



Wiltshire Council Local Transport Plan 4

Delivery Plan – consultation draft
March 2025

Wiltshire Council

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Consultation draft

This draft LTP4 delivery plan presents a forward plan for implementing policy and sets out the anticipated programme of work for the development of additional supporting documents and schemes. This plan will be subject to public consultation following the adoption of LTP4. The consultation exercise will include engagement with key stakeholders to inform the programme going forward.

Public consultation will also help inform the development of additional supporting documents, and to ensure we connect with a broad range of participants we will be seeking to ensure there will be targeted engagement with those demographic groups that were underrepresented during the LTP4 consultation period including younger people and those with disabilities.

It is intended that the delivery plan, will be updated periodically throughout the LTP4 plan period to update on progress made and reflect priorities.

1. Introduction

- 1.1 Wiltshire's fourth Local Transport Plan (LTP4) sets out the strategic objectives and policies for the period from 2025 to 2038. 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.
- 1.2 The LTP Delivery Plan will support the development of the Integrated National Transport Strategy, which is currently being produced by the Department for Transport. The Integrated National Transport Strategy will set the high-level direction for how transport should be designed, built and operated in England over the next 10 years.
- 1.3 This delivery plan presents a programme for the development of key infrastructure that will help develop schemes on a number of key corridors such as the A303, A36 and A350. The suite of supporting documents required including strategies and plans are crucial to achieving the strategic objectives and maximising the opportunities available.
- 1.4 The supporting strategies will provide further policy detail relating to the county-wide strategies (such as the Electric Vehicle Charging Strategy) and further detail for specific places (such as the Salisbury Transport Strategy). Information about specific infrastructure may be included, for example in the Local Cycling and Walking Infrastructure Plans (LCWIPs).
- 1.5 The intention of this delivery plan is to set out the pathway to achieving the objectives, building on work already undertaken and identifying the actions required going forward. The development of additional documents required will be prioritised, responding to the need and availability of resources.
- 1.6 This delivery plan, and associated programme will be updated periodically throughout the LTP4 period to update on progress made and reflect changing priorities.

2. Implementation of LTP4 policies

- 2.1 To support the implementation of LTP4 policies and measures, further work is required to develop schemes and the supporting documentation to present the detail of actions to take forward. This section presents an overview of the themes (county-wide and place-based) and presents the further information to be developed.
- 2.2 Further supporting documents to be developed will draw on existing strategies and plans produced at a local, regional and national level where relevant, for example, the draft Wiltshire Local Plan and Sub-national Transport Body Strategic Transport Plan. It is intended that the further supporting documents will provide more detail, set out the actions to be taken and funding requirements. Collaboration with services across the council, stakeholders and partner organisations is vital to develop supporting documents and schemes.

County-wide themes

Freight

- 2.3 Wiltshire's strategic location within the country means that numerous roads are used by freight, making it an important focus area of transport as part of the LTP4. Developing a Freight plan is key to ensuring the policies and measures set out in LTP4 Freight sub-strategy are implemented.
- 2.4 Recognising the challenges faced within Wiltshire, the forthcoming plan for freight will build on the evidence and information presented in LTP4 and will:
- Review, update and, if required, redesign the county freight map.
 - Continue to develop the existing two-tier network of freight advisory routes.
 - Review the introduction of consolidation centres.
 - Pursue opportunities to trial and/or deliver dynamic kerbside management.
 - Work with freight operators and businesses on a voluntary and ad-hoc basis to achieve shared deliveries where possible.
 - Investigate the potential for delivering or trialling micro-consolidation and first/last mile delivery solutions.
 - 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.
 - Support the transition to low emission freight.
 - Promote the creation of rest stops and HGV parking facilities on the freight network, including on the Strategic Road Network.
 - Explore how we can best introduce Moving Traffic Enforcement powers in the context of freight (subject to DfT approval)
 - Review the Freight Assessment and Priority Mechanism (FAPM) to update and redesign the system to ensure it efficiently and equitably prioritises the most effective interventions.

Parking

- 2.5 The LTP4 sub-strategy sets the strategic direction for parking measures and the related policies and measures. The 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. Through the Shift and Support policies and measures in LTP4, the council intends to ensure efficient levels of access to parking provision whilst acting as a demand management tool to encourage travel by sustainable modes.

- 2.6 The parking measures will be presented in a Parking Plan that will:
- Develop a detailed parking operation and delivery plan based on additional parking data and outcomes of reviews to inform the implementation of Shift measures.
 - 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.
 - Seek to encourage travel by encourage active travel, public transport and shared transport where it is possible to do so.
 - Explore opportunities to help shape digital payment methods and ensure they are convenient for users.
 - Ensure that payment methods introduced align with the Equality Act, to ensure paying for parking is convenient and simple for all
 - Continue to roll out new payment machines in our Principal Settlements and Market Towns to ensure there is a consistent and familiar parking payment system across the county.
 - Explore opportunities for improving signage and online information.
 - Review 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.
 - Ensure parking in residential areas is carefully managed with further roll-out of resident parking zones.
- 2.7 In addition, the council will review the current transport requirements for development. The council intends to produce new standards for development within the short term to ensure sufficient vehicle and cycle parking is provided in new residential and non-residential developments, including designated disabled parking spaces. Until the new standards are adopted, the council will continue to apply the standards currently used to inform planning applications.

Electric Vehicle Infrastructure (EVI)

- 2.8 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.
- 2.9 The LTP4 electric vehicle infrastructure sub-strategy sets out the policies for EVI across Wiltshire, providing the strategic direction for EV measures for the period up to 2027. The Wiltshire EVI Strategy is in development and will provide further detail for the period 2025-2027. A review of the EVI strategy will be required after three years to reassess against emerging practices and technologies. Electric vehicles are currently the most developed and deployable net-zero transport technology, while alternative fuels such as hydrogen and synthetics remain in development. Future reviews will reassess the applicability of alternative fuels and their potential role in the regional transition to sustainable

transport.

2.10 The measures to be taken forward through the EVI strategy are:

- Ensure residents who cannot install home chargers have access to local public EV charging.
- Support the planning of new developments and refurbishments, maximising the opportunities to roll out EVI.
- Influencing the deployment of public EV charging, we must ensure that it is placed in the most appropriate location.
- 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.
- Encourage corporate vehicle fleets to transition to electric vehicles and encourage car clubs to offer EV's, referencing best practice from the council fleet transition.
- Support the private sector in rolling out public rapid charging
- Promote the wider transition to low emission vehicles, publicising and promoting to residents as appropriate.
- Promote and incentivise the uptake of electric vehicles by taxi drivers serving Wiltshire.
- Ensure that public EV chargers are accessible and allow a minimum level of accessibility for footway users.
- 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.

2.11 The Local Electric Vehicle Infrastructure (LEVI) project is underway in Wiltshire following the award of capability funding from the Department for Transport (DfT). The council has also been allocated capital funds to build a network of public on-street residential EV chargers throughout the county, ensuring public EV chargers are available for the residents who need them most. We will be partnering with commercial charge point operators (CPO's) to ensure we can deliver rapidly and at scale. Partner CPO's will bring sector expertise and contribute private funding, which will increase the number of EV charge points the LEVI project can deliver.

Public Transport

2.12 Good public and shared transport links are vital for the success and prosperity of Wiltshire's communities. Public transport is essential in enabling people to get around in a sustainable way and can help to combat social isolation. Through the Shift, Improve and Support policies in LTP4, our aim is to ensure that public transport services meet the needs of our people, both now and into the future, and provides a viable and competitive alternative to travelling by car. These measures will also seek to reduce the impact on air quality and carbon emissions. We will prioritise improving the frequency, speed, reliability and flexibility of our bus services and support the enhancement of rail services through Wiltshire.

Rail

2.13 The Core LTP4 Strategy presents the context and challenges for rail travel in Wiltshire. Improving connections, frequency of services and supporting the upgrade of railways and stations is crucial to addressing the current challenges. We will support the development of a number of rail proposals, such as, but not

limited to, restoring direct train services from Bradford on Avon and Trowbridge to London Waterloo. We will also support the following:

- Initiate rail freight terminals and improve routes, focusing on connections to existing rail networks.
- Opening of more railway stations in Wiltshire.
- Increasing the frequency and reliability of railway services across the county.
- Improving accessibility at rail stations for all, particularly for those with disabilities.
- Rail electrification and Project Churchward assessing the feasibility of battery powered trains.

2.14 The recently published Network Rail Wiltshire Rail Strategic Study (2024) provides a blueprint for taking forward a number of improvements and we will continue to work with key stakeholders to develop these schemes. We will continue to work with Network Rail to lobby for and support rail improvements which bring benefits to Wiltshire.

Bus

2.15 Wiltshire's first Bus Service Improvement Plan (BSIP) was published in October 2021. It sets out, at a local level, our response to the Government's National Bus Strategy (NBS), Bus Back Better. In July 2023, Wiltshire Council was awarded BSIP + funding (now referred to as BSIP 2 funding). Our allocation was up to £4.23 million of revenue funding to support bus services and the delivery of the BSIP in 2023/24 and 2024/25.

2.16 We have targeted this funding at actions that we and our Enhanced Partnership believe will deliver the best overall outcomes in terms of growing bus patronage whilst maintaining service levels and connectivity for our local communities.

2.17 In early 2024, we prepared a revised version of our BSIP which sets out our ambitions and proposals up to 2030 alongside a detailed delivery programme for the future, aimed at meeting the objectives of the NBS.

2.18 In support of the BSIP the bus related policies and measures in LTP4 will seek to continue to deliver improvements to bus services across Wiltshire.

Active Travel

2.19 The shift policies in the Principal Settlements, Market Towns and Rural Areas sub-strategies seek to promote and deliver greater opportunities for active travel across Wiltshire.

2.20 To enable us to maximise participation of walking and cycling in Wiltshire we will develop and deliver an Active Travel Strategy. This strategy will support the ambitions within the Department for Transport's Cycling and Walking Investment Strategy. It will provide an overarching framework under which we will provide further detail and information about delivery of the measures set out in the area sub-strategies. To be included are the following:

- Updated town cycle and walking network (online) maps for each of the Principal Settlements and Market Towns, which will also include all the LCWIPs routes for each of the settlements and towns. It is anticipated that by the end of 2026 all towns within Wiltshire will have a published

LCWIP report.

- Cycle infrastructure design guidance/policy
- Wayfinding and signage guidance
- Cycle parking standards for new residential and commercial development
- Cycle parking guidance for urban areas and the public realm
- Public transport integration guidance/policy
- Cycle hire scheme including e-bikes and cargo bikes

2.21 As well as developing an Active Travel Strategy we will update our Travel Plan guidance which will help strengthen behaviour change towards sustainable modes of travel.

Place-based sub strategies

Principal Settlements

2.22 All three Principal Settlements has a Transport Strategy, which lay the foundations for delivery of transport in each of the towns. The strategies will be updated to reflect the challenges, objectives and policies in the Principal Settlement sub-strategy.

Market Towns

2.23 Each of the Market Towns will have its own Transport Strategy reflecting the challenges, objectives and policies in the Market Town sub-strategy. The existing Transport Strategies for Calne and Devizes will be updated to reflect the Market Town sub-strategy.

2.24 All Principal Settlement and Market Town Transport Strategies will propose a long-term approach to meeting the transport needs of each town or city, using the policies and measures from the relevant LTP4 sub-strategy which will underpin new schemes, infrastructure and transport provision.

2.25 All these strategies will support the transport related Policies in the Local Plan, particularly Policies 70, 71 and 73.

Rural Areas

2.26 We want rural areas in Wiltshire to thrive and key to achieving this is enabling rural communities to have access to a range of sustainable transport options that connects them with key services and opportunities. A transport solutions for Rural Areas document will set out our plans for delivery of the policies and measures detailed in the Rural Areas sub-strategy including:

- Support for communities and villages wishing to provide a safe and inviting space for active travel to local services.
- Advice and support for improving road safety in rural areas.
- Support for developing shared mobility hubs, to include a range of transport options such as car clubs, cycle hire schemes and electric vehicle charging hubs.
- Support for raising awareness of sustainable travel options, including advice about up setting up a car share scheme for rural communities.

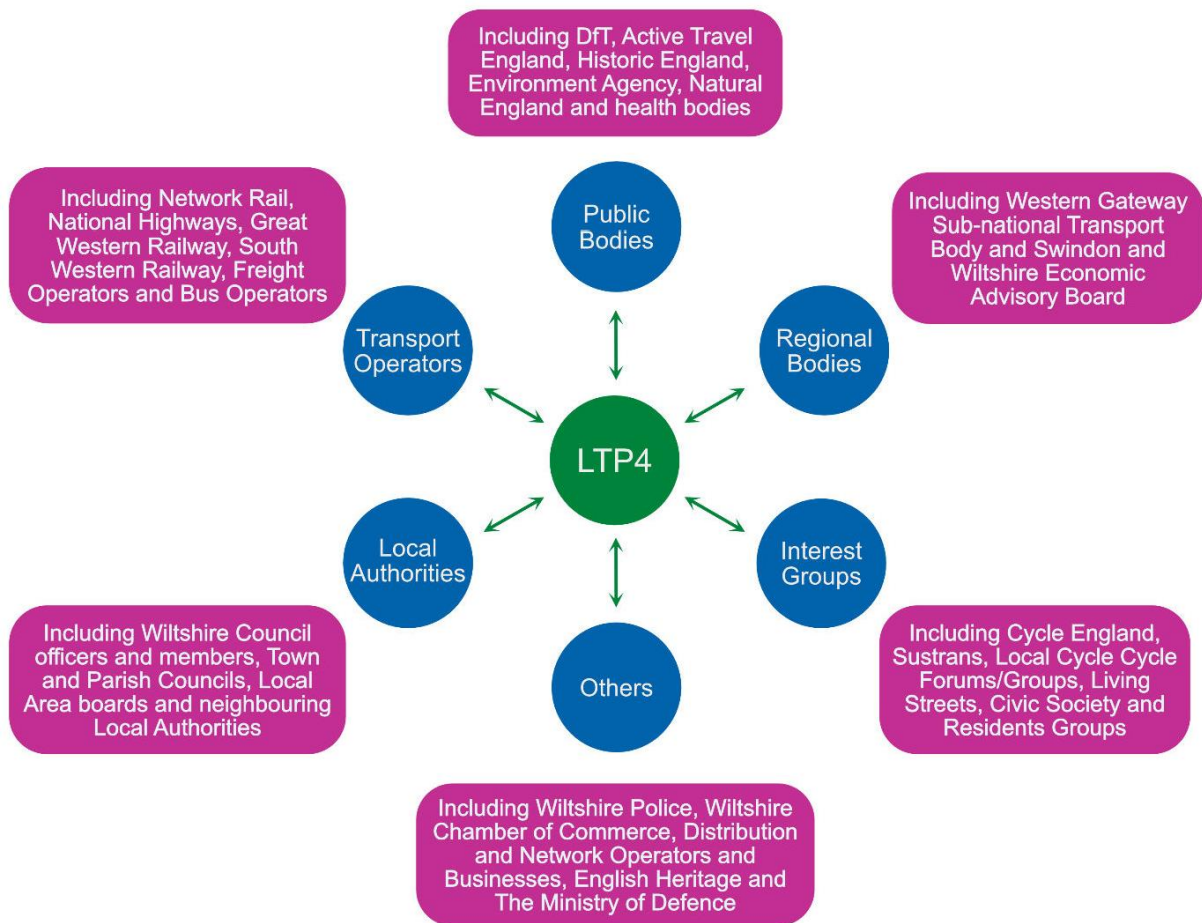
2.27 Our Neighbourhood Plans and Transport Strategies will be linked, and each should help inform the other when identifying local transport challenges and

solutions.

3. Delivery partners

- 3.1 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.
- 3.2 To achieve the LTP4 objectives, we must work collaboratively with local partner organisations, including:
 - future Strategic Mayoral Authority
 - town and parish councils
 - community Area Boards
 - local interest groups including motoring groups
 - businesses and key employers (including the Ministry of Defence)
 - communities and residents
 - educational institutions and,
 - other relevant stakeholders.
- 3.3 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.
- 3.4 It is vital that we maintain regular liaison with partner organisations who own and operate significant elements of transport infrastructure to ensure support for services and schemes which will bring benefits to those who live, work, and travel in Wiltshire. The partner organisations include:
 - Network Rail
 - National Highways
 - Train Operating Companies
 - Freight Operating Companies and,
 - bus and coach operators.
- 3.5 The figure below 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.

LTP4 delivery partners



4. Funding

- 4.1 The measures identified in 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.
- 4.2 Delivery of the LTP4 measures will require both revenue funding (for ongoing service and running costs and repairs) and capital funding (to deliver new assets and make improvements to existing infrastructure).
- 4.3 Funding can come from several sources:
 - Central government grants
 - Private sector, including developer contributions secured through planning obligations
 - 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).
- 4.4 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.

- 4.5 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.
- 4.6 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.
- 4.7 The current Infrastructure Delivery Plan (IDP, 2023) and supporting infrastructure schedule forms part of the evidence base for the draft Wiltshire Local Plan. This document presents the infrastructure needs, the estimated costs and funding mechanisms and is categorised according to the type of infrastructure and prioritisation. Work is currently underway to update the IDP to prioritise funding for infrastructure across Wiltshire. An Infrastructure Funding Statement is published on an annual basis to ensure that developers and local communities can see when and how money is collected and spent in relation to infrastructure provision.

5. Programme

5.1 The timeframe for the delivery of supporting documents will vary depending on the current stage of development and level of priority. The table below shows a programme of work to develop and publish the supporting documents required to implement policies and measures, aligning with the indicative timescales shown for delivering measures, as shown in the Core LTP4 Strategy. The Core LTP4 Strategy also indicates how the measures could be delivered, through either direct delivery, delivery in collaboration with various partners or private sector delivery.

5.2 We have split our indicative timescales into short, medium and long term. These timescales are dependent on securing sufficient funding and resources.

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

5.3 In determining the timescale, we have considered the following:

Short term:

- Essential to support the evidence base and delivery of policies in the Wiltshire Local Plan.
- Strong certainty of unlocking external/developer funding.
- Identified as a priority through the consultation feedback.
- Significant support to help delivering existing Council adopted Plans, such as Climate Strategy and Air Quality Action Plan.
- There is currently no strategy or plan currently in place or the existing strategy or plan is over ten years old.
- Essential to achieve Business Plan objectives
- Strong alignment with national government policy (e.g. unlocking housing growth)

Medium term:

- Aligns with more than one LTP4 strategic objective.
- Some certainty in the medium time of unlocking external/developer funding.
- Strategy or plan currently in place over five years old.
- Identified within infrastructure delivery plan.
- Some alignment with national government policy.
- Identified in feedback from LTP4 consultation.

Long term

- Aligns with at least one LTP4 strategic objective.
- Some certainty in the future of unlocking external/developer funding.
- Existing strategy in place less than five years old.
- Some alignment with national government policy
- Not identified as a priority in LTP4 consultation feedback.

Programme		Year	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038		
				1	2	3	4	5	6	7	8	9	10	11	12	13	14		
		Actions	LTP3	Local Transport Plan 4															
				Short Term	Medium Term	Long Term													
County-wide	Parking	Parking Plan																	
		Parking Standards review																	
	EVI	EVI Strategy						Review											
		LEVI Project																	
	Public Transport	Rail Strategy																	
		BSIP		Adopted BSIP 2024 - 2030															
	Freight	Freight Plan																	
		FAPM review																	
	Active Travel	Active Travel Strategy																	
LCWIPs																			
Travel Plan guidance																			
Place-based	Principal Settlements	Chippenham Transport Strategy																	
		Salisbury Transport Strategy																	
		Trowbridge Transport Strategy																	
	Market Towns	Transport strategy for each Market Town																	
	Rural Areas	Transport solutions for Rural Areas																	

6. Monitoring

6.1 There is a requirement to monitor the progress towards achieving the objectives of LTP4 against the performance measures set out in the Core LTP4 Strategy. The outcomes of the performance monitoring will be presented in progress reports to be produced regularly with the first expected three years after adoption of LTP4.

Other relevant documents (lists not exhaustive)

Links with other Wiltshire Council documents:

- Wiltshire Council Business Plan
- Draft Wiltshire Local Plan (2023)
- Infrastructure Delivery Plan (IDP) (2023)
- Bus Service Improvement Plan 2 (BSIP, 2024)
- LCWIPs
- Air Quality Strategy, Action Plan and SDP
- Climate Strategy
- Highway Asset Management documents
- Green and Blue Infrastructure Strategy

Other existing policy and strategy documents:

- Western Gateway Sub-national Transport Body's Strategic Transport Plan 2020-2025
- Western Gateway Sub-national Transport Body's (emerging) Strategic Infrastructure Plan
- Western Gateway Rail Strategy
- National Highways Route Strategy Initial Overview Report, South West Peninsula (2023)
- Wiltshire Rail Strategic Study (Network Rail, 2024)
- DfT Future of Transport – Supporting rural transport innovation
- DfT Transport Decarbonisation Plan
- National Planning Policy Framework

Wiltshire Council Local Transport Plan 4 (LTP4) 2025

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The logo for Wiltshire Council, featuring the text "Wiltshire Council" in a bold, white, sans-serif font. Below the text is a stylized white graphic consisting of two curved lines that sweep upwards and outwards, resembling a bridge or a stylized 'W'.

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