating a better place: Our ambition to 2020, Environment Agency (2018)	<p>This outlines the Environment Agency's ambitions for how it planned to protect and improve natural resources, alongside Defra's proposed 25-year environment plan, leading up to the year 2020. Its principles are;</p> <ul style="list-style-type: none"> <li>▪ Put people and wildlife first: our goal is to create a better place for them.</li> <li>▪ 80/20: we will focus on the 20% that makes 80% of the difference.</li> </ul> <p>Support local priorities: every place and community has its own needs.</p>	



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Contaminated Land (England) Regulations 2006	Outlines the regulations on contaminated land in order to prevent new land becoming contaminated by polluting substances whilst also tackling historic contamination of sites as it poses risks to human health and the environment.	Population and Human Health / Land Use
Safeguarding our Soils: a strategy for England 2009	<p>The purpose of this strategy is to highlight the areas in which soil will be prioritised and to focus attention on tackling degradation threats. The vision of this paper is to try and ensure that by 2030, all England's soils will be managed sustainably and deprecation threats tackled successfully and that this will improve the quality of England's soils and safeguard their ability to provide essential services for future generations. Key topics include</p> <ul style="list-style-type: none"> <li>▪ Better protection for agricultural soils</li> <li>▪ Protecting and enhancing stores of soil carbon</li> <li>▪ Building the resilience of soils to a changing climate</li> <li>▪ Preventing soil pollution</li> <li>▪ Future research and monitoring</li> </ul>	Land Use
Planning for the Future: A guide to working with Highways England on planning matters (2015)	This document describes the approach taken to engage in the planning system and the issues looked at when considering draft planning documents and planning applications. It is aimed at local authorities, developers, Local Enterprise Partnerships (LEPS), community groups and others involved in plan making/development management in respect of land close to any part of the Strategic Road Network (SRN).	Land Use
Our Waste, Our Resources: A Strategy for England, HM Government (2018)	<p>The strategy sets out the plan to double resource productivity and eliminate avoidable waste of all kinds (including plastic waste) by 2050. It sets out how England will:</p> <ul style="list-style-type: none"> <li>▪ preserve our stock of material resources by minimising waste, promoting resource efficiency and moving towards a circular economy</li> <li>▪ minimise the damage caused to our natural environment by reducing and managing waste safely and carefully</li> </ul> <p>deal with waste crime</p>	Material Assets
Flood and Water Management Act 2010	<p>This act provides for a better, more comprehensive management of flood risk for people, homes and businesses, helps safeguard community groups from unaffordable rises in surface water drainage charges and protects water supplies to the consumer. The key concepts include:</p> <ul style="list-style-type: none"> <li>▪ Flood and Coastal Erosion Risk Management</li> <li>▪ Strategies for Natural flood and coastal erosion</li> <li>▪ The establishment of regional flood and coastal communities.</li> </ul>	Water



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
River Basin Management Plans	<p>These plans set out how organizations, stakeholders and communities will work together to improve the water environment. A RBD covers an entire river system, including river, lake, groundwater, estuarine and coastal water bodies and are designed to protect and improve the quality of the water environment.</p> <p>The last update to these plans was in 2022 which describes the challenges that threaten the water environment and how these challenges can be managed.</p>	Water
Flood Risk Regulations 2009	<p>The Regulations identify and take action in areas with the most significant flood risks.</p> <p>The purpose of the Act is to:</p> <ul style="list-style-type: none"> <li>▪ Introduce the concept of flood risk management and the framework for the delivery of flood and coastal erosion risk management through national and local strategies</li> <li>▪ Provide new definitions, for example “flood”, “surface runoff”, “Risk Management Authorities”, Lead Local Flood Authority”</li> <li>▪ Establish the roles and responsibilities of the different risk management authorities</li> </ul>	Water
Flood and Water Management Act 2010	<p>The Bill responds to recent pressure to introduce legislation to address the threat of flooding and water scarcity, both of which are predicted to increase with climate change.</p> <p>Key areas include:</p> <ul style="list-style-type: none"> <li>▪ requires the Environment Agency to create a National Flood and Coastal Erosion Risk Management Strategy, which a number of organisations will have to follow</li> <li>▪ requires leading local flood authorities to create local flood risk management strategies</li> <li>▪ enables the Environment Agency and local authorities more easily to carry out flood risk management works</li> <li>▪ introduces a more risk-based approach to reservoir management</li> <li>▪ changes the arrangements that would apply should a water company go into administration</li> <li>▪ enables water companies more easily to control non-essential uses of water, such as the use of hosepipes</li> <li>▪ enables water companies to offer concessions to community groups for surface water drainage charges</li> <li>▪ requires the use of sustainable drainage systems in certain new developments.</li> </ul>	Water
Water Resources Act 1991	<p>This Act aims to prevent and minimise pollution of water. The policing of this act is the responsibility of the Environment Agency. Under the act it is an offence to cause or knowingly permit any poisonous, noxious or polluting material, or any solid waste to enter any controlled water.</p> <p>Silt and soil from eroded areas are included in the definition of polluting material. If eroded soil is found to be polluting a water body or watercourse, the Environment Agency may prevent or clear up the pollution, and recover the damages from the landowner or responsible person</p>	Water



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Water Act 2003 (as amended)	<p>The four broad aims of the Act are:</p> <ul style="list-style-type: none"> <li>▪ the sustainable use of water resources;</li> <li>▪ strengthening the voice of consumers;</li> <li>▪ a measured increase in competition; and</li> </ul> <p>the promotion of water conservation.</p>	Water
Water Industry Act 1991	<p>The Act sets out the main powers and duties of the water and sewerage companies, and replaces those set out in the Water Act 1989, and defined the powers of the Director General of Water Services (now the Water Services Regulation Authority (Ofwat)).</p>	Water
Water for Life White Paper, Defra (2011)	<p>The White Paper describes a vision for future water management in which the water sector is resilient, in which water companies are more efficient and customer focused and in which water is valued as the precious resource it is. And it explains that we all have a part to play in the realisation of this vision.</p>	Water
Preparing for a drier future: England's water infrastructure needs, National Infrastructure Commission (2018)	<p>This document sets out the National Infrastructure Commission's advice on how to address England's water supply challenges and deliver the appropriate level of resilience for the long term. The Commission's central finding is that government should ensure increased drought resilience in England by enhancing the capacity of the water supply system. This will require a twin-track approach combining demand management (including leakage reduction) with long-term investment in supply infrastructure.</p> <p>To achieve this, the Commission recommends that government ensure plans are in place to deliver additional supply and demand reduction of at least 4,000 million litres per day (Ml/day).</p>	Water
National Policy Statement for Water Resources Infrastructure, Defra (2023)	<p>The NPS sets out the need and government's policies for, development of nationally significant infrastructure projects (NSIPs) for water resources in England. The objectives of this NPS are as follows:</p> <ul style="list-style-type: none"> <li>▪ To provide a clear national planning policy that facilitates the examination and determination of applications for NSIPs for water resources in England;</li> <li>▪ To set out the need for nationally significant water resources infrastructure and the role of WRMPs in identifying and satisfying the need. This will provide clarity and confidence on eligible NSIP schemes to inform water company's long term plans;</li> <li>▪ To provide the primary basis for examination by the Examining Authority and for decisions by the Secretary of State on development consent applications for water resources infrastructure;</li> <li>▪ To provide guidance to potential NSIP developers on the relevant infrastructure, generic impacts and general siting considerations that may need to be taken into account when planning for the development of water resources infrastructure;</li> <li>▪ To provide policy and guidance on generic impacts to support any relevant local planning authorities in preparing their local impact reports, which they will be invited to prepare under section 60 of the Planning</li> </ul>	Water



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<p>Act; To guide the development of NSIPs that support the government’s sustainability goals and objective to enhance the environment</p> <ul style="list-style-type: none"> <li>▪ To provide guidance, where relevant, in respect of applications for infrastructure schemes that include, or have impacts upon, water resources infrastructure.</li> </ul>	
Waste (England and Wales) Regulations 2011	<p>These regulations implement the revised EU Waste Framework Directive 2008/98 which sets requirements for the collection, transport, recovery and disposal of waste. It outlines that it is a requirement for businesses to confirm that they have applied the waste management hierarchy when transferring waste and include a declaration to this effect on their waste transfer note or consignment note. The regulations apply to businesses that:</p> <ul style="list-style-type: none"> <li>▪ Produce waste</li> <li>▪ Import or export waste</li> <li>▪ Carry or transport waste</li> <li>▪ Keep or store waste</li> <li>▪ Treat waste</li> <li>▪ Dispose of waste</li> <li>▪ Operate as waste brokers or dealers</li> </ul>	Material Assets
National Review of Waste Policy in England 2011	<p>This document is a review of waste policy in England and is guided by a waste hierarchy which is a guide to sustainable waste management and a legal requirement. Key objectives are the use of more sustainable approaches to the use of materials and to improve the service to householders and businesses in order to deliver environmental benefits and support economic growth. This review covers a range of topics including:</p> <ul style="list-style-type: none"> <li>▪ Sustainable use of materials and waste prevention</li> <li>▪ Regulations and enforcement</li> <li>▪ Food waste</li> <li>▪ Energy recovery</li> <li>▪ Infrastructure and planning</li> <li>▪ Next steps in waste policy.</li> </ul>	Material Assets
Waste Management Plan for England (2021)	<p>This document provides an analysis of the current waste management situation in England and fulfils the mandatory requirements of article 28 of the revised Waste Framework Directive (rWFD).</p> <p>The plan does not introduce new policies or change the landscape of how waste is managed in England. Its core aim is to bring current waste management policies under the umbrella of one national plan.</p>	Material Assets



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Waste Prevention Programme for England 2021	<p>This programme sets out government’s priorities for managing resources and waste, in line with the resources and waste strategy for England. It aims to move to a circular economy, keeping products and materials in circulation at the highest value for as long as possible which includes reuse, repair and remanufacture of products and materials. After consulting on this programme, a policy approach was decided encompassing the following three themes:</p> <ul style="list-style-type: none"> <li>• Designing out waste</li> <li>• Systems and services</li> <li>• Data and information</li> </ul>	Material Assets
Resource Security Action Plan 2012	<p>This document was developed in response to private sector concerns about the availability of some raw materials. It details how the government recognises these issues, provides a framework for business action to address resource risks, and sets out a high level actions to build on the developing partnership between government and businesses to address resource concerns.</p>	Material Assets
Environmental Noise Regulations 2006	<p>The European Environmental Noise Directive (END) is implemented in England by The Environmental Noise (England) Regulations 2006 and seeks to manage the impact of environmental noise through strategic noise mapping and the preparation and implementation of noise Action Plans. Under these regulations, the second round of strategic noise mapping has been undertaken and updated Noise Action Plans have been prepared.</p>	Population and Human Health
Noise Policy Statement for England 2010	<p>The objectives of the Noise Policy Statement for England (NPSE) sets out three noise levels to be defined by the noise assessor: These are as follows:</p> <ul style="list-style-type: none"> <li>▪ NOEL – No Observed Effect Level. This is the level below which no effect can be detected. Below this level there is no detectable effect on health and quality of life due to noise.</li> <li>▪ LOAEL – Lowest Observed Adverse Effect Level. This is the level above which adverse effects on health and quality of life can be detected.</li> <li>▪ SOAEL – Significant Observed Adverse Effect Level – This is the level above which significant adverse effects on health and quality of life can occur.</li> </ul> <p>The NPSE considers that the noise levels above the SOAEL would be seen to have, by definition, significant adverse effects and would be considered unacceptable. Where the assessed noise levels fall between the LOAEL and the SOAEL noise levels the policy statement requires that:</p> <p>“all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life while also taking into account the guiding principles of sustainable development. This does not mean that such adverse effects cannot occur but that efforts should be focused on minimising such effects”</p> <p>Where noise levels are below the LOAEL it is considered there will be no adverse effect. Once the noise levels are below the NOEL there will be no observable change. For the present guidance a numerical definition of LOAEL is given by the WHO Guidelines for Community Noise and BS8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings.</p>	Population and Human Health



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Road Safety Act 2006	<p>The provisions contained in the Act are designed to improve road safety and help achieve casualty reduction targets. The Act creates a new criminal offence of causing death by careless, or inconsiderate, driving. This offence was introduced because of public concern about deaths on the roads and the minimal sentence allowed under the law as it was before the introduction of the Act.</p> <p>The provisions of the Act cover:</p> <ul style="list-style-type: none"> <li>▪ Drink driving</li> <li>▪ Speeding</li> <li>▪ New offences</li> <li>▪ Penalties and enforcement</li> <li>▪ Driver training</li> <li>▪ Driver fatigue</li> <li>▪ Driver and vehicle licensing</li> <li>▪ Motor insurance</li> </ul>	Population and Human Health
Transport Investment Strategy 2017	<p>The Transport Investment Strategy sets out how the Government proposes to allocate funding to transport projects supporting its goals for economic growth and infrastructure improvements. The strategy also seeks to put the travelling public at the heart of transport decision making. Four headline objectives are set out to support this, covered below.</p> <p>The strategy also stresses the need for decision-making to be more focussed and undertaken at a more local level than previously, endorsing sub-national transport bodies and aiming to create institutional decision-making frameworks.</p> <p>The four key objectives of transport investment are listed as:</p> <ul style="list-style-type: none"> <li>▪ create a transport network that works for users, wherever they live;</li> <li>▪ improve productivity and rebalance growth across the UK;</li> <li>▪ enhance our global competitiveness by making Britain a more attractive place to invest; and</li> <li>▪ support the creation of new housing.</li> </ul> <p>In the process of pursuing these objectives, it is also expected that the Government will:</p> <ul style="list-style-type: none"> <li>▪ ensure our investment consistently meets the needs of users and helps to create a balanced economy;</li> <li>▪ focus on getting the best value out of the network and our investment;</li> <li>▪ retain a resolute focus on delivery; and</li> <li>▪ remain adaptable in the face of change.</li> </ul>	Population and Human Health





Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Planning Act 2008	The Act created a new development consent regime for major infrastructure projects in the fields of energy, transport, water, waste water, and waste. The Act sets out the thresholds above which certain types of infrastructure development are considered to be nationally significant and require development consent.	Cross Cutting
Energy Act 2023	<p>This Act will make provision about energy production and security and the regulation of the energy market. It includes provisions on:</p> <ul style="list-style-type: none"> <li>▪ Carbon dioxide storage and transport</li> <li>▪ Carbon capture and storage and hydrogen production and transport</li> <li>▪ New technology</li> <li>▪ Energy performance, saving opportunity schemes</li> <li>▪ Core fuel sector</li> <li>▪ Offshore energy production, including environmental protection an, licensing and decommissioning</li> </ul>	Cross Cutting
<b>REGIONAL / LOCAL</b>		
Wiltshire Core Strategy 2015	<p>The plan provides an overarching planning policy framework for Wiltshire for the period up to 2026. Its sets out six strategic objectives:</p> <ul style="list-style-type: none"> <li>• Strategic objective 1: delivering a thriving economy</li> <li>• Strategic objective 2: addressing climate change</li> <li>• Strategic objective 3: providing everyone with access to a decent, affordable home</li> <li>• Strategic objective 4: helping to build resilient communities</li> <li>• Strategic objective 5: protecting and enhancing the natural, historic and built environment</li> <li>• Strategic objective 6: ensuring that adequate infrastructure is in place to support our communities</li> </ul>	Cross Cutting
Wiltshire Council Local Development Scheme December 2024	The Local Development Scheme identifies the Development Plan Documents (DPDs) prioritised for production by Wiltshire Council and the timetable for their preparation that will, when complete, together with other adopted documents, comprise the Local Plan for Wiltshire. It also sets out neighbourhood plans that form part of the development plan for Wiltshire as well as those at an advanced stage of preparation.	Cross Cutting
Wiltshire Statement of Community Involvement 2020	The Statement of Community Involvement (SCI) provides clarity on how Wiltshire will engage with the local communities and stakeholders on planning matters including both plan-making and decision taking. It is a legal requirement under the Planning and Compulsory Purchase Act 2004.	Cross Cutting



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Wiltshire and Swindon Minerals Core Strategy 2006-2026	<p>The minerals core strategy sets out a spatial vision, key objectives and overall principles for minerals development up to 2026. The primary role of the Strategy is to make the critical decisions relating to where minerals should be worked in Wiltshire and Swindon over the Plan period to 2026. Its strategic objectives are as follows:</p> <ul style="list-style-type: none"> <li>• Managing Mineral Resources</li> <li>• Economy</li> <li>• Communities and Local Amenities</li> <li>• Environment</li> <li>• Collaborative Working</li> </ul>	Material Assets
Wiltshire and Swindon Waste Core Strategy 2006-2026	<ul style="list-style-type: none"> <li>• The Waste Core Strategy for Wiltshire and Swindon sets out the strategic planning policy framework for waste management over the next 20 years. The Waste Core Strategy forms one element of the Wiltshire and Swindon Minerals and Waste Development Framework. Its strategic objectives are as follows: <ul style="list-style-type: none"> <li>• Involving the Community;</li> <li>• The Need for Waste Management Facilities;</li> <li>• The Environment; and</li> <li>• The Waste Hierarchy</li> </ul> </li> </ul>	Material Assets
Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP) 2022	<p>This document sets out the draft Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP). Subsidiary urban LCWIPs for Wiltshire's 15 principal settlements and market towns will be published in due course. This outline LCWIP covers overarching principles, inter-urban routes and walking routes to rail stations that will not be covered within one of the 15 urban LCWIPs.</p>	Population and Human Health
Wiltshire Local Transport Plan 2011 – 2026 Strategy	<p>The first Wiltshire LTP (LTP1) was published in July 2000 and covered the five year period 2001/02-2005/06. The second Wiltshire LTP (LTP2), published in March 2006, then covered the five year period 2006/07-2010/11. This is the third Wiltshire LTP (LTP3) covering 2011/12-2025/26 which has been developed in line with government guidance</p>	Informative only
Air Quality Strategy for Wiltshire 2019-2024	<p>This strategy has been developed by the Public Health and Public Protection service and is a refresh of the Air Quality Strategy produced in 2011. It is an overarching document that provides a local evidence base for the inclusion of a core policy on air quality in the Wiltshire Core Strategy. Its vision is to create an environment where people have healthy, active lives for a healthier population. In doing so it will reduce the human and financial cost of air quality to individuals, families, communities, public services and the wider economy.</p>	Air
Wiltshire Climate Strategy 2022 - 2027	<p>The Climate Strategy sets out the next five years of the council's journey to becoming a carbon neutral county, covering seven delivery themes: transport; built environment; waste; green economy; energy generation, storage and distribution; natural environment, food and farming; and carbon neutral council.</p>	Climate Change



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
Wiltshire Council – Climate Change Adaptation Action Plan (revised 2016)	<p>The Action Plan allows the council to consider the impacts and opportunities across all the council services, making connections between the complimentary work of different teams, sharing information and joining up resources. The Action Plan consists of 13 Objectives meeting five key Aims. Its five Action Areas are:</p> <ul style="list-style-type: none"> <li>• Well-being and Public Health</li> <li>• Financial and Economic</li> <li>• Environmental</li> <li>• Civil contingencies and Emergency Planning</li> <li>• Infrastructure Resilience</li> </ul>	Climate Change
Wiltshire Council Electric Vehicle Charging Infrastructure Plan 2021 - 24	<p>The Electric Vehicle Charging Infrastructure plan is addressing the current challenges and aims to set a foundation for future delivery. Its vision is to maximise the current opportunities to increase the access to electric vehicle charging infrastructure, whilst identifying the emerging technologies, trends, and providers to ensure we deliver on agreed sustainable outcomes.</p>	Material Assets
Wiltshire Council Level 1 Strategic Flood Risk Assessment (2019)	<p>The SFRA forms part of an evidence base for the Local Plan which will set out a vision and framework for development in Wiltshire up to 2036 and used to guide the sequential test and decisions on the location of future development. The SFRA will also be used to assess planning applications, and flood risk mapping information will be made available for developers for carrying out flood risk assessments.</p> <ul style="list-style-type: none"> <li>• The key objectives of this Level 1 SFRA are: <ul style="list-style-type: none"> <li>• 1. To take into account the latest flood risk policy and emerging guidance</li> <li>• 2. Take into account the latest flood risk information and available data</li> <li>• 3. To provide a comprehensive set of maps including, but not limited to: <ul style="list-style-type: none"> <li>• Fluvial flood risk</li> <li>• Surface water flood risk</li> <li>• Groundwater flood risk</li> <li>• Sewer flood risk</li> <li>• Canals and reservoirs flood risk</li> <li>• Historic flood records</li> <li>• Flood warning coverage</li> </ul> </li> </ul> </li> </ul>	Flood Risk
Site Improvement Plans for Natura 2000 sites (2014)	<p>Site Improvement Plans (SIPs) have been developed for each Natura 2000 (Special Protected Areas and Special Conservation Areas) site in England. The plans provide an overview of both the current and predicted issues affecting the condition of the site features and sets priority measures required to improve the condition.</p>	Biodiversity



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	The SIPs are not legal documents, they are live documents that are updated to reflect changes in evidence/knowledge and as actions get underway.	
National Character Areas (NCAs)	NCAs are subdivisions in England based on a combination of landscape, biodiversity, geodiversity and economic activity characteristics. They intend to inform local decision making for the natural environment	Landscape
AONB Management Plans	Areas of Outstanding Natural Beauty (AONB) are protected to conserve and enhance their natural beauty and distinctiveness. AONB Management Plans highlights the importance and significance of each AONBs special qualities, it presents an integrated vision for the future of each AONB, set policies to help secure the vision, states the condition of each AONB and identifies what needs to be done to achieve these outcomes. Note that AONBs are now known as National Landscapes.	Landscape
National Park Management Plans	All National Parks are expected to have a Management Plan for their area, to help guide the work of those with responsibilities or an interest in the Park. Government guidance emphasises that the plan should be for the National Park as a place, and not specifically for the National Park Authority or any other particular organisation. However, relevant authorities are required to take the two national park purposes into account in any work that may affect the area (Environment Act, 1995).	Landscape
River Basin Management Plans (RBMPs), Defra and Environment Agency (2015)	<p>RBMPs set out to provide a strategic framework for managing, protecting and improving the water environment. Due to the nature of water and land resources being so closely connected, RBMP's also informs decisions on land-use planning.</p> <p>The most recent update to the plans was made in 2022 which describes the challenges that threaten the water environment and how these challenges can be managed.</p>	Flood Risk
Catchment Flood Management Plans (CFMPs), Defra and Environment Agency (2016)	<ul style="list-style-type: none"> <li>• Catchment Flood Management Plans assess all types of inland flooding from rivers, surface water, groundwater and tidal flooding across England and Wales. They do not cover coastal flooding, directly from the sea, which are covered by Shoreline Management Plans.</li> <li>• CFMPs are to establish flood risk management policies to assist and deliver sustainable flood risk management for the long term. CFMPs should be used to inform planning and decision making by key stakeholders such as the Environment Agency, regional planning bodies and local authorities, Internal Drainage Boards, water companies and other utilities; transportation planners; landowners, farmers and land managers; and the public and businesses.</li> <li>• The CFMPs identify six policy options for flood risk management: <ul style="list-style-type: none"> <li>▪ Policy 1- Areas of little or no flood risk where we will continue to monitor and advise.</li> <li>▪ Policy 2 - Areas of low to moderate flood risk where we can generally reduce existing flood risk management actions.</li> <li>▪ Policy 3 - Areas of low to moderate flood risk where we are generally managing existing flood risk effectively.</li> </ul> </li> </ul>	Flood Risk



Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
	<ul style="list-style-type: none"> <li>▪ Policy 4 - Areas of low, moderate or high flood risk where we are already managing the flood risk effectively but where we may need to take further actions to keep pace with climate change.</li> <li>▪ Policy 5 - Areas of moderate to high flood risk where we can generally take further action to reduce flood risk.</li> <li>▪ Policy 6 - Areas of low to moderate flood risk where we will take action with others to store water or manage run-off in locations that provide overall flood risk reduction or environmental benefits.</li> </ul> <p>To select the most appropriate policy, the Catchment Flood Management Plans consider how the social, economic and environmental objectives are affected by flood risk management activities under each policy option.</p>	



# Appendix D. ISA Recommendations and how these were addressed

Throughout the ISA process a series of recommendations were made in order to strengthen the sustainability performance of the LTP4. The following is an overview of the main recommendations made and how these were addressed in the draft LTP4.

**Table 1 - Recommendations and how these were addressed**

Topic	Recommendation	How was this addressed?
Biodiversity	Note to be made that early discussion with Natural England is to be made when projects are being considered for development.	Environment and sustainability chapter of Core LTP4 Strategy (Section 4.2.3) sets out intentions to engage with Natural England prior to development. Natural England is also listed as a key delivery partner in the Delivery chapter (Section 5.1 / Figure 5-1).
Biodiversity	Policy text should be amended to note the need to encourage the use of native species (ideally of local to Wiltshire provenance) in any planting, as well as to take opportunities for Biodiversity gain, for example through planting wildflowers that can act as pollinators.	Environment and sustainability chapter of Core LTP4 Strategy (Section 4.2.3) sets out intentions to plant species native to Wiltshire and to ensure new plans account for biodiversity net gain.
Biodiversity	Further consideration to be given to restricting vehicle access, or reducing speeds in areas that are of value to wildlife.	Environment and sustainability chapter of Core LTP4 Strategy (Section 4.2.3) sets out intentions to protect areas recognised at the highest levels of their importance to biodiversity.
Biodiversity / Climate adaptation	Policy text should be amended to note the need to encourage the use of native species that can help to adapt infrastructure to a changing climate e.g. trees that can provide shade or act as wind breaks	The climate change context section (Section 1.2.3 / Adapt) and environment and sustainability chapter (Section 4.2.3) of Core LTP4 Strategy sets out intentions to build in resilience to climate change such as by introducing planting into schemes to provide shade or act as wind breaks.
Biodiversity (Designated sites)	Further consideration to be given to restricting vehicle access, or reducing speeds in areas that are designated for nature conservation value, or which are nearby to such areas	Environment and sustainability chapter of Core LTP4 Strategy (Section 4.2.3) sets out intentions to protect areas recognised at the highest levels of their importance to nature conservation.
Biodiversity / Green Space and sites designated for nature conservation	Need to ensure any new car park is not at the expense of edge of town green space, or have the potential to cause direct / indirect effects on sites designated for nature conservation.	Environment and sustainability chapter of Core LTP4 Strategy (Section 4.2.3) sets out intentions to protect areas recognised at the highest levels of their importance to nature conservation.
Carbon	Note should be made of the potential for design of public transport hubs to explore low carbon energy generation (solar	Environment and sustainability chapter of Core LTP4 Strategy sets out intentions to use the transport estate to generate low carbon energy



Topic	Recommendation	How was this addressed?
	panels etc.) and reduction of embodied carbon.	and minimise embodied carbon in new infrastructure.
Cultural Heritage	Reference should also be made that working with Partners and other statutory bodies, such as Historic England, the council will aim to minimise the impact of transport on heritage assets and protect and enhance the quality environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings and ensure that due regard is given to the need to undertake archaeological investigations. Improving physical access and/or interpretation, understanding and appreciation of the significance of heritage assets as part of transport development should also take place where appropriate.	Environment and sustainability chapter of Core LTP4 Strategy (Section 4.2.3) sets out intentions to work with the heritage team at Wiltshire Council and with Historic England to ensure historic assets are protected and where possible enhanced. Historic England is also listed as a key delivery partner in the Delivery chapter (Section 5.1 / Figure 5-1).
Cultural Heritage / Townscape / Visual Amenity	Note should be made that design e.g. of public transport hubs should recognise the vernacular architecture of Wiltshire where appropriate and be in accordance with local design guides	Environment and sustainability chapter of Core LTP4 Strategy (Section 4.2.3) sets out intentions to reflect and respect the built environment.
Water environment	Sustainable Drainage (SuDS) to be integrated into the design of any new infrastructure	Environment and sustainability chapter of Core LTP4 Strategy (Section 4.2.3) sets out intentions to work with partners to build resilience to flooding through green and blue infrastructure, natural flood management or SuDS.
Air Quality	It is recommended that note is made to ensure incorporation of pollution prevention in design elements.	Environment and sustainability chapter of Core LTP4 Strategy (Section 4.2.3) sets out intentions to improve air quality by incorporating features into the design of new schemes which absorb or dissipate pollutants.
Soil / Land Remediation	It is recommended that note is made of the need to take opportunities to remediate contaminated land and that route / site location should avoid areas of the best soil.	Environment and sustainability chapter of Core LTP4 Strategy (Section 4.2.3) sets out intentions to protect natural resources by taking opportunities to remediate contaminated land, where appropriate.
Materials and Waste	It is recommended that note is made of the need for design of public transport hubs, active travel routes or public realm etc. to consider use of recycled materials and reduced waste generation.	Environment and sustainability chapter of Core LTP4 Strategy (Section 4.2.3) sets out intentions to promote circular economy principles by reducing use of materials in design and increasing the use of recycled and renewable materials in schemes.
Social	It is recommended that additional note is made in respect of the potential for some members of the community to be disadvantaged in terms of changes to	Environment and sustainability chapter of Core LTP4 Strategy (Section 4.2.2) sets out intentions to proactively consider health and equalities issues

Topic	Recommendation	How was this addressed?
	parking cost and costs related to vehicle emissions.	<p>from the earliest stages, including carrying out the required impact assessments.</p> <p>Objectives in the Parking sub-strategy ensure the need to provide access to key services and facilities for vulnerable user groups. No measures specifically relating to vehicle emissions have been included.</p>
Social	Design of Schemes should consider issues such as Severance and are designed to avoid conflict between mode types, users etc. Opportunities should be taken to undertake safety audits, as well as safety improvements such as at junctions.	<p>Environment and sustainability chapter of Core LTP4 Strategy (Section 4.2.2) sets out intentions to proactively consider health and equalities issues from the earliest stages.</p> <p>Policy S1 is to enable active travel to be the preferred choice for shorter journeys by improving safety, access and quality (detail is provided in Section 2.3 of the Core LTP4 Strategy). Measures under this policy set out how this will be achieved (measures are summaries in Section 3.4 of the Core LTP4 Strategy and included in more detail within the sub-strategy documents).</p>
Safety / Perception of Safety	Policy text to be strengthened to note how journeys such as those being undertaken via ride sharing / sharing taxis can be done safely. This is particularly important for lone travellers or those who may be considered more vulnerable members of society.	<p>Environment and sustainability chapter of Core LTP4 Strategy (Section 4.2.2) sets out intentions to proactively consider health and equalities issues from the earliest stages.</p> <p>Policy SU1 is to empower people with skills, knowledge and motivation they need to safely access more sustainable and healthier transport. Measures within this policy include the roll out of safety apps that aim to improve perceived safety when travelling alone.</p>
Safety / Perception of Safety	Policy text should be expanded upon to note that the need to ensure that safety is a top priority in the design of any new infrastructure such as mobility hubs. A focus should be placed on more vulnerable or lone travellers, as well as those living in proximity to hubs.	<p>Environment and sustainability chapter of Core LTP4 Strategy (Section 4.2.2) sets out intentions to proactively consider health and equalities issues from the earliest stages.</p> <p>Many of the proposed LTP4 measures consider improving safety as a key benefit. For example, measure S3.6 sets out the benefits of mobility hubs and refers to safety being prioritised by ensuring their position in well lit and overlooked spaces to improve perception of safety for lone travellers.</p>
General	It is recommended that care is to be taken in route / site selection, with opportunities for beneficial effects to be taken. All aspects of the environment should be considered.	Environment and sustainability chapter of Core LTP4 Strategy (Section 4.2.3) sets out intentions to consider all aspects of the environment when selecting sites.
General	It is suggested that the above recommendations could be incorporated	Environment and sustainability chapter of Core LTP4 Strategy (Section 4) satisfies this comment.





Topic	Recommendation	How was this addressed?
General	<p>into a general section on Sustainability. This will act in a cross cutting fashion.</p> <p>It is suggested that a new / enhanced section could be provided on disabilities and access issues, with a particular focus on those members of the community who may be considered vulnerable, or who have Protected Characteristics. An example may be the design of EV charging points needs to ensure they are accessible to all users, including with adequate space all round the vehicle when parked, to allow for wheelchair users. This will draw together many of the various strands throughout the LTP4 that deal with these issues to allow easier reference to be made to these issues.</p>	<p>Environment and sustainability chapter of Core LTP4 Strategy (Section 4.2.2) sets out intentions to proactively consider health and equalities issues from the earliest stages. This section refers to the EqIA and HIA that have been undertaken for the LTP4 and that they will inform future schemes. Many of the proposed LTP4 measures have accessibility as a key focus. For example, S4.2: Provision and consistency of disabled parking; and I1.9: Ensure that new EV chargers maximise accessibility for both drivers and footway users.</p>



# Appendix E. Baseline and contextual information

Note that all counts are approximate and many elements of baseline data are in a state of constant flux and may have changed since the following data was collected. The main purpose of gathering this baseline data is to help in understanding the environmental and social conditions of the plan area and setting the ISA Objectives and as such this baseline information was gathered at the time of ISA Scoping. It is also to be noted that when individual transport schemes are subject to further design and planning, detailed baseline data relevant to the area in which the scheme is to be developed should be gathered and analysed.

In the following tables, the Regional context is taken to be the 'South West of England'. This is an amorphous term in that it can be taken to mean a different spatial area for different issues and should not be considered a definitive area for the purposes of this assessment. As with the baseline data as a whole, the purpose of gathering data at this level is to help understand the broader environmental and social conditions of the wider area in which the plan is set.

For clarity, where there are instances of designated sites made up of multiple component areas, this is counted as one site.



## E.1 Biodiversity

	International / National (UK & England)	Regional (South West)	Local (Plan Area)
<b>Special Protection Areas (SPA)</b>	As of January 2024, there were 90 Classified SPAs in England, covering an area of 2,185,136.47 ha <sup>1</sup> . As of September 2022 there was one site crossing the England / Scotland border (135,750 ha), two across the England / Wales border (38,811 ha), one classified as England / Wales / Offshore (251,709 ha) and two classified as England / offshore (745,933 ha). SPAs in England are predominantly located in coastal and estuarine areas, with various sites distributed inland <sup>2</sup> .	There are 14 classified SPAs in the South West of England.	There are two SPAs within the Plan Area: <ul style="list-style-type: none"> <li>• Salisbury Plain</li> <li>• Porton Down</li> </ul>
<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Special Protection Areas (SPAs) are protected areas for birds in the UK. SPAs are classified in accordance with European Council Directive 2009/147/EC on the conservation of wild birds, known as the Birds Directive. SPAs protect rare and vulnerable birds (as listed on Annex I of the Birds Directive), and regularly occurring migratory species. JNCC3 is responsible for advising the UK Government and Devolved Administrations on aspects of the classification and management of SPAs from a UK perspective, including reporting on the implementation of the UK SPA programme and the status and trends of protected bird species. New potential Special Protection Areas (pSPAs) for classification or updates to existing SPAs are submitted in tranches.</p> <p>The UK's Statutory Nature Conservation Bodies (SNCBs) are responsible for assessing the condition of SPAs. Approximately 40% of all SPA's in England are classified as being in favourable condition, with 49% classed as unfavourable but recovering. Approximately 4.7% of SPAs are in a declining condition with 0.03% being partially destroyed.</p> <p>The locations of SPAs within the Plan Area are shown in <b>Appendix C</b>.</p> <p><u>Anticipated Future Trends<sup>4</sup>:</u></p>			

<sup>1</sup> Natural England (2021) Designated Sites View. Available <https://designatedsites.naturalengland.org.uk/ReportConditionSummary.aspx?SiteType=SPA>

<sup>2</sup> Joint Nature Conservation Committee JNCC (2020) *Special Protection Areas – overview*. Available <https://jncc.gov.uk/our-work/special-protection-areas-overview/>

<sup>3</sup> Joint Nature Conservation Committee JNCC (2020) *Special Protection Areas – Overview*. Available: <https://jncc.gov.uk/our-work/special-protection-areas-overview/>

<sup>4</sup> Bournemouth University (2015) Biodiversity Report Card. Available: <https://nerc.ukri.org/research/partnerships/ride/lwec/report-cards/biodiversity-source04/>



	<b>International / National (UK &amp; England)</b>	<b>Regional (South West)</b>	<b>Local (Plan Area)</b>
	<ul style="list-style-type: none"> <li>- The composition of flora and fauna on each Protected Area (PA) will change – high confidence (medium evidence, high agreement)</li> <li>- Cold adapted species of high latitudes and altitudes will tend to decrease on PAs, whilst warm adapted species will tend to increase – medium confidence (medium evidence, medium agreement)</li> <li>- PAs in the North of the UK will gain plant species overall, whilst PAs in the south may lose some native plant species. This pattern is reversed for UK breeding birds – low confidence (medium evidence, low agreement)</li> <li>- Species with lower dispersal capacities and those for which urban and intensive agricultural areas are a barrier to dispersal will be unable to colonize PAs that become climatically suitable – low confidence (limited evidence, medium agreement)</li> <li>- Increasing range mismatching of interacting species, such as butterflies and their host plants, might mean that more management is necessary on PAs to preserve species that interact with each other – low confidence (limited evidence, medium agreement).</li> </ul> <p>Integrating consideration of climate change into management plans for the PA network is likely to result in more effective (and cost-effective) conservation solutions. In order to facilitate this integration, monitoring of climate change impacts and management actions should be carried out to enable adaptive decision making.</p>		
<b>Special Areas of Conservation (SACs)</b>	As of April 2023, there were 256 SACs in England, covering an area of 5,656,678 ha <sup>5</sup> . There are three SACs crossing the England / Scotland border (112,770 ha) and seven across the England / Wales border (95,182 ha). Additionally, there are three SACs which are classified as England / offshore (3,795,179 ha) and one England / Wales / Offshore (584,989 ha) <sup>6</sup> . SACs are widely distributed throughout England; however, the highest concentrations correspond with the more remote rural and upland locations.	There are 67 classified SACs in the South West of England.	There are 10 SACs within the Plan Area: <ul style="list-style-type: none"> <li>• Bath &amp; Bradford on Avon Bats</li> <li>• Chilmark Quarries</li> <li>• Great Yews</li> <li>• Kennet &amp; Lambourn Floodplain</li> <li>• North Meadow &amp; Clattinger Farm</li> <li>• Pewsey Downs</li> <li>• Prescombe Down</li> <li>• River Avon</li> <li>• Salisbury Plain</li> <li>• The New Forest</li> </ul>

<sup>5</sup> Natural England (2021) Designated Sites View. Available: <https://designatedsites.naturalengland.org.uk/>

<sup>6</sup> Joint Nature Conservation Committee JNCC (2020) Special Areas of Conservation – overview. Available: <https://jncc.gov.uk/our-work/special-areas-of-conservation-overview/>



	International / National (UK & England)	Regional (South West)	Local (Plan Area)
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>SACs are strictly protected sites designated under the EC Habitats Directive. Article 3 of the Habitats Directive requires the establishment of a European network of important high-quality conservation sites that will make a significant contribution to conserving the 189 habitat types and 788 species identified in Annexes I and II of the Directive (as amended). The listed habitat types and species are those considered to be most in need of conservation at a European level (excluding birds). Sites of Community Importance (SCIs) are sites that have been adopted by the European Commission but not yet formally designated by the government of each country. Candidate SACs (cSACs) are sites that have been submitted to the European Commission, but not yet formally adopted. JNCC is responsible for advising the UK Government and devolved administrations on aspects of the designation and management of SACs from a UK perspective.</p> <p>SACs are of national and international conservation importance.</p> <p>Approximately 35% of all SACs in England are classified as being in favourable condition, with 55% classed as unfavourable but recovering. Approximately 4% of SACs are in a declining condition with 0.03% being partially destroyed.</p> <p>The locations of SACs within the Plan Area are shown in <b>Appendix C</b>.</p> <p><u>Anticipated Future Trends<sup>7</sup>:</u></p> <p>See above details that are applicable to all forms of PA.</p>		
<b>Marine Conservation Zones (MCZs)</b>	<p>Marine Conservation Zones are areas that protect a range of nationally important, rare or threatened habitats and species. There are 91 MCZs in waters around England. These are spread across the English coastline but there are concentrations along the English Channel and South West.</p>	<p>22 Marine Conservation Zones intersect or are directly adjacent to the South West region.</p>	<p>There are no Marine Conservation Zones within the Plan area.</p>
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>The government aims to have 'clean, healthy, safe, productive and biologically diverse oceans and seas'. The government has made a commitment to completing a network of Marine Conservation Zones (a type of Marine Protected Area), to create a Blue Belt of protected sites around our coasts.</p> <p><u>Anticipated Future Trends<sup>7</sup>:</u></p>		

<sup>7</sup> UKRI (2024) Natural Environment Research Council <https://nerc.ukri.org/research/partnerships/ride/lwec/report-cards/biodiversity-source04/>



	<b>International / National (UK &amp; England)</b>	<b>Regional (South West)</b>	<b>Local (Plan Area)</b>
	Increasing marine development, pollution, fishing practices and climate change place pressure on MCZs and wider marine habitat and wildlife. Management measures may be required in order to restore or maintain the conservation status of the protected features of MCZs. See above details that are applicable to all forms of PA.		
<b>Sites of Special Scientific Interest (SSSI)</b> NB. The SSSI / ASSI information shown includes sites designated for both biological and geological reasons.	There are over 4,100 SSSIs in England, covering about 1,099,505 ha <sup>8</sup> . Some of these sites correspond with other designations, such as SACs, SPAs and NNRs. SSSIs are widespread throughout the whole of England and cover a wide variety of habitats and geological features.	There are 940 classified SSSI's in the South West region.	There are 129 SSSIs within the Plan Area.
	<b>Explanatory Text and anticipated future trends:</b> A Site of Special Scientific Interest (SSSI) is a formal conservation designation of international importance. Usually, it describes an area that's of particular interest to science due to the rare species of fauna or flora it contains - or even important geological or physiological features that may lie in its boundaries. SSSIs often contain important habitats such as grasslands, parkland and woodland. Some even contain ancient woodland and ancient trees. In other words, these areas have high conservation value, and need to be protected. Official authorities in each country determine which sites should have SSSI status, for England this is Natural England. Approximately 38% of all SSSIs in England are classified as being in favourable condition, with 50% classed as unfavourable but recovering. Approximately 6% of SSSIs are in a declining condition with 0.03% being partially destroyed. The locations of SSSIs within the Plan Area are shown in <b>Appendix C</b> . <u>Anticipated Future Trends<sup>7</sup>:</u> See above details that are applicable to all forms of PA.		
<b>Ancient Woodland &amp;</b>	The Ancient Woodland Inventory for England identifies over 52,000 ancient woodland sites in England <sup>9</sup> , covering 340,000 Ha. Ancient Woodland sites are scattered throughout	There are over 7,300 areas of Ancient Woodland within the South West Region.	There are approximately 1,227 areas of Ancient Woodland within the Plan Area.

<sup>8</sup> Natural England (2016) Designated Sites View. Available: <https://designatedsites.naturalengland.org.uk/>.

<sup>9</sup> Natural England Open Data Geoportal (2024) *Ancient Woodland Inventory (England)*. Available: [Ancient Woodland \(England\) | Ancient Woodland \(England\) | Natural England Open Data Geoportal \(arcgis.com\)](#)

	International / National (UK & England)	Regional (South West)	Local (Plan Area)
<b>Veteran trees etc.</b>	<p>England, with the densest concentrations being in the south east<sup>10</sup>.</p> <p>Throughout England there are several trees classed as Veteran trees, which are classes as ancient tree, veteran tree and notable tree status. Some of the Veteran trees have been removed over the years and these have been marked as lost trees<sup>11</sup>.</p>		
<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Ancient woods are areas of woodland that have persisted since 1600 in England and Wales, and 1750 in Scotland. They are relatively undisturbed by human development. As a result, they are unique and complex communities of plants, fungi, insects and other microorganisms. Ancient woodlands can be classified into different categories, including Ancient semi-natural woods (woods that have developed naturally) and plantations on ancient woodland sites (ancient woodlands that have been felled and replanted with non-native species). Ancient woodland is identified using presence or absence of woods from old maps, information about the wood's name, shape, internal boundaries, location relative to other features, ground survey, and aerial photography. The Forestry Commission is responsible for protecting, expanding and promoting the sustainable management of woodlands.</p> <p>Approximately 1,225 ancient woodlands are under threat in the UK due to conifer plantations, overgrazing, infrastructure development and the spread of invasive species.</p> <p><u>Anticipated Future Events:</u></p> <p>See above details that are applicable to all forms of PA. In addition to the threat of climate change, ancient woodlands are at particular threat from major infrastructure projects, including road and rail schemes. Whilst many schemes take part in some form of habitat regeneration (such as replanting), the replacement habitat is not comparable to the ecological value of ancient woodlands that have been preserved since 1600. Once these habitats are removed, they cannot be replaced or regrown.</p>			
<b>Biosphere Reserves</b>	<p>There are three Biosphere Reserves in England.</p> <p><u>Brighton and Lewes Downs:</u></p> <p>The Brighton and Lewes Downs Biosphere reserve covers almost 400km<sup>2</sup> of land and</p>	<p>The North Devon Biosphere Reserve is within the South West Region of England and the Isle of Wight Biosphere Reserve intersects the region.</p>	<p>There are no Biosphere Reserves within the Plan Area.</p>

<sup>10</sup> Defra (2016) MAgiC – *Ancient Woodland (England)*. Available: <http://magic.defra.gov.uk/MagicMap.aspx>

<sup>11</sup> Woodland Trust (2024) *Ancient Tree Inventory Tree Search*. Available: [Tree Search - Ancient Tree Inventory \(woodlandtrust.org.uk\)](https://www.woodlandtrust.org.uk/tree-search/)

	<b>International / National (UK &amp; England)</b>	<b>Regional (South West)</b>	<b>Local (Plan Area)</b>
	<p>sea between the River Adur and the River Ouse, bringing together the three environments of countryside, coast, and city &amp; towns under one united approach.</p> <p>Brighton and Lewes Downs was classified as a Biosphere reserve in 2017.</p> <p><u>North Devon:</u></p> <p>The North Devon Biosphere Reserve covers 3,300km<sup>2</sup> of land and sea. The reserve extends from the catchments of the Rivers Taw and Torridge and out to the island of Lundy, with its core at Braunton Burrows sand dune system.</p> <p><u>Isle of Wight</u></p> <p>The Isle of Wight is the largest island in England and consists of arable farmed coastal plains, pastures and woodlands, steep chalk downs, river seascapes and dramatic sea cliffs.</p>		
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Biosphere Reserves are all about improving the relationship between people and their local environment, globally. They are sites created by UNESCO that find creative ways for people and nature to thrive together. They act as extraordinary testing grounds to put into practice a revolutionary approach to managing our ecosystems sustainably for future generations.</p> <p>Biosphere reserves are recognised under UNESCO's Man and the Biosphere (MAB) Programme with the aim of promoting sustainable development founded on the work of the local community. Once designated, they lie under the United Kingdom's authority, but when grouped together in the global community together they make up a network of sites within the World Network of Biosphere Reserves (WNBR).</p> <p><u>Anticipated Future Trends<sup>7</sup>:</u></p> <p>See above details that are applicable to all forms of PA.</p>		
	<u>National Nature Reserves (NNR)</u>	<u>National Nature Reserves (NNR)</u>	<u>National Nature Reserves (NNR)</u>





	<b>International / National (UK &amp; England)</b>	<b>Regional (South West)</b>	<b>Local (Plan Area)</b>
<b>Nature Reserves (National and Local)</b>	As of January 2024, there are 219 NNRs in England, covering over 109,000 Ha of land <sup>12</sup> . <u>Local Nature Reserves (LNR)</u> As of January 2024, there are 1,705 LNRs in England. <sup>13</sup>	In the South West of England, there are 41 NNRs recorded. <u>Local Nature Reserves (LNR)</u> In the South West of England, there are 198 LNRs recorded.	In the Plan Area, there are 6 NNRs recorded. <u>Local Nature Reserves (LNR)</u> In the Plan Area, there are 12 LNRs recorded.
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>National Nature Reserves (NNRs) were established to protect some of our most important habitats, species and geology, and to provide 'outdoor laboratories' for research. Natural England manages approximately two thirds of England's NNRs. The remaining reserves are managed by organisations approved by Natural England, such as the National Trust, Forestry Commission, RSPB, Wildlife Trusts and local authorities.</p> <p>Approximately 50% of all NNRs in England are classified as being in favourable condition, with 37% classed as unfavourable but recovering. Approximately 9.3% of NNRs are in a declining condition with 0% being partially destroyed.<sup>14</sup></p> <p>Local Nature Reserves (LNRs) are a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949 by principal local authorities. Parish and Town Councils can also declare LNRs but they must have the powers to do so delegated to them by a principal local authority. LNRs are places with wildlife or geological features that are of special interest locally. They offer people opportunities to study or learn about nature or simply to enjoy it. They range from windswept coastal headlands, ancient woodlands and flower-rich meadows to former inner-city railways, long abandoned landfill sites and industrial areas now re-colonised by wildlife. They are an impressive natural resource which makes an important contribution to England's biodiversity.</p> <p>The locations of NNRs and LNRs within the Plan Area are shown in <b>Appendix C</b>.</p> <p><u>Anticipated Future Trends:</u> See above details that are applicable to all forms of PA.</p>		
<b>Ramsar Sites</b>	As of January 2024, there are 73 Ramsar sites in England, covering an area of 404,248 Ha. <sup>15</sup>	As of January 2024, there are 7 Ramsar sites in the South West of England.	New Forest Ramsar site is adjacent to the Plan Area but not within it.

<sup>12</sup> Natural England (2024) *National Nature Reserves in England*. Available: [National Nature Reserves in England - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

<sup>13</sup> Natural England (2024) *Site List*. Available: [Site list \(naturalengland.org.uk\)](http://naturalengland.org.uk)

<sup>14</sup> Natural England (2024) *Site Search*. Available: [Site Search \(naturalengland.org.uk\)](http://naturalengland.org.uk)

<sup>15</sup> Natural England (2024) *Site Search*. Available: [Site Search \(naturalengland.org.uk\)](http://naturalengland.org.uk)

	International / National (UK & England)	Regional (South West)	Local (Plan Area)
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Ramsar sites are wetlands of international importance designated under the Ramsar Convention. The initial emphasis was on selecting sites of importance to water birds within the UK, and consequently many Ramsar sites are also Special Protection Areas (SPAs) classified under the Birds Directive. Sites proposed for selection are advised by the UK statutory nature conservation agencies, or the relevant administration in the case of Overseas Territories and Crown Dependencies, co-ordinated through JNCC.</p> <p>Approximately 57% of all Ramsar Site in England are classified as being in favourable condition, with 33% classed as unfavourable but recovering. Approximately 7% of Ramsar Sites are in a declining condition with 0% being partially destroyed.</p> <p>The locations of Ramsar Sites within the Plan Area are shown in <b>Appendix C</b>.</p> <p><u>Anticipated Future Trends<sup>7</sup>:</u></p> <p>See above details that are applicable to all forms of PA.</p>		
<b>RSPB Reserves</b>	As of January 2024, there are 222 RSPB reserves in the UK, covering 159,000 <sup>16</sup> .	In the South West of England, 21 RSPB reserves have been identified.	There are three RSPB reserves within the Plan Area: <ul style="list-style-type: none"> <li>• Normanton Down</li> <li>• Winterbourne Downs</li> <li>• Franchises Lodge</li> </ul>
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>RSPB reserves are nature reserves run by the Royal Society for the Protection of Birds (RSPB); a non-statutory body incorporated by Royal Charter. RSPB reserves cover a broad range of habitat and landscapes, including heathland, estuaries, cliffs.</p> <p><u>Anticipated Future Trends:</u></p> <p>See above details that are applicable to all forms of PA.</p>		
<b>Priority Habitat</b> <ul style="list-style-type: none"> <li>• Woodland</li> <li>• Chalk Rivers</li> </ul>	There are 1.87 million hectares of terrestrial and coastal priority habitats recorded in the 2013 priority habitats inventory for England, representing 14% of the total land area of the country. There is 735,663 ha of priority	Reported at National and Local Level only.	There is a wide range of Priority Habitat types within the Plan Area. Deciduous woodland accounts a high percentage of priority habitat within the plan area, with approximately 21,400 areas identified. Approximately 7,900 chalk river segments have been identified within the Plan area.

<sup>16</sup> RSPB (2023) 2022-2023 Annual Report. Available: [332-0273-22-23 Annual Report 22-23 interactive.pdf](#)

	International / National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>habitat deciduous woodland in England<sup>17</sup>. The majority of woodland priority habitats are located in the South East of England.</p> <p>Only 200 chalk rivers are known globally, 85% of which are found in the UK in southern and eastern England<sup>18</sup>. Examples include the rivers Itchen and Avon in Wessex and the river Wensum in Norfolk.</p>		
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Priority habitats can be designated as protected areas called Sites of Special Scientific Interest (SSSIs). They can also be outside of these SSSI protected areas but be under Higher Level Stewardship (HLS) or Countryside Stewardship (CS) agreements or fall within Forestry Commission (FC) 'Managed woodland'. Some priority habitats, however, fall outside of the protection of all these schemes.</p> <p><u>Anticipated Future Trends:</u></p> <p>See above details that are applicable to all forms of PA.</p>		

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<sup>17</sup> Forestry Commission (2020) *Priority open habitats and woodland creation A field guide (2020)*. Available: [Priority open habitats and woodland creation 11092020.pdf \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/91111/priority-open-habitats-and-woodland-creation-a-field-guide-2020.pdf)

<sup>18</sup> The Wildlife Trusts (2024) *Chalk Rivers*. Available: <https://www.wildlifetrusts.org/habitats/freshwater/chalk-rivers>

## E.2 Air Quality

	National (UK & England)	Regional (South West)	Local (Plan Area)
<b>Air Quality Management Areas</b>	As of January 2024, there were 489 AQMAs in England <sup>19</sup> . AQMAs are distributed throughout England, although they are principally located in areas of high population. The largest AQMAs are within major cities, including London, Birmingham, Manchester, Liverpool, Sheffield and Bristol. A significant amount of AQMAs are designated along major trunk roads and are generally associated with areas of high congestion.	In the South West of England, 52 AQMAs were identified.	Eight AQMAs were identified within the Plan Area: <ul style="list-style-type: none"> <li>• Salisbury City Centre AQMA</li> <li>• Salisbury London Road AQMA</li> <li>• Westbury AQMA</li> <li>• Marlborough AQMA</li> <li>• Calne AQMA</li> <li>• Bradford-on-Avon AQMA</li> <li>• Salisbury Wilton Road (A36) AQMA</li> <li>• Devizes Shanes Castle AQMA</li> </ul>
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Since December 1997 each local authority in the UK must review and assess air quality in their area to determine performance against national air quality objectives. Where air quality objectives are not likely to be achieved an AQMA must be declared. AQMAs are typically associated with vehicle emissions, principally oxides of nitrogen (NO<sub>x</sub>), oxides of sulphur (SO<sub>2</sub>) and particulates (PM<sub>10</sub>). As such, AQMAs are predominantly associated with urban areas and the road network<sup>20</sup>.</p> <p>The quality of our air in the UK has improved considerably over the last decade. Road transport is a key source of many air pollutants, particularly in urban areas. There are two main trends in the transport sector working in opposite directions: new vehicles are becoming individually cleaner in response to European emission standards legislation, but total vehicle kilometres are increasing. Overall emissions of key air pollutants from road transport have fallen by about 50% over the last decade, despite increases in traffic, and are expected to reduce by a further 25% over the next decade. This is mainly a result of progressively tighter vehicle emission and fuel standards agreed at European level and set in UK regulations<sup>21</sup>.</p>		

<sup>19</sup> Department for Environment and Rural Affairs (2016) *Summary AQMA data*. Available: <https://uk-air.defra.gov.uk/aqma/summary>

<sup>20</sup> Department for Environment and Rural Affairs (2016) *Current AQMAs by Source*. Available: <https://uk-air.defra.gov.uk/aqma/summary>

<sup>21</sup> Department for Environment and Rural Affairs (2011) *The Air Quality Strategy for England, Scotland, Wales and Northern Ireland - Volume 1*. Available: <https://www.gov.uk/government/publications/the-air-quality-strategy-for-england-scotland-wales-and-northern-ireland-volume-1>

	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>The locations of AQMAs within the Plan Area are shown in <b>Appendix C</b>.</p> <p>Note that there is also increasing recognition of the role solid fuel use in domestic properties plays in poor air quality, with wood burning making a significant contribution toward wintertime PM<sub>10</sub> concentrations in many towns and cities. PM<sub>10</sub> attributable to wood burning tends to peak during wintertime evenings and weekends. This suggests that wood is used principally as a secondary or 'lifestyle' fuel, rather than a primary source of heating. It also suggests that the majority of current air quality impacts are linked to simpler appliances such as open fires and stoves, rather than more complex appliances such as biomass boilers and Combined Heat and Power systems. Local authorities have experienced a number of gross pollution and nuisance cases linked to solid fuel appliances, and the frequency of these cases may be increasing. In many cases these problems occur when appliances are poorly installed, misused and/or inappropriate fuels are used<sup>22</sup>.</p>		
<b>Noise Action Important Areas</b>	<p>In England, it has been estimated that the number of people immediately associated with the Important Areas (noise 'hotspots') identified for the major roads outside agglomerations* is around 57,000<sup>23</sup>. It has been estimated that the number of people immediately associated with the Important Areas (noise 'hotspots') identified for the major railways outside agglomerations is around 5,000<sup>24</sup>. It has been estimated that the approximate number of people immediately associated with the Important Areas identified for the 65 agglomerations, with respect to road and rail noise, is around 130,000 and 13,000 respectively<sup>25</sup>.</p>	<p>There are approximately 1,377 Noise Action Important Areas within the South West Region of England.</p>	<p>141 Noise Action Important Areas have been identified within the plan area. The source of noise in these areas is predominately roads, with the exception a small number in which the source is rail.</p>

<sup>22</sup> IES (2023) *New community: IES & EPUK focus on implementation*. Available: <https://www.environmental-protection.org.uk/wp-content/uploads/2013/07/Solid-Fuel-and-Air-Quality-Update-for-LAs-final-060413.pdf>

<sup>23</sup> Defra (2019) *Noise Action Plan: Roads*. Available: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/813666/noise-action-plan-2019-roads.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/813666/noise-action-plan-2019-roads.pdf)

<sup>24</sup> Defra (2019) *Noise Action Plan: Railways*. Available: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/813664/noise-action-plan-2019-railways.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/813664/noise-action-plan-2019-railways.pdf)

<sup>25</sup> Defra (2019) *Noise Action Plan: Agglomerations*. Available: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/813663/noise-action-plan-2019-agglomerations.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/813663/noise-action-plan-2019-agglomerations.pdf)



	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>Within the 65 agglomerations identified in DEFRA's Noise Action Plan 2019, DEFRA notes that, with respect to road and rail noise, there are around 130,000 and 13,000 people directly associated with Important Areas<sup>25</sup>.</p>		
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Noise Action Plans are required by the Environmental Noise Directive. Noise Important Areas identify 'hotspot' locations where the highest 1% of noise levels at residential locations can be found and therefore highlight where further investigation should be directed.</p> <p>*DEFRA defines an agglomeration as an area having a population in excess of 100,000 persons and a population density equal to or greater than 500 people per km<sup>2</sup> and which is considered to be urbanised.</p>		



## E.3 Climate Change

	National (UK & England)	Regional (South West)	Local (Plan Area)
<b>Climate Change</b> Distribution of GHG emissions	In 2021 <sup>26</sup> , greenhouse gas (GHG) emissions for the UK totalled 399 MtCO <sub>2e</sub> . Between 2020 and 2021, overall UK emissions increased by 5% largely due to COVID-19 restrictions easing and colder temperatures increasing the use of heating in buildings. Between 2005 and 2021 end-user greenhouse gas emissions fell by 23% in Northern Ireland, 34% in Wales, 39% in England and by 35% in Scotland.	National statistics for GHG emissions show the following for the South West <sup>26</sup> : <ul style="list-style-type: none"> <li>32,216 kt CO<sub>2e</sub> of GHGs in 2021</li> </ul>	National statistics for GHG emissions show the following for the relevant council area <sup>27</sup> : <ul style="list-style-type: none"> <li>3,225.8 kt CO<sub>2e</sub> of GHGs in 2021</li> </ul>
<b>Explanatory Text and anticipated future trends:</b> <p>The UK's yearly publication<sup>28</sup> on GHG emissions provides the latest estimates of 1990-2021 UK territorial greenhouse gas emissions, which are presented in carbon dioxide equivalent units (CO<sub>2e</sub>). They show greenhouse gas emissions occurring within the UK's borders and cover the Kyoto "basket" of seven greenhouse gases: carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulphur hexafluoride (SF<sub>6</sub>) and nitrogen trifluoride (NF<sub>3</sub>).</p> <p>The UK has domestic targets for reducing greenhouse gas emissions under the Climate Change Act 2008 (CCA). The CCA established a long-term legally binding framework to reduce emissions, initially committing the UK to reducing emissions by at least 80% below 1990/95 baselines by 2050. In June 2019, following the IPCC's Special Report on Global Warming of 1.5°C and advice from the independent Committee on Climate Change, the CCA was amended to commit the UK to achieving a 100% reduction in emissions (to net zero) by 2050.</p> <p>The CCA also introduced carbon budgets, which set legally binding limits on the total amount of greenhouse gas emissions the UK can emit for a given five-year period. The first carbon budget ran from 2008-12. In 2014, the UK confirmed that it had met the budget, with emissions</p>			

<sup>26</sup> Department for Energy Security and Net Zero (2023) *UK local authority greenhouse gas emissions estimates 2021*. Available: [UK local authority greenhouse gas emissions estimates 2021 \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1154442/uk-local-authority-greenhouse-gas-emissions-estimates-2021.pdf)

<sup>27</sup> Department for Energy Security and Net Zero (2023) *2005-2021 UK local and regional greenhouse gas emissions – data tables* [2005-21-uk-local-authority-ghg-emissions-update-060723.xlsx \(live.com\)](https://www.live.com/2005-21-uk-local-authority-ghg-emissions-update-060723.xlsx)

<sup>28</sup> Department for Energy Security and Net Zero (2023) *2021 UK Greenhouse Gas emissions, final figures*. Available: [2021 UK Greenhouse Gas Emissions, Final Figures \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1154442/2021-uk-greenhouse-gas-emissions-final-figures.pdf)

	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>36 MtCO<sub>2e</sub> below the cap of 3,018 MtCO<sub>2e</sub>. The second carbon budget ran from 2013-17. In 2019, the UK confirmed that it had met the budget, with emissions 384 MtCO<sub>2e</sub> below the cap of 2,782 MtCO<sub>2e</sub>.</p> <p><u>Anticipated Future Trends:</u></p> <p>Recent trends illustrate that GHG emissions are primarily being reduced in the energy sector due to the change in fuel mix for electricity generation, in particular a reduction in the use of coal and gas. It is expected that this will continue over the next few years and decades in favour of more renewable and low-carbon sources. It can also be expected that GHG emissions in the transportation sector are likely to decrease with the increasing availability and feasibility of electric vehicles and business fleets.</p>		
<b>Climate Change</b> Contribution of sectors to GHG emissions	<p>In 2021, Transport was the largest emitting sector of UK GHG emissions, with 26%, followed by the Energy Supply sector at 20%. The remaining sectors contributed to UK GHG emissions as follows: Business (18%), Residential (16%), Agriculture (11%), Waste Management (4%), Industrial processes (2%), Public (2%), and Land use, land use change and forestry (1%).</p> <p>There was a 3% increase in emissions from the energy supply sector between 2020 and 2021, although this was still 10% lower than in 2019<sup>29</sup>.</p>	<p>Of the estimated grand total of 32,216 kt CO<sub>2e</sub> emitted in the South West region in 2021, the sector with the highest contribution was transport with 10,846 kt CO<sub>2e</sub>, 7,547 kt CO<sub>2e</sub> came from domestic, 4,030 kt CO<sub>2e</sub>, from industry and 1,339 kt CO<sub>2e</sub> from commercial<sup>30</sup>.</p>	<p>Of the estimated grand total of 3,226 kt CO<sub>2e</sub> emitted in Wiltshire Local Authority in 2021, the sector with the highest contribution was transport with 1,180 kt CO<sub>2e</sub>, 720 kt CO<sub>2e</sub> came from domestic, 400 kt CO<sub>2e</sub>, from industry and 108 kt CO<sub>2e</sub> from commercial<sup>30</sup>.</p>
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>The UK's yearly publication<sup>29</sup> on GHG emissions provides the latest estimates of 1990-2018 UK territorial greenhouse gas emissions, which are presented in carbon dioxide equivalent units (CO<sub>2e</sub>). They show greenhouse gas emissions occurring within the UK's borders and cover the Kyoto "basket" of seven greenhouse gases: carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulphur hexafluoride (SF<sub>6</sub>) and nitrogen trifluoride (NF<sub>3</sub>).</p> <p>The UK has domestic targets for reducing greenhouse gas emissions under the Climate Change Act 2008 (CCA). The CCA established a long-term legally binding framework to reduce emissions, initially committing the UK to reducing emissions by at least 80% below 1990/95</p>		

<sup>29</sup> Department for Business, Energy & Industrial Strategy (2023) *2021 UK Greenhouse Gas Emissions, Final Figures*. Available: [2021 UK Greenhouse Gas Emissions, Final Figures \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/115222/2021-uk-greenhouse-gas-emissions-final-figures.pdf)

<sup>30</sup> DESNZ (2023) *UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2021*. Available: [2005-21-uk-local-authority-ghg-emissions-update-060723.xlsx \(live.com\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/115222/2005-21-uk-local-authority-ghg-emissions-update-060723.xlsx)





	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>baselines by 2050. In June 2019, following the IPCC’s Special Report on Global Warming of 1.5°C and advice from the independent Committee on Climate Change, the CCA was amended to commit the UK to achieving a 100% reduction in emissions (to net zero) by 2050. The CCA also introduced carbon budgets, which set legally binding limits on the total amount of greenhouse gas emissions the UK can emit for a given five-year period. The first carbon budget ran from 2008-12. In 2014, the UK confirmed that it had met the budget, with emissions 36 MtCO<sub>2e</sub> below the cap of 3,018 MtCO<sub>2e</sub>. The second carbon budget ran from 2013-17. In 2019, the UK confirmed that it had met the budget, with emissions 384 MtCO<sub>2e</sub> below the cap of 2,782 MtCO<sub>2e</sub>. The third carbon budget ran from 2018 to 2022, with an emissions cap of 2,544 MtCO<sub>2e</sub>.</p> <p><u>Anticipated Future Trends:</u></p> <p>Recent trends illustrate that GHG emissions are primarily being reduced in the energy sector due to the change in fuel mix for electricity generation, in particular a reduction in the use of coal and gas. It is expected that this will continue over the next few years and decades in favour of more renewable and low-carbon sources. It can also be expected that GHG emissions in the transportation sector are likely to decrease with the increasing availability and feasibility of electric vehicles and business fleets.</p>		
<p><b>Climate Change</b></p> <p>Predicted changes to temperature and weather patterns</p>	<p>As of November 2018<sup>31</sup>, the following climate change impacts are predicted for England:</p> <ul style="list-style-type: none"> <li>- More frequent hotter, drier summers;</li> <li>- More frequent milder, wetter winters;</li> <li>- Rising sea levels; and</li> <li>- More extreme weather events, such as flooding and drought.</li> </ul> <p>In the last decade sea levels around the UK rose on average by over 3mm a year.</p>	<p>The projected changes in temperature and precipitation for the south west of England by the 2050s (2040-2069), under the UKCIP02 low and high emissions scenarios) are as follows<sup>32</sup>;</p> <ul style="list-style-type: none"> <li>- Annual mean temperatures are projected to increase by 1.0°C. Summer and Autumn temperatures are projected to see the largest increase by 1.5°C and winter temperatures by 1.0°C</li> <li>- Annual mean precipitation is projected to vary seasonal with a 15% decrease in precipitation during summer months and an increase of 5% during winter months.</li> </ul>	<p>The projected changes in temperature and precipitation by the 2050s are anticipated to be in line with that reported at a Regional level.</p>

<sup>31</sup> Environment Agency (2018) *Climate Change Impacts and Adaptation*. Available:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/758983/Climate\\_change\\_impacts\\_and\\_adaptation.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/758983/Climate_change_impacts_and_adaptation.pdf)

<sup>32</sup> UKCIP (2003) *South West Region Climate Change Impacts Scoping Study*. Available: [SW\\_Tech.pdf \(ukcip.org.uk\)](#)



	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>In December 2015, climate change issues were highlighted during the UN Conference of the Parties (COP) 21. At COP21, 189 parties ratified The Paris Agreement. The Paris Agreement's long-term temperature goal is to keep the increase in global average temperature to well below 2 °C above pre-industrial levels; and to pursue efforts to limit the increase to 1.5 °C, recognising that this would substantially reduce the risks and impacts of climate change globally. It also aims to increase the ability of parties to adapt to the adverse impacts of climate change and make "finance flows consistent with a pathway towards low greenhouse gas emissions and climate-resilient development."</p> <p>Under the Paris Agreement, each country must determine, plan, and regularly report on the contribution that it undertakes to mitigate global warming. No mechanism forces a country to set a specific emissions target by a specific date, but each target should go beyond previously set targets.</p>		



## E.4 Flood Risk

	National (UK & England)	Regional (South West)	Local (Plan Area)
<b>Location of Flood Zones</b>	<p>The National Flood and Coastal Erosion Risk Management Strategy for England identifies that approximately 5.2 million, or one in six residential properties are located in areas at risk of flooding from rivers, the sea and surface water<sup>33</sup>. Flood Zones 2 and 3 and located across the whole of England associated with river and coastal areas. Lowland areas are of particular risk as a consequence of floodplains being associated with the lower reaches of rivers<sup>34</sup>.</p>	<p>The relevant local authorities fall within the South West, Severn, Thames and South East River Basin Districts (RBD).</p> <p>The South West RBD covers over 21,000km<sup>2</sup>, and includes Cornwall, Devon, Dorset and parts of Somerset, Hampshire and Wiltshire. In total over 5.3 million people live and work in the south west as of 2022. Within this area, there are 17 Flood Risk areas (FRA) for significant risk of flooding from main rivers and sea, and 2 from surface water. As of 2022, there were 3.7 million people within the South West RBD, of which 31,708 (0.86%) were in areas at high risk of flooding from rivers and the sea, and 26,736 (0.73%) from surface water<sup>35</sup>.</p> <p>The Severn RBD, which covers over 21,000km<sup>2</sup>, lies both in England and Wales. It extends from the Welsh uplands, through the rolling hills of the Midlands and south to</p>	<p>Wiltshire Local Flood Risk Management Strategy identifies that Flooding is a serious issue in Wiltshire, with extensive flooding in the north of the county taking place in 2007 and 2008, and more recently across the whole county in 2014, when over 500 properties were affected.</p> <p>In Wiltshire there can be combinations of surface water runoff, groundwater flooding and flooding from main rivers occurring at the same time.</p> <p>It is estimated from surface water modelling carried out for Defra that over 16,000 properties in Wiltshire are at risk of surface water flooding in an extreme event.<sup>40</sup></p>

<sup>33</sup> Environment Agency (2009) *Flooding in England: A National Assessment of Flood Risk*. Available:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/292928/geho0609bqds-e-e.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/292928/geho0609bqds-e-e.pdf)

<sup>34</sup> Environment Agency (2017) *Flood Map for Planning (Rivers and Sea)*. Available: <http://apps.environment-agency.gov.uk/wiyby/37837.aspx>

<sup>35</sup> Environment Agency (2022) *The South West River Basin District Flood Risk Management Plan 2021 to 2027*. Available: [The South West River Basin District Flood Risk Management Plan 2021 to 2027 \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1144442/the-south-west-river-basin-district-flood-risk-management-plan-2021-to-2027.pdf)

<sup>40</sup> Wiltshire Council (2015) *Wiltshire Local Flood Risk Management Strategy*. Available: [Microsoft Word - Wiltshire Local Flood Risk Management Strategy](https://www.wiltshire.gov.uk/media/1000000/2015-01-27-14-10-16-wiltshire-local-flood-risk-management-strategy.pdf)



	National (UK & England)	Regional (South West)	Local (Plan Area)
		<p>the Severn Estuary. As of 2022, 4.6 million people live in the river basin district. Outside the urban centres, the RBD is mostly rural, and contains 5 FRAs for significant flood risk from main rivers and sea, and 5 FRAs from surface water. Therefore, as of 2022, 16,927 people (0.4%) were estimated to be at high risk of flooding from rivers and sea, and 29,736 (0.65%) from surface water<sup>36</sup>.</p> <p>The Thames RBD covers over 16,200km<sup>2</sup>. It encompasses all of Greater London and extends from north Oxfordshire southwards to Surrey and from Gloucester in the west to the Thames Estuary and parts of Kent in the east. This area is home to 15.8 million people as of 2022 and contains 24 FRAs at significant risk of flooding from main rivers and the sea, and 17 from surface water. In 2022, 78,167 (0.5%) were at high risk of flooding from rivers and sea and 259,636 (1.6%) at high risk of flooding from surface water within this RBD<sup>37</sup>.</p> <p>The South East RBD includes East and West Sussex, the Isle of Wight and very small parts of Wiltshire and Surrey. Over 3.9 million reside within this area, with most</p>	

<sup>36</sup> Environment Agency (2022) *Severn River Basin District Flood Risk Management Plan 2021 to 2027*. Available: [Severn River Basin District Flood Risk Management Plan 2021 to 2027 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1142427/severn_river_basin_district_flood_risk_management_plan_2021_to_2027.pdf)

<sup>37</sup> Environment Agency (2022) *Thames River Basin District Flood Risk Management Plan 2021 to 2027*. Available: [Thames River Basin District Flood Risk Management Plan 2021 to 2027 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1142427/thames_river_basin_district_flood_risk_management_plan_2021_to_2027.pdf)



	National (UK & England)	Regional (South West)	Local (Plan Area)
		<p>living in the densely populated coastal zone. There are 8 FRAs for significant risk of flooding from main rivers and sea, and 4 FRAs from surface water as of 2022. The RBD consists of one primary flood risk area, Brighton and Hove, and there are over 32,746 people (0.8%) at high risk of surface water flooding and 29,094 (0.7%) people at high risk of flooding from rivers and the sea<sup>38</sup>. There has been notable and severe flooding occurring across the basin in recent years which resulted in significant impacts on communities, businesses and the natural environment<sup>39</sup>.</p>	
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>In England, the flood risk (river and tidal) is categorised into three zones<sup>41</sup> for planning purposes (noting that the NPPF further subdivides flood zone 3 into 3a and Functional Floodplain 3b (land where water has to flow or be stored in times of flood):</p> <ul style="list-style-type: none"> <li>• Flood Zone 1 – Land unlikely to be affected by flooding, with a less than 0.1% (less than 1 in 1000) chance of flooding each year.</li> <li>• Flood Zone 2 – Land likely to be affected by a major flood, with up to a 0.1% (1 in 1000) chance of occurring each year.</li> <li>• Flood Zone 3 – Land likely to be affected by flooding from the sea by a flood that has a 0.5% (1 in 200) or greater chance of happening each year, or from a river by a flood that has a 1 per cent (1 in 100) or greater chance of happening each year.</li> </ul> <p>The risk of surface water flooding also needs to be considered:</p> <ul style="list-style-type: none"> <li>• Very low risk area (less than 0.1% (1:1000)) chance of flooding.</li> <li>• Low risk area (0.1% to 1% (1:1000 – 1:100)) chance of flooding.</li> <li>• Medium risk area (1% to 3.3% (1:100 – 1:30)) chance of flooding.</li> <li>• High risk area (3.3% (1:30)) or greater chance of flooding.</li> </ul>		

<sup>38</sup> Environment Agency (2022) *South East River Basin District Flood Risk Management Plan 2021 to 2027*. Available: [South East River Basin District Flood Risk Management Plan 2021 to 2027 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1144222/south-east-river-basin-district-flood-risk-management-plan-2021-to-2027.pdf)

<sup>39</sup> Water Resources Local Authorities Scoping Report [wrse-regional-plan-strategic-environmental-assessment-scoping-report.pdf](https://www.waterrisk.org.uk/wp-content/uploads/2021/06/wrse-regional-plan-strategic-environmental-assessment-scoping-report.pdf)

<sup>41</sup> Environment Agency (2013) *Flood Map for Planning*. Available: <http://apps.environment-agency.gov.uk/wiyby/37837.aspx>



	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>Estimates of flood risk from different sources across the UK vary, but it is known that the level of risk is substantial – England has approximately 5.2million properties at risk<sup>42</sup>.</p> <p>While new development is expected to occur in the plan area making use of a sequential approach, <b>without a strategic approach, there is increased potential for the inappropriate siting of new development which may aggravate existing flood risk.</b></p> <p>Flood Zones in the Plan Area are shown in <b>Appendix C</b>.</p>		
<b>Bathing Water Quality</b>	<p>As of 2022, in England, the quality status of bathing water areas assessed under the Bathing Waters Directive were<sup>43</sup>:</p> <ul style="list-style-type: none"> <li>○ Poor – 12;</li> <li>○ Sufficient – 18;</li> <li>○ Good – 87;</li> <li>○ Excellent – 302; and</li> <li>○ Closed – 2.</li> </ul>	Reported at National and Local level only.	There are no bathing waters within the plan area.
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Water quality at designated bathing water sites in England is assessed by the Environment Agency. From May to September, weekly assessments measure current water quality, and at a number of sites daily pollution risk forecasts are issued. Annual ratings classify each site as excellent, good, sufficient or poor based on measurements taken over a period of up to four years<sup>44</sup>.</p>		
<b>Coastal Processes Shoreline Management Plans</b>	<p>The National Flood and Coastal Erosion Risk Management Strategy for England identifies that approximately 5.2 million, or one in six residential properties are located in areas at risk of flooding from rivers, the</p>	<p>The South West Coast is covered by four SMP's<sup>47</sup>:</p> <ul style="list-style-type: none"> <li>• South Devon and Dorset SMP</li> <li>• Cornwall and the Isles of Scilly SMP</li> <li>• North Devon and Somerset</li> <li>• Severn Estuary SMP</li> </ul>	<p>The Plan area is inland and does not extend to the coast.</p>

<sup>42</sup> Environment Agency (2009) *Flooding in England: A National Assessment of Flood Risk*. Available:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/292928/geho0609bqds-e-e.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/292928/geho0609bqds-e-e.pdf)

<sup>43</sup> Environment Agency (2024) *Bathing Water Data*. Available: <http://environment.data.gov.uk/bwq/profiles/data.html?country=England>

<sup>44</sup> Environment Agency (2024) *Bathing Water Data*. Available: <http://environment.data.gov.uk/bwq/profiles/data.html?country=England>

<sup>47</sup> South West Coastal Monitoring (2024) *Shoreline Management Plans*. Available: [Shoreline Management Plans \(SMPs\) - SWRCMP \(coastalmonitoring.org\)](https://www.coastalmonitoring.org/shoreline-management-plans)

	National (UK & England)	Regional (South West)	Local (Plan Area)
	sea and surface water <sup>45</sup> . Flood Zones 2 and 3 land located across the whole of England associated with river and coastal areas. Lowland areas are of particular risk as a consequence of floodplains being associated with the lower reaches of rivers <sup>46</sup> .		
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Flood risk management plans (FRMPs) describe the risk of flooding from rivers, the sea, surface water, groundwater and reservoirs. Each FRMP covers a specific river basin district and sets out how risk management authorities will work together and with communities to manage flood and coastal risk over the next 6 years. Risk management authorities include the Environment Agency, Natural Resources Wales, lead local flood authorities (LLFAs), local councils, internal drainage boards, Highways England, South Wales Trunk Road Agency, North Wales Trunk Road Agency (NWTRA) and water and sewerage companies<sup>48</sup>.</p>		

## E.5 Historic Environment

	National (UK & England)	Regional (South West)	Local (Plan Area)
<b>World Heritage Sites</b>	There are 18 World Heritage Sites in England <sup>49</sup> with 33 distributed across the entirety of the United Kingdom. The sites in England are:	Three World Heritage Sites are within the South West region: <ul style="list-style-type: none"> <li>Stonehenge, Avebury and Associated Sites</li> </ul>	There is one World Heritage Site within the Plan Area: <ul style="list-style-type: none"> <li>Stonehenge, Avebury and Associated Sites is internationally important for its complexes of</li> </ul>

<sup>45</sup> Environment Agency (2009) *Flooding in England: A National Assessment of Flood Risk*. Available:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/292928/geho0609bqds-e-e.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/292928/geho0609bqds-e-e.pdf)

<sup>46</sup> Environment Agency (2022) *Flood Map for Planning (Rivers and Sea)*. Available: [Flood Map for Planning \(Rivers and Sea\) - Spatial Flood Defences \(without standardised attributes\) - data.gov.uk](#)

<sup>48</sup> Natural Resources Wales and Environment Agency (2015) *Flood risk management plan – Severn river basin district summary*. Available:

[https://cdn.cyfoethnaturiol.cymru/media/675149/lit-10212\\_severn\\_frmf\\_summary-document.pdf?mode=pad&rnd=13151493762000000](https://cdn.cyfoethnaturiol.cymru/media/675149/lit-10212_severn_frmf_summary-document.pdf?mode=pad&rnd=13151493762000000)

<sup>49</sup> UNESCO (2017) *World Heritage Convention - United Kingdom of Great Britain and Northern Ireland*. Available: <http://whc.unesco.org/en/statesparties/gb>

	National (UK & England)	Regional (South West)	Local (Plan Area)
	<ul style="list-style-type: none"> <li>• Blenheim Palace</li> <li>• Canterbury Cathedral, St Augustine's Abbey, and St Martin's Church</li> <li>• City of Bath</li> <li>• Cornwall and West Devon Mining Landscape</li> <li>• Derwent Valley Mills</li> <li>• Dorset and East Devon Coast</li> <li>• Durham Castle and Cathedral</li> <li>• Frontiers of the Roman Empire</li> <li>• Ironbridge Gorge</li> <li>• Jodrell Bank Observatory</li> <li>• Maritime Greenwich</li> <li>• Palace of Westminster and Westminster Abbey, including Saint Margaret's Church</li> <li>• Royal Botanic Gardens, Kew</li> <li>• Saltaire</li> <li>• Stonehenge, Avebury and Associated Sites</li> <li>• Studley Royal Park, including the Ruins of Fountains Abbey</li> <li>• The English Lake District</li> <li>• Tower of London</li> </ul> <p>To be included on the World Heritage List, sites must be of "Outstanding Universal Value". This is demonstrated by meeting one</p>	<ul style="list-style-type: none"> <li>• City of Bath</li> <li>• Cornwall and West Devon Mining Landscape</li> </ul>	<p>outstanding prehistoric monuments. Stonehenge is the most architecturally sophisticated prehistoric stone circle in the world, while Avebury is the largest. Together with inter-related monuments, and their associated landscapes, they demonstrate Neolithic and Bronze Age ceremonial and mortuary practices resulting from around 2000 years of continuous use and monument building between circa 3700 and 1600 BC. As such they represent a unique embodiment of our collective heritage.<sup>51</sup></p>

<sup>51</sup> UNESCO (2024) *Stonehenge, Avebury and Associated Sites*. Available: [Stonehenge, Avebury and Associated Sites - UNESCO World Heritage Centre](#)





	National (UK & England)	Regional (South West)	Local (Plan Area)
	of the ten selection criteria. These criteria are divided between those of cultural and natural importance. Within England the majority of sites (17) have been notified for their cultural value, with only one site (Dorset and East Devon Coast) notified for its natural value <sup>50</sup> .		
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>World Heritage Sites are designated to meet the UK's commitments under the World Heritage Convention and the sites are designated for their globally important cultural or natural interest and require appropriate management and protection measures<sup>52</sup>.</p> <p>The first World Heritage Sites within the UK were designated in 1986. Sites can continue to be nominated, with the last site on the UK mainland being the Forth Rail Bridge, designated in 2015<sup>52</sup>. Sites are inscribed by the United Nations Educational, Scientific and Cultural Organisation (UNESCO). In England the Department for (DCMS) acts as the UK 'State Party' which is responsible for nominating new sites. The DCMS receives advice from Historic England in this regard<sup>53</sup>. The Outstanding Universal Value of a World Heritage Site indicates its importance as a heritage asset of the highest significance. This is to be taken into account by the relevant authorities in plan-making and determining planning applications<sup>54</sup>.</p> <p>Of the sites in England, none have been placed on the List of World Heritage in Danger. The list presently comprises 56 sites in total worldwide. These are sites at which conditions are present to threaten the characteristics for which a site was placed on the World Heritage List<sup>55</sup>.</p> <p>Additional housing development in the Plan Area may be <b>inappropriately located or designated to pose a risk to the World Heritage Site in Wiltshire as well as its setting</b>. Without a co-ordinated strategic approach to development and infrastructure there is an increased potential for this risk to result.</p> <p>The location of the World Heritage Site in Plan Area is shown in <b>Appendix C</b>.</p>		

<sup>50</sup> UNESCO (2020) *About World Heritage: United Kingdom of Great Britain and Northern Ireland*. Available: <https://whc.unesco.org/en/statesparties/gb>

<sup>52</sup> UNESCO (2017) *World Heritage Convention - United Kingdom of Great Britain and Northern Ireland*. Available: <http://whc.unesco.org/en/statesparties/gb>

<sup>53</sup> Historic England (2020) *World Heritage*. Available: <https://historicengland.org.uk/advice/planning/international/world-heritage>

<sup>54</sup> MHCLG (2019) *Planning practice guidance. Further guidance on World Heritage Sites. Paragraph: 028 Reference ID: 18a-028-20190723*. Available: <https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment#World-Heritage-Sites>

<sup>55</sup> UNESCO (2020) *List of World Heritage in Danger*. Available at: <https://whc.unesco.org/en/danger>

	National (UK & England)	Regional (South West)	Local (Plan Area)
<b>Scheduled Monuments</b>	<p>As of 2020, there are almost 20,000 Scheduled Monuments located throughout England<sup>56</sup>.</p> <p>The criteria for determining whether Scheduled Monuments are of national importance are guided by the Principles of Selection laid down by the Secretary of State for Digital, Culture, Media and Sport, covering the basic characteristics of monuments<sup>57</sup>. They are:</p> <ul style="list-style-type: none"> <li>○ Period</li> <li>○ Rarity</li> <li>○ Documentation/Finds</li> <li>○ Group value</li> <li>○ Survival/condition</li> <li>○ Fragility/vulnerability</li> <li>○ Diversity</li> <li>○ Potential</li> </ul>	<p>There are 6,955 Scheduled Monuments in the South West Region.</p>	<p>There are 1,290 scheduled monuments in the Plan Area.</p>
<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Scheduling is the selection of nationally important archaeological sites which are legally protected. The monitoring and identification of sites is undertaken by Historic England. Scheduled Monuments cover the whole range of archaeological sites and are not always visible or above ground sites.</p> <p>The condition of Scheduled Monuments is monitored as part of Historic England’s ‘Heritage at Risk’ programme. Local government archaeological services, plus independent national and local heritage organisations and community groups, can also play important roles in their curation, plus that of non-scheduled but nationally important monuments<sup>57</sup>.</p>			

<sup>56</sup> Historic England (2020) *Scheduled Monuments*. Available: <https://www.historicengland.org.uk/listing/what-is-designation/scheduled-monuments/>

<sup>57</sup> Department for Culture, Media and Sport (2013) *Scheduled Monuments*. Available: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/249695/SM\\_policy\\_statement\\_10-2013\\_2\\_.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/249695/SM_policy_statement_10-2013_2_.pdf)

	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>Additional housing development in the Plan Area may be <b>inappropriately located or designated to pose a risk to scheduled monuments and their settings</b>. Without a co-ordinated strategic approach to development and infrastructure there is an increased potential for this risk to result.</p> <p>The locations of Scheduled Monuments are shown in <b>Appendix C</b>.</p>		
<b>Listed Buildings and Conservation Areas</b>	<p>As noted by Historic England<sup>58</sup>, the total number of listed buildings is unknown, but is estimated to be around 500,000 in England.</p> <p>Conservation Areas are designated for their special architectural and historic interest and were first designated in 1967 with over 10,000 in England as of 2023<sup>59</sup>.</p>	<p>There are 90,158 listed buildings in the South West Region, these are graded as follows:</p> <ul style="list-style-type: none"> <li>• Grade I – 2,031</li> <li>• Grade II – 82,942</li> <li>• Grade II* – 5,185</li> </ul> <p>There are approximately 1,285 Conservation Areas in the South West Region.</p>	<p>There are 12,302 listed buildings in the Plan Area, which are graded as follows:</p> <ul style="list-style-type: none"> <li>• Grade I – 281</li> <li>• Grade II – 11,321</li> <li>• Grade II* – 700</li> </ul> <p>The Plan Area has 246 Conservation Areas. The first areas were designated in 1968, with the most recent being 2013.</p>
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Listing of buildings is concerned with recognising the buildings special architectural and historic interest, with a view to protecting the building, under the planning system for future generations to enjoy. All buildings built before 1700 which survive in anything like their original condition are listed, as are most of those built between 1700 and 1840. Particularly careful selection is required for buildings from the period after 1945. Usually a building has to be over 30 years old to be eligible for listing<sup>60</sup>.</p> <p>Buildings are considered by the Secretary of State (for Digital, Culture, Media and Sport) and where they are deemed to be of special architectural or historic interest they can be included on the list. The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the designation regime<sup>61</sup>.</p> <p>There are three categories of listed building:</p> <ul style="list-style-type: none"> <li>• Grade I buildings are of exceptional interest, only 2.5% of listed buildings are Grade I</li> <li>• Grade II* buildings are particularly important buildings of more than special interest; 5.8% of listed buildings are Grade II*</li> </ul>		

<sup>58</sup> Historic England (2020) *Listed Buildings*. Available: <https://historicengland.org.uk/listing/what-is-designation/listed-buildings/>

<sup>59</sup> Historic England (2020) *Conservation Areas*. Available : <https://historicengland.org.uk/listing/what-is-designation/local/conservation-areas/>

<sup>60</sup> Historic England (2020) *Listed Buildings*. Available: <https://historicengland.org.uk/listing/what-is-designation/listed-buildings/>

<sup>61</sup> Historic England (2020) *Listed Buildings Identification and Extent*. Available: <https://historicengland.org.uk/advice/hpg/has/listed-buildings/>

	National (UK & England)	Regional (South West)	Local (Plan Area)
	<ul style="list-style-type: none"> <li>Grade II buildings are of special interest; 91.7% of all listed buildings are in this class and it is the most likely grade of listing for a homeowner.</li> </ul> <p>Local authorities have a positive legal duty to designate conservation areas where parts of their own area are of special architectural or historic interest. In exceptional circumstances, where the local authority has not done so, the Secretary of State (for Digital, Culture, Media and Sport) may designate a conservation area anywhere in England. The Planning (Listed Buildings and Conservation Areas) Act 1990 also sets out the requirement for local authority's proposals for the preservation and enhancement of conservation areas.</p> <p>Additional housing development in the Plan Area may be <b>inappropriately located or designed to pose a risk to listed building and conservation areas and their settings</b>. Without a co-ordinated strategic approach to development and infrastructure there is an increased potential for this risk to result.</p>		
<b>Historic Battlefields</b>	<p>As of 2024, there are 47 Historic Battlefields in England<sup>62</sup>. Of these, three battlefields are on the Heritage at Risk Register<sup>63</sup>.</p> <p>The purpose of the Register of Historic Battlefields in England is to provide protection through the planning system and to promote a better understanding of the significance and public enjoyment of these sites. If the site of a battle is to merit registration it has to have been an engagement of national significance, and to be capable of close definition on the ground.</p>	<p>The South West Region contains 10 Historic Battlefields, none of which are on the Register.</p>	<p>There is one historic battlefield within the Plan Area:</p> <ul style="list-style-type: none"> <li>Battle of Roundway Down 1643</li> </ul>
<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Historic battlefields are designated by Historic England as conferred under the Historic Buildings and Ancient Monuments Act, 1983 (as amended). <b>While only one Historic Battlefield lies within the Plan Area Region, without a co-ordinated strategic approach to additional development in the Plan Area there is likely to be increased potential for this to be inappropriately located or designed to pose a risk to the site and its settings.</b></p>			

<sup>62</sup> Historic England (2020) *The List [Search criteria – Battlefields]*. Available: <https://historicengland.org.uk/listing/the-list/advanced-search-results>

<sup>63</sup> Historic England (2020) *Heritage at Risk Register [Search criteria – Battlefields]*. Available: <https://historicengland.org.uk/advice/heritage-at-risk/search-register/results/?advsearch=1&at=Battlefield&searchtype=harsearch>

	National (UK & England)	Regional (South West)	Local (Plan Area)
<b>Parks and Gardens</b>	<p>As of 2023, there are 1,701 Registered Historic Parks and Gardens within England<sup>64</sup>.</p> <p>There are 104 registered parks and gardens on the Heritage at Risk (HAR) Register<sup>65</sup>.</p>	<p>There are 305 Registered Parks and Gardens within the South West Region. These are graded as follows;</p> <ul style="list-style-type: none"> <li>• Grade I – 31</li> <li>• Grade II - 180</li> <li>• Grade II* – 95</li> </ul> <p>17 (5.6%) of these are on the Heritage at Risk of Register.</p>	<p>There are 41 registered Historic Parks and Gardens in the Plan Area:</p> <ul style="list-style-type: none"> <li>• Grade I – 6</li> <li>• Grade II - 24</li> <li>• Grade II* – 11</li> </ul> <p>Tottenham House and Savernake Forest, Savernake / Burbage / Great Bedwyn / Little Bedwyn / Marlborough / Mildenhall is a Registered Park and Garden within Wiltshire which is on the Heritage at Risk Register.<sup>65</sup></p>
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>The purpose of Registers of Historic Parks and Gardens in England is to encourage the protection of gardens, grounds and other open spaces which are of historic importance. The majority of sites registered are, or started life as, the grounds of private houses, but public parks and cemeteries form important categories too.</p> <p>The emphasis of the Register is on 'designed' landscapes, rather than on planting or botanical importance. The various types of designed landscape included on the Register are designated in the following four themes:</p> <ul style="list-style-type: none"> <li>• Rural Landscapes</li> <li>• Urban Landscapes</li> <li>• Landscapes of Remembrance</li> <li>• Institutional Landscapes</li> </ul> <p>There are also numerous unregistered parks and gardens in the South West Region. Whilst they are non-statutory designations, they remain relevant considerations for local planning and developments.</p> <p>The plan area contains numerous heritage assets some of which are on Historic England's Heritage at Risk Register. This includes one Registered Park and Garden. <b>New development within the plan area may result in pressure on areas of importance for their cultural heritage and aesthetic quality and there is a requirement for them to be preserved and enhanced.</b></p>		

<sup>64</sup> Historic England (2023) *Heritage at Risk Register*. Available: [Historic England - Heritage at Risk Register 2023, South West](#)

<sup>65</sup> Historic England (2021) *Registered Parks and Gardens at Risk*. Available: <https://historicengland.org.uk/advice/heritage-at-risk/landscapes/registered-parks-and-gardens-at-risk/>

	National (UK & England)	Regional (South West)	Local (Plan Area)
<b>Protected Wrecks</b>	There are 57 Protected Wrecks around England's coast, 4 of which are on the Register <sup>65</sup> .	There are 28 Protected Wrecks in the South West Region <sup>65</sup> .	There are no Protected Wreck sites in the Plan Area.
	The Protection of Wrecks Act (1973) allows the Government to designate a wreck to prevent uncontrolled interference. Designated sites are identified as being likely to contain the remains of a vessel, or its contents, which are of historical, artistic, or archaeological importance <sup>66</sup> .		

## E.6 Landscape

	National (UK & England)	Regional (South West)	Local (Plan Area)
<b>National Parks</b>	There are 10 National Parks in England <sup>67</sup> : <ul style="list-style-type: none"> <li>○ Broads</li> <li>○ Dartmoor</li> <li>○ Exmoor.</li> <li>○ Lake District</li> <li>○ New Forest</li> <li>○ Northumberland</li> <li>○ North York Moors</li> <li>○ Peak District</li> <li>○ South Downs</li> <li>○ Yorkshire Dales</li> </ul>	There are three National Parks in the South West Region: <ul style="list-style-type: none"> <li>● Exmoor</li> <li>● Dartmoor</li> <li>● New Forest</li> </ul>	The Plan Area is intersected by one National Park: <ul style="list-style-type: none"> <li>● New Forest - includes the largest area of lowland heath in southern England, a rare habitat that once covered this part of the country. The New Forest is not a natural landscape though, it has been shaped over hundreds of years by people, by history and by the animals that still graze it today.<sup>68</sup></li> </ul>
	<b>Explanatory Text and anticipated future trends:</b>		

<sup>66</sup> Water Resources South East (2020) *Strategic Environmental Assessment Scoping Report*. Available: [wrse-regional-plan-strategic-environmental-assessment-scoping-report.pdf](#)

<sup>67</sup> National Parks (2016) *National Parks – Britain's Breathing Space*. Available: <http://www.nationalparks.gov.uk/quick-guide-to-the-uks-national-parks>

<sup>68</sup> National Parks UK (2024) *The New Forest National Park*. Available: [The New Forest National Park // New Forest Coast \(nationalparks.uk\)](#)

	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>In England and Wales, the purpose of National Parks is to conserve and enhance landscapes within the countryside whilst promoting public enjoyment of them and having regard for the social and economic well-being of those living within them.</p> <p>The National Parks and Access to the Countryside Act 1949 established the National Park designation in England and Wales. In addition, the Environment Act 1995 requires relevant authorities to have regard for nature conservation.</p> <p>The designation of National Parks is an ongoing process with two being added in England since 2008 (South Downs and Broads).</p>		
<b>National Landscapes (formerly AONB)</b>	<p>There are 34 National Landscapes located within England<sup>69</sup>:</p> <ul style="list-style-type: none"> <li>• Arnside &amp; Silverdale</li> <li>• Blackdown Hills</li> <li>• Cannock Chase</li> <li>• Chichester Harbour</li> <li>• Chilterns</li> <li>• Cornwall</li> <li>• Cotswolds</li> <li>• Cranborne Chase and West Wiltshire Downs</li> <li>• Dedham Vale</li> <li>• Dorset</li> <li>• East Devon</li> <li>• Forest of Bowland</li> <li>• Howardian Hills</li> <li>• High Weald</li> <li>• Isle of Wight</li> <li>• Isles of Scilly</li> <li>• Kent Downs</li> </ul>	<p>In the South West region of England there are 14 National Landscapes.</p>	<p>The Plan Area is intersected by three National Landscapes:</p> <ul style="list-style-type: none"> <li>• Cotswolds</li> <li>• Cranborne Chase &amp; West Wiltshire Downs</li> <li>• North Wessex Downs</li> </ul>

<sup>69</sup> The National Landscapes Association (2024) *National Landscapes*. Available: [National Landscapes - National Landscapes \(national-landscapes.org.uk\)](https://national-landscapes.org.uk)



	National (UK & England)	Regional (South West)	Local (Plan Area)
	<ul style="list-style-type: none"> <li>• Lincolnshire Wolds</li> <li>• Malvern Hills</li> <li>• Mendip Hills</li> <li>• Norfolk Coast</li> <li>• North Devon</li> <li>• North Pennines</li> <li>• North Wessex Downs</li> <li>• Nidderdale</li> <li>• Northumberland Coast</li> <li>• Quantock Hills</li> <li>• Shropshire Hills</li> <li>• Solway Coast</li> <li>• South Devon</li> <li>• Suffolk Coast and Heaths</li> <li>• Surrey Hills</li> <li>• Tamar Valley</li> <li>• Wye Valley (England and Wales)<sup>70</sup></li> </ul>		
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>In England, the primary purpose of the AONB designation (now known as National Landscape) is to conserve natural beauty – which by statute includes wildlife, physiographic features and cultural heritage as well as the more conventional concepts of landscape and scenery. Account is taken of the need to safeguard agriculture, forestry and other rural industries and the economic and social needs of local communities. Particular regard should be paid to promoting sustainable forms of social and economic development, that in themselves conserve and enhance the environment. Through the designation of AONBs land has been recognised as being of national importance.</p> <p>AONBs are designated under the National Parks and Access to the Countryside Act 1949, amended in the Environment Act 1995. The Countryside and Rights of Way Act 2000 clarifies the procedure and purpose of designating AONBs.</p>		

<sup>70</sup> The Wye Valley takes in land within both England and Wales.





	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>There is a need to <b>protect landscape character (including that of the AONBs) from potential threats. This includes issues such as inappropriate development, lack of appropriate management and climate change.</b> Without a co-ordinated strategic approach to development and infrastructure degradation of the special qualities of the AONBs within the region is more likely to result.</p> <p>Locations of AONBs in the Plan Area are shown in <b>Appendix C.</b></p>		
<b>Landscape Character Areas</b>	<p>Natural England has produced National Character Area (NCAs) Profiles <sup>71</sup> which divide England into 159 distinct natural areas. Each is defined by a unique combination of landscape, biodiversity, geodiversity, history, and cultural and economic activity. Their boundaries follow natural lines in the landscape rather than administrative boundaries. They can be used for planning and development.</p>	<p>There are 41 NCA's within the South West Region.</p>	<p>There are 11 NCAs within and intersecting the Plan Area:</p> <ul style="list-style-type: none"> <li>• Cotswolds</li> <li>• Upper Thames Clay Vales</li> <li>• Berkshire and Marlborough Downs</li> <li>• Avon Vales</li> <li>• Thames Basin Heaths</li> <li>• Hampshire Downs</li> <li>• Midvale Ridge</li> <li>• New Forest</li> <li>• Salisbury Plain and West Wiltshire Downs</li> <li>• Blackmoor Vale and Vale of Wardour</li> <li>• Dorset Downs and Cranborne Chase</li> </ul>
<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Landscape Character Areas or Landscape Character Assessments encompass various aspects of landscape, biodiversity, heritage, cultural and geological features. These are non-statutory and used as an aid in the planning process and for decision making.</p> <p>Each LCA profile produced by Natural England includes a description of the natural and cultural features that shape our landscapes, how the landscape has changed over time, the current key drivers for ongoing change, and a broad analysis of each area's characteristics and ecosystem services. Statements of Environmental Opportunity (SEOs) are suggested, which draw on this integrated information. The SEOs offer guidance on the critical issues, which could help to achieve sustainable growth and a more secure environmental future.</p>			

<sup>71</sup> Natural England (2014) *National Character Area profiles: data for local decision making*. Available: <https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making>



	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>There is a need to <b>protect landscape character from potential threats. This includes issues such as inappropriate development, lack of appropriate management and climate change. Without a co-ordinated strategic approach to development and infrastructure degradation of the special qualities of the National Landscapes within the region is more likely to result.</b></p> <p>Locations of the NCAs in the Plan Area are shown in <b>Appendix C.</b></p>		
<b>Designated Dark Skies</b>	<p>Of the 19 International Dark Sky Reserves (IDSRs) in the UK, 8 are located in England as of 2024<sup>72</sup>:</p> <ul style="list-style-type: none"> <li>○ Bodmin Moor Dark Sky Landscape</li> <li>○ Cranborne Chase</li> <li>○ Exmoor National Park</li> <li>○ Moore’s Reserve (South Downs)</li> <li>○ North York Moors National Park</li> <li>○ Northumberland National Park and Kielder Water &amp; Forest Park</li> <li>○ West Penwith</li> <li>○ Yorkshire Dales National Park</li> </ul>	<p>Two IDSRs fall within the South West region:</p> <ul style="list-style-type: none"> <li>○ Cranborne Chase</li> <li>○ Exmoor National Park</li> </ul>	<p>Cranborne Chase National Landscape is designated as an IDSR and is within the Plan Area.</p>
<p><b>Explanatory Text and anticipated future trends:</b></p> <p>An International Dark Sky Reserve (IDSR)<sup>73</sup> is a public or private land of substantial size (at least 700 km<sup>2</sup>, or about 173,000 acres) possessing an exceptional or distinguished quality of starry nights and nocturnal environment, and that is specifically protected for its scientific, natural, educational, cultural heritage, and/or public enjoyment.</p> <p>The IDSR consists of two regions:</p>			

<sup>72</sup> International Dark Sky Association (2020) *International Dark Sky Reserves*. Available: <https://www.darksky.org/our-work/conservation/idsp/finder/>

<sup>73</sup> International Dark Sky Association (2018) *International Dark Sky Reserve Program Guidelines – June 2018*. Available: <https://www.darksky.org/wp-content/uploads/2018/12/IDSR-Guidelines-2018.pdf>



	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>1) A “core” area meeting the minimum criteria for sky quality and natural darkness; and</p> <p>2) A “peripheral” or “buffer” area that supports dark sky values in the core and receives similar benefits.</p> <p>The IDSR is formed through a partnership of landowners and/or administrators that recognize the value of the natural night-time environment through regulations, formal agreements, and long term planning.</p> <p>As the character of Cranborne Chase National Landscape is influenced by its extensive dark skies, there is a <b>need to protect its special quality of. This includes the relative tranquillity of many parts of the National Landscape. Without a co-ordinated strategic approach to development and infrastructure degradation of the special qualities within the region is more likely to result.</b></p>		
<b>Areas of Tranquillity</b>	<p>The latest mapping of areas of tranquillity was conducted by CPRE in 2007<sup>74</sup> which broadly designates;</p> <ul style="list-style-type: none"> <li>○ Undisturbed areas;</li> <li>○ Areas disturbed by urban development, major infrastructure projects and other noise and visual intrusion;</li> <li>○ Urban areas.</li> </ul> <p>Broadly, the least tranquil areas in England correlate with more densely populated localities and areas where transport networks are located. The Greater London area is the least tranquil area in England followed by the areas surrounding Liverpool/Manchester/Leeds. Some of the most tranquil areas in England are located in the North Pennines, Dartmoor and Exmoor.</p>	Reported at National Level only.	Reported at National Level only.

<sup>74</sup> CPRE (2007) *Intrusion Map: England, 2007*. Available: [https://www.cpre.org.uk/wp-content/uploads/2019/11/intrusion\\_map\\_england\\_2007\\_1.pdf](https://www.cpre.org.uk/wp-content/uploads/2019/11/intrusion_map_england_2007_1.pdf)



	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>‘Tranquillity’ is a widely used term. It is considered to be a state of calm, quietude and is associated with peace; a state of mind that promotes mental well-being. It is considered to be a significant asset of landscape, appearing as an objective attribute in a range of strategies, policies and plans<sup>75</sup>.</p> <p>CPRE has estimated that the extent of undisturbed countryside in England has been reduced from 75% coverage in the 1960s to 50% in 2007<sup>76</sup>.</p> <p>Paragraph 180 of the National Planning Policy Framework<sup>77</sup> states planning policies and decisions should ensure that new development is appropriate for its location. In doing so, they should identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.</p>		

## E.7 Soils, Geology and Land-use

	National (UK & England)	Regional (South West)	Local (Plan Area)
<b>Agricultural Land Classifications</b>	The Agricultural Land Classification system classifies land into five grades, with Grade 3 subdivided into Sub-grades 3a and 3b. The best and most versatile agricultural land is defined as Grades 1, 2 and 3a of the Agricultural Land Classification (ALC) system. As of 2012 it is estimated that of the	The South West Regional Agricultural Land Classification map produced by Natural England shows the land classifications of the regions <sup>79</sup> . Grade 3 soils cover the highest proportion of the region.	The Plan Area is predominantly Grade 3 land with smaller areas of Grade 1, 2 and 4 land as well as small pockets of Grade 5. There are areas of non-agricultural land, particularly towards the centre of the Plan Area and areas of urban land associated with towns and cities.

<sup>75</sup> Jackson, S., Fuller, D., Dunsford, H., Mowbray, R., Hext, S., MacFarlane R. and Haggett, C. (2008). *Tranquillity Mapping: developing a robust methodology for planning support*. Available at: [https://www.cpre.org.uk/wp-content/uploads/2019/11/tranquillity\\_mapping\\_developing\\_a\\_robust\\_methodology\\_for\\_planning\\_support.pdf](https://www.cpre.org.uk/wp-content/uploads/2019/11/tranquillity_mapping_developing_a_robust_methodology_for_planning_support.pdf)

<sup>76</sup> CPRE (2007) *Intrusion Map: England, 2007*. Available: [https://www.cpre.org.uk/wp-content/uploads/2019/11/intrusion\\_map\\_england\\_2007\\_1.pdf](https://www.cpre.org.uk/wp-content/uploads/2019/11/intrusion_map_england_2007_1.pdf)

<sup>77</sup> MHCLG (2019) *National Planning Policy Framework*. Available: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/810197/NPPF\\_Feb\\_2019\\_revised.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf)

<sup>79</sup> Natural England (2010) *Agricultural Land Classification Map South West Region (ALC006)*. Available: <http://publications.naturalengland.org.uk/publication/144017?category=5954148537204736>

	National (UK & England)	Regional (South West)	Local (Plan Area)
	farmland in England, <sup>78</sup> Grades 1 and 2 together form about 21% of soils. The subgrade 3a also covers about 21% of farmland in England.		
	<p><b>Explanatory Text and anticipated future trends:</b> ALC uses a grading system to assess and compare the quality of agricultural land at national, regional and local levels. It assesses the potential for land to support different agricultural uses, such as growing crops for food. It does not consider the land's current use and intensity of use. Natural England has a statutory role in advising local planning authorities about land quality issues.</p> <p>A combination of climate, site and soil characteristics and their unique interaction determines the limitation and grade of the land. These affect the:</p> <ul style="list-style-type: none"> <li>• range of crops that can be grown;</li> <li>• yield of crop;</li> <li>• consistency of yield; and</li> <li>• cost of producing the crop.</li> </ul> <p>When considering development proposals that affect agricultural land, developers and LPAs should aim to protect the best and most versatile (BMV) agricultural land and soils in England from significant, inappropriate or unsustainable development proposals. BMV agricultural land is graded 1 to 3a. The highest grade goes to land that<sup>80</sup>:</p> <ul style="list-style-type: none"> <li>• gives the highest yield or output;</li> <li>• has the widest range and versatility of use;</li> <li>• produces the most consistent yield from a narrower range of crops; and</li> <li>• requires less input.</li> </ul> <p>There is <b>increased potential for development to occur in areas which would affect higher value agricultural land without a co-ordinated strategic approach to development and infrastructure in the region.</b></p> <p>Agricultural land classifications within the Plan Area are shown in <b>Appendix C.</b></p>		
	There are over 4,100 SSSIs in England, covering about 1,102,571 ha. Of the total	There are 940 classified SSSI's in the South West region, this includes sites	There are 129 SSSIs within the Plan Area. However it is important to note this figure

<sup>78</sup> Natural England (2012) *Agricultural Land Classification: protecting the best and most versatile agricultural land (TIN049)*. Available: <http://publications.naturalengland.org.uk/publication/35012>

<sup>80</sup> Natural England (2018) *Guide to assessing development proposals on agricultural land*. Available: <https://www.gov.uk/government/publications/agricultural-land-assess-proposals-for-development/guide-to-assessing-development-proposals-on-agricultural-land>

	National (UK & England)	Regional (South West)	Local (Plan Area)
<b>Geological SSSIs and RIGS</b>	area covered 87.8% are in favourable or unfavourable recovering condition <sup>81</sup> . As of 2020, around 94% of SSSIs in England are in favourable or recovering condition.	designated for both biological and geological reasons.	includes sites designated for both biological and geological reasons.
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>SSSIs represent the principal national designation for places of importance for biodiversity and geodiversity in the UK. The designation of areas as SSSIs attaches certain legal requirements to the management of these sites. In addition to designating areas as SSSIs when the land's wildlife is of special interest, Natural England will select and notify an area as a new SSSI when it believes the geology or landform is of special interest<sup>82</sup>. At a national level the majority of SSSIs are in favourable or unfavourable recovering condition.</p> <p>In the South West Region the majority of SSSIs in favourable or unfavourable recovering condition. However, 18.0% of sites contain units that are in unfavourable condition which are reported to have not improved or are in decline from when previously reported on<sup>83</sup>.</p> <p>Geology in the South West Region is likely to face threats from development; human activities such as pollution, roads, disturbance, farming practices; loss of habitat; loss of food sources and a changing climate. <b>Without a co-ordinated strategic approach to development and infrastructure is likely to increase the potential for inappropriate greenfield development to occur which could increase pressures on SSSIs designated for their geological importance.</b></p>		
<b>Contaminated Land</b>	As of 2020 <sup>84</sup> , there are 54 special sites of contaminated land in England. These are sites that due to specific land uses, past activities or water pollution are passed from the local council to the Environment Agency to regulate.  The National Planning Policy Framework places the onus with the developer and/or landowner for securing a safe land/development.	Reporting/mapping is not freely available at this level however EA Special Sites are present within the South West Region. There are also anticipated to be a large number of brownfield sites. Such sites are likely to present a potential risk in respect of contaminated land.	Reporting/mapping is not freely available at this level.

<sup>81</sup> Natural England (2016) *Designated Sites View*. Available: <https://designatedsites.naturalengland.org.uk/>.

<sup>82</sup> Natural England (2020) *Sites of special scientific interest*. Available: <https://www.gov.uk/guidance/protected-areas-sites-of-special-scientific-interest>

<sup>83</sup> Natural England (2016) *Designated Sites View*. Available: <https://designatedsites.naturalengland.org.uk/>

<sup>84</sup> Environment Agency (2019) *Contaminated Land Special Sites*. Available: <https://data.gov.uk/dataset/e3770885-fc05-4813-9e60-42b03ec411cf/contaminated-land-special-sites>

	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Land is legally defined as ‘contaminated land’ where substances are causing or could cause:</p> <ul style="list-style-type: none"> <li>• Significant harm to people, property or protected species;</li> <li>• Significant pollution of surface waters (for example lakes and rivers) or groundwater; and</li> <li>• Harm to people as a result of radioactivity.</li> </ul> <p>Land may be contaminated by various substances including:</p> <ul style="list-style-type: none"> <li>• Heavy metals such as arsenic, cadmium and lead;</li> <li>• Oils and tars;</li> <li>• Chemical substances and preparations, like solvents;</li> <li>• Gases;</li> <li>• Asbestos; and</li> <li>• Radioactive substances.</li> </ul> <p>Some types of contaminated land are classed as ‘special sites’, which are then regulated by the Environment Agency in England once a local council has decided that an area is a special site<sup>85</sup>. The National Planning Policy Framework requires a risk assessment of land potentially affected by contamination and expects all investigations to be undertaken in accordance with established practices such as BS10175 (2002) ‘Code of Practice for the Investigation of Potentially Contaminated Sites’.</p>		
<b>Green Belt</b>	<p>As of 2023 the extent of land designated as Green Belt in England was estimated at 1,638,420 hectares, around 12.6% of the land area of England<sup>86</sup>. Land designated as Green Belt in England is distributed around the following 16 urban cores (listed by largest area to smallest area):</p> <ul style="list-style-type: none"> <li>○ London;</li> <li>○ Merseyside and Greater Manchester;</li> <li>○ South and West Yorkshire;</li> </ul>	<p>The South West is the region with the smallest percentage of its land designated as Green Belt with 107,970 hectares, accounting for 4.5% of its total land area.<sup>86</sup></p>	<p>The Plan Area is intersected by an area of Wiltshire Greenbelt.</p>

<sup>85</sup> Environment Agency (2020) *Contaminated land*. Available at: <https://www.gov.uk/contaminated-land>

<sup>86</sup> Department for Levelling Up, Housing & Communities (2023) *Local authority green belt: England 2022-23 - statistical release*. Available: [Local authority green belt: England 2022-23 - statistical release - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/local-authority-green-belt-england-2022-23-statistical-release)

	National (UK & England)	Regional (South West)	Local (Plan Area)
	<ul style="list-style-type: none"> <li>○ Birmingham;</li> <li>○ Tyne and Wear;</li> <li>○ Bath and Bristol;</li> <li>○ Derby and Nottingham;</li> <li>○ Stoke-on-Trent;</li> <li>○ Bournemouth, Christchurch and Poole;</li> <li>○ Oxford;</li> <li>○ York;</li> <li>○ Cambridge;</li> <li>○ Cheltenham and Gloucester;</li> <li>○ Blackpool;</li> <li>○ Camforth, Lancaster and Morecambe; and</li> <li>○ Burton-upon-Trent and Swadlincote.</li> </ul>		
<p><b>Explanatory Text and anticipated future trends:</b></p> <p>The National Planning Policy Framework attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence<sup>87</sup>.</p> <p>Green Belt serves five purposes:</p> <ul style="list-style-type: none"> <li>● to check the unrestricted sprawl of large built-up areas;</li> <li>● to prevent neighbouring towns merging into one another;</li> <li>● to assist in safeguarding the countryside from encroachment;</li> <li>● to preserve the setting and special character of historic towns; and</li> <li>● to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.</li> </ul>			

<sup>87</sup> MHCLG (2020) *Local Authority Green Belt: England 2019-20*. Available:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/916232/England\\_Green\\_Belt\\_Statistics\\_2019-20.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/916232/England_Green_Belt_Statistics_2019-20.pdf)





	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>Once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land.</p> <p>In 2021-22, 14 local authorities adopted new local plans or neighbourhood plans, with the result being a net increase of 24,150 hectares in the overall area of land designated as Green Belt compared to 31 March 2021<sup>87</sup>.</p> <p>In spite of its strong protection through national planning policy Green Belt may come under pressure as areas are targeted for potential release and development in inappropriate locations as housing needs increase. There is <b>increased potential for Green Belt land that has not been identified as suitable for strategic growth to be subject to development without a co-ordinated strategic planning approach.</b></p> <p>The location of Green Belt within Plan Area is shown in <b>Appendix C.</b></p>		
<b>Geoparks</b>	There are currently three Geoparks in England, the English Riviera, located in the south of Devon in the south west, the North Pennines, between Cumbria and Northumberland in the north, and the Black Country located in the Midlands <sup>88</sup> .	The English Riviera Geopark is within the South West Region.	There are no Geoparks within the Plan Area.
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Geoparks are endorsed by UNESCO and are not designated under legislation. They are locally-led partnerships within areas of internationally significant geology that work to support sustainable economic development of the area, primarily through geological and eco-tourism<sup>88</sup>.</p>		
<b>Open Green Space</b>	The NPPF <sup>89</sup> puts the onus on local planning authorities to prepare an authority-wide, evidence-based greenspace strategy that includes an assessment of current greenspace provision. It also suggests LPAs	The West of England Strategic Green Infrastructure Framework <sup>90</sup> vision is as follows: “By 2026 the West of England will have an enhanced and sustainable green infrastructure network consisting of a	There are approximately 1,900 Open Green spaces within the Plan area with the main typologies reflecting the regional typologies: <ul style="list-style-type: none"> <li>• Playing Field</li> </ul>

<sup>88</sup> United Kingdom National Commission for UNESCO (2017) *Global Geoparks*. Available: <http://www.unesco.org.uk/designation/geoparks/>

<sup>89</sup> MHCLG (2014) *Open space, sports and recreation facilities, public rights of way and local green space*. Available: <https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space>

<sup>90</sup> West of England Green Infrastructure Group (2011) *West of England Strategic Green Infrastructure Framework*. Available : <http://www.westofengland.org/media/216918/gi%20framework%20020611.pdf>

	National (UK & England)	Regional (South West)	Local (Plan Area)
	use Local Green Space (LGS) as a designation to provide special protection against development for green areas of particular importance.	multifunctional, connected and legible network of strategic green sites and corridors that will be widely beneficial to communities, wildlife and the environment to support sustainable growth across the West of England.”	<ul style="list-style-type: none"> <li>• Religious Grounds</li> <li>• Golf Course</li> <li>• Other Sports Facility</li> <li>• Play Space</li> <li>• Allotments Or Community Growing Spaces</li> <li>• Cemetery</li> <li>• Public Park Or Garden</li> <li>• Tennis Court</li> <li>• Bowling Green</li> </ul>
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Open space, which includes all open space of public value, can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks. It can provide health and recreation benefits to people living and working nearby; have an ecological value and contribute to green infrastructure, as well as being an important part of the landscape and setting of built development, and an important component in the achievement of sustainable development<sup>91</sup>.</p> <p>Local authorities play a vital role in<sup>92</sup>:</p> <ul style="list-style-type: none"> <li>• providing new, good quality greenspace that is inclusive and equitable</li> <li>• improving, maintaining and protecting existing greenspace</li> <li>• increasing green infrastructure within public spaces and promoting healthy streets</li> <li>• improving transport links, pathways and other means of access to greenspace, and providing imaginative routes linking areas of greenspace for active travel</li> </ul> <p><b>Without a co-ordinated strategic approach to development and infrastructure, there is increased potential for planning decisions to result in inappropriate development, which could fragment existing networks of open space thereby reducing connectivity.</b></p>		
	N/A	N/A	The largest population centres across the Plan Area include Salisbury (41,800),

<sup>91</sup> MHCLG (2014) *Open space, sports and recreation facilities, public rights of way and local green space*. Available: <https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space>

<sup>92</sup> Public Health England (2020) *Improving access to greenspace – A new review for 2020*. Available: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/904439/Improving\\_access\\_to\\_greenspace\\_2020\\_review.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904439/Improving_access_to_greenspace_2020_review.pdf)



	National (UK & England)	Regional (South West)	Local (Plan Area)
Existing and Consented Urban Areas			Trowbridge (37,200), and Chippenham (36,500). These along with the other sizeable market towns accommodate a significant proportion of the population (66%). However, the rural population of Wiltshire (29%) is proportionally greater than that of England (7%) according to the 2001 Census. <sup>93</sup>
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>As with the rest of the UK, Wiltshire is anticipated to accommodate substantial amounts of development in the coming years as planned for in each of the local authority areas' adopted and emerging plans. The delivery of this development will allow for benefits to be achieved in terms of meeting local housing requirements and limiting residents' journey times to service and facilities and jobs, though may have implications in terms of cumulative effects on the environment.</p>		

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<sup>93</sup> Wiltshire Council (2012) *Working towards a Core Strategy for Wiltshire Topic paper 3: Settlement strategy*. Available: [Wiltshire Core Strategy - Topic 3 - Settlement Strategy 2.pdf](#)



## E.8 Water Quality and Resources

	National (UK & England)	Regional (South West)	Local (Plan Area)
<b>Water Framework Directive (WFD)</b>	<p>In England, the quality status of water bodies assessed under the WFD in 2022 were<sup>94</sup>:</p> <p>Lakes:</p> <ul style="list-style-type: none"> <li>• High – 10%</li> <li>• Good – 22%</li> <li>• Moderate – 55%</li> <li>• Poor – 12%</li> <li>• Bad – 1%</li> </ul> <p>Rivers and Canals:</p> <ul style="list-style-type: none"> <li>• High – 3%</li> <li>• Good – 30%</li> <li>• Moderate – 49%</li> <li>• Poor – 16%</li> <li>• Bad – 3%</li> </ul> <p>Estuaries and Coastal:</p> <ul style="list-style-type: none"> <li>• High – 21%</li> <li>• Good – 55%</li> <li>• Moderate – 23%</li> <li>• Poor – 1%</li> </ul>	<p>In line with the WFD, River Basin Management Plans (RBMPs) are relevant for the South West Region and the status of waterbodies. Local government is involved in regulating, operating, influencing and undertaking projects in the river basin district (RBD) of the associated RBMP.</p> <p>The river basin districts which make up the South West region are Severn, South West, Thames and the South East<sup>95</sup>. As of 2019 Cycle 3, the status of surface and groundwater water bodies in the RBDs are as follows:</p> <p><i>Surface Waters (including lakes, coastal, estuarine and rivers, canals and surface water transfers) ecological status,</i></p> <p>Thames Water RBD totalling 501:</p> <ul style="list-style-type: none"> <li>• High – 0</li> <li>• Good – 31</li> <li>• Moderate – 334</li> <li>• Poor – 117</li> <li>• Bad – 19</li> </ul> <p>South East RBD totalling 282:</p> <ul style="list-style-type: none"> <li>• High – 0</li> </ul>	<p>The Severn, South West, Thames and the South East RBDs all intersect the Plan Area.</p>

<sup>94</sup> Joint Nature Conservation Committee (2023) *UK Biodiversity Indicators 2023 – B7. Surface water status*. Available: <https://hub.jncc.gov.uk/assets/b6dbbc22-235a-4664-8192-3a178d32ffde>

<sup>95</sup> Defra (2024) *Catchment Data Explorer*. Available: [England | Catchment Data Explorer](#)



	National (UK & England)	Regional (South West)	Local (Plan Area)
	<ul style="list-style-type: none"> <li>• Bad – 1%</li> </ul>	<ul style="list-style-type: none"> <li>• Good – 45</li> <li>• Moderate – 172</li> <li>• Poor – 55</li> <li>• Bad – 10</li> </ul> <p>South West RBD totalling 691:</p> <ul style="list-style-type: none"> <li>• High – 0</li> <li>• Good – 146</li> <li>• Moderate – 431</li> <li>• Poor – 104</li> <li>• Bad – 10</li> </ul> <p>Severn RBD totalling 475:</p> <ul style="list-style-type: none"> <li>• High – 0</li> <li>• Good – 45</li> <li>• Moderate – 309</li> <li>• Poor – 110</li> <li>• Bad – 11</li> </ul> <p><i>Groundwaters (Chemical Status),</i> Thames Water RBD totalling 47:</p> <ul style="list-style-type: none"> <li>▫ Good – 18</li> <li>▫ Poor – 29</li> </ul> <ul style="list-style-type: none"> <li>▪ South East RBD totalling 33: <ul style="list-style-type: none"> <li>▫ Good – 17</li> <li>▫ Poor – 16</li> </ul> </li> </ul> <p>South West RBD totalling 42:</p> <ul style="list-style-type: none"> <li>▫ Good – 13</li> <li>▫ Poor – 29</li> </ul> <p>Severn RBD totalling 33:</p> <ul style="list-style-type: none"> <li>▫ Good – 21</li> </ul>	



	National (UK & England)	Regional (South West)	Local (Plan Area)
		▫ Poor – 12	
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>The EU WFD is transposed into UK law through the following regulations: The Water Environment (WFD) (England and Wales) Regulations 2017 for England and Wales; the Water Environment and Water Services (Scotland) Act 2003 (WEWS Act) and The Water Environment (WFD) Regulations (Northern Ireland) 2003) for Northern Ireland.</p> <p>The purpose of the Directive is to establish a framework for the protection of inland surface waters (rivers and lakes), transitional waters (estuaries), coastal waters and groundwater. Groundwater is an important natural resource that supports river flows as well as ecological diversity in rivers, lakes and wetlands. It is also available for use, across the United Kingdom, for water supply by abstraction from boreholes, wells and springs.</p> <p>The number of waterbodies assessed each year varies and has decreased from 10,835 in 2009 to 9,291 in 2022. There have been variations in the overall number of water bodies awarded high or good surface water status between 2009 and 2022. Despite this 36% of surface water bodies assessed under the WFD in the UK were in high or good status in 2022, which reflects no change from 36% of surface water bodies assessed in 2009<sup>96</sup>.</p> <p>As of 2015, the Severn RBD<sup>97</sup> indicates that only 20% of its overall number of surface water bodies were at good or better overall status. This was predicted to increase to 27% by 2021, although this would still remain as a moderately lower percentage than the national average of 35%. In the South East RBD this figure was just 15%, predicted to rise to 19%, in the South West RBD it was 23% predicted to rise to 30% and in the Thames RBD it was 8% predicted to rise to 10%.</p> <p>RBMPs are prepared in line with the WFD to protect and improve the quality of our water environment. The RBMPs support the government's framework for the 25-year environment plan and will allow local communities to find more cost-effective ways to take action to further improve our water environment<sup>98</sup>.</p> <p>As with most water bodies in England, there are a range of significant water management issues manifested in the Severn RBD, with pollution from towns, cities and transport noted as being an issue for 12% of water bodies in this RBD. This includes Rainwater draining from roofs, roads and pavements carries pollutants, including grit, bacteria, oils, metals, vehicle emissions, detergent and road salt drains to surface water, including estuaries and coastal waters. Many homes and workplaces have 'misconnected' drains, meaning that dirty water</p>		

<sup>96</sup> Joint Nature Conservation Committee (2019) *Surface Water Status – Datasheet*. Available: [http://jncc.defra.gov.uk/docs/UKBI2015\\_DS\\_B7\\_Final2.xlsx](http://jncc.defra.gov.uk/docs/UKBI2015_DS_B7_Final2.xlsx)

<sup>97</sup> DEFRA and Environment Agency (2015) *Water for life and livelihoods – Part 1: Severn river basin district River basin management plan*. Available: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/718336/Severn\\_RBD\\_Part\\_1\\_river\\_basin\\_management\\_plan.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/718336/Severn_RBD_Part_1_river_basin_management_plan.pdf)

<sup>98</sup> DEFRA and Environment Agency (2019) *River basin management plans: 2015*. Available: <https://www.gov.uk/government/collections/river-basin-management-plans-2015>



	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>often enters surface waters and groundwater rather than foul sewer drains. In the Thames RBD this figure is 17%, 9% in South East RBD and just 4% in the South West RBD.</p> <p>New development can also result in increased discharge of waste water and this is noted as affecting 29% of water bodies in the Severn RBD, 45% in Thames RBD, 40% in South East RBD and 33% in South East RBD, with population growth recognised as putting increased pressure on the sewer network. The new development may also result in physical modifications to water bodies – an issue affecting 27% of water bodies in the Severn RBD, 44% in Thames RBD, 43% in South East RBD and 22% in South West RBD.</p> <p><b>Without a coordinated approach to development and infrastructure there is increased potential for pollution to result at water bodies in the South West Region.</b></p>		
<b>Drinking Water Safeguard Zones Source Protection Areas</b>	<p>Drink Water Safeguard Zones (DWSZs) are designated in England for any raw water sources that are ‘at risk’ of deterioration which would result in the need for additional treatment. These zones are areas where the land use is causing pollution of the raw water. Similarly, parts of the country at which there is increased risk of contamination to groundwater supplied from activities which might cause pollution are covered by Source Protection Zones (SPZs).</p>	<p>There are approximately 49 groundwater DWSZ and 33 surface DWSZ within or intersecting the South West Region.</p> <p>There are several SPZs within the South West Region, predominately located towards the east:</p> <ul style="list-style-type: none"> <li>• SPZ 1 – 427</li> <li>• SPZ 1c – 21</li> <li>• SPZ 2 – 302</li> <li>• SPZ 2c – 22</li> <li>• SPZ 3 – 98</li> <li>• SPZ 3c – 1</li> <li>• SPZ 4 – 0</li> </ul>	<p>There are approximately 22 groundwater DWSZ and 3 surface DWSZ within or intersecting the Plan Area.</p> <p>There are several SPZs throughout the Plan Area:</p> <ul style="list-style-type: none"> <li>• SPZ 1 – 68</li> <li>• SPZ 1c – 3</li> <li>• SPZ 2 – 42</li> <li>• SPZ 2c – 2</li> <li>• SPZ 3 – 29</li> <li>• SPZ 3c – 0</li> <li>• SPZ 4 – 0</li> </ul>
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>DWSZs are designated by the Environment Agency for areas in which action is needed to address pollution so that extra treatment of raw water can be avoided. Furthermore, groundwater provides around a third of drinking water in England and maintains the flow in many of the waterbodies in the country. SPZs are also designated by the Environment Agency. These designations cover groundwater sources such as wells, boreholes and springs which are used for public drinking water supply.</p> <p><b>Without a coordinated approach to development and infrastructure there is increased potential for pollution to occur in areas where there is a risk of contamination of drinking water resulting.</b></p> <p>The location of Drinking Water Safeguard Zones and Source Protection Zones within the Plan Area are shown on <b>Appendix C</b>.</p>		







## E.9 Resources and Waste

	National (UK & England)	Regional (South West)	Local (Plan Area)
<b>Authorised and Historic Landfill Sites</b>	<p>In the UK, landfill tax is one of the key drivers to divert waste from landfill to ensure that the 2020 target of no more than 10.161 million tonnes of biodegradable municipal waste (BMA) to landfill and the 2035 target of no more than 10% of municipal waste to landfill<sup>99</sup>.</p> <p>UK BMW sent to landfill has increased from approximately 6.1 million tonnes in 2020 to around 6.8 million tonnes in 2021<sup>100</sup>.</p>	<p>In the South West 164,000 tonnes of waste (6.1% of total waste collected by local authorities) went to landfill in 2021/22. This figure is lower than the average of 8.1% for England<sup>101</sup>.</p>	<p>There are 30 permitted waste sites and 214 historic landfill sites within the Plan Area.</p>
<p><b>Explanatory Text and anticipated future trends:</b></p> <p>The amount of BMW sent to landfill in the UK has fallen in recent years and it is expected that the country will meet targets for the reduction of waste by 2020. It is unlikely that providing new development in Wiltshire will greatly influence the proportion of waste sent to landfill. This will more likely be influenced by the decisions of residents in the plan area (for example by recycling and composting) as well decisions made by the local authority.</p>			
<b>Waste Facilities</b>	<p>In 2013/14 there were 697 Household Recycling Centres (HRCs) located in England, with an average catchment radius of 4.8 miles and approximately 32,281 households per site. This shows the current average provision in terms of catchment radii</p>	<p>Through the West of England Joint Core Waste Strategy (JWCS), household black bag waste is diverted from landfill to the Mechanical and Biological Treatment plant in Avonmouth, where material can be recovered from recycling and composting,</p>	<p>In Wiltshire there are 10 HRCs, these are<sup>104</sup>:</p> <ul style="list-style-type: none"> <li>• Amesbury</li> <li>• Devizes</li> <li>• Lower Compton</li> <li>• Marlborough</li> </ul>

<sup>99</sup> Defra (2020) *Waste Management Plan for England*. Available: [https://consult.defra.gov.uk/waste-and-recycling/waste-management-plan-for-england/supporting\\_documents/Waste%20Management%20Plan%20for%20England.pdf](https://consult.defra.gov.uk/waste-and-recycling/waste-management-plan-for-england/supporting_documents/Waste%20Management%20Plan%20for%20England.pdf)

<sup>100</sup> Defra (2023) *UK Statistics on waste*. Available: [UK statistics on waste - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/uk-statistics-on-waste)

<sup>101</sup> Defra (2021) *Statistics on waste managed by local authorities in England in 2021/22*. Available: [Local authority collected waste management - annual results 2021/22 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results-2021-22)

<sup>104</sup> Wiltshire Council (2024) *Household recycling centre locations and opening times*. Available: [Household recycling centres locations - Wiltshire Council](https://www.wiltshire.gov.uk/household-recycling-centres)

	National (UK & England)	Regional (South West)	Local (Plan Area)
	was broadly in line with the National Assessment of Civic Amenity Sites recommendations of a maximum catchment radii of three miles in urban areas and seven miles in rural areas <sup>102</sup> .	with the remainder of the Region's waste being used as fuel to generate electricity <sup>103</sup> .	<ul style="list-style-type: none"> <li>• Melksham</li> <li>• Purton</li> <li>• Salisbury</li> <li>• Stanton St Quintin (Chippenham)</li> <li>• Trowbridge</li> <li>• Warminster</li> </ul>
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>The provision of waste facilities in the Plan Area is outside of the scope of the LTP.</p>		
<b>Energy / Fuel Use</b>	<p>The total fuel used for electricity generation increased by 2.1% in 2022 to 54.3 million tonnes of oil equivalent (Mtoe). This was driven by a 5.3% rise in UK generation due to increased export demand. Despite the increase in overall electricity generated, fuel used for electricity increased by a smaller proportion and has fallen 30 per cent in the last ten years, due to decreasing demand for electricity and growth in non-thermal renewables which do not incur conversion losses.</p> <p>The share of generation from fossil fuels fell 1.8 percentage points to 40.8 per cent, with a record low share for coal of just 1.7% of generation. Renewable sources accounted for 41.5 per cent of generation in 2022,</p>	<p>The installed capacity in the South West for renewable electricity generation is in 2022 was 4,189.5 MW<sup>106</sup>.</p>	<p>The installed capacity (MW) at local authority level for renewable electricity generation is 554 for Wiltshire in 2022<sup>107</sup>.</p>

<sup>102</sup> Waste and Resources Action Programme (2018) *Household Waste and Recycling Centre Guide*. Available: [https://www.wrap.org.uk/sites/files/wrap/HWRC\\_Guidance\\_2018\\_4.pdf](https://www.wrap.org.uk/sites/files/wrap/HWRC_Guidance_2018_4.pdf)

<sup>103</sup> West of England Partnership (2011) *Joint Waste Core Strategy*. Available: [Cover March 2011 \(bristol.gov.uk\)](#)

<sup>106</sup> DESNZ (2023) *Regional Renewable Statistics*. Available: [Regional Renewable Statistics - GOV.UK \(www.gov.uk\)](#)

<sup>107</sup> DESNZ (2023) *Regional renewable electricity in 2022*. Available: [Regional renewable electricity in 2022 \(publishing.service.gov.uk\)](#)



	National (UK & England)	Regional (South West)	Local (Plan Area)
	exceeding the share of generation from fossil fuels for the second time in the published data series <sup>105</sup> .		
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Electricity supply is driven by demand, as it is generated or imported as needed. In recent years, demand for electricity has decreased as energy efficiency measures have improved and increased in number. The total electricity demand comprises energy industry use, losses in transmission or distribution and final consumption by end users<sup>108</sup>.</p> <p>The main driver for the decrease shift in generation of coal and gas was an increase in the carbon price floor in April 2015, from £9 per tonne of CO2 to £18 per tonne of CO2. Since coal generation produces more than double the amount of carbon dioxide per GWh of electricity supplied than gas, this made generation from coal more expensive than gas.</p> <p>The decline in fossil fuel generation was made possible by the substantial growth in renewable generation and this trend continued in 2019, although falling slightly to 2021. Low carbon generation consists of renewable and nuclear generation and the rise in renewables share of generation also drove an increase in the share of generation from low carbon sources.</p> <p>The delivery of new development and infrastructure <b>may provide opportunities for the incorporation of new renewable schemes where this is deemed appropriate. If development is not provided in a strategic manner it is less likely that these types of opportunities will be achieved.</b></p>		
<b>Aggregates / Construction Materials</b>	<p>Construction output is forecast to fall by 2.1% this year due to falls in private housing new build and repair, maintenance and improvement. The CPA forecasts that construction output will rise by 2.0% in 2025 in line with falling interest rates and a general economic recovery<sup>109</sup>.</p> <p>In the UK, seasonally adjusted sales of sand and gravel have consistently remained</p>	In 2022, 5,285 thousand tonnes of sand and gravel were sold in the South West <sup>112</sup> .	Reported at national and regional level only.

<sup>105</sup> DESNZ (2023) *Digest of UK Energy Statistics: electricity*. Available: [DUKES 2023 Chapter 5 \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904805/DUKES_2023_Chapter_5.pdf)

<sup>108</sup> DBEIS (2020) *DUKES 2020 Chapter 5: Electricity*. Available:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/904805/DUKES\\_2020\\_Chapter\\_5.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904805/DUKES_2020_Chapter_5.pdf)

<sup>109</sup> CPA (2024) *Construction Hit by House Building Recession*. Available: [Construction Hit By House Building Recession \(constructionproducts.org.uk\)](https://www.constructionproducts.org.uk/construction-hit-by-house-building-recession)

<sup>112</sup> Department for Business and Trade (2023) *Building materials and components statistics: December 2023*. Available: [Building materials and components statistics: December 2023 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/building-materials-and-components-statistics-december-2023)



	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>below levels typically seen before the recession of 2008 to 2009 and have dropped recently due to the Covid-19 pandemic<sup>110</sup>.</p> <p>In contrast, after the 2008 to 2009 recession, seasonally adjusted sales of ready-mixed concrete recovered steadily since Quarter 2 2012, until the drop due to the Covid-19 pandemic. Sales in Quarter 4 2022 decreased by 9.5% compared to Quarter 4 2021<sup>111</sup>.</p>		
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Aggregates are the most commonly used minerals in the UK and are essential to a modern economy. They provide the critical raw material for built development and other construction, manufacturing and the maintenance of infrastructure, through their use as concrete, mortar, finishes, roadstone, constructional fill and railway ballast.</p> <p>There are three sources of supply of aggregates – primary, secondary and recycled. The majority of aggregate demand is met from primary sources. This involves extracting material directly from the ground and dredging from the sea floor. There are significant geographical imbalances in the occurrence of suitable natural aggregate resources and the areas where they are most needed.</p> <p>Although the demand for construction materials is expected to fall in 2020 due to the impact of Covid-19, the long-term trend is an expected increase at a national level.</p>		
<b>Sector Waste Statistics</b>	<p>The official England 'waste from households' recycling rate was 44.1% in 2021, up 0.1% from 2020. The total amount of waste from households increased from 22.6 million tonnes in 2020 to 23.1 million tonnes in 2021<sup>113</sup>.</p>	<p>In the South West of England in 2021/22 the management of all local authority collected waste was as follows:</p> <ul style="list-style-type: none"> <li>• Landfill 6.1%</li> <li>• Incineration 43.9%</li> </ul>	<p>In Wiltshire in 2021-22 the total waste collected was 232,635 tonnes, of which 218,290 tonnes were household waste.</p>

<sup>110</sup> Department for Business and Trade and DBEIS (2020) *Building materials and components statistics: January 2023*. Available: [Monthly Statistics of Building Materials and Components January 2023 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1014437/monthly-statistics-of-building-materials-and-components-january-2023.pdf)

<sup>111</sup> DBEIS (2023) *Monthly Statistics of Building Materials and Components*. Available: [Monthly Statistics of Building Materials and Components January 2023 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1014437/monthly-statistics-of-building-materials-and-components-january-2023.pdf)

<sup>113</sup> Defra (2023) *Local authority collected waste management – annual results 2021/22*. Available: [Local authority collected waste management - annual results 2021/22 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/1014437/local-authority-collected-waste-management-annual-results-2021-22.pdf)

	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>In England in 2021/22 the management of all local authority collected waste was as follows<sup>114</sup>:</p> <ul style="list-style-type: none"> <li>• Landfill 8.1%</li> <li>• Incineration 47.4%</li> <li>• Recycled/Composted 41.5%</li> <li>• Other 3.0%</li> </ul>	<ul style="list-style-type: none"> <li>• Recycled/Composted 48.6%</li> <li>• Other 1.4%</li> </ul> <p>The South West had the highest 'household waste' recycling rate in 2021/22 at 48.6%.</p>	<p>In the Wiltshire in 2021/22 the management of all local authority collected waste was as follows<sup>114</sup>:</p> <ul style="list-style-type: none"> <li>• Landfill 44,357 tonnes</li> <li>• Incineration 76,792 tonnes</li> <li>• Recycled/Composted 102,550 tonnes</li> <li>• Other 8,895 tonnes</li> </ul>
<p><b>Explanatory Text and anticipated future trends:</b></p> <p>In February 2019 the Government published a consultation on measures to increase recycling from households and businesses to support the achievement of a much higher 65% recycling rate for municipal waste by 2035. The Government is introducing measures for England to increase household recycling by requiring all local authorities to collect a consistent set of dry materials from households in England, to collect food waste separately from all households on a weekly basis; and to arrange for garden waste collection where necessary. Together, these will support the ability to meet commitments on recycling outlines in the Resources and Waste Strategy.</p>			

<sup>114</sup> Defra (2023) *ENV18 - Local authority collected waste: annual results tables 2021/22*. Available: [ENV18 - Local authority collected waste: annual results tables 2021/22 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/2021-22-local-authority-collected-waste-annual-results-tables)



## E.10 Communities – Population, Employment and Viability

	National (UK & England)	Regional (South West)	Local (Plan Area)
Population and Locations of Major Settlements	<p>As of mid- 2021, England had an estimated population of 56,536,000. Of this approximately 42.6% were between 0-34 years old, 38.9% were between 35-64 years old and 18.5% were age 65 and over<sup>115</sup>.</p> <p>By 2043, it is expected that the population of England will be approximately 61,744,100; an increase of 9.7%. The proportion of those aged 65 and over is due to increase by 42.2% by 2043, the largest increase for any age category. Meanwhile, the proportion of those aged between 0-29 and between 30-64 will increase by 2.9% and 1.9%, respectively over the same period<sup>116</sup>.</p> <p>The number of households in England is projected to increase by 1.6 million (7.1%) over the next 10 years, from 23.2 million in</p>	<p>As of 2021, the South West Region had a population estimated at 5,701,186. The highest regional rate of growth in households is projected to take place in the South West from 2018-2028. The number of households in the South West is projected to increase by 9.0% during this 10 year period<sup>117</sup>.</p>	<p>The population of Wiltshire in mid-2021 was predicted to be 513,411 with a population density of 158 people per sq km<sup>118</sup>.</p> <p>The largest settlements in the county are the city of Salisbury in the south, town of Trowbridge in the west and town of Chippenham in the north. There are a number of other market towns throughout the county including Amesbury and Marlborough, as well as villages and rural settlements.</p>

<sup>115</sup> ONS (2022) *Estimates for the Population for the UK, England, Wales, Scotland and Northern Ireland*. Available:

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland>

<sup>116</sup> ONS (2020) *Population Projections for Local Authorities, Table 2*. Available:

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2>

<sup>118</sup> ONS (2022) *Estimates of the population for the UK, England, Wales, Scotland and Northern Ireland*. Available: [Estimates of the population for the UK, England, Wales, Scotland and Northern Ireland - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland)

	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>2018 to 24.8 million in 2028<sup>117</sup>. Growth in the number of households is fastest where the household reference person (HRP) is of older age; 64% of the total growth in households is accounted for by households where the HRP is aged 75 years or over. The number of people aged 75 years and over living on their own is projected to increase by 461,000 in the 10 years to 2028.</p>		
	<p>Explanatory Text and anticipated future trends:</p> <p>Latest ONS figures for household projections in England show an indication of the future number of households in England and its regions and local authorities<sup>117</sup>. These are used for planning in areas such as housing and social care. The latest household projections show a continued rise in the number of households in England, at a level closely in line with what was previously projected. There continues to be much variation across age groups, regions and household types. ONS project the majority of household growth over the next 10 years will be because of an increase in older households without dependent children, particularly those where the household reference person is aged 75 years and over. This shows the potential impact of an ageing population on future household formation.</p> <p>The number of households in the South West is projected to increase by 9.0% between 2018 and 2028, closely followed by the East Midlands, where growth is projected to be 8.7%. This is an estimated increase of 2,399,000 in mid-2018 to 2,615,000 in mid-2028.</p> <p>The South West Region is expected to see substantial population growth in the coming years, with the proportion of residents of an older age increasing in line with the trend across much of England. Development across the plan area needs to be particularly considerate of this group in relation to the design of development and neighbourhoods as well as the accessibility of services and facilities. There will be a need to promote development which ensures the issue of isolation does not become more prevalent given the expected increase in the proportion of single person households among older people. Without a strategic approach to development it is less likely that these challenges will be comprehensively met.</p>		
Working Age Population	As of 2021, the proportion of residents in the Great Britain of working age (16-64) was 62.9%, with similar levels reported for both	As of 2021, the proportion of residents in the South West of working age (16-64) was	As of 2021, the proportion of residents in Wiltshire of working age (16-64) was 60.3%,

<sup>117</sup> ONS (2020) *Household projections for England: 2018-based*. Available:

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/bulletins/householdprojectionsforengland/2018based#household-type-projections>



	<b>National (UK &amp; England)</b>	<b>Regional (South West)</b>	<b>Local (Plan Area)</b>
	males (63.3%) and females (62.6%) <sup>119</sup> . A similar percentage of residents in England were of working age (63.0%) at the same time of reporting. The breakdown between males (63.3%) and females (62.6%) in England was also very similar <sup>120</sup> .	60.7%, with similar levels reported for both males (61.2%) and females (60.1%) <sup>121</sup> .	with slightly higher levels reported for both males (61.2%) than females (59.5%) <sup>122</sup> .
	Explanatory Text and anticipated future trends: See above relating to population change.		
Unemployment	From May 2023 to July 2023, approximately 4.3% of the economically active population were unemployed in Great Britain <sup>123</sup> . During the same period the percentage of economically active people in England that were unemployed was the same as the figure reported for Great Britain <sup>124</sup> .	From May 2023 to July 2023, approximately 3.6% of the economically active population were unemployed in the South West <sup>125</sup> .	From Oct 2022 to Sep 2023, approximately 2.2% of the economically active population were unemployed in Wiltshire <sup>126</sup> .
	Explanatory Text and anticipated future trends: Data from the ONS Labour Force Survey in February 2023 shows the redundancy rate increased on the quarter but is below pre-pandemic rates. The UK employment rate was estimated at 75.6% in October to December 2022, 0.2% higher than the previous three-month period. The increase in employment over the latest three-month period was driven by part-time workers. Total actual weekly hours worked decreased on the quarter, and are still below pre-pandemic levels. <sup>127</sup>		

<sup>119</sup> Nomis (2024) *Labour Market Profile: Great Britain*. Available: <https://www.nomisweb.co.uk/reports/lmp/por/2092957698/report.aspx>

<sup>120</sup> Nomis (2024) *Labour Market Profile: England*. Available: <https://www.nomisweb.co.uk/reports/lmp/por/2092957699/report.aspx>

<sup>121</sup> Nomis (2024) *Labour Market Profile: South West*. Available: <https://www.nomisweb.co.uk/reports/lmp/por/2013265929/report.aspx>

<sup>122</sup> Nomis (2024) *Labour Market Profile: Wiltshire*. Available: <https://www.nomisweb.co.uk/reports/lmp/la/1946157357/report.aspx>

<sup>123</sup> Nomis (2024) *Labour Market Profile: Great Britain*. Available: <https://www.nomisweb.co.uk/reports/lmp/por/2092957698/report.aspx>

<sup>124</sup> Nomis (2024) *Labour Market Profile: England*. Available: <https://www.nomisweb.co.uk/reports/lmp/por/2092957699/report.aspx>

<sup>125</sup> Nomis (2024) *Labour Market Profile: South West*. Available: <https://www.nomisweb.co.uk/reports/lmp/por/2013265929/report.aspx>

<sup>126</sup> Nomis (2024) *Labour Market Profile: Wiltshire*. Available: <https://www.nomisweb.co.uk/reports/lmp/la/1946157357/report.aspx>

<sup>127</sup> ONS (2023) *Labour market overview, UK: February 2023*. Available: [Labour market overview, UK - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/labour-market-overview)



	National (UK & England)	Regional (South West)	Local (Plan Area)
	Without the strategic approach to development in the plan area the required development and infrastructure is less likely to be provided to encourage investment in areas where highest numbers of residents can benefit from new employment opportunities.		
Economic Activity Rates	From May 2023 to July 2023, 79.3% of the population were economically active in England. 75.8% of the economically active population were in employment. Of the 21.1% of the economically inactive population in England from Oct 2022 to Sep 2023, 27.3% were students, 26.0% were long-term sick and 19.8% were looking after family/home <sup>124</sup> .	From May 2023 to July 2023, 80.5% of the population were economically active in the South West. 77.5% of the economically active population were in employment. Of the 19.0% of the economically inactive population in the South West from Oct 2022 to Sep 2023, 27.3% were students, 24.5% were long-term sick and 16.4% were looking after family/home <sup>125</sup> .	From Oct 2022 to Sep 2023, 81.0% of the population were economically active in Wiltshire. 79.0% of the economically active population were in employment. Of the 19.0% of the economically inactive population in Wiltshire 29.2% were students, 20.1% were long-term sick and 16.2% were looking after family/home <sup>126</sup> .
	<p>Explanatory Text and anticipated future trends:</p> <p>The South West and Wiltshire have demonstrated higher levels of economic activity than the national average in recent years. Of those who were reported to be economically inactive, this included a lower percentage of students than the national average for both the South West and Wiltshire. Development in the region should aim to build on the relatively high rates of economic activity among the local population. Without a strategic approach to development and infrastructure in the plan area, it may prove more difficult to encourage further economic investment and to build on level of economic activity presently demonstrated in the region.</p>		
Deprivation	The English Indices of Deprivation measure relative levels of deprivation in 32,844 small areas or neighbourhoods, called Lower-layer Super Output Areas, in England <sup>128</sup> .  Overall, 88 per cent of neighbourhoods that are in the most deprived decile according to the Index of Multiple Deprivation 2019	Reported and National and Local level only.	With Rank 1 being most deprived, out of the 317 local authorities in England, Wiltshire ranks 231 <sup>st</sup> most deprived <sup>129</sup> . Of the seven deprivation domains that make up IMD2019, Wiltshire ranks as follows for 'Income' and 'Employment':  Income – 237 <sup>th</sup> Employment – 235 <sup>th</sup>

<sup>128</sup> MHCLG (2019) *The English Indices of Deprivation 2019 (IoD2019)* Available:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/835115/IoD2019\\_Statistical\\_Release.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/835115/IoD2019_Statistical_Release.pdf)

<sup>129</sup> MHCLG (2019) *IoD2019 Interactive Dashboard – Local Authority Focus*. Available:

<https://app.powerbi.com/view?r=eyJrIjojOTdjYzlyNTMtMTcxNi00YmQ2LWI1YzgtMTUyYzYxMzQ2ODUwLTIjN2QtNDNkZS1hODcyLTI0YTJlZjM5OTVhOCJ9>



	National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>(IMD2019) were also the most deprived according to the IMD2015.</p> <p>Deprivation is dispersed across England. 61 per cent of local authority districts contain at least one of the most deprived neighbourhoods in England.</p> <p>Middlesbrough, Liverpool, Knowsley, Kingston upon Hull and Manchester are the local authorities with the highest proportions of neighbourhoods among the most deprived in England. This is largely unchanged from the IMD2015.</p>		
	<p>The Indices of Deprivation 2019<sup>130</sup> provide a set of relative measures of deprivation for small geographical areas (Lower-layer Super Output Areas) across England, based on seven different domains of deprivation:</p> <ul style="list-style-type: none"> <li>• Income Deprivation</li> <li>• Employment Deprivation</li> <li>• Education, Skills and Training Deprivation</li> <li>• Health Deprivation and Disability</li> <li>• Crime</li> <li>• Barriers to Housing and Services</li> <li>• Living Environment Deprivation</li> </ul> <p>Each of these domains is based on a basket of indicators. As far as is possible, each indicator is based on data from the most recent time point available. A range of summary measures are available for higher-level geographies including Local Authority Districts and upper tier Local Authorities, Local Enterprise Partnerships, and Clinical Commissioning Groups. These summary measures are produced for the overall Index of Multiple Deprivation, each of the seven domains and the supplementary indices.</p> <p>While Wiltshire local authority area is not among the most deprived in England, it contains pockets of deprivation. Without the strategic approach to development in the plan area, opportunities to deliver development and infrastructure which can improve access to employment and the income of local people are less likely to be achieved.</p>		

<sup>130</sup> MHCLG (2019) *The English Indices of Deprivation 2019*. Available:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/833951/loD2019\\_Technical\\_Report.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/833951/loD2019_Technical_Report.pdf)



	<b>National (UK &amp; England)</b>	<b>Regional (South West)</b>	<b>Local (Plan Area)</b>
Gross Value Added	<p>The Nominal Gross Value Added (GVA) per filled job (£) for the United Kingdom (including the off-shore contribution to GVA that cannot be assigned to any region) between 2016 and 2018 was reported as follows:</p> <ul style="list-style-type: none"> <li>○ 2016 - £53,788</li> <li>○ 2017 - £55,347</li> <li>○ 2018 - £56,387</li> </ul> <p>Latest figures show that UK GVA, in chained volume measures, was estimated to have increased by 1.9% in 2017. Between 2016 and 2017, England increased by 2.0%, the highest increase of the four countries in the UK<sup>131</sup>.</p>	<p>In 2017 the total GVA in the South West was estimated to be £130,635 million, with an annual growth of 2.6%<sup>131</sup>.</p>	<p>The Nominal GVA per filled job (£) for each Wiltshire (including the off-shore contribution to GVA that cannot be assigned to any region) in 2020 was £44,978.</p>
	<p>Explanatory Text and anticipated future trends:</p> <p>GVA is a measure of the increase in the value of the economy due to the production of goods and services. The measure can be a useful way of comparing regions of different size, however, comparisons can be affected by commuting flows into or out of the region.</p> <p>Development and infrastructure should be planned so that increases in value of the economy can be of benefit to all. Without a strategic approach to development and infrastructure to support future economic growth it is likely that some opportunities to secure this aim may not be realised.</p>		

<sup>131</sup> ONS (2018) Regional economic activity by gross value added (balanced), UK: 1998 to 2017. Available: <https://www.ons.gov.uk/economy/grossvalueaddedgva/bulletins/regionalgrossvalueaddedbalanceduk/1998to2017#england-was-the-fastest-growing-country-in-the-uk-in-2017>



## E.11 Communities – Supporting Infrastructure

	National (UK & England)	Regional (South West)	Local (Plan Area)
<b>Location of Strategic Rail Links</b>	The railway network in Great Britain comprises 2,570 stations, set across 15,874km of tracks of which 38.0% is electrified. Despite seeing a 155.2% increase on the previous year, rail passenger journeys in the year ending March 2022 were still 44% lower than this peak, at 990 million in 2019. In England in 2021, rail trips accounted for just over 1% of all trips. The distance travelled and the time spent travelling by rail increased in England in 2021 from the previous year but was still considerably lower than 2019 due to the COVID-19 pandemic <sup>132</sup> .	Reported at National and Regional level only.	There are number of rail links within the Plan Area connecting areas such as Swindon and Chippenham and Trowbridge and Salisbury.
<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Before the Covid-19 pandemic, the use of public transport via rail in Great Britain has increased in recent years while reliance on bus services has decreased. In 2020-21, public transport was heavily impacted by the COVID-19 pandemic. At the lowest point in April and May 2020, passenger rail journeys were 96% less than an equivalent day in the previous year<sup>133</sup>.</p> <p>The provision of development and infrastructure in the plan area <b>provides an opportunity to strengthen the rail offer in the region and its viability, while encouraging use by residents. Providing development and infrastructure without a taking strategic approach is less likely to achieve these aims considering the need to ensure a highly connected railway system for it to be successful.</b></p>			
<b>Location of Strategic Road Network (SRN)</b>	The SRN is 4,300 miles long in England and makes up 2.4% of the surfaced road network., with more than 30% of all road	The South West region is served by a relatively less dense network of major roads compared to the rest of England.	Within the Plan Area, is the M4 Motorway as well as various single and dual carriageways. The main roads within the study area include A350, A36 and A338.

<sup>132</sup> Department for Transport (2023) *Rail Factsheet: 2022*. Available: [Rail factsheet: 2022 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/1049929/rail-factsheet-2022.pdf)

<sup>133</sup> Department for Transport (2022) *Rail Factsheet*. Available: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1049929/rail-factsheet-2021.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1049929/rail-factsheet-2021.pdf)



	National (UK & England)	Regional (South West)	Local (Plan Area)
	journeys and more than 65% of road freight journeys using the SRN <sup>134</sup> .		
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>The SRN is a crucial part of the national transport system, with Department for Transport predicting traffic levels on the SRN to rise by 46% by 2040. The SRN in England consists of motorways and the most significant A-roads. It is managed by the Highways Agency, which is an executive agency of the Department for Transport. This network is a crucial part of England's infrastructure, and is especially important for businesses<sup>135</sup>.</p> <p>The provision of development and infrastructure in the plan area <b>provides an opportunity to not only to strengthen the SRN in the plan area to help limit congestion and support economic growth, but also to support the viability of public transport networks support. Providing development and infrastructure without a taking strategic approach is less likely to achieve these aims considering the need to ensure a highly connected SRN and public transport network for it to be successful.</b></p>		
<b>Location of Airports</b>	There are 50 airports across the UK. The UK currently has the biggest international aviation network in Europe and is the third largest in the world. The UK has direct connections to over 370 destination and more than 100 countries <sup>136</sup> .	There are seven airports within the South West Region <sup>137</sup> : <ul style="list-style-type: none"> <li>• Scilly Isles (St Mary's)</li> <li>• Lands End</li> <li>• Newquay</li> <li>• Exeter</li> <li>• Bournemouth</li> <li>• Bristol</li> </ul>	There are no airports within the plan area.

<sup>134</sup> House of Commons (2014) *Better Roads: Improving England's Strategic Road Network*. Available: <https://publications.parliament.uk/pa/cm201314/cmselect/cmtran/850/850.pdf#:~:text=The%20Strategic%20Road%20Network%20%28SRN%29%20is%20a%20crucial,in%20Government%20policy%20over%20the%20past%20two%20decades>

<sup>135</sup> House of Commons (2014) *Better Roads: Improving England's Strategic Road Network*. Available: <https://publications.parliament.uk/pa/cm201314/cmselect/cmtran/850/850.pdf#:~:text=The%20Strategic%20Road%20Network%20%28SRN%29%20is%20a%20crucial,in%20Government%20policy%20over%20the%20past%20two%20decades>

<sup>136</sup> HM Government (2018) *Aviation 2050: The Future of UK Aviation*. Available: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/769695/aviation-2050-web.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/769695/aviation-2050-web.pdf)

<sup>137</sup> [Airports in the United Kingdom \(map\) \(publishing.service.gov.uk\)](#)



	National (UK & England)	Regional (South West)	Local (Plan Area)
		<ul style="list-style-type: none"> <li>Gloucester</li> </ul>	
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>The aviation industry plays an important role in the UK economy contributing at least £22 billion, along with over 230,000 jobs. Growth in this sector has been reflected by year on year increases in UK passenger numbers for the seven consecutive years up to 2018<sup>138</sup>.</p>		
<b>Digital Connectivity</b>	<p>In the UK more properties can now access superfast broadband (as defined as download speeds of 30Mbit/s and above). In 2022, the proportion of the UK with access to superfast coverage has increased to 97% of UK premises.</p> <p>As of 2022, full-fibre broadband is available to 12.5 million premises (42%), a growth of 14% and 4.3 million additional premises since 2021<sup>139</sup>.</p>	Reported at National and Local level only.	<p>In Wiltshire the fixed broadband coverage of premises in September 2021 is as follows:</p> <p>Full fibre – 27%</p> <p>Superfast – 95%</p> <p>Ultrafast – 49%</p> <p>Not able to receive decent broadband of at least 10Mbit/s download and 1Mbit/s upload – 1%</p>
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Standard, superfast and ultrafast denote different broadband speed categories<sup>139</sup>:</p> <ul style="list-style-type: none"> <li>Standard broadband has download speeds of less than 30Mbps;</li> <li>Superfast broadband has download speeds between 30Mbps and 300Mbps;</li> <li>Ultrafast broadband has download speeds of greater than 300Mbps;</li> </ul> <p>Ultrafast broadband is available across much of the Plan Area. However, some areas do not benefit from access to the infrastructure necessary to allow for connections. <b>Without a strategic approach to development and infrastructure in the region, it is likely to prove more difficult to ensure that new residents have the choice of being able to access to ultrafast broadband and also to build on existing provisions.</b></p>		

<sup>138</sup> HM Government (2018) *The future of UK aviation*. Available:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/769696/aviation-2050-print.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/769696/aviation-2050-print.pdf)

<sup>139</sup> Ofcom (2022) *Connected Nations 2022 UK report*. Available: [Connected Nations 2022 - UK report \(ofcom.org.uk\)](https://www.ofcom.gov.uk/consult/condocs/cn2022/cn2022-uk-report/)

	National (UK & England)	Regional (South West)	Local (Plan Area)
<b>Electricity Network</b>	In the UK there are 11 licensed distribution networks, owned by six different groups, with each responsible for a regional distribution services area. The National Grid is responsible for the electricity transmission across England <sup>140</sup> .	Scottish and Southern Electricity networks and National Grid are the main providers responsible for the electricity network in the South West region <sup>140</sup> .	Scottish and Southern Electricity networks is the main provider responsible for the electricity network in the Plan Area <sup>140</sup> .
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>The electricity distribution networks, in the UK including those in the South West Region, carry electricity from the high voltage transmission grid to industrial, commercial and domestic users. This network is increasingly supplied by renewable sources, with for example, the South West of England increasing output of Landfill gas of 6.0MW and Solar PV of 220.1MW in 2022<sup>141</sup>.</p>		
<b>Water Treatment Works and Sewage Treatment Works</b>	Reported at Local level only	Reported at Local level only	<p>The Bath and North East Somerset area has a combined sewer system, collecting all wastewater and sewage from homes and business, and storm, rainwater collected from roofs and yards from one sewer in the town centre, with a separate sewer system serving newer developments on the city outskirts. The Bath area has an average risk for sewer incapacity and has several frequent spilling storm overflows<sup>142</sup>.</p> <p>Bristol has both a combined and separate sewer systems for collecting all wastewater and sewage and under heavy storm conditions, the sewer capacity can be exceeded. Consequently, Bristol has an above average risk for sewer incapacity and also has several frequent spilling storm overflows<sup>142</sup>.</p>

<sup>140</sup> Energy Network Association (2024) *Electricity Transmission Map*. Available: <https://www.energynetworks.org/operating-the-networks/whos-my-network-operator>

<sup>141</sup> DESNZ (2023) *Regional renewable electricity in 2022*. Available: [Regional renewable electricity in 2022 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/123456/Regional_renewable_electricity_in_2022.pdf)

<sup>142</sup> Wessex Water (2024) *Bath Drainage and Wastewater Strategy*. Available: [Drainage and Wastewater Management Plan \(wessexwater.co.uk\)](https://www.wessexwater.co.uk/~/media/123456/Drainage_and_Wastewater_Management_Plan.pdf)



	National (UK & England)	Regional (South West)	Local (Plan Area)
			Recently South Gloucestershire has installed a new relief sewer, known as the Frome Valley Relief Sewer, providing additional capacity for new developments in areas such as Yate and significantly reducing the risk of sewer flooding in the area <sup>142</sup> .
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>As with most areas of the UK, the existing Water Treatment Works and Sewage Treatment Works infrastructure in Wiltshire will be subject to capacity issues at the local level due to population growth and associated new development.</p> <p>Development in the plan area will need to <b>respond to capacity issues in terms of these types of infrastructure. In some instances, development may need to support the delivery of new infrastructure where capacity issues emerge. Without a strategic approach to development, capacity issues in the region may prove more difficult to address in manner which benefits the highest number of residents in the plan area.</b></p>		
<b>Major Utilities (major gas mains, overhead lines etc.)</b>	There are currently eight gas terminals operating across the UK, seven of these are located in England and Wales along the west and east coast. National Grid is responsible for the transmission of gas across England. Currently there are four gas distribution networks across the UK <sup>143</sup> .	Wales and West Utilities and SGN are responsible for the gas distribution network across the region <sup>143</sup> .	Wales and West Utilities and SGN are responsible for the gas distribution network across the Plan Area <sup>143</sup> .
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>There are currently no gas terminals in the Plan Area. There are <b>areas of the Plan Area within which gas pipelines and overhead power lines are present to facilitate supply. Without a strategic approach to development it is less likely that development and new infrastructure is provided to complement the existing distribution of this infrastructure.</b></p>		

<sup>143</sup> Energy Network Association (2024) *Gas Transmission Map*. Available: <https://www.energynetworks.org/operating-the-networks/whos-my-network-operator>





## E.12 Communities – Health & Wellbeing

	International / National (UK & England)	Regional (South West)	Local (Plan Area)
<b>Population</b>	<p>The population of the United Kingdom is 67 million, of whom 56,536,00 live in England (2021 mid-year estimates)<sup>144</sup>. This was the highest increase across the four nations with the population increasing by 3.4 million, a rise of 6.5% between 2011 and 2021.</p> <p>In mid-2021, the median age in the UK was 40.7 years, 1.1 years higher than mid-2011.</p> <p>Overall, England had the highest population density of the four countries of the UK at mid-2021. However, this includes a wide variation within England, where the population density in London was 5,596 people per square kilometre (km) and the South West was 240 people per square km.</p>	<p>As of 2021, the South West Region had a population estimated at 5,701,186. The highest regional rate of growth in households is projected to take place in the South West from 2018-2028. The number of households in the South West is projected to increase by 9.0% during this 10 year period<sup>144</sup>.</p>	<p>The population of Wiltshire in mid-2021 was predicted to be 513,411 with a population density of 158 people per sq km. Of the population, 259,647 are female and 253,764 male<sup>144</sup>.</p>
<p><b>Explanatory Text and anticipated future trends:</b></p> <p>The population in the UK is measured through the Census. This provides an estimate of the overall population the UK and its distribution within countries and regions. The last Census was undertaken in 2021. The Office for National Statistics (ONS) also provides mid-year population estimates<sup>145</sup>.</p> <p>All four countries of the UK saw population increases in the decade between mid-2011 and mid-2021. The highest percentage increase was in England where the population increased by 3.4 million, a rise of 6.5% between 2011 and 2021.<sup>144</sup></p>			

<sup>144</sup> ONS (2022) *Population estimates for the UK, England, Wales, Scotland and Northern Ireland: mid-2021*. Available:

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/annualmidyearpopulationestimates/mid2021>

<sup>145</sup> ONS (2024) *Census*. Available: [Census - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/census)

	International / National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>The number of people aged 65 years and over in the population continues to increase faster than the rest of the population. In England and Wales, the number of people aged 65 years and over increased from 9.2 million in 2011 to over 11 million in 2021 and the proportion of people aged 65 years and over rose from 16.4% to 18.6%<sup>146</sup>.</p> <p>The population of the UK increased by approximately 11.1 million (19.8%) during the last fifty years and by approximately 3.7 million (5.9%) during the last decade. Population growth in the latest decade was lower than the previous decade in all four UK countries.</p> <p>For the UK as a whole, net international migration for the year to mid-2021 was an estimated 173,000 and for England and Wales it was an estimated 156,000.</p> <p>The ONS notes that population growth between mid-2005 to mid-2018 has been high in comparison to historic patterns (0.67% 5-year average) however, this rate has been slowing - the slower growth in recent years is driven by a combination of both lower natural change (the balance between births and deaths) and lower net international migration.</p>		
<b>Life Expectancy</b>	Life expectancy at birth in the UK in 2020 to 2022 was 78.6 years for males and 82.6 years for females. In England, life expectancy was 78.8 years for males and 82.8 years for females during the same period <sup>147</sup> .	Life expectancy at birth in the South West in 2018 to 2020 was 80.3 years for males and 84.1 years for females <sup>148</sup> .	Life expectancy at birth in Wiltshire in 2018 to 2020 was 80.9 years for males and 84.5 years for females <sup>149</sup> .
<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Life expectancy (the number of years people are expected to spend in different health states among local authority areas in the UK) is measured by the Office for National Statistics (ONS).</p> <p>Compared with 2017 to 2019, UK life expectancy has fallen by 38 weeks from 79.3 years for males and by 23 weeks from 83.0 years for females. In 2021, there were 586,334 deaths registered in England and Wales, which was a decrease of 3.6% compared with 2020 (607,922 deaths). In England and Wales as a whole, the leading causes of death accounted for 41.4% of all deaths registered in 2021. As in 2020, COVID-19 was the overall leading cause of death; there were 67,350 deaths with an underlying cause of COVID-19, accounting for 11.5% of all deaths registered in 2021. This was a decrease of 8.7% compared with 2020. Following COVID-19, the remaining leading causes of death in England and Wales were dementia and Alzheimer’s disease (61,250 deaths; 10.4% of all deaths,</p>			

<sup>146</sup> ONS (2023) *Profile of the older population living in England and Wales in 2021 and changes since 2011*. Available: [Profile of the older population living in England and Wales in 2021 and changes since 2011 - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/healthandlife/bulletins/profileoftheolderpopulationlivinginenglandandwalesin2021andchangesince2011/2023-07-27)

<sup>147</sup> ONS (2023) *National life tables – life expectancy in the UK: 2020 to 2022*. Available: [National life tables – life expectancy in the UK - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/healthandlife/bulletins/nationallifetables-lifeexpectancyintheuk/2023-07-27)

<sup>148</sup> Office for Health Improvement and Disparities (2024) *Local Authority Health Profiles*. Available: [Local Authority Health Profiles - Data - OHID \(phe.org.uk\)](https://www.phe.org.uk/local-authority-health-profiles)

<sup>149</sup> Office for Health Improvement and Disparities (2024) *Local Authority Health Profiles*. Available: [Local Authority Health Profiles - Data - OHID \(phe.org.uk\)](https://www.phe.org.uk/local-authority-health-profiles)



	International / National (UK & England)	Regional (South West)	Local (Plan Area)
	and a 12.6% decrease from 2020), ischaemic heart diseases (56,960 deaths; 9.7% of all deaths, and a 2.1% increase from 2020), cerebrovascular diseases (29,041 deaths; 5.0% of all deaths, and a 2.3% decrease from 2020) and malignant neoplasm of trachea, bronchus and lung (28,190 deaths; 4.8% of all deaths, and a 1.9% decrease from 2020) <sup>150</sup> .		
<b>Disability Living Allowance &amp; Other benefits</b>	<p>In Feb 2023 3.8% of people in England claimed out of work benefits.</p> <p>In the year to Feb 2021, Jobseeker's Allowance increased by 57% to 260,000 claimants.</p> <p>As of February 2019, 1,679,000 people are claiming Disability Living Allowance in England<sup>151</sup>.</p>	<p>In Feb 2023 2.5% of people in the South West claimed out of work benefits.</p> <p>In the South West, 0.8% of the population were claiming Job Seeker's allowance in 2016.</p>	<p>In Feb 2023 2.0% of people in Wiltshire claimed out of work benefits.</p> <p>In 2016, 0.6% people in Wiltshire were claiming JSA.<sup>152</sup></p>
<p><b>Explanatory Text and anticipated future trends:</b></p> <p>The number of people claiming Jobseeker's Allowance has decreased nationally from 430,000 in August 2017 to 360,000 in August 2018 due to the introduction of Universal Credit.</p> <p>The number of people claiming Disability Living Allowance has also continued to decrease nationally from 2013.</p>			
<b>General Health</b>	<p>The suicide rate in England (2019-2021) is recorded at 10.4 per 100,000 people.</p> <p>13.0% of England's adult population (18+) in 2021 were classed as current smokers<sup>153</sup>.</p>	<p>The suicide rate in the South West region (2019-2021) is recorded at 12.0 per 100,000 people.</p> <p>12.6% of the South West's adult population (18+) in 2021 were classed as current smokers.</p>	<p>The suicide rate is recorded at 11.5 per 100,000 people.</p> <p>11.7% of the population are classed as current smokers<sup>156</sup>.</p> <p>Men in Wiltshire live for around 66.2 years in good health, compared to women who live for around 66.3 years</p>

<sup>150</sup> ONS (2022) *Deaths registered in England and Wales: 2021*. Available: [Deaths registered in England and Wales - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/deaths)

<sup>151</sup> Department for Work & Pensions (2020) *DWP benefits statistical summary, August 2019*. Available: <https://www.gov.uk/government/publications/dwp-benefits-statistics-august-2019/dwp-benefits-statistical-summary-august-2019>

<sup>152</sup> Nomis (2024) *Local authority health profile Labour market profile – Wiltshire*. Available: <https://www.nomisweb.co.uk/reports/lmp/la/1946157357/report.aspx#tabwab>

<sup>153</sup> Office for Health Improvement and Disparities (2024) *Local Authority Health Profiles*. Available: [Local Authority Health Profiles - Data - OHID \(phe.org.uk\)](https://www.phe.org.uk/local-authority-health-profiles)

<sup>156</sup> Office for Health Improvement and Disparities (2024) *Local Authority Health Profiles*. Available: [Local Authority Health Profiles - Data - OHID \(phe.org.uk\)](https://www.phe.org.uk/local-authority-health-profiles)

	<b>International / National (UK &amp; England)</b>	<b>Regional (South West)</b>	<b>Local (Plan Area)</b>
	<p>Men in England live for around 63.4 years in good health, compared to women who live for around 63.9 years.<sup>154</sup></p> <p>In 2016-2017, the rate of use opiates or crack cocaine of per thousand of the population in England was 8.85<sup>155</sup>.</p>	<p>Men in the South West live for around 65.0 years in good health, compared to women who live for around 65.3 years.</p> <p>In 2016-2017, the rate of use opiates or crack cocaine of per thousand of the population in the South West was 8.32.</p>	<p>In 2016-2017, the rate of use opiates or crack cocaine of per thousand of the population in Wiltshire was 4.41.</p>
<p><b>Explanatory Text and anticipated future trends:</b></p> <p>The suicide rate in the Wiltshire is worse than the national average, but better than in the South West. Wiltshire performs better than England and the South West in relation to smoking prevalence and good health years. Bristol also has significantly lower proportions of the population who are opiate/crack users.</p>			
<p><b>Specific Health Indicators – Obesity, Cancer etc.</b></p>	<p>In 2021 to 2022, 63.8% of adults aged 18 years and over in England were estimated to be overweight or living with obesity. This was an increase from 2020 to 2021 (63.3%)<sup>157</sup>.</p> <p>Prevalence of obesity in Year 6 children in England (2021/22) is 23.4%</p> <p>The under 75 mortality rate from cancer (2021) in England is 121.5 per 100,000 people.</p> <p>The under 75 mortality rate from cardiovascular diseases (2021) in England is 76.0 per 100,000 people.</p>	<p>The percentage of adults (aged 18 and over) classified as overweight or obese in the South West region (2020/21) is 61.9%.</p> <p>Prevalence of obesity in Year 6 children in the South West (2021/22) is 19.8%.</p> <p>The under 75 mortality rate from cancer (2021) in the South West is 113.5 per 100,000 people.</p> <p>The under 75 mortality rate from cardiovascular diseases (2021) in the South West is 64.6 per 100,000 people.</p>	<p>Wiltshire:<sup>157</sup></p> <ul style="list-style-type: none"> <li>• The percentage of adults (aged 18 and over) classified as overweight or obese is 61.8%.</li> <li>• Prevalence of obesity in Year 6 children is 19.6%.</li> <li>• The under 75 mortality rate from cancer is 101.1 per 100,000 people.</li> <li>• The under 75 mortality rate from cardiovascular diseases is 53.3 per 100,000 people.</li> </ul>
	<p><b>Explanatory Text and anticipated future trends:</b></p>		

<sup>154</sup> ONS (2019) *Health state life expectancy at birth and at age 65 years by local areas, UK*. Available: [Health state life expectancy at birth and at age 65 years by local areas, UK - Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/health-life-expectancy-at-birth-and-at-age-65-years-by-local-areas-uk)

<sup>155</sup> Public Health England (2023) *Opiate and crack cocaine use: prevalence estimates by local area*. Available: [Opiate and crack cocaine use: prevalence estimates by local area - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/opiate-and-crack-cocaine-use-prevalence-estimates-by-local-area)

<sup>157</sup> Office for Health Improvements and Disparities (2023) *Obesity Profile: short statistical commentary May 2023*. Available: [Obesity Profile: short statistical commentary May 2023 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/obesity-profile-short-statistical-commentary-may-2023)



	International / National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>Data on specific health indicators has been collected by Public Health England for each local authority. The Local Authority Health Profiles provide an overview of health for each local authority in England. They pull together existing information in one place and contain data on a range of indicators for local populations, highlighting issues that can affect health in each locality.</p> <p>The plan area is generally less obese and overweight compared to the National and regional average, Child obesity is also reduced in the plan area compared to the national average.</p> <p>The mortality rate from cancer in under 75-year olds is less in the Plan Area compared to the South West region and the national average. This trend is also seen when referring to cardiovascular diseases.</p>		
<b>Musculoskeletal Health</b>	In England in 2022, 17.6% of the population reported a long term Musculoskeletal (MSK) problem. This figure has shown worsening from the previous time period. <sup>158</sup>	In the South West in 2022, 18.3% of the population reported a long term Musculoskeletal (MSK) problem.	In Wiltshire in 2022, 18.0% of the population reported a long term Musculoskeletal (MSK) problem. <sup>159</sup>
	<p><b>Explanatory Text and anticipated future trends:</b></p> <p>The term Musculoskeletal Conditions (MSK) encompasses well over 200 disorders affecting bones, muscles and soft tissues and also includes musculoskeletal injuries due to sports, workplace accidents and trauma related to external causes such as falls and road traffic accidents.</p> <p>A growing level of obesity coupled with low levels of physical activity are storing up potential problems for future generations. Falls are the largest cause of emergency hospital admission amongst older people nationally and a significant determining factor in a permanent move into nursing or residential care. The majority of hospital admissions for falls within BNSSG occur in the home and relate to falls on the same level, indicating proprioception, balance or muscle strength issues – issues that could be tackled through exercise therapy or support from OT services. With some MSK conditions associated with lifestyle factors such as obesity and lack of physical activity, a preventative approach may also be possible with sub-clinical groups.<sup>160</sup></p>		
<b>Respiratory Health</b>	In 2020 in England, mortality rate for respiratory disease was 130 deaths per	In 2021 the under 75 mortality rate from respiratory disease in the South West was 21.2 per 100,000.	In 2021 the under 75 mortality rate from respiratory disease in Wiltshire was 15.0 per 100,000. <sup>164</sup>

<sup>158</sup> Office for Health Improvements and Disparities (2024) *Musculoskeletal health: local profiles*. Available: [Musculoskeletal Conditions - Data - OHID \(phe.org.uk\)](https://phes.org.uk/musculoskeletal-conditions-data)

<sup>159</sup> Office for Health Improvements and Disparities (2024) *Musculoskeletal health: local profiles*. Available: <https://fingertips.phe.org.uk/profile/msk/data#page/1/ati/402/are/E06000054>

<sup>160</sup> Bristol City Council (2023) *JSNA Health and Wellbeing Profile 2023/24*. Available: [JSNA - Falls \(bristol.gov.uk\)](https://www.bristol.gov.uk/jsna-falls)

<sup>164</sup> Office for Health Improvements and Disparities (2024) *Respiratory Disease*. Available: [Inhale - Interactive Health Atlas of Lung conditions in England - Data - OHID \(phe.org.uk\)](https://phes.org.uk/inhale-interactive-health-atlas-of-lung-conditions-in-england)

	International / National (UK & England)	Regional (South West)	Local (Plan Area)
	<p>100,000 population for men and 89 per 100,000 for women.<sup>161</sup></p> <p>In 2021 the under 75 mortality rate from respiratory disease in England was 26.5 per 100,000.<sup>162</sup></p> <p>The number of emergency hospital admissions from respiratory diseases in 2020/21 is decreasing and getting better, as is the mortality rate from COPD in 2020. The mortality rate for pneumonia in 2020 is increasing and getting worse.<sup>163</sup></p>		
<p><b>Explanatory Text and anticipated future trends:</b></p> <p>Respiratory disease affects one in five people and is the third biggest cause of death in England. Lung cancer, pneumonia and chronic obstructive pulmonary disease (COPD) are the biggest causes of death. Respiratory diseases are a major factor in winter pressures faced by the NHS; most respiratory admissions are non-elective and during the winter period these double in number. Incidence and mortality rates from respiratory disease are higher in disadvantaged groups and areas of social deprivation, with the gap widening and leading to worse health outcomes. The most deprived communities have a higher incidence of smoking rates, exposure to higher levels of air pollution, poor housing conditions and exposure to occupational hazards.<sup>165</sup></p>			
<b>Physical Activity including Walking &amp; Cycling</b>	In the year to November 2022, 63.1% of people in England aged 16 and over were 'physically active' – they did 150 minutes or more of moderate intensity physical activity a week, 11.1% were 'fairly active' (30-149 minutes of moderate intensity	From Nov 2021-Nov 2022, 67.1% of the population in the South West of England was classed as physically active.	From Nov 2020-Nov 2021 22.5% of the population in Wiltshire was inactive. 9.3% of the population was fairly active and 68.2% of the population was active. <sup>168</sup>

<sup>161</sup> Statista (2024) *Respiratory disease in the United Kingdom (UK) - Statistics & Facts*. Available: [Respiratory disease in the United Kingdom \(UK\) - Statistics & Facts | Statista](#)

<sup>162</sup> Office for Health Improvements and Disparities (2024) *Respiratory Disease Wiltshire*. Available: [Inhale - Interactive Health Atlas of Lung conditions in England - Data - OHID \(phe.org.uk\)](#)

<sup>163</sup> Office for Health Improvements and Disparities (2024) *Respiratory Disease England*. Available: [Inhale - Interactive Health Atlas of Lung conditions in England - Data - OHID \(phe.org.uk\)](#)

<sup>165</sup> NHS England (2024) *Respiratory Disease*. Available: [NHS England » Respiratory disease](#)

<sup>168</sup> Sport England (2024) *Active Lives data tables*. Available: [Active Lives data tables | Sport England](#)

	<b>International / National (UK &amp; England)</b>	<b>Regional (South West)</b>	<b>Local (Plan Area)</b>
	<p>physical activity a week) and 25.8% were 'inactive' (less than an average of 30 minutes of moderate intensity physical activity a week)<sup>166</sup>.</p> <p>In England in 2022, 13.1% of adults cycle once per month and 9.3% once per week.</p> <p>In England 76.7% of adults walk once per month and 69.1% once per week, 43.1% three times a week and 31.8% five times a week.<sup>167</sup></p>	<p>In the South West region in 2022, 15.3% of adults cycle once per month and 10.7% once per week.</p> <p>In the South West region, 80.4% of adults walk once per month, 72.7% once per week, 47.1% three times a week and 35.5% five times a week.</p>	<p>In Wiltshire in 2022, 15.1% of adults cycle once per month and 11.5% once per week.</p> <p>In Wiltshire 79.2% of adults walk once per month, 72.5% once per week, 46.4% three times a week and 35.8% five times a week.</p>
<p><b>Explanatory Text and anticipated future trends:</b></p> <p>National walking and cycling data are collected and based on the National Travel Survey and the Active Lives Survey. The Active Lives survey measures sport and physical activity across England. It has been running since November 2015 and replaces the Active People Survey.</p> <p>The proportion of adults being active and participating in physical activity has continued to increase over the years. Wiltshire local authority is more active than the National average with the proportion of those cycling and walking at least once a week being higher than the average in England.</p> <p>As new development occurs in the plan area opportunities to encourage physical activity among residents including the uptake of more active modes of transport in the plan area are likely to emerge. <b>This may include through the incorporation of open space which could serve a large number of residents or the appropriate integration of new active transport routes. It is expected that without a more strategic approach to development in the plan area these opportunities are less likely to be achieved.</b></p>			
<b>Crime &amp; Safety</b>	<p>Year ending Sept 2023 data illustrates that the total recorded crime (excluding fraud) was 90.8 per 1,000 of the population of England. Violence against the person had the highest rate at 34.0 per 1,000</p>	<p>In the South West region in the year ending Sept 2023, 68.4 crimes per 1,000 of the population were recorded. Of these, violence against the person was most responsible with 27.6 per 1,000, followed by theft offences which recorded a rate of 19.5 per 1,000.</p>	<p>In Wiltshire in the year ending Sept 2023, 59.6 crimes per 1,000 of the population were recorded. Of these, violence against the person was most responsible with 23.1 per 1,000, followed by theft offences which recorded a rate of 16.5 per 1,000.</p>

<sup>166</sup> Sport England (2023) *Active Lives Adult Survey November 2021-22 Report*. Available: [Active Lives Adult Survey November 2021-22 Report \(sportengland-production-files.s3.eu-west-2.amazonaws.com\)](https://www.sportengland-production-files.s3.eu-west-2.amazonaws.com/)

<sup>167</sup> Department for Transport (2023) *Participation in walking and cycling (local authority rates)*. Available: <https://www.gov.uk/government/statistical-data-sets/walking-and-cycling-statistics-cw>

	<b>International / National (UK &amp; England)</b>	<b>Regional (South West)</b>	<b>Local (Plan Area)</b>
	<p>population, followed by theft offences at 29.4 per 1,000<sup>169</sup>.</p> <p>In 2022, there were 106,004 reported road collisions in Great Britain, of which 1,602 were fatal.<sup>170</sup></p>	<p>In 2022, there were 8,915 reported road collisions in the South West, of which 144 were fatal.</p>	<p>In 2022, there were 955 reported road collisions in Wiltshire, of which 16 were fatal.</p>
<p><b>Explanatory Text and anticipated future trends:</b></p> <p>While the latest figures do not show a statistically significant change in total crime compared with the year ending September 2022, they do follow a long-term downward trend and more recent falls since the beginning of the coronavirus (COVID-19) pandemic, with total crime 17% lower than the year ending March 2020<sup>171</sup>.</p> <p>Crime across England shows regional variations, with the South West having the lowest rate of crime in the year ending Sept 2023 (68.4 per 1000 people, as opposed to 110.5 per 1000 people in the north east)<sup>170</sup>.</p>			

<sup>169</sup> ONS (2024) Crime in England and Wales: Police Force Area data tables. Available: [Crime in England and Wales: Police Force Area data tables - Office for National Statistics \(ons.gov.uk\)](#)

<sup>170</sup> Department for Transport (2023) *Reported road collisions, vehicles and casualties tables for Great Britain*. Available: <https://www.gov.uk/government/statistical-data-sets/ras10-reported-road-accidents#table-ras10014>

<sup>171</sup> [Crime in England and Wales - Office for National Statistics \(ons.gov.uk\)](#)





# Appendix F. Baseline figures

Note that due to file size, this Appendix is provided as a separate Volume



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# Wiltshire Council Local Transport Plan 4

Draft LTP4 Carbon paper  
October 2024

Wiltshire Council

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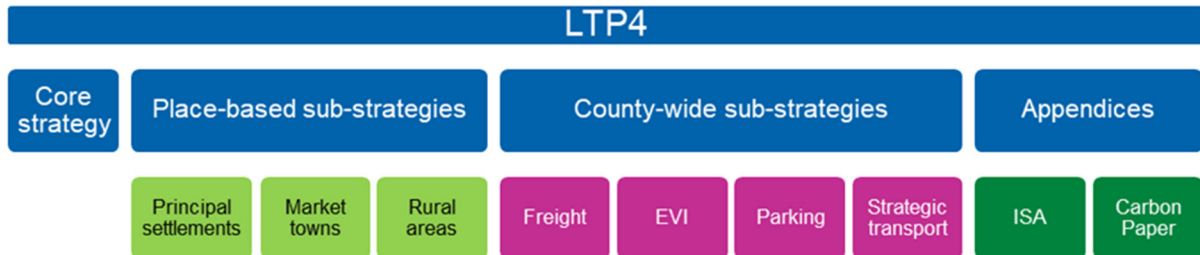
## Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised
1.0	Full draft for Officer and Member review	TM	GR	PB	LB
2.0	Updated draft in line with Officer and Member feedback	TM	PB	JS	LB
3.0	Updated draft in line with wider Cabinet feedback	TM	PB	LB	LB
4.0	Updated draft in line with further wider Cabinet feedback	TM	PB	LB	LB
5.0	Updated draft in line with further wider Cabinet feedback	TM	PB	LB	LB

# 1. Introduction

This Appendix to Wiltshire Council’s LTP4 provides wider context and supporting detail for the consideration of greenhouse gas emissions within the rest of the LTP documents, as shown in Figure 1-1.

Figure 1-1 – LTP4 structure



The analysis and assessment presented in this Appendix align with draft LTP Quantifiable Carbon Reduction (QCR) guidance produced by the DfT for consultation, but never finalised or formally published (explained further in Annex A). The term carbon is used throughout the document as a shorthand for transport greenhouse gas emissions, as carbon dioxide accounts for nearly all of the greenhouse gas emissions from transport (see Box 1).

### Box 1: Carbon, CO<sub>2</sub>, CO<sub>2</sub>e and greenhouse gases

The terms carbon, carbon dioxide, CO<sub>2</sub>, CO<sub>2</sub>e and greenhouse gases (GHGs) are often used interchangeably.

Climate change is driven by a range of GHGs including carbon dioxide (CO<sub>2</sub>). CO<sub>2</sub> is the dominant greenhouse gas, particularly for the transport sector (accounting for 99% of transport GHG emissions). Other GHGs can be expressed in terms of the amount of CO<sub>2</sub> that would cause the same level of warming, in which case totals are expressed as CO<sub>2</sub> equivalent or CO<sub>2</sub>e.

The term carbon emissions is often used as shorthand for CO<sub>2</sub> and CO<sub>2</sub>e emissions by organisations such as the DfT (for instance in their Quantifiable Carbon Reduction guidance). The term is used in this way in this report.

The remainder of this Appendix comprises the following sections:

- **Section 2** provides context to explain the importance of considering carbon in the LTP4, setting out:
  - An overview of **international and national context**, the climate emergency and the role of the transport sector in generating the greenhouse gas emissions that cause climate change. A summary of the UK national response to the need for decarbonisation is given including the DfT’s draft QCR guidance on including carbon considerations in LTPs.
  - A summary of **Wiltshire’s response to the climate emergency** and the transport decarbonisation challenge that the LTP4 needs to contribute to addressing. Key aspects of the **sources of transport emissions within Wiltshire** are outlined, along with an analysis of the **scale of the emissions gap** between projected transport emissions baselines and a decarbonisation pathway that would align with national decarbonisation commitments.

- **Section 3** provides a summary of the ways in which transport decarbonisation can be achieved and the role of the LTP4 in supporting emissions reduction, setting out:
  - The **key drivers of transport carbon emissions** and their implications for the types of measure required to reduce emissions and the **need to account for whole lifecycle carbon implications** of any transport system changes proposed in the LTP4.
  - The **role of carbon considerations in the development** of Core LTP4 Strategy and sub-strategies, through including carbon in the LTP vision and objectives and using the need for decarbonisation to structure the four policy areas identified.
  - The **proposed LTP4 measures** within each policy area, illustrating the way in which they support carbon reduction as well as delivering wider benefits.
  - An **estimate of the scale of the potential emissions reduction that could be supported by the proposed LTP4 measures**, if implemented in combination with action from individuals, organisations and other sectors; and the proportion of the emissions gap between projected emissions and the identified decarbonisation pathway that the reduction is likely to close.
  - A review of the types of **additional action, beyond the measures included in the LTP4, that could contribute to closing the remainder of the emissions gap.**
- **Section 4** provides a concluding summary.

The report is supported by three Annexes:

- **Annex A** provides a summary flow chart from the draft Department for Transport LTP Quantifiable Carbon Reduction guidance.
- **Annex B** provides more detail on the estimation of baseline transport emissions in Wiltshire.
- **Annex C** provides more detail on the assumptions informing the estimate of the carbon reductions supported by the LTP4 measures.

## 2. Climate change and net zero challenge

### 2.1. Climate emergency and international and national response

#### 2.1.1. Overview

It is widely agreed that climate change due to global warming caused by greenhouse gases (GHG) poses an unprecedented threat globally. Action is required across all dimensions of society to reduce GHG emissions to mitigate the levels of warming and climate change projected, to limit the significant international environmental, social and economic impacts of the projected change. The scale of the challenge was communicated by the Intergovernmental Panel on Climate Change's (IPCC) Sixth Assessment Report, which states that 1.5°C of warming (from pre-industrial times) is now unavoidable, but that strong action can still limit climate change and, with radical action, temperatures could stabilise in 20 to 30 years.<sup>1</sup>

On a global level, 2023 was the hottest year on record. The UK is also experiencing rising temperatures and, according to the UK Government, between 2012 and 2021 the UK was on average 1°C warmer than the 1961 to 1990 average. All 10 of the warmest years in the UK have occurred since 2003, with 2022 being the UK's hottest year on record.

Global temperature rises are likely to have significant impacts in the UK. For instance, according to the Climate Change Committee's (CCC) 2021 risk assessment report<sup>2</sup>, it is expected that flooding risk will increase considerably in future. Average winter precipitation will increase, both in terms of the intensity of the rainfall, and in terms of the number of wet days. Summers are expected to get drier, but the intensity of summer precipitation (when it does occur) will increase. More properties will face the risk of flooding, and areas already at risk will face more frequent flooding. Current flood defences will be subject to additional pressure which increases risk for further flooding events.

In response to growing awareness of the Climate Emergency, in June 2019 the UK Government passed legislation committing to achieving net zero GHG emissions by 2050. Legal commitments have also been made to carbon budgets which set an upper limit to cumulative national GHG emissions over five-year periods.

The budgets currently cover the period to 2037 and reflect the fact that it is cumulative emissions rather than emissions levels in any one year that are the key driver of climate change. GHG emissions stay in the atmosphere for decades causing warming once released and therefore decarbonisation pathways indicate that rapid reductions in GHG emissions to limit cumulative emissions are needed to limit climate change, rather than late 'just-in-time' action to meet the 2050 target.

The UK's national commitments were followed by decarbonisation routemaps for different sectors of the economy which were described in the previous Government's 'Build Back Greener Strategy'<sup>3</sup>, published in 2021.

---

<sup>1</sup> Anthesis (2022) Wiltshire Carbon Emissions Baselines and Reduction Pathways

<sup>2</sup> CCC (2021) Independent Assessment of UK Climate Risk. Available at: [Independent Assessment of UK Climate Risk - Climate Change Committee \(theccc.org.uk\)](https://www.thecc.org.uk)

<sup>3</sup>HM Government (2021) Net Zero Strategy: Build Back Greener: Available at: <https://www.gov.uk/government/publications/net-zero-strategy>



## Summary of global and UK commitments to reduce greenhouse gas emissions<sup>1</sup>



The Paris Agreement set the international target to limit global temperature rise to well below 2°C with the aim of limiting the rise to 1.5°C above pre-industrial levels. The IPCC's follow up report stated that this requires a global reduction in GHG emissions of 45% by 2030. Governments have strengthened their commitments at subsequent Conference of Party (COP) meetings for the agreement.



The Climate Change Act 2008 introduced a legally binding target for the UK to reduce GHG emissions by 80% by 2050 relative to 1990. In June 2019, the target was updated to reaching net zero by 2050. In addition the UK Government have committed to six five year carbon budgets. The most recent, sixth, carbon budget (to 2037), was agreed in June 2021 and involves reducing all sector emissions by 78% by 2035 compared to 1990 levels.

### 2.1.2. UK transport sector

#### 2.1.2.1. Transport decarbonisation challenge

The DfT's Transport Decarbonisation Plan (TDP)<sup>4</sup> was the transport sector's routemap (published in July 2021). It sets out the steps that Government, local government, businesses and society need to take to deliver the significant emissions reduction needed across all transport modes to contribute to meeting decarbonisation pathways and the carbon budgets and achieving net zero carbon emissions across the transport sector by 2050.

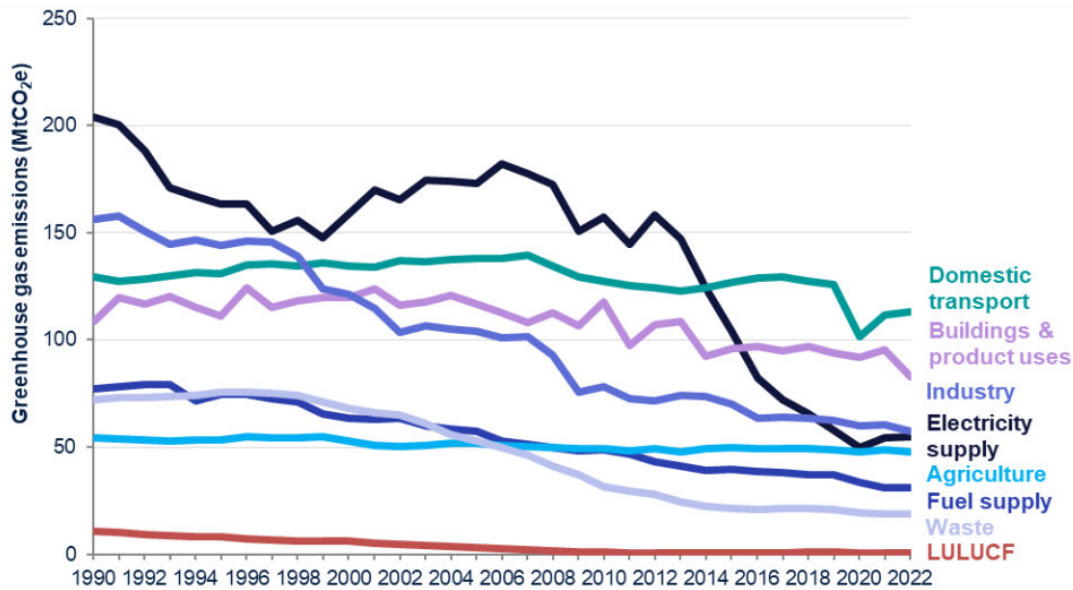
The transport sector has an important role to play in meeting national decarbonisation targets as it accounted for 28% of UK domestic greenhouse gas emissions in 2022 and has produced more emissions than any other UK sector each year since 2016<sup>5</sup>. As shown in Figure 2-1, transport sector emissions have remained consistently high since the 1990s (apart from a drop during the COVID-19 pandemic) whilst emissions from other sectors have generally decreased over the same timeframe.

The consistently high levels of emissions from the transport sector have been caused by growing population, a growing economy, and increased propensity to travel. Whilst vehicle efficiency has improved considerably over this timeframe, this has been largely offset by a sustained move by drivers to choose larger vehicles, particularly Sports Utility Vehicles (SUVs).

<sup>4</sup> DfT (2021) Decarbonising Transport: a better, greener Britain. Available at: <https://www.gov.uk/government/publications/transport-decarbonisation-plan>

<sup>5</sup> DESNZ (2024) Final UK greenhouse gas national statistics, 1990 to 2022. Available at: [Final UK greenhouse gas emissions national statistics: 1990 to 2022 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/final-uk-greenhouse-gas-emissions-national-statistics-1990-to-2022)

**Figure 2-1 – Territorial UK greenhouse gas emissions by sector, 1990-2022 (MtCO<sub>2</sub>e)**



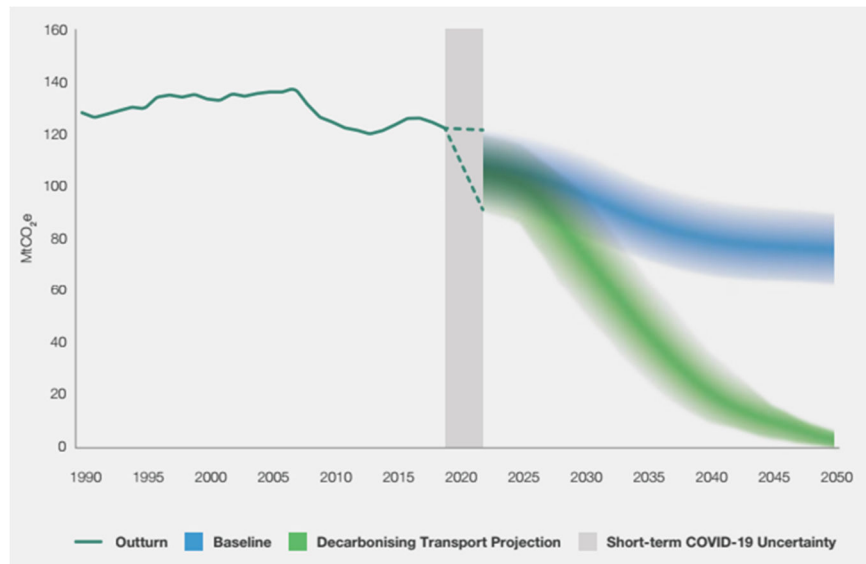
Source: Table 1.2, Final UK greenhouse gas emissions national statistics 1990-2022 Excel data tables

Note: LULUCF is land use, land use change and forestry.

Source: UK greenhouse gas emissions national statistics, 2022<sup>6</sup>

The need for rapid reduction in transport sector emissions was identified in the Climate Change Committee’s (CCC) Sixth Carbon Budget report<sup>7</sup>, the TDP<sup>4</sup> and the Government’s subsequent Net Zero Strategy<sup>8</sup>. Figure 2-2 shows the TDP’s pathway for the required reduction in emissions from the transport system.

**Figure 2-2 – DfT Transport Decarbonisation Plan domestic transport decarbonisation pathway (GHG emissions projections versus baseline projections)**



Source: DfT Transport Decarbonisation Plan:

<https://assets.publishing.service.gov.uk/media/610d63ffe90e0706d92fa282/decarbonising-transport-a-better-greener-britain.pdf>

<sup>6</sup> ibid

<sup>7</sup> CCC (2020) Sixth Carbon Budget Report. Available at: [Sixth Carbon Budget - Climate Change Committee \(theccc.org.uk\)](https://www.theccc.org.uk)

<sup>8</sup> HM Government (2021) Net Zero Strategy. Available at: [Net Zero Strategy: Build Back Greener - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

### 2.1.2.2. DfT draft LTP and QCR Guidance

The TDP recognises that diverse action at a range of scales will be required to achieve the pace and scale of transport decarbonisation required in the transport sector. The importance of local action is highlighted, and the plan includes a commitment to:

*‘...drive decarbonisation and transport improvements at a local level by making quantifiable carbon reductions a fundamental part of local transport planning and funding.’*

The TDP highlights that as LTPs are statutory documents that set out improvements to transport networks they need to show how local authorities will deliver ambitious carbon reductions. To support this process, the DfT committed to providing guidance to local authorities for producing LTPs that contain measures that will result in quantifiable carbon reductions.

Draft content of the LTP guidance was shared with local authorities. It was accompanied by Quantifiable Carbon Reduction (QCR) guidance which included a flow chart (shown in Annex A), setting out four steps to be followed in developing a LTP that delivers a quantifiable carbon reduction, involving:

- Estimating current and projected future transport emissions, including identifying the main sources of emissions.
- Establishing a local transport decarbonisation pathway to understand the emissions gap between projected emissions and the pathway.
- Considering carbon in the generation and appraisal of intervention and policy options for an LTP (using a light touch approach and considering whole-life carbon).
- Estimating the carbon impact of the proposed LTP measures.

The development and release of the guidance was paused and no final guidance has been published. It remains unclear whether the guidance will be launched. However, the draft documents available provide a useful framework for decarbonising transport and have informed the development of Wiltshire’s LTP4, as set out in this document.

## 2.2. Wiltshire’s decarbonisation challenge

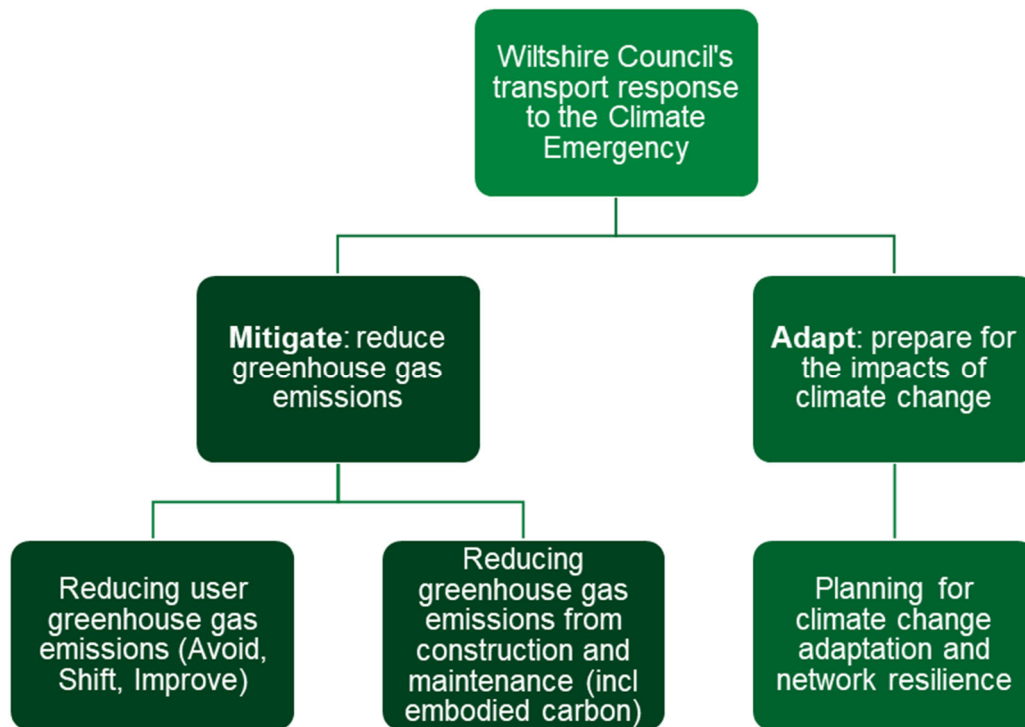
### 2.2.1. Wiltshire’s response to the climate emergency

Following on from the announcement by the UK Government accelerating the path to net zero carbon, a number of councils recognised the need to acknowledge a Climate Emergency and commit to decarbonisation targets, including achieving net zero carbon emissions by 2050. Wiltshire Council acknowledged a Climate Emergency in February 2019 and has committed to making the council a carbon neutral organisation by 2030 and identified the ambition to seek to make Wiltshire a carbon neutral county by 2030. The LTP4 and several other council plans and policies are relevant to contributing towards achieving these commitments.

As shown in Figure 2-3, Wiltshire Council has identified two parallel elements to its transport response to the Climate Emergency: reducing greenhouse gas emissions to limit climate change (**mitigate**) and planning for the likely impacts of climate change (**adapt**).

This Appendix focuses on the mitigate element and the need to reduce carbon emissions to limit climate change. However, the importance of the adapt element is well recognised and reflected as part of the theme of sustainability that underpins LTP4.

**Figure 2-3 – Wiltshire Council's transport response to the Climate Emergency**



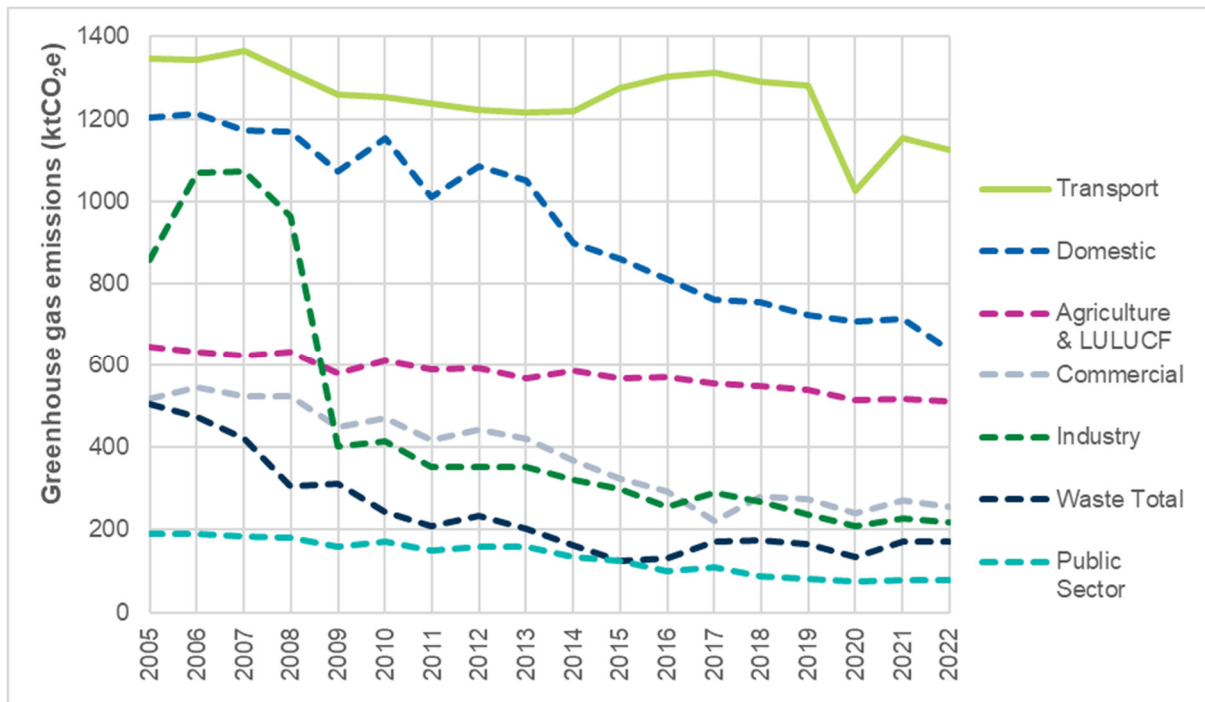
Source: Core LTP4 Strategy

### 2.2.2. Current transport emissions in Wiltshire

Data from the Department for Energy Security and Net Zero (DESNZ) summarised in Figure 2-4 shows that the transport sector has generated more greenhouse gas emissions than any other sector in Wiltshire since data collection started in 2005. Similar to the national picture, transport emissions have stayed consistently high (apart from during the COVID-19 pandemic) whilst emissions from other sectors have generally decreased over the same time period.

In the most recent year for which data is available, 2022, the transport sector contributed 38% of the 3000 kilotonnes of carbon dioxide equivalent (kt CO<sub>2</sub>e) of greenhouse gas emissions that were generated from all sectors in Wiltshire. This is markedly higher than the equivalent proportion of transport accounting for 28% of national greenhouse gas emissions (as set out in Section 2.1.2.1), highlighting the importance of decarbonising the transport sector in Wiltshire.

**Figure 2-4 – Greenhouse gas emissions by sector in Wiltshire ktCO<sub>2</sub>e p.a.**



Source: DESNZ, 2024, UK local authority and regional greenhouse gas emissions statistics<sup>9</sup>

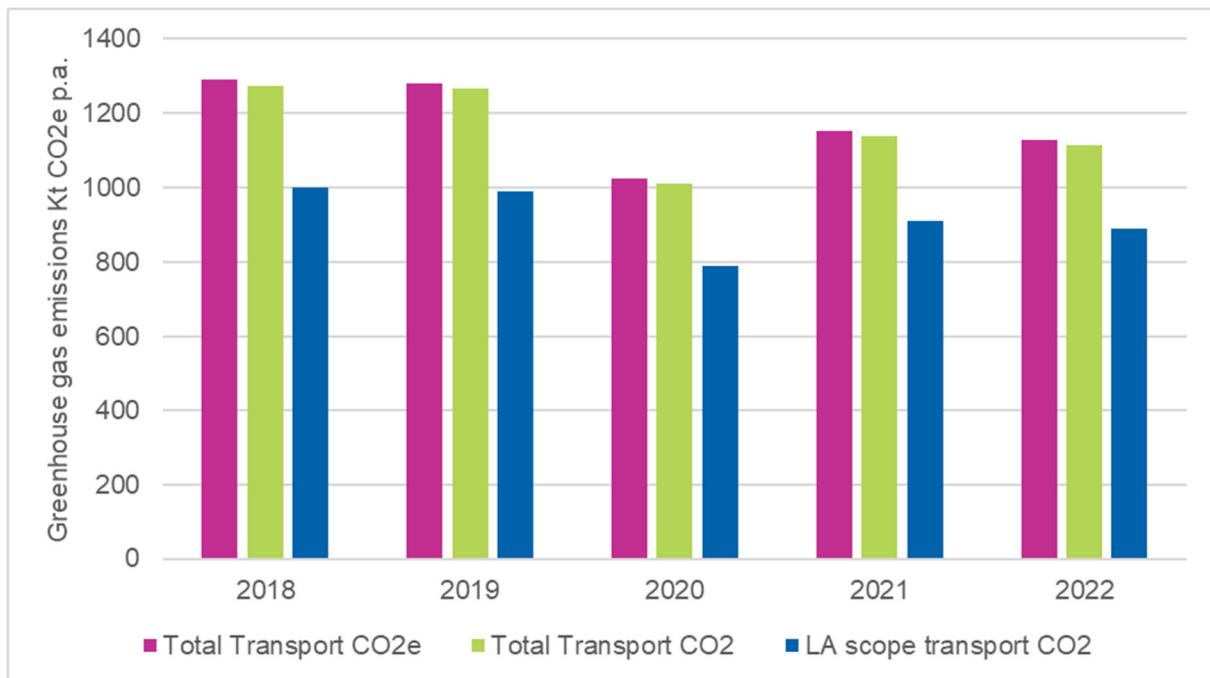
The DESNZ dataset also provides an indication of carbon dioxide emissions<sup>10</sup> that are considered to be within scope of local authority influence. For transport this excludes emissions in the authority boundaries that are associated with rail and motorway use. For other sectors, it excludes sources such as large industrial sites.

Figure 2-5 presents the data for the last five years of available data showing total transport greenhouse gas emissions in Wiltshire, total carbon dioxide emissions in the county and carbon dioxide emissions identified by DESNZ as being within scope for local authority influence. The figures highlight that carbon dioxide accounts for 99% of transport greenhouse gas emissions, and that emissions considered to be within scope of local influence (i.e. primarily emissions from traffic on A roads and minor roads) account for nearly 80% of total transport emissions. Transport accounted for 41% of total all sector emissions considered within scope for local authority influence in Wiltshire in 2022.

<sup>9</sup> DESNZ (2024) UK local authority and regional greenhouse gas emissions statistics. Available at: [UK local authority and regional greenhouse gas emissions statistics - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics)

<sup>10</sup> The dataset covers carbon dioxide emissions only, no other greenhouse gases.

**Figure 2-5 – Transport sector greenhouse gas and carbon dioxide emissions in Wiltshire – ktCO<sub>2</sub>e/ktCO<sub>2</sub> p.a.**



Source: DESNZ UK local authority and regional greenhouse gas emissions statistics<sup>11</sup>

### 2.2.3. The source of Wiltshire’s transport emissions

An understanding of the main sources of transport emissions within Wiltshire provides a useful basis for identifying the types of LTP4 measures likely to be required to reduce transport emissions.

The following sections highlight some key points about the main sources of emissions in terms of:

- Vehicle type
- Road type
- Trip type and
- Population type

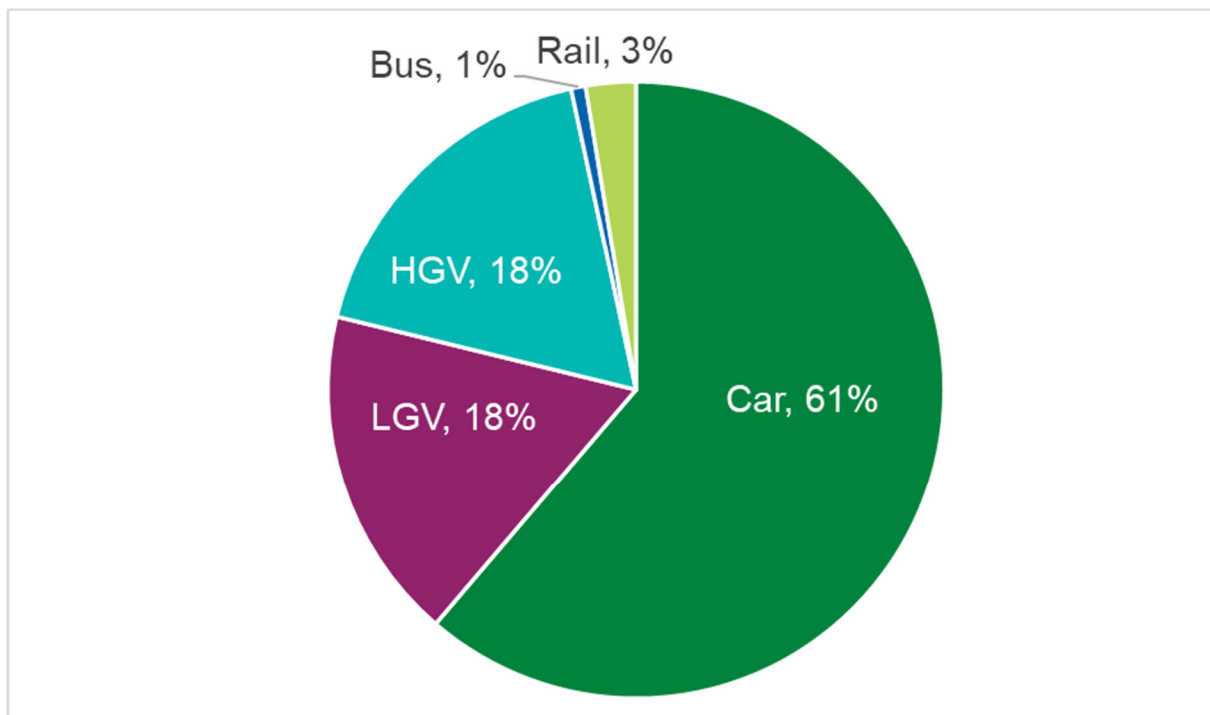
<sup>11</sup> DESNZ (2024) UK local authority and regional greenhouse gas emissions statistics. Available at: [UK local authority and regional greenhouse gas emissions statistics - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics)

### Emissions by vehicle type and road type

Current and future transport user emissions in Wiltshire have been estimated, in line with QCR Step 1, using outputs from the Wiltshire Traffic Model and a spreadsheet carbon model (as described further in Section 2.2.4 and Annex B).

Figure 2-6 summarises analysis from the carbon model indicating that cars accounted for approximately 61% of Wiltshire's transport emissions in the base year of 2018, followed by HGVs accounting for 18%, LGVs 18%, rail 3% and buses 1%. These figures are consistent with those for the UK in 2019 where cars accounted for 61% of total land transport emissions, HGVs for 17%, LGVs for 18%, rail for 3% by rail and buses for 2%<sup>12</sup>.

**Figure 2-6 – Transport CO<sub>2</sub>e emissions within Wiltshire by vehicle type, 2018**



Source: Carbon modelling for LTP4 using Wiltshire Traffic Model

The traffic model analysis also indicates that just under 20% of road emissions are generated on motorway travel and approximately 45% on travel on A roads and 35% on travel on B roads and more minor roads<sup>13</sup>.

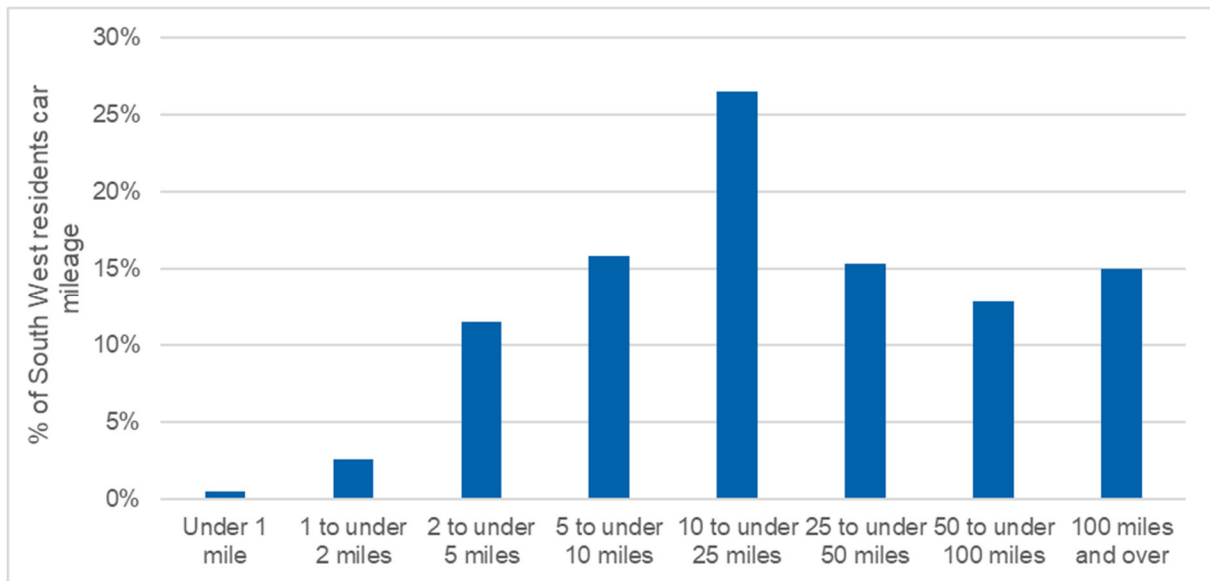
<sup>12</sup> As quoted in the Transport Decarbonisation Plan: DfT (2021) Decarbonising transport: A better, greener Britain. Available at: [Transport decarbonisation plan - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/94222/transport-decarbonisation-plan.pdf)

<sup>13</sup> The DESNZ local authority greenhouse data also provides a disaggregation of emissions by road type and shows the same pattern. DESNZ (2024) UK local authority and regional greenhouse gas emissions statistics. Available at: [UK local authority and regional greenhouse gas emissions statistics - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/123456/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics.pdf)

### Emissions by trip type

Trip length is an important influence on carbon emissions with long trips making a significant contribution to emissions despite accounting for a relatively low proportion of trip numbers. Recent National Travel Survey data<sup>14</sup> summarised in Figure 2-7 indicates that trips under 5 miles long only accounted for 15% of car vehicle miles driven by residents in the South West region (and therefore emissions generated by cars<sup>15</sup>), despite accounting for the majority of car trips. Trips over 10 miles long accounted for 70% of car vehicle miles driven by residents (and therefore emissions generated) and trips over 25 miles for nearly 45% of vehicle miles.

**Figure 2-7 – Car/van mileage driven by South West region residents by trip length, 2019**



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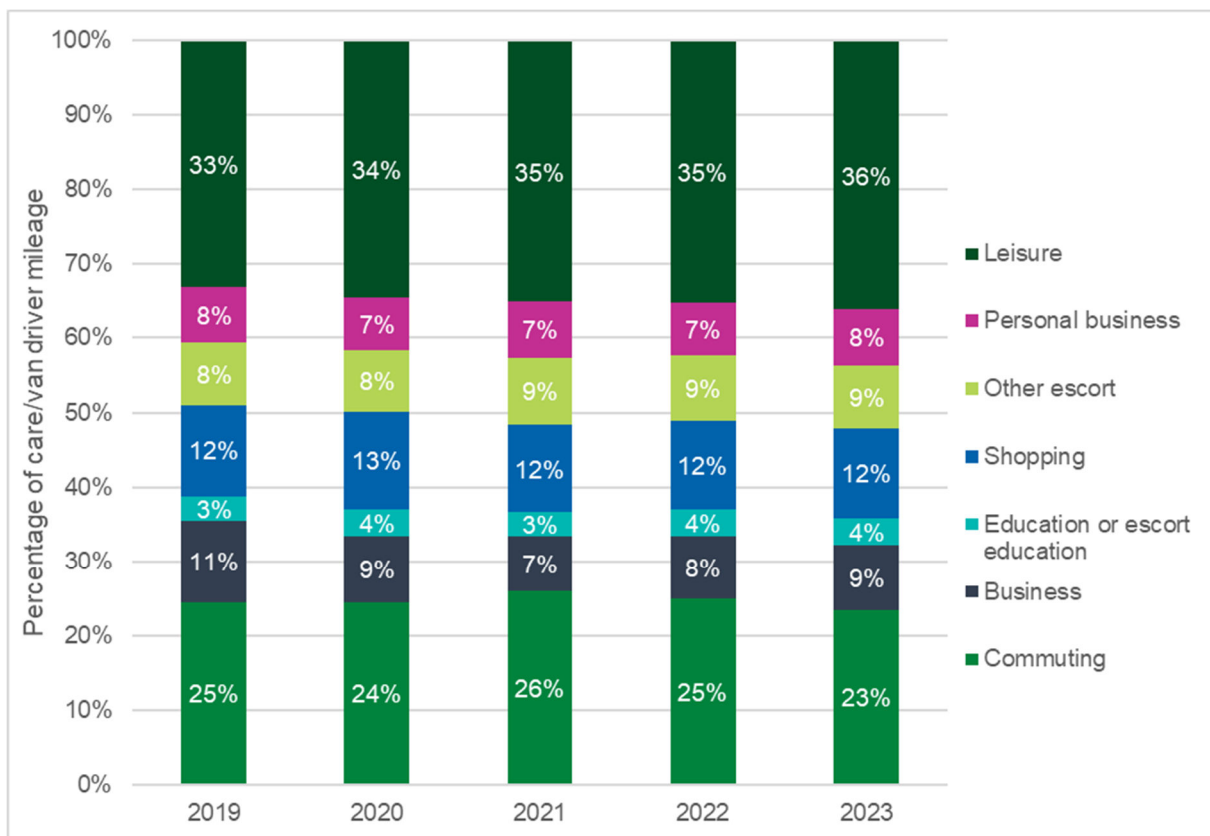
<sup>14</sup> NTS (2024) Table NTSQ01008: Average miles travelled by mode, region and Rural-Urban Classification of residence and trip length: England, 2018/2019. Available at: [Ad-hoc National Travel Survey analysis - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/ad-hoc-national-travel-survey-analysis)

<sup>15</sup> This analysis effectively assumes a standard average emissions rate per vehicle mile on all trips. In practice, emissions rates will vary according to the size of vehicle typically used on different journey types and with higher emissions for slower, more congested travel and high-speed journeys. These variations will influence all trip purposes and lengths to some extent, and they are unlikely to change the pattern shown significantly.



It is also useful to understand the extent to which trips for different purposes contribute to total emissions. National Travel Survey data on national average car/van mileage by journey purpose<sup>16</sup> shows that, although total mileage has varied between years over the last five years as a result of the travel impacts of COVID-19, the split between purposes has stayed broadly consistent. In 2019 leisure trips (including entertainment, holiday and visiting friends and family) accounted for approximately 33% of car travel, commuting trips for 25%, shopping for 12%, business for 11% and personal business and other escort each for approximately 8%. By 2023, the pattern is still similar, with a slight reduction in the proportion of travel for commuting and business trips and increase in the proportion for leisure trips.

**Figure 2-8 – Car/van mileage driven by journey purpose**



<sup>16</sup> NTS (2024) Table NTS0409b: Average distance travelled by purpose and main mode (miles per person per year): England, Available at: [National Travel Survey - GOV.UK \(www.gov.uk\)](https://www.gov.uk/national-travel-survey). National data was used as the NTS reports do not provide the equivalent data at more disaggregate levels

### Emissions by population category

In developing decarbonisation measures, it is also important to understand how carbon emissions vary by location, reflecting the characteristics of the place and its population. The Centre for Research into Energy Demand Solutions (CREDS) place-based carbon tool<sup>17</sup> provides estimated emissions from car driving by ONS population segment in Wiltshire in 2018. The data highlights that emissions per resident tend to be increased by living in more remote, rural locations and where residents have above average incomes. In contrast, those living in towns and those with lower incomes tend to travel less by car.

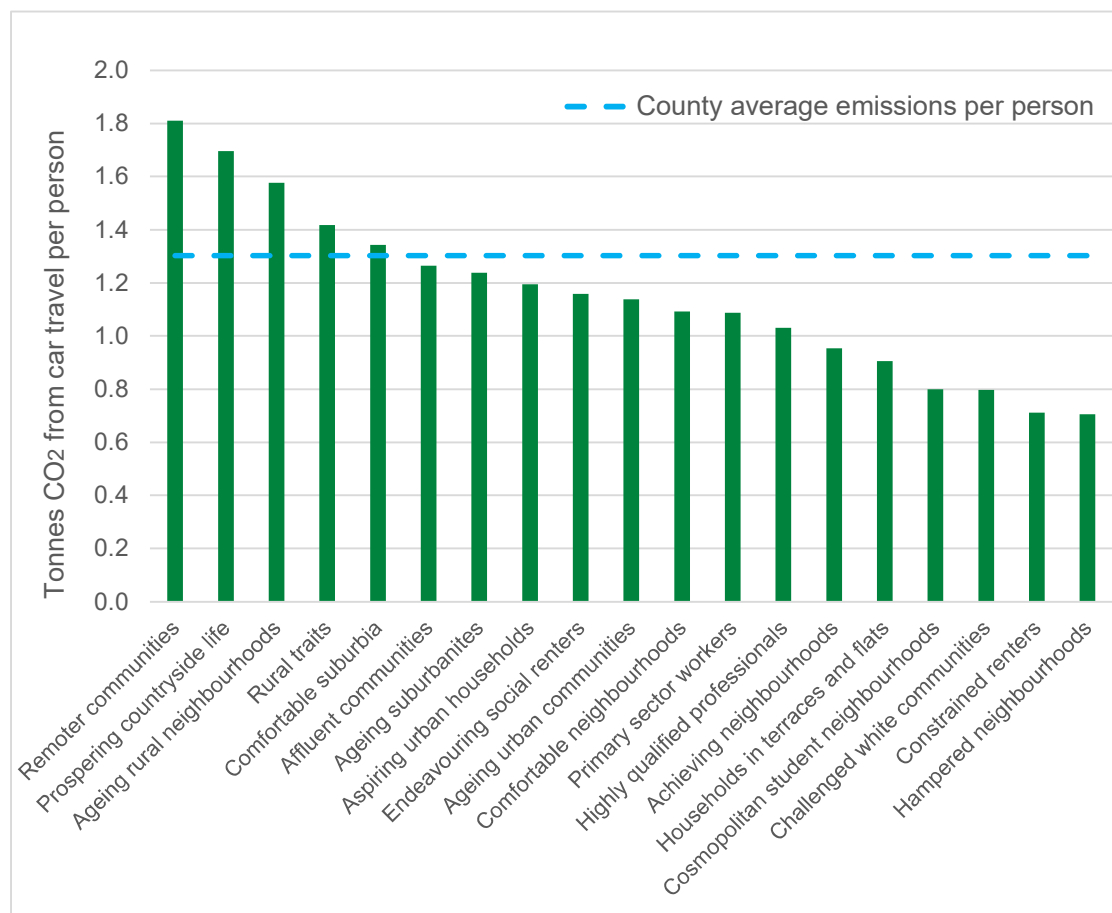
Figure 2-9 illustrates these contrasts, summarising the average annual emissions from car travel generated per resident in each of the 20 ONS population segments identified within Wiltshire, using the segment labels used by CREDS.

The bar heights show the average annual emissions from car travel generated per person in each segment and the blue dotted line shows the average across the total county population. The variation in emissions between the most emitting of the population segments and the least emitting is significant. Annual emissions generated by car use by residents in the highest emitting segments, Remoter Communities and Prospering Country Life, are two to two and a half times the emissions generated by residents in the least emitting segments, Constrained renters and Hampered neighbourhoods, and over 30% greater than the county average emissions per person.

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<sup>17</sup> CREDS Place-based carbon calculator). [Source: Morgan, Malcolm, Anable, Jillian, & Lucas, Karen. \(2021\). A place-based carbon calculator for England. Presented at the 29th Annual GIS Research UK Conference \(GISRUK\), Cardiff, Wales, UK \(Online\): Zenodo. A place-based carbon calculator for England | Zenodo](#)

**Figure 2-9 – Average CO<sub>2</sub>e emissions from car travel p.a. per person for population segments, Wiltshire, 2019. (Source: CREDS carbon tool)<sup>18</sup>**



### 2.2.4. The scale of Wiltshire’s transport decarbonisation challenge

In addition to understanding the source of current emissions, it is important to understand the projected scale of the future transport emissions and the ‘emissions gap’ that needs to be closed, to help understand the type of transport decarbonisation measures needed. The gap indicates the difference between projected baseline emissions by year and the decarbonisation pathway that annual emissions would need to follow in order to meet decarbonisation commitments.

There is uncertainty over the scale of the emissions gap because of uncertainty over a number of key variables (see Box 2). However, an estimate can be made on the basis of assumptions about the key variables. Figure 2-10 illustrates the scale of the projected emissions gap in Wiltshire in 2030 and 2035, estimated on the basis of assuming:

- The midpoint of the TDP range for the decarbonisation pathway (the green line on the graph). Following a carbon workshop with Wiltshire Council officers, this was selected as the pathway to adopt for LTP4 as it aligns with draft DfT LTP QCR guidance on the most appropriate approach for Step 2 for authorities without a locally defined pathway. (Further detail on alternative decarbonisation pathways is provided in Annex B section 4.3.B.6.1)
- Three different projections of future baseline emissions (shown as blue lines) developed on the basis of output from the Wiltshire Traffic model and best practice emissions

<sup>18</sup> [Ibid.](#)

factors, as outlined in Box 3 at the end of this section and in more detail in Annex B. These projections:

- Were all based on traffic growth from the Reference Case scenario in the Wiltshire Traffic model. These traffic model forecasts were developed before COVID-19, and this approach effectively assumes that the trend for car traffic to grow at an above average rate to return to pre-COVID-19 projections continues (see Box 2).
- Used three different scenarios of electric vehicle (EV) and zero emission vehicle uptake:
  - Rapid uptake of EVs to 2030 but no ban on petrol/diesel vehicle sales (in line with DfT's Transport Analysis Guidance assumptions).
  - Steady build-up of EV sales, accelerated by the zero emissions vehicle mandate and a 2035 sales ban on petrol/diesel cars and 2035/2040 sales ban on diesel HGVs<sup>19</sup> (reflecting current government policy).
  - Steady build-up of EV sales, accelerated by the zero emissions vehicle mandate and a 2030 petrol/diesel car/van sales ban and 2035/2040 sales ban on diesel HGVs (reflecting previous government policy which may be reinstated by the new government).

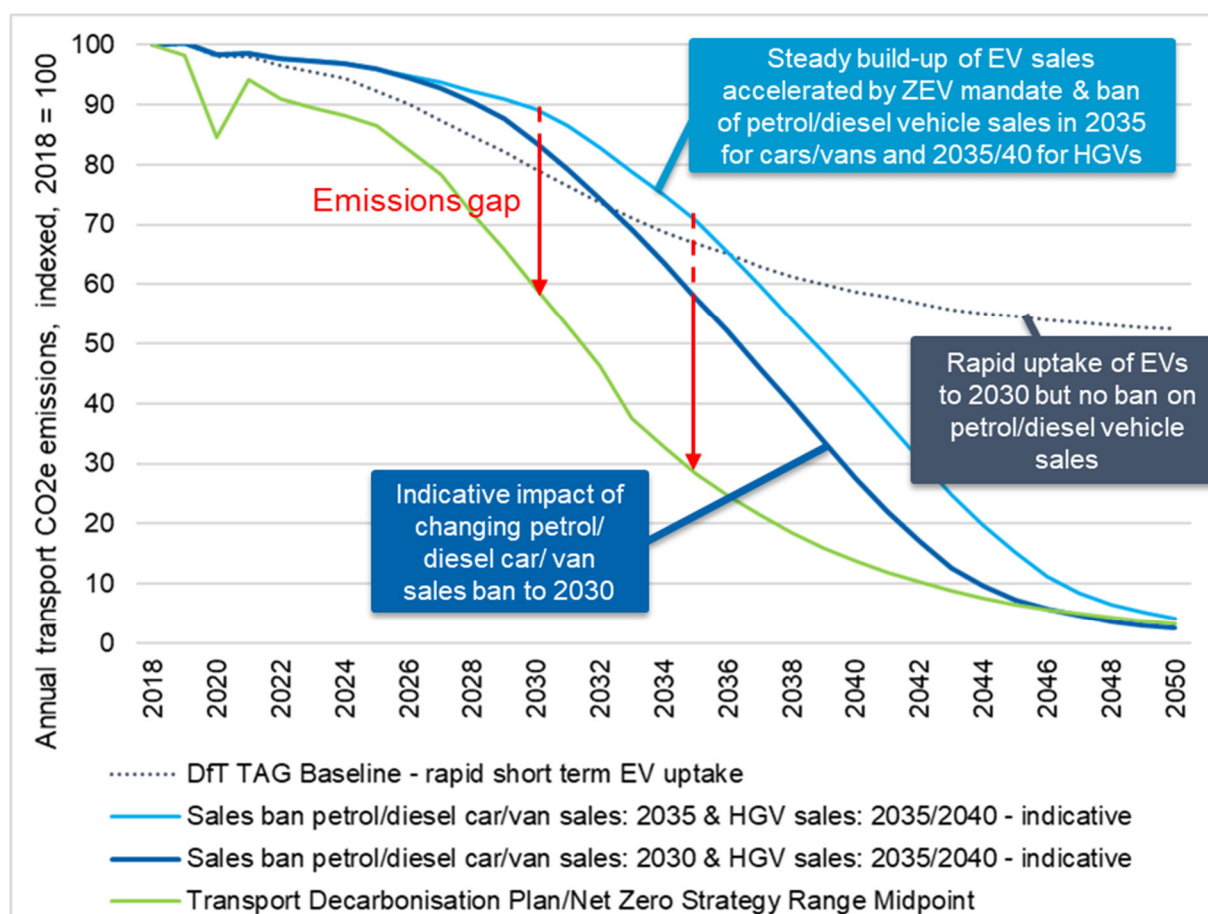
**Box 2: Key areas of uncertainty influencing the scale of the emissions gap include:**

- The appropriate decarbonisation pathway to follow – different bodies identify different relevant pathways on the basis of different views of the carbon budgets allocated to the UK, Wiltshire and/or the transport sector. Annex B provides more details on a number of different potential pathways.
- Traffic growth rates, including recovery from the reduction in car travel caused during the COVID-19 pandemic. Car traffic in Wiltshire remained approximately 8% lower than in 2019 in 2023 but had grown rapidly from 2022 (according to DfT Local Authority traffic statistics, table TRA8905). If similar rates of growth continue, traffic will be back to the levels projected before COVID-19, including growth, by about 2028.
- Rate of fleet change through time, particularly the uptake of electric vehicles and other zero emissions vehicles

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<sup>19</sup> The government initially announced a 2030 date for the ban on sales of petrol and diesel cars and vans in November 2020 and a 2035 ban for HGVs under 26 tonnes and 2040 ban for HGVs over 26 tonnes in November 2021. The car/van sales ban date was delayed until 2035 in September 2023 by the previous government and has not yet been changed back to 2030 by the new government, although the possibility has been raised. HGV sales ban dates have remained unchanged

**Figure 2-10 – Wiltshire’s estimated transport emissions gap**



The red arrows on the graph indicate the emissions gap between the blue emissions projections and green decarbonisation pathway. The comparison indicates that closing the gap in 2030 would require approximately a further 30% reduction in transport emissions from the projected baselines. This equates to approximately a 35% reduction from current emissions levels. In 2035, closing the gap would require approximately a further 55% reduction in emissions relative to projected baselines (equivalent to approximately a 70% reduction from current emissions levels).

As outlined in Section 2.1.2.1, closing the emissions gap is important as it is cumulative emissions that drive climate change. Each year in which emissions remain above pathway levels adds further to cumulative emissions. This then makes it harder for emissions to get back to the levels required to meet climate change commitments. If decarbonisation pathways are not met globally and cumulative emissions continue to rise, temperatures will continue to rise, increasing the wide-ranging risks associated with climate change, as summarised in Section 2.1.1.

The gaps identified in Figure 2-10 are substantial and are consistent with the scale of gaps seen for other authorities and nationally. They clearly highlight the scale and pace of transport emissions reduction that would be required to meet the decarbonisation pathway. The scale of change needed is made more challenging by the fact that the baselines used to estimate the gaps already assume significant uptake of EVs and zero emissions vehicles in response to national action.

This decarbonisation challenge sets the context for the need to fully consider carbon impacts in the development of LTP4.

### **Box 3: Estimate of baseline carbon emissions projections**

A carbon spreadsheet model was developed to estimate projected surface transport emissions within Wiltshire's boundary (in line with Step 2 in the DfT's draft QCR guidance). The estimate was based primarily on:

- Detailed model data from the SATURN Wiltshire Traffic Model, providing volume and type of traffic by vehicle category (cars, vans, goods vehicles, buses) on the roads in the modelled years of 2018 and 2036
- An estimate of traffic levels on minor roads not captured in the traffic model (using DfT traffic counts and GIS road length data)
- The composition of the fleet for each vehicle category (in terms of the proportions of vehicles of different sizes, efficiency, and power source, testing a number of different scenarios using data from the DfT's Transport Analysis Guidance and other sources, explained further in Annex B).
- Emissions factors (grammes of carbon emitted per vehicle kilometre) by vehicle type and speed band.

Emissions estimates represent well to wheel carbon dioxide equivalent (CO<sub>2</sub>e) emissions.

A year-by-year trajectory of emissions through time was derived by supplementing the modelled data for 2018 and 2036 with estimates of traffic for the additional years at 4 to 5 yearly intervals to 2050.

These estimates were derived through interpolation and extrapolation of the data for the two modelled years, informed by the DfT's National Road Traffic Projections 2022 which provides Reference Scenario traffic forecasts at 5-year intervals to 2050 for the South-West by road type and vehicle type.

The estimated traffic forecasts for these years were combined with relevant fleet composition and emissions factors to provide emissions estimates in each year to inform the trajectory.

Further detail on the approach to calculating emissions is provided in Annex B.

# 3. Routemap for transport decarbonisation

## 3.1. Overview

This section outlines the ways in which transport emissions reductions can be achieved to help address the decarbonisation challenge highlighted in the previous section and identifies the role of the LTP4 in supporting emissions reduction.

The following sections set out:

- **Routes to transport decarbonisation** – setting context by summarising the key drivers of transport carbon emissions and their implications for the types of measure required to reduce emissions, along with the need to account for whole lifecycle carbon implications of any transport system changes proposed in the LTP4.
- **The role of carbon considerations in developing LTP4** - setting out the role of carbon considerations in the development of the Core LTP4 Strategy and sub-strategies, through including carbon in the LTP4 vision and objectives and using the need for decarbonisation to structure the four policy areas identified.
- **The proposed LTP4 measures** within each policy area, illustrating the way in which they support carbon reduction as well as delivering wider benefits.
- An estimate of the scale of the **potential emissions reduction that could be supported by the proposed LTP4 measures**, if implemented in combination with action by individuals, organisations and other sectors; and the proportion of the emissions gap between projected emissions and the identified decarbonisation pathway that the reduction is likely to close.
- A review of the types of **additional action, beyond the measures included in the LTP4, that are likely to be needed to close the remainder of the emissions gap.**

## 3.2. Routes to transport decarbonisation

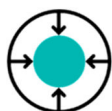
### 3.2.1. Transport user emissions

Transport user carbon emissions are the direct result of two influences:

- **The number of miles travelled** by each vehicle type
- **The average emissions produced per mile** by each vehicle type

This means that, at the simplest level, any measures to reduce user emissions and close the emissions gap identified in Section 2 need to:

- **Reduce the number of vehicle miles travelled** by:



**Avoiding** unnecessary travel by giving people and businesses the choice to make fewer and shorter journeys.



**Shifting** travel from use of road vehicles by improving the relative attractiveness of options for using more sustainable modes.

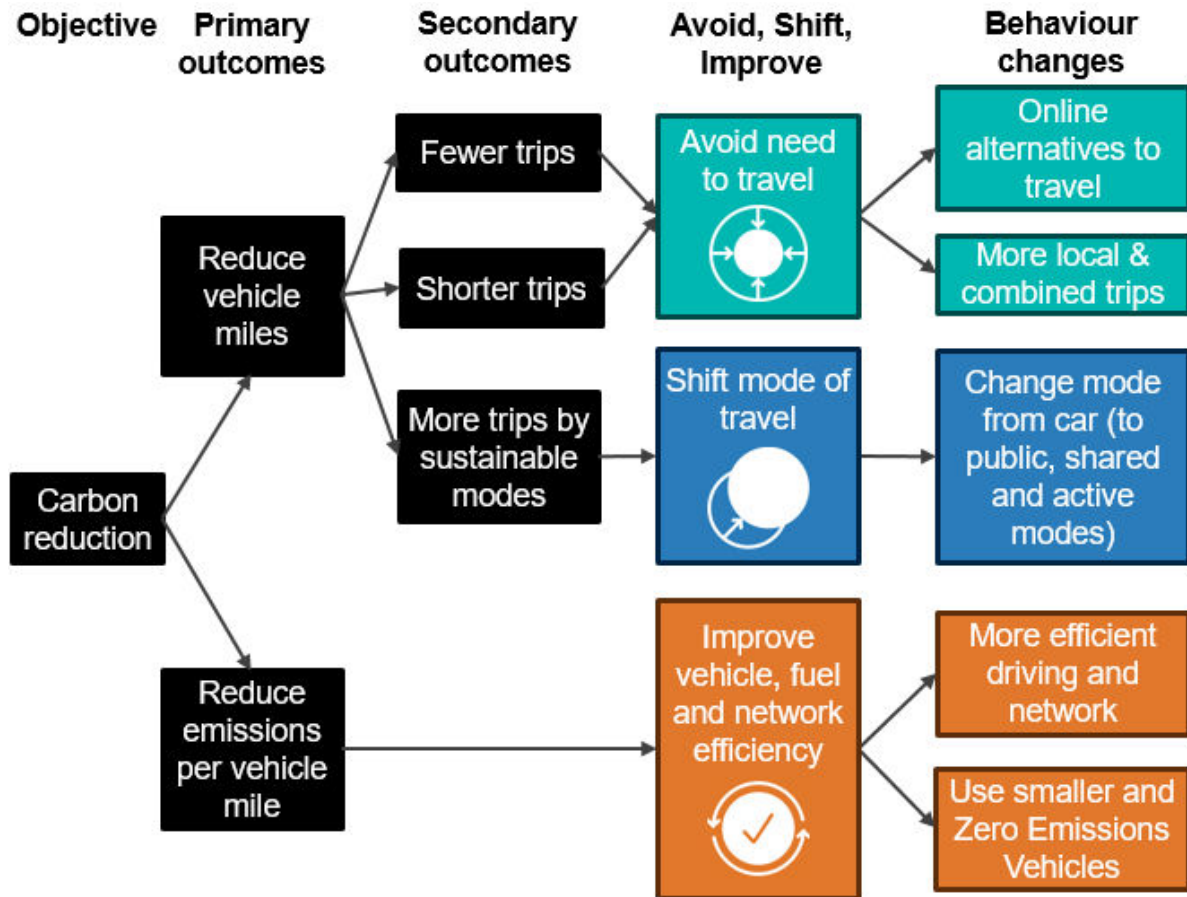
- And/or **Reduce average emissions per vehicle mile** by:



**Improving** vehicle fuel and network efficiency through increasing: the efficiency of driving style and network conditions, the use of smaller vehicles and the rate of uptake of low and zero emission vehicles, mainly electric vehicles (EVs).

Figure 3-1 summarises the five main types of travel behaviour change required to deliver emissions reductions, focussing on passenger transport emissions and grouped in terms of Avoid, Shift and Improve.

**Figure 3-1 – Behaviour changes needed to reduce passenger transport user emissions**



Closing Wiltshire’s transport sector emissions gap will require significant change in each of these areas of behaviour for passenger travel, alongside equivalent changes in freight travel choices.

There is often a focus on Improve measures and particularly EV uptake as offering the solution to closing the emissions gap. However, it is important to recognise that, although EV uptake will have an important role in transport decarbonisation, it cannot be the single route to closing the gap.

This is partly for practical reasons. The uptake required cannot be achieved through purchase of new vehicles alone, as the number of new cars bought each year typically only equates to approximately 6% of the fleet. This means that even if all new cars bought between 2025 and 2030 were EVs they would only account to about 35% of the fleet by



2030. There are also practical limits on the number of vehicles that will be built and available for purchase over that timeframe.

EVs also bring their own challenges including embodied carbon in the production of EVs (which equates to emissions from about 4 to 5 years of petrol mileage for each vehicle); continued traffic congestion and particulate (air) pollution (from tyres, brakes and road wear) as well as high purchase costs (with social exclusion implications).

The practical issues and limits to the potential rate of EV uptake, combined with these wider challenges, highlight that Improve measures cannot be the sole route to closing the emissions gap. A balance of measures from across Avoid, Shift and Improve would be required to deliver the pace and scale of decarbonisation needed to close the emissions gap and follow the decarbonisation pathway.

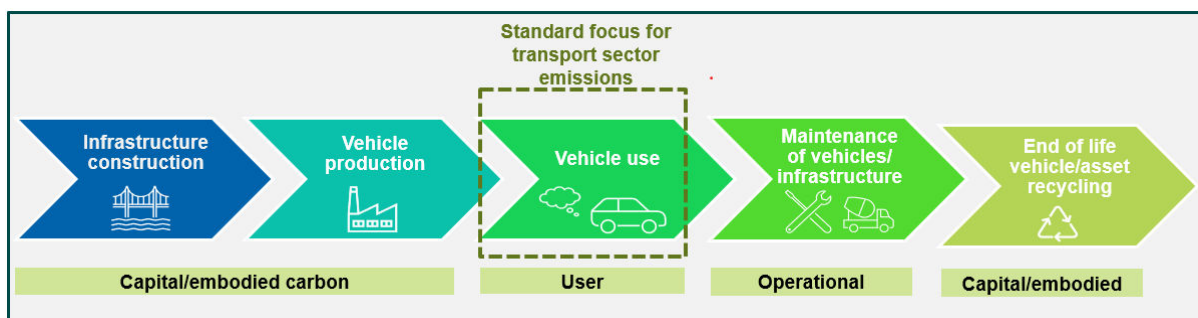
### 3.2.2. Whole lifecycle emissions of the transport system

The transport sector emissions included in the emissions statistics and decarbonisation pathways summarised in Section 2 relate to emissions produced by vehicles.

In developing measures to reduce transport user emissions, it is important to remember that decisions that influence the transport system have whole lifecycle carbon emissions implications. Figure 3-2 summarises the transport lifecycle highlighting that, as well as influencing transport user emissions, transport decisions also have emissions impacts by influencing the carbon required to build infrastructure, equipment and vehicles ('capital or embodied carbon'), maintain them ('operational carbon') and deal with them at the end of their lives.

Although these emissions are not allocated to the transport sector, they are the result of transport decisions and it is important that decisions related to transport measures take a whole lifecycle perspective, to ensure that intended transport user emissions savings are not offset by wider lifecycle emissions implications.

**Figure 3-2 – Whole lifecycle carbon emissions of the transport sector**



### 3.3. The role of carbon considerations in developing LTP4

LTP4 has the potential to support transport decarbonisation in Wiltshire by:

- Supporting and promoting measures to reduce transport user emissions through Avoid, Shift and Improve as described above; and
- Establishing the importance of considering whole lifecycle carbon implications in transport decision making.

Recognising the importance of the decarbonisation challenge for transport, carbon considerations have informed the development of LTP4, to ensure that the measures

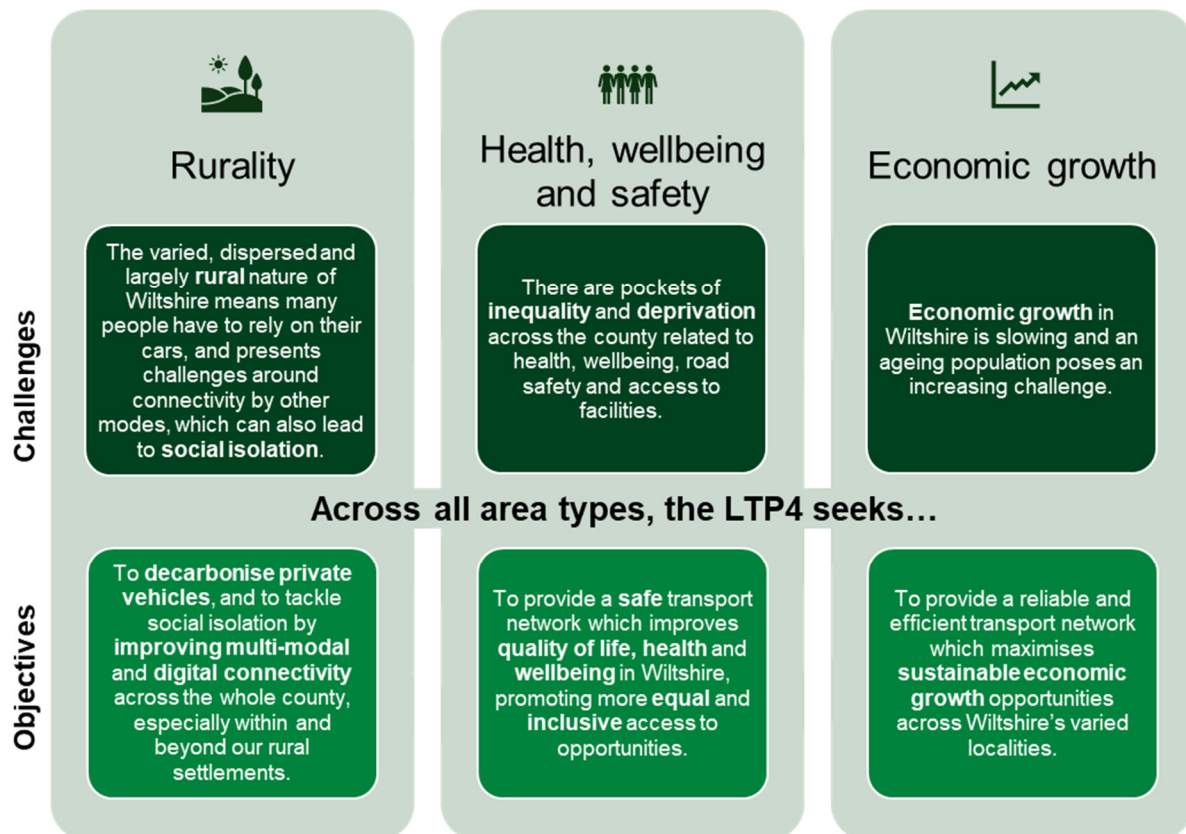
identified are aligned with the need for decarbonisation and will support wider action by individuals, organisations, other sectors and national government to decarbonise transport.

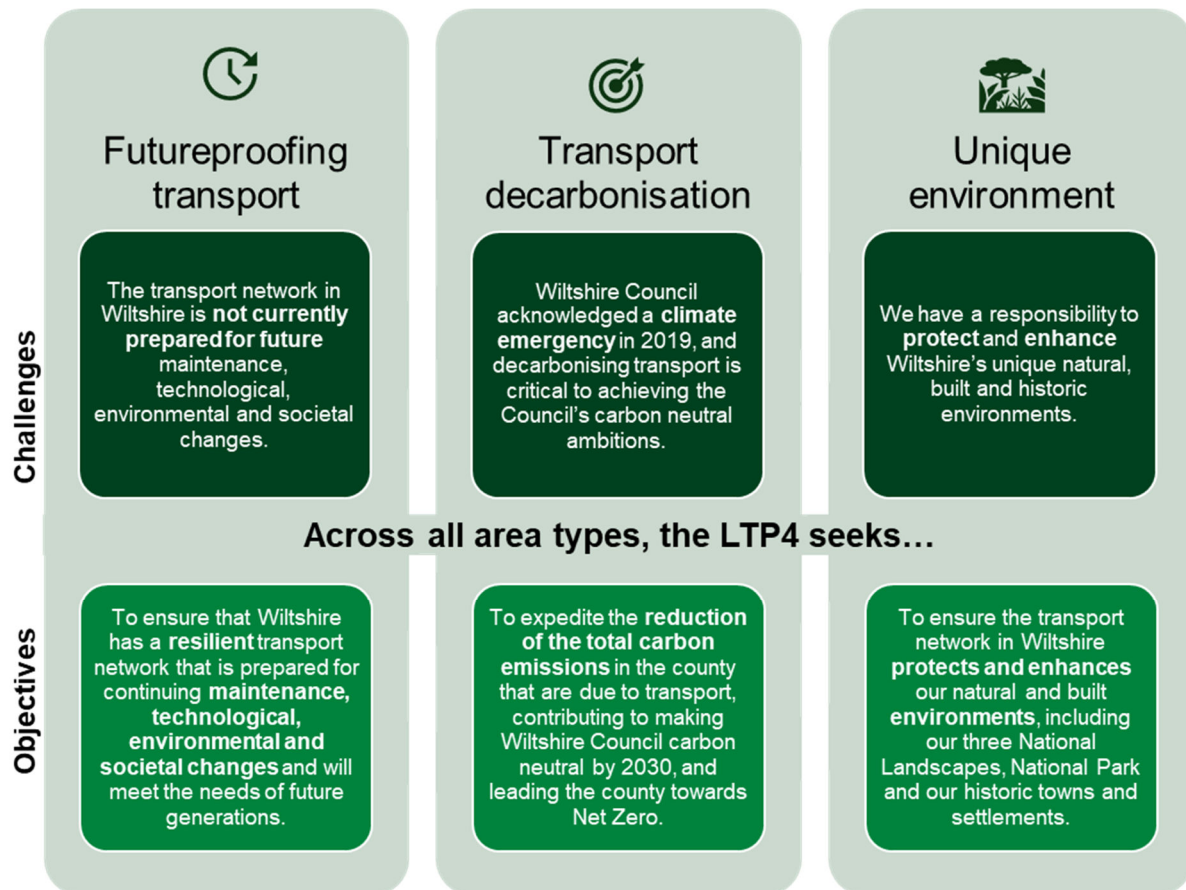
At the highest level, the importance of decarbonisation is reflected in the long-term aspiration for transport in Wiltshire to 2038 and beyond as set out in the LTP4 Vision:

A safe and connected transport system which protects the county's unique built, natural and historic environment, making this accessible for all, supports sustainable economic growth across Wiltshire's communities and contributes to a **low carbon future**.

Decarbonisation is also one of the six objectives defined to help guide the LTP4 in addressing identified challenges and defining priorities for transport in the county, as shown in Figure 3-3.

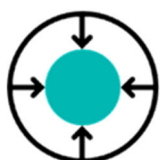
**Figure 3-3 – Summary of challenges and objectives for LTP4**





Consideration of decarbonisation issues has therefore informed the development of Core LTP4 Strategy and sub-strategies, based on a sound understanding of the carbon context and scale of the decarbonisation challenge (as summarised in Section 2) and an understanding of the potential scale of emissions impact of LTP4 measures, aligning with Step 3 of the draft QCR guidance. These issues have been considered alongside those associated with the other objectives, including the potential challenges of reducing car use in a county with a largely rural, dispersed population.

The need to reduce transport user carbon emissions underpins the structure of the policies and measures identified for the LTP4 which are framed around three policy areas reflecting the Avoid, Shift and Improve routes to emissions reduction, as introduced in Section 3.2.1 and summarised below. The fourth policy area of Support includes the broader policies and measures that act to support and enable action in some, or all, of the areas of Avoid, Shift and Improve.



**Avoid** unnecessary travel – giving people the choice to reduce the number and length of car trips needed through promoting digital connectivity; locating services, jobs and other destinations within closer reach; and combining journeys.



**Shift** to more sustainable modes of transport – providing better and more accessible options for travel via active travel (walking, wheeling, cycling and horse riding), shared transport, and public transport.



**Improve** vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements.



**Support** and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.

Figure 3-4 summarises how the LTP4 vision, objectives, policy areas and policies have fitted together to ensure that decarbonisation considerations have informed the development and form of the LTP4:

- **The vision and six objectives** are at the core of the LTP4: they summarise the LTP4's purpose and ambition.
- **The four policy areas** set out the approach for achieving the LTP4 vision and objectives. Each policy area supports multiple objectives, including decarbonisation.
- Under each policy area, **several policies** have been identified which provide further detail as to how these aims will be achieved.

**Figure 3-4 – LTP4 Vision, objectives, policy areas and policies**



The four LTP4 policy areas focus on measures to improve transport choices and change travel behaviour and they therefore influence transport user emissions. The consideration of the whole lifecycle implications of changes to the transport system introduced through the LTP4 measures is captured by the underpinning focus on sustainability that runs throughout the LTP4 (as shown around the edge of Figure 3-4). This focus informs the design principles, as set out in the Core LTP4 Strategy, which will ensure that LTP4 delivery is underpinned by a holistic approach to sustainability.

The principles recognise the need to integrate Whole Life Carbon Management (WLCM) considerations into LTP4 and future transport programmes. This means considering both the user carbon impacts of measures (through reductions in vehicle miles or emissions per vehicle mile) and the 'carbon costs' of embodied carbon in new infrastructure, equipment and vehicles needed to unlock these benefits.

In practice, this whole lifecycle perspective is likely to lead to measures that limit the implementation of new infrastructure, instead identifying options to improve journey quality and travel choices through making better use of existing infrastructure.

This is consistent with the approach to carbon management in PAS 2080<sup>20</sup>, which advocates an 'Avoid-Switch-Improve' approach to delivery of new infrastructure.

- **Avoid:** reduce the need for new infrastructure in the first place.
- **Switch:** redefine solutions to make better use of existing assets, or consider smaller-scale solutions.
- **Improve:** re-use materials in-situ or review materials choices (for example, low-carbon asphalt).

The focus on sustainability underpinning the LTP4 and its design principles also incorporate the need to adapt to climate change. This involves adapting the transport system and building in resilience to the likely impacts of climate change.

## 3.4. LTP4 Measures

### 3.4.1. Scope of influence

The LTP4 includes a wide range of measures with the potential to support transport carbon emissions reductions whilst also contributing to other LTP4 objectives. Many measures contribute to decarbonisation alongside improvements in the local environment, through reduction in traffic leading to reduction emissions of local pollutants and greenhouse gas emissions. Measures that improve wellbeing by enhancing accessibility, travel options and health through increased levels of active travel, also often have the potential to support decarbonisation by reducing vehicle mileage.

The balance of measures reflects the fact that there is most scope for the LTP4 to influence emissions generated by car trips to, from or within Wiltshire. Wiltshire Council has limited potential to influence emissions from car trips made through the county as choices about mode, vehicle type and routing for the trips are mainly driven by factors outside the county's boundaries. The main opportunity for influence on these trips is therefore by collaborating with neighbouring authorities, transport operators and other bodies on cross boundary measures.

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<sup>20</sup> BSI (2023) Carbon Management in Infrastructure and Built Environment - PAS 2080. Available at: [PAS 2080:2023 Carbon Management in Infrastructure | BSI \(bsigroup.com\)](https://www.bsigroup.com/standards/PAS-2080:2023-Carbon-Management-in-Infrastructure)

There is also only limited scope for LTP4 measures to influence emissions from heavy goods vehicle freight trips because choices about freight trips, most of which are cross boundary, will largely be driven by commercial decisions made in the private sector and by national government action. The greatest potential is in influencing the 'last mile' of deliveries through measures such as consolidation centres. These measures can have significant impact on local pollutant emissions and traffic conditions in towns and urban areas but their impacts on carbon emissions are limited because they only influence a small proportion of mileage.

The following sections provide an overview of the proposed measures in each of the four policy areas, identifying the ways in which they could support user emissions reductions, particularly for car trips.

### 3.4.2. Avoid measures



**Avoid** unnecessary travel – giving people the choice to reduce the number and length of car trips needed through locating services, jobs and other destinations within closer reach; providing digital options; and combining journeys.

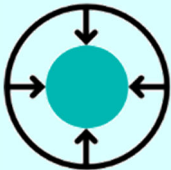
Avoid measures to provide the opportunity to reduce unnecessary travel generally include collaboration beyond the transport sector, to increase options to reduce travel by undertaking activities online or more locally.

Online options remove the need to travel at all, whilst increased local opportunities provide the potential to reduce average trip length (also increasing likelihood of mode shift) and combine journeys, further reducing travel and emissions.

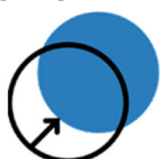
The LTP4 will influence and support measures to Avoid the need to travel so much through increases in both online and local activity. However, many of the measures will need to be funded, supported or delivered by other parties (as set out in Section 5 of the Core LTP4 Strategy). For example, collaboration with internet providers would be needed to improve ultrafast fibre coverage, and with businesses and other organisations to increase levels of online activity. Table 3-1 lists the Avoid measures included in LTP4 by place type and county-wide theme. The measures largely target reductions in car travel but a number of measures focus on reducing the travel associated with deliveries, for instance through consolidation centres and parcel pick up points.

Whilst many of the measures are relevant across the county and different place types, the emphasis will vary between places. For instance, improved coverage of fibre broadband connection is mainly required in Rural Areas, whilst the nature of local services and amenities provided will vary between Principal Settlements and Rural Areas.

**Table 3-1 – Avoid measures by place type and county wide strategy**

Policy area	Measure	Place-based sub-strategies				County-wide sub-strategies			
		Principal Settlements	Market Towns	Rural Areas	Overarching	Freight	Parking	EVs	Strategic Transport
<b>Avoid unnecessary travel</b> 	<b>A1</b> Reduce the need to travel as often through combining journeys and providing digital options								
	A1.1: Improving ultrafast fibre coverage to enable access to online services			✓					
	A1.2: Review of consolidation centres					✓			
	A1.3: Planning for HGV deliveries in new developments					✓			
	<b>A2</b> Enabling access to services, jobs and other destinations within closer reach								
	A2.1: Co-working spaces	✓	✓	✓					
	A2.2: Provide local services and amenities to reduce travel	✓	✓	✓					
	A2.3: Ensure design requirements are met for new developments	✓	✓						
	A2.4: Parcel pick-up points at local hubs		✓	✓					

### 3.4.3. Shift



**Shift** to more sustainable modes of transport – providing better and more accessible options for travel via active travel (walking, wheeling, cycling and horse riding), shared transport, and public transport.

Shift measures aim to reduce emissions from travel by car or road freight by encouraging a shift to make journeys instead by rail, bus, shared transport, or active travel. The measures also improve the options available to those already using sustainable modes.

Table 3-2 lists the proposed Shift measures included in LTP4 by place type and countywide strategies. They include a range of actions to:

- Encourage mode shift to active travel by increasing provision of new cycling and walking routes, facilities and interchange and making walking and cycling environments more attractive and safer. These measures are important in providing an integrated, multi-modal, low carbon transport system. The potential impact on carbon emissions of individual trips shifting from car to active travel is relatively low as they are short trips which only account for a small proportion of emissions (as outlined in Section 2). However, the potential influence increases when active travel is used as the first or last


leg of longer public transport journeys and when combined with measures to encourage more local activity, resulting in shorter and more combined trips.

- Encourage mode shift to public and shared transport by improving the coverage, frequency, quality and range of services provided and improved interchanges and accessibility and fares. These measures have the potential to encourage mode shift for longer journeys and are likely to be focussed particularly on serving journeys to and from the Principal Settlements and Market Towns. It is difficult to provide viable public transport options for the dispersed journeys in rural areas, although there may be more scope to develop shared transport options.
- Measures to encourage mode shift for freight through supporting measures to help wider moves to encourage shift to rail and more local moves to encourage shift to options such as e-cargo bikes for the last or first mile of delivery.

These measures reflect the fact that achieving successful mode shift relies on providing attractive alternatives to car use. The ability to achieve this varies by place type, with more scope in towns where dense populations and trip patterns provide more viable opportunities for providing public transport and active travel options.

The LTP4 measures will play a key role in delivering improvements in travel options by sustainable modes bringing a range of benefits, including improvements in accessibility and wellbeing. However, the potential to achieve greenhouse gas emissions reductions through these measures is limited by the well-recognised fact that it is challenging to encourage car owners to shift mode from using car to other modes, even where good options exist. This is discussed further in Section 3.6.

**Table 3-2 – Shift measures by place type and county wide strategy**

Policy area	Measure	Place-based sub-strategies				County-wide sub-strategies			
		Principal Settlements	Market Towns	Rural Areas	Overarching	Freight	Parking	EVs	Strategic Transport
<b>Shift to more sustainable modes of transport</b> 	<b>S1 Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality</b>								
	S1.1: Deliver the infrastructure improvements identified in our LCWIPs	✓	✓	✓					
	S1.2: Public realm improvements	✓	✓	✓					
	S1.3: Wayfinding	✓	✓	✓					
	S1.4: Cycle parking	✓	✓	✓					
	S1.5: Safer movement for active travel	✓	✓	✓					
	S1.6: Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas	✓	✓	✓					





Policy area	Measure	Place-based sub-strategies				County-wide sub-strategies				
		Principal Settlements	Market Towns	Rural Areas	Overarching	Freight	Parking	EVs	Strategic Transport	
	S3.10: Lower and simpler bus fares								✓	
	S3.11: Multi-modal ticketing								✓	
	S3.12: Coach parking								✓	
	<b>S4</b> Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most									
	S4.1: Improved car parking signage						✓			
	S4.2: Provision and consistency of disabled parking						✓			
	S4.3: Review of parking payment methods						✓			
	S4.4: Review of parking charges						✓			
	S4.5: Review of our existing parking assets						✓			
	S4.6: Resident permit zones						✓			
	<b>S5</b> Encourage and enable shift to more sustainable modes for freight									
	S5.1: Micro-consolidation and use of alternative modes for first/last mile					✓				
	S5.2: Shifting freight from road to rail					✓				
	S5.3: Safeguarding land for rail and consideration of rail freight interchange site					✓				

#### 3.4.4. Improve



**Improve** vehicle, fuel and network efficiency – through roll out of electric vehicles and charging infrastructure, alternative fuels and technology improvements.

Improve measures aim to reduce the emissions per vehicle mile travelled. Table 3-3 lists the proposed Improve measures included in LTP4 which aim to achieve this change through two main routes:





Policy area	Measure	Place-based sub-strategies				County-wide sub-strategies			
		Principal Settlements	Market Towns	Rural Areas	Overarching	Freight	Parking	EVs	Strategic Transport
	I2.4: HGV parking and rest stops					✓			
	I2.5: Moving traffic offences					✓			
	I2.6: Targeted road infrastructure or junction improvements to relieve congestion								✓

### 3.4.5. Support



**Support** and enable delivery of the Avoid, Shift and Improve policy areas – both now and into the future.

Support measures are broad measures intended to support successful delivery of the Avoid, Shift and Improve measures. Table 3-4 lists the proposed Support measures in LTP4 which include:

- Measures that improve knowledge of and ability to use travel options available through awareness raising, training and measures to incentivise change in travel mode (such as apps, mobility credits and the introduction of Mobility as a Service to provide easy access to information on and booking for different travel options) and measures to encourage more efficient driving choices such as the use of efficient driving techniques.
- Activity to work in partnership with Government bodies and stakeholders to support wider measures that need collaboration to progress.
- Activity to develop more detailed plans to progress the proposed measures, such as establishing and managing a road classification, road layout and road user hierarchy.

These measures are generally county-wide and overarching, rather than being focussed on particular place types.



Policy area	Measure	Place-based sub-strategies				County-wide sub-strategies			
		Principal Settlements	Market Towns	Rural Areas	Overarching	Freight	Parking	EVs	Strategic Transport
	<b>SU3</b> Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered								
	SU3.1: Coordination of street works and roadworks				✓				
	SU3.2: Network maintenance				✓				
	SU3.3: Establish and actively manage a road classification, road layout and road user hierarchy				✓				
	SU3.4: Support for Masterplanning				✓				
	SU3.5: Adopt 'Vision Zero' ambition and Safe System approach				✓				
	SU3.6: Freight Assessment and Priority Mechanism (FAPM)					✓			
	SU3.7: Define route restrictions through Advisory Freight Routes					✓			
	SU3.8: Develop a detailed parking operation and delivery plan						✓		
	SU3.9: Refresh our transport policies and plans					✓			

## 3.5. Potential emissions impact of LTP4

### 3.5.1. Overview

This section outlines an indicative estimate of the scale of carbon emissions reduction that could be supported by the impact of the LTP4 measures outlined above, if implemented in combination with related action by individuals, organisations and other sectors.

Section 3.5.2 provides a summary of the approach used to develop the estimate, in line with Step 4 of the draft QCR guidance.

The subsequent sections then discuss how the policy areas contribute to the emissions reduction, the extent to which the estimated reductions could close the identified emissions gap and the type of further action that would be needed to close the remaining gap.

### 3.5.2. Emissions impact estimate

#### Inputs used

The indicative estimate of the potential reduction in emissions supported by the proposed LTP4 measures drew on a range of inputs including:

- The baseline transport emissions projections for Wiltshire, developed using data from the Wiltshire Traffic Model, as outlined in Section 2.2.4 and Annex B.
- Details of current and projected travel levels and patterns from sources including DfT Bus Statistics<sup>21</sup>, Office for Road and Rail station usage statistics<sup>22</sup>, DfT Cycling Statistics<sup>23</sup> DfT traffic estimates<sup>24</sup>, DfT TEMPRO software<sup>25</sup> and the National Travel Survey.<sup>26</sup>
- Parameters and values from sources including the DfT Transport Analysis Guidance databook.<sup>27</sup>

The estimates of emissions reductions were made relative to the baseline for 2030, calculated for the baseline and pathways analysis set out in Section 2.2.4.

#### Approach to assessment and input assumptions

Given the relatively broad level at which the LTP4 measures are specified at this stage, it was not feasible to develop a detailed assessment of emissions reductions, which would require information about the location and characteristics of individual proposed interventions and the patterns of travel in impacted areas. Instead, the estimate was developed to provide an understanding of the scale of change that the combined Avoid, Shift, Improve and Support measures could potentially support, if implemented in combination with related action from individuals, organisations and other sectors (such as individuals and businesses choosing to use EVs, and planning and business support for digital and local activity).

The assessment was based on high-level estimates of the scale of change in travel behaviour and choices that could potentially be supported by the measures by 2030, assuming that they are implemented with a focus on improving available options for travel and alternatives, rather than introducing a step change in the balance between the costs and convenience of using car and other modes. The assumptions used are set out in Table 3-5 and focus mainly on reductions in emissions from car travel, reflecting the balance of measures outlined in the previous section.

The estimate focusses on the impact in 2030 since the degree of uncertainty around issues such as rates of behaviour change increases further into the LTP4 period.

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<sup>21</sup> DfT (2024) Bus statistics. Table Bus01e: Passenger journeys on local bus services by local authority. Available at: [Bus statistics data tables - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/data-and-statistics/bus-statistics-data-tables)

<sup>22</sup> Office for Road and Rail (2024) Table 1415: Time series of passengers' entries exits and interchanges by stations. Available at [Estimates of station usage | ORR Data Portal](https://www.gov.uk/government/data-and-statistics/estimates-of-station-usage)

<sup>23</sup> DfT (2024), Walking and Cycling Statistics. Available at: [Walking and cycling statistics - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/data-and-statistics/walking-and-cycling-statistics)

<sup>24</sup> DfT (2024), Traffic Estimates Table TRA8905: Motor vehicle traffic by local authority and selected vehicle type in Great Britain [Road traffic estimates \(TRA\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/data-and-statistics/road-traffic-estimates)

<sup>25</sup> DfT Trip End Model Presentation Programme (TEMPRO 8.1). Available at: [Trip End Model Presentation Program \(TEMPro\) download - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/data-and-statistics/trip-end-model-presentation-program)

<sup>26</sup> DfT (2023) National Travel Survey 2022. Available at: [National Travel Survey - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/data-and-statistics/national-travel-survey)

<sup>27</sup> DfT (2024) Transport Analysis Guidance Databook: May 2024. Available at: [Transport analysis guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/data-and-statistics/transport-analysis-guidance)



**Table 3-5 – Assumptions on changes in travel behaviour and choices supported by LTP4 measures**

**Avoid**



- Maintenance to 2030 of up to a 5% reduction in car travel from the reductions in travel still seen following the COVID-19 pandemic. Reduction is primarily assumed to be the result of reduced trip numbers due to more online activity resulting from digital trends accelerated by COVID-19 restrictions, supported by some localisation of activity.

**Shift**



- The target 10% growth in bus patronage by 2030 (from 2019) identified in the 2021 Wiltshire BSIP is assumed to be achieved, along with similar levels of growth in rail patronage and cycling.
- 2% to 5% increase in car sharing by 2030.
- 1% reduction in van emissions in 2030 due to last mile mode shift offsetting growing deliveries.

**Improve**



- Improved efficiency of car and van travel as a result of eco-driving or improved network management for up to 5% of travel in 2030.
- A further acceleration of the rapid uptake of EVs assumed to be in addition to the uptake occurring in the baseline projections as a result of national action. Uptake is assumed to accelerate by approximately 6 months to 1 year compared to levels achieved by national action alone by 2030. This equates to approximately an additional 10% to 15% of car and LGV mileage by EVs in 2030 in addition to the assumed impact based on national action.

Further detail on the basis for the assumptions set out in Table 3-5 is provided in Annex C.

**Estimated impact**

The estimate based on the assumptions outlined above and in Annex C indicates that the combination of LTP4 measures and relevant action from individuals, organisations and other sectors could support changes in travel behaviour and choices with the potential to reduce carbon emissions by approximately 5% to 10% by 2030 (relative to the projected baseline).

The mid-point of the range would close approximately one quarter of the identified emissions gap in 2030 (fully closing the gap would require an emissions reduction from the baseline of approximately 30%, as outlined in section 2.2.4). This indicates that the LTP4 measures, in combination with relevant action from individuals, organisations and other sectors, would support a positive contribution to decarbonisation and progress towards a low carbon transport system for Wiltshire. However, the indicated reduction leaves a significant emissions gap that would need to be closed if transport emissions are to be brought in line with the identified decarbonisation pathway that meets national decarbonisation commitments. The next section provides further discussion on the contribution to the estimated emissions reduction from Avoid, Shift and Improve measures, and Section 3.6 discusses the types of additional action beyond the measures included in LTP4 that would be likely to be needed to close the emissions gap

It is important to recognise that there are limits to the scope of emissions that LTP4 measures are able to influence. As outlined in Section 3.4.1, there is limited potential for

LTP4 measures to influence emissions from freight and through trips. For instance, HGV traffic accounts for nearly 20% of transport emissions in Wiltshire but local measures largely influence only the last leg of delivery. The measures have an important impact on local air quality, traffic and town environment, but a more limited impact on carbon emissions as the trip stage affected accounts for only a small proportion of overall HGV travel.

### 3.5.3. Contributions to estimated emissions reduction

#### Balance between Avoid, Shift and Improve measures

The LTP4's greatest potential for supporting emissions reduction through reduced vehicle mileage is through supporting the **Avoid** measures, which encourage the continued reductions in levels of car travel that have persisted since the COVID-19 pandemic, particularly for commuting, business and shopping purposes. This involves continuing to support action by businesses and other sectors to encourage and enable online activity and the localisation of trips to reduce average trip lengths and increase their scope to be combined or shift to other modes.

These measures account for approximately 40% of the estimated emissions reduction (of 5% to 10%). As outlined in Section 3.4, relevant measures to support these changes fall in the categories of:

- **A1** Reduce the need to travel as often through combining journeys and providing digital options
- **A2** Enabling access to services, jobs and other destinations within closer reach

**Improve** measures to accelerate EV uptake and improve efficiency of car travel also have the potential to contribute to emissions reduction by reducing emissions per vehicle mile.

These measures account for approximately 50% of the estimated emissions reduction (of 5% to 10%). Measures to deliver the changes fall within the following categories:

- **I1** Facilitate and encourage move to low and zero emission vehicles
- **I2** Enable safer, more efficient driving and operation of road networks

As outlined above, LTP4 measures could support action by individuals, organisations and other sectors to promote EV uptake. However, it is important to recognise that achieving the increases in EV uptake assumed compared to the baseline would need significant action, as the baseline projections used to calculate the emissions gap already assume relatively rapid uptake of EVs as a result of national action, which would already require support from local action such as roll out of electric charging points.

To support the additional uptake, a particular area of emphasis would need to be on encouraging EV uptake amongst vehicles with above average mileage, including company cars and car club vehicles. This approach would help to ensure that greater mileage is converted to electric power with each new vehicle, helping to overcome issues associated with limited supply of vehicles and the embodied carbon associated with their construction.

The wide range of measures in the LTP4 to encourage mode **Shift** by improving the alternatives to car use (and to a lesser extent road freight) would also make a contribution to emissions reduction and move towards a low carbon transport system, through measures in the following categories:

- **S1** Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality.
- **S2** Provide more public and shared transport options, and improve service quality.

- **S3** Provide better access to public and shared transport services.
- **S5** Encourage and enable shift to more sustainable modes for freight.

The relatively small scale of the estimated emissions reduction achieved by Shift measures (approximately 10% of the total estimated reduction) is consistent with the impact of previous programmes of measures to increase travel by sustainable modes (see Box 4) and highlights the challenge of achieving significant reductions in carbon emissions through mode shift in areas of high car ownership. This issue is discussed further in the next section.

#### **Box 4: Local Sustainable Travel Fund Impact**

Recent research by bodies such as Transport Scotland and NatCen has highlighted that evidence of the impact of integrated measures to increase travel by sustainable modes is very limited. However, one valuable source is the evaluation of impacts of the Local Sustainable Travel Fund (LTSF) through which the DfT provided £540 million of funding to local authorities between 2011 and 2015. Funding was used to make sustainable modes more attractive and improve bus and rail patronage and active travel. Measures ranged from new infrastructure to new services and training programmes and were focussed in urban areas and on 'pull factors' to attract those travelling to move to public transport rather than 'push factors'. Evaluation of the impact of the fund indicated the measures achieved a 2.3% reduction in car mileage per person and a 2.2% reduction in carbon compared to comparator locations.

*Transport Scotland (2021) 20% Reduction in car km by 2030*

*Natcen (2020) Impact of interventions encouraging a switch from cars to more sustainable modes of transport. A rapid evidence review.*

*Transport for Quality of Life (2017) Impact of the Local Sustainable Travel Fund. Synthesis of Evidence*

#### **The challenge of achieving emissions reduction through mode shift**

The key issue underlying the challenge of achieving significant reductions in emissions through mode shift can be illustrated by the current relative levels of travel by each mode. The number of miles travelled by car drivers in Wiltshire was estimated to be over 50 times the number of miles travelled by bus passengers in 2019 (and over 70 times by 2023 due to the post COVID-19 decline in bus patronage). For rail, the equivalent ratio was 30 to 40 in 2019 and 2023. For cycle the ratio was over 70 in 2019 (i.e. the number of car driver miles is estimated to be over 70 times the number of cycling miles).

These relative levels of travel mean that a 1% decrease in car vehicle miles through mode shift would cause an increase in bus patronage of over 50%, or an increase of over 30% in rail patronage and of over 70% in cycling levels (assuming that the car trips diverted directly to bus, rail or cycling trips of the same length).

Consequently, although the target 10% increase in public transport use assumed is relatively ambitious, the impacts on scale of car travel will be limited. Impacts on traffic levels will be further limited by the fact that, in practice, a significant proportion of the 10% increase in use of sustainable modes is likely to come from other modes, car passengers or new trips, rather than diverting from car driver trips.

These large differences in current levels of travel by mode reflect high levels of car ownership and the fact that, once people own a car, driving becomes the most convenient and cheapest option for the majority of trips. This balance between the cost and convenience of different modes represents the major challenge in delivering decarbonisation through mode shift.

Fuel costs (the main cost of car use likely to be considered on a per trip basis) only account for approximately 40% of the annual costs of owning a car on average<sup>28</sup> and parking costs only apply to a small proportion of trips. Other costs of car use are upfront (purchase/depreciation), annual (e.g. insurance and tax) or sporadic (e.g. maintenance). This means that, once someone has invested in owning a car, the extra costs of driving per trip are relatively low, particularly where parking charges are low or absent.

Car trips also rate highly for convenience, particularly as cars and road vehicles are typically prioritised in the allocation of road space and provision of convenient parking space, which reduces time and costs associated with finding and paying for parking and walking to a destination.

Day to day travel decisions are often made on the basis of either habit or the cost and convenience of different options. This means that once people own a car, in current conditions, it becomes the default choice to drive for nearly all trips even if other options are available.

### COM-B model of behaviour change

The COM-B model of behaviour change<sup>29</sup> (see Box 5) illustrates this issue. The Model identifies that, in order to make a change in travel behaviour, people need all three of the Capability, Opportunity and Motivation to change. Most of the proposed LTP4 mode shift measures focus on providing Capability (e.g., improved travel information and accessibility of services) and Opportunity (e.g., improved services serving more routes) by providing attractive alternatives to car use. It is acknowledged that without elements to provide the Motivation to change, the measures are not likely to achieve significant mode shift from car drivers and therefore emissions reductions from reduced car use. Delivering motivation is likely to require a change in the balance of the costs and convenience of travelling by different modes. For Wiltshire, this approach would be considered as a secondary step once alternative travel opportunities exist.

**Box 5: The COM-B theory of behaviour change** suggests that three conditions need to be met for a person to change their travel behaviour:

- **Capability** - the person's psychological and physical capacity to undertake the relevant activity (such as taking a bus). It includes having the necessary knowledge and skills (*such as awareness of public transport timetables, routes and fares*).
- **Opportunity** - all of the external factors beyond a person's influence that make the behaviour possible or prompt it (*such as the availability of bus services at the relevant time and serving the relevant route*).
- **Motivation** - defined as the brain processes that energise and direct behaviour. They include habits, emotional responses and **analytical** decision-making (*including deciding on using the bus based on relative cost and convenience of available*

<sup>28</sup> Source: Research by the Nimblefins financial advice website: Nimblefins (2024), Average Cost to Run a Car UK 2024. Available at: [Average Cost to Run a Car UK 2024 | NimbleFins](#).

<sup>29</sup> Michie, S., Van Stralen, M. M., & West, R. (2011). The behaviour change wheel: A new method for characterising and designing behaviour change interventions. *Implementation Science*, 6(1). <https://doi.org/10.1186/1748-5908-6-42>

### Differences between place types

The indicative emissions reductions supported by Avoid, Shift and Improve actions set out above are broad countywide averages. The balance will differ by place type.

Transport decarbonisation requires measures that reduce vehicle miles and emissions per vehicle mile in all place types. The range of relevant measures required to achieve emissions reductions will therefore be similar for each place type and it will be important to plan and implement measures in an integrated, efficient way across the county. However, the variation in characteristics between place types will mean that the impacts of measures will vary, as will the balance required between measures that reduce car miles and measures that reduce emissions per mile.

Density of population and trip attractions is a key influence on the likely balance of measures by place type. This affects the likely viability of attractive public and shared transport and active travel alternatives, and the possibility of providing and expanding local services and therefore the potential to provide suitable capability and opportunity to change travel behaviour away from car use. In Rural Areas with dispersed populations there is less potential to deliver viable alternatives to car travel which would provide the opportunity for a mode shift away from car. Therefore, measures in Rural Areas are likely to need to focus more on the need to improve the vehicles used for any travel undertaken (through increased use of more efficient and electric vehicles) and to avoid the need to travel as often and/or as far.

### 3.6. Closing the emissions gap

Closing the emissions gap in 2030 would require approximately a further 20% to 25% reduction in emissions in addition to the reductions supported by the LTP4 measures (in combination with relevant action by individuals, organisations and other sectors), estimated on the basis of the assumptions set out in Table 3-5.

Closing this gap would require national and regional action to address emissions from trips over which LTP4 measures have limited influence. In particular, action would be needed in relation to freight trips (for which decisions are largely driven by commercial and national Government influences) and trips passing through the county.

Wider national action would also be needed to achieve further reductions in emissions from passenger trips to, from and within the county. Achieving the level of emissions reduction required would likely necessitate an underlying change in approach to private travel and car usage. This would involve measures beyond those included in LTP4 and which are likely to be most effective if introduced at the regional or national level.

Assuming that the additional emissions reductions to close the gap are split evenly between reductions in vehicle miles (Avoid and Shift measures) and reductions in emissions per vehicle mile (Improve measures), closing the emissions gap would involve:

- 10% to 15% reduction in emissions through Improve measures.
- 10% to 15% reduction in emissions as a result of a reduction in vehicle miles through Avoid and Shift measures.

Other balances of measures could be applied instead of this even split. For instance, an even split between Avoid, Shift and Improve measures could be assumed. However, as outlined in Section 3.2.1, it is important to note that there are limits to the scale of change that can be achieved through Improve measures and the uptake of EVs alone. Practical limits are imposed through the rate at which the vehicle fleet can physically change and the rate at which new vehicles can be built and supplied. There are also important whole

lifecycle carbon implications of building new, relatively carbon intensive EVs. Additionally, EVs do not address other negative impacts of car traffic such as congestion, social exclusion, road maintenance, and some elements of air pollution.

Therefore, although, EVs are often cited as the solution to transport decarbonisation, they cannot close the emissions gap alone. A balance of measures from across Avoid, Shift and Improve would be required in addition to those included in the LTP4 to deliver the pace and scale of decarbonisation needed to close the emissions gap and reach the decarbonisation pathway.

The implied changes required to further close the emissions gap beyond LTP4 measures would require substantial changes in travel patterns and behaviour.



Achieving the further 10% to 15% reduction in emissions through **Improve** measures, in addition to the baseline rate of EV uptake already assumed and the impact of LTP4 measures, would be challenging. A change in approach to car use towards pay per use (car clubs) could support the acceleration needed. Widespread availability of pay per use EVs would accelerate their uptake more effectively than if the vehicles were privately owned, since each car club vehicle is estimated to replace about 25 private vehicles on average and drivers would not face the off-putting upfront cost of buying an EV. Pay per use vehicles would also support the use of smaller, more efficient vehicles<sup>30</sup> as drivers would be able to hire the most appropriate vehicle for a given journey rather than have a car chosen to be large enough to accommodate occasional journeys (like holidays) that is used for all journeys, regardless of size requirements.



A further reduction of approximately 10% to 15% in emissions through a reduction in vehicle miles in 2030 achieved by **Avoid and Shift** measures, in addition to the changes supported by LTP4, would represent a significantly larger reduction in car travel than has been achieved through transport plans in the past (see Box 4). The reduction would involve considerable changes in travel behaviour and choices, including substantial mode shift away from car use.



As outlined in Section 3.5.3 changes of this scale would likely require a change in the approach to car use to provide the motivation needed.

Measures to change the approach to car use have the potential to accelerate EV uptake and bring the change in balance of the cost and convenience of different modes that is needed to bring about significant mode shift and contribute to decarbonisation. Many of the measures involved are most likely to be effective if implemented at the regional or national scale.

Any measures considered would need to be carefully designed and implemented to ensure that they do not have negative impacts on issues such as wellbeing and accessibility. For instance, in Rural Areas dispersed populations and trip patterns make it challenging to provide the viable public and shared transport services which would be needed to provide the capability and opportunity for individuals to switch away from car use, without being potentially affected by a loss of accessibility.

Taking a whole lifecycle carbon perspective, any measures developed would also need to account carefully for lifecycle carbon impacts. This is likely to involve focussing on making best use of existing infrastructure and limiting the amount of new infrastructure (with

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<sup>30</sup> Using a small car rather than a medium or large car can save ~ 30% emissions per km on average based on emissions factors by vehicle in the DESNZ Greenhouse Gas Conversion Factors 2024

associated embodied carbon). The LTP4 Avoid, Shift and Improve measures seek to improve travel choices by sustainable modes, and provide the foundation for making more sustainable travel possible. They would provide a good basis for any future wider action and would support and enhance the decarbonisation impacts of any such measures introduced.

Overall, addressing decarbonisation is a shared challenge and the scale of decarbonisation required to close the emissions gap will need action both at and beyond the local level. National and regional level action will be needed both to achieve larger reductions in passenger transport emissions and to address the majority of freight emissions.



The identified Support measures of working in partnership with Government bodies and stakeholders therefore provide an important route through which the LTP4 will support decarbonisation working to address this shared challenge.

## 4. Concluding summary

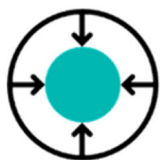
### 4.1. Context and scale of the decarbonisation challenge

Decarbonising the transport sector is recognised to be an important and significant challenge for Wiltshire, as it is for other authorities, nationally and internationally. The transport sector generated 38% of Wiltshire's greenhouse gas emissions in 2022 and emissions have remained at similar levels for decades, whilst emissions from other sectors have decreased. Car use accounts for approximately 60% of these emissions, with longer trips and travel by more rural and wealthier households contributing above average levels of emissions.

Projected baseline transport carbon emissions for Wiltshire indicate that, without further decarbonisation action, there will be a substantial 'emissions gap' between projected emissions and the identified decarbonisation pathway (the midpoint of the DfT's Transport Decarbonisation Plan pathway). Closing the emissions gap would require reductions of emissions from the baseline projections of approximately 30% in 2030 and 55% in 2035. These decreases are in addition to the emissions reductions already included in the baseline projections as a result of relatively rapid take up of EVs achieved by national action such as the Zero Emissions Vehicle mandate and bans on the sales of new petrol and diesel vehicles.

### 4.2. Role of LTP4

In recognition of the scale of the decarbonisation challenge, carbon considerations are part of the LTP4 vision and objectives and have informed the development of the LTP4, alongside the issues associated with other objectives, including the challenges of reducing car use in a county with a largely rural and dispersed population. The policies and measures developed for the LTP4 are categorised in terms of Avoid, Shift and Improve approaches to supporting carbon emissions reductions, along with a broader category of Support measures.



The importance of incorporating whole lifecycle carbon considerations and management for any changes to the transport system resulting from the LTP4 measures is recognised in the LTP4's sustainability principles.

The high-level assessment presented in Section 3 indicates that the combination of LTP4 measures with relevant action by individuals, businesses and other sectors, could potentially support transport sector emissions reductions that would close approximately one quarter of the emissions gap in 2030. This reduction is largely driven by Avoid and Improve measures to reduce the need to travel and accelerate the uptake of EVs, building on national action (for instance through a focus on upgrading high mileage vehicles and fleets).

The LTP4 measures will therefore support decarbonisation and progress towards a low carbon transport system for Wiltshire. They will also make significant contributions to the other five LTP4 objectives including benefits for health, wellbeing, safety and our unique environments through reductions in traffic levels and improved travel options.



However, the measures will not close the emissions gap to reach the decarbonisation pathway which has been identified to meet national carbon budgets and commitments. If carbon budgets are not met globally, temperatures will continue to rise, increasing the wide-ranging risks associated with climate change, as summarised in Section 2.1.1.

It is important to recognise that there are limits to the influence of LTP4 and its ability to close the emissions gap. For instance, LTP4 measures have limited opportunity to change travel choices and emissions for most freight trips (which are largely driven by commercial and national government influences) or trips passing through the county. As an example, HGV traffic alone accounts for nearly 20% of transport emissions in Wiltshire but local measures largely influence only the last leg of delivery. The measures have an important impact on local air quality, traffic and town environment but a more limited impact on carbon emissions as the trip stage affected accounts for only a small proportion of overall HGV travel.

### 4.3. Closing the emissions gap

Closing the remainder of the emissions gap **beyond the influence of the LTP4**, would require wider national and regional action to address emissions from trips over which LTP4 measures have limited influence, particularly freight trips and trips passing through the county.

In addition, achieving the level of emissions reduction required would likely necessitate an underlying change in approach to private travel and car usage, changing the balance of cost and convenience between car and other modes. This would involve measures beyond those included in LTP4 and which are likely to be most effective if introduced at the regional or national level.

Any measures considered would need to be carefully designed and implemented to ensure they do not have negative impacts on issues such as wellbeing and accessibility and that all six of the LTP4 objectives continue to be met. For instance, in Rural Areas dispersed populations and trip patterns make it challenging to provide the viable public and shared transport services which would be needed to provide the capability and opportunity for individuals to switch away from car use, without being potentially affected by a loss of accessibility.

Measures developed would also need to account carefully for lifecycle carbon impacts. This is likely to mean making best use of the existing transport system and limiting the amount of new infrastructure (with associated embodied carbon).

The LTP4 measures to support Avoid and Improve measures and increase and improve travel choices by sustainable modes, provide the foundation for making more sustainable travel possible. They would provide a good basis for wider action and would support and enhance the decarbonisation impacts of wider measures introduced.

Overall, decarbonisation is a shared challenge, and the scale of decarbonisation required to fully close the emissions gap will need action both at and beyond the local level. National and regional level action will be needed both to achieve larger reductions in passenger transport emissions and to address emissions from freight.



The identified Support measures of working in partnership with Government bodies and stakeholders therefore provide an important route through which the LTP4 will support decarbonisation, working together to address this shared challenge.

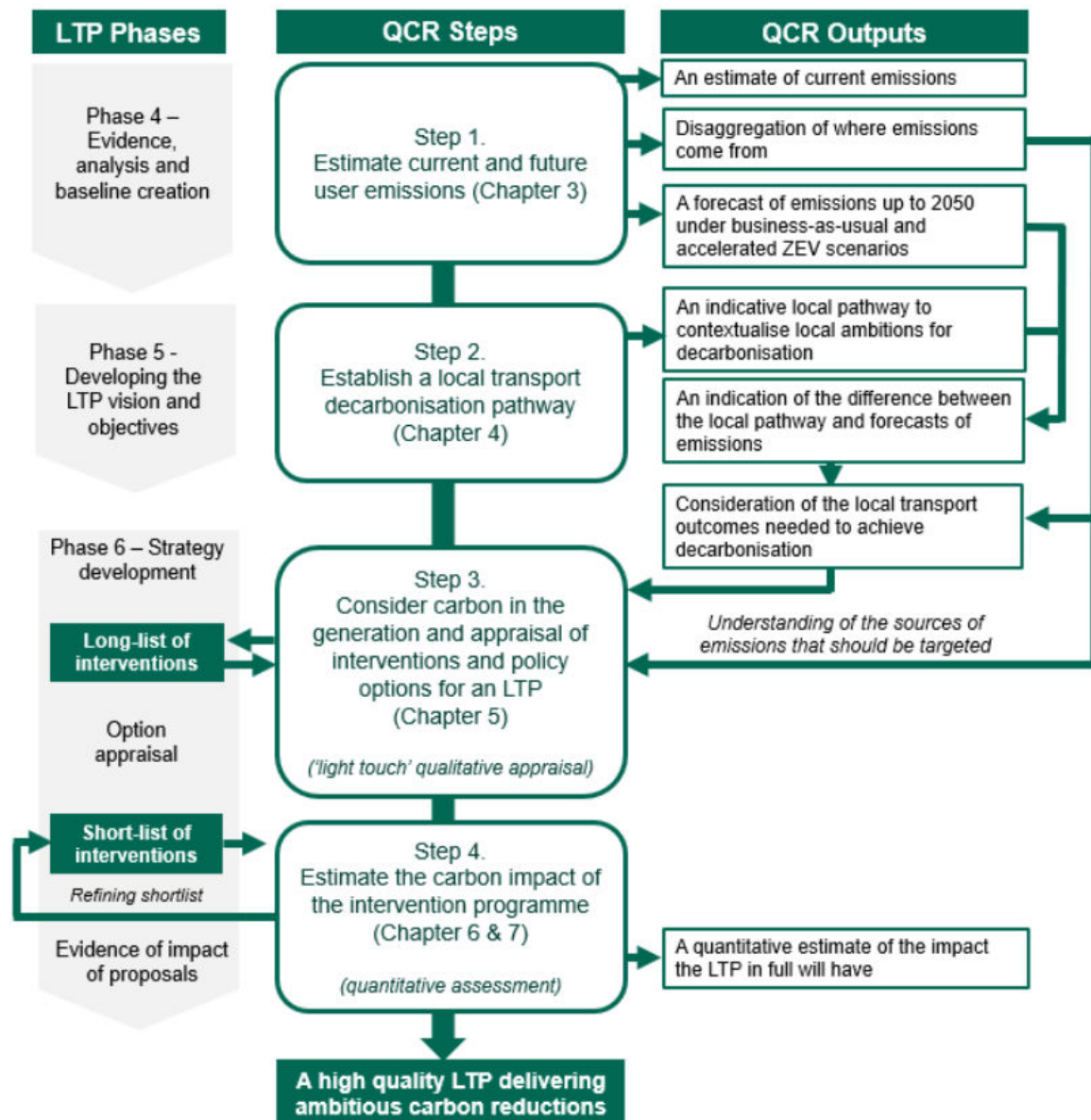
# Annex A. DfT Draft Quantifiable Carbon Reduction assessment guidance

Following the publication of the Transport Decarbonisation Plan in 2021, the Department for Transport (DfT) started to produce guidance on developing LTPs. The early drafts indicated that transport decarbonisation should be an important component of updated LTPs, considering both transport user emissions and the embodied carbon associated with infrastructure, equipment and vehicle fleet.

Alongside the LTP guidance, the DfT was also developing guidance on Quantified Carbon Reduction (QCR). Early versions of the guidance, circulated amongst the local government community, included a flowchart (shown in Figure A-1), setting out the steps that should be followed in considering carbon issues within a Local Transport Plan.

The development and release of the guidance was paused, and it is not yet whether the guidance will be released. Nevertheless, the draft provides a useful framework for considering transport decarbonisation and has informed the development of Wiltshire's LTP4.

Figure A-1 – Draft DfT QCR Guidance



# Annex B. Carbon assessment approach

## B.1. Overview

This Annex provides further detail on the assessment approach used to estimate projected baseline transport emissions in Wiltshire as a basis for identifying the estimated emissions gap that LTP4 needs to contribute to closing.

The baseline represents surface transport emissions within Wiltshire and is based primarily on:

- Detailed Wiltshire Traffic Model (WTM) data on the volume and type of traffic on the roads in the county, by road link; and
- Emissions factors (grammes of carbon emitted per vehicle mile) by vehicle type and speed band.

Emissions estimates were produced for WTM's two modelled years of 2018 and 2036 and represent well to wheel carbon dioxide equivalent (CO<sub>2</sub>e) emissions within Wiltshire's boundary.

The remainder of this Annex sets out:

- The data sources used for the 2018 base emissions estimate
- The additional data sources used for the future year estimates
- The calculation steps undertaken
- An overview of the baseline emissions estimates produced
- The emissions gaps implied by the baseline emissions forecast

### Well to wheel, well to tank and tank to wheel emissions

**Well to wheel (WTW)** emissions include emissions associated with extracting, generating and transporting the fuel or energy to the vehicle (**well to tank, WTT**) as well as the emissions generated directly by vehicle use i.e. tailpipe emissions (**tank to wheel, TTW**). Many summaries of transport sector emissions focus on TTW emissions to avoid double counting (e.g. with the industrial sector of the emissions associated with diesel production). However, it is important to understand the WTT component to understand the full emissions impacts of travel, particularly for EVs which have no tail pipe (TTW) emissions. Well to wheel is consistent with the 'End user' definition of emissions used by DESNZ in their local authority emissions statistics.

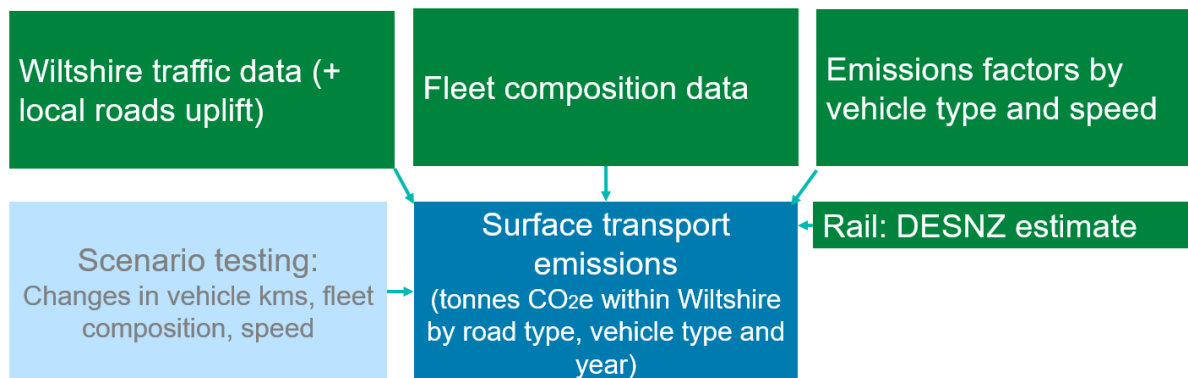
## B.2. Data sources for 2018 emissions estimate

Figure B-1 provides a simple summary of the carbon calculator used to produce the carbon baseline estimates. The green boxes highlight the main inputs which fall in four main categories:

- Wiltshire Traffic Model data
- Fleet composition data
- Emissions factors
- Department for Energy Security and Net Zero (DESNZ) rail emissions estimate

Each input category is discussed in more detail in the following sections.

**Figure B-1 – Summary of carbon calculator**



### B.2.1. Wiltshire Traffic Model data and local roads uplift

WTM traffic data for each modelled road link within Wiltshire formed the primary input to the carbon calculations.

The key inputs were traffic flows, distances, and speeds by speed band (each band covering a range of 5 mph) for each vehicle type (car, LGV and HGV), for each Wiltshire road link and for each modelled time period.

The model data was supplemented by an uplift to represent the traffic on minor roads that are not captured in the traffic model. The uplift was based on Ordnance Survey GIS data and DfT road length statistics providing length of unmodelled road links<sup>31</sup> and DfT traffic count data for average traffic flows on minor roads in Wiltshire.<sup>32</sup>

As bus services are not fully modelled in the WTM, bus vehicle kilometres used in the calculations were also uplifted to be consistent with the levels recorded for Wiltshire in DfT's Bus Statistics.<sup>33</sup>

### B.2.2. Fleet composition data

For the 2018 base year, fleet composition data (i.e. the proportions of vehicles by fuel / energy type) was taken from the DfT's Transport Analysis Guidance (TAG) data book (May 2024 version)<sup>34</sup>, which is also consistent with the assumptions used in the National Atmospheric Emissions Inventory (NAEI)).

### B.2.3. Emissions factors

The emissions factors (in gCO<sub>2</sub>e/vehicle km) were derived from three key components:

- Estimates of fuel consumption/electricity use:
  - Tank to wheel energy consumption (in litres or kWh per vehicle km for each vehicle type in each speed band) using functions from the DfT TAG databook, which relate fuel consumption or electricity use to vehicle type, fuel type, speed, year, and

<sup>31</sup> DfT (2023) Road length statistics. Available at: [Road length statistics \(RDL\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/road-length-statistics)

<sup>32</sup> DfT traffic count data. Available at: [Map Road traffic statistics - Road traffic statistics \(dft.gov.uk\)](https://www.gov.uk/government/statistics/map-road-traffic-statistics)

<sup>33</sup> DfT (2024) Bus statistics. Table Bus01e: Passenger journeys on local bus services by local authority. Available at: [Bus statistics data tables - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/bus-statistics-data-tables)

<sup>34</sup> DfT (2024) Transport Analysis Guidance. Available at: [Transport analysis guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/transport-analysis-guidance)

distance of travel and are drawn from the European COPERT<sup>35</sup> (Calculation Of Pollutant Emissions from Road Transport) emissions model (and are also consistent with the factors used for the NAEI<sup>36</sup>).

- Carbon intensity factors to convert fuel and electricity consumption estimates to estimated emissions impacts - using kg CO<sub>2</sub>e / litre of fuel from the DfT's TAG databook and kg CO<sub>2</sub>e / per kWh of electricity from the Department for Energy Security and Net Zero (DESNZ) appraisal dataset<sup>37 38</sup>.
- Well to tank uplift factor to apply to tank to wheel emissions from petrol, diesel, and electricity - using the uplift factors from DESNZ Greenhouse Gas Conversion Factors<sup>39</sup>.

#### B.2.4. Rail emissions estimate

The rail emissions estimate for 2018 was drawn directly from the DESNZ Local Authority carbon emissions estimate for Wiltshire for 2018<sup>40</sup>.

### B.3. Data sources for 2036

The 2036 reference case emissions estimates were calculated in the same way as the 2018 estimates, accounting for the two key variables influencing future transport emissions i.e.:

- Changes in the number of vehicle miles travelled by different categories of vehicles (cars, vans, goods vehicles, buses etc.), reflecting changes in trip numbers, trip lengths, and mode choice; and
- The composition of the fleet for each vehicle category (in terms of the proportions of vehicles of different sizes, efficiency, and fuel / energy source), determining emissions produced per mile travelled.

Forecast vehicle miles were obtained from the WTM Reference Scenario for 2036<sup>41</sup>.

For fleet composition, five different baseline fleet scenarios were produced to reflect different assumptions regarding changes through time, in particular in relation to the uptake of zero emissions vehicles, as follows:

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<sup>35</sup> COPERT is a programme, financed by the European Environment Agency (EEA), developed to calculate air pollutant emissions from road transport implementing the approaches from the European EMEP/EEA air pollutant emission inventory guidebook

<sup>36</sup> The NAEI is compiled by the National Environmental Technology Centre on behalf of the Department for Environment, Food and Rural Affairs (DEFRA), it is the standard reference air emissions inventory for the UK and includes emission estimates for a wide range of pollutants <https://naei.beis.gov.uk/>

<sup>37</sup> DESNZ data tables to support the Treasury Green Book supplementary appraisal guidance on valuing energy use and greenhouse gas (GHG) emissions. Available at: <https://www.gov.uk/government/publications/valuation-of-energy-use-and-greenhouse-gas-emissions-for-appraisal>.

<sup>38</sup> Using domestic grid average intensity from the DESNZ dataset as recommended by the DESNZ for calculation of baseline emissions rather than marginal electricity intensity, which is recommended in the TAG databook to appraise changes in energy use.

<sup>39</sup> DESNZ (2024) Greenhouse gas reporting: conversion factors. Available at. [Greenhouse gas reporting: conversion factors 2024 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2024)

<sup>40</sup> DESNZ (2024) UK local authority and regional greenhouse gas emissions statistics. Available at [UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2018 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2018)

<sup>41</sup> Scenario 1 from the traffic modelling for the Local Plan was used, including a Do Minimum allowance for Local Plan growth

- **DfT TAG baseline scenario** – rapid short term EV uptake scenario reflects the current DfT TAG databook assumptions on EV uptake<sup>42</sup>. Since November 2022, TAG figures have assumed rapid EV uptake rate to 2030, e.g. assuming 15% of car vehicle kms will be undertaken by EVs by 2025 (the proportion previously estimated for 2030) and 36% by 2030. The rate of uptake is explained as being due to more stringent 2025 to 2030 CO<sub>2</sub> regulations for manufacturers and reductions in battery prices. However, the assumptions already appear ambitious (e.g. assuming 5% of car miles by EVs in 2022, and 11% in 2024, when only 1.9% of licenced cars were battery EVs nationally by the end of 2022). The forecast does not account for the bans on petrol/diesel car, van and HGV sales initially announced in November 2020 and November 2021 by government, because they are not yet considered committed. Consequently, EV uptake is assumed to slow in the 2030s.
- **National fleet action scenarios** reflect a view of the impact of the Government's sales bans for petrol and diesel vehicles.
  - **Original national sales ban scenarios** reflect a view of the impact of the Government's initially announced dates for the sales bans for petrol and diesel vehicles (2030 for cars and vans and 2035/2040 for HGVs). The scenarios are based on forecasts produced in 2021 and assume a slower rate of EV uptake to 2030 than the most recent TAG forecasts (but more rapid than the previous TAG forecasts). The uptake forecasts are then more rapid than TAG forecasts after 2030. Two scenarios show the sequential impacts of bans on different vehicle types as follows:
    - **Petrol/ diesel car/ van sales ban 2030**, which reflects the potential impact on uptake of EVs of the national action to ban petrol and diesel car and van sales in 2030, as originally announced in November 2020. The fleet forecast is based on the Society of Motor Manufacturers and Traders (SMMT) Central Forecast published in June 2021. The HGV fleet is assumed to remain as in the baseline, i.e. a fully diesel fleet with some efficiency improvements through time.
    - **Sales ban for all petrol/ diesel vehicles 2030 onwards**. This scenario builds on the car/ van sales ban scenario to include a representation of the impact of the diesel HGV sales bans that were confirmed by Government in November 2021. The sales ban dates are 2040 for vehicles over 26 tonnes and 2035 for vehicles under 26 tonnes and the scenario assumes that the uptake of ZEV in the HGV fleet will occur in line with the forecasts in the CCC's Sixth Carbon Budget Balanced Pathway.
  - **Delayed sales ban scenarios**. In September 2023 the Government announced a delay to the date for the ban on sales of petrol and diesel cars and vans to 2035. This remains the announced date for the ban (although it is possible that the new Government will revert to the 2030 date). The last 2 fleet scenarios tested adjust the 2030 ban based scenarios to reflect the potential impact of the delay (recognising that the Zero Emissions Vehicle mandate remains in place with an 80% target for 2030). The date of the HGV sales ban is assumed to remain unchanged.
    - **Petrol/ diesel car/ van sales ban 2035**
    - **Sales ban for all petrol/ diesel vehicles 2035 onwards**

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<sup>42</sup> DfT (2024) Transport Analysis Guidance Databook. Available at: [TAG data book - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/121242/tag_data_book_-_gov_uk.pdf)

For all five fleet scenarios, the change in carbon intensity of electricity generated was derived from the DESNZ projections, as used in the TAG databook.

#### **Areas of uncertainty influencing future surface transport emissions**

There are a number of areas of uncertainty in forecasting future transport emissions including:

- Levels of traffic demand.
- Rate of uptake of electric cars and vans.
- Future trends in purchase of SUVs and large cars.
- Rate of development and uptake of zero emissions HGVs.
- Speed of decarbonisation of the electricity grid.

The data used for the baseline scenarios are intended to be central forecasts to provide a robust estimate. The calculations also allow for sensitivity testing as needed.

## **B.4. Calculations**

### **B.4.1. Modelled year calculations**

The calculations of emissions totals for both modelled years involved the following steps:

1. Calculation of vehicle miles travelled by road type, vehicle type (car, LGV, HGV), time period, and speed band (each band representing a 5 mph range).
2. Application of an uplift to allow for traffic on the minor roads that are not captured in the model, based on road length from OS Open Roads mapping layer and DfT Road Length statistics<sup>43</sup> and average traffic counts for B roads, C roads, and unclassified roads for 2015 to 2018 in Wiltshire from DfT traffic count data<sup>44</sup>.
3. Calculation of fuel consumption/electricity use for traffic within Wiltshire for 2018, for each vehicle type, each speed band, and each time period. The calculations used the TAG fuel consumption formulae which relate fuel consumption to vehicle type, fuel type, speed, year, and distance of travel.
4. Expansion of the fuel and electricity consumption estimates (in litres and kWh respectively) for the modelled time periods to represent:
  - a. Full weeks - using the Wiltshire Traffic Model expansion factors.
  - b. Full years - on the assumption of 245 working days per year and the rest of the year being weekend days or bank holidays.
5. Conversion of fuel and electricity consumption estimates to estimated emissions impacts by year using the DfT and DESNZ carbon intensity factors (kg CO<sub>2</sub>e / litre of fuel or kWh of electricity) by year.

### **B.4.2. Calculations for emissions trajectory**

To provide an emissions trajectory for comparison with target decarbonisation pathways, the modelled data for 2018 and 2036 was supplemented with estimates of traffic for the additional years of 2021, 2026, 2031, 2041, 2046, and 2050. These estimates were derived through interpolation and extrapolation of the data for the two modelled years, and informed

<sup>43</sup> DfT (2023) Road length statistics. Available at: [Road length statistics \(RDL\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/road-length-statistics-rdl)

<sup>44</sup> DfT traffic count data. Available at: [Map Road traffic statistics - Road traffic statistics \(dft.gov.uk\)](https://www.gov.uk/government/statistics/map-road-traffic-statistics)



by the DfT's National Road Traffic Projections 2022<sup>45</sup> which provides Core Scenario traffic forecasts for the South West by road type and vehicle type.

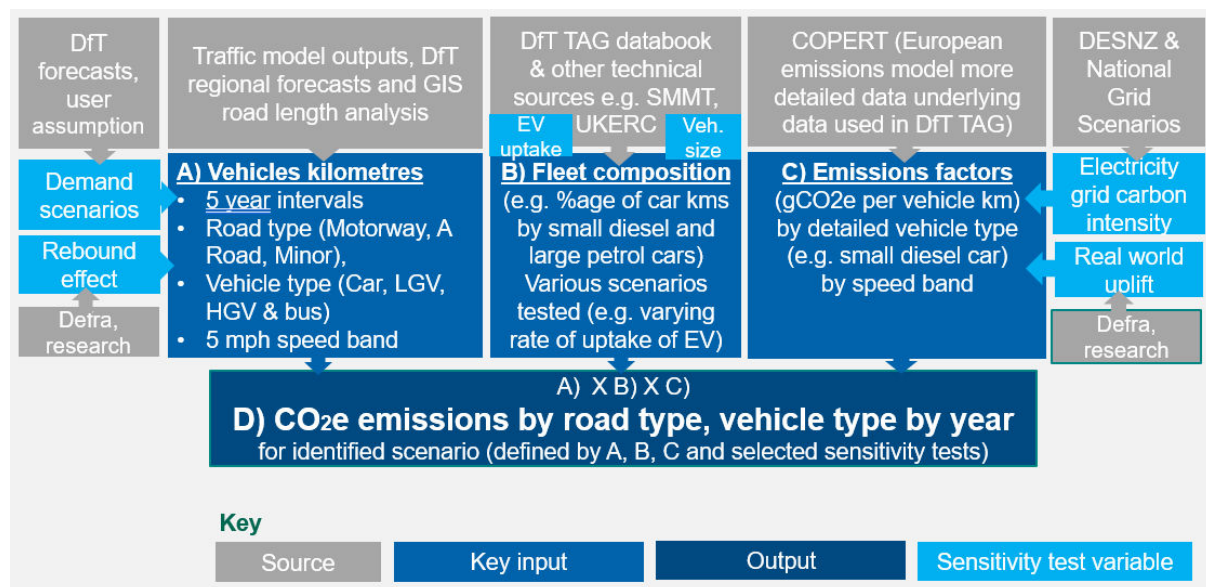
The estimated traffic forecasts for these years were combined with relevant fleet composition and emissions factors to provide emissions estimates in each year.

### B.4.3. Calculation summary

Figure B-2 provides a summary of the calculations in the carbon tool, including a number of inputs that allow sensitivity testing:

- Electric vehicle uptake rates.
- Rebound effect (reflecting the tendency for people to drive more when costs are lower, for instance when driving EVs).
- Real world uplift for emissions (reflecting the fact that observed vehicle emissions in real life driving conditions are typically greater than the rates estimated in test conditions).
- Rate of decarbonisation of electricity provision.

**Figure B-2 – Summary of carbon calculations**



## B.5. Baseline emissions

### B.5.1. 2018 emissions

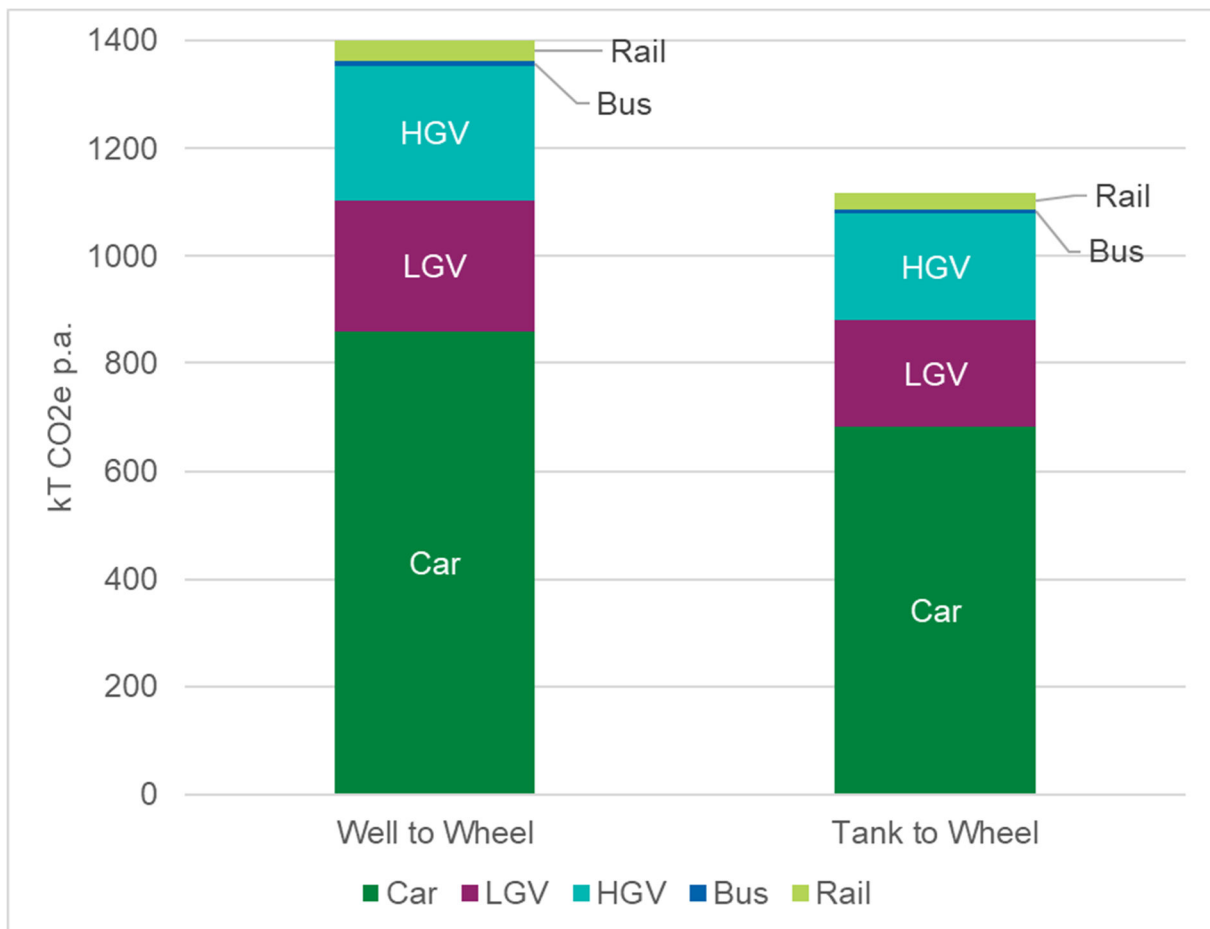
The estimated baseline transport emissions for 2018 are summarised in Figure B-3, disaggregated by vehicle type and shown separately for tank to wheel and well to wheel emissions. Total estimated emissions are approximately 1400 kilotonnes (kT) p.a. (well to wheel), with the well to tank component accounting for about 20% of the total.

Cars are estimated to account for 61% of the 2018 emissions, followed by HGVs accounting for 18%, LGVs 18%, rail 3%, and buses 1%.

<sup>45</sup> DfT (2022) National Road Traffic Projections. Available at: [National road traffic projections - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/107111/nrtpr-2022-01.pdf)

Of the road total, emissions from motorway travel account for just over 20% of the total, A roads for approximately 45%, and minor roads for approximately 35% of total emissions.

**Figure B-3 – Estimated surface transport emissions, Wiltshire, 2018 (kT CO<sub>2</sub>e)**



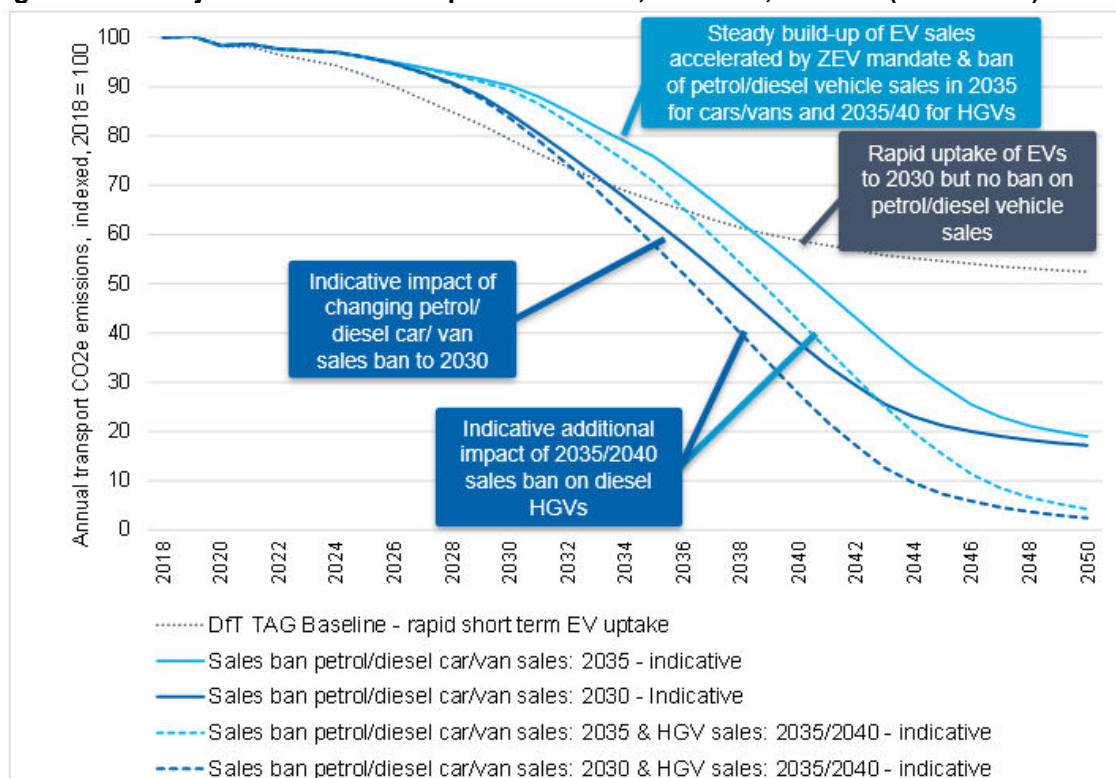
A sense check on the emissions estimate produced was undertaken, comparing the 2018 emissions estimate against the DESNZ local authority emissions estimate for Wiltshire for 2018<sup>46</sup>. The calculated figure for the county was just under 110% of the DESNZ total. The differences are likely to be largely explained by minor differences in the process of estimating traffic totals and the distribution of traffic by speed band and in the Tank to Wheel to Well to Wheel conversion factor used.

### B.5.2. Future reference case emissions

Figure B-4 shows forecast future emissions assuming reference scenario traffic growth and the five different fleet change scenarios outlined above.

<sup>46</sup> DESNZ, 2024, UK local authority and regional greenhouse gas emissions statistics. Available at: [UK local authority and regional greenhouse gas emissions statistics - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

**Figure B-4 – Projected surface transport emissions, Wiltshire, indexed (2018 = 100)**



All of the scenarios show reductions in emissions over the time period to 2050. In the 2020s reductions are fastest in the TAG baseline scenario due to the rapid short term uptake in EVs assumed. However, by the early 2030s emissions reductions in the scenarios assuming a 2030 car and van ban date overtake the TAG scenario and by the mid-2030s the delayed sales ban scenarios catch up with the TAG scenario.

Decreases in emissions are slower in the 2030s and 2040s in the TAG scenario whilst they accelerate for the sales ban scenarios as uptake of EV and other ZEV's picks up speed. By the second half of the 2040s emissions levels are at very low levels for both scenarios assuming a ban on diesel HGV sales as very few petrol and diesel vehicles remain in the fleet.

## B.6. Identifying the emissions gap

### B.6.1. Transport decarbonisation pathways

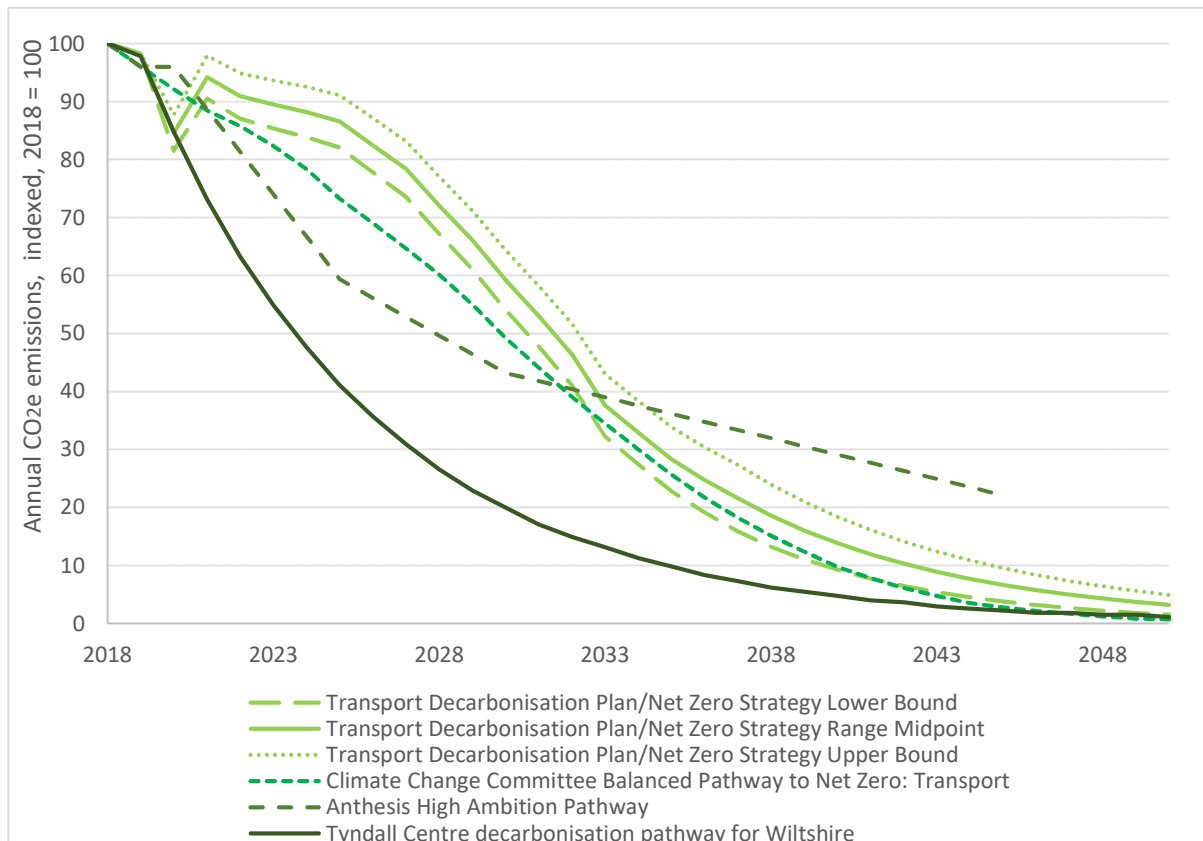
Figure B-5 shows six trajectories (decarbonisation pathways) that illustrate different views on the scale of decarbonisation required by the transport sector in Wiltshire over the decades to 2050 in order to meet decarbonisation commitments at the local and national level.

Decarbonisation pathways and targets are specified on the basis of total 'budgets' or upper limits of cumulative emissions to 2050 that are identified by climate scientists to limit the risk of serious climate change

The pathways highlight that the timing of action is important as well as meeting the challenging 2050 Net Zero target. Once emitted, carbon emissions (and other greenhouse gases) remain in the atmosphere for decades, continuing to cause warming. Cumulative emissions are therefore the main driver of climate change and limiting cumulative emissions to meet identified carbon budgets is the key requirement for achieving climate change

commitments. This means that initial rapid decarbonisation is important for successfully delivering climate change commitment and the rate of emissions reduction year-on-year will matter more in limiting climate change than meeting an identified net zero carbon target date.

**Figure B-5 – Target decarbonisation pathways for Wiltshire (kT CO<sub>2</sub>e, indexed, 2018 = 100)**



The top three parallel lines represent the lower and upper bounds and midpoint of the broad decarbonisation pathway for surface transport shown in the DfT's Transport Decarbonisation Plan (TDP)<sup>47</sup> and the Government's subsequent Net Zero Strategy<sup>48</sup>.

The next trajectory shows the Balanced Pathway to net zero carbon by 2050 from the Sixth Carbon Budget report, which was published by the Climate Change Committee (CCC) in December 2020<sup>49</sup>. It represents the surface transport component of the CCC's most recent view of a feasible and balanced pathway to achieving the UK's net zero carbon and intermediate emissions reductions targets and budgets and align with the CCC's view of the UK's contribution to the Paris Agreement commitments<sup>50</sup>.

<sup>47</sup> DfT (2021) Decarbonising Transport: a better, greener Britain. Available at: [Transport decarbonisation plan - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/94421/transport-decarbonisation-plan.pdf).

<sup>48</sup> BEIS and Department for Energy Security and Net Zero (2022) Net Zero Strategy: Build Back Greener. Available at: [Net Zero Strategy: Build Back Greener - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/101381/net-zero-strategy-build-back-greener.pdf) The figures shown in the graph are taken from the supporting data provided with the report which provided data for the lines annually to 2037 and then for 2050 – the figures for 2038 to 2049 have been estimated on the assumption of a steady annual rate of decrease in emissions.

<sup>49</sup> Climate Change Committee (CCC) (2020) The Sixth Carbon Budget. Available at: [Sixth Carbon Budget - Climate Change Committee \(theccc.org.uk\)](https://www.theccc.org.uk/reports-and-consultations/sixth-carbon-budget/)

<sup>50</sup> Note that the CCC Balanced Pathway represents all sector emissions pathway and follows a similar path but with a slightly less steep reduction in emissions to 2040.

The next dotted line shows the High Ambition Pathway identified by Anthesis in their Carbon Emissions Baselines and Reductions Pathways work for Wiltshire<sup>51</sup>. Rather than being based on the allocation of an identified carbon budget, this pathway is based on the maximum emissions reductions that were judged to be feasible, based on an assumption that action is not hindered by any funding, policy, skills or other local constraints.

The lowest, solid green line shows the most ambitious decarbonisation pathway, which represents the view of academic experts at the Tyndall Centre for Climate Change Research on the rate of decarbonisation required to stay within Wiltshire's remaining carbon budget<sup>52</sup>. The budget covers all emitting sectors and reflects their estimate of Wiltshire's proportionate share of a remaining global budget of carbon emissions. The global budget has been estimated as the level that would limit cumulative global emissions enough to achieve a high probability of meeting the global target of limiting temperature increase to 1.5°C from pre-industrial times. The Tyndall Centre take a more stringent view than the CCC on the remaining budget allocated to countries such as the UK, after taking into account issues such as international equity and the need to avoid over reliance on future carbon removals technology<sup>53</sup>. This leads to a lower budget for the UK requiring a more rapid decarbonisation pathway as shown in Figure B-5.

Both the Tyndall Centre and Anthesis pathways relate to all-sector emissions (reflecting the combined effect of emissions from transport and other energy using sectors, such as buildings). The TDP and CCC pathways are both for surface transport emissions only.

All of the pathways show rapid initial decarbonisation in order to meet identified targets and budgets. The TDP range upper and lower bounds indicate that between approximately a 65% and 75% reduction in emissions would be required between 2019 and 2035. The midpoint of the range indicates a reduction of approximately 70% over the same time period. The CCC Balanced Pathway indicates a similar reduction of 70% whilst the High Ambition Pathway indicates a 60% reduction. The Tyndall Centre pathway is considerably more ambitious indicating a required emission reduction of nearly 90% over the 2019 to 2035 timeframe.

### B.6.2. Projected emissions and the emissions gap

Following a carbon workshop with Wiltshire Council officers<sup>54</sup>, the decision was made to use the midpoint of the TDP pathway to provide an understanding of the scale of the emissions gap between projected annual emissions and the levels required to meet decarbonisation commitments. This selection was in line with the approach suggested in the draft DfT QCR guidance for local authorities without a locally derived pathway. Although the Anthesis pathway was developed for Wiltshire, it is now considered out of date due to the rapid pace of development in the field and work is likely to be undertaken to update the analysis to reflect developments since the pathways were originally produced.

Figure B-6 presents the TDP pathway midpoint alongside the five baseline projections described above to illustrate the scale of the emissions gap between projected emissions and the potential pathway that needs to be followed to meet decarbonisation commitments.

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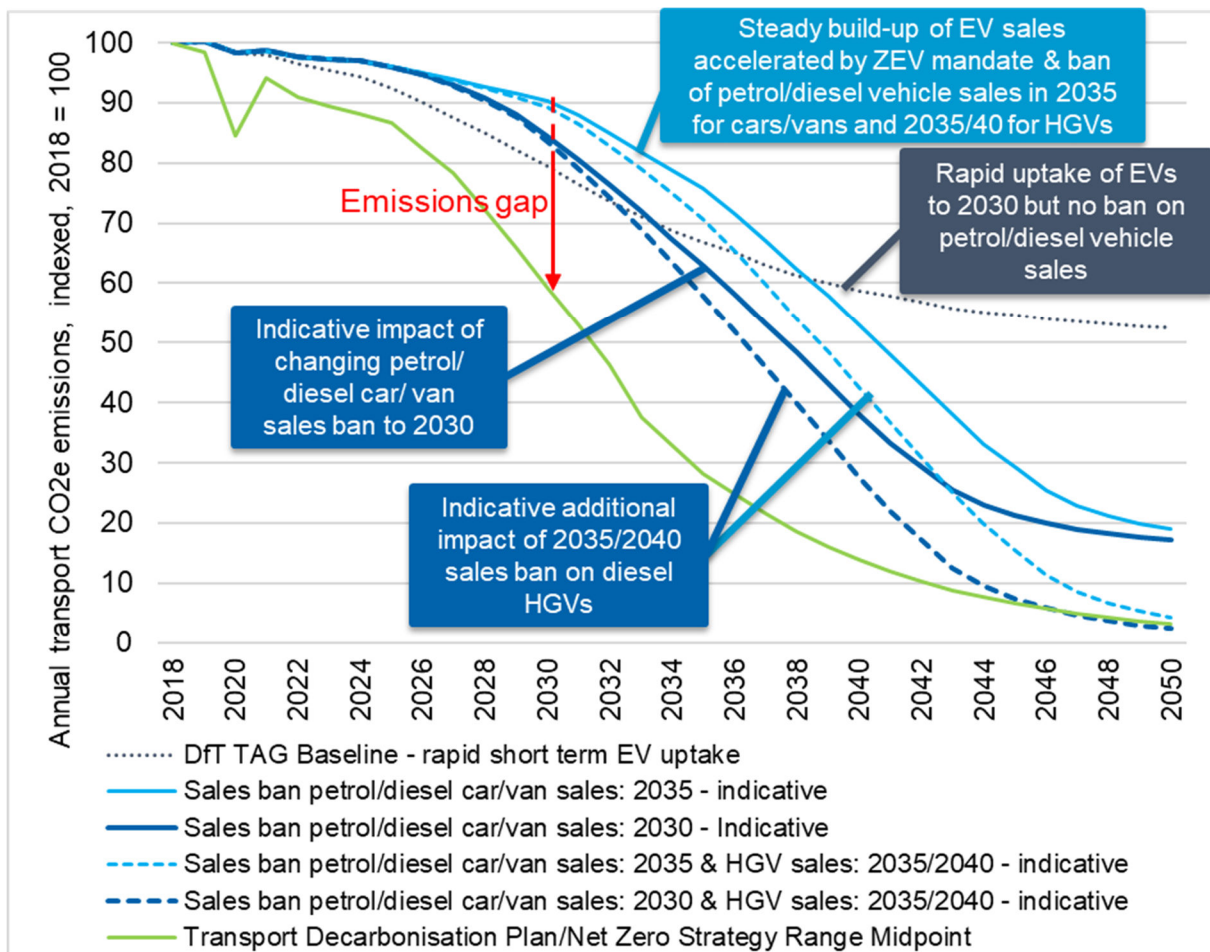
<sup>51</sup> Anthesis, 2022, Wiltshire Carbon Emissions Baselines and Reductions Pathways

<sup>52</sup> Tyndall Centre for Climate Change Research (undated) Available at: [Tyndall Carbon Budget Reports \(manchester.ac.uk\)](https://www.tyndall.ac.uk/reports/tyndall-carbon-budget-reports).

<sup>53</sup> For instance: Anderson, K. et al. (2020) A factor of two: how the mitigation plans of 'climate progressive' nations fall far short of Paris-compliant pathways, Climate Policy. Vol 20.

<sup>54</sup> The workshop was attended by relevant members of the Climate and Environment, Sustainable Transport and Highways teams at Wiltshire Council.

**Figure B-6 – Illustrative emissions gap for Wiltshire**



The comparison between the baselines and pathway in Figure B-6 highlights that, even with ambitious national action on moving to a zero emissions fleet in the baseline projections, a substantial gap remains between the projected emissions in the baseline scenarios and the target TDP pathway.

As outlined above, the emissions gap is important because it represents additional emissions being released each year beyond the target pathway emissions level, adding to the cumulative total of emissions released. The emissions gap (illustrated by the red arrow) therefore needs to be closed if Wiltshire is to make its contribution to national carbon reduction targets. This would involve a further reduction in emissions from the baselines of approximately 30% in 2030 and 55% in 2035 (as discussed further in Section 2.2.4 of the main text).


# Annex C. Assumptions informing carbon reduction estimate

Table C-1 provides further detail on the basis for the assumptions informing the carbon reduction estimate, as set out in Table 3-5 of the main report.

The estimate drew on a range of inputs including:

- The baseline transport emissions projections for Wiltshire, developed using data from the Wiltshire Traffic Model, as outlined in Section 2.2.4 and Annex B.
- Details of current and projected travel levels and patterns from sources including DfT Bus Statistics<sup>55</sup>, Office for Road and Rail station usage statistics<sup>56</sup>, DfT Cycling Statistics<sup>57</sup> DfT traffic estimates<sup>58</sup>, DfT TEMPRO software<sup>59</sup> and the National Travel Survey.<sup>60</sup>
- Parameters and values from sources including the DfT Transport Analysis Guidance databook<sup>61</sup>, the Propensity to Cycle Tool<sup>62</sup> and DESNZ Greenhouse Gas Conversion Factors 2024.<sup>63</sup>

**Table C-1 – Assumptions informing estimated carbon reduction**

Measure	Assumption	Comment/basis for assumption
<b>Avoid</b>		
	Up to 5% reduction in car travel maintained due to increased online activity and localisation of activity	The 5% reduction equates to retaining approximately half of the reduction in car travel still seen in 2023 relative to projected baseline before the impacts of COVID-19. Car traffic levels in Wiltshire remain over 8% below 2019 levels but have grown rapidly between 2021 and 2023 and, if growth trends continued, would rejoin previous projections (including growth) by approximately 2028.  The reduction in car travel is assumed to be primarily as a result of reduced trip numbers

<sup>55</sup> DfT (2024) Bus statistics. Table Bus01e: Passenger journeys on local bus services by local authority. Available at: [Bus statistics data tables - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/data-collections/bus-statistics-data-tables)

<sup>56</sup> Office for Road and Rail (2024) Table 1415: Time series of passengers' entries exits and interchanges by stations. Available at [Estimates of station usage | ORR Data Portal](https://www.gov.uk/government/data-collections/estimates-of-station-usage)

<sup>57</sup> DfT (2024), Walking and Cycling Statistics. Available at: [Walking and cycling statistics - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/data-collections/walking-and-cycling-statistics)

<sup>58</sup> DfT (2024), Traffic Estimates Table TRA8905: Motor vehicle traffic by local authority and selected vehicle type in Great Britain [Road traffic estimates \(TRA\) - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/data-collections/road-traffic-estimates)


<sup>59</sup> DfT Trip End Model Presentation Programme (TEMPRO 8.1). Available at: [Trip End Model Presentation Program \(TEMPro\) download - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/data-collections/trip-end-model-presentation-program)

<sup>60</sup> DfT (2023) National Travel Survey 2022. Available at: [National Travel Survey - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/data-collections/national-travel-survey)


<sup>61</sup> DfT (2024) Transport Analysis Guidance Databook: May 2024. Available at: [Transport analysis guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/data-collections/transport-analysis-guidance)

<sup>62</sup> Propensity to cycle tool Available at: [The Propensity to Cycle Tool About Page \(pct.bike\)](https://www.pct.bike/). Source: Lovelace, R., Goodman, A., Aldred, R., Berkoff, N., Abbas, A., Woodcock, J. (2017) The Propensity to Cycle Tool: An open-source online system for sustainable transport planning. Journal of Transport and Land Use. 10:1, 505–528.

<sup>63</sup> DESNZ (2024) Greenhouse gas reporting: conversion factors. Available at. [Greenhouse gas reporting: conversion factors 2024 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/data-collections/greenhouse-gas-reporting-conversion-factors)

Measure	Assumption	Comment/basis for assumption
		due to more online activity resulting from digital trends accelerated by COVID-19 restrictions, supported by some further localisation of activity causing further reduction in levels of travel through encouraging shorter, combined trips (also supporting mode shift). For instance, a further 5% reduction in car travel could be achieved through an extra 5% of commuting, business and personal business car trips being avoided due to online alternatives and approximately 10% of shopping, personal business, leisure and escort car trips reducing by approximately one third in length as a result of more local activity.
<b>Shift</b> 		
<b>Bus</b>	10% increase by 2030	BSIP 2021 target for 2030
	Baseline bus passenger miles	DfT Bus Statistics providing bus passenger miles in Wiltshire for 2019 to 2023 and DfT TEMPRO 8.1 Core scenario providing trip growth rates for 2030 and 2035 for Wiltshire for bus.
	Proportion of additional bus passenger miles assumed to switch from car driver trips	35% - based on the DfT TAG diversion factors from car driver for bus (TAG A5.4.6)
<b>Rail</b>	10% increase by 2030	Equivalent to bus
	Baseline rail passenger miles	ORR station usage statistics for 2019 to 2023 for Wiltshire stations and assumption of average trip length within county of approximately 20 miles (based on analysis of the busiest movements). DfT TEMPRO 8.1 Core scenario providing trip growth rates for 2030 for Wiltshire for rail.
	Proportion of additional rail passenger miles assumed to switch from car driver trips	25% - based on the DfT TAG diversion factors from car driver for rail (TAG A5.4.6).
<b>Cycle</b>	10% increase by 2030	Equivalent to bus
	Baseline cycle miles	Propensity to Cycle Tool estimates for Wiltshire for commuting trips, uplifted for relative levels of cycling for different purposes derived from National Travel Survey cycling data



Measure	Assumption	Comment/basis for assumption
	Proportion of additional cycle passenger miles assumed to switch from car driver trips	65% - based on diversion rates assumed in the PCT for commuting and NTS based adjustments for other purposes
<b>Car sharing</b>	2% to 5% increase in the proportion of car driver trips that are shared by 2030	Assumptions on potential scale of growth in car sharing
	Current levels of single occupancy car driver trips	~ 65% sourced from National Travel Survey table NTS0905
<b>Freight mode shift</b>	1% reduction in van emissions due to last mile/first mile mode shift offsetting increasing van deliveries in 2030.	Assumptions on potential scale of impact recognising the small proportion of emissions in scope for LTP4 measures
<b>Improve</b>		
	More efficient driving for 5% of vehicle miles as a result of eco driving and targeted network management improvements by 2030.	Assumptions on potential pace and scale of uptake of efficient driving and network management measures
	Scale of impact of eco driving measures and more efficient driving conditions on emissions levels	~8% long term reduction in vehicle emissions based on estimate and evidence set out in CCC Sixth Carbon budget report <sup>64</sup>
	Acceleration of EV uptake by approximately 6 months to 1 year relative to national action by 2030	~10% to 15% increase in proportion of car and LGV miles by EV in 2030 equivalent to 20% to 30% of the difference between Central and High EV uptake scenarios identified by the Society of Motor Manufacturers and Traders <sup>65</sup> in 2030
	Emissions impact of change in vehicle fleet composition	Carbon spreadsheet model established to estimate projected carbon baseline and gap.

<sup>64</sup> CCC (2020) Sixth Carbon Budget Report. Available at: [Sixth Carbon Budget - Climate Change Committee \(theccc.org.uk\)](https://www.theccc.org.uk/reports/sixth-carbon-budget/).

<sup>65</sup> SMMT (2021) New Car Market and Parc Outlook to 2035. Available at: [SMMT new car market and parc outlook to 2035, by powertrain - SMMT](https://www.smmt.co.uk/new-car-market-and-parc-outlook-to-2035).

# **Wiltshire Council Local Transport Plan 4 (LTP4) 2024**

**Wiltshire Council**



This document was published by Wiltshire Council

AtkinsRéalis



**Habitats Regulations  
Assessment – Stage 1  
Screening and Stage 2  
Appropriate  
Assessment**

Wiltshire Council

October 2024

5213479

**WILTSHIRE  
LOCAL  
TRANSPORT  
PLAN**

# Notice

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This document has 70 pages including the cover.

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# 1. Introduction

## 1.1. Terms of reference

1.1.1. AtkinsRéalis has been appointed by Wiltshire Council to provide a Habitats Regulations Assessment (HRA) for the Fourth Local Transport Plan (hereafter referred to as 'LTP4').

1.1.2. HRA is required by Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended) (the 'Habitats Regulations') for all plans and projects which may have a likely significant effect on and are not directly connected with or necessary to the management of, a European Site<sup>1</sup>.

## 1.2. Background and need for the LTP4

1.2.1. Wiltshire Council is developing their LTP4 which is a statutory document to cover the period from 2025 to 2038, setting out their overall objectives, policies, and plans for transport across Wiltshire as well as the proposed monitoring and evaluation approach for successful implementation. LTP4 will supersede Wiltshire's 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. There are a range of challenges in Wiltshire (as with elsewhere in the United Kingdom) brought about by significant environmental and societal changes since the adoption of LTP3. It is the intention that the implementation and delivery of policies and measures in LTP4 will contribute to tackling the challenges currently facing Wiltshire. While the LTP4 is being developed at a time of some uncertainty for transport, considering the long-term impact of COVID-19 and the wider economic, funding and environmental context, these challenges can be broadly considered to be:

- **Rurality:** The varied, dispersed and largely rural nature of Wiltshire means many people have to rely on their cars, and presents challenges around connectivity by other modes, which can lead to social isolation.
- **Health, safety and wellbeing:** There are pockets of inequality and deprivation across the county related to health, wellbeing, road safety and access to facilities.
- **Economic growth:** Economic growth in Wiltshire is slowing and an ageing population poses an increasing challenge.
- **Futureproofing transport:** The transport network in Wiltshire is not currently prepared for future maintenance, technological, environmental and societal changes.

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<sup>1</sup> This is defined as a Special Area of Conservation (SAC) or Special Protection Area (SPA), which as a matter of government policy (Ministry of Housing, Communities and Local Government (2023) National Planning Policy Framework (NPPF). Paragraph 181) also includes possible SACs (pSAC), potential SPAs (pSPA), listed or proposed Ramsar sites (wetland sites of international importance, as designated under the Ramsar Convention 1971) and any site identified, or required, as compensatory measures for adverse effects on any of the above listed designations.

Following the changes made to the Conservation of Habitats and Species Regulations 2017 (as amended) by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019, SACs and SPAs in the UK no longer form part of the EU's Natura 2000 network, but form the UK's national site network. The term 'Habitats Sites' is sometimes now used instead of 'European Sites' following the UK's departure from the EU.



- **Decarbonisation:** Wiltshire Council acknowledged a climate emergency in 2019, and decarbonising transport is critical to achieving the Council's carbon neutral ambitions.
- **Unique environments:** We have a responsibility to protect and enhance Wiltshire's unique natural, built and historic environments.

1.2.2. As such, the development of LTP4 shows a commitment from Wiltshire Council to take action to deliver wide-ranging improvements for cleaner, healthier and safer transport across the county.

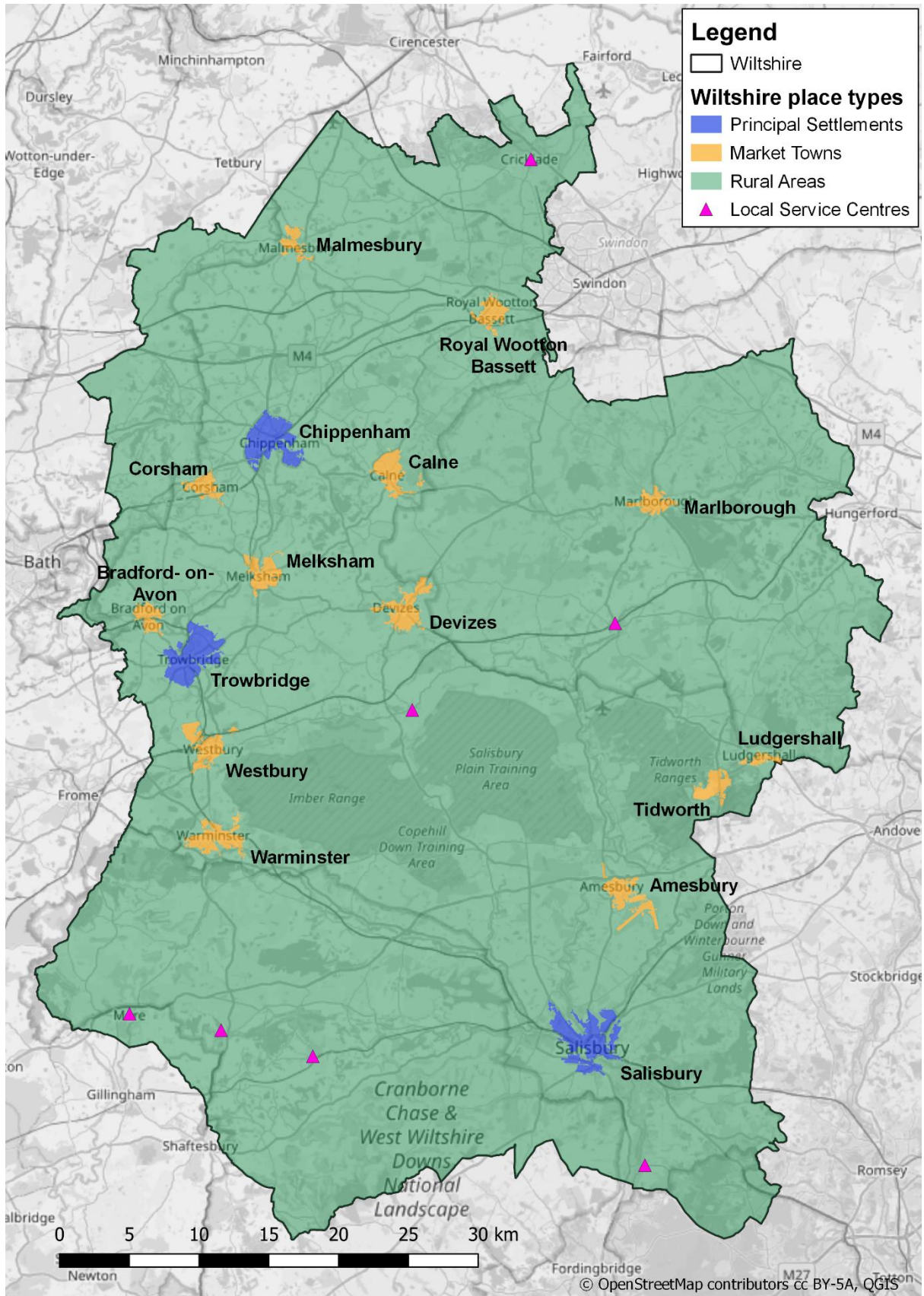
1.2.3. The LTP4 consists of a Core LTP4 Strategy which provides the overall context, purpose and direction of the plan and which will be supported by a range of supporting sub-strategies and technical documents.

## 1.3. The Plan

1.3.1. The LTP4 will span the period 2025 up to 2038 and will apply to the whole of Wiltshire as displayed in Figure 1-1 below.

1.3.2. Wiltshire is a rural county but is also one of the largest unitary authorities in England, covering an area of approximately 3,255 km<sup>2</sup>. The largest settlements in the county are Salisbury in the south, Trowbridge in the west and Chippenham in the north. There are also a number of market towns throughout the county including Amesbury and Marlborough, as well as villages and rural settlements. Additionally, the urban area of Swindon, while predominantly within Swindon Borough, has expanded into Wiltshire.

Figure 1-1 – LTP4 Area



1.3.3. It is also important to recognise that the implementation of the LTP4 may have effects outside of the county of Wiltshire.

1.3.4. The Local Authorities adjacent to Wiltshire are as follows:

- Bath and North East Somerset;
- South Gloucestershire;
- Swindon;
- West Berkshire;
- Dorset;
- Cotswold;
- New Forest;
- Test Valley;
- Vale of White Horse;
- Mendip;
- South Somerset.

1.3.5. The LTP4 has identified a vision and six objectives that summarise the LTP4's purpose and ambition, as listed below.

**Vision:**

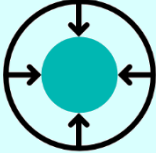
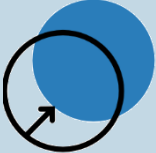

1.3.6. The LTP Vision is 'A safe and connected transport system which protects the county's unique built, natural and historic environment, making this accessible for all, supports economic growth across Wiltshire's communities and contributes to a low carbon future'.

**Objectives:**

- **Support rural communities:** To decarbonise private vehicles, and to tackle social isolation by improving multi-modal and digital connectivity across the whole county, especially within and beyond our rural settlements.
- **Health, safety and wellbeing:** To provide a safe transport network which improves quality of life, health and wellbeing in Wiltshire, promoting more equal and inclusive access to opportunities.
- **Economic growth:** To provide a reliable and efficient transport network which maximises sustainable economic growth opportunities across Wiltshire's varied localities.
- **Futureproofing transport:** To ensure that Wiltshire has a resilient transport network that is prepared for continuing maintenance, technological, environmental and societal changes and will meet the needs of future generations.
- **Decarbonisation:** To expedite the reduction of the total carbon emissions in the county that are due to transport, contributing to making Wiltshire Council Carbon Neutral by 2030, and leading the county towards net zero.
- **Protect and enhance our unique environments:** To ensure the transport network in Wiltshire protects and enhances our natural and built environments, including our three National Landscapes, National Park, World Heritage Site and our historic towns and settlements.

1.3.7. The four policy areas, detailed below in Figure 1-2, set out the approach for achieving the LTP4 vision and objectives.

Figure 1-2 – LTP4 Policy Areas

Policy area	Policy
<p><b>Avoid unnecessary travel</b></p> 	<p><b>A1</b> Reduce the need to travel as often through combining journeys and providing digital options</p> <hr/> <p><b>A2</b> Enabling access to services, jobs and other destinations within closer reach</p>
<p><b>Shift to more sustainable modes of transport</b></p> 	<p><b>S1</b> Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality</p> <hr/> <p><b>S2</b> Provide more public and shared transport options, and improve service quality</p> <hr/> <p><b>S3</b> Provide better access to public and shared transport services</p> <hr/> <p><b>S4</b> Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most</p> <hr/> <p><b>S5</b> Encourage and enable shift to more sustainable modes for freight</p>
<p><b>Improve vehicle, fuel and network efficiency</b></p> 	<p><b>I1</b> Facilitate and encourage move to low and zero emission vehicles</p> <hr/> <p><b>I2</b> Enable safer, more efficient driving and operation of road networks</p>
<p><b>Support and enable delivery of the Avoid, Shift and Improve policy areas</b></p> 	<p><b>SU1</b> Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport</p> <hr/> <p><b>SU2</b> Work in partnership with government bodies and stakeholders to improve transport for all</p> <hr/> <p><b>SU3</b> Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered</p>

## 1.4. Background to HRA

- 1.4.1. According to Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended) (the 'Habitats Regulations'), before deciding to undertake or give any consent for a plan or project, '*..which is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects), and is not directly connected with or necessary to the management of that site,*' the Competent Authority must '*make an appropriate assessment of the implications of the plan or project for that site in view of that site's conservation objectives.*'

1.4.2. The LTP4 is not directly connected with, or necessary to, the nature conservation management of any European Site.

1.4.3. The stages of the HRA process are:

- **Stage 1 - Screening:** To assess whether a plan or project either alone or in combination with other plans and projects is likely to have a significant effect on a European Site;
- **Stage 2 - Appropriate Assessment:** To determine whether, in view of a European Site's conservation objectives, the project or plan (either alone or in combination with other projects and plans) would have an adverse effect (or risk of this) on the integrity of the site with respect to the conservation objectives. If adverse impacts are anticipated, potential mitigation measures to alleviate impacts should be proposed and assessed;
- **Stage 3<sup>2</sup> – Derogations (allow exceptions):** Where a project or plan is assessed as having an adverse residual impact (or risk of this) on the integrity of a European Site, it may qualify for a derogation. Three legal tests must be applied in the following order:
  1. There are no feasible alternative solutions that would be less damaging or avoid damage to the site;
  2. The proposal needs to be carried out for imperative reasons of overriding public interest;
  3. The necessary compensatory measures can be secured.

1.4.4. This report comprises Stage 1 - HRA Screening of the plan and Stage 2 Appropriate Assessment.

## 1.5. Legal context to HRA

1.5.1. A critical part of the HRA Screening process is determining whether or not the proposals are likely to have a significant effect on European Sites, and therefore, if they will require an Appropriate Assessment. The concept of likely significant effects ('LSE') as embodied in Regulation 63(1) is central to their operation. Its interpretation is well established in law and guidance and embraces the precautionary principle.

1.5.2. The European Court Waddenzee judgement<sup>3</sup> provides clarification regarding the term 'likely'. It concludes that: *“any plan or project not directly connected with or necessary to the management of the site is to be subject to an Appropriate Assessment of its implications for the site in view of the site’s conservation objectives if it cannot be excluded, on the basis of objective information, that it will have a significant effect on that site, either individually or in combination with other plans or projects.”*

1.5.3. Clarification has also been provided through case law on the meaning of 'likely' in relation to Bagmoor Wind Ltd. v The Scottish Ministers<sup>4</sup>: *“the word ‘likely’ in the regulation is not to be construed as an expression of probability, in a legal sense, but as a description of the existence of a risk (or possibility).”* Consequently, if the possibility of a significant effect cannot be excluded based on objective information, an Appropriate Assessment will be required.

1.5.4. The European Court Waddenzee judgement also provides further clarification regarding the term 'significant': *“..where a plan or project not directly connected with or necessary to the management of a site is likely to undermine the site’s conservation objectives, it must be considered likely to have a*

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<sup>2</sup> Derogations stages were previously described as two separate stages, but now commonly grouped together.

<sup>3</sup> Case C – 127/02 Waddenzee, reference for a preliminary ruling from the Raad van State: Landelijke Vereniging tot Behoud van de Waddenzee, Nederlandse Vereniging tot Bescherming van Vogels v Staatssecretaris van Landbouw, Natuurbeheer en Visserij, 7th September 2004.

<sup>4</sup> Bagmoor Wind Limited v The Scottish Ministers, Court of Sessions (2012) CSIH 93.

*significant effect on that site. The assessment of that risk must be made in the light inter alia of the characteristics and specific environmental conditions of the site concerned by such a plan or project.”*

- 1.5.5. The Bagmoor Wind case also provides guidance on the term ‘objective’. It states: “*..objective, in this context, means information based on clear verifiable fact rather than subjective opinion*”. The Habitats Regulations Assessment Handbook<sup>5</sup> states: “*..it will not normally be sufficient for an applicant merely to assert that the plan or project will not have an adverse effect on a site, nor will it be appropriate for a competent authority to rely on reassurances based on supposition or speculation. On the other hand, there should be credible evidence to show that there is a real rather than a hypothetical risk of effects that could undermine the site’s conservation objectives. Any serious possibility of a risk that the conservation objectives could be undermined should trigger an ‘appropriate assessment’ ”.*
- 1.5.6. The implication of the Court of Justice of the European Union (CJEU) judgement referred to as ‘People Over Wind’<sup>6</sup> is that competent authorities cannot take account of any “*..measures that are intended to avoid or reduce the harmful effects of the envisaged project on the site concerned*”, when considering at the HRA screening stage whether the plan or project is likely to have an adverse effect on a European Site. The effect of this is that the screening stage must be undertaken on a precautionary basis with no regard to any proposed integrated or additional avoidance or reduction measures. Where the likelihood of significant effects cannot be excluded on the basis of objective information, the competent authority must proceed to carry out an Appropriate Assessment to establish whether the plan or project will affect the integrity of the European Site, which can include at that stage consideration of the effectiveness of the proposed avoidance or reduction measures.
- 1.5.7. Case law in 2017 referred to as the ‘Wealden Judgement’<sup>7</sup> prompted Natural England to make their internal guidance on assessing the effects of road traffic emissions on European Sites public<sup>8</sup>. The guidance provides further information on the in-combination assessment at screening stage with regard to air quality effects following the Wealden Judgement.

## 1.6. Consultation

- 1.6.1. Under Regulation 63(3) of the Habitats Regulations, the appropriate nature conservation body, in this case Natural England, must be consulted at Stage 2 Appropriate Assessment.
- 1.6.2. Since Likely Significant Effects could not be discounted at all European Sites and Appropriate Assessment is required, Natural England will be made aware of this plan and consideration will be given to their advice and comments throughout the HRA process. A draft of this report will be made available to Natural England for comment.

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<sup>5</sup> Tyldesley, D., and Chapman, C., (2013) *The Habitats Regulations Assessment Handbook: DTA Publications Limited*. Available at: [www.dtapublications.co.uk](http://www.dtapublications.co.uk) (Accessed September 2024).

<sup>6</sup> Peter Sweetman v Coillte Teoranta, Case C-323/17

<sup>7</sup> Case no: CO/3943/2016 – Between Wealden District Council and Secretary of State for Communities and Local Government, Lewes District Council and South Downs National Park Authority and Natural England.

<sup>8</sup> NE Internal Guidance – *Approach to advising Competent Authorities on Road Traffic Emissions and HRAs V1.4 Final* – June 2018.

## 2. Methods

### 2.1. Overview

- 2.1.1. The LTP4 is a high-level plan which provides no specific details or outline of any development proposals, no details of where development may be located and/ or when (or if) these sites will be constructed.
- 2.1.2. The HRA has also been undertaken at a strategic level. It broadly assesses where there is scope for impacts upon European Sites due to proximity, the presence of impact pathways and the type of impacts that may occur as a result of a proposed scheme, such as changes in air quality, recreational pressure, and changes in hydrology. Due to the high-level strategic nature of the plan, any LSE will need to be assessed at the project or scheme level, with reference to the conservation objectives of the qualifying features of each of the European Sites.
- 2.1.3. The Habitats Regulations Assessment Handbook<sup>9</sup> outlines that screening for appropriate assessment requires gathering sufficient information to objectively conclude whether effects on a European Site will be significant or not. On this basis, screening to ascertain whether appropriate assessment is required covers four themes:
- Determining whether the plan (or project) is directly connected with or necessary to the management of the European Site;
  - Identifying the potential effects on the European Site;
  - Assessing the likely significant effect (LSE) on the European Site; and,
  - Describing the plans (or projects) and characterising other plans (or projects) that in combination have the potential for having significant effects on the European Site.
- 2.1.4. The preliminary steps in the assessment have been based on these themes.

### 2.2. Preliminary steps

- 2.2.1. LTP4 is not considered to be directly connected with or necessary for the management of the European Site.

#### Identification of sites for consideration

- 2.2.2. The following selection criteria, based on the geographic extent of any impacts which could arise as a result of LTP4 and as explained below, have been used to determine what European Sites to consider in the HRA screening assessment:
- All European Sites within 2 km of the LTP4 Area, or functionally linked land (see below).
  - All European Sites up to 30 km from the LTP4 Area where bats are a qualifying interest feature.
  - All European Sites upstream or downstream of watercourses within the LTP Area.

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<sup>9</sup> Tyldesley, D., and Chapman, C., (2013) *The Habitats Regulations Assessment Handbook: DTA Publications Limited*. Available at: [www.dtapublications.co.uk](http://www.dtapublications.co.uk) (Accessed September 2024).

## Discounting sites

2.2.3. Following the identification of European Sites for consideration, an initial ‘coarse screening’ (also sometimes referred to as ‘Stage 0 screening’) was undertaken to ascertain whether any of the European sites identified could be discounted as irrelevant. Sites were only discounted where there was no conceivable effect pathway that could be considered. Where this is the case the reasons for discounting are presented in the Results section.

## Data gathering

2.2.4. Baseline information about the location, characteristics and vulnerabilities of European Sites and Conservation Objectives was taken from following sources:

- Multi-Agency Geographic Information for the Countryside (MAGIC) Webmap<sup>10</sup>;
- Joint Nature Conservation Committee (JNCC) Natura 2000 Standard Data Forms<sup>11</sup>;
- Natural England Designated Site Information<sup>12</sup>.

## Effect pathways

2.2.5. Plans or projects can adversely affect a site by:

- Causing delays in progress towards achieving the Conservation Objectives of the European Site;
- Interrupting progress towards achieving the Conservation Objectives of the European Site;
- Disrupting those factors that help to maintain the favourable conditions of the European Site; and,
- Interfering with the balance, distribution and density of key species that are the indicators of the favourable condition of the European Site.

2.2.6. Supplementary Advice<sup>13</sup> from Natural England describes the measures necessary to achieving the Conservation Objectives for a European Site, comprising a range of ecological attributes that are most likely to contribute to the overall integrity of a European Site.

2.2.7. With reference to the Supplementary Advice on Conservation Objectives (SACOs)<sup>14</sup>, effect pathways on the Conservation Objectives for the European Site were considered against the following list:

- **Habitat loss and fragmentation** – includes direct loss of habitats under the footprint of temporary or permanent works. Indirect effects through the loss of functionally linked habitats, i.e. habitats that support species outside of the European Site boundary;
- **Species disturbance** (visual, noise, vibration) – this refers to disturbance during construction, operation or decommissioning works on species that may cause behavioural effects, e.g. avoidance, change in foraging behaviour. Physical works, vehicle movements, light pollution and presence of staff/ workers are all considered;

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<sup>10</sup> Available from <http://magic.defra.gov.uk> (accessed September 2024).

<sup>11</sup> Available from <http://jncc.defra.gov.uk> (accessed September 2024).

<sup>12</sup> Available from <https://designatedsites.naturalengland.org.uk/SiteSearch.aspx> (accessed September 2024)

<sup>13</sup> Natural England. (2015) *Conservation objectives for land-based protected sites in England: how to use the site advice* [online]. Available from <<https://www.gov.uk/guidance/conservation-objectives-for-land-based-protected-sites-in-england-how-to-use-the-site-advice>> (September 2024).



- **Changes to water quality** – considers effects on species (and their prey) as a result of contamination, changes in pH, increased nutrient loads, salinity, turbidity, alterations in the thermal regime, discharges or changes in sedimentation levels;
- **Changes to air quality** – evaluates the risk of discharges to air, including fugitive dust and combustion emissions;
- **Changes to surface and groundwater hydrology** – changes to the flow, supply, availability and drainage of water, and increased risks associated with flooding;
- **Introduction of Invasive Non-Native Species (INNS)** – the risk of introducing or spreading INNS as a result of LTP4;
- **Recreation** – direct and indirect impacts on species and habitats as a result of increased recreational use, including increased visitor numbers, dog walkers, vehicle or watercraft use and associated issues such as dog fouling, litter and anti-social behaviour (littering, vandalism and fires).

## Obtaining information on other projects and plans

- 2.2.8. The Habitats Regulations requires assessment of the potential for LSE of LTP4 'in combination' with other projects and plans.
- 2.2.9. The effects of LTP4 in combination with other plans and projects are the cumulative effects which will, or might, result from the addition of the effects of other relevant plans or projects, and making an assessment as to whether these could be significant.
- 2.2.10. The Habitats Regulations Assessment Handbook<sup>15</sup> advises that any plans or projects at the following stages may be relevant to an in-combination assessment:
- Planning applications submitted but not yet determined;
  - Planning application refusals subject to appeal procedures and not yet determined;
  - Projects authorised but not yet started;
  - Projects started but not yet completed;
  - Known projects that do not require external authorisation, e.g. permitted development;
  - 'Projects' subject to periodic review e.g. annual licences, during the time that their renewal is under consideration;
  - Proposals in adopted plans (e.g. land use plans, transport plans, minerals and waste plans, shoreline management plans etc.); and
  - Proposals in finalised draft plans (see examples above) formally published or submitted for final consultation, examination or adoption.
- 2.2.11. In order to inform the in-combination assessment, a search was undertaken to identify other projects and plans that may have an in-combination effect with LTP4. This included a search of local authority websites and planning portals for strategic documents (such as Local Plans). The National Infrastructure Planning website<sup>16</sup> was searched for information on any Nationally Significant Infrastructure Projects (NSIPs) within proximity of the same and adjoining regions that may have been assessed for impacts on the same European Sites under the Habitats Regulations. Stage 1: Screening for Likely Significant Effects (LSE).

<sup>15</sup> Tyldesley, D., and Chapman, C., (2013) *The Habitats Regulations Assessment Handbook: DTA Publications Limited*. Available at: [www.dtapublications.co.uk](http://www.dtapublications.co.uk) (Accessed September 2024).

<sup>16</sup> National Infrastructure Planning. Available at: <https://infrastructure.planninginspectorate.gov.uk/> (Accessed February 2023).

## Alone

- 2.2.12. The precautionary principle (as enshrined in the Habitats Regulations) has been taken into account during this HRA. Whenever potential significant effects could not be objectively discounted, the European Site has been screened in.
- 2.2.13. Following the gathering of information on the LTP4 and the European Sites, an assessment was undertaken to determine whether there could be any LSE on the European Sites 'alone' as a result of the LTP4. In order to inform this process, all parts of the LTP4 were assessed. All text that is aspirational or administrative in nature and will not result in future development/ environmental change and, therefore, have no ability to impact upon European Sites, was identified.
- 2.2.14. Any LSEs are assessed by reference to the conservation objectives of the qualifying feature (interest feature) of the European Site. Any plan or project that causes a cited interest features to fall into unfavourable condition can be considered to have an LSE on the European Site. Stage 1 of the HRA process assesses potential effects on the European Sites without mitigation. Following the completion of the Stage 1 'alone' screening, consideration was also given to the potential for the effects of LTP4 to combine with other plans and projects and result in additional LSEs that were discounted by the scheme 'alone'.
- 2.2.15. Any European Sites with LSE pathways 'alone', that were already screened in and requiring Stage 2 Appropriate Assessment, were not subject to 'in-combination' assessment<sup>17</sup>.

## 2.3. Stage 2: Appropriate Assessment

- 2.3.1. Appropriate Assessment for a plan cannot be as detailed an assessment as one undertaken at a project level. Impacts of a plan depend to a large extent on how policies and proposals are implemented on the ground. Due to the uncertainties inherent in policy-making, the exact effect of a policy or proposal may not be certain until detailed implementation. This can make it difficult to conclude with any certainty that adverse effects on integrity will not take place. Due to the requirement within the Habitats Directive to apply the precautionary principle if it is not possible to be certain that adverse effects will not occur, this HRA proposes methods to mitigate for adverse effects that could occur. This is important, in order to demonstrate that any development brought forward as a result of policies in the LTP4, can be delivered without adverse effects on integrity. Changes to the detailed design of development schemes, when they arise, may be necessary as well as mitigation.
- 2.3.2. For European Sites where a LSE is predicted (alone or in combination with other plans or projects), or it cannot be concluded that there is no LSE, an Appropriate Assessment has been undertaken. The purpose of the Appropriate Assessment is to establish whether there are elements of the project which could have an adverse effect on the integrity (AEoI) of any European Site. The integrity of a European Site is defined as:

*"...the coherence of the site's ecological structure and function, across its whole area, that enables it to sustain the habitat, complex of habitats and/ or the populations of the species for which the site is, or will be, designated"*<sup>18</sup>

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<sup>17</sup> Regulation 63(1)(a) requires appropriate assessment if LSE is likely *either alone or in combination with other plans or projects*.

<sup>18</sup> Natural England (2019) MPA Conservation Advice Glossary of Terms. Available here:

[https://designatedsites.naturalengland.org.uk/pdfs/MPA\\_CAGlossary\\_March2019.pdf](https://designatedsites.naturalengland.org.uk/pdfs/MPA_CAGlossary_March2019.pdf)

- 2.3.3. The Habitats Regulations Assessment Handbook provides guidance on the 'integrity test'<sup>19</sup>. It emphasises that the integrity of a European Site involves its ecological structure, function and ecological processes, and relates to the site's Conservation Objectives; if the Conservation Objective for a feature will be undermined, site integrity is adversely affected.
- 2.3.4. The Appropriate Assessment considers each individual effect pathway separately, as well as any combination of relevant effect pathways from LTP4 and any other plans or projects.
- 2.3.5. Therefore, the Appropriate Assessment:
- Outlines the elements of LTP4 that were identified as having a potential LSE on one or more qualifying features of each European Site;
  - Assesses the effects of LTP4 on the Conservation Objectives of the relevant interest features, with reference to any Supplementary Advice;
  - Determines whether or not the integrity of the European Site(s) will be affected, taking into account proposed mitigation measures.

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<sup>19</sup> Section C11 The 'integrity test'. Available here: <https://www.dtapublications.co.uk/handbook/content.aspx?section=C11>

## 3. Stage 1 - Screening

### 3.1. European Sites Identified for Screening

#### List of European Sites Identified

3.1.1. There are four SPAs, 16 SACs and one Ramsar site which meet the criteria set out in Paragraph 2.2.2, as detailed in Table 3-1 below:

**Table 3-1 - European sites for nature conservation within and adjacent to the Plan area**

	SAC	SPA	Ramsar site
<b>Within the LTP Area</b>			
	Bath & Bradford on Avon Bats	Salisbury Plain	
	Chilmark Quarries	Porton Down	
	Great Yews		
	Kennet & Lambourn		
	North Meadow & Clattinger Farm		
	Pewsey Downs		
	Prescombe Down		
	River Avon		
	Salisbury Plain		
	The New Forest		
<b>Within 2km of the LTP Area</b>			
	Fontmell & Melbury Downs (0.03 km)		
<b>Within 30km of the LTP Area where bats are a qualifying interest feature</b>			
	Mells Valley (5.75 km)		
	Mottisfont Bats (2.85 km)		
	North Somerset & Mendip Bats (22.22 km)		
	Wye Valley & Forest of Dean Bat Sites (26.34 km)		
	Wye Valley Woodlands (26.34 km)		
<b>European Sites upstream or downstream of watercourses within the LTP Area</b>			
		Avon Valley	Avon Valley
		Solent and Dorset Coast	

## European Sites Discounted

- 3.1.2. The European sites listed in Table 3-2 below are within 30 km of the LTP Area but have been discounted from the screening assessment but do not meet any of the criteria listed in Paragraph 2.2.2. As such, there is no conceivable pathway of effect and are therefore not considered further.

**Table 3-2 - European sites screened out**

<b>SAC</b>	<b>SPA</b>	<b>Ramsar</b>
Mells Valley Outside of core sustenance zones for qualifying species.	Poole Harbour Intervening distance is such that no viable pathway exists despite hydrological link	Poole Harbour Intervening distance is such that no viable pathway exists despite hydrological link
Mottisfont Bats Outside of core sustenance zones for qualifying species	Severn Estuary Intervening distance is such that no viable pathway exists despite hydrological link	Severn Estuary Intervening distance is such that no viable pathway exists despite hydrological link
North Somerset & Mendip Bats Outside of core sustenance zones for qualifying species	Solent & Southampton Water Intervening distance is such that no viable pathway exists despite hydrological link	Solent & Southampton Water Intervening distance is such that no viable pathway exists despite hydrological link
Wye Valley & Forest of Dean Bat Sites Outside of core sustenance zones for qualifying species	Solent and Dorset Coast Intervening distance is such that no viable pathway exists despite hydrological link	
Wye Valley Woodlands Outside of core sustenance zones for qualifying species		
River Itchen Intervening distance is such that no viable pathway exists despite hydrological link		
River Lambourn Intervening distance is such that no viable pathway exists despite hydrological link		
River Wye Intervening distance is such that no viable pathway exists despite hydrological link		
Severn Estuary Intervening distance is such that no viable pathway exists despite hydrological link		
Solent & Isle of Wight Lagoons Intervening distance is such that no viable pathway exists despite hydrological link		
Solent Maritime		

SAC	SPA	Ramsar
Intervening distance is such that no viable pathway exists despite hydrological link		

## 3.2. Information on European Sites Identified for Screening

3.2.1. Relevant environmental information for each European Site taken from the designation citations is presented in Appendix A.

## 3.3. Screening of LTP4 Policies

3.3.1. All elements of LTP4 were screened for policies and actions that may result in LSE on European Sites. The results of the screening are summarised in Table 3-3 below:

**Table 3-3 – Screening of LTP4 Policies**

Policy	LSE?	Justification
<b>Policy A1:</b> Reduce the need to travel as often	Yes	Policy A1 is likely to lead to development through the provision of new infrastructure, new services and attractions, new access routes and promotion/ enabling of new housing or commercial areas.
<b>Policy A2:</b> Enabling access to services, jobs and other destinations within closer reach	Yes	Policy A2 would likely require improved and or new bus facilities and Mobility Hubs, interchange facilities, new Variable Messaging Signs, improved or enhanced lighting, junction improvements, potential improvements to the rail network such as passing loops, possible tramlines and light rail connections and better general connections. There will also be general maintenance activities likely.
<b>Policy S1:</b> Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality	Yes	Policy S1 could result in the additional provision/ expansion of a comprehensive network for cycling and walking in between settlements. New and extended cycle routes which may require reallocation of highways and increased use of public rights of way. There will be a new network of electric bike hire stations developed and provision of secure cycle parking facilities.
<b>Policy S2:</b> Provide more public and shared transport options and improve service quality	Yes	Policy S2 would likely require improved and or new bus facilities and Mobility Hubs, interchange facilities, new Variable Messaging Signs, improved or enhanced lighting, junction improvements, potential improvements to the rail network such as passing loops, possible tramlines and light rail connections and better general connections. There will also be general maintenance activities likely.
<b>Policy S3:</b> Provide better access to public and shared transport services	Yes	Policy S3 would likely require improved and or new bus facilities and Mobility Hubs, interchange facilities, new Variable Messaging Signs, improved or enhanced

Policy	LSE?	Justification
		lighting, junction improvements, potential improvements to the rail network such as passing loops, possible tramlines and light rail connections and better general connections. There will also be general maintenance activities likely.
<b>Policy S4:</b> Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most	Yes	Policies S4 would likely require the provision of development in the form of a new control centre, macro and micro-freight consolidation centres, EV charging infrastructure, energy storage and energy generation facilities, maintenance activities, changes to street and public space layouts which would include expansion of the footpath network and small scale junction improvements, targeted capacity improvements at specific junctions, amendments to parking areas and parking provision, enhanced lighting, provision of cabling.
<b>Policy S5:</b> Encourage and enable shift to more sustainable modes for freight	Yes	Policy S5 would likely require the provision of development in the form of a new control centre, macro and micro-freight consolidation centres, EV charging infrastructure, energy storage and energy generation facilities, maintenance activities, changes to street and public space layouts which would include expansion of the footpath network and small scale junction improvements, targeted capacity improvements at specific junctions, amendments to parking areas and parking provision, enhanced lighting, provision of cabling.
<b>Policy I1:</b> Facilitate and encourage move to low and zero emission vehicles	Yes	Policy I1 would likely require the provision of development in the form of a new control centre, macro and micro-freight consolidation centres, EV charging infrastructure, energy storage and energy generation facilities, maintenance activities, changes to street and public space layouts which would include expansion of the footpath network and small scale junction improvements, targeted capacity improvements at specific junctions, amendments to parking areas and parking provision, enhanced lighting, provision of cabling.
<b>Policy I2:</b> Enable safer, more efficient driving and operation of road networks	Yes	Policy I2 would likely require the provision of development in the form of a new control centre, macro and micro-freight consolidation centres, EV charging infrastructure, energy storage and energy generation facilities, maintenance activities, changes to street and public space layouts which would include expansion of the footpath network and small scale junction improvements, targeted capacity improvements at specific junctions, amendments to parking areas and parking provision, enhanced lighting, provision of cabling.
<b>Policy SU1:</b> Empower people with the skills, knowledge, motivation and opportunity they	No	



Policy	LSE?	Justification
need to safely access more sustainable and healthier transport		Policy will not lead to development as it is focussed on changing travel behaviour through campaigns and use of technology.
<b>Policy SU2:</b> Work in partnership with government bodies and stakeholders to improve transport for all	No	
<b>Policy SU3:</b> Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered	No	

## 3.4. Stage 1 screening results

### Identified policies

3.4.1. As outlined in **Table 3-**, the following LTP4 policies have been identified as having potential for LSE:

- Policy A1: Reduce the need to travel as often;
- Policy A2: Enabling access to services, jobs and other destinations within closer reach;
- Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality;
- Policy S2: Provide more public and shared transport options and improve service quality;
- Policy S3: Provide better access to public and shared transport services;
- Policy S4: Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most;
- Policy S5: Encourage and enable shift to more sustainable modes for freight;
- Policy I1: Facilitate and encourage move to low and zero emission vehicles;
- Policy I2: Enable safer, more efficient driving and operation of road networks.

### Identified effect pathways

3.4.2. Following the identification of which elements of the plan can be screened out, the potential effect pathways have been identified along with characterisation of any impacts on the European Sites.

3.4.3. Potential effects are considered to be as follows:

3.4.4. The following effect pathways have been identified. Each Conservation Objective has been considered against each pathway:

- Habitat loss and fragmentation – includes direct loss of habitats and functional land under the footprint of temporary or permanent works. Indirect effects through the loss of habitat connectivity and supporting habitats e.g. those that support prey species for predatory birds are also considered under this category;
- Species disturbance (visual, noise, vibration) – this refers to disturbance by construction works or operation of schemes on species that may cause behavioural effects, e.g. avoidance, change in foraging behaviour. Construction plant and machinery, blasting, light pollution and movements of vehicles and workers are all considered;



- Changes to water quality – effects on aquatic species and habitats from discharges, contamination, increased nutrient loads or changes in sedimentation levels;
- Changes to air quality – evaluates the risk of discharges to air, including fugitive dust, combustion emissions and nitrogen deposition;
- Changes to surface and groundwater hydrology – changes to the flow, supply, availability and drainage of water, increased risks associated with flooding;
- Introduction of invasive non-native species (INNS) – the risk of introducing or spreading INNS throughout construction works;
- Recreation impacts – increased recreational pressure on European Sites from increased accessibility and visitor numbers, resulting in disturbance and habitat erosion if not managed.

3.4.5. Table 3-4 below summarises the consideration of risk pathways detailed in Appendix B.

Table 3-4 - Summary of Identified LSE Pathways

European Site	Qualifying Feature	LSE pathway screened out	LSE pathway screened in
Bath and Bradford on Avon Bats SAC	<p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>Greater horseshoe bat;</li> <li>Lesser horseshoe bat.</li> </ul> <p>Annex II species present as a qualifying feature, but not a primary reason for site selection</p> <ul style="list-style-type: none"> <li>Bechstein's bat.</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Habitat loss and fragmentation.</li> <li>Species disturbance (visual, noise, vibration).</li> <li>Changes to water quality.</li> <li>Changes to air quality.</li> <li>Changes to surface and groundwater hydrology.</li> <li>Introduction of Invasive Non-Native Species (INNS).</li> <li>Recreation.</li> </ul>
Chilmark Quarries SAC	<p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>Greater horseshoe bat;</li> <li>Bechstein's bat;</li> <li>Barbastelle bat.</li> </ul> <p>Annex II species present as a qualifying feature, but not a primary reason for site selection</p> <ul style="list-style-type: none"> <li>Lesser horseshoe bat.</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Habitat loss and fragmentation.</li> <li>Species disturbance (visual, noise, vibration).</li> <li>Changes to water quality.</li> <li>Changes to air quality.</li> <li>Changes to surface and groundwater hydrology.</li> <li>Introduction of Invasive Non-Native Species (INNS).</li> <li>Recreation.</li> </ul>
Great Yews SAC	<p>Annex I habitats that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li><i>Taxus baccata</i> woods of the British Isles.</li> </ul>	<ul style="list-style-type: none"> <li>Species disturbance (visual, noise, vibration).</li> </ul>	<ul style="list-style-type: none"> <li>Habitat loss and fragmentation.</li> <li>Changes to water quality.</li> <li>Changes to air quality.</li> <li>Changes to surface and groundwater hydrology.</li> <li>Introduction of Invasive Non-Native Species (INNS).</li> <li>Recreation.</li> </ul>



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<p>Kennet &amp; Lambourn Floodplain SAC</p>	<p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>Desmoulin's whorl snail.</li> </ul>	<ul style="list-style-type: none"> <li>Species disturbance (visual, noise, vibration).</li> </ul>	<ul style="list-style-type: none"> <li>Habitat loss and fragmentation.</li> <li>Changes to water quality.</li> <li>Changes to air quality.</li> <li>Changes to surface and groundwater hydrology.</li> <li>Introduction of Invasive Non-Native Species (INNS).</li> <li>Recreation.</li> </ul>
<p>North Meadow &amp; Clattinger Farm SAC</p>	<p>Annex I habitats that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>Lowland hay meadows (<i>Alopecurus pratensis</i>, <i>Sanguisorba officinalis</i>)</li> </ul>	<ul style="list-style-type: none"> <li>Species disturbance (visual, noise, vibration).</li> </ul>	<ul style="list-style-type: none"> <li>Habitat loss and fragmentation.</li> <li>Changes to water quality.</li> <li>Changes to air quality.</li> <li>Changes to surface and groundwater hydrology.</li> <li>Introduction of Invasive Non-Native Species (INNS).</li> <li>Recreation.</li> </ul>
<p>Pewsey Downs SAC</p>	<p>Annex I habitats that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>Semi-natural dry grasslands and scrubland facies on calcareous substrates (<i>Festuco-Brometalia</i>).</li> </ul> <p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>Early gentian.</li> </ul>	<ul style="list-style-type: none"> <li>Species disturbance (visual, noise, vibration).</li> </ul>	<ul style="list-style-type: none"> <li>Habitat loss and fragmentation.</li> <li>Changes to water quality.</li> <li>Changes to air quality.</li> <li>Changes to surface and groundwater hydrology.</li> <li>Introduction of Invasive Non-Native Species (INNS).</li> <li>Recreation.</li> </ul>
<p>Prescombe Down SAC</p>	<p>Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>Semi-natural dry grasslands and scrubland facies on calcareous substrates (<i>Festuco-Brometalia</i>).</li> </ul>	<ul style="list-style-type: none"> <li>Species disturbance (visual, noise, vibration).</li> </ul>	<ul style="list-style-type: none"> <li>Habitat loss and fragmentation.</li> <li>Changes to water quality.</li> <li>Changes to air quality.</li> <li>Changes to surface and groundwater hydrology.</li> </ul>



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	<p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Early gentian.</li> </ul> <p>Annex II species present as a qualifying feature, but not a primary reason for site selection</p> <ul style="list-style-type: none"> <li>▪ Marsh fritillary butterfly.</li> </ul>		<ul style="list-style-type: none"> <li>▪ Introduction of Invasive Non-Native Species (INNS).</li> <li>▪ Recreation.</li> </ul>
River Avon SAC	<p>Annex I habitats that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Water courses of plain to montane levels with the <i>Ranunculion fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation.</li> </ul> <p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Desmoulin's whorl snail;</li> <li>▪ Sea lamprey;</li> <li>▪ Brook lamprey;</li> <li>▪ Atlantic salmon;</li> <li>▪ Bullhead.</li> </ul>	<ul style="list-style-type: none"> <li>▪ None</li> </ul>	<ul style="list-style-type: none"> <li>▪ Habitat loss and fragmentation.</li> <li>▪ Species disturbance (visual, noise, vibration).</li> <li>▪ Changes to water quality.</li> <li>▪ Changes to air quality.</li> <li>▪ Changes to surface and groundwater hydrology.</li> <li>▪ Introduction of Invasive Non-Native Species (INNS).</li> <li>▪ Recreation.</li> </ul>
Salisbury Plain SAC	<p>Annex I habitats that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Juniperus communis formations on heaths or calcareous grasslands.</li> <li>▪ Semi-natural dry grasslands and scrubland facies on calcareous substrates (<i>Festuco-Brometalia</i>).</li> </ul> <p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Marsh fritillary butterfly.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Species disturbance (visual, noise, vibration).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Habitat loss and fragmentation.</li> <li>▪ Changes to water quality.</li> <li>▪ Changes to air quality.</li> <li>▪ Changes to surface and groundwater hydrology.</li> <li>▪ Introduction of Invasive Non-Native Species (INNS).</li> <li>▪ Recreation.</li> </ul>
The New Forest SAC	<p>Annex I habitats that are a primary reason for selection of this site</p>	<ul style="list-style-type: none"> <li>▪ Species disturbance (visual, noise, vibration).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Habitat loss and fragmentation.</li> <li>▪ Changes to water quality.</li> </ul>



	<ul style="list-style-type: none"> <li>▪ Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>);</li> <li>▪ Oligotrophic to mesotrophic standing waters with vegetation of the <i>Littorelletea uniflorae</i></li> <li>▪ Northern Atlantic wet heaths with <i>Erica tetralix</i> European dry heaths;</li> <li>▪ Molinia meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>);</li> <li>▪ Depressions on peat substrates of the Rhynchosporion;</li> <li>▪ Atlantic acidophilous beech forests with Ilex and sometimes also Taxus in the shrublayer (<i>Quercion robori-petraeae</i> or <i>Ilici-Fagenion</i>);</li> <li>▪ Asperulo-Fagetum beech forests;</li> <li>▪ Old acidophilous oak woods with <i>Quercus robur</i> on sandy plains;</li> <li>▪ Bog woodland;</li> <li>▪ Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i>, <i>Alnion incanae</i>, <i>Salicion albae</i>).</li> </ul> <p>Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Transition mires and quaking bogs;</li> <li>▪ Alkaline fens.</li> </ul> <p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Southern damselfly;</li> <li>▪ Stag beetle.</li> </ul> <p>Annex II species present as a qualifying feature, but not a primary reason for site selection</p>		<ul style="list-style-type: none"> <li>▪ Changes to air quality.</li> <li>▪ Changes to surface and groundwater hydrology.</li> <li>▪ Introduction of Invasive Non-Native Species (INNS).</li> <li>▪ Recreation.</li> </ul>
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	<ul style="list-style-type: none"> <li>▪ Great crested newt.</li> </ul>		
Salisbury Plain SPA	<p>ARTICLE 4.1 QUALIFICATION (79/409/EEC)</p> <p>During the breeding season the area regularly supports:</p> <ul style="list-style-type: none"> <li>▪ <i>Burhinus oedicanus</i> (Western Europe - breeding) 14.5% of the GB breeding population Count, as at 1997.</li> </ul> <p>Over winter the area regularly supports:</p> <ul style="list-style-type: none"> <li>▪ <i>Circus cyaneus</i> 0.7% of the GB population Count, as at 1993.</li> </ul> <p>ARTICLE 4.2 QUALIFICATION (79/409/EEC)</p> <p>During the breeding season the area regularly supports:</p> <ul style="list-style-type: none"> <li>▪ <i>Coturnix coturnix</i> 20% of the population in Great Britain Count, as at 1986;</li> <li>▪ <i>Falco Subbuteo</i> 1.2% of the population in Great Britain Count, as at 1990 Stone curlew.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Habitat loss and fragmentation.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Species disturbance (visual, noise, vibration).</li> <li>▪ Changes to water quality.</li> <li>▪ Changes to air quality.</li> <li>▪ Changes to surface and groundwater hydrology.</li> <li>▪ Introduction of Invasive Non-Native Species (INNS).</li> <li>▪ Recreation.</li> </ul>
Porton Down SPA	<p>ARTICLE 4.1 QUALIFICATION (79/409/EEC)</p> <p>During the breeding season the area regularly supports:</p> <ul style="list-style-type: none"> <li>▪ <i>Burhinus oedicanus</i> (Western Europe - breeding) 10.6% of the GB breeding population 5 year mean, 1995 - 1999</li> </ul>	<ul style="list-style-type: none"> <li>▪ Habitat loss and fragmentation.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Species disturbance (visual, noise, vibration).</li> <li>▪ Changes to water quality.</li> <li>▪ Changes to air quality.</li> <li>▪ Changes to surface and groundwater hydrology.</li> <li>▪ Introduction of Invasive Non-Native Species (INNS).</li> <li>▪ Recreation.</li> </ul>
Fontmell & Melbury Downs SAC	<p>Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Semi-natural dry grasslands and scrubland facies on calcareous substrates (<i>Festuco-Brometalia</i>).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Habitat loss and fragmentation.</li> <li>▪ Species disturbance (visual, noise, vibration).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Changes to water quality.</li> <li>▪ Changes to air quality.</li> <li>▪ Changes to surface and groundwater hydrology.</li> </ul>



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	<p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Early gentian.</li> </ul>		<ul style="list-style-type: none"> <li>▪ Introduction of Invasive Non-Native Species (INNS).</li> <li>▪ Recreation</li> </ul>
Avon Valley SPA	<p>ARTICLE 4.1 QUALIFICATION (79/409/EEC) Over winter the area regularly supports:</p> <ul style="list-style-type: none"> <li>▪ <i>Cygnus columbianus bewickii</i> (Western Siberia/North-eastern &amp; North-western Europe) 1.9% of the GB population 5 year peak mean 1991/92-1995/96</li> </ul> <p>ARTICLE 4.2 QUALIFICATION (79/409/EEC) Over winter the area regularly supports:</p> <ul style="list-style-type: none"> <li>▪ <i>Anas strepera</i> (North-western Europe) 2.2% of the population 5 year peak mean 1991/92-1995/96.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Habitat loss and fragmentation.</li> <li>▪ Changes to water quality.</li> <li>▪ Changes to air quality.</li> <li>▪ Changes to surface and groundwater hydrology.</li> <li>▪ Introduction of Invasive Non-Native Species (INNS).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Species disturbance (visual, noise, vibration).</li> <li>▪ Recreation.</li> </ul>
Solent and Dorset Coast SPA	<p>ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports:</p> <ul style="list-style-type: none"> <li>▪ <i>Sterna sandvicensis</i> - 4.01% of the GB breeding population (5 year mean 2010-2014, 441 pairs);</li> <li>▪ <i>Sterna hirundo</i> - 4.77% of the GB breeding population (5 year mean 2009-2014, 492 pairs);</li> <li>▪ <i>Sterna albifrons</i> - 3.31% of the GB breeding population (5 year mean 2009-2014, 63 pairs).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Habitat loss and fragmentation.</li> <li>▪ Species disturbance (visual, noise, vibration).</li> <li>▪ Changes to water quality.</li> <li>▪ Changes to air quality.</li> <li>▪ Changes to surface and groundwater hydrology.</li> <li>▪ Introduction of Invasive Non-Native Species (INNS).</li> <li>▪ Recreation.</li> </ul>	<ul style="list-style-type: none"> <li>▪ None.</li> </ul>
Avon Valley Ramsar site	<ul style="list-style-type: none"> <li>▪ Ramsar Criterion 1a.</li> <li>▪ Ramsar Criterion 2a.</li> <li>▪ Ramsar Criterion 3c.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Habitat loss and fragmentation.</li> <li>▪ Changes to water quality.</li> <li>▪ Changes to air quality.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Species disturbance (visual, noise, vibration).</li> <li>▪ Recreation.</li> </ul>



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		<ul style="list-style-type: none"><li>▪ Changes to surface and groundwater hydrology.</li><li>▪ Introduction of Invasive Non-Native Species (INNS).</li></ul>	
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## 4. Stage 2 - appropriate assessment

### 4.1. Introduction

4.1.1. The HRA Stage 1 screening assessment concluded that nine of the LTP4 policy areas listed below may result in an LSE on European Sites. These are:

- Policy A1: Reduce the need to travel as often;
- Policy A2: Enabling access to services, jobs and other destinations within closer reach;
- Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality;
- Policy S2: Provide more public and shared transport options and improve service quality;
- Policy S3: Provide better access to public and shared transport services;
- Policy S4: Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most;
- Policy S5: Encourage and enable shift to more sustainable modes for freight;
- Policy I1: Facilitate and encourage move to low and zero emission vehicles;
- Policy I2: Enable safer, more efficient driving and operation of road networks.

4.1.2. Following completion of the HRA Stage 1 screening assessment, one or more LSE were identified for one or more qualifying features/ criteria of each of the following sites listed below:

- Bath and Bradford on Avon Bats SAC;
- Chilmark Quarries SAC;
- Great Yews SAC;
- Kennet & Lambourn Floodplain SAC;
- North Meadow & Clattinger Farm SAC;
- Pewsey Downs SAC;
- Prescombe Down SAC;
- River Avon SAC;
- Salisbury Plain SAC;
- The New Forest SAC;
- Salisbury Plain SPA;
- Porton Down SPA;
- Fontmell & Melbury Downs SAC;
- Avon Valley SPA;
- Avon Valley Ramsar site.

4.1.3. Stage 2 Appropriate Assessment is required for each of these sites.

4.1.4. As there is not sufficient detail within the LTP4 to enable the specific impacts on individual features of the European Sites to be determined, those features on which there may be an LSE cannot be singled out and taken forward to AA. Therefore, the risk of having an impact was broadly assessed by considering all qualifying features, which will indicate whether there could be a subsequent risk to the integrity of the European Site.

- 4.1.5. An assessment table has been produced for each European Site potentially affected by the LTP. Within the assessment tables the impacts of schemes potentially arising from the plan, following mitigation, are considered together. Impacts during construction and operation are also considered, but as most schemes will be operational for the foreseeable future, decommissioning is not included. The AA tables are provided in Appendix B.

## 4.2. Mitigation and control measures

- 4.2.1. Detailed information is not yet available about the nature and extent of any works or actions as part of schemes that are likely to arise out of the LTP4. However, it is considered reasonable to anticipate from the information available that the developments could be delivered in a manner which avoids any adverse effects on the integrity of the European sites through the use of standard mitigation techniques which are set out below. Furthermore, it is predicted that adverse impacts can be avoided or 'designed out' and to facilitate this process early consultation with Natural England is strongly recommended, i.e. the screening and scoping stage of projects.
- 4.2.2. For those projects that require planning permission the relevant planning authority, if required, will need to undertake a HRA prior to any grant of permission, and it will have to be demonstrated that the project complies with the Habitats Regulations. For schemes that would be progressed under permitted development rights it may be necessary to obtain 'prior approval' from the relevant planning authority, and approval will only be given for those schemes that comply with the Habitats Regulations.
- 4.2.3. Each potential LSE of LTP4 identified by the screening stage is considered in turn below taking into account relevant specific information and mitigation measures.

### Habitat Loss

- 4.2.4. There is no detail currently available regarding the actual works to be undertaken as part of any scheme arising from the LTP and the final scheme extent. It is anticipated that none of the schemes would fall within any of the European Sites identified. Therefore, provided all schemes seek to avoid the loss of habitats within the designated sites and functional linked to the designated site during construction and operation, it is considered that habitat loss and/ or fragmentation will be unlikely as a result of the LTP4. It is therefore concluded that an adverse effect on the integrity of the European Sites identified will result from the LTP4 alone, though habitat loss is unlikely.

### Species disturbance (visual, noise, vibration)

- 4.2.5. Given the high level of the LTP4 and the lack of scheme details, it is not possible at this stage to confirm that species disturbance may occur. However, schemes arising out of the LTP4 could in theory result in species disturbance via noise, vibration and visual disturbance of the qualifying species of European Sites. This particularly applies where the affected land is situated in close proximity to a European Site, but impact to mobile species using functionally linked land or commuting routes outside European Site boundaries will also be considered.
- 4.2.6. In order to limit the potential for impacts on European Sites the following mitigation could be implemented, where appropriate, for schemes or actions arising out of LTP4 in locations within or close to European Sites, or where disturbance impacts to mobile species are possible:
- Obtain appropriate licencing for legally protected species to ensure no impact on favourable conservation status;

- Restrict timing of most disturbing activities to avoid or limit seasonal disturbance (e.g. avoid or limit disturbance during core breeding seasons);
- Limit noise from plant and machinery;
- Creation of noise attenuation bunds;
- Creation of buffer zones and set-back distances, particularly around sensitive features (e.g. bat roosts);
- Visual screening of works;
- Sensitively designed lighting directed away from habitat areas and the minimum amount of lighting required to undertake the task;
- Restrict works either geographically or temporally (e.g. avoid winter or avoid night-time working);
- Educate workers on importance of adjacent European Sites;
- Create alternative areas for outdoor recreation to discourage workers from visiting European Sites, particularly those with species prone to disturbance or sensitive habitats.

4.2.7. Therefore, it is concluded that with the implementation of appropriate scheme specific mitigation measures no adverse effects on the qualifying features of the European Sites is considered likely, and therefore, there will be no impacts upon the integrity of the European Sites identified as a result of LTP4 alone through species disturbance.

## Changes to water quality

4.2.8. Changes in water quality could result from direct discharges from sewage or surface water run-off outfalls, altering water chemistry, nutrient levels, pH or oxygen levels. Any de-watering works could also result in sediment discharge into aquatic habitats. Other potential pollutant sources include accidental spillages of fuels or oil, heavy metals leaching from soil run-off, pollutants such as dust and construction waste in surface water run-off and increases in nutrient loading. Any surface water discharges that are made into local watercourses and waterbodies or directly or indirectly into European Sites could be damaging. The release of these pollutants and increases in suspended sediment into freshwater environments could lead to smothering of habitats and species, or changes in species diversity as a result of increased toxicity or nutrients, so affecting the achievement of the conservation objectives and site integrity.

4.2.9. In order to avoid or reduce these potential effects, drainage systems should be designed to either avoid discharge into watercourses, or to attenuate and reduce the risk of pollutants and suspended solids. Modelling of any discharges or releases may be required once any project-level details are known in order to quantify any impacts. As such, the following mitigation measures could be implemented:

- Works should be undertaken following pollution prevention guidelines and Construction Industry Research and Information Association (CIRIA) guidance<sup>20</sup> on the control of water pollution from construction sites;
- Drainage systems should be designed to avoid direct discharge into watercourses;
- Attenuation and/ or settlement ponds installed to reduce the risk of pollutants and suspended sediment reaching the receptors;
- Sustainable Drainage Systems (SuDS) installed;
- Implementation of a flocculant system before discharge;
- Silt curtains used whilst dredging;

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<sup>20</sup> Construction Industry Research and Information Association Available at:  
<https://www.ciria.org/CIRIA/Bookshop/Bookshop/Books/Bookshop.aspx>

- Implementation of pollution prevention guidelines;
- Effective soil management plans to avoid run-off from any earthworks;
- Foul water discharge to existing treatment plants and not to surface water;
- Appropriate bunding around fuel storage.

4.2.10. It is therefore concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from LTP4 alone through changes in water quality.

## Changes to air quality

- 4.2.11. During construction, emissions to air would be mainly from plant and machinery, road traffic and dust from works or emissions from concrete batching plants. During operation, traffic on new roads or increased volumes of traffic on existing roads may alter local air quality resulting in additional impacts on sensitive habitats within 200 m of the affected road network.
- 4.2.12. The potential effects of increases in deposition of nitrogen compounds (NO<sub>x</sub>) include long-term changes in habitat and species distribution and diversity as nutrient loading encourages more vigorous species, such as grasses, to out-compete forbs and slow growing non-vascular plants. Acidification of soils and freshwater (primarily today through nitrogen deposition) causes similar effects, depending on the geology and soil chemistry influence susceptibility of an ecosystem to acid deposition.
- 4.2.13. An assessment of any adverse impacts from changes in air quality should be undertaken on a site-by-site basis, through determination of the applicability of the critical levels and critical loads at each site, and further ecological assessment and modelling.
- 4.2.14. Good practice measures to control dust from construction sites should be sufficient to limit the amount of emissions reaching the European Sites. With respect to emissions of NO<sub>x</sub> or acidic compounds through construction activities, generic mitigation measures such as turning engines off when idle, operating equipment on ultra-low sulphur diesel, ensuring engines are routinely maintained, providing public transport for workers etc. may limit emissions to within acceptable thresholds.
- 4.2.15. In order to limit the potential for impacts the following mitigation could be implemented for any schemes or actions arising out of the LTP4:
- Enclosure of silos, cement powder delivery systems and installation of dust mitigation systems;
  - Avoid dust releasing activities;
  - Site design to reduce dust emissions (e.g. covering stockpiles, reducing vehicle speed);
  - Dust control measures implemented (water bowsers);
  - Regular maintenance of plant and machinery;
  - Drivers to switch off vehicles when stationary;
  - Avoid use of diesel generators;
  - Implement air quality monitoring scheme;
  - Turning engines off when idle;
  - Operating equipment on ultra-low sulphur diesel;
  - Ensuring engines are routinely maintained;
  - Providing public transport for workers.
- 4.2.16. Operational impacts cannot be mitigated in this way, but could be avoided through modelling and management of the affected road network, particularly roads that lie within 200 m of a European Site.

- 4.2.17. It is therefore concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from LTP4 alone through changes in air quality.

## Changes to surface and groundwater hydrology

- 4.2.18. Excavations and earthworks during construction and new roads and other impermeable surfaces during operation have the potential to change surface water hydrodynamics. Diversion or blocking of surface water features, the presence of earthworks or roads all have the potential to alter existing surface water drainage characteristics in the catchment. Pluvial flood events may become more frequent as the built-up area increases, and fluvial flooding may increase if surface water run-off is diverted into watercourses. A reduction or increase in surface water flows could affect water quality.
- 4.2.19. In order to limit the potential for impacts the following mitigation could be implemented for any schemes or actions arising out of the LTP4:
- Re-routing of watercourses, positioning of earthworks to reduce risk of effects;
  - Modelling or monitoring of flow rates and water levels in local watercourses where these may be affected by development;
  - Complete a Flood Consequences Assessment (FCA) to assess potential surface water and groundwater effects during phases of development and operation;
  - Mitigation to control any surface floodwater.
- 4.2.20. It is therefore concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from LTP4 alone through changes in surface and groundwater hydrology.

## Introduction of INNS

- 4.2.21. The risk of terrestrial and aquatic INNS introduction to European Sites remains if appropriate mitigation measures are not implemented. Any works have the potential to spread INNS that are already established on the site and elsewhere in the UK. During operation the introduction and spread of INNS is considered less likely due to reduced movement of substrate and vehicles.
- 4.2.22. In practice, to manage these risks, any future project proponent will be required to apply Biosecurity Risk Assessments and Method Statements to cover all activities. These are likely to include regular survey and monitoring requirements for INNS. The implementation of effective Biosecurity Risk Assessments and procedures should enable any risks to site integrity to be ruled out.
- 4.2.23. In order to limit the potential for impacts the following mitigation could be implemented for any schemes or actions arising out of the LTP4:
- Implement Biosecurity Risk Assessments and Method Statements to cover all activities;
  - Undertake measures that would control and eradicate INNS within the area of works;
  - Implement regular survey and monitoring requirements for INNS.
  - Mitigation through iterative design and the implementation of standard mitigation and good practice guidance should ensure no risk to achievement of conservation objectives and consequently no adverse effect on site integrity.
- 4.2.24. It is therefore concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from LTP4 alone through the introduction of INNS.

## Recreation

- 4.2.25. Improving access to European Sites, particularly in combination with local increases in population driven by housing and employment development, can increase the amount of recreation at a site. This may result in increased disturbance/ erosion of habitats, disturbance of species within the site from increased numbers of people and dogs, littering, vandalism and other anti-social behaviour. It can also drive the need for more visitor facilities and car parking facilities, visitor management, an educational programme, site warden, resulting in disturbance and habitat erosion if not managed.
- 4.2.26. In order to limit the potential for impacts the following mitigation could be implemented for any schemes or actions arising out of the LTP4:
- Visitor management schemes, including provision of dedicated footpaths, fencing and screening of sensitive areas;
  - Education of visitors through signage and online information;
  - Provision of Suitable Alternative Natural Greenspace (SANGS) for new residential developments to ease the pressure on European Sites where this is an issue.
- 4.2.27. It is therefore concluded that with the implementation of appropriate mitigation no adverse effect on the integrity of the European Sites identified will result from LTP4 alone through recreational pressures.

## 4.3. In-combination assessment

- 4.3.1. It has been concluded above that the LTP4 will have no adverse effects on the integrity of European Sites once mitigation has been considered. The need for an in-combination assessment will still need to be considered at a lower level of plan making, once more details are available and particularly at the project-stage when more specific information about proposed development will be available.

**Table 4-1 - Cumulative effects with other plans and projects**

Plan	Overview	In-combination Assessment
Swindon and Wiltshire Strategic Economic Plan (SWELP) (2014, revised 2016)	<p>Five objectives were identified in the Strategic Economic Plan:</p> <ul style="list-style-type: none"> <li>▪ Increase the employment rate to 80%.</li> <li>▪ Sustain the number of patents granted per 100,000 population.</li> <li>▪ Increase the proportion of the workforce (resident and non-resident) with a Level 4+ qualification from 33% to 52%.</li> <li>▪ Improve young people’s attainment at 16 (including English and Maths) and 19 to beyond the national average.</li> <li>▪ Ensure 100% superfast broadband coverage across the area including all strategic sites.</li> </ul> <p>A key challenge identified was noted to be the inadequate transport infrastructure to support expansion plans. Five strategic objectives have been identified to help to stimulate public and business investment, including Strategic Objective 2 – Transport infrastructure improvements. The revised SWLEP identifies a need for a well-connected,</p>	<p>There are clear linkages between the Strategic Economic Plan and elements of LTP4; however, no HRA was available for review.</p>

Plan	Overview	In-combination Assessment
Western Gateway Sub-National Transport Body (STB) Outline Case (2018)	<p>reliable and resilient transport system to support economic and planned development growth at key locations.</p> <p>This report outlines how the STB aims to support an ambitious growth agenda over the next 20 years delivering 300,000 new homes and over 190,000 new jobs.</p> <p>The key challenges identified are listed below with the associated expected outcomes:</p> <p>1) Improving metro connectivity Expected outcomes: Multi-modal travel that unlocks the wider economic benefits associated with improved access and increased economic activity; Minimised increase in car-based travel demand derived from the scale of planned growth; The move to a low carbon transport network resulting in less journey delay and improved air quality.</p> <p>2) Improving network resilience Expected outcomes: A transport network resilient to extreme event; increased journey time reliability; The smart operation and management of the transport network through increased use of technology and live travel information.</p> <p>3) Improving strategic connectivity Expected outcomes: An efficient, safe and resilient transport network which has the capacity to accommodate planned growth; Improved access and journey time reliability; Enhancing the tourist industry’s contribution to the local and sub-national economy.</p> <p>4) Improving access to Bristol Airport Expected outcomes: Improved access arrangements to sub-national transport networks, enabling Bristol Airport to fulfil its potential and become a leading national airport; and improved business connectivity with international markets.</p> <p>5) Improving Access to Bournemouth Airport, the Port of Poole and Expected outcomes: Improved highway connectivity improvements linking Bournemouth Airport, the Port of Poole and Portland Port to national and sub-regional transport networks enabling growth at our international gateways.</p> <p>6) Improving digital technology and innovation Expected outcomes: Supports delivery of the Government’s Clean Growth Strategy; Enables investment in transport innovation with research and business sectors; Reduces the risk of piecemeal delivery across the Gateway areas; Improves highways assets, network management and user experience.</p>	<p>LTP4 will help to develop a greater number and range of modes / routes to increase connectivity. While many of these will be via sustainable modes (active travel and public transport) those which result in improved connections to airports may act to cumulatively adversely affect efforts to reduce air pollution and carbon emissions; however, no HRA was available for review.</p>



Plan	Overview	In-combination Assessment
Wiltshire Core Strategy (2015)	<p>The plan provides an overarching planning policy framework for Wiltshire for the period up to 2026. Its sets out six strategic objectives:</p> <ul style="list-style-type: none"> <li>▪ Strategic objective 1: delivering a thriving economy.</li> <li>▪ Strategic objective 2: addressing climate change.</li> <li>▪ Strategic objective 3: providing everyone with access to a decent, affordable home.</li> <li>▪ Strategic objective 4: helping to build resilient communities.</li> <li>▪ Strategic objective 5: protecting and enhancing the natural, historic and built environment.</li> <li>▪ Strategic objective 6: ensuring that adequate infrastructure is in place to support our communities.</li> </ul>	LTP4 sets out a range of Policies and measures that will interact with the noted Strategic Objectives of the Core Strategy. It is anticipated that cumulative effects will be a mix of beneficial and adverse depending upon the topic / precise situation; however, no HRA was available for review.
Wiltshire Council Climate Strategy (2022)	<p>The Climate Strategy sets out the next five years of the council's journey to becoming a carbon neutral county, covering seven delivery themes: transport; built environment; waste; green economy; energy generation, storage and distribution; natural environment, food and farming; and carbon neutral council.</p>	Cumulative effects are anticipated to be beneficial; however, no HRA was available for review.
Climate Change Adaptation Action Plan (2016)	<p>The Action Plan allows the council to consider the impacts and opportunities across all the council services, making connections between the complimentary work of different teams, sharing information and joining up resources. The Action Plan consists of 13 Objectives meeting five key Aims. Its five Action Areas are:</p> <ul style="list-style-type: none"> <li>▪ Well-being and Public Health.</li> <li>▪ Financial and Economic.</li> <li>▪ Environmental.</li> <li>▪ Civil contingencies and Emergency Planning.</li> <li>▪ Infrastructure Resilience.</li> </ul>	Effects are anticipated to be cumulatively beneficial; however, no HRA was available for review.
<p>As noted by the Infrastructure and Projects Authority<sup>21</sup>, over the next 10 years (from 2021) total infrastructure investment across the UK is expected to be nearly £650 billion. As such, there are a range of major</p>	<p>Each of the noted schemes (along with other developments not noted) will require significant construction activities, with potential implications for the environment.</p>	<p>While locationally spread across the South of England and likely to be constructed at varying periods, such schemes have the potential to interact with Schemes derived from the LTP4 and have a cumulative effect on the environment (beneficial or adverse). However, no significant cumulative effects are</p>

<sup>21</sup> [Analysis of the National Infrastructure and Construction Pipeline 2021 \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)



Plan	Overview	In-combination Assessment
<p>developments or infrastructure projects underway or expected to commence within the south of England, across a range of sectors. Examples include A303, King Edmund School, Par Highway Dam, East West Rail, Hinkley Point C, NeuConnect.<sup>22</sup></p>		<p>identified. Construction works associated with the LTP4, are for the most part anticipated to be relatively small scale or confined to relatively localised areas and as such with localised effects. While the location of schemes is not known at present, it is also likely that such schemes would for the most part likely to be spatially and temporally isolated from most major infrastructure developments and will be subject to a series of further assessment as set out in LTP4.</p> <p>While separate to the LTP4, it is also the case that any major infrastructure project will be subject to its own environmental assessment process and development of mitigation e.g. through EIA and Environmental Management Plans. Mitigation measures will be developed to minimise adverse effects and maximise beneficial effects.</p>

<sup>22</sup> Department of Energy and Climate Change. RECORD OF THE HABITATS REGULATIONS ASSESSMENT UNDERTAKEN UNDER REGULATION 61 OF THE CONSERVATION OF HABITATS AND SPECIES REGULATIONS 2010. Project Title: Hinkley Point C Connection Project Available at: [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN020001/EN020001-000002-Hinkley%20C%20Connection%20HRA%20\(Final\).pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN020001/EN020001-000002-Hinkley%20C%20Connection%20HRA%20(Final).pdf)



## 5. Conclusions

- 5.1.1. The HRA Stage 1 screening assessment concluded that nine of the LTP4 policies listed below may result in an LSE on European Sites. These are:
- Policy A1: Reduce the need to travel as often;
  - Policy A2: Enabling access to services, jobs and other destinations within closer reach;
  - Policy S1: Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality;
  - Policy S2: Provide more public and shared transport options and improve service quality;
  - Policy S3: Provide better access to public and shared transport services;
  - Policy S4: Influence the demand for private car use, ensuring improved access and journey time reliability for those who need it most;
  - Policy S5: Encourage and enable shift to more sustainable modes for freight;
  - Policy I1: Facilitate and encourage move to low and zero emission vehicles;
  - Policy I2: Enable safer, more efficient driving and operation of road networks.
- 5.1.2. The following European Sites were considered at screening:
- Bath and Bradford on Avon Bats SAC;
  - Chilmark Quarries SAC;
  - Great Yews SAC;
  - Kennet & Lambourn Floodplain SAC;
  - North Meadow & Clattinger Farm SAC;
  - Pewsey Downs SAC;
  - Prescombe Down SAC;
  - River Avon SAC;
  - Salisbury Plain SAC;
  - The New Forest SAC;
  - Salisbury Plain SPA;
  - Porton Down SPA;
  - Fontmell & Melbury Downs SAC;
  - Avon Valley SPA;
  - Solent and Dorset Coast SPA;
  - Avon Valley Ramsar.
- 5.1.3. HRA Stage 1 Screening Assessment concluded that for all European Sites, with the exception of Solent and Dorset Coast SPA, LSE could **not** be discounted for all LSE pathways. Since the risk of adverse effects on the integrity on these European Sites could not be discounted at Screening, Stage 2 Appropriate Assessment was undertaken.
- 5.1.4. In the absence of detailed project-specific information, a high-level assessment of the potential for actions within the LTP4 to have an adverse effect on the integrity of European Sites was undertaken.
- 5.1.5. Account has also been taken of the fact that the Habitats Regulations apply to projects as well as plans. For those projects that require planning permission the relevant planning authority, if required, will need to undertake a HRA prior to any grant of permission, and it will have to be demonstrated that the project

will comply with the Habitats Regulations. For schemes that would be progressed under permitted development rights it may be necessary to obtain 'prior approval' from the relevant planning authority, and approval will only be given for those schemes that comply with the Habitats Regulations.

- 5.1.6. With due consideration given to the information provided above for the Appropriate Assessment, it is considered that with the mitigation proposed, LTP4 will not adversely affect the integrity of any European Sites alone or in-combination with other plans or projects.

# APPENDICES

# Appendix A. Qualifying Interests

**Table A-1 – Bath & Bradford on Avon Bats SAC**

EU Site Code	UK0012584
Designation	SAC
Name	Bath & Bradford on Avon Bats
Area	106.45 ha
Proximity	Within the LTP Area
Qualifying Interest Features	<p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Greater horseshoe bat (<i>Rhinolophus ferrumequinum</i>);</li> <li>▪ Bechstein's bat (<i>Myotis bechsteinii</i>).</li> </ul> <p>Annex II species present as a qualifying feature, but not a primary reason for site selection</p> <ul style="list-style-type: none"> <li>▪ Lesser horseshoe bat (<i>Rhinolophus hipposideros</i>)</li> </ul>
Conservation Objectives	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>▪ The extent and distribution of the habitats of qualifying species;</li> <li>▪ The structure and function of the habitats of qualifying species;</li> <li>▪ The supporting processes on which the habitats of qualifying species rely;</li> <li>▪ The populations of qualifying species; and,</li> <li>▪ The distribution of qualifying species within the site.</li> </ul>
Vulnerabilities	<p>The site is vulnerable to:</p> <ul style="list-style-type: none"> <li>▪ Other urbanisation, industrial and similar activities;</li> <li>▪ Other ecosystem modifications;</li> <li>▪ Unknown threats or pressure;</li> <li>▪ Modification of cultivation practices;</li> <li>▪ Outdoor sports and leisure activities, recreational activities.</li> </ul>



**Table A-2 – Chilmark Quarries SAC**

EU Site Code	UK0016373
Designation	SAC
Name	Chilmark Quarries
Area	10.16 ha
Proximity	Within the LTP Area
Qualifying Interest Features	<p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Greater horseshoe bat (<i>Rhinolophus ferrumequinum</i>);</li> <li>▪ Barbastelle (<i>Barbastella barbastellus</i>);</li> <li>▪ Bechstein's bat (<i>Myotis bechsteinii</i>).</li> </ul> <p>Annex II species present as a qualifying feature, but not a primary reason for site selection</p> <ul style="list-style-type: none"> <li>▪ Lesser horseshoe bat (<i>Rhinolophus hipposideros</i>).</li> </ul>
Conservation Objectives	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <ul style="list-style-type: none"> <li>▪ The extent and distribution of habitats of qualifying species;</li> <li>▪ The structure and function of the habitats of qualifying species;</li> <li>▪ The supporting processes on which the habitats of qualifying species rely;</li> <li>▪ The populations of qualifying species; and,</li> <li>▪ The distribution of qualifying species within the site.</li> </ul>
Vulnerabilities	<p>The site is vulnerable to:</p> <ul style="list-style-type: none"> <li>▪ Abiotic (slow) natural processes;</li> <li>▪ Outdoor sports and leisure activities, recreational activities;</li> <li>▪ Air pollution, air-bourn pollutants;</li> <li>▪ Other urbanisation, industrial and similar activities;</li> <li>▪ Changes in biotic conditions.</li> </ul>



**Table A-3 – Great Yews SAC**

EU Site Code	UK0012770
Designation	SAC
Name	Great Yews
Area	29.09 ha
Proximity	Within the LTP Area
Qualifying Interest Features	Annex I habitats that are a primary reason for selection of this site <ul style="list-style-type: none"><li>▪ Taxus baccata woods of the British Isles.</li></ul>
Conservation Objectives	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring <ul style="list-style-type: none"><li>▪ The extent and distribution of qualifying natural habitats;</li><li>▪ The structure and function (including typical species) of qualifying natural habitats; and</li><li>▪ The supporting processes on which qualifying natural habitats rely</li></ul>
Vulnerabilities	The site is vulnerable to: <ul style="list-style-type: none"><li>▪ Problematic native species.</li></ul>

**Table A-4 – Kennet & Lambourn Floodplain SAC**

EU Site Code	UK0030044
Designation	SAC
Name	Kennet & Lambourn Floodplain
Area	112.24 ha
Proximity	Within the LTP Area
Qualifying Interest Features	Annex II species that are a primary reason for selection of this site <ul style="list-style-type: none"> <li>▪ Desmoulin's whorl snail (<i>Vertigo moulinsiana</i>).</li> </ul>
Conservation Objectives	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; <ul style="list-style-type: none"> <li>▪ The extent and distribution of the habitats of qualifying species;</li> <li>▪ The structure and function of the habitats of qualifying species;</li> <li>▪ The supporting processes on which the habitats of qualifying species rely;</li> <li>▪ The populations of qualifying species; and,</li> <li>▪ The distribution of qualifying species within the site.</li> </ul>
Vulnerabilities	The site is vulnerable to: <ul style="list-style-type: none"> <li>▪ Modification of cultivation practices;</li> <li>▪ Human induced changes in hydraulic conditions;</li> <li>▪ Pollution to groundwater (point sources and diffuse sources).</li> </ul>



**Table A-5 – North Meadows & Clattinger Farm SAC**

EU Site Code	UK0016372
Designation	SAC
Name	North Meadow & Clattinger Farm
Area	105.23 ha
Proximity	Within the LTP Area
Qualifying Interest Features	Annex I habitats that are a primary reason for selection of this site <ul style="list-style-type: none"><li>▪ Lowland hay meadows (<i>Alopecurus pratensis</i>, <i>Sanguisorba officinalis</i>).</li></ul>
Conservation Objectives	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; <ul style="list-style-type: none"><li>▪ The extent and distribution of qualifying natural habitats;</li><li>▪ The structure and function (including typical species) of qualifying natural habitats; and</li><li>▪ The supporting processes on which qualifying natural habitats rely.</li></ul>
Vulnerabilities	The site is vulnerable to: <ul style="list-style-type: none"><li>▪ Outdoor sports and leisure activities, recreational activities;</li><li>▪ Pollution to groundwater (point sources and diffuse sources);</li><li>▪ Grazing;</li><li>▪ Human induced changes in hydraulic conditions;</li><li>▪ Other ecosystem modifications.</li></ul>



**Table A-6 – Pewsey Downs SAC**

EU Site Code	UK0012552
Designation	SAC
Name	Pewsey Downs
Area	153.0 ha
Proximity	Within the LTP Area
Qualifying Interest Features	<p>Annex I habitats that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Semi-natural dry grasslands and scrubland facies on calcareous substrates (<i>Festuco-Brometalia</i>).</li> </ul> <p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Early gentian (<i>Gentianella anglica</i>).</li> </ul>
Conservation Objectives	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <ul style="list-style-type: none"> <li>▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species;</li> <li>▪ The structure and function (including typical species) of qualifying natural habitats;</li> <li>▪ The structure and function of the habitats of qualifying species;</li> <li>▪ The supporting processes on which qualifying natural habitats and habitats of qualifying species rely;</li> <li>▪ The populations of qualifying species, and,</li> <li>▪ The distribution of qualifying species within the site.</li> </ul>
Vulnerabilities	<p>The site is vulnerable to:</p> <ul style="list-style-type: none"> <li>▪ Other ecosystem modifications;</li> <li>▪ Air pollution, air-borne pollutants;</li> <li>▪ Grazing.</li> </ul>



**Table A-7 – Prescombe Down SAC**

EU Site Code	UK0012553
Designation	SAC
Name	Prescombe Down
Area	75.6 ha
Proximity	Within the LTP Area
Qualifying Interest Features	<p>Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Semi-natural dry grasslands and scrubland facies on calcareous substrates (<i>Festuco-Brometalia</i>).</li> </ul> <p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Early gentian (<i>Gentianella anglica</i>).</li> </ul> <p>Annex II species present as a qualifying feature, but not a primary reason for site selection</p> <ul style="list-style-type: none"> <li>▪ Marsh fritillary butterfly (<i>Euphydryas (Eurodryas, Hypodryas) aurinia</i>).</li> </ul>
Conservation Objectives	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <ul style="list-style-type: none"> <li>▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species;</li> <li>▪ The structure and function (including typical species) of qualifying natural habitats;</li> <li>▪ The structure and function of the habitats of qualifying species;</li> <li>▪ The supporting processes on which qualifying natural habitats and habitats of qualifying species rely;</li> <li>▪ The populations of qualifying species; and,</li> <li>▪ The distribution of qualifying species within the site.</li> </ul>
Vulnerabilities	<p>The site is vulnerable to:</p> <ul style="list-style-type: none"> <li>▪ Air pollution, air-borne pollutants;</li> <li>▪ Changes in biotic conditions.</li> </ul>



**Table A-8 – River Avon SAC**

EU Site Code	UK0013016
Designation	SAC
Name	River Avon
Area	416.57 ha
Proximity	Within the LTP Area
Qualifying Interest Features	<p>Annex I habitats that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Water courses of plain to montane levels with the <i>Ranunculion fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation.</li> </ul> <p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Desmoulin's whorl snail (<i>Vertigo moulinsiana</i>);</li> <li>▪ Sea lamprey (<i>Petromyzon marinus</i>);</li> <li>▪ Brook lamprey (<i>Lampetra planeri</i>);</li> <li>▪ Atlantic salmon (<i>Salmo salar</i>);</li> <li>▪ Bullhead (<i>Cottus gobio</i>).</li> </ul>
Conservation Objectives	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <ul style="list-style-type: none"> <li>▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species;</li> <li>▪ The structure and function (including typical species) of qualifying natural habitats;</li> <li>▪ The structure and function of the habitats of qualifying species;</li> <li>▪ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely;</li> <li>▪ The populations of qualifying species; and,</li> <li>▪ The distribution of qualifying species within the site.</li> </ul>
Vulnerabilities	<p>The site is vulnerable to:</p> <ul style="list-style-type: none"> <li>▪ Changes in biotic conditions;</li> <li>▪ Pollution to groundwater (point sources and diffuse sources);</li> <li>▪ Human induced changes in hydraulic conditions.</li> </ul>

**Table A-9 – Salisbury Plain SAC**

EU Site Code	UK0012683
Designation	SAC
Name	Salisbury Plain
Area	21465.94 ha
Proximity	Within the LTP Area
Qualifying Interest Features	<p>Annex I habitats that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ <i>Juniperus communis</i> formations on heaths or calcareous grasslands;</li> </ul>



	<ul style="list-style-type: none"> <li>▪ Semi-natural dry grasslands and scrubland facies on calcareous substrates (<i>Festuco-Brometalia</i>).</li> </ul> <p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Marsh fritillary butterfly (<i>Euphydryas</i> (<i>Eurodryas</i>, <i>Hypodryas</i>) <i>aurinia</i>).</li> </ul>
Conservation Objectives	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species;</li> <li>▪ The structure and function (including typical species) of qualifying natural habitats;</li> <li>▪ The structure and function of the habitats of qualifying species;</li> <li>▪ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely;</li> <li>▪ The populations of qualifying species; and,</li> <li>▪ The distribution of qualifying species within the site.</li> </ul>
Vulnerabilities	<p>The site is vulnerable to:</p> <ul style="list-style-type: none"> <li>▪ Changes in biotic conditions;</li> <li>▪ Grazing;</li> <li>▪ Interspecific floral relations.</li> </ul>



**Table A-10 – The New Forest SAC**

EU Site Code	UK0012557
Designation	SAC
Name	The New Forest
Area	29213.57 ha
Proximity	Within the LTP Area
Qualifying Interest Features	<p>Annex I habitats that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>);</li> <li>▪ Oligotrophic to mesotrophic standing waters with vegetation of the <i>Littorelletea uniflorae</i> and/or of the Isoëto-Nanojuncetea;</li> <li>▪ Northern Atlantic wet heaths with <i>Erica tetralix</i>;</li> <li>▪ European dry heaths;</li> <li>▪ Molinia meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>);</li> <li>▪ Depressions on peat substrates of the Rhynchosporion;</li> <li>▪ Atlantic acidophilous beech forests with <i>Ilex</i> and sometimes also <i>Taxus</i> in the shrublayer (<i>Quercion robori-petraeae</i> or <i>Ilici-Fagenion</i>);</li> <li>▪ Asperulo-Fagetum beech forests;</li> <li>▪ Old acidophilous oak woods with <i>Quercus robur</i> on sandy plains;</li> <li>▪ Bog woodland;</li> <li>▪ Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i>, <i>Alnion incanae</i>, <i>Salicion albae</i>).</li> </ul> <p>Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Transition mires and quaking bogs;</li> <li>▪ Alkaline fens.</li> </ul> <p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Southern damselfly (<i>Coenagrion mercurial</i>);</li> <li>▪ Stag beetle (<i>Lucanus cervus</i>).</li> </ul> <p>Annex II species present as a qualifying feature, but not a primary reason for site selection</p> <ul style="list-style-type: none"> <li>▪ Great crested newt (<i>Triturus cristatus</i>).</li> </ul>
Conservation Objectives	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <ul style="list-style-type: none"> <li>▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species;</li> <li>▪ The structure and function (including typical species) of qualifying natural habitats;</li> <li>▪ The structure and function of the habitats of qualifying species;</li> <li>▪ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely;</li> <li>▪ The populations of qualifying species; and,</li> </ul>



	<ul style="list-style-type: none"> <li>▪ The distribution of qualifying species within the site.</li> </ul>
Vulnerabilities	<p>The site is vulnerable to:</p> <ul style="list-style-type: none"> <li>▪ Forest and plantation management and use;</li> <li>▪ Biocenotic evolution, succession;</li> <li>▪ Outdoor sports and leisure activities, recreational activities;</li> <li>▪ Human induced changes in hydraulic conditions;</li> <li>▪ Problematic native species.</li> </ul>



**Table A-11 – Salisbury Plain SPA**

EU Site Code	UK9011102
Designation	SPA
Name	Salisbury Plain
Area	19715.99 ha
Proximity	Within the LTP Area
Qualifying Interest Features	<p>ARTICLE 4.1 QUALIFICATION (79/409/EEC)</p> <p>During the breeding season the area regularly supports:</p> <ul style="list-style-type: none"> <li>▪ Stone curlew (Western Europe - breeding) 14.5% of the GB breeding population Count, as at 1997.</li> </ul> <p>Over winter the area regularly supports:</p> <ul style="list-style-type: none"> <li>▪ Hen harrier 0.7% of the GB population Count, as at 1993.</li> </ul> <p>ARTICLE 4.2 QUALIFICATION (79/409/EEC)</p> <p>During the breeding season the area regularly supports:</p> <ul style="list-style-type: none"> <li>▪ Common quail 20% of the population in Great Britain Count, as at 1986;</li> <li>▪ Eurasian hobby 1.2% of the population in Great Britain Count, as at 1990.</li> </ul>
Conservation Objectives	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;</p> <ul style="list-style-type: none"> <li>▪ The extent and distribution of the habitats of the qualifying features;</li> <li>▪ The structure and function of the habitats of the qualifying features;</li> <li>▪ The supporting processes on which the habitats of the qualifying features rely;</li> <li>▪ The population of each of the qualifying features; and,</li> <li>▪ The distribution of the qualifying features within the site.</li> </ul>
Vulnerabilities	<p>The site is vulnerable to:</p> <ul style="list-style-type: none"> <li>▪ Air pollution, air-borne pollutants;</li> <li>▪ Changes in biotic conditions.</li> </ul>



**Table A-12 – Porton Down SPA**

EU Site Code	UK9011101
Designation	SPA
Name	Porton Down
Area	1562.32 ha
Proximity	Within the LTP Area
Qualifying Interest Features	ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports: <ul style="list-style-type: none"><li>Stone curlew (Western Europe - breeding) 10.6% of the GB breeding population 5 year mean, 1995 – 1999.</li></ul>
Conservation Objectives	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring; <ul style="list-style-type: none"><li>The extent and distribution of the habitats of the qualifying features</li><li>The structure and function of the habitats of the qualifying features</li><li>The supporting processes on which the habitats of the qualifying features rely</li><li>The population of each of the qualifying features, and,</li><li>The distribution of the qualifying features within the site.</li></ul>
Vulnerabilities	The site is vulnerable to: <ul style="list-style-type: none"><li>Air pollution, air-borne pollutants;</li><li>Changes in biotic conditions.</li></ul>



**Table A-13 – Fontmell & Melbury Downs SAC**

EU Site Code	UK0012550
Designation	SAC
Name	Fontmell & Melbury Downs
Area	263.09 ha
Proximity	3 m from LTP boundary
Qualifying Interest Features	<p>Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Semi-natural dry grasslands and scrubland facies on calcareous substrates (<i>Festuco-Brometalia</i>).</li> </ul> <p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Early gentian (<i>Gentianella anglica</i>).</li> </ul>
Conservation Objectives	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;</p> <ul style="list-style-type: none"> <li>▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species;</li> <li>▪ The structure and function (including typical species) of qualifying natural habitats;</li> <li>▪ The structure and function of the habitats of qualifying species;</li> <li>▪ The supporting processes on which qualifying natural habitats and habitats of qualifying species rely;</li> <li>▪ The populations of qualifying species; and,</li> <li>▪ The distribution of qualifying species within the site.</li> </ul>
Vulnerabilities	<p>The site is vulnerable to:</p> <ul style="list-style-type: none"> <li>▪ Cultivation</li> <li>▪ Modification of cultivation practices</li> <li>▪ Biocenotic evolution, succession</li> <li>▪ Air pollution, air-borne pollutants</li> </ul>

**Table A-144 – Avon Valley SPA**

EU Site Code	UK9011091
Designation	SPA
Name	Avon Valley
Area	1351.1 ha
Proximity	7.98 km from LTP boundary
Qualifying Interest Features	<p>ARTICLE 4.1 QUALIFICATION (79/409/EEC)</p> <p>Over winter the area regularly supports:</p> <ul style="list-style-type: none"> <li>▪ Bewick’s swan (Western Siberia/North-eastern &amp; North-western Europe)</li> </ul> <p>1.9% of the GB population 5 year peak mean 1991/92-1995/96</p> <p>ARTICLE 4.2 QUALIFICATION (79/409/EEC)</p> <p>Over winter the area regularly supports:</p> <ul style="list-style-type: none"> <li>▪ Gadwall (North-western Europe) 2.2% of the population 5 year peak mean 1991/92-1995/96</li> </ul>
Conservation Objectives	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;</p> <ul style="list-style-type: none"> <li>▪ The extent and distribution of the habitats of the qualifying features;</li> <li>▪ The structure and function of the habitats of the qualifying features;</li> <li>▪ The supporting processes on which the habitats of the qualifying features rely;</li> <li>▪ The population of each of the qualifying features; and,</li> <li>▪ The distribution of the qualifying features within the site.</li> </ul>
Vulnerabilities	<p>The site is vulnerable to:</p> <ul style="list-style-type: none"> <li>▪ Human induced changes in hydraulic conditions</li> <li>▪ Pollution to groundwater (point sources and diffuse sources)</li> <li>▪ Changes in biotic conditions</li> </ul>



**Table A-155 – Solent and Dorset COAST SPA**

EU Site Code	UK9020330
Designation	SPA
Name	Solent and Dorset Coast
Area	88980.55 ha
Proximity	10.82 km from LTP boundary
Qualifying Interest Features	<p>ARTICLE 4.1 QUALIFICATION (79/409/EEC)</p> <p>During the breeding season the area regularly supports:</p> <ul style="list-style-type: none"> <li>▪ Sandwich tern - 4.01% of the GB breeding population (5 year mean 2010-2014, 441 pairs);</li> <li>▪ Common tern - 4.77% of the GB breeding population (5 year mean 2009-2014, 492 pairs);</li> <li>▪ Little tern - 3.31% of the GB breeding population (5 year mean 2009-2014, 63 pairs).</li> </ul>
Conservation Objectives	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;</p> <ul style="list-style-type: none"> <li>▪ The extent and distribution of the habitats of the qualifying features;</li> <li>▪ The structure and function of the habitats of the qualifying features;</li> <li>▪ The supporting processes on which the habitats of the qualifying features rely;</li> <li>▪ The population of each of the qualifying features; and,</li> <li>▪ The distribution of the qualifying features within the site.</li> </ul>
Vulnerabilities	<p>The site is vulnerable to:</p> <ul style="list-style-type: none"> <li>▪ Military use and civil unrest;</li> <li>▪ Exploration and extraction of oil and gas;</li> <li>▪ Shipping lanes, ports, marine constructions;</li> <li>▪ Urbanised areas, human habitation;</li> <li>▪ Fishing and harvesting aquatic resources;</li> <li>▪ Outdoor sports and leisure activities, recreational activities;</li> <li>▪ Renewable abiotic energy use;</li> <li>▪ Discharges.</li> </ul>



**Table A-166 – Avon Valley Ramsar site**

EU Site Code	926
Designation	Ramsar
Name	Avon Valley
Area	1,385 ha
Proximity	7.98 km from LTP boundary
Qualifying Interest Features	<p><u>Ramsar Criterion 1a</u> The site shows a greater range of habitats than any other chalk river in Britain, including fen, mire, lowland wet grassland and small areas of woodland.</p> <p><u>Ramsar Criterion 2</u> The site supports a diverse assemblage of wetland flora and fauna including several nationally rare species.</p> <p><u>Ramsar Criterion 6 – species/populations occurring at levels of international importance.</u> Qualifying Species/populations (as identified at designation): Species with peak counts in winter:</p> <ul style="list-style-type: none"> <li>▪ Gadwall (<i>Anas strepera strepera</i>), NW Europe 537 individuals, representing an average of 3.1% of the GB population (5 year peak mean 1998/9-2002/3).</li> </ul>
Conservation Objectives	Ramsar sites do not have conservation objectives therefore the objectives for the Avon Valley SPA have been referenced.
Vulnerabilities	<p>The site is vulnerable to:</p> <ul style="list-style-type: none"> <li>▪ Disturbance to vegetation through cutting / clearing;</li> <li>▪ Vegetation succession;</li> <li>▪ Drainage/ land-claim for agriculture;</li> <li>▪ Sedimentation/ siltation;</li> <li>▪ Introduction/ invasion of non-native plant species;</li> <li>▪ Pollution – domestic sewage;</li> <li>▪ Pollution – agricultural fertilisers;</li> <li>▪ Recreational/tourism disturbance (unspecified);</li> <li>▪ Reservoir/ barrage/dam impact: flow regime.</li> </ul>



# Appendix B. Appropriate Assessment Tables



Table B-117 - Bath & Bradford on Avon Bats SAC

Bath & Bradford on Avon Bats SAC Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
Annex II species that are a primary reason for selection of this site <ul style="list-style-type: none"> <li>Greater horseshoe bat (<i>Rhinolophus ferrumequinum</i>);</li> <li>Lesser horseshoe bats (<i>Rhinolophus hipposideros</i>).</li> </ul>	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; <ul style="list-style-type: none"> <li>The extent and distribution of the habitats of qualifying species.</li> <li>The structure and function of the habitats of qualifying species.</li> <li>The supporting processes on which the habitats of qualifying species rely.</li> <li>The populations of qualifying species.</li> <li>The distribution of qualifying species within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network and the protection for European Sites written into the LTP, it is unlikely that any development arising from the plan would be of a scale that would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts.	Yes
			Species disturbance (visual, noise, vibration)	Bats are sensitive disturbance and changes in lighting or noise associated with infrastructure works close to the SAC or land functionally linked to the SAC could result in impacts to bats. Assessment and good design can allow adverse effects on site integrity to be avoided.	Yes
			Changes to water quality	There is potential for hydrological links to the SAC from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities.	No
			Changes to air quality	Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.	Yes
			Changes to surface and groundwater hydrology	Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics.	Yes
			Introduction of Invasive Non-Native Species (INNS)	Any development has the potential to result in the spread of INNS. The implementation of Biosecurity Risk Assessments and Method Statements to cover all activities is a well-established mitigation measure which should ensure no adverse effects on the integrity of the SAC	Yes
			Recreation	Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SAC, there is scope for an increase in recreation through the implementation of schemes within the LTP4.	Yes
Annex II species present as a qualifying feature, but not a primary reason for site selection <ul style="list-style-type: none"> <li>Bechstein's bat (<i>Myotis bechsteinii</i>).</li> </ul>	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring; <ul style="list-style-type: none"> <li>The extent and distribution of the habitats of qualifying species.</li> <li>The structure and function of the habitats of qualifying species.</li> <li>The supporting processes on which the habitats of qualifying species rely.</li> <li>The populations of qualifying species.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	As above for Annex II species that are a primary reason for selection of this site	Yes
			Species disturbance (visual, noise, vibration)	As above for Annex II species that are a primary reason for selection of this site	Yes
			Changes to water quality	As above for Annex II species that are a primary reason for selection of this site	No
			Changes to air quality	As above for Annex II species that are a primary reason for selection of this site	Yes
			Changes to surface and groundwater hydrology	As above for Annex II species that are a primary reason for selection of this site	Yes
			Introduction of Invasive Non-Native Species (INNS)	As above for Annex II species that are a primary reason for selection of this site	Yes
			Recreation	As above for Annex II species that are a primary reason for selection of this site	Yes

SECURITY MARKING

Bath & Bradford on Avon Bats SAC Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
	<ul style="list-style-type: none"> <li>▪ The distribution of qualifying species within the site.</li> </ul>				





Table B-18 – Chilmark Quarries SAC

Chilmark Quarries SAC Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
Annex II species that are a primary reason for selection of this site <ul style="list-style-type: none"> <li>Greater horseshoe bat;</li> <li>Bechstein's bat;</li> <li>Barbastelle bat.</li> </ul>	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring: <ul style="list-style-type: none"> <li>The extent and distribution of habitats of qualifying species.</li> <li>The structure and function of the habitats of qualifying species.</li> <li>The supporting processes on which the habitats of qualifying species rely.</li> <li>The populations of qualifying species.</li> <li>The distribution of qualifying species within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network and the protection for European Sites written into the LTP, it is unlikely that any development arising from the plan would be of a scale that would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts.	No
			Species disturbance (visual, noise, vibration)	Bats are sensitive disturbance and changes in lighting or noise associated with infrastructure works close to the SAC or land functionally linked to the SAC could result in impacts to bats. Assessment and good design can allow adverse effects on site integrity to be avoided.	Yes
			Changes to water quality	There is potential for hydrological links to the SAC from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities.	No
			Changes to air quality	Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.	Yes
			Changes to surface and groundwater hydrology	Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics.	Yes
			Introduction of Invasive Non-Native Species (INNS)	Any development has the potential to result in the spread of INNS. The implementation of Biosecurity Risk Assessments and Method Statements to cover all activities is a well-established mitigation measure which should ensure no adverse effects on the integrity of the SAC	Yes
			Recreation	Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SAC, there is scope for an increase in recreation through the implementation of schemes within the LTP.	Yes
			Habitat loss and fragmentation	As above for Annex II species that are a primary reason for selection of this site	No
			Species disturbance (visual, noise, vibration)	As above for Annex II species that are a primary reason for selection of this site	Yes
			Annex II species present as a qualifying feature, but not a primary reason for site selection <ul style="list-style-type: none"> <li>Lesser horseshoe bat.</li> </ul>		
Changes to air quality	As above for Annex II species that are a primary reason for selection of this site	Yes			
Changes to surface and groundwater hydrology	As above for Annex II species that are a primary reason for selection of this site	Yes			
Introduction of Invasive Non-Native Species (INNS)	As above for Annex II species that are a primary reason for selection of this site	Yes			
Recreation	As above for Annex II species that are a primary reason for selection of this site	Yes			

Table B-319 – Bath & Bradford on Avon Bats SAC

Great Yews SAC Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
Annex I habitats that are a primary reason for selection of this site <ul style="list-style-type: none"> <li><i>Taxus baccata</i> woods of the British Isles.</li> </ul>	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring: <ul style="list-style-type: none"> <li>The extent and distribution of qualifying natural habitats.</li> <li>The structure and function (including typical species) of qualifying natural habitats.</li> <li>The supporting processes on which qualifying natural habitats rely.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network and the protection for European Sites written into the LTP, it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts.	No
			Species disturbance (visual, noise, vibration)	Habitats are not sensitive to visual and acoustic disturbance; therefore, no pathway exists for these features.	No
			Changes to water quality	There is potential for hydrological links to the SAC from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities.	Yes
			Changes to air quality	Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.	Yes
			Changes to surface and groundwater hydrology	Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics.	Yes
			Introduction of Invasive Non-Native Species (INNS)	Any development has the potential to result in the spread of INNS. The implementation of Biosecurity Risk Assessments and Method Statements to cover all activities is a well-established mitigation measure which should ensure no adverse effects on the integrity of the SAC	Yes
			Recreation	Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SAC, there is scope for an increase in recreation through the implementation of schemes within the LTP.	Yes

Table B-420 – Kennet & Lambourn Floodplain SAC

Kennet & Lambourn Floodplain SAC Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
Annex II species that are a primary reason for selection of this site <ul style="list-style-type: none"> <li>▪ Desmoulin's whorl snail (<i>Vertigo moulinsiana</i>).</li> </ul>	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring: <ul style="list-style-type: none"> <li>▪ The extent and distribution of the habitats of qualifying species.</li> <li>▪ The structure and function of the habitats of qualifying species.</li> <li>▪ The supporting processes on which the habitats of qualifying species rely.</li> <li>▪ The populations of qualifying species.</li> <li>▪ The distribution of qualifying species within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network and the protection for European Sites written into the LTP, it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts.	No
			Species disturbance (visual, noise, vibration)	Invertebrate qualifying species are not sensitive to visual and acoustic disturbance; therefore, no pathway exists for these features.	No
			Changes to water quality	There is potential for hydrological links to the SAC from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities.	Yes
			Changes to air quality	Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.	Yes
			Changes to surface and groundwater hydrology	Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics.	Yes
			Introduction of Invasive Non-Native Species (INNS)	Any development has the potential to result in the spread of INNS. The implementation of Biosecurity Risk Assessments and Method Statements to cover all activities is a well-established mitigation measure which should ensure no adverse effects on the integrity of the SAC	Yes
			Recreation	Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SAC, there is scope for an increase in recreation through the implementation of schemes within the LTP.	Yes

Table B-521 –SAC North Meadows & Clattinger Farm SAC

North Meadow & Clattinger Farm SAC Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
<p>Annex I habitats that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Lowland hay meadows (<i>Alopecurus pratensis</i>, <i>Sanguisorba officinalis</i>).</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>▪ The extent and distribution of the habitats of qualifying species.</li> <li>▪ The structure and function of the habitats of qualifying species.</li> <li>▪ The supporting processes on which the habitats of qualifying species rely.</li> <li>▪ The populations of qualifying species.</li> <li>▪ The distribution of qualifying species within the site.</li> </ul>	<p>Construction and Operation</p>	<p>Habitat loss and fragmentation</p>	<p>Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network and the protection for European Sites written into the LTP, it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts.</p>	<p>No</p>
			<p>Species disturbance (visual, noise, vibration)</p>	<p>Habitats are not sensitive to visual and acoustic disturbance; therefore, no pathway exists for these features.</p>	<p>No</p>
			<p>Changes to water quality</p>	<p>There is potential for hydrological links to the SAC from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities.</p>	<p>Yes</p>
			<p>Changes to air quality</p>	<p>Effects on vegetation and freshwater from emissions of NO<sub>x</sub>, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.</p>	<p>Yes</p>
			<p>Changes to surface and groundwater hydrology</p>	<p>Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics.</p>	<p>Yes</p>
			<p>Introduction of Invasive Non-Native Species (INNS)</p>	<p>Any development has the potential to result in the spread of INNS. The implementation of Biosecurity Risk Assessments and Method Statements to cover all activities is a well-established mitigation measure which should ensure no adverse effects on the integrity of the SAC</p>	<p>Yes</p>
			<p>Recreation</p>	<p>Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SAC, there is scope for an increase in recreation through the implementation of schemes within the LTP.</p>	<p>Yes</p>

Table B-622 – Pewsey Downs SAC

Pewsey Downs SAC Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
<p>Annex I habitats that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>Semi-natural dry grasslands and scrubland facies on calcareous substrates (<i>Festuco-Brometalia</i>).</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>The extent and distribution of the habitats of qualifying species.</li> <li>The structure and function of the habitats of qualifying species.</li> <li>The supporting processes on which the habitats of qualifying species rely.</li> <li>The populations of qualifying species.</li> <li>The distribution of qualifying species within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network and the protection for European Sites written into the LTP, it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts.	No
			Species disturbance (visual, noise, vibration)	Habitats and floral species are not sensitive to visual and acoustic disturbance; therefore, no pathway exists for these features.	No
			Changes to water quality	There is potential for hydrological links to the SAC from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities.	Yes
			Changes to air quality	Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.	Yes
			Changes to surface and groundwater hydrology	Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics.	Yes
			Introduction of Invasive Non-Native Species (INNS)	Any development has the potential to result in the spread of INNS. The implementation of Biosecurity Risk Assessments and Method Statements to cover all activities is a well-established mitigation measure which should ensure no adverse effects on the integrity of the SAC	Yes
			Recreation	Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SAC, there is scope for an increase in recreation through the implementation of schemes within the LTP.	Yes
<p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>Early gentian (<i>Gentianella anglica</i>).</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>The extent and distribution of the habitats of qualifying species.</li> <li>The structure and function of the habitats of qualifying species.</li> <li>The supporting processes on which the habitats of qualifying species rely.</li> <li>The populations of qualifying species.</li> <li>The distribution of qualifying species within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	As above for Annex I habitats that are a primary reason for selection of this site	No
			Species disturbance (visual, noise, vibration)	As above for Annex I habitats that are a primary reason for selection of this site	No
			Changes to water quality	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Changes to air quality	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Changes to surface and groundwater hydrology	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Introduction of Invasive Non-Native Species (INNS)	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Recreation	As above for Annex I habitats that are a primary reason for selection of this site	Yes

Table B-723 – Prescombe Down SAC

Prescombe Down SAC Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
<p>Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>Semi-natural dry grasslands and scrubland facies on calcareous substrates (<i>Festuco-Brometalia</i>).</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>The extent and distribution of the habitats of qualifying species.</li> <li>The structure and function of the habitats of qualifying species.</li> <li>The supporting processes on which the habitats of qualifying species rely.</li> <li>The populations of qualifying species.</li> <li>The distribution of qualifying species within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network and the protection for European Sites written into the LTP, it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts.	No
			Species disturbance (visual, noise, vibration)	Habitats are not sensitive to visual and acoustic disturbance; therefore, no pathway exists for these features.	No
			Changes to water quality	There is potential for hydrological links to the SAC from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities.	Yes
			Changes to air quality	Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.	Yes
			Changes to surface and groundwater hydrology	Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics.	Yes
			Introduction of Invasive Non-Native Species (INNS)	Any development has the potential to result in the spread of INNS. The implementation of Biosecurity Risk Assessments and Method Statements to cover all activities is a well-established mitigation measure which should ensure no adverse effects on the integrity of the SAC	Yes
			Recreation	Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SAC, there is scope for an increase in recreation through the implementation of schemes within the LTP.	Yes
<p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>Early gentian (<i>Gentianella anglica</i>).</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>The extent and distribution of the habitats of qualifying species.</li> <li>The structure and function of the habitats of qualifying species.</li> <li>The supporting processes on which the habitats of qualifying species rely.</li> <li>The populations of qualifying species.</li> <li>The distribution of qualifying species within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	As above for Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	No
			Species disturbance (visual, noise, vibration)	As above for Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	No
			Changes to water quality	As above for Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	Yes
			Changes to air quality	As above for Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	Yes
			Changes to surface and groundwater hydrology	As above for Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	Yes
			Introduction of Invasive Non-Native Species (INNS)	As above for Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	Yes
			Recreation	As above for Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	Yes

SECURITY MARKING

Prescombe Down SAC Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
Annex II species present as a qualifying feature, but not a primary reason for site selection <ul style="list-style-type: none"> <li>▪ Marsh fritillary butterfly (Euphydryas (Eurodryas, Hypodryas) aurinia).</li> </ul>	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring: <ul style="list-style-type: none"> <li>▪ The extent and distribution of the habitats of qualifying species.</li> <li>▪ The structure and function of the habitats of qualifying species.</li> <li>▪ The supporting processes on which the habitats of qualifying species rely.</li> <li>▪ The populations of qualifying species.</li> <li>▪ The distribution of qualifying species within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	There will be no direct impact to the SAC, however, any development arising out of the policies within LTP4 could result in the loss or fragmentation of functionally linked habitats	Yes
			Species disturbance (visual, noise, vibration)	Any development arising out of the policies within LTP4 could result in noise and vibration on watercourses functional linked to the designated site.	Yes
			Changes to water quality	As above for Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	Yes
			Changes to air quality	As above for Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	Yes
			Changes to surface and groundwater hydrology	As above for Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	Yes
			Introduction of Invasive Non-Native Species (INNS)	As above for Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	Yes
			Recreation	As above for Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	Yes

Table B-824 – River Avon SAC

River Avon SAC Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
<p>Annex I habitats that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>Water courses of plain to montane levels with the <i>Ranunculus fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation.</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>The extent and distribution of the habitats of qualifying species.</li> <li>The structure and function of the habitats of qualifying species.</li> <li>The supporting processes on which the habitats of qualifying species rely.</li> <li>The populations of qualifying species.</li> <li>The distribution of qualifying species within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network and the protection for European Sites written into the LTP, it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts.	No
			Species disturbance (visual, noise, vibration)	Habitats are not sensitive to visual and acoustic disturbance;.	No
			Changes to water quality	There is potential for hydrological links to the SAC from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities.	Yes
			Changes to air quality	Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.	Yes
			Changes to surface and groundwater hydrology	Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics.	Yes
			Introduction of Invasive Non-Native Species (INNS)	Any development has the potential to result in the spread of INNS. The implementation of Biosecurity Risk Assessments and Method Statements to cover all activities is a well-established mitigation measure which should ensure no adverse effects on the integrity of the SAC	Yes
			Recreation	Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SAC, there is scope for an increase in recreation through the implementation of schemes within the LTP.	Yes
<p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>Desmoulin's whorl snail (<i>Vertigo moulinsiana</i>);</li> <li>Sea lamprey (<i>Petromyzon marinus</i>);</li> <li>Brook lamprey (<i>Lampetra planeri</i>);</li> <li>Atlantic salmon (<i>Salmo salar</i>);</li> <li>Bullhead (<i>Cottus gobio</i>).</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>The extent and distribution of the habitats of qualifying species.</li> <li>The structure and function of the habitats of qualifying species.</li> <li>The supporting processes on which the habitats of qualifying species rely.</li> <li>The populations of qualifying species.</li> <li>The distribution of qualifying species within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	There will be no direct impact to the SAC, however, any development arising out of the policies within LTP4 could result in the loss or fragmentation of functionally linked habitats	Yes
			Species disturbance (visual, noise, vibration)	Any development arising out of the policies within LTP4 could result in noise and vibration on watercourses functional linked to the designated site.	Yes
			Changes to water quality	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Changes to air quality	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Changes to surface and groundwater hydrology	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Introduction of Invasive Non-Native Species (INNS)	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Recreation	As above for Annex I habitats that are a primary reason for selection of this site	Yes





Table B-925 – Salisbury Plain SAC

Salisbury Plain SAC Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
<p>Annex I habitats that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ <i>Juniperus communis</i> formations on heaths or calcareous grasslands;</li> <li>▪ Semi-natural dry grasslands and scrubland facies on calcareous substrates (<i>Festuco-Brometalia</i>).</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species.</li> <li>▪ The structure and function (including typical species) of qualifying natural habitats.</li> <li>▪ The structure and function of the habitats of qualifying species.</li> <li>▪ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely.</li> <li>▪ The populations of qualifying species.</li> <li>▪ The distribution of qualifying species within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network and the protection for European Sites written into the LTP, it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts.	No
			Species disturbance (visual, noise, vibration)	Habitats are not sensitive to visual and acoustic disturbance; therefore, no pathway exists for these features.	No
			Changes to water quality	There is potential for hydrological links to the SAC from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities.	Yes
			Changes to air quality	Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.	Yes
			Changes to surface and groundwater hydrology	Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics.	Yes
			Introduction of Invasive Non-Native Species (INNS)	Any development has the potential to result in the spread of INNS. The implementation of Biosecurity Risk Assessments and Method Statements to cover all activities is a well-established mitigation measure which should ensure no adverse effects on the integrity of the SAC	Yes
			Recreation	Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SAC, there is scope for an increase in recreation through the implementation of schemes within the LTP.	Yes
<p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>▪ Marsh fritillary butterfly (<i>Euphydryas (Eurodryas, Hypodryas) aurinia</i>).</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species.</li> <li>▪ The structure and function (including typical species) of qualifying natural habitats.</li> <li>▪ The structure and function of the habitats of qualifying species.</li> <li>▪ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	There will be no direct impact to the SAC, however, any development arising out of the policies within LTP4 could result in the loss or fragmentation of functionally linked habitats	Yes
			Species disturbance (visual, noise, vibration)	Any development arising out of the policies within LTP4 could result in noise and vibration on habitats functional linked to the designated site.	Yes
			Changes to water quality	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Changes to air quality	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Changes to surface and groundwater hydrology	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Introduction of Invasive Non-Native Species (INNS)	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Recreation	As above for Annex I habitats that are a primary reason for selection of this site	Yes

SECURITY MARKING

Salisbury Plain SAC Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
	<ul style="list-style-type: none"> <li>▪ The populations of qualifying species.</li> <li>▪ The distribution of qualifying species within the site.</li> </ul>				



Table B-1026 – The New Forest SAC

The New Forest SAC Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
<p>Annex I habitats that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>);</li> <li>Oligotrophic to mesotrophic standing waters with vegetation of the <i>Littorelletea uniflorae</i> and/or of the Isoëto-Nanojuncetea;</li> <li>Northern Atlantic wet heaths with <i>Erica tetralix</i>;</li> <li>European dry heaths;</li> <li>Molinia meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>);</li> <li>Depressions on peat substrates of the Rhynchosporion;</li> <li>Atlantic acidophilous beech forests with Ilex and sometimes also Taxus in the shrublayer (<i>Quercion robori-petraeae</i> or <i>Ilici-Fagenion</i>);</li> <li>Asperulo-Fagetum beech forests;</li> <li>Old acidophilous oak woods with <i>Quercus robur</i> on sandy plains;</li> <li>Bog woodland;</li> <li>Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i>, <i>Alnion incanae</i>, <i>Salicion albae</i>).</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>The extent and distribution of qualifying natural habitats and habitats of qualifying species.</li> <li>The structure and function (including typical species) of qualifying natural habitats.</li> <li>The structure and function of the habitats of qualifying species.</li> <li>The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely.</li> <li>The populations of qualifying species.</li> <li>The distribution of qualifying species within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network and the protection for European Sites written into the LTP, it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts.	No
			Species disturbance (visual, noise, vibration)	Habitats are not sensitive to visual and acoustic disturbance; therefore, no pathway exists for these features.	No
			Changes to water quality	There is potential for hydrological links to the SAC from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities.	Yes
			Changes to air quality	Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.	Yes
			Changes to surface and groundwater hydrology	Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics.	Yes
			Introduction of Invasive Non-Native Species (INNS)	Any development has the potential to result in the spread of INNS. The implementation of Biosecurity Risk Assessments and Method Statements to cover all activities is a well-established mitigation measure which should ensure no adverse effects on the integrity of the SAC	Yes
			Recreation	Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SAC, there is scope for an increase in recreation through the implementation of schemes within the LTP.	Yes
Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status	Construction and Operation	Habitat loss and fragmentation	As above for Annex I habitats that are a primary reason for selection of this site	No
			Species disturbance (visual, noise, vibration)	As above for Annex I habitats that are a primary reason for selection of this site	No
			Changes to water quality	As above for Annex I habitats that are a primary reason for selection of this site	Yes

SECURITY MARKING

The New Forest SAC Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
<ul style="list-style-type: none"> <li>Transition mires and quaking bogs;</li> <li>Alkaline fens.</li> </ul>	of its Qualifying Features, by maintaining or restoring: <ul style="list-style-type: none"> <li>The extent and distribution of qualifying natural habitats and habitats of qualifying species.</li> <li>The structure and function (including typical species) of qualifying natural habitats.</li> <li>The structure and function of the habitats of qualifying species.</li> <li>The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely.</li> <li>The populations of qualifying species.</li> <li>The distribution of qualifying species within the site.</li> </ul>		Changes to air quality	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Changes to surface and groundwater hydrology	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Introduction of Invasive Non-Native Species (INNS)	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Recreation	As above for Annex I habitats that are a primary reason for selection of this site	Yes
Annex II species that are a primary reason for selection of this site <ul style="list-style-type: none"> <li>Southern damselfly (Coenagrion mercurial);</li> <li>Stag beetle (<i>Lucanus cervus</i>).</li> </ul>	Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring: <ul style="list-style-type: none"> <li>The extent and distribution of qualifying natural habitats and habitats of qualifying species.</li> <li>The structure and function (including typical species) of qualifying natural habitats.</li> <li>The structure and function of the habitats of qualifying species.</li> <li>The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely.</li> <li>The populations of qualifying species.</li> <li>The distribution of qualifying species within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	There will be no direct impact to the SAC, however, any development arising out of the policies within LTP4 could result in the loss or fragmentation of functionally linked habitats	Yes
			Species disturbance (visual, noise, vibration)	Any development arising out of the policies within LTP4 could result in noise and vibration on habitats functional linked to the designated site.	Yes
			Changes to water quality	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Changes to air quality	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Changes to surface and groundwater hydrology	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Introduction of Invasive Non-Native Species (INNS)	As above for Annex I habitats that are a primary reason for selection of this site	Yes
			Recreation	As above for Annex I habitats that are a primary reason for selection of this site	Yes
Annex II species present as a qualifying feature, but not a	Ensure that the integrity of the site is maintained or restored as	Construction and Operation	Habitat loss and fragmentation	Any development arising out of the policies within LTP4 could result in the loss or fragmentation of functionally linked habitats	Yes



SECURITY MARKING

The New Forest SAC Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
primary reason for site selection <ul style="list-style-type: none"> <li>▪ Great crested newt (<i>Triturus cristatus</i>).</li> </ul>	appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring: <ul style="list-style-type: none"> <li>▪ The extent and distribution of qualifying natural habitats and habitats of qualifying species.</li> <li>▪ The structure and function (including typical species) of qualifying natural habitats.</li> <li>▪ The structure and function of the habitats of qualifying species.</li> <li>▪ The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely.</li> <li>▪ The populations of qualifying species. The distribution of qualifying species within the site.</li> </ul>		Species disturbance (visual, noise, vibration)	As above for Annex II species that are a primary reason for selection of this site	Yes
			Changes to water quality	As above for Annex II species that are a primary reason for selection of this site	Yes
			Changes to air quality	As above for Annex II species that are a primary reason for selection of this site	Yes
			Changes to surface and groundwater hydrology	As above for Annex II species that are a primary reason for selection of this site	Yes
			Introduction of Invasive Non-Native Species (INNS)	As above for Annex II species that are a primary reason for selection of this site	Yes
			Recreation	As above for Annex II species that are a primary reason for selection of this site	Yes

Table B-1127 – Salisbury Plain SPA

Salisbury Plain SPA Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
<p>ARTICLE 4.1 QUALIFICATION (79/409/EEC)</p> <p>During the breeding season the area regularly supports:</p> <ul style="list-style-type: none"> <li>Stone curlew (Western Europe - breeding) 14.5% of the GB breeding population Count, as at 1997.</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>The extent and distribution of the habitats of the qualifying features.</li> <li>The structure and function of the habitats of the qualifying features.</li> <li>The supporting processes on which the habitats of the qualifying features rely.</li> <li>The population of each of the qualifying features.</li> <li>The distribution of the qualifying features within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	There will be no direct impact to the SAC, however, any development arising out of the policies within LTP4 could result in the loss or fragmentation of functionally linked habitats	Yes
			Species disturbance (visual, noise, vibration)	Birds are sensitive to disturbance, both visual and acoustic, and could be affected particularly during construction. The impact of disturbance on birds is dependent on the species (some are more sensitive than others) and the time of year (disturbance may have a greater impact on birds on the nest or raising young).  There will be no direct impact to the SAC, however, any development arising out of the policies within LTP4 could result in the disturbance of birds on functionally linked habitats	Yes
			Changes to water quality	There is potential for hydrological links to the SPA from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities.	Yes
			Changes to air quality	Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.	Yes
			Changes to surface and groundwater hydrology	Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics.	Yes
			Introduction of Invasive Non-Native Species (INNS)	Any development has the potential to result in the spread of INNS. The implementation of Biosecurity Risk Assessments and Method Statements to cover all activities is a well-established mitigation measure which should ensure no adverse effects on the integrity of the SPA.	Yes
			Recreation	Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SPA, there is scope for an increase in recreation through the implementation of schemes within the LTP.	Yes
<p>ARTICLE 4.1 QUALIFICATION (79/409/EEC)</p> <p>Over winter the area regularly supports:</p> <ul style="list-style-type: none"> <li>Hen harrier 0.7% of the GB population Count, as at 1993.</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>The extent and distribution of the habitats of the qualifying features.</li> <li>The structure and function of the habitats of the qualifying features.</li> <li>The supporting processes on which the habitats of the qualifying features rely.</li> <li>The population of each of the qualifying features.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports:	Yes
			Species disturbance (visual, noise, vibration)	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports:	Yes
			Changes to water quality	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports:	Yes
			Changes to air quality	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports:	Yes
			Changes to surface and groundwater hydrology	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports:	Yes
			Introduction of Invasive Non-Native Species (INNS)	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports:	Yes
			Recreation	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports:	Yes

SECURITY MARKING

Salisbury Plain SPA Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
	<ul style="list-style-type: none"> <li>The distribution of the qualifying features within the site.</li> </ul>				
<p>ARTICLE 4.2 QUALIFICATION (79/409/EEC)</p> <p>During the breeding season the area regularly supports:</p> <ul style="list-style-type: none"> <li>Common quail 20% of the population in Great Britain Count, as at 1986;</li> <li>Eurasian hobby 1.2% of the population in Great Britain Count, as at 1990.</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>The extent and distribution of the habitats of the qualifying features.</li> <li>The structure and function of the habitats of the qualifying features.</li> <li>The supporting processes on which the habitats of the qualifying features rely.</li> <li>The population of each of the qualifying features.</li> <li>The distribution of the qualifying features within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports:	Yes
			Species disturbance (visual, noise, vibration)	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports:	Yes
			Changes to water quality	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports:	Yes
			Changes to air quality	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports:	Yes
			Changes to surface and groundwater hydrology	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports:	Yes
			Introduction of Invasive Non-Native Species (INNS)	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports:	Yes
			Recreation	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) During the breeding season the area regularly supports:	Yes





Table B-1228 – Porton Down SPA

Porton Down SPA Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
<p>ARTICLE 4.1 QUALIFICATION (79/409/EEC)</p> <p>During the breeding season the area regularly supports:</p> <ul style="list-style-type: none"> <li>Stone curlew (Western Europe - breeding) 10.6% of the GB breeding population 5 year mean, 1995 – 1999.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:</li> <li>The extent and distribution of the habitats of the qualifying features.</li> <li>The structure and function of the habitats of the qualifying features.</li> <li>The supporting processes on which the habitats of the qualifying features rely.</li> <li>The population of each of the qualifying features.</li> <li>The distribution of the qualifying features within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	There will be no direct impact to the SAC, however, any development arising out of the policies within LTP4 could result in the loss or fragmentation of functionally linked habitats	Yes
			Species disturbance (visual, noise, vibration)	Birds are sensitive to disturbance, both visual and acoustic, and could be affected particularly during construction. The impact of disturbance on birds is dependent on the species (some are more sensitive than others) and the time of year (disturbance may have a greater impact on birds on the nest or raising young).  There will be no direct impact to the SAC, however, any development arising out of the policies within LTP4 could result in the disturbance of birds on functionally linked habitats	Yes
			Changes to water quality	There is potential for hydrological links to the SPA from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities.	Yes
			Changes to air quality	Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.	Yes
			Changes to surface and groundwater hydrology	Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics.	Yes
			Introduction of Invasive Non-Native Species (INNS)	Any development has the potential to result in the spread of INNS. The implementation of Biosecurity Risk Assessments and Method Statements to cover all activities is a well-established mitigation measure which should ensure no adverse effects on the integrity of the SPA.	Yes
			Recreation	Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SPA, there is scope for an increase in recreation through the implementation of schemes within the LTP.	Yes

Table B-1329 – 30Fontmell & Melbury Downs SAC

Fontmell & Melbury Downs SAC Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
<p>Annex I habitats present as a qualifying feature, but not a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>Semi-natural dry grasslands and scrubland facies on calcareous substrates (<i>Festuco-Brometalia</i>).</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>The extent and distribution of qualifying natural habitats and habitats of qualifying species.</li> <li>The structure and function (including typical species) of qualifying natural habitats.</li> <li>The structure and function of the habitats of qualifying species.</li> <li>The supporting processes on which qualifying natural habitats and habitats of qualifying species rely.</li> <li>The populations of qualifying species.</li> <li>The distribution of qualifying species within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	Designated site is out with the LTP Area; therefore no habitat loss is predicted.	No
			Species disturbance (visual, noise, vibration)	Habitats are not sensitive to visual and acoustic disturbance; therefore, no pathway exists for these features.	No
			Changes to water quality	There is potential for hydrological links to the SAC from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities.	Yes
			Changes to air quality	Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.	Yes
			Changes to surface and groundwater hydrology	Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics.	Yes
			Introduction of Invasive Non-Native Species (INNS)	Any development has the potential to result in the spread of INNS. The implementation of Biosecurity Risk Assessments and Method Statements to cover all activities is a well-established mitigation measure which should ensure no adverse effects on the integrity of the SAC.	Yes
			Recreation	Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SAC, there is scope for an increase in recreation through the implementation of schemes within the LTP.	Yes
<p>Annex II species that are a primary reason for selection of this site</p> <ul style="list-style-type: none"> <li>Early gentian (<i>Gentianella anglica</i>).</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>The extent and distribution of qualifying natural habitats and habitats of qualifying species.</li> <li>The structure and function (including typical species) of qualifying natural habitats.</li> <li>The structure and function of the habitats of qualifying species.</li> <li>The supporting processes on which qualifying natural habitats and habitats of qualifying species rely.</li> <li>The populations of qualifying species.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network and the protection for European Sites written into the LTP, it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of habitat loss and fragmentation impacts.	No
			Species disturbance (visual, noise, vibration)	Plants are not sensitive to visual and acoustic disturbance; therefore, no pathway exists for these features.	No
			Changes to water quality	There is potential for hydrological links to the SAC from developments/ schemes, depending on their location. However, the interest features are not reliant on terrestrial water habitats and changes in the water environment are not one of the site's vulnerabilities.	Yes
			Changes to air quality	Effects on vegetation and freshwater from emissions of NOx, acidic compounds and particulates during construction and operation could not be excluded at this stage without modelling at a project-level; without further details impacts cannot be quantified. The impact would be direct through air quality impacts on habitats.	Yes
			Changes to surface and groundwater hydrology	Excavations and earthworks during construction have the potential to change both surface water and groundwater hydrodynamics.	Yes
			Introduction of Invasive Non-Native Species (INNS)	Any development has the potential to result in the spread of INNS. The implementation of Biosecurity Risk Assessments and Method Statements to cover all activities is a well-established mitigation measure which should ensure no adverse effects on the integrity of the SAC	Yes

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Fontmell & Melbury Downs SAC Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
	<ul style="list-style-type: none"> <li>▪ The distribution of qualifying species within the site.</li> </ul>		Recreation	Improved access to European Sites can increase the recreation pressure on the site. Although unlikely to affect the integrity of the SAC, there is scope for an increase in recreation through the implementation of schemes within the LTP.	<b>Yes</b>



Table B-1431 –Avon Valley SPA

Avon Valley SPA Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
<p>ARTICLE 4.1 QUALIFICATION (79/409/EEC)</p> <p>Over winter the area regularly supports:</p> <ul style="list-style-type: none"> <li>Bewick's swan (Western Siberia/North-eastern &amp; North-western Europe) 1.9% of the GB population 5 year peak mean 1991/92-1995/96</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>The extent and distribution of the habitats of the qualifying features.</li> <li>The structure and function of the habitats of the qualifying features.</li> <li>The supporting processes on which the habitats of the qualifying features rely.</li> <li>The population of each of the qualifying features.</li> <li>The distribution of the qualifying features within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network and the protection for European Sites written into the LTP, it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of functionally linked habitat loss and fragmentation impacts. Impacts, if any, will be reduced/ negligible during operation.	No
			Species disturbance (visual, noise, vibration)	The designated site is located approximately 7.98 km from the LTP 4 boundary and the intervening distance is such that disturbance is not considered to result in an LSE.	No
			Changes to water quality	The designated site is located approximately 7.98 km from the LTP boundary, and no viable pathway of effect is predicted due to dilution of impacts over intervening distances.	No
			Changes to air quality	The designated site is located approximately 7.98 km from the LTP boundary and therefore any changes to air quality would be expected over this distance.	No
			Changes to surface and groundwater hydrology	The designated site is located approximately 7.98 km from the LTP boundary, and no viable pathway of effect is predicted due to dilution of impacts over intervening distances.	No
			Introduction of Invasive Non-Native Species (INNS)	The designated site is located approximately 7.98 km from the LTP boundary, and no viable pathway of effect is predicted due to dilution of impacts over intervening distances.	No
			Recreation	The designated site is located approximately 7.98 km from the LTP 4 boundary and the intervening distance is such that recreational pressure is not considered to result in an LSE.	No
<p>ARTICLE 4.2 QUALIFICATION (79/409/EEC)</p> <p>Over winter the area regularly supports:</p> <ul style="list-style-type: none"> <li>Gadwall (North-western Europe) 2.2% of the population 5 year peak mean 1991/92-1995/96</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>The extent and distribution of the habitats of the qualifying features.</li> <li>The structure and function of the habitats of the qualifying features.</li> <li>The supporting processes on which the habitats of the qualifying features rely.</li> <li>The population of each of the qualifying features.</li> <li>The distribution of the qualifying features within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) Over winter the area regularly supports:	No
			Species disturbance (visual, noise, vibration)	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) Over winter the area regularly supports:	No
			Changes to water quality	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) Over winter the area regularly supports:	No
			Changes to air quality	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) Over winter the area regularly supports:	No
			Changes to surface and groundwater hydrology	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) Over winter the area regularly supports:	No
			Introduction of Invasive Non-Native Species (INNS)	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) Over winter the area regularly supports:	No
			Recreation	As above for ARTICLE 4.1 QUALIFICATION (79/409/EEC) Over winter the area regularly supports:	No

Table B-32 – Solent and Dorset Coast SPA

Solent and Dorset Coast SPA Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
<p>ARTICLE 4.1 QUALIFICATION (79/409/EEC)</p> <p>During the breeding season the area regularly supports:</p> <ul style="list-style-type: none"> <li>Sandwich tern - 4.01% of the GB breeding population (5 year mean 2010-2014, 441 pairs);</li> <li>Common tern - 4.77% of the GB breeding population (5 year mean 2009-2014, 492 pairs);</li> <li>Little tern - 3.31% of the GB breeding population (5 year mean 2009-2014, 63 pairs).</li> </ul>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>The extent and distribution of the habitats of the qualifying features.</li> <li>The structure and function of the habitats of the qualifying features.</li> <li>The supporting processes on which the habitats of the qualifying features rely.</li> <li>The population of each of the qualifying features.</li> <li>The distribution of the qualifying features within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network and the protection for European Sites written into the LTP, it is unlikely that any development arising from the plan would result in an adverse effect on site integrity during construction as a result of functionally linked habitat loss and fragmentation impacts. Impacts, if any, will be reduced/ negligible during operation.	No
			Species disturbance (visual, noise, vibration)	The designated site is located approximately 10.82 km from the LTP boundary, and no viable pathway of effect is predicted due to the intervening distances.	No
			Changes to water quality	The designated site is located approximately 10.82 km from the LTP boundary, and no viable pathway of effect is predicted due to dilution of impacts over intervening distances.	No
			Changes to air quality	The designated site is located approximately 7.98 km from the LTP boundary and therefore any changes to air quality would be expected over this distance.	No
			Changes to surface and groundwater hydrology	The designated site is located approximately 10.82 km from the LTP boundary, and no viable pathway of effect is predicted due to dilution of impacts over intervening distances.	No
			Introduction of Invasive Non-Native Species (INNS)	The designated site is located approximately 10.82 km from the LTP boundary, and no viable pathway of effect is predicted due to dilution of impacts over intervening distances.	No
			Recreation	The designated site is located approximately 10.82 km from the LTP boundary, and no viable pathway of effect is predicted due to the intervening distances.	No

Table B-1633 – Avon Valley Ramsar

Avon Valley Ramsar Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
<p><u>Ramsar Criterion 1a</u> The site shows a greater range of habitats than any other chalk river in Britain, including fen, mire, lowland wet grassland and small areas of woodland.</p>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>▪ The extent and distribution of the habitats of the qualifying features.</li> <li>▪ The structure and function of the habitats of the qualifying features.</li> <li>▪ The supporting processes on which the habitats of the qualifying features rely.</li> <li>▪ The population of each of the qualifying features.</li> <li>▪ The distribution of the qualifying features within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	The site is located approximately 7.98 km from the LTP4 boundary and therefore any development arising from the plan would not result in an adverse effect on site.	No
			Species disturbance (visual, noise, vibration)	The designated site is located approximately 7.98 km from the LTP 4 boundary and the intervening distance is such that disturbance is not considered to result in an LSE.	No
			Changes to water quality	The designated site is located approximately 7.98 km from the LTP boundary, and no viable pathway of effect is predicted due to dilution of impacts over intervening distances.	No
			Changes to air quality	The designated site is located approximately 7.98 km from the LTP boundary and therefore any changes to air quality would be expected over this distance.	No
			Changes to surface and groundwater hydrology	The designated site is located approximately 7.98 km from the LTP boundary, and no viable pathway of effect is predicted due to dilution of impacts over intervening distances.	No
			Introduction of Invasive Non-Native Species (INNS)	The designated site is located approximately 7.98 km from the LTP boundary, and no viable pathway of effect is predicted due to dilution of impacts over intervening distances.	No
			Recreation	The designated site is located approximately 7.98 km from the LTP 4 boundary and the intervening distance is such that recreational pressure is not considered to result in an LSE.	No
<p><u>Ramsar Criterion 2</u> The site supports a diverse assemblage of wetland flora and fauna including several nationally rare species.</p>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>▪ The extent and distribution of the habitats of the qualifying features.</li> <li>▪ The structure and function of the habitats of the qualifying features.</li> <li>▪ The supporting processes on which the habitats of the qualifying features rely.</li> <li>▪ The population of each of the qualifying features.</li> <li>▪ The distribution of the qualifying features within the site.</li> </ul>	Construction and Operation	Habitat loss and fragmentation	As above for Ramsar criterion 1a	No
			Species disturbance (visual, noise, vibration)	As above for Ramsar criterion 1a	No
			Changes to water quality	As above for Ramsar criterion 1a	No
			Changes to air quality	As above for Ramsar criterion 1a	No
			Changes to surface and groundwater hydrology	As above for Ramsar criterion 1a	No
			Introduction of Invasive Non-Native Species (INNS)	As above for Ramsar criterion 1a	No
			Recreation	As above for Ramsar criterion 1a	No
<p><u>Ramsar Criterion 6 – species/populations occurring</u></p>	<p>Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the</p>	Construction and Operation	Habitat loss and fragmentation	Given the nature of the proposals to mostly provide facilities and improvements within the existing transport network and the protection for European Sites written into the LTP, it is unlikely that any development arising from the plan would result	No

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Avon Valley Ramsar Qualifying Feature(s)	Conservation Objectives	Aspect/ Phase of LTP4 which may cause an effect	Risk pathway	Conclusions	Mitigation Required
<p>at levels of international importance.</p> <p>Qualifying Species/populations (as identified at designation):</p> <p>Species with peak counts in winter:</p> <ul style="list-style-type: none"> <li>Gadwall (<i>Anas strepera strepera</i>), NW Europe 537 individuals, representing an average of 3.1% of the GB population (5 year peak mean 1998/9-2002/3).</li> </ul>	<p>site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:</p> <ul style="list-style-type: none"> <li>The extent and distribution of the habitats of the qualifying features.</li> <li>The structure and function of the habitats of the qualifying features.</li> <li>The supporting processes on which the habitats of the qualifying features rely.</li> <li>The population of each of the qualifying features.</li> <li>The distribution of the qualifying features within the site.</li> </ul>			<p>in an adverse effect on site integrity during construction as a result of functionally linked habitat loss and fragmentation impacts. Impacts, if any, will be reduced/ negligible during operation.</p>	
			Species disturbance (visual, noise, vibration)	<p>The designated site is located approximately 7.98 km from the LTP 4 boundary and the intervening distance is such that disturbance is not considered to result in an LSE.</p>	No
			Changes to water quality	<p>The designated site is located approximately 7.98 km from the LTP boundary, and no viable pathway of effect is predicted due to dilution of impacts over intervening distances.</p>	No
			Changes to air quality	<p>The designated site is located approximately 7.98 km from the LTP boundary and therefore any changes to air quality would be expected over this distance.</p>	No
			Changes to surface and groundwater hydrology	<p>The designated site is located approximately 7.98 km from the LTP boundary, and no viable pathway of effect is predicted due to dilution of impacts over intervening distances.</p>	No
			Introduction of Invasive Non-Native Species (INNS)	<p>The designated site is located approximately 7.98 km from the LTP boundary, and no viable pathway of effect is predicted due to dilution of impacts over intervening distances.</p>	No
			Recreation	<p>The designated site is located approximately 7.98 km from the LTP 4 boundary and the intervening distance is such that recreational pressure is not considered to result in an LSE.</p>	No

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