Wiltshire Council
Local Transport Plan 4

Executive Summary

March 2025

Wiltshire Council
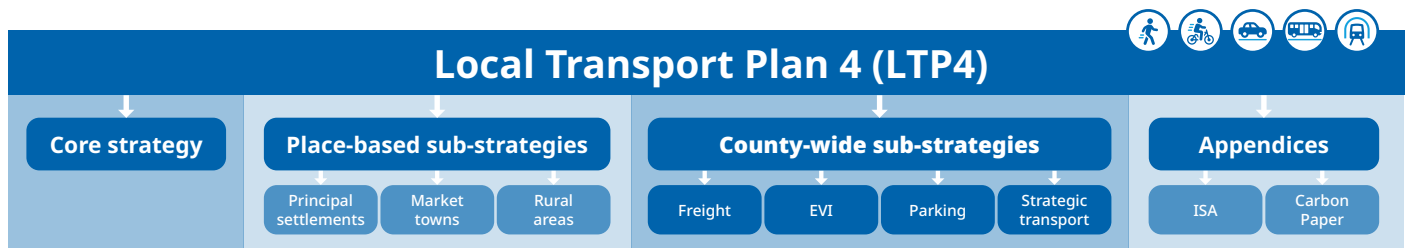
Executive summary

Introduction

Our fourth Wiltshire Council Local Transport Plan (LTP4) covers the period from 2025 to 2038. Given the significant environmental and societal changes that have occurred since LTP3 was adopted in 2011, it was time for a refresh. LTP4 covers:

- Our overall vision for transport in the county.

- Objectives, policies and measures to help us acheive this in our three place types and across four county-wide themes.

- Our approach to sustainability and climate change relating to transport.

- An overview of our plan for delivery and monitoring of our vision, objectives policies and measures.

The LTP4 is structured as follows: the Core LTP4 Strategy is the strategic, overarching document 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 for each place type and county-wide theme. These are supported by our two environmental assessments, which sit as appendices.

LTP4 structure:

Local Transport Plan 4 (LTP4)			
Core strategy	**Place-based sub-strategies**	**County-wide sub-strategies**	**Appendices**
	Principal settlements / Market towns / Rural areas	Freight / EVI / Parking / Strategic transport	ISA / Carbon Paper

* ISA (Integrated Sustainability Assessment)

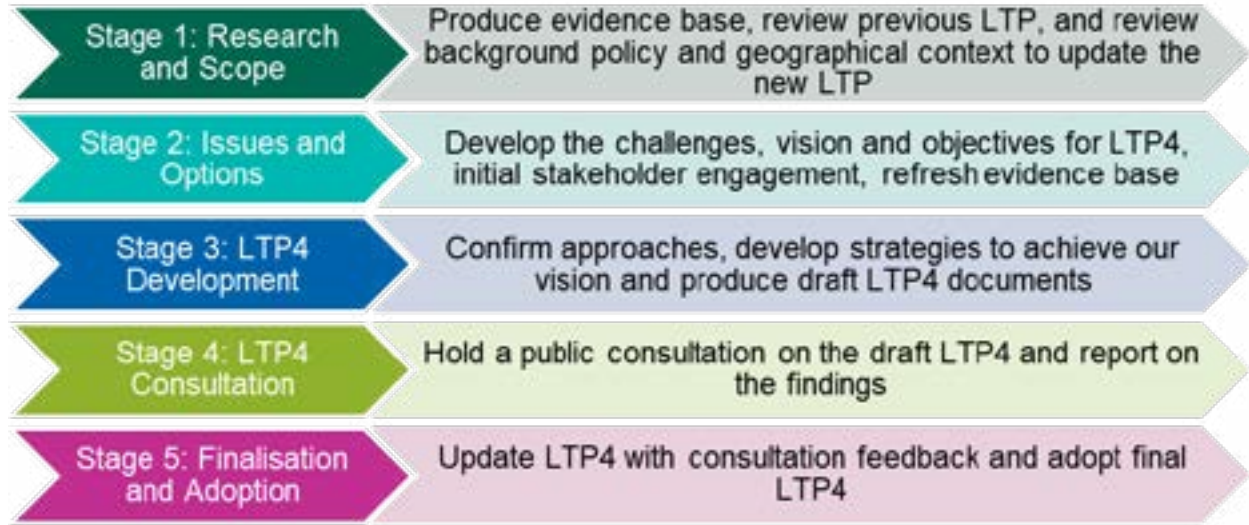*** EVI** (Electric vehicle charging infrastructure)

A comprehensive review of relevant national, regional and local policies and strategies has highlighted several key themes for the LTP4, as shown in the diagram below.

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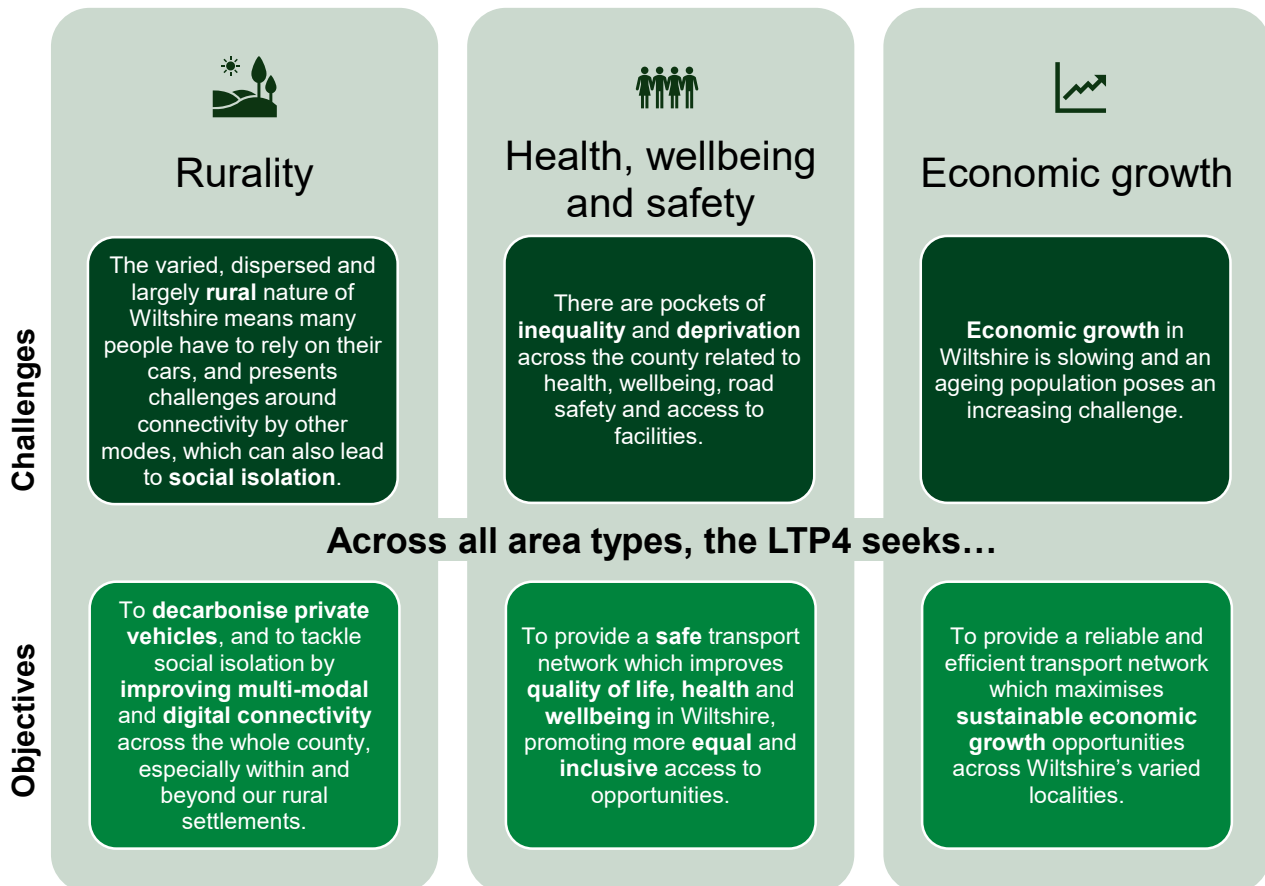
LTP4 development process

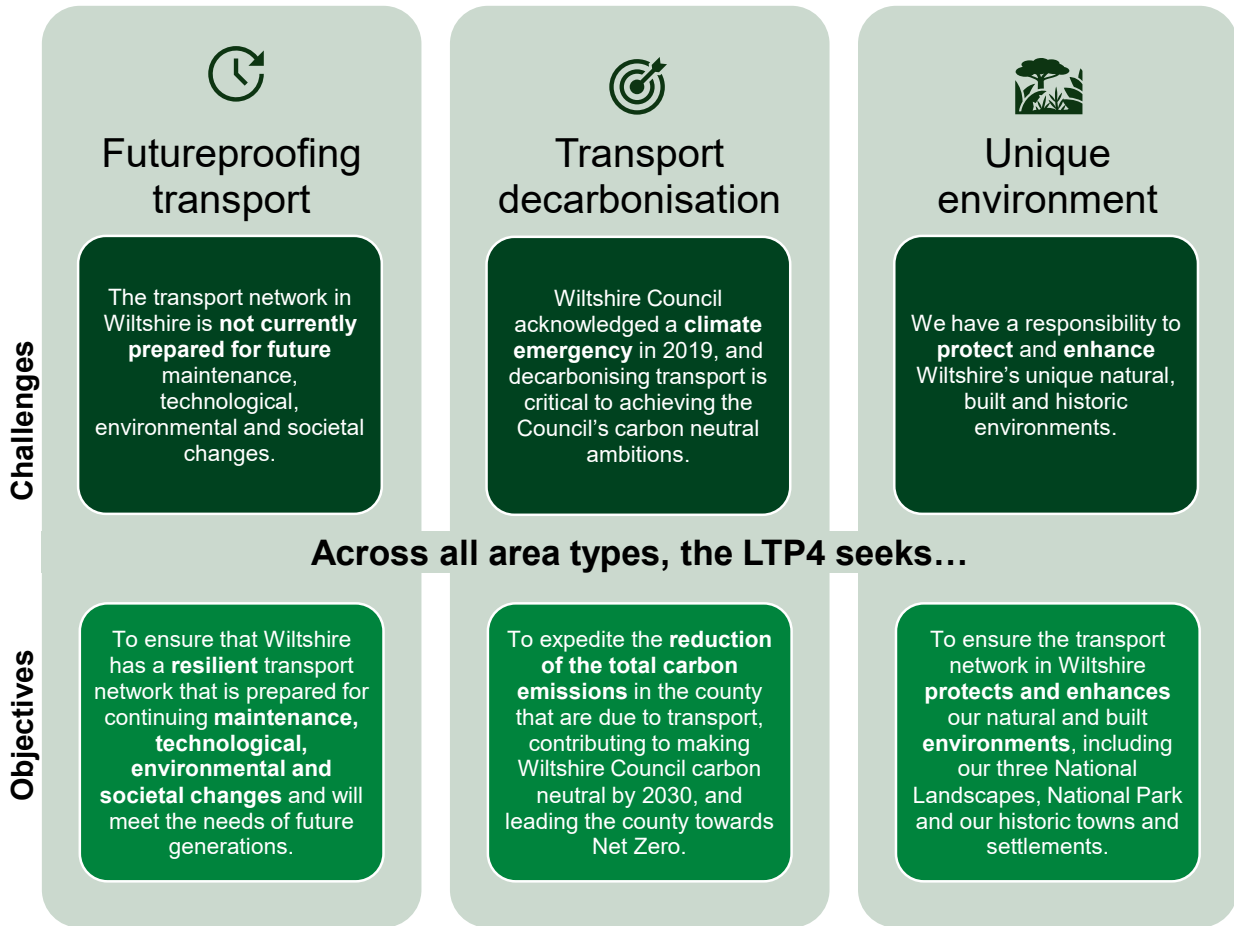|	
Stage 1: Research and Scope	Produce evidence base, review previous LTP, and review background policy and geographical context to update the new LTP
Stage 2: Issues and Options	Develop the challenges, vision and objectives for LTP4, initial stakeholder engagement, refresh evidence base
Stage 3: LTP4 Development	Confirm approaches, develop strategies to achieve our vision and produce draft LTP4 documents
Stage 4: LTP4 Consultation	Hold a public consultation on the draft LTP4 and report on the findings
Stage 5: Finalisation and Adoption	Update LTP4 with consultation feedback and adopt final LTP4

Challenges, objectives, vision and policies

We have identified six transport **challenges**, and six **objectives**, to help guide the development of the LTP4 in responding to these.

Summary of challenges and objectives

	Rurality	Health, wellbeing and safety	Economic growth
Challenges	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 also 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.

Across all area types, the LTP4 seeks…

Objectives	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.	To provide a **safe** transport network which improves **quality of life, health** and **wellbeing** in Wiltshire, promoting more **equal** and **inclusive** access to opportunities.	To provide a reliable and efficient transport network which maximises **sustainable economic growth** opportunities across Wiltshire's varied localities.

Futureproofing transport

Challenges

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

Transport decarbonisation

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

Unique environment

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

Across all area types, the LTP4 seeks…

Objectives

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.

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.

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

Our vision

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.

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 to: Avoid, Shift and Improve travel patterns, alongside Supporting measures. Each of these policy areas is essential for achieving our vision and objectives; feedback from stakeholders affirmed the need to strike a balance.

Policy area: **Avoid**

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.

- Policy A1: Reduce the need to travel as often through combining journeys and providing digital options
- Policy A2: Enabling access to services, jobs and other destinations within closer reach

Policy area: **Shift**

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

- Policy S1: 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
- 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 area: **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
- Policy I2: Enable safer, more efficient driving and operation of road networks

Policy area: **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
- Policy SU2: Work in partnership with Government bodies, stakeholders to improve transport for all
- Policy SU3: Develop more detailed plans for how our LTP4 Vision and Objectives will be delivered

Vision, objectives, policy areas and policies
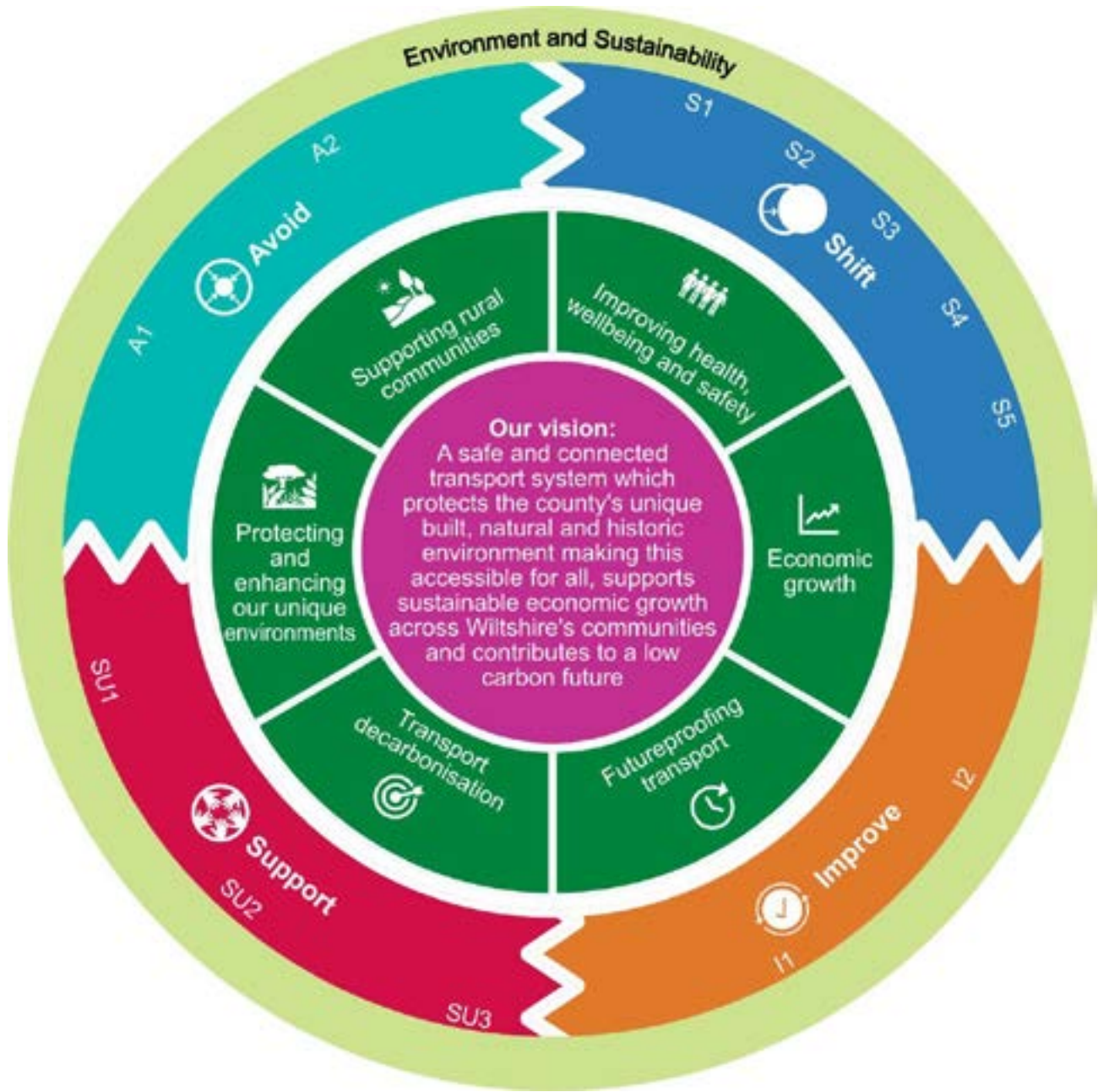
The **sub-strategies** contain the detail of the LTP4 policies and measures. We have produced three **place-based sub-strategies**: Principal Settlements, Market Towns and Rural Areas. The place-based approach enables us to tailor the Avoid, Shift, Improve framework to Wiltshire's particular circumstances, considering the vast diversity of places in the county.

Four **thematic county-wide sub-strategies** sit alongside the place-based sub-strategies: freight, parking, electric vehicle infrastructure and strategic transport.

Environment and sustainability

Our ongoing commitment to the environment and sustainability includes the following design principles, as detailed in the Core LTP4 Strategy.

- We will proactively consider health and equalities issues from the earliest stage in designing and specifying our LTP4 measures.

- 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 (including consideration of the Air Quality Action Plan)

  - Reduce greenhouse gas emissions

  - Build in resilience to climate change (including the development of climate change adaption pathways)

  - 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.

We have carried out both an Integrated Sustainability Assessment, and an assessment of the LTP4 measures' potential contribution to reducing greenhouse gas emissions; details can be found in the LTP4 appendices.

Delivery

Our delivery plan sets out the potential timeframe for each measure, which varies depending on the scale and complexity of each individual scheme and relies on securing sufficient funding. It also outlines the role Wilshire Council will play:

- 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.

To achieve our LTP4 vision and objectives and deliver the proposed measures, we must work collaboratively with partner organisations.

LTP4 delivery partners
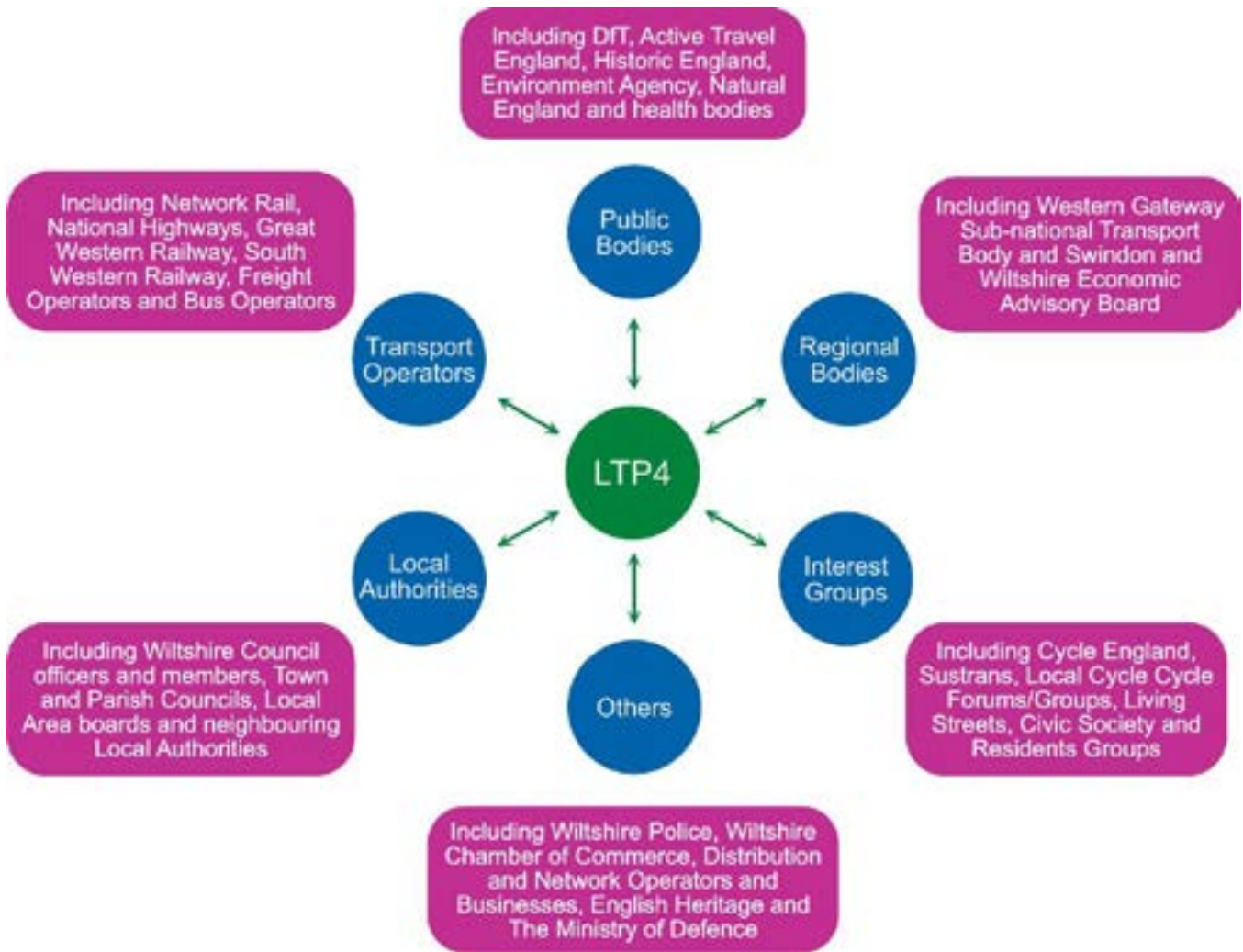
The ambitious nature of our objectives will require significant levels of funding to be achieved. The Local Government funding landscape is challenging and there are additional uncertainties following the change in National Government in summer 2024. We will continue to take a proactive approach.

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 Department of Transport, Active Travel England and Homes England.**

Monitoring and evaluation

Wiltshire Council has a statutory duty to monitor the performance of the LTP4 against our strategic objectives and policies. We will do so over the LTP4's lifespan and report this in regular Progress Reports. Where possible, data that is already available and collected on a national, regional or local basis will be used to track our progress.

County-wide sub-strategies

In order to address modes of transport that cover the whole of Wiltshire, so are not specific or tailored to place types, we have developed LTP4 county-wide sub-strategies, which covers four county-wide transport themes:

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

Freight sub-strategy

Freight is a key component of Wiltshire's transport network, ensuring the efficient movement of goods by both rail and road. 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 to supporting many aspects of our lives 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.
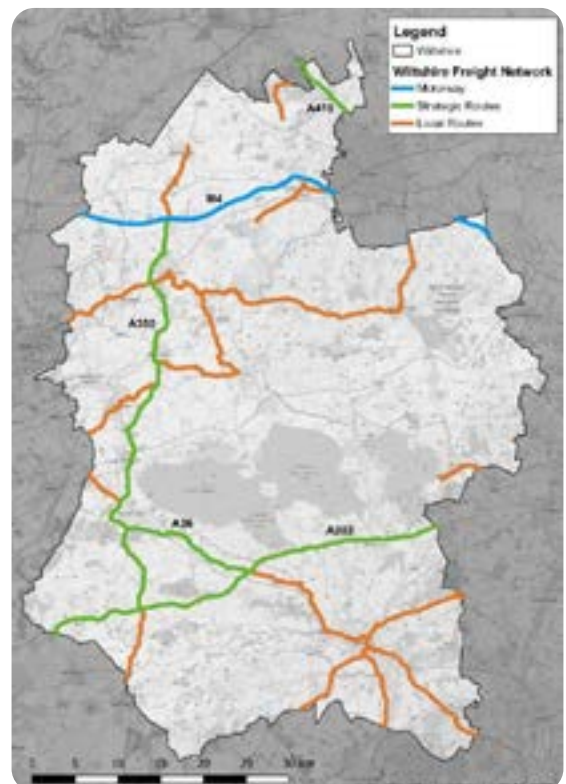
Parking sub-strategy

This 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 environment 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 an and off-street parking stock.

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.

Electric vehicle infrastructure sub-strategy

This sub-strategy sets out the policies for electric vehicle infrastructure (EVI) across Wiltshire, providing the strategic direction for EVI measures for the period up to 2027.

The transition to electric vehicles is well underway, with electric vehicles (battery and plug-in hybrid) accounting for 25% of UK new vehicle sales in 2024 and 1.9 million electric vehicles now on UK roads. The government has regulated that no new petrol/diesel vehicles are to be sold from 2035, with the Zero Emission Mandate dictating how manufacturers increase EV sales to achieve this goal (e.g. 70% electric vehicle sales by 2030).

Wiltshire Council has a role to play in enabling the move to electric vehicles, having set a net zero target for our own activities of 2030, and being committed to supporting the national 2050 net zero target. The transport sector has the second largest sector greenhouse gas (GHG) emissions in Wiltshire, predominantly created by private vehicles. In this respect the move to electric vehicles represents the greatest opportunity to reduce GHG emissions from private vehicle transport in the short to medium term.

A new, separate Wiltshire electric vehicle charging infrastructure strategy is being developed, and this LTP4 sub-strategy represents the emerging direction of that document. We are also currently bidding for DfT Local Electric Vehicle Infrastructure (LEVI) funding to rollout further charging points across the county.

Strategic transport sub-strategy

This sub-strategy sets out the policies for strategic transport across Wiltshire for the period up to 2038. Strategic transport 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, however, much of the infrastructure and services related to these modes of transport are managed by bodies external to Wiltshire Council (see table below). 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.

Mode of transport	Activity	Responsible body
Bus and coach	Service operation Access, egress and interchange infrastructure	Bus and coach operators (some services are subsidised by Wiltshire Council
	Road infrastructure and maintenance	Wiltshire Council
Rail	Service operation	Train Operating Companies
	Rail infrastructure	Network rail
Road	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

Principal Settlements

In order to reflect the different geography and places across Wiltshire, the LTP4 place-based sub-strategy focuses on these different place types: Principal Settlements, Market Towns and Rural Areas:

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

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

- 44% of Wiltshire's population (226,000 people) live in Rural Areas

Salisbury

Corsham

Pewsey

Place-based sub-strategies

Principal Settlements

There are three **Principal Settlements** located across the county. 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.

Market Towns

There are several **Market Towns** located across the county. On average, the population density of Market Towns is **26 people per hectare**.

Devizes and Marlborough are 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 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 have a large Army presence, which is the largest local employer.

Rural areas

Wiltshire is predominantly rural in terms of area, with 93.3% of the county classified as rural. There is a large diversity of places within these **Rural Areas:** there are seven Local Service Centres, 58 Large Villages and 148 Small Villages across Wiltshire's 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.

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.

LTP4 Measures - full list

Policy area	Measure	Place-based sub-strategies				County-wide sub-strategies			
		Principal Settlements	Market Towns	Rural Areas	Overarching	Freight	Parking	Electric vehicles	Strategic transport
Avoid unnecessary travel	**A1** 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					✓			
	A2 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		✓	✓					
Shift to more sustainable modes of transport	**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								
	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					✓			
S2 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 availability of train servicing facilities								✓
S3 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	✓	✓	✓					
	S3.2: 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								✓
	S4 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						✓		

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						✓		
	S5 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					✓			
Improve vehicle, fuel and network efficiency	**I1** 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							✓	
	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								✓
	I2 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	✓							
	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								✓
Support and enable delivery of the Avoid, Shift and Improve policy areas	**SU1** Empower people with the skills, knowledge and motivation they need to safely access more sustainable and healthier transport								
	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								✓
	SU2 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								✓
	SU3 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				✓				
	Environment and sustainability								
	Our ongoing commitment to the environment and sustainability is detailed in Section 4.								

Appendices

Integrated Sustainability Assessment

Whilst it is important that the LTP4 delivers the vision for transport in Wiltshire, it is also important that this is done is 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, Health Impact Assessment and Equality Impact Assessment and Community Safety Assessment. Taken together these various assessments are described as an 'Integrated Sustainability Appraisal' (ISA).

There is also potential for LTP4 to directly or indirectly affect sites which have been designated at the European level for nature conservation purposes (such as Special Areas of Conservation), and therefore a Habitats Regulations Assessment was carried out and is reported separately.

The ISA therefore demonstrates how sustainability was incorporated into the process of developing LTP4 and identifies the possible sustainability effects of implementing the LTP4.

Carbon Paper

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.

The LTP4 Carbon Paper provides wider context and supporting detail for the consideration of greenhouse gas emissions within the LTP4 suite of documents. It also provides a summary of the role of the LTP4 in supporting emissions reduction.
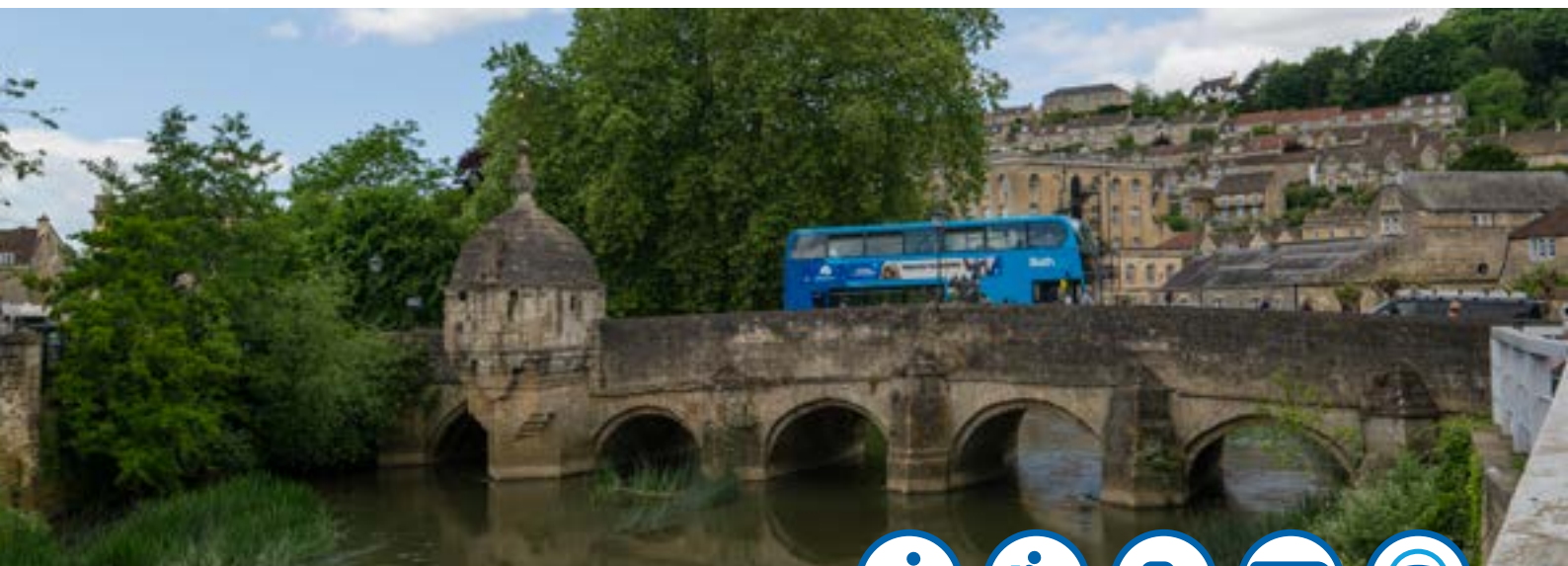
Wiltshire Council
Local Transport Plan 4 (LTP4) 2025

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