



Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP)

Salisbury LCWIP Non-technical Summary
2022



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1. Introduction

This summary document provides an overview of the first iteration of the Salisbury Local Cycling and Walking Infrastructure Plan (LCWIP). The draft Framework Wiltshire LCWIP is published in conjunction with this plan and provides the wider strategic context. The Salisbury LCWIP refreshes and replaces the existing Salisbury Town Cycle Network and adds a long-term approach to improving the walking network in the city centre.

Many of the routes shown on maps in this document can also be seen in more detail at:

[Wiltshire Walking and Cycling Infrastructure Routes](#)

The key outputs of LCWIPs, as set out by the Department for Transport (DfT), are:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development;
- a prioritised programme of infrastructure improvements for future investment;
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

Infrastructure should be delivered to the standards set out in Local Transport Note 1/20 *Cycle Infrastructure Design* (LTN 1/20) published by DfT in July 2020).

The Salisbury LCWIP identifies the key walking and cycling routes that need to be improved in the Salisbury urban area. It shows how these routes form part of a coherent network, in accordance with government requirements. It sets out where these routes do not meet the government's standards, and how we proposed to address these problems. It explains the evidence base used to select the routes and prioritise improvement schemes. The Salisbury LCWIP document contains:

- The scope of the Salisbury LCWIP: timescale, geographical coverage and who is responsible for delivery
- The evidence used to select routes and create a network
- The key origins and destinations where people want to walk and cycle to
- Audits of existing walking routes
- Audits of existing cycling routes
- High level proposals to make improvements to these routes
- A costed timetable for delivery of improvements

The main emphasis of the LCWIP is to identify and prioritise schemes that have the most potential to increase active travel, particularly via modal shift from car trips. Leisure cycling plans are primarily addressed in strategies such as the Countryside Access and Improvement Plan and the Obesity Strategy.

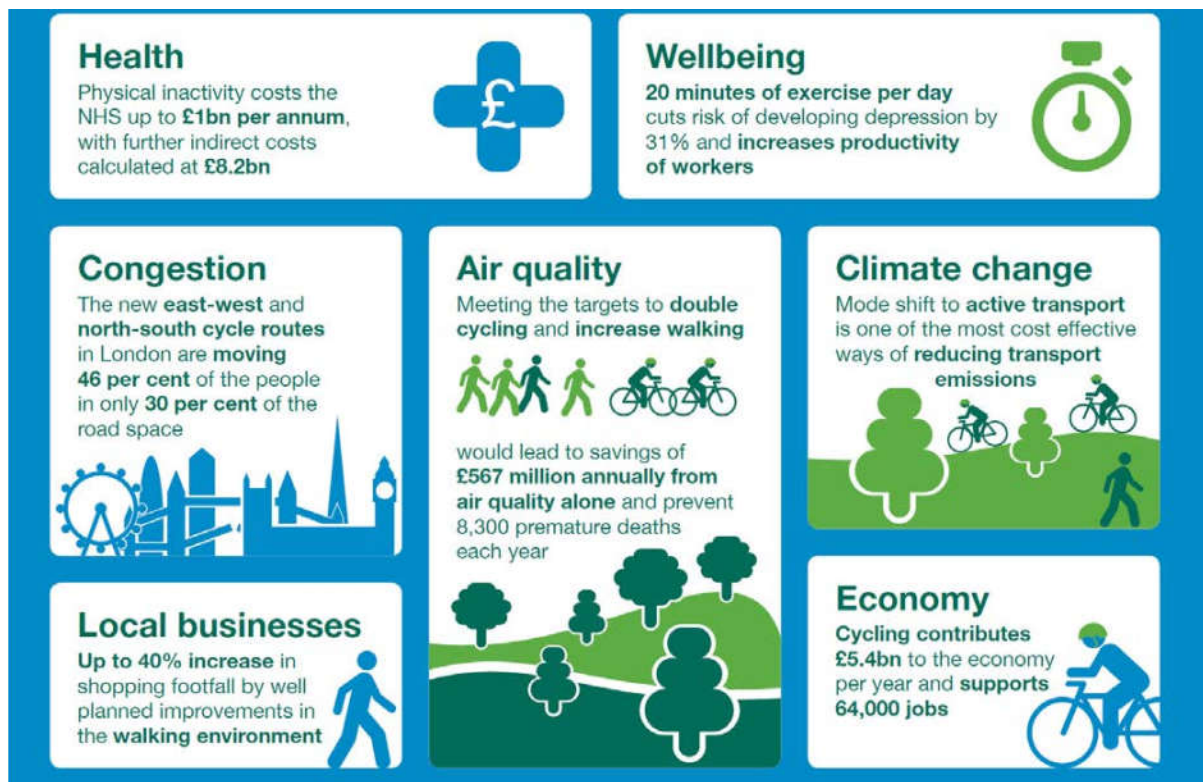
The Government's Strategy for Active Travel, *Gear Change* published in 2020 sets out the key objective **"to see a future where half of all journeys in towns and cities are cycled or walked."**

The Wiltshire Climate Change Strategy (2022-27) sets out the relevant local objectives:

- to achieve a transport system in Wiltshire that has zero carbon emissions, acknowledging the different solutions for our towns and city versus rural villages.
- to create the infrastructure for increased walking, cycling, shared and public transport and use of alternative fuels, including electric vehicle charging points.
- to achieve high-quality public transport and transport hubs that offer a pleasant and convenient way to get around, and seamless combined journeys.
- to locate and design new developments to reduce the need to travel.

A zero carbon mobility and transport system will entail a shift to more sustainable modes of transport – achieving mobility and accessibility through public transport, and walking and cycling in our towns and city. The Framework Wiltshire LCWIP and the Salisbury LCWIP will enable this.

fig. 1 The benefits of walking and cycling (Dft, 2018)



Source: Government response to Call for Evidence: Cycling and Walking Investment Strategy: Safety Review, DfT, 2018

2. Local Policy Framework

Wiltshire's third Local Transport Plan (2011-2026)¹ sets out the council's objectives, plans and indicators for transport in Wiltshire. Wiltshire's fourth Local Transport Plan is in the early stages of preparation and will align with the timescale of the emerging Local Plan 2036.

The LTP3 Cycling Strategy (2013) sets out the council's aspiration to provide a sympathetically designed, high quality and well-maintained network of cycle routes in Wiltshire's principal settlements and market towns, and where appropriate, between the principal settlements/market towns and to national cycle routes. It also sets out some design guidance and a commitment to draw on best practice design guidance. This design guidance is now superseded by LTN 1/20 design standards and other more recent best practice. The council's approach to design is set out in *Wiltshire Active Travel Infrastructure Design Standards* and the *Wiltshire Active Travel Parking Standards* documents.

Several of Wiltshire's principal settlements and market towns have local transport strategies developed. This includes the Chippenham Transport Strategy, the Trowbridge Transport Strategy, the Salisbury Transport Strategy and the Devizes Transport Strategy.

The Wiltshire Core Strategy Development Plan² was adopted on 20th January 2015. The plan provides an overarching planning policy framework for Wiltshire for the period up to 2026. The council is currently reviewing the Core Strategy in order to accommodate development up to 2036³. This process will allocate new sites for housing and employment, as well as updating the council's planning policy framework.

A number of other strategies have been taken account of in the development of the LCWIP and should align with it, including:

- Wiltshire Countryside Access Improvement Plan 2015 - 2025
- Wiltshire Green and Blue Infrastructure Strategy
- Wiltshire Mental Health and Wellbeing Strategy 2014 – 2021
- Wiltshire Health and Wellbeing Strategy 2019-2022
- Air Quality Strategy for Wiltshire 2019 – 2024
- Wiltshire's Climate Change Strategy 2022 – 2027

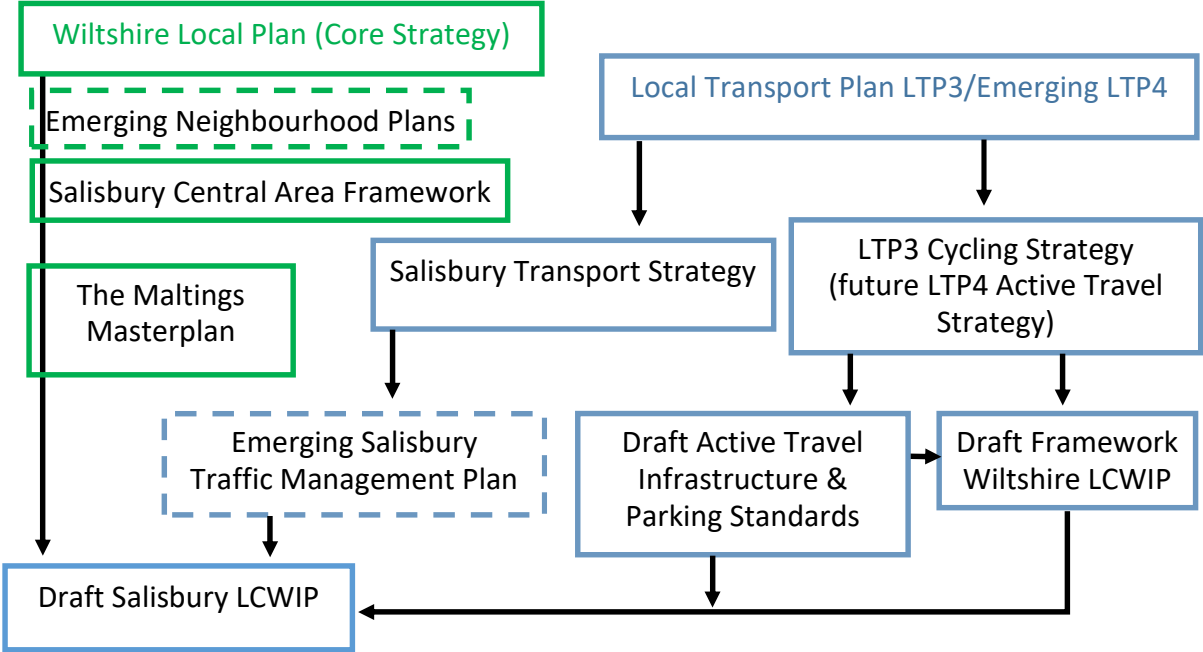
Using Salisbury as an example, *fig. 2* sets out how the core strategy, transport strategies and other local policy documents fit together with the local and Wiltshire LCWIPs.

¹ [Third Local Transport Plan | Wiltshire Council](#)

² <https://www.wiltshire.gov.uk/planning-policy-core-strategy>

³ <https://www.wiltshire.gov.uk/planning-policy>

fig. 2 The policy framework for the Wiltshire LCWIP and Salisbury LCWIP

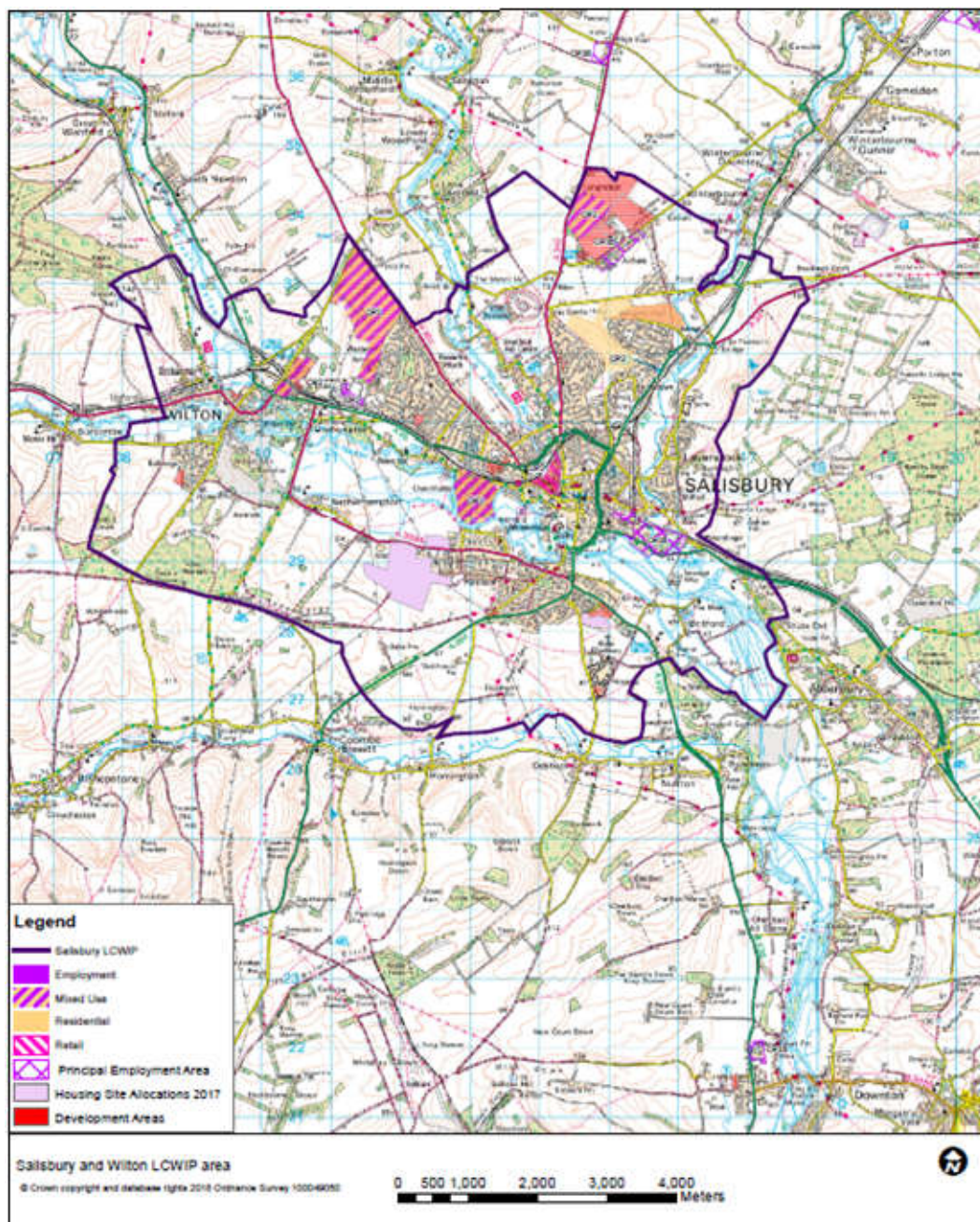


3. LCWIP Scope

This LCWIP covers the period from 2021 to 2036. As shown in *fig. 3*, the Salisbury LCWIP covers the contiguous urban area around Salisbury, including:

- the city of Salisbury;
- the market town of Wilton;
- the parishes of Laverstock and Ford, Quidhampton, Netherhampton, and Britford;

fig. 3 Salisbury LCWIP geographical area



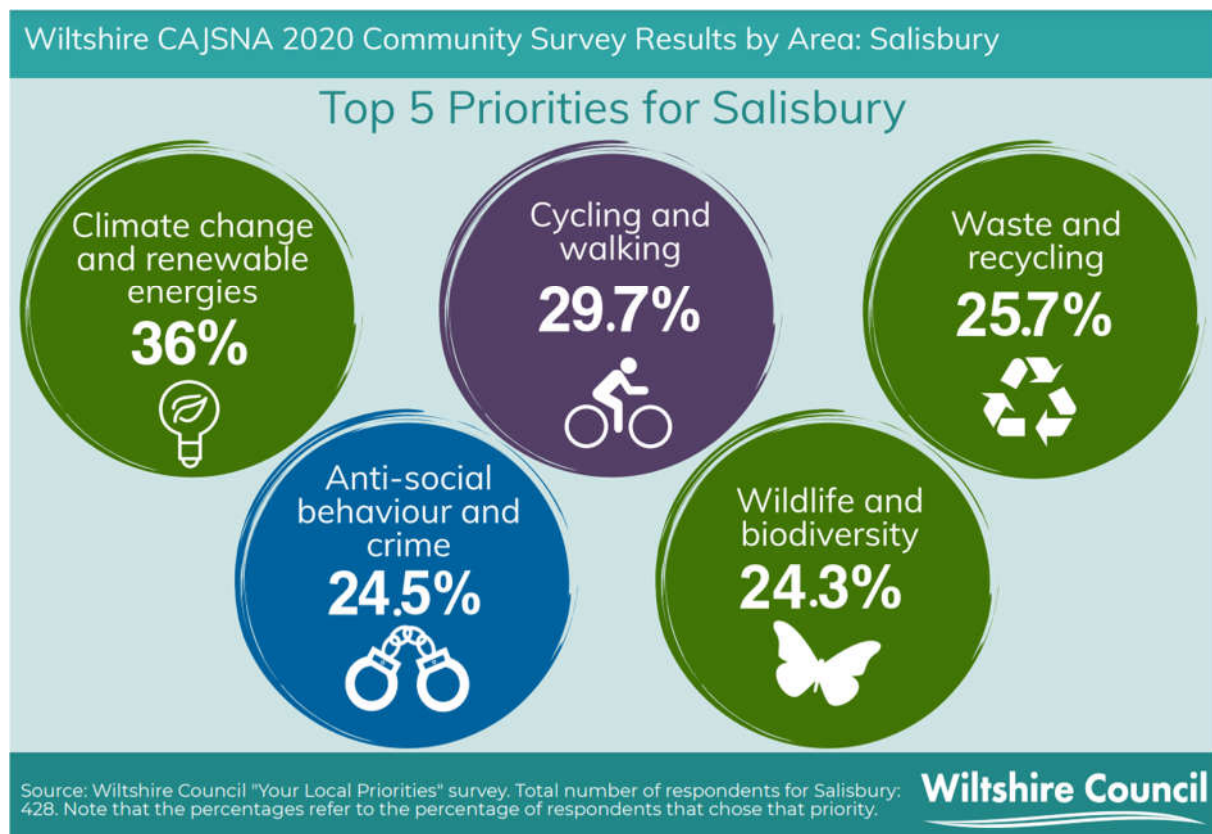
4. Governance and consultation

The LCWIP has been drawn up with input from:

- the Salisbury Cycle Liaison Panel (CLP), which includes the Cycle Opportunities Group for Salisbury (COGS), local Sustrans rangers and the relevant parish councils,
- the Salisbury Disabled Access & Walking Forum (SWDAF) which includes the local Walking for Health group, carers representative, and wheelchair users.

This draft document will now be online for consultation for 6 weeks, and further public webinars with the Salisbury CLP, SWDAF and other stakeholders will be arranged during this time.

Cycling and Walking have been identified as one of the top five priority by residents of Salisbury in the 2020 Community Area JSNA Community Survey.



5. Challenges and opportunities

The city centre has a compact medieval grid layout, which is theoretically suitable for easy walking and cycling access, but suffers from high traffic volumes. The centre is encircled by the A36, the railway and the rivers, which can form a barrier for non-motorised users. To the east of the city centre, the steep gradients into Laverstock can also be problematic (although the rising popularity of electric bicycles and mobility scooters can help address this). The quality of these existing walking and cycle routes through the city centre is variable, with many sub-standard width footways and inadequate crossings. There are a few sub-standard traffic-free cycle facilities but most provision is on street, where traffic volume is in excess of LTN 1/20 standards. The narrow streets in the city centre make it difficult to accommodate motor vehicles and people who walk or cycle in the same space.

The suburban areas of the city tend to lay along spokes of arterial roads:

- the A36 Wilton Road to Warminster, Bath and Bristol,
- the A360 Devizes Road to Devizes,
- the A345 Castle Road to Amesbury, Marlborough and Swindon,
- The A30 London Road to Porton, Swindon and London,
- The A36 Southampton Road to Southampton,
- The A338 Downton Road to Downton and Bournemouth,
- The A354 Coombe Road to Weymouth,
- The A3094 which connects the A338 to the A36 Wilton Road.

The A36 is part of the Strategic Road Network (SRN) i.e. nationally significant roads owned and maintained by National Highways rather than Wiltshire Council. It runs from the north-west skirting the edge of Wilton, into Salisbury where it encircles three quarters of the city centre, and then exits to the south-east through the Southampton Road retail park. The A3094 and A338 are part of the Major Road Network (MRN), economically critical roads that complement the SRN.

These roads are predominantly single-carriageway routes where there is limited space to create segregated cycle routes or enhance walking routes. There are high volumes of traffic along all these roads. Where cycle infrastructure is provided, it is often sub-standard in nature and rarely provides a continuous route to key destinations.

Bus priority lanes have been implemented on the A345 Castle Road and the A338 Downton Road, and the Salisbury Transport Strategy aims to introduce further bus priority. Enhanced bus priority is critical to encouraging modal shift onto buses, reducing congestion and creating a more pleasant walking and cycling environment.

As set out in the Salisbury Transport Strategy, the city has five Park & Ride sites which are currently underutilised. The Maltings redevelopment offers opportunities to revitalise the city centre and rebalance streets in favour of non-motorised users. Wiltshire Council is working with the Environment Agency to develop a River Park on part of this site with improved access for people who walk and cycle, and potentially a cycle hub acting as an access point for routes towards

Stonehenge. The remainder of this site is allocated for mixed-use development. The council will be working with the new owners of the site to explore options which may include a greater proportion of leisure uses rather than retail.

Salisbury rail station is on the western edge of the city centre, with frequent direct services to London Waterloo, Exeter, Bristol and Southampton. The railway travels parallel to the A36 Wilton Road into the centre and mirrors the A36 Churchill Way to the north of the city centre, before exiting parallel to the A30 London Road to the north-east, providing another barrier to walking and cycling along these corridors. In 2021 a bid for funding to develop Wilton Junction Station was submitted to the DfT's Restoring Your Railway Ideas Fund by Wiltshire Council working with key stakeholders. Unfortunately, this bid was unsuccessful. Potential next steps to develop Wilton Junction Station will now be considered as part of the forthcoming Wiltshire LTP4.

6. Information gathering

Data was collected from a variety of sources including:

- Salisbury Central Area Framework
- Salisbury Transport Strategy
- Indices of Multiple Deprivation
- Health and wellbeing data
- The Air Quality Management Zones
- Traffic data and collision data
- Key destinations
- Census data showing where people currently cycle
- Audits of walking routes
- A Link and Place analysis: looking at how transport and the urban realm interact
- Audits of cycling routes
- Development sites

7. Salisbury LCWIP walking routes

Using the sources of information listed previously, the walking corridors and key walking zones in the LCWIP area were identified and are shown in *fig.s* 4 to 5. This may also be seen online at:

[Proposed Cycle Routes - Salisbury \(arcgis.com\)](https://arcgis.com)

The walking corridors do not show all walking routes, but those where there is high usage (or potential demand from new developments), often due to a combination of routes to school, employment, shopping, bus stops and the rail station. Individual routes to school can be found in the relevant school's travel plan.

Routes that are mainly for leisure or tourism without a strong utility purpose are not covered as part of the LCWIP, but may be included in the council's Countryside Access Improvement Plan or the relevant Parish Council's Neighbourhood Plans

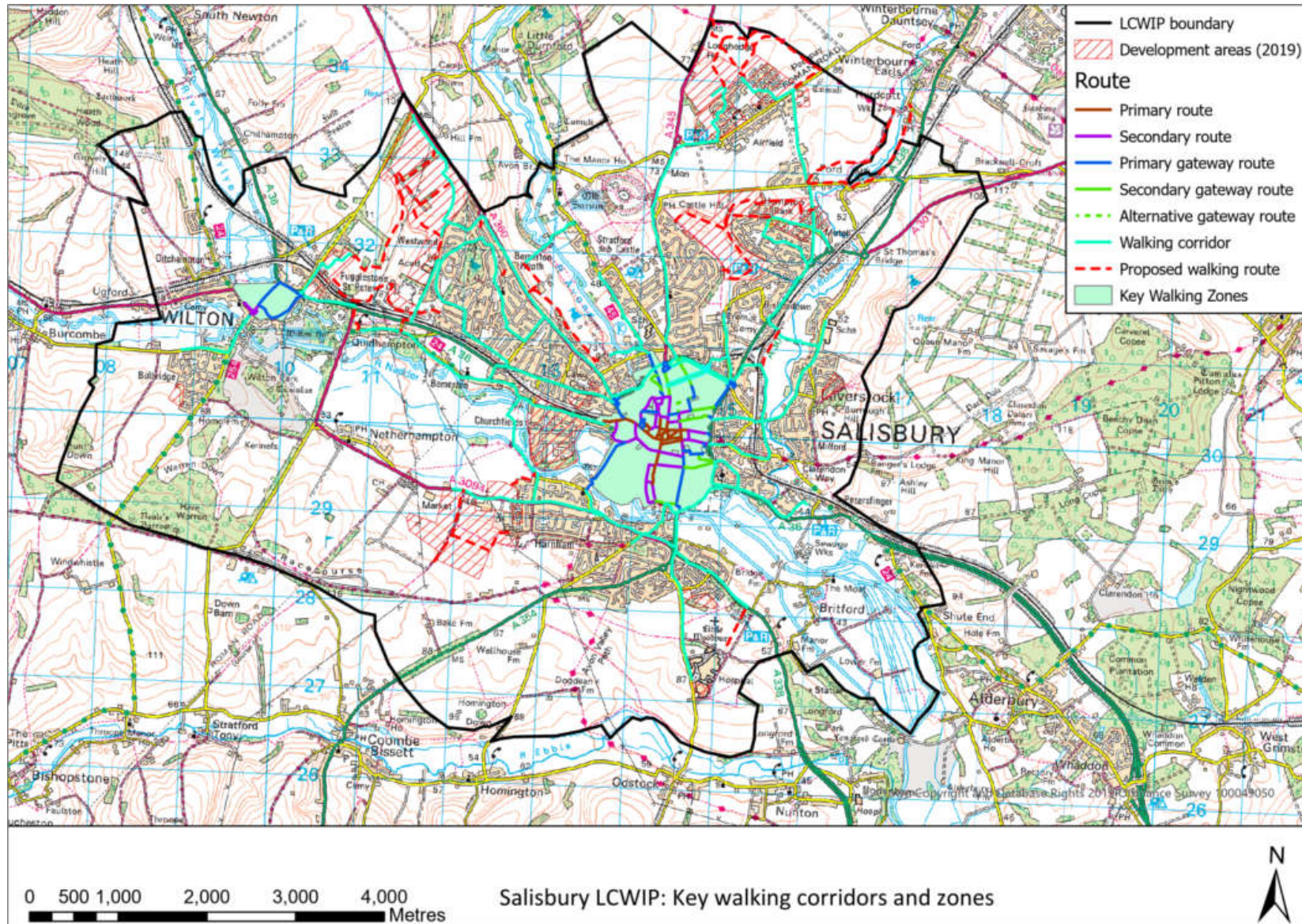
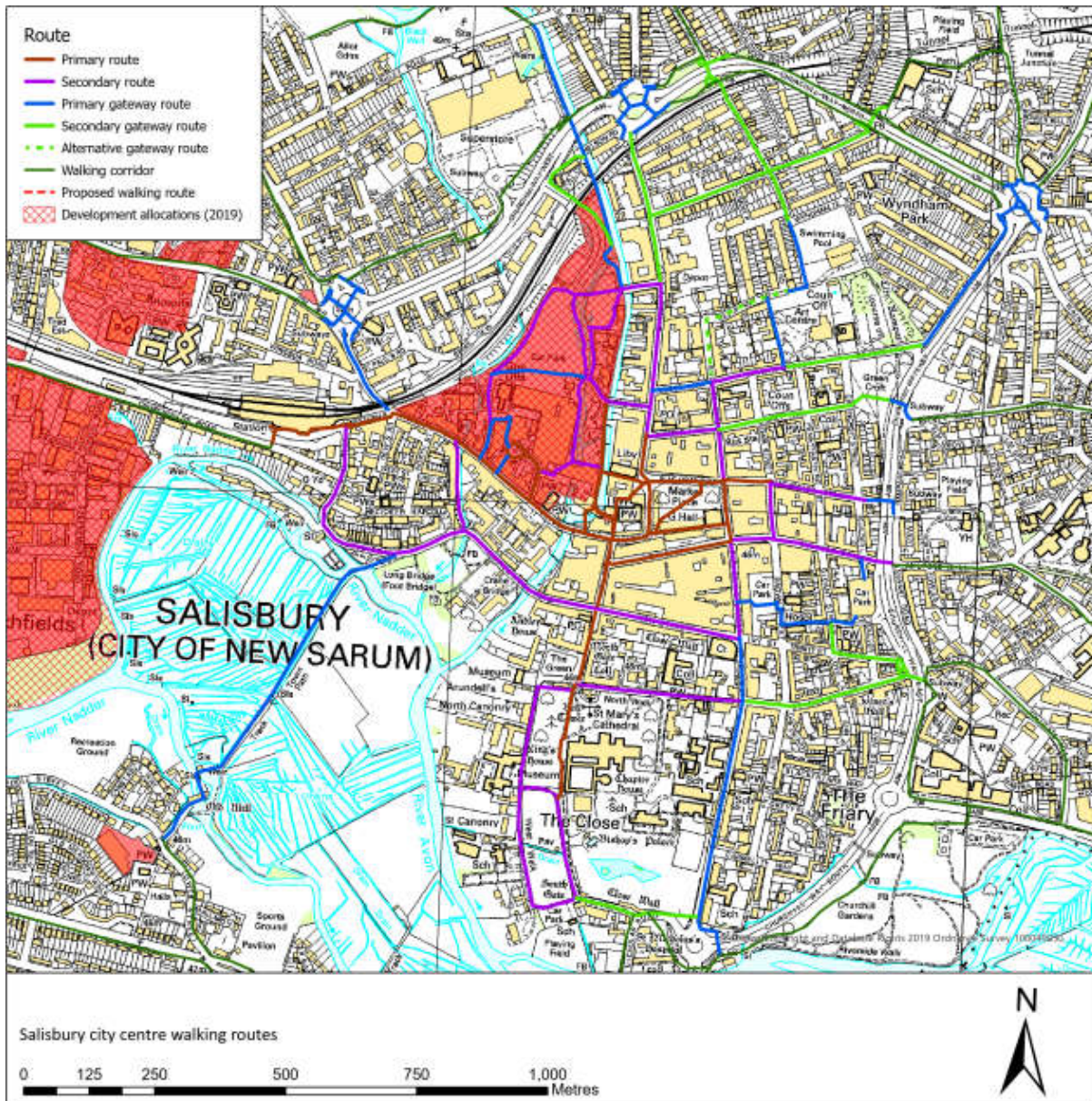


fig. 4 Walking corridors and Key Walking Zones in Salisbury LCWIP area

fig. 5 Walking routes in Salisbury City Centre



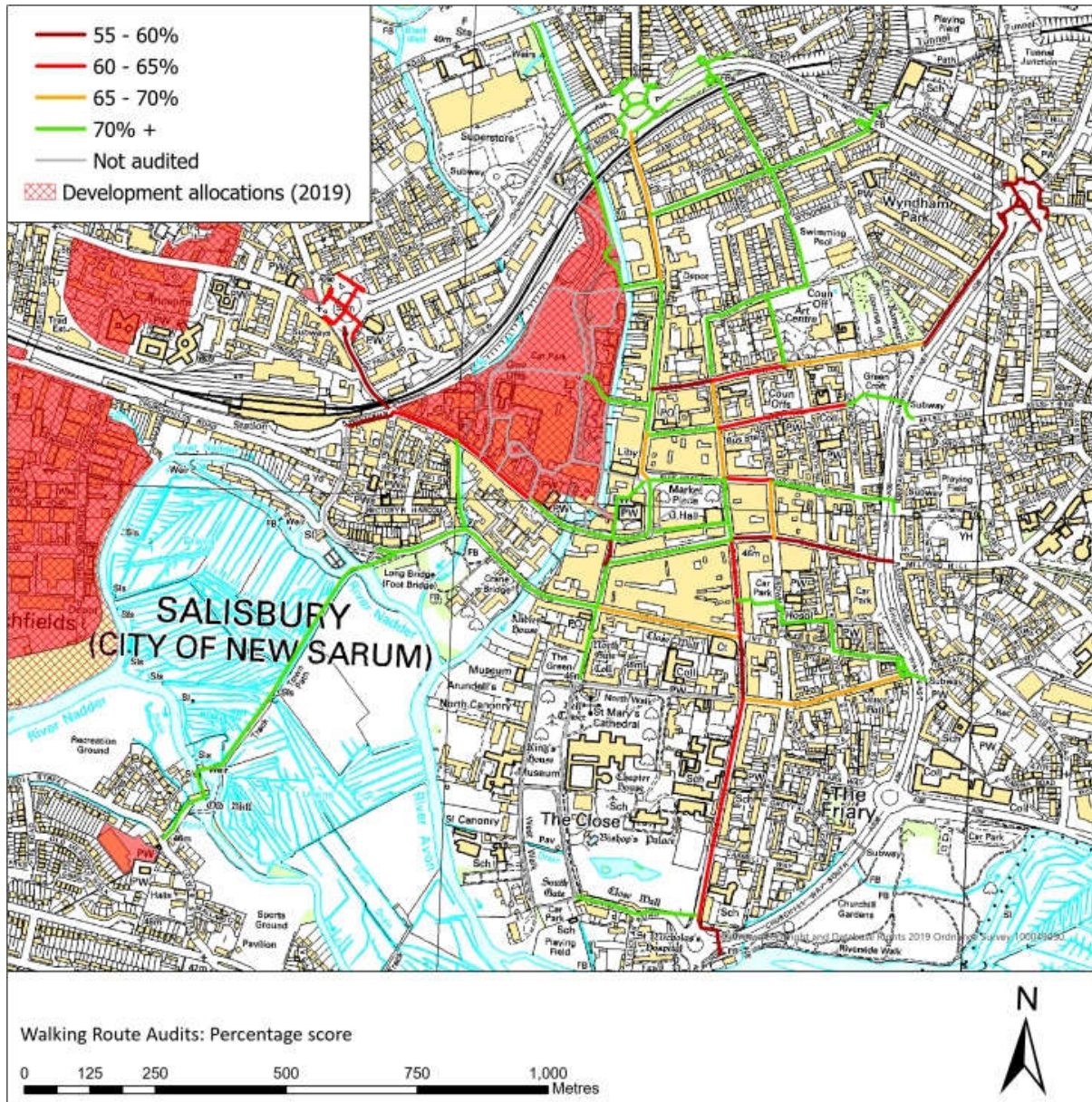
The ring road (Churchill Way), railway and the rivers create a barrier around the city centre. The subways and bridges across Churchill Way and Town Path act as funnel routes across these barriers. These funnel routes are mostly shared with cyclists. In order to encourage modal shift, it will be particularly important that these routes are maintained and enhanced, ensuring there is sufficient space for future walking and cycling demand.

The routes in the city centre are especially important to the attractiveness of Salisbury as a tourism destination. The exact nature and alignment of routes through the Maltings and the River Park are subject to the site layout and detailed design proposals that have yet to come forward. Further leisure walking routes along the river south of Fisherton Street and around the Cathedral may also be explored.

7.1. Walking route audits

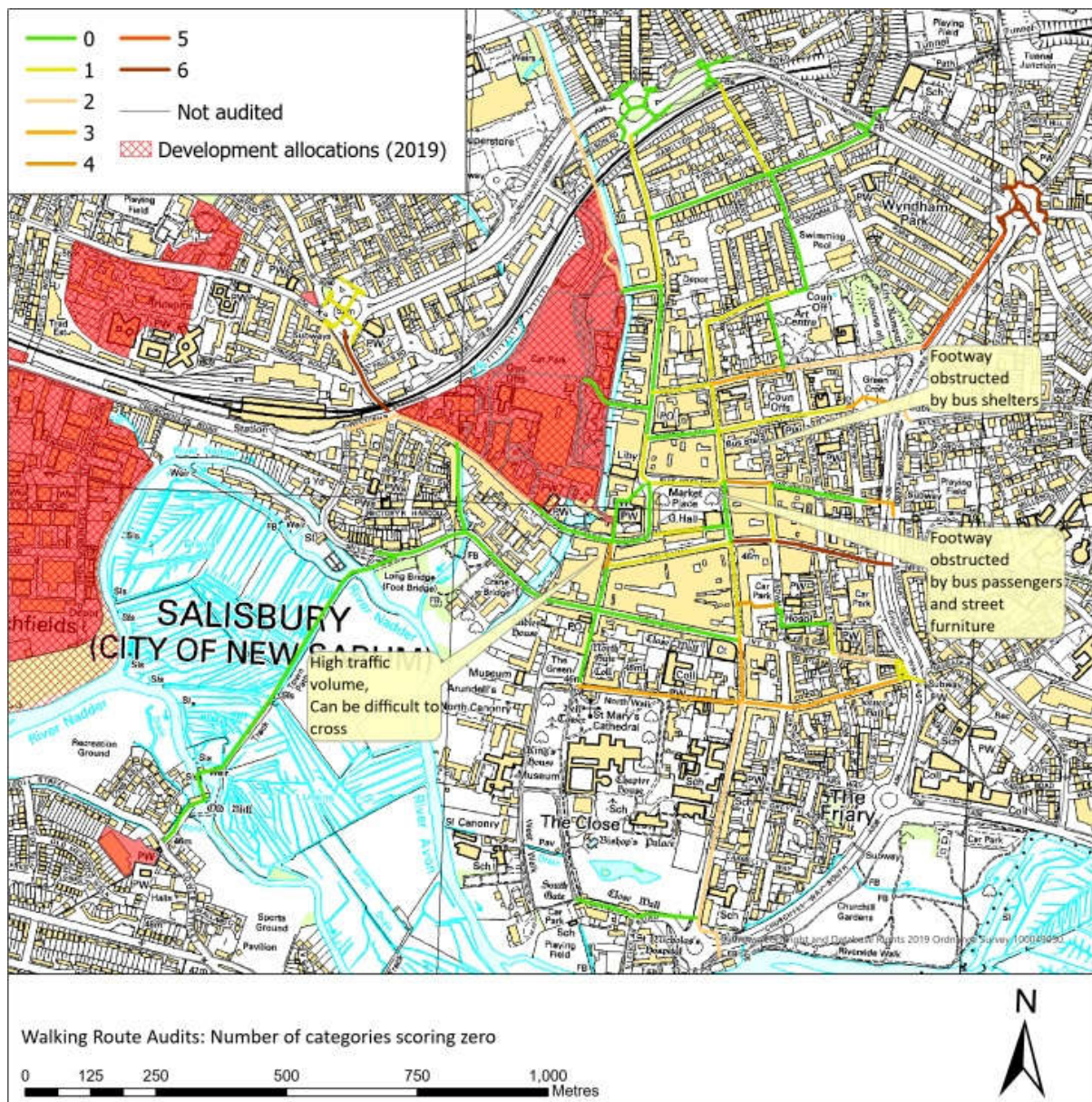
DfT's Walking Route Audit Tool (WRAT) was used to audit the routes identified. A total score of 70% is considered the minimum provision. Twenty streets (or street sections) failed to meet this score as shown in *fig. 6*.

fig. 6 Map of streets scoring below 70%



If a street scores zero in any category, this is also considered to be a failure to meet minimum provision. Out of 66 street sections surveyed, over half (37) were found to be scoring zero in at least one category. These streets are shown in *fig. 7*. One third (23) had footway width below the minimum provision of 1.5m. Twelve were found to have severely deficient dropped kerbs and seven had crossings that were away from desire lines. The remaining streets that scored zero were in a variety of categories including footway condition, traffic noise/pollution, difficulty crossing due to traffic, high traffic volume and lack of visibility. Some streets scored zero in the 'other' categories, for example on Endless Street where the footway is the minimum width but it is obstructed by bus shelters/bus passengers.

fig. 7 Map of streets showing the number of categories scoring zero



8. The cycle network

As LTN 1/20 sets out, cycle routes may fulfil different functions:

- Primary routes – between major trip generators;
- Secondary routes – connections into local centres;
- Local access to streets and attractors; and
- Long distance and leisure routes

To help prioritise improvements, Wiltshire Council has set out the following hierarchy of cycle routes:

Cycle route type	Description
Primary	A route to key destinations from significant areas of populations. These routes will often link a number of key destinations.
Secondary	A route to key destinations from more minor areas of population, or to connect destinations which generate less trips.
School	A local route to school that does not form part of a primary or secondary route. Improvements on these routes may be eligible for Taking Action On School Journeys (TAOSJ) funding.
Rural/tourism	A rural route that is not part of the primary network, but forms part of a key inter-urban route as set out in the outline Wiltshire LCWIP, or a route within the urban area that provides a more scenic alternative to a primary route. These routes may require less stringent standards for surfacing or width due to their more rural nature or location in areas of environmental sensitivity.
Leisure	A route within the urban area that is primarily used for leisure but has some utility usage. These are often less direct routes through parks.
Local	A route that has no strategic importance, but has a local function.
Alternate potential alignment	Where proposed improvements may mean that one of the routes above might change to this route if such improvements are implemented.

This hierarchy of routes is shown in *fig.s 8 and 9*. This may also be seen online at:

[Proposed Cycle Routes - Salisbury \(arcgis.com\)](https://www.salisbury.gov.uk/arcgis.com)

fig. 8 Cycle network and key destinations

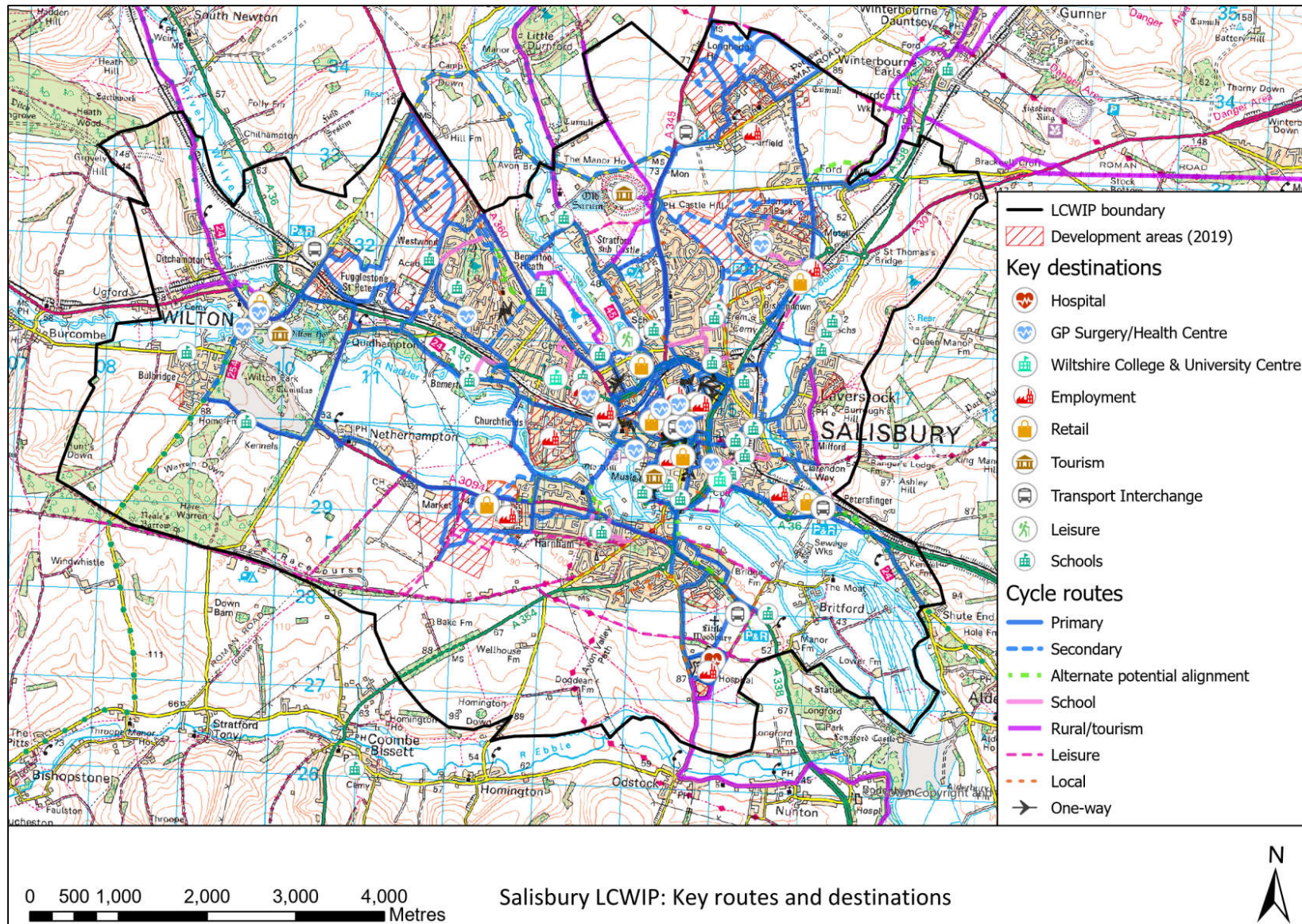
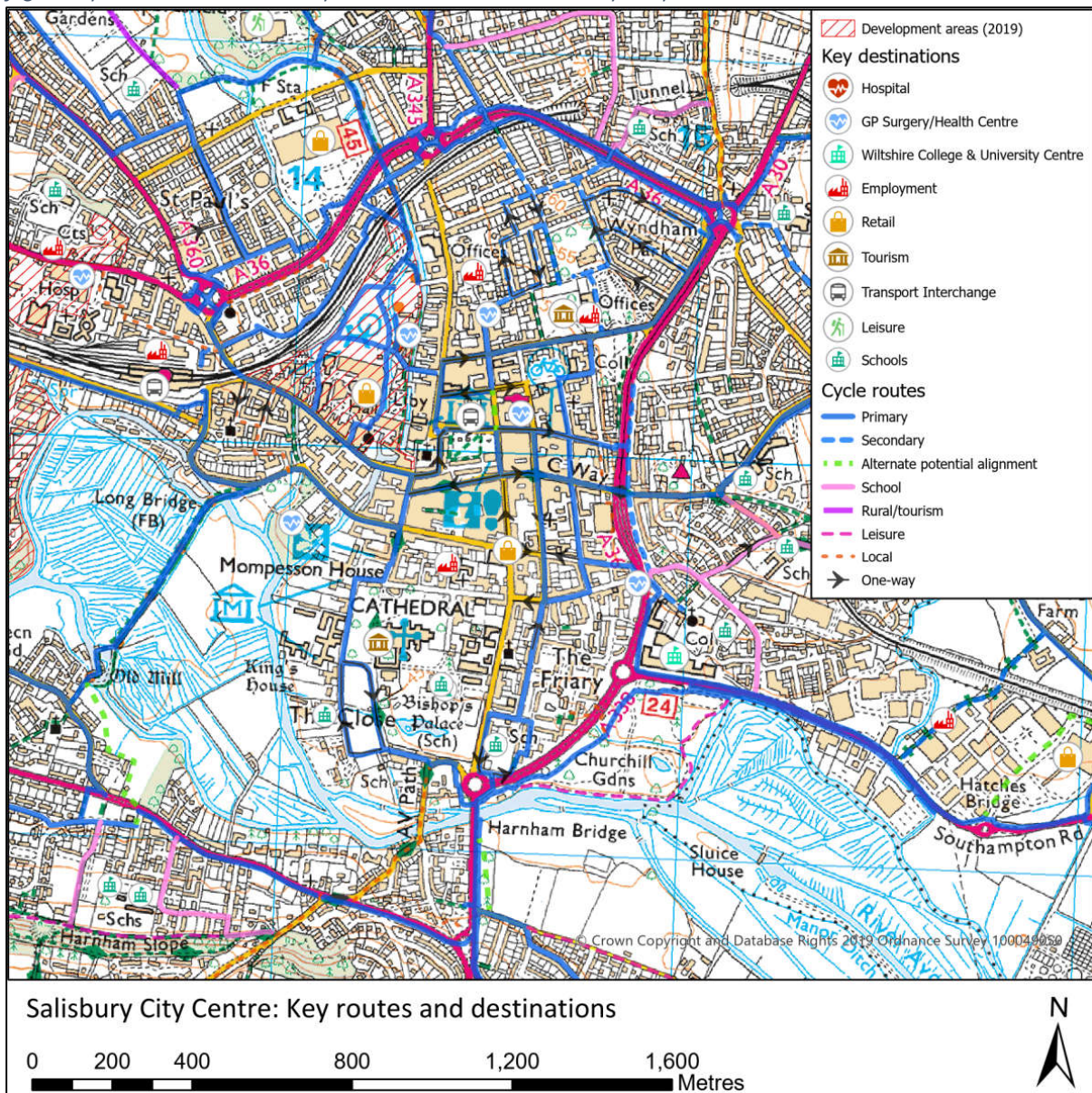


fig. 9 Cycle network and key destinations in Salisbury City Centre



Note that in *fig. 9* the primary route is shown along both existing and potential alignments, for example it is proposed that NCN 45 should move from its existing alignment along the river under the railway line, to a new alignment through the third railway bridge arch;

8.1.Cycle Route audits

The Salisbury Town Cycle network was developed by auditing all routes and potential routes. These routes have been classified as shown below.

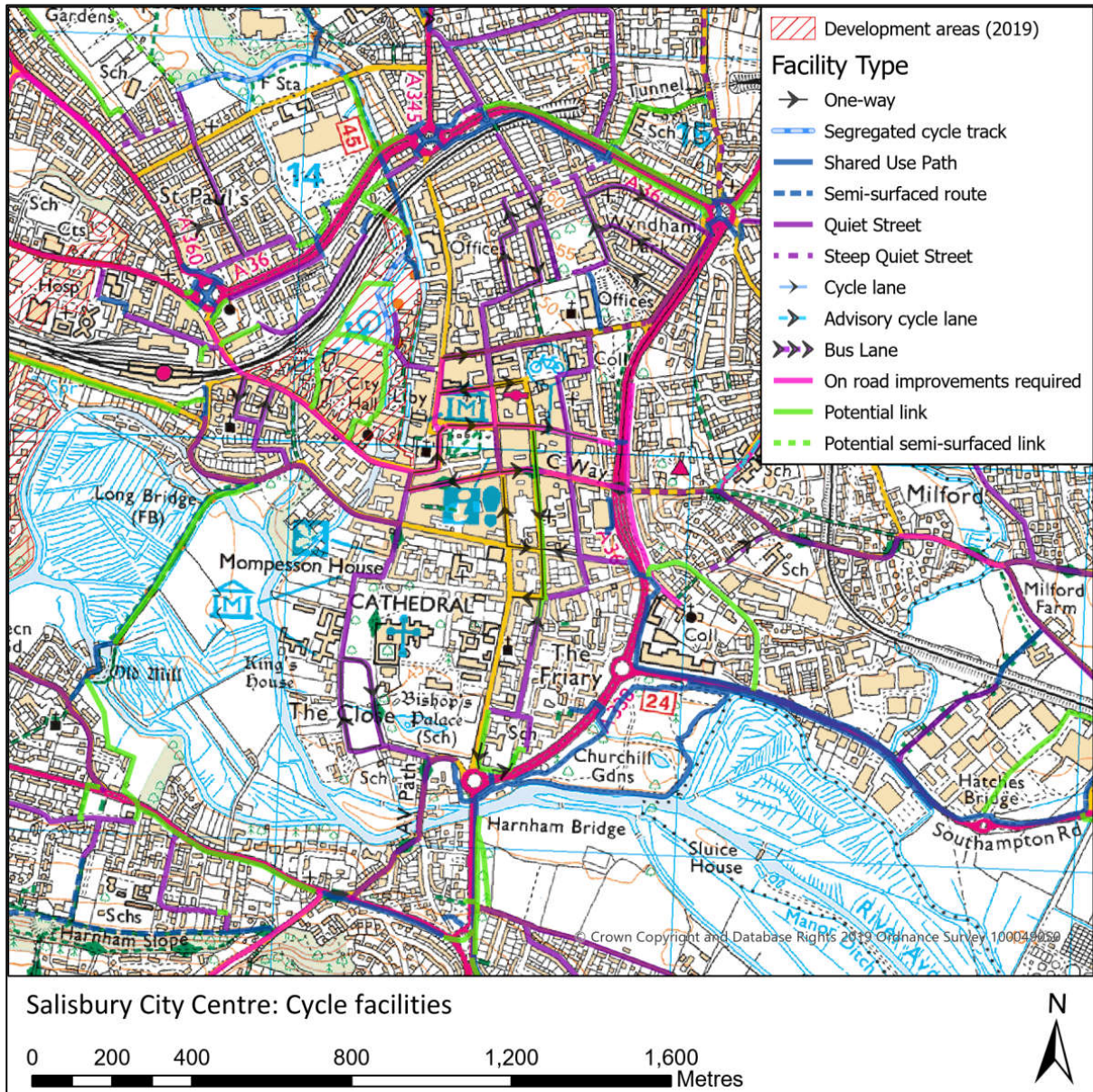
Route	Description
Shared use path	A shared use path. A route with a bound surface that is shared with people who walk or use mobility scooters. Legally, this might be a Cycle Track with a right of way on foot, a bridleway, a restricted byway, towpath or a footpath/private path with permissive cycle access.
Semi-surfaced route	A path with legal cycle access but that does not meet minimum standards. These would usually be in a rural, peri-urban or environmentally sensitive area. Legally this might be a Right of Way, towpath or a path with permissive access.
Cycle track	A physically segregated cycle track. These may be separated from motor traffic and people who walk or use mobility scooters by different levels, surfacing, kerb lines or verges. There are no facilities like this in Salisbury currently.
Cycle lane	A mandatory cycle lane. These might be separated from motor vehicles using white lines or light segregation.
Advisory cycle lane	An advisory cycle lane (dashed lines).
Quiet Street	Under 200 vehicles per hour; 85 th percentile speed 20mph or less; and no significant obstacles. This might include traffic-filtered streets or sign-only cycle contraflows. Legally these might be a road or byway (BOAT).
Steep Quiet Street	A street that meets the requirements for a Quiet Street
Bus Lane	A bus lane. Bus lanes on arterial roads are not preferred cycle facilities and are unlikely to encourage modal shift, but may be preferred by some cyclists to mixed traffic lanes.
On-road improvements required	This route fails to meet the Quiet Street standards. Potential improvements might include traffic reduction or traffic calming.
Potential link	A route where a shared use path, cycle track or lane might be constructed. The exact alignment may not be identified.
Potential semi-surfaced routes	A route where a semi-surfaced path might be implemented, or legal rights to cycle gained over an existing route. These would usually be in a rural, peri-urban or environmentally sensitive area.

Where on street routes did not meet the definition of 'Quiet Streets' or where paths have significant defects, potential improvements schemes were identified. In some cases, feasibility studies or preliminary design work has been done to establish the best option for a scheme. In other cases, the route may have been discussed with Wiltshire Council engineers. These potential improvements are outlined in *fig.s* 10 and 11 and may also be viewed on the online interactive map.

fig. 10
Potential
and
existing
cycle
routes



fig. 11 City Centre: potential and existing cycle routes



9. Key improvements and prioritisation

Delivery of walking and cycling improvements is usually driven by funding opportunities. Funding usually has specific criteria such as proximity to a rail station, regenerating a high street or connections to the Strategic Road Network (SRN) or Major Road Network (MRN).

There are currently three types of funding from development sites:

- Community Infrastructure Levy (CIL) funding – transport schemes including active travel will compete against non-transport schemes (such as schools or play areas).
- Local CIL funding – this is given directly to parish council to spend according to their priorities set out in the Neighbourhood Plans
- S106 funding – this will pay for specific schemes named in the S106 legal agreement to enable the development to proceed, such as walking or cycling links directly connecting to the site.

There are also external funding applications which the council can apply to such as the Future High Street Fund, National Highways designated funds, and the Customer and Communities Improvement Fund from the DfT (administered by South Western Railway and Great Western Railway). These funding applications usually require a certain percentage of match-funding. A higher proportion of match-funding will usually improve the chances of being successful when bidding for funding.

The funding streams available often change which makes selecting schemes for development difficult. In previous years, S106 funding could be collected to pay for Salisbury Transport Strategy schemes in general rather than specific schemes as set out in the National Planning Policy Framework. The council is currently using this funding as match-funding for external funding applications, e.g. Active Travel Fund applications.

For these reasons, the majority of prioritisation is determined by funding availability i.e. because a scheme is directly linked to a new development or because it is the most likely to be funded through a certain funding stream.

9.1. Delivery of schemes outside the city centre

The timetable for implementation of schemes is set out on the following pages. The delivery timetable and funding of schemes listed as National Highways' responsibility would be determined by National Highways.

9.1.1. Priority schemes to be delivered in the short term (1-3 yrs)

	Cost estimate	Funding	Type
<i>Wilton to Salisbury city centre route</i>			
A3094/A36 Park Wall to Edgam Place (Quidhampton) path and Lower Road improvements	£350,000	National Highways designated funds/Development sites/CATG	Walking & cycling
A36 Wilton Roundabout and minor A36 Wilton road improvements	N/A	National Highways	Walking & cycling
<i>Longhedge – Old Sarum – Salisbury city centre route</i>			
Longhedge to Old Sarum eastern path	£70,000	Development site	Walking & cycling
Old Sarum to Ford/Salisbury (Green Lane)	£500,000	Development site/Active Travel Fund	Walking & cycling
Green Lane to Laverstock Turn on-road feasibility study	£13,000	Development site	Walking & cycling
A36 St. Mark's Roundabout to Laverstock cycle path via Cow Lane	£300,000+	Development site/TBC	Walking & cycling
Longhedge – Old Sarum – City Centre signage schedule	£15,000	Development site	Walking & cycling
<i>Fugglestone to Salisbury city centre route</i>			
Bemerton Heath on street improvements including 20mph zone	£70,000	Development site	Walking & cycling
<i>Wilton – Wilton Station – Fugglestone route</i>			
Wilton Hill to Fugglestone traffic free path (see Appendix 4)	£1,000,000+	Development site /Active Travel Fund	Walking & cycling
A36 Wilton roundabout pedestrian and cycle improvements (National Highways scheme)	TBC	National Highways	Walking & cycling
<i>Salisbury city centre to Salisbury District Hospital route (see Appendix 4)</i>			
A3094 Harnham Gyratory to Harnham Road/Old Blandford Road	£1,062,000	Development site/CIL	Cycling
A338 New Bridge Road/Downton Road improvements (includes Britford Lane)	£2,000,000+	Development site/CIL	Walking & cycling
Odstock Road widening of existing shared path (frontage of Rowbarrow site)	Site design	Development Site	Walking & cycling
Salisbury city centre to Hospital signage schedule	£15,000	Development Site	Walking & cycling

9.1.2. Priority schemes to be delivered in the medium term (3-6yrs)

	Cost estimate	Funding	Type
<i>Wilton to Salisbury city centre route</i>			
Churchfields Road	£1,000,000+	Development site/TBC	Walking & cycling
Wilton to Salisbury city centre signage schedule	£15,000	Development site/TBC	Walking & cycling
<i>Wilton – Wilton Station – Fugglestone route</i>			
Minster Street (Wilton) shared path	£500,000+	Development site/TBC	Cycling
<i>Longhedge – Old Sarum – Salisbury city centre route</i>			
A345 Castle Road cycle, pedestrian and bus lane improvements	£2,100,000+	Development site/BSIP/TBC	Walking & cycling
<i>Southampton Road routes</i>			
Tollgate Road cycle path	£100,000	Development site/TBC	Cycling
<i>Netherhampton/Harnham to Salisbury city centre routes</i>			
A3094 Netherhampton Road Carrion Pond Drove to Livestock Market (path widening)	£200,000	Development site/TBC	Cycling
A3094 Netherhampton south development site to Town Path	£350,000	Development site	Walking & cycling
Town Path widening	£1 to £5 million	TBC	Walking & cycling
A3094 Netherhampton north development site to Broken Bridges/ Middle Street	£510,000+	Development site/TBC	Cycling
Netherhampton development site to city centre signage schedule	£15,000	Development site/TBC	Walking & cycling
<i>Salisbury city centre to Salisbury District Hospital route (see Appendix 4)</i>			
Odstock Road widening of existing shared path (Rowbarrow site to Hospital)	TBC	Development Site	Walking & cycling
Britford Park & Ride to hospital bus lane, pedestrian and cycle path	£2 to £5 million	Development site/TBC	Walking & cycling
<i>Salisbury to Porton route</i>			
Ford to Hurdcott NB link to Tanners Lane is outside Salisbury LCWIP area.	£300,000+	TBC	Walking & cycling

9.1.3. Schemes to be delivered in the longer term (6yrs+)

	Cost estimate	Funding	Type
<i>Wilton to Salisbury city centre route</i>			
Wilton: West Street (feasibility work required)	TBC	TBC	Cycling
Improvement of Salisbury Road shared use path (National Highways)	TBC	National Highways	Cycling
<i>Fugglestone to Salisbury city centre route</i>			
A360 Devizes Road traffic-free path and other improvements	£1 to £2 million	TBC	Walking & cycling
Fugglestone to Salisbury city centre signage schedule	£15,000	Development site/TBC	Walking & cycling
<i>Longhedge – Old Sarum – Salisbury city centre route</i>			
A345/Portway shared path widening	£500,000	Development site/TBC	Walking & cycling
<i>Southampton Road routes</i>			
Southampton Road (Bourne Way/Petersfinger to Marshmead Close) (National Highways)	TBC	National Highways	Walking & cycling
<i>Netherhampton/Harnham to Salisbury city centre routes</i>			
A3094 Netherhampton development site to Quidhampton (and connection to Bulbridge)	£1 to £2 million	TBC	Walking & cycling
<i>Other routes</i>			
A36 Foots Hill to Imerys (Imerys to Salisbury city centre)	TBC	National Highways / Development	Walking & cycling
A36 Skew Bridge/Church Lane (National Highways)	TBC	National Highways	Walking & cycling
Church Road/Riverside Road, Laverstock (feasibility work required)	TBC	TBC	Walking & cycling
Mill Lane (Stratford Sub Castle) to A360 Devizes Road (feasibility work required)	TBC	TBC	Walking & cycling

9.2. Delivery of schemes in the city centre

In line with the STS and CAF, the top walking and cycling priorities for the council are:

1. **Fisherton Street and South Western Road improvements** through the Future High Streets Fund.
2. **A subway improvement scheme (St. Paul's, Castle Roundabout, St. Mark's)** in partnership with National Highways who are responsible for these roundabouts and subways.
3. **Improved cycle, pedestrian and mobility vehicle access through Exeter St subway** which would include improved lighting, wayfinding and widening of the path between the subway and Carmelite Way.

Subject to funding, consultation and agreement with National Highways, these schemes should be delivered in the short term (1-3 years). This is in addition to those high priority routes that will be provided through the River Park project and Maltings redevelopment including:

- Riverside paths from Ashley Road to Bridge Street.
- Market Walk and the Cheese Market.
- Routes around City Hall.
- Any routes through the Maltings development additional to the River Park scheme.

The council will also continue to consider further walking and mobility vehicle improvements in the city centre such as footway widening. Traffic reduction will be necessary to deliver significant improvements, and the council will pursue this through a variety of initiatives including:

- a) Improving the A36/A3094 ring road to reduce through traffic
- b) Improving public transport
- c) Improving walking and cycling routes outside the city centre, and the River Park and Maltings routes in the city centre.
- d) Extending the e-bike hire scheme that is due to be introduced at Salisbury rail station.
- e) Improved cycle parking including a residential cycle parking scheme.
- f) Supporting the provision of electric car clubs to reduce demand for parking and encourage travel behaviour change.

The River Park scheme will be delivered in phases. The first phase should be delivered in the short term, with further phases in the short to medium term (3-6 years). The Maltings improvements are likely to be delivered in the medium to long term. In addition, the following schemes will be taken forward:

	Timeframe	Cost estimate	Funding	Type
St Paul's Road shared path (to be delivered as part of station access improvements)	1-3 years	-	Development site	Cycling
Fisherton Street improvements north of railway bridge	6 years +	TBC	TBC	Walking & cycling
Fisherton Street, South West Road and Rail Station access improvements	1-3 years	Part of FHSF scheme	Future High Street Fund scheme	Walking & cycling
Avon Valley Path improvements: Maltings/Coach Park routes (River Park phase 1)	1-3 years	-	See 6.2.7 River Park and Maltings schemes.	Walking & Cycling
Avon Valley path improvements: Ashley Road to Central Car Park/Spire View (River Park phase 2)	3-6 years	TBC	National Highways/Environment Agency/TBC	Walking & Cycling
Avon Valley Path to Summerlock Approach/Malthouse Lane	6 years +	-	Redevelopment of the Maltings	Walking & Cycling
A36 Subway Improvement Scheme	1-3 years	TBC	National Highways/TBC	Walking & Cycling
A36 Churchill Way North: Castle Roundabout to Waitrose (National Highways)	3-6 years/6 years +	TBC	National Highways/TBC	Cycling
A36 Churchill Way North: Wyndham Road bridge to St Mark's Roundabout (National Highways)	3-6 years/6 years +	TBC	National Highways/TBC	Cycling
A338 Exeter St subway to Carmelite Way/St Ann Street improvements	1-3 years	£800,000	TBC	Cycling

10. Summary

The schemes set out in this LCWIP set out exciting opportunities to make Salisbury a more attractive place to live and to visit. They will help tackle poor air quality and inactivity-related illnesses, as well as helping Wiltshire meet its Climate Change objectives

Further consultation on individual schemes will be required as proposals are developed. The exact nature and alignment of routes may be varied according to consultation and emerging evidence or design standards.

This LCWIP will be updated if major new development sites are identified as part of the updated Local Plan. The LCWIP will also be periodically updated if other evidence emerges that routes should be altered.



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