



Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP)

Salisbury LCWIP
2022



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Executive Summary

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

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

[Wiltshire Walking and Cycling Infrastructure Routes](#)

1. Introduction

This document provides the first iteration of the Salisbury Local Cycling and Walking Infrastructure Plan (LCWIP). A 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.

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 the DfT in July 2020).

fig. 1 LCWIP stages (source: DfT LTN 1/20)

Stage 1: Determining Scope Geographical extent, governance and timescales
Stage 2: Information Gathering Identify existing patterns and potential new journeys
Stage 3: Network Planning for Cycling Identify origins, destinations and cycle flows. Convert into a network of routes and determine the types of improvement required.
Stage 4: Network Planning for Walking Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
Stage 5: Prioritising Improvements Develop a phased plan for future investments
Stage 6: Integration and Application Integrate outputs into current policies and strategies

The LCWIP process consists of six stages as shown in *fig. 1*. Section 2 of this document sets out the scope of this LCWIP. Section 3 sets out the local context and some overarching barriers and opportunities for active travel i.e. stage 2. The results of stage 2 have largely been integrated into sections 4 and 5 on network planning for walking and cycling. Section 6 then sets out a costed programme of improvements to the networks.

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.

This LCWIP sets out:

- The scope of the Salisbury LCWIP.
- Network planning for walking (key trip generators, core walking zones and routes, existing infrastructure audits, proposed improvements and prioritisation).
- Network planning for cycling (key trip generators, existing patterns and potential new journeys, existing infrastructure audits, a network of routes, proposed improvements and prioritisation).

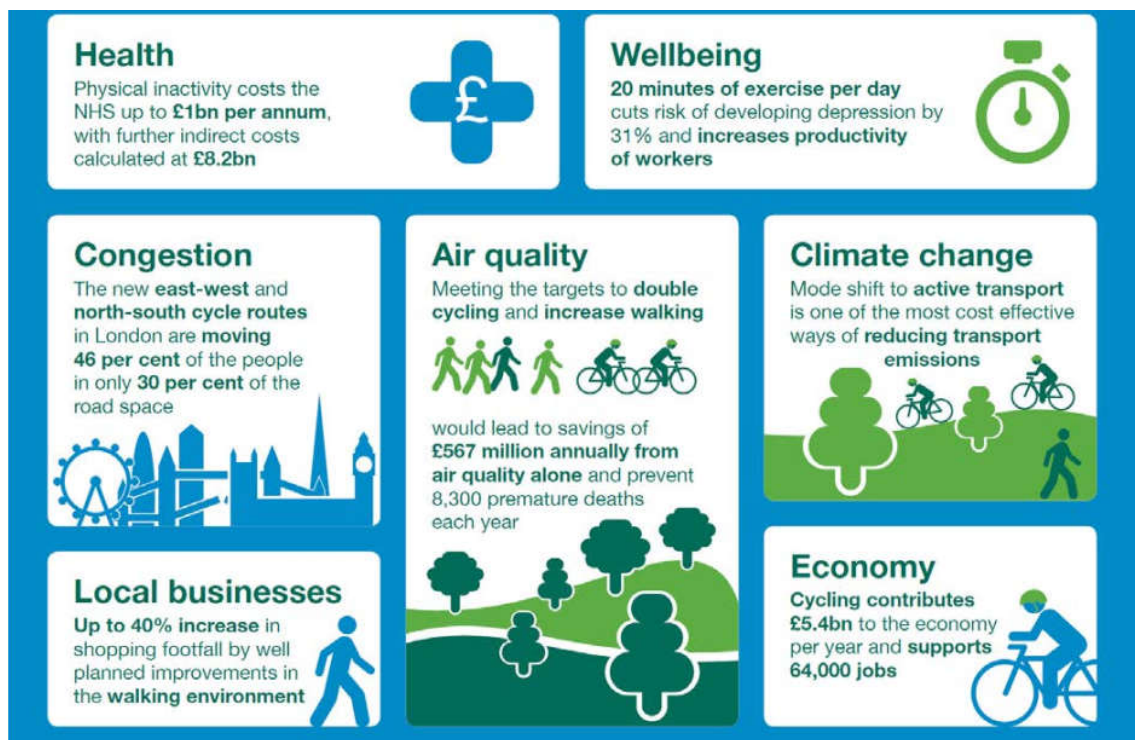
The Government’s Strategy for Active Travel, Gear Change published in 2020 sets out the key objective **“to see a future where half of all journeys in towns and cities are cycled or walked.”**

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 help enable this.

fig. 2 The benefits of walking and cycling (Dft, 2018)

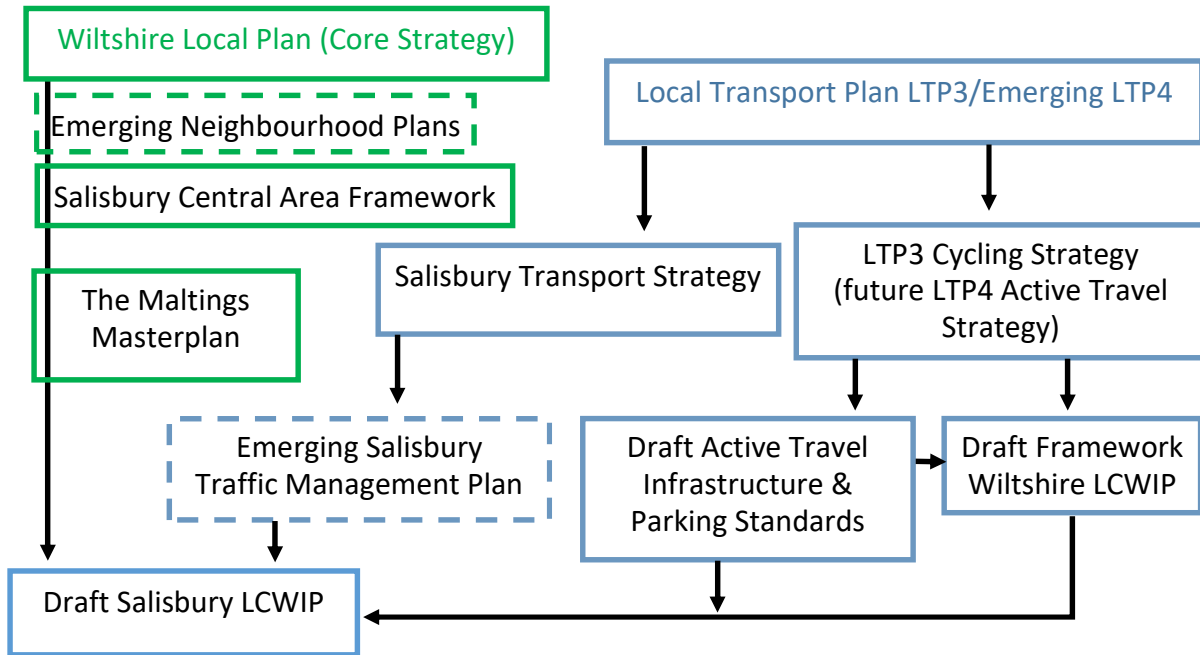


Source: Government response to Call for Evidence: Cycling and Walking Investment Strategy: Safety Review, DfT, 2018

1.1. The policy framework

The wider policy framework is set out in *fig. 3*. As the Local Transport Plan (LTP) is updated and published (as LTP4), the Wiltshire LCWIP and subsidiary LCWIPs for individual settlements will be integrated into the LTP4 Active Travel Strategy and subsidiary strategies such as public transport strategies.

fig. 3 The policy framework for the Wiltshire LCWIP and Salisbury LCWIP



The Central Area Framework (2020)

The Salisbury Central Area Framework (CAF) sets out a long-term vision to help the city recover from the Novichok incident and raise aspirations for the future. The five themes of the CAF are:

- 1 *Creating people friendly streets* - To make the central area a better place for people to move around safely, comfortably and in an environment with reduced noise and air pollution and prioritises cycling, walking and public transport.
- 2 *Improving open space and the environment* - The delivery of a connected green corridor through the city centre and improving connections between the existing green spaces to enhance nature, leisure and enjoyment.
- 3 *Creating vibrancy* - Giving residents and visitors an experience through the activities that happen in addition to the day-to-day retail, leisure and service offer which they really enjoy, want to repeat and recommend to others.
- 4 *Bringing out the qualities* - To enhance buildings and spaces to best showcase the unique and beautiful heritage of Salisbury.

- 5 *Identifying character areas and their role in the city* - Providing a clear and distinctive identity and purpose to the various parts of the central area to enhance their individual character and roles.

The Salisbury Transport Strategy (2019)

The Salisbury Transport Strategy was refreshed in 2019. It identifies key walking and cycling routes where improvements are necessary to allow new development. It also commits the council to:

- develop a hierarchy of routes that restrict traffic movement in the city,
- deliver improved walking facilities and pedestrian priority in the city centre.

A traffic management plan for Salisbury city centre was developed through the People Friendly Salisbury (PFS) scheme (i.e. it looked at how motorised traffic could be rerouted and reduced, and its negative impacts minimised, while continuing to encourage people to visit the city). Without seeking to reintroduce the PFS scheme (which was indefinitely suspended in December 2020 following a meeting where Salisbury City Council decided to withdraw support for the scheme and the Salisbury Bid requested its removal), the council will look at ways to meet the Salisbury Transport Strategy and CAF objectives to create streets that are more people friendly. This will include reviewing the lessons from the PFS scheme, utilising any opportunities from redevelopment proposals such as the Maltings, and ultimately developing a revised Salisbury Transport Strategy to support the 2036 Local Plan and Local Transport Plan

Further information on the policy framework for active travel can be found in the draft Framework Wiltshire LCWIP document and Wiltshire's third Local Transport Plan (LTP3) Cycling Strategy.

2. LCWIP scope

2.1. Temporal scope

This LCWIP covers the period from 2021 to 2036. However, preferred routes and scheme priorities may change as feasibility work and consultation is carried out, and as funding opportunities arise. In addition, new routes may need to be added if major new housing development sites are agreed as part of the Local Plan. Given these factors, updated network plans may be published online taking these factors into account, prior to any full update of the Salisbury LCWIP.

2.2. Geographical scope

As shown in *fig. 4*, 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;
- the Southampton Road area (part of Clarendon Park parish).

Together these areas have a population of around 55,317 according to mid-2019 population estimates (ONS, 2020). The city of Salisbury also acts as a prime retail area and transport interchange for a wider rural hinterland. The city of Salisbury also acts as a prime retail area and transport interchange for a wider rural hinterland. The Wiltshire Core Strategy identifies a requirement for 6,060 homes in the period 2006-2026 (including growth at Wilton). The emerging Wiltshire Local Plan will set out further requirements for the plan period 2016- 2036.

The Salisbury LCWIP identifies cycling and walking routes across the area. In some locations these may be the same shared path, while in other places there are segregated facilities. Adequate walking and cycling access within the red line of new housing and employment developments and connecting to the Salisbury network in the immediate vicinity of the site should be delivered to LTN 1/20 standards by developers as part of relevant planning conditions. Financial contributions will be required for pooled schemes and where a scheme is further from the red line but will offset trips from the site. While key routes across major developments are shown in the LCWIP, the full extent of connections would be determined at the planning application stage based on the exact nature of development and site layout proposed.

City centre walking routes have been audited, while walking corridors outside the centre and in Wilton have not been audited. Some of the routes outside the centre are on National Highways maintained roads (A36 Wilton Road, A36 Churchill Way and A36 Southampton Road) and any issues related to these can be raised at <https://highwaysengland.co.uk/about-us/complaints-procedure/>

A number of improvements on key walking corridors on Wiltshire Council roads are picked up through the Local Highways and Footway Improvement Groups (LHFIGs) (formerly known as the Community Area Transport Grant process) or as part of larger schemes such as bus or cycle route improvements. In Wilton Town Centre, there is little space to make improvements, and no route to

divert traffic from the A36. Wiltshire Council is currently investigating whether improvements can be made to the traffic signals on Silver Street in order to improve traffic flow, which will make the walking environment more pleasant.

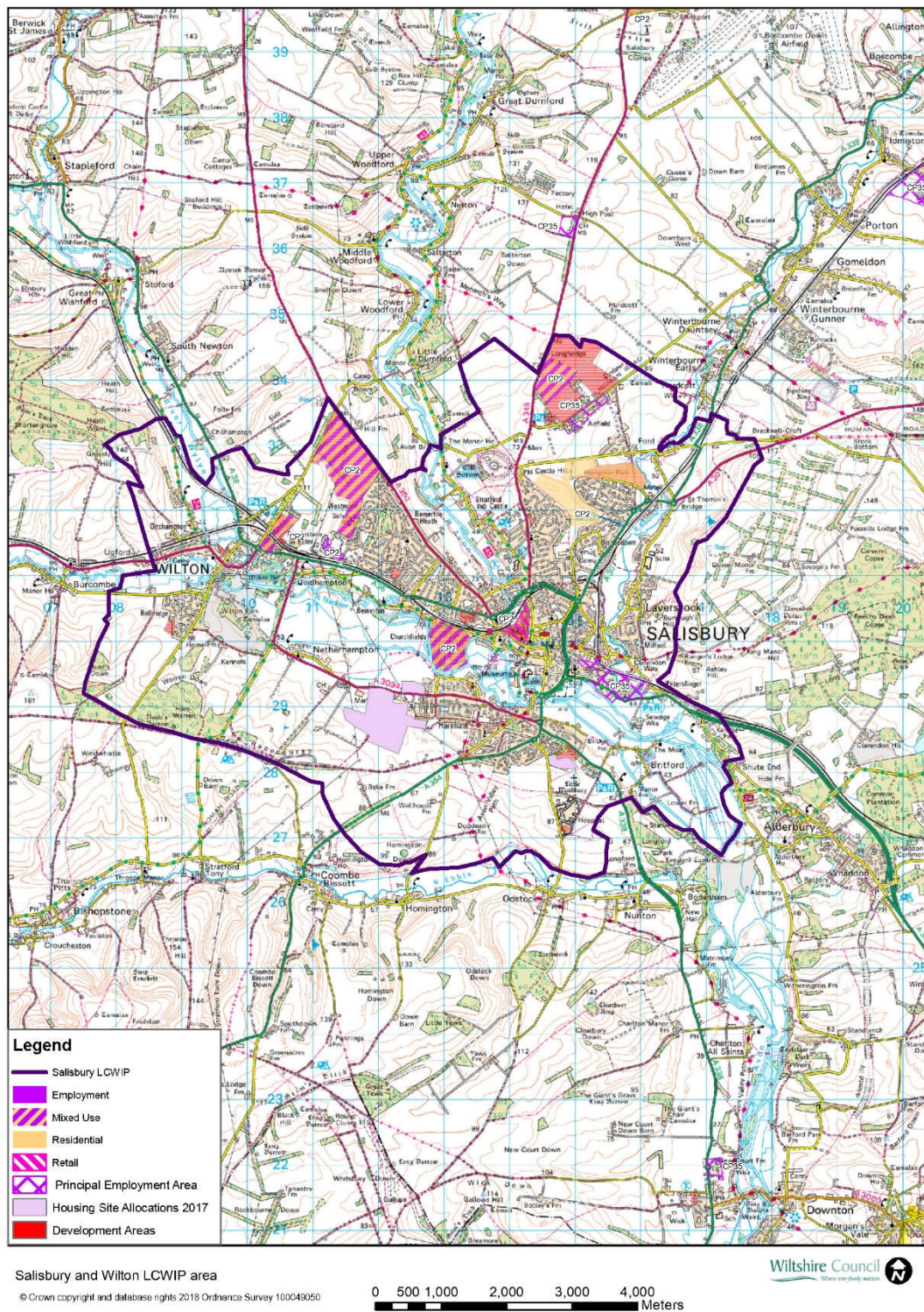


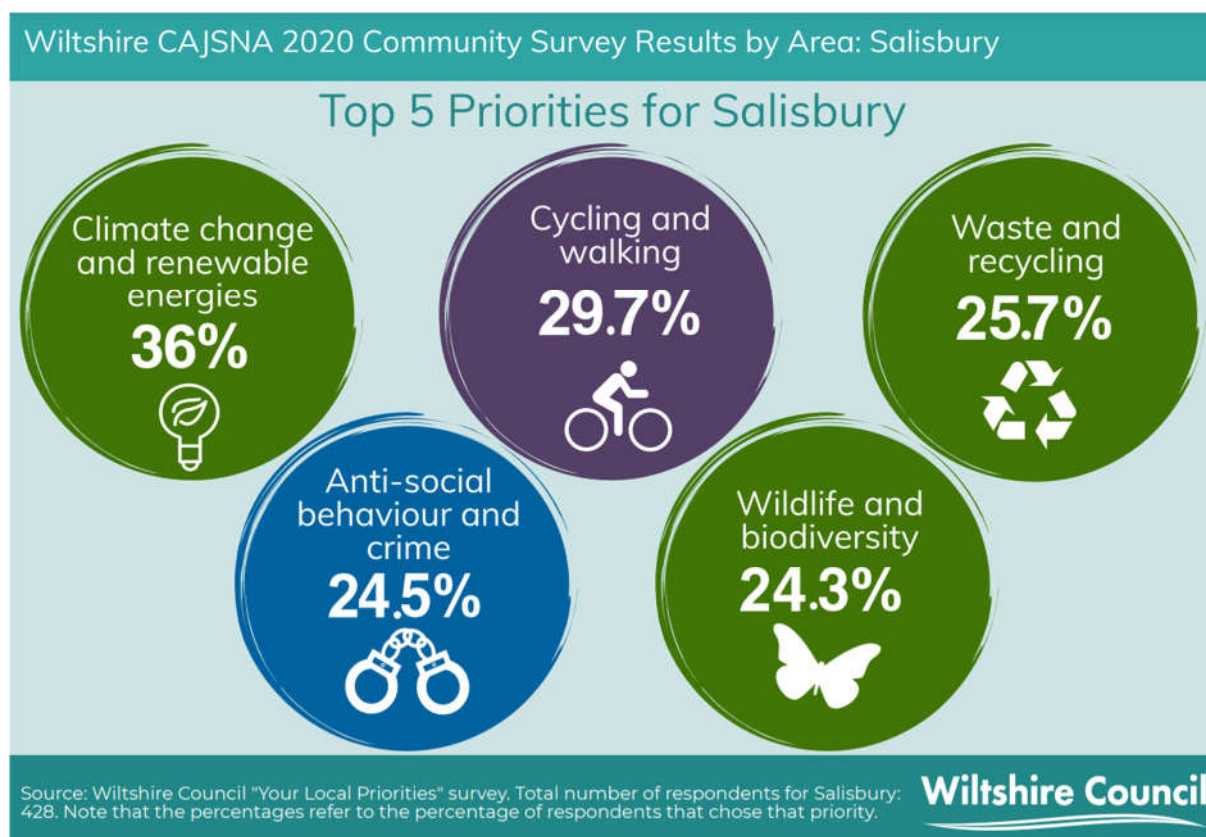
fig. 4 Salisbury LCWIP geographical area

2.3. Governance and consultation

The original Salisbury Town Cycle Network was 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, 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.

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.



Both the CLP and the SWDAF were consulted in the development of the LCWIP including meetings to present the demand analysis and trip generators. An initial presentation was given to a wider range of stakeholders at the Climate Change Forum arranged by Salisbury City Council and Wiltshire Council on Wednesday 26th February 2020 in the Salisbury Guildhall.

Work on the LCWIP was paused at the start of the Covid pandemic due to resource reprioritisation, although dialogue on certain strategic routes was carried out including:

- The Salisbury Walking and Disabled Access Forum online meeting to discuss People Friendly Streets on 12th August 2020.
- Discussions with the Environment Agency and Salisbury City Council about the strategic cycling and walking routes through the River Park/Maltings.
- Stakeholder consultations on the rail station/Fisherton Street Future High Street Fund scheme on January 27th this year (prior to the public consultation).
- Stakeholder consultations including the CLP, SWDAF and Salisbury District Hospital on the former proposed Major Road Network scheme from Park Walls to Harnham Gyratory/Exeter Street roundabout on 12th May 2021. This included routes along the A3094 from Park Walls to Harnham Gyratory, and routes from the city centre to the hospital.

In April 2021, draft LCWIP documents were shared with the Salisbury City Council Neighbourhood Plan Transport Group. Later in 2021, draft LCWIP documents were shared with Sustrans, the New Forest NPA and the Western Gateway Sub National Transport Body in relation to cross-boundary and national routes.

The plan builds on the previous Salisbury Town Cycle Network and so takes into account previous consultations and any more recent discussions that have taken place with stakeholders (for example discussions with landowners and parish councils).

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

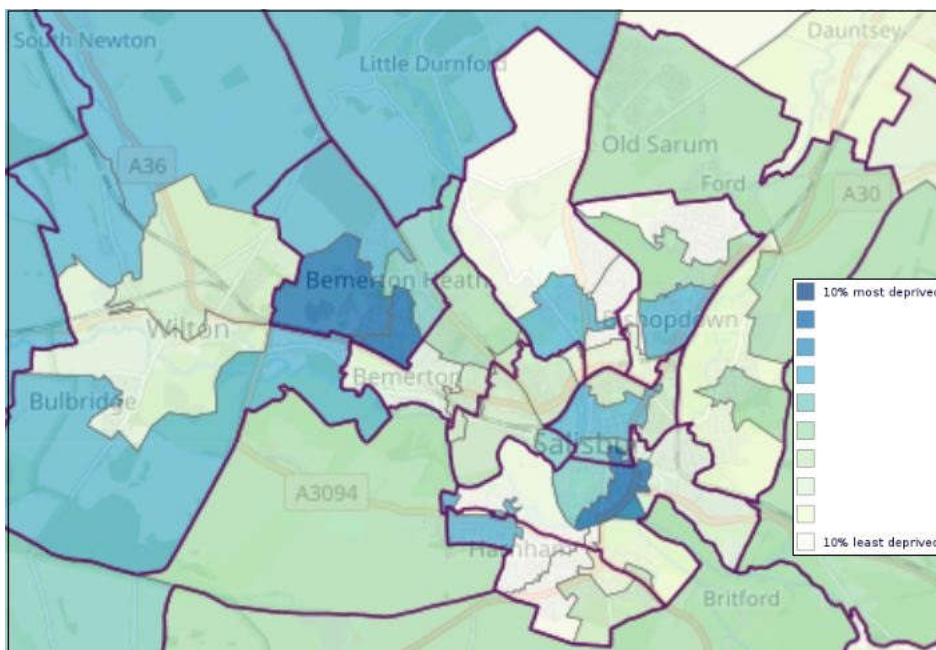
The Framework Wiltshire LCWIP and the individual area LCWIPs will be overseen by Wiltshire Council's Active Travel Steering Group which includes the Director of Highways and Environment (the Senior Responsible Owner for delivery) and the Cabinet Member for Transport, Waste, Streetscene and Flooding. The LCWIP will ultimately be approved in accordance with the Council's constitution as part of the forthcoming Local Transport Plan (LTP4).

3. Information gathering

3.1. Local Context

Salisbury is a historic cathedral city that sits on the confluence of five rivers. It is surrounded by environmentally sensitive countryside and provides key services for a large rural hinterland. Wiltshire as a whole is a fairly affluent local authority, however there are pockets of deprivation as shown below in *fig. 5*. Areas of higher deprivation are less likely to own cars and more likely to be dependent on walking, cycling and public transport to get to work, education and essential services. Three of the most deprived neighbourhoods can be found in Salisbury: Bemerton-West, Bemerton-South and St Martin-Central. People living in denser urban areas are also more likely to be able to switch some or all of their trips from car to walking or cycling due to the proximity of destinations.

fig. 5 Salisbury, Wilton and Laverstock Indices of Multiple Deprivation



Source: <https://www.gov.uk/guidance/english-indices-of-deprivation-2019-mapping-resources>

Wilton, which may have given the County of Wiltshire its name, was once the capital of Wessex. The town, which prospered well before Salisbury even existed, had its main heyday in the 17th and 18th centuries. Wilton House, part of The Pembroke Estate, continues to be a major draw for tourists coming into the area. It is a local service centre for the community area although for a greater range of shops and facilities it has always been overshadowed by the City of Salisbury just three miles to the east.

3.2. Health and Wellbeing

Wiltshire’s Joint strategic Needs assessment (JSNA)

The JSNA uses current data and evidence about health and wellbeing in Wiltshire, to highlight the health needs of the whole community. It demonstrates how needs may vary for different age groups, as well as identifies health differences for vulnerable and disadvantaged groups. As shown in fig.s 6 and 7. the JSNA looks at a wide range of factors that help shape and influence the health and wellbeing of individuals, families, and local communities such as education, employment, transport and the environment.

Age profiles

Like most of Wiltshire, the Salisbury urban area has a high proportion of elderly residents, although the city of Salisbury has a higher proportion of young people than the surrounding areas. The projected patterns in population trends will see a significant increase in the over 65’s between in 2020 and 2030.

fig. 6 Salisbury JSNA

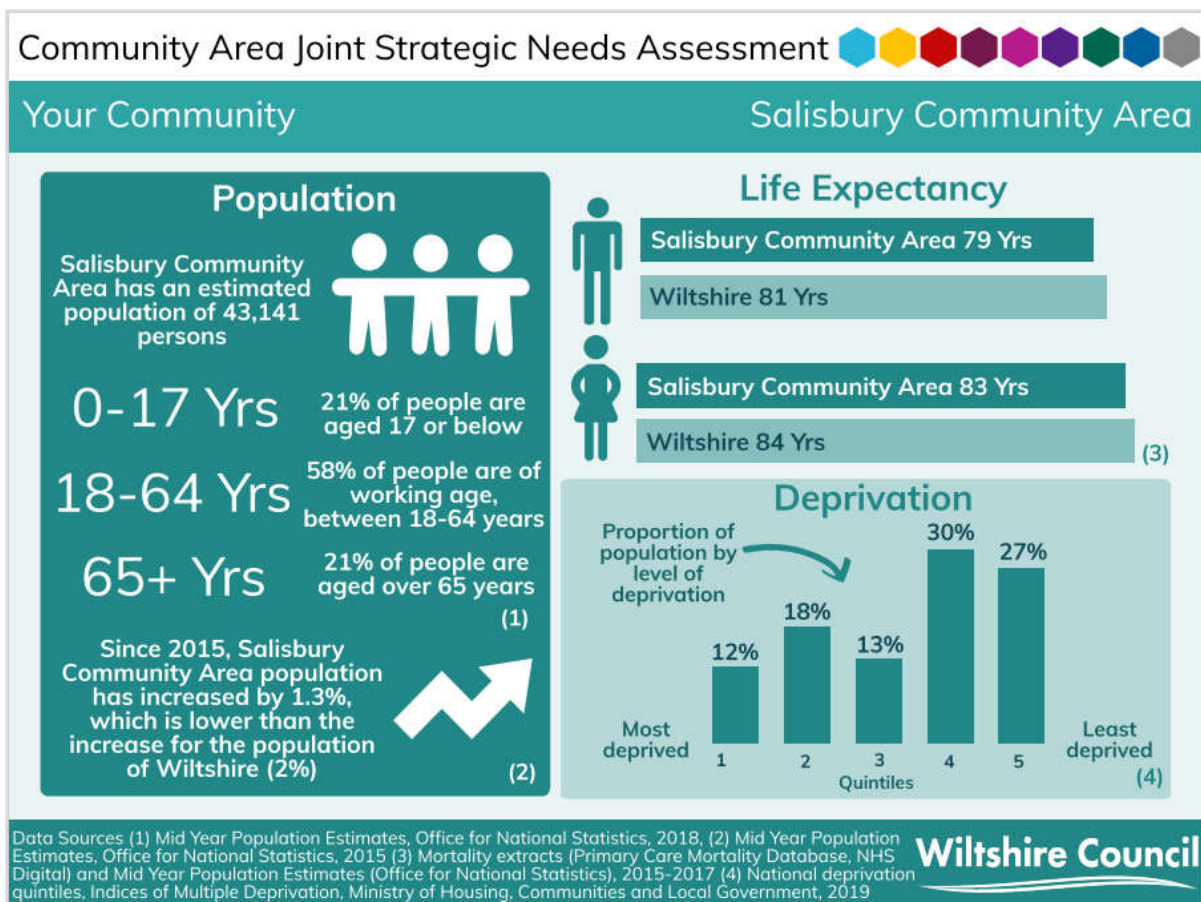
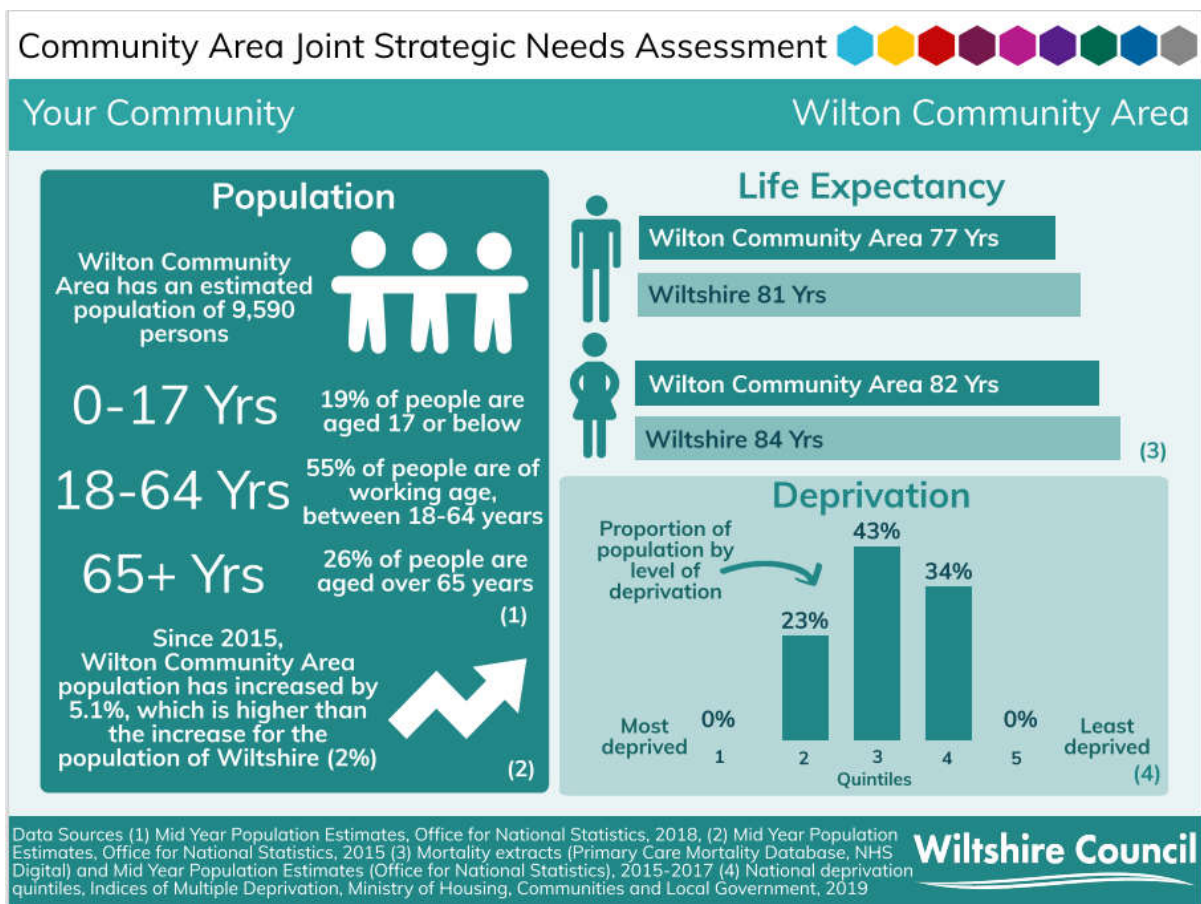


fig. 7 Wilton JSNA



As shown in *fig. 8*, data across England demonstrates that elderly people only have slightly less propensity to cycle that other age groups - with the exception of commuting trips, which is most likely due to higher numbers of elderly people being retired. The largest differences in propensity to cycle tend to be between male and female users, where it is hypothesised that female users are more likely to want safe segregated infrastructure before being willing to cycle. In 2019¹ men made three times as many trips as women: on average 24 trips per year by men vs 8 trips per year by women. Men also cycled nearly four times further during the year, at 86 miles vs 23 miles. However, in 2020, the gap between genders closed to 28 trips by men vs 13 trips by women, and 127 miles vs 50 miles. This may have been influenced by quieter roads during lockdown.

As set out by DfT², “while the evidence on age is more mixed, it provides some support for the hypothesis that older people have less tolerance of riding in mixed traffic than younger people. The evidence is likely to be weakened by selection bias, given many studies mostly or only include cyclists. Older cyclists will disproportionately include the small minority of people who have been cycling for many years, and so will be skewed towards those who are satisfied with or at least tolerant of current cycling conditions. The gap in risk tolerance between older cyclists and older non-cyclists is thus likely to be larger than the gap in risk tolerance between younger cyclists and younger non-cyclists, confounding results.

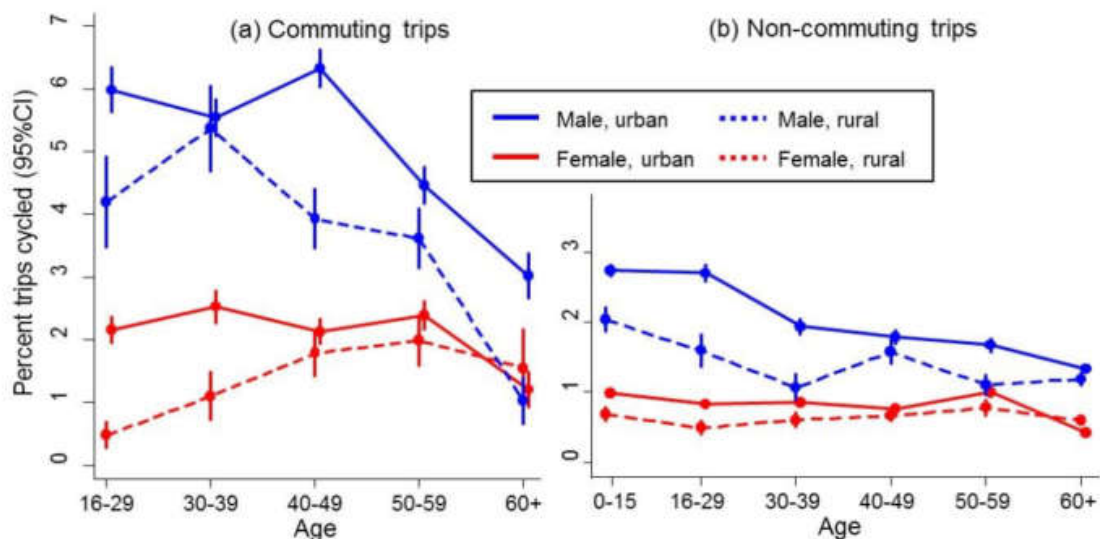
¹ Walking and Cycling Statistics: England 2019 (DfT), Walking and Cycling Statistics: England 2020 (DfT),

² [Predicting the demand for cycling - GOV.UK \(www.gov.uk\)](https://www.gov.uk/predicting-the-demand-for-cycling)

DfT recommends building for the preferences of under-represented groups i.e. infrastructure separated from motor traffic either through physical barriers, or through route-level separation (e.g. Greenway-type routes, kerb segregation on main roads, streets with very low levels of motor traffic). As DfT says, “these are preferences that are not qualitatively different from preferences expressed by younger adults and men. Rather they are stronger, so building for under-represented groups represents a form of inclusive design that can cater for a broad range of cyclists.”

For example, existing cyclists may be happy to cycle on roads where traffic volumes and speeds are high, but significant modal shift will not be achieved without providing LTN 1/20 compliant infrastructure i.e. segregated and low traffic routes. In locations where cycling numbers are high and good quality infrastructure is provided, there tends to be less difference between genders or between men’s commuting and non-commuting rates³.

fig. 8 Proportion of cycling trips made in England by age, sex and rural/urban status



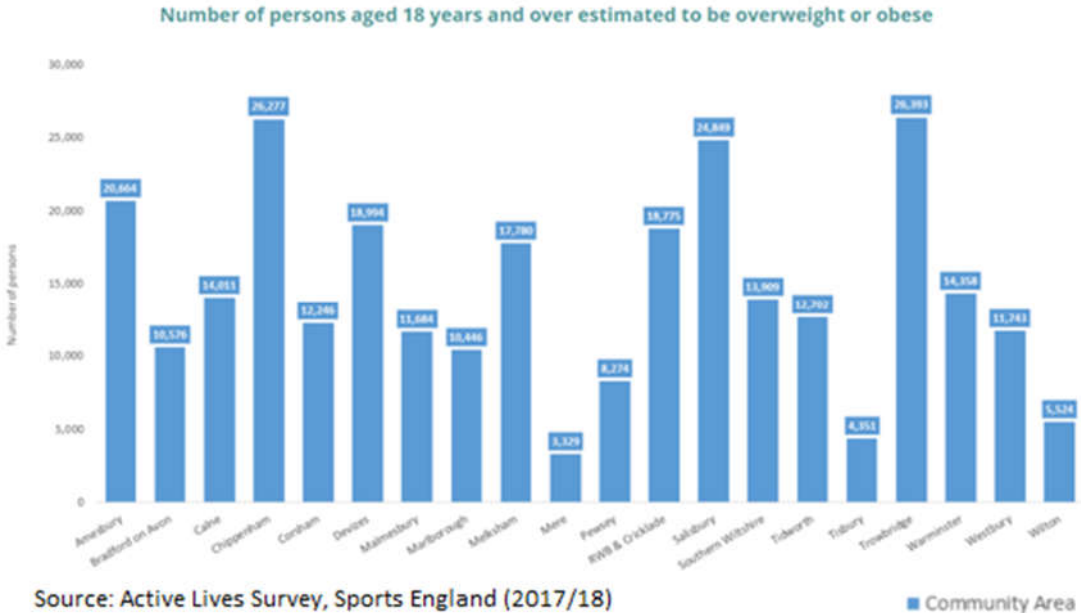
Obesity

Physical inactivity is responsible for one in six UK deaths and is estimated to cost the UK £7.4 billion annually (including £0.9 billion to the NHS). Physical activity has significant benefits for health, both physical and mental wellbeing and can help prevent and manage over 20 chronic health conditions and diseases, including some cancers, heart disease, type 2 diabetes and depression.

The easiest and most acceptable forms of physical activity are those that can be incorporated into everyday life such as walking and cycling. Well-designed and easily accessible cycle ways and footpaths provide opportunities for both adults and children to become more physically active by incorporating walking or cycling to and from work, school, shopping and regular leisure activities.

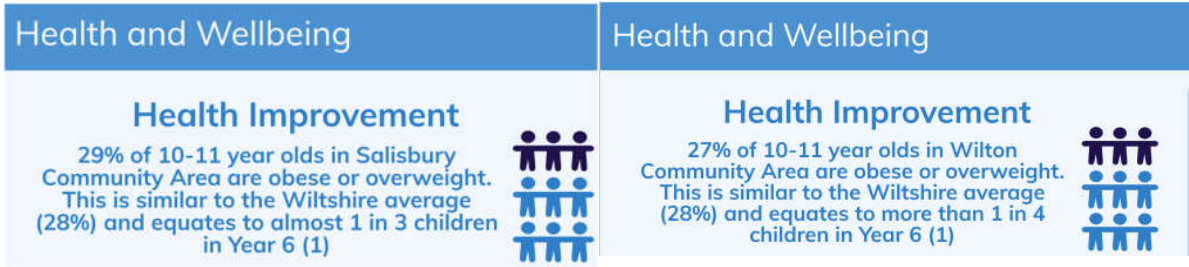
³ DfT (2016) National Propensity to Cycle <https://www.gov.uk/government/publications/national-propensity-to-cycle-first-phase-development-study>

fig. 9 Number of persons aged 18 years and over estimated to be overweight or obese



Salisbury has the third highest levels of adults that are either overweight or obese in Wiltshire at 24,000 people as shown in fig. 9. This, combined with the adjacent Wilton community area in the context of this plan, demonstrates it has the highest concentration of obesity in Wiltshire (not the highest rate), which means that there is the greatest potential to improve absolute obesity numbers here, particularly when combined with the high potential for active travel. Salisbury and Wilton have similar rates of child obesity as the Wiltshire average as shown in fig. 10. However, as Salisbury has a higher proportion of young people and many of these live within walking/cycling distance of schools, there is a lot of potential to tackle this issue here.

fig. 10 Obesity data for Salisbury and Wilton 10-11 yr olds (source: [Wiltshire Intelligence](#))



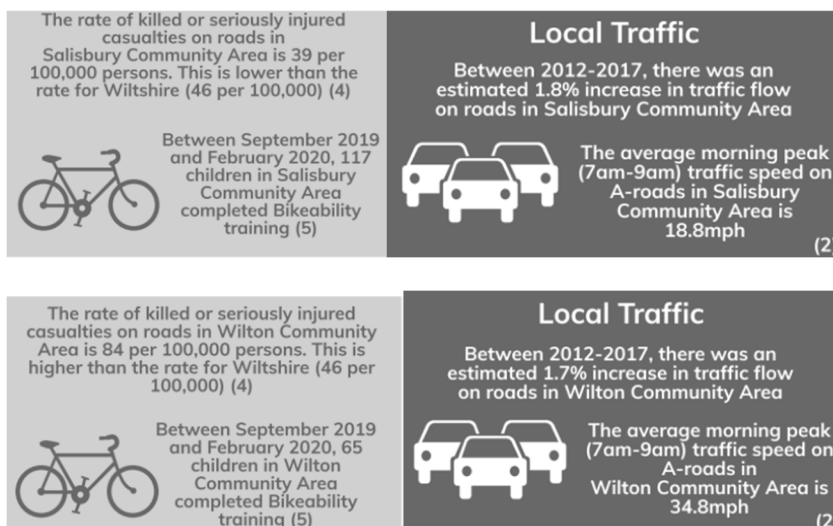
Local Traffic and Accidents

At present it is difficult to robustly determine how traffic will be affected post-pandemic. Some early data indicates that the rates of walking have increased during the pandemic and remained high, while traffic has not yet recovered to pre-pandemic levels. However, such trends may not necessarily be mirrored locally. Fatal and serious collisions between cyclists and motor vehicles are

more likely to happen (per kilometre cycled) on rural A class roads rather than urban C class roads. This may explain why there is a higher rate of casualties in the Wilton area than in the Salisbury area as shown in *fig. 11* as the A36 is likely to form a proportion of most cycle journeys in the Wilton area. It may also be influenced by the fact that Wilton is a less dense area with higher car ownership levels than Salisbury and thus likely to have a lower rate of cycling and walking in general. It is thought that the rate of pedestrian and cycle collisions is lower where the number of cycle trips is higher i.e. a ‘safety in numbers’ effect, caused by motorists being more accustomed to looking out for people walking and cycling.

In general, the majority of roads in Salisbury are safe with very few cyclists and pedestrians killed or seriously injured. The council continues to implement road safety improvement schemes where a high rate of incidents is identified. Despite the actual safety of the roads, the perception of safety is a more important factor in why people choose not to walk or cycle, and as set out in the previous pages, providing infrastructure compliant with LTN 1/20 and DfT’s Inclusive Mobility guidance, is essential to encourage modal shift.

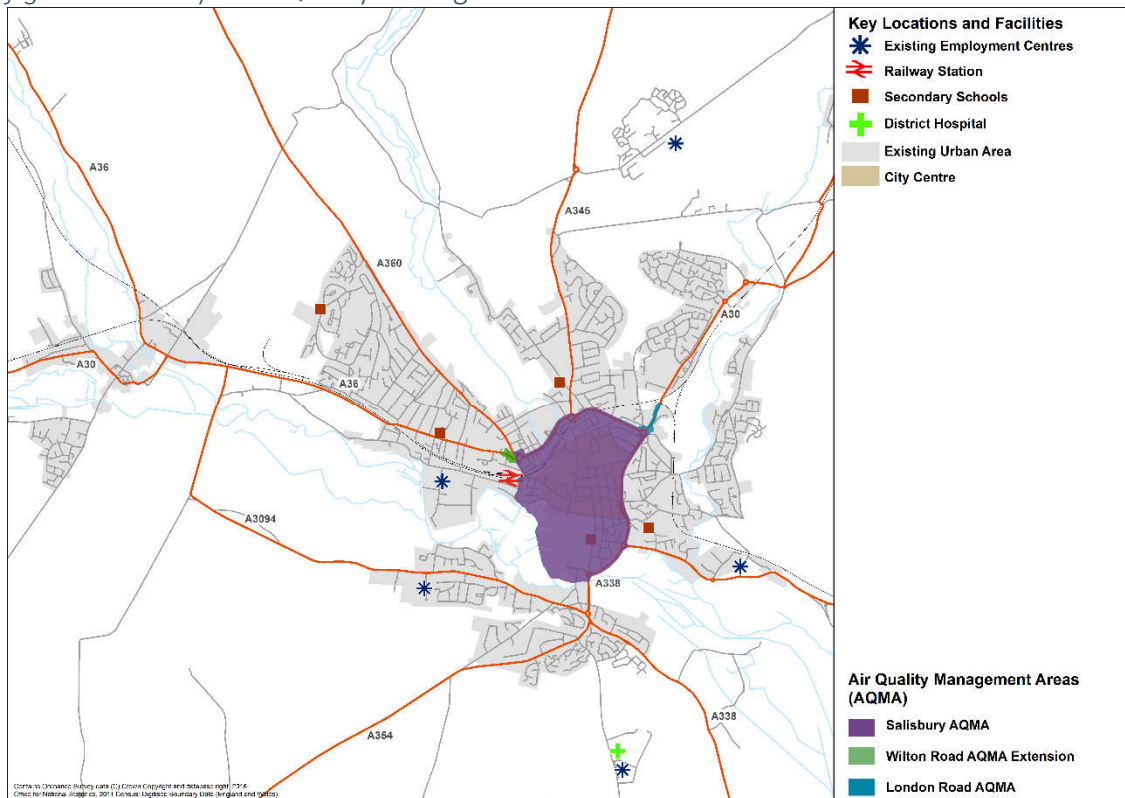
fig. 11 Local traffic and collisions in Salisbury and Wilton (source: [Wiltshire Intelligence](#))



Air Quality

There are three Air Quality Management Areas covering the whole of Salisbury city centre, part of the A36 Wilton Road and part of the A30 London Road as shown in fig. 12. Electrification of motor vehicles will help reduce pollution, but particulates from tyre wear and brakes will persist. As Public Health England sets out, the annual mortality of human-made air pollution in the UK is roughly equivalent to between 28,000 and 36,000 deaths every year. It is estimated that between 2017 and 2025 the total cost to the NHS and social care system of air pollutants (fine particulate matter and nitrogen dioxide) will be £1.6 billion.

fig. 12 Salisbury's Air Quality Management Areas



3.3. Key destinations

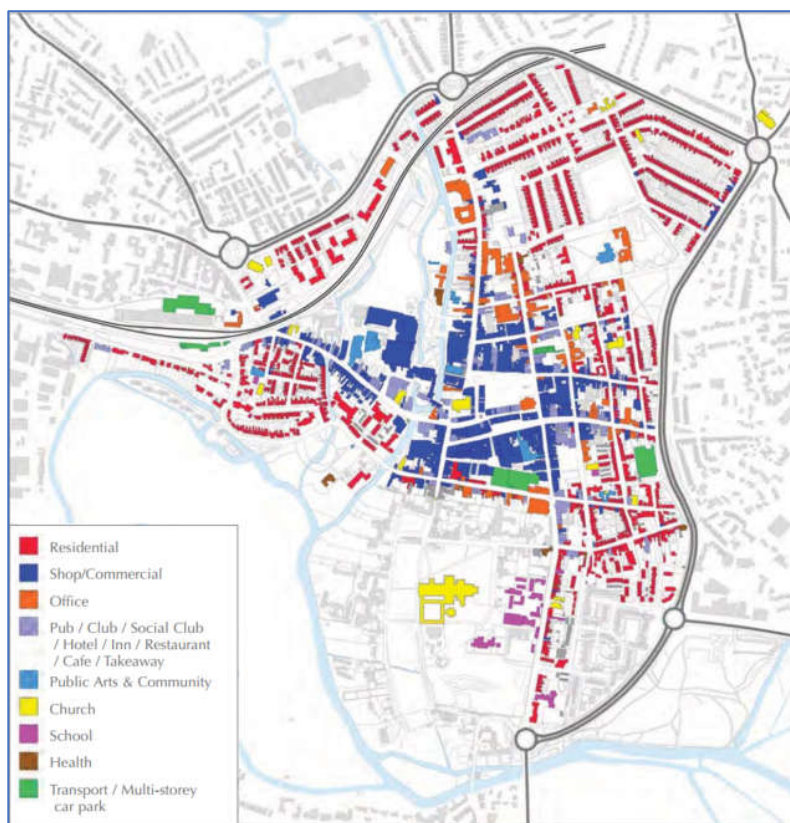
Key destinations (trip generators) in the LCWIP area are shown in *fig. 13*. Core retail zones are the city centre, Southampton Road and Wilton town centre, with more local centres at Harnham business park and Aldi on London Road. The main tourist attractions are the city centre (including Salisbury Cathedral), Wilton House and the Old Sarum site.

fig. 13 Key destinations in Salisbury LCWIP area

To the south and west, Salisbury is surrounded by the Cranborne Chase Area of Outstanding Natural Beauty. The Stonehenge World Heritage site is 5km (3 miles) to the north and the New Forest National Park 7km (4.5 miles) to the south-east (from the edge of the LCWIP area).

Major employers include Wiltshire Council, James Hay and Salisbury District Hospital (which has plans to expand) on the southern edge of the urban area. The regionally significant employment site Porton Down is located 8 km (5 miles) from the north-eastern edge of Salisbury i.e. within easy cycling distance of the development sites in this area.

The former technical college which is shown on Wilton Road is due to re-open as a Special Educational Needs and Disabilities (SEND) school. Wiltshire College & University Centre is located on the Southampton Road cycle route on the edge of the city centre with frequent bus services provided by the Petersfinger Park & Ride site.

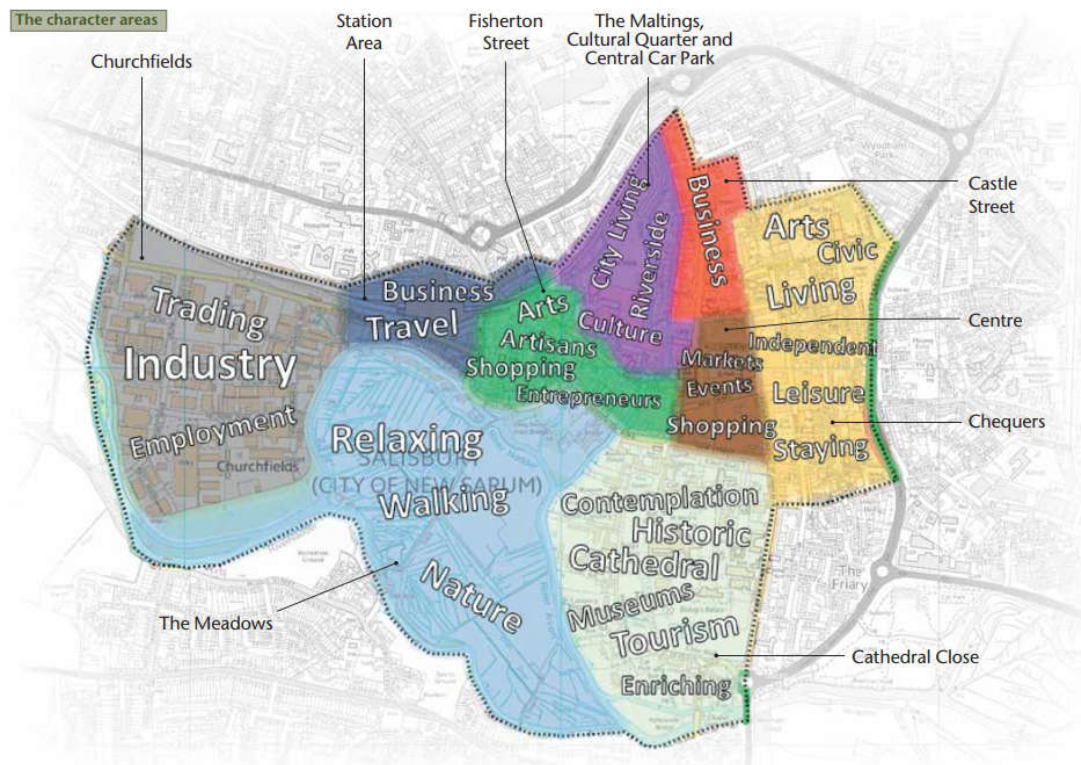


Within the city centre there are clusters of key destinations. This can be seen in *fig. 14* as identified by the Salisbury Public Realm Strategy (2010).

fig. 14 Salisbury City Centre building usage plan (2010)

As set out in *fig. 15*, the Central Area Framework used such information to identify character areas for the central area of Salisbury. The majority of Salisbury city centre within the ring road has a high degree of cultural, retail, tourism and transport interchange functions.

fig. 15 Salisbury City Centre character zones



Further background evidence can be found in:

- the Salisbury Central Area Framework <https://www.wiltshire.gov.uk/salisbury-future>
- the LTP3 Cycling Strategy <http://pages.wiltshire.gov.uk/roadtransportpoliciesandstrategies.htm>

3.4. 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 can play a role in 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 encourage non-motorised users. Wiltshire Council is working with the Environment Agency to develop Salisbury 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.

3.5. How welcoming is Salisbury city centre to people who walk or use mobility vehicles?

The DfT LCWIP guidance supplies a Walking Route Audit Tool (WRAT) which primarily evaluates routes in terms of their link and movement function. However, in a city centre there are other social and economic objectives that a walking network needs to deliver i.e. streets in urban areas do not solely function as conduits for movement. They invariably also have a place function – a place of work, a place of residence, a place of leisure, a place for retail, a place for gathering, and so on.

Planning and designing streets solely for movement – and not place – generally has the effect of compromising the former, to the detriment of the overall attractiveness of an urban centre. This is particularly important for Salisbury which increasingly relies on a walking-friendly and attractive urban realm to encourage tourism. The Salisbury Central Area Framework (CAF) recommends development of a street hierarchy as set out in the Chartered Institute for Highways and Transport (CIHT)'s *Creating Better Streets: Inclusive and Accessible Places (2018)*⁴ i.e. recognising both the place and movement function of streets. The CAF sets out a number of principles for the urban realm and active travel routes:

- Reduce car dominance and reallocate carriageway and parking space.
- Create more space for people who walk.
- Design and implement high-quality public realm proposals at key locations.
- Improve the quality and frequency of crossing facilities.
- Consider and accommodate the needs of cyclists.
- Adopt a central-area-wide material strategy to ensure consistency across the central area.
- Where applicable, prepare a design code which has a palette of materials to reinforce the sense of place.
- Integrate sustainable urban drainage and soft landscaping where appropriate

A Link and Place analysis was chosen as a means of reconciling the competing functions of the walking network in the city centre, before drilling down further into the WRAT.

Link and Place analysis is a method of understanding how streets fit within a ranging scale of link and place function. A **Link** provides a conduit for through movement, whether on foot, by bicycle or in a motor vehicle. The need of these users is to get from A to B as quickly as possible with a minimum of delays. A **Place** is a destination in its own right. This is where people are carrying out a variety of activities while walking, such as window shopping, taking a rest, enjoying the scenery, waiting for friends, absorbing and appreciating the historic streetscape, etc.

A matrix of link and place can help show where traffic is too dominant and where it may be appropriate. A 4 x 4 Link and Place matrix (*fig. 16*) was used to analyse the streets in Salisbury. The matrix was adapted to fit the context of the city with a view that the same methodology could be applied to the market towns in Wiltshire.

⁴ <https://www.ciht.org.uk/knowledge-resource-centre/resources/streets-and-transport-in-the-urban-environment/>

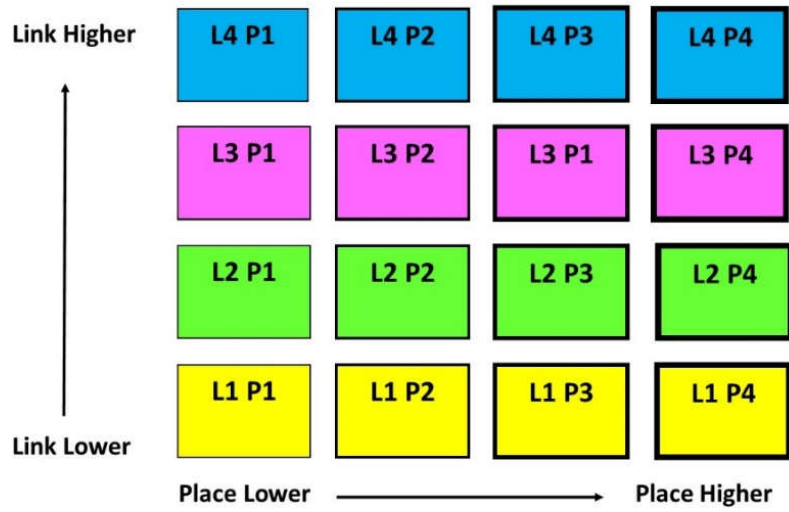


fig. 16 Link and Place Matrix

The Link scoring was modified to take account of some of the very subtle differences between streets that scored L2 and L3. Traffic flow was an important consideration and local officer knowledge was used to make a judgement about the resulting score given. While these 'traffic' characteristics (shown in fig. 17) can be helpful in understanding the link or place category, they are not rigid. For example, a high place/low link access street might have parking removed to create more space for people who walk. A bus-only street might have a high link function for buses, but a lower link function for other vehicles.

fig. 17 Link and Place characteristics

		P1	P2	P3	P4
		Less importance in city centre e.g. residential roads or no development	Some local importance e.g. school	Role within city	Important role in city
				Local/district retail	Key public assets / monuments
L4	Inter urban route	40 (60mph if dual)	30-40mph	30mph	30mph (or less)
Speed	30-40mph (up to 60mph)	None	Very limited	Some parking	Some parking
		Grade separated crossings	Limited crossings	Some crossings	Some crossings
L3	Local Distributer	30mph	30mph (or less)	30mph (or less)	30mph (or less)
Speed	30mph	Some restricted parking	Some restricted parking	Some parking	Some parking
		Limited crossings	Less frequent crossings	Some crossings	Some crossings
L2	Local Distributer	30mph (or less)	20-30mph	20-30mph	20mph
Speed	30mph (also 20mph)	Some restrictions	Some restrictions	Parking	Parking
		Some crossings	Some crossings	Frequent crossings	Frequent crossings
L1	Access Road/street	20-30mph	20-30mph	20mph	20mph
Speed	10-30mph	Parking	Parking	Parking	Parking
		Some crossings	Some crossings	Frequent crossings	Frequent crossings

The Salisbury Urban Realm Strategy (2010) identified areas of high retail frontage, as shown in *fig. 18*. These tend to correspond to areas of high pedestrian dwell time i.e. a high Place function as well as being key retail trip destinations.

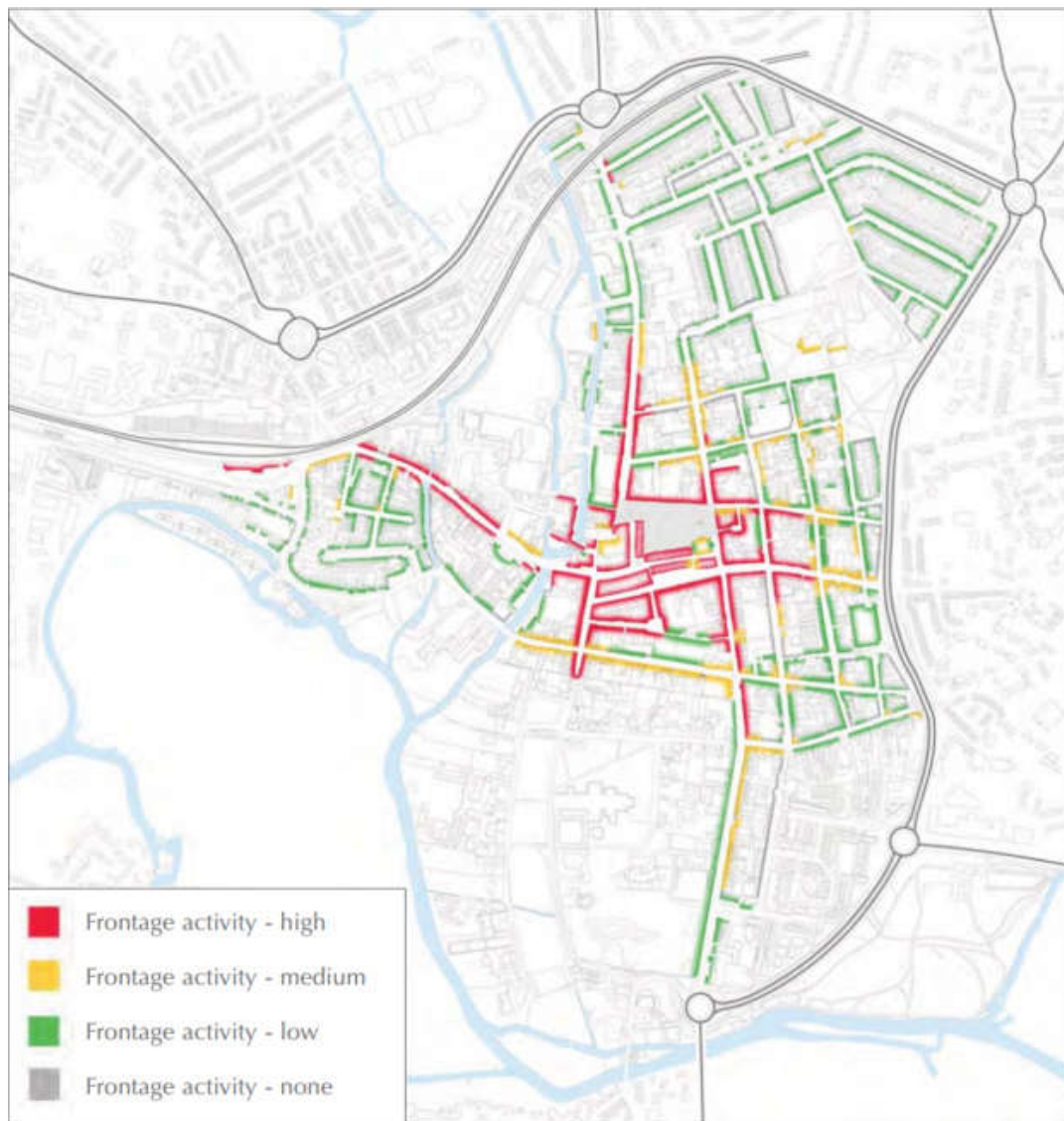
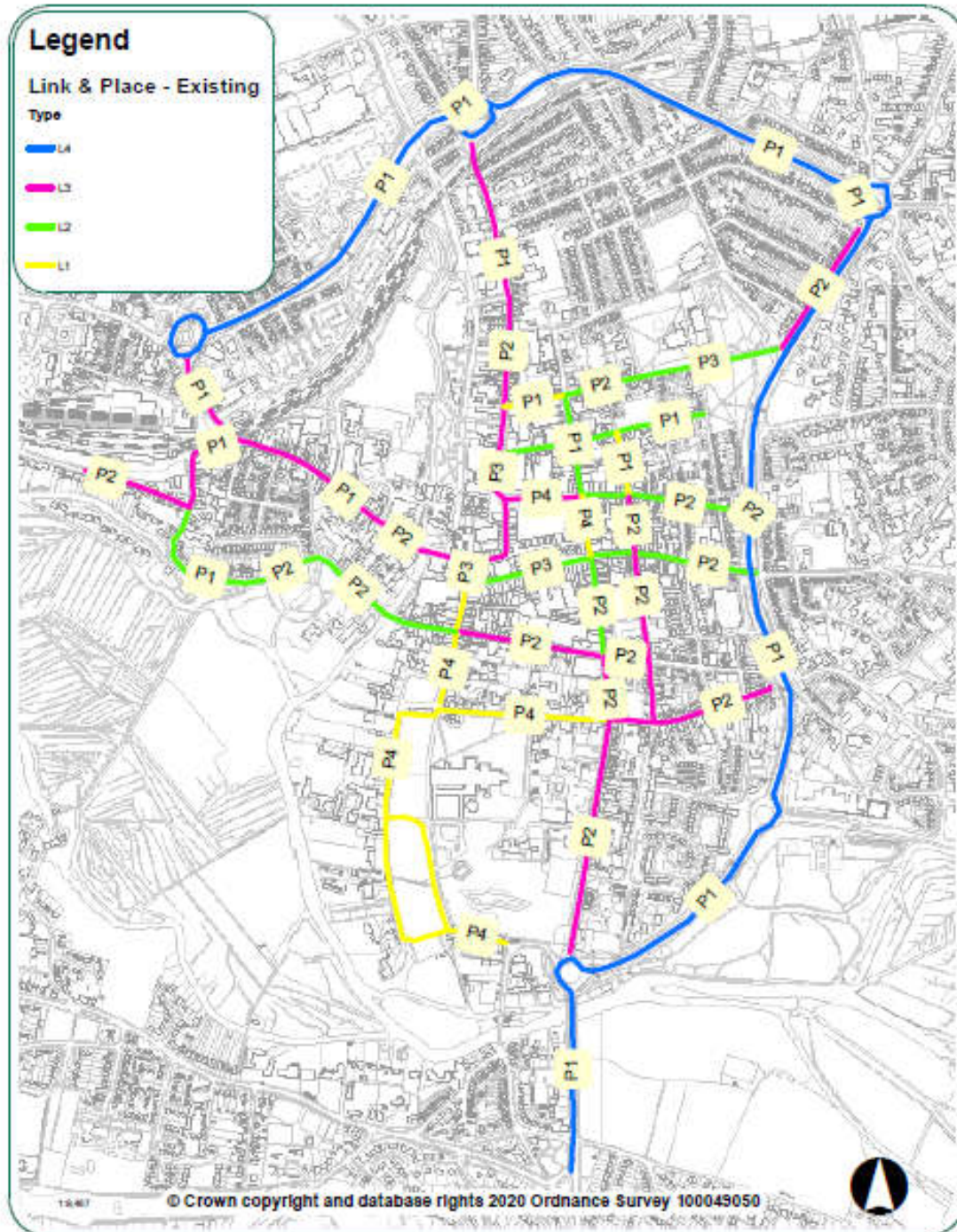


fig. 18 Retail frontage activity in Salisbury City Centre (2010)

This map does not include the Maltings/River Park area which are discussed separately. Retail is not the only reason people dwell in areas or where the place function may be high. The Cathedral, Queen Elisabeth Park, the Arts Centre, local monuments, The Greencroft and transport interchanges all create demand for pedestrian dwell-time and thus higher Place functions.

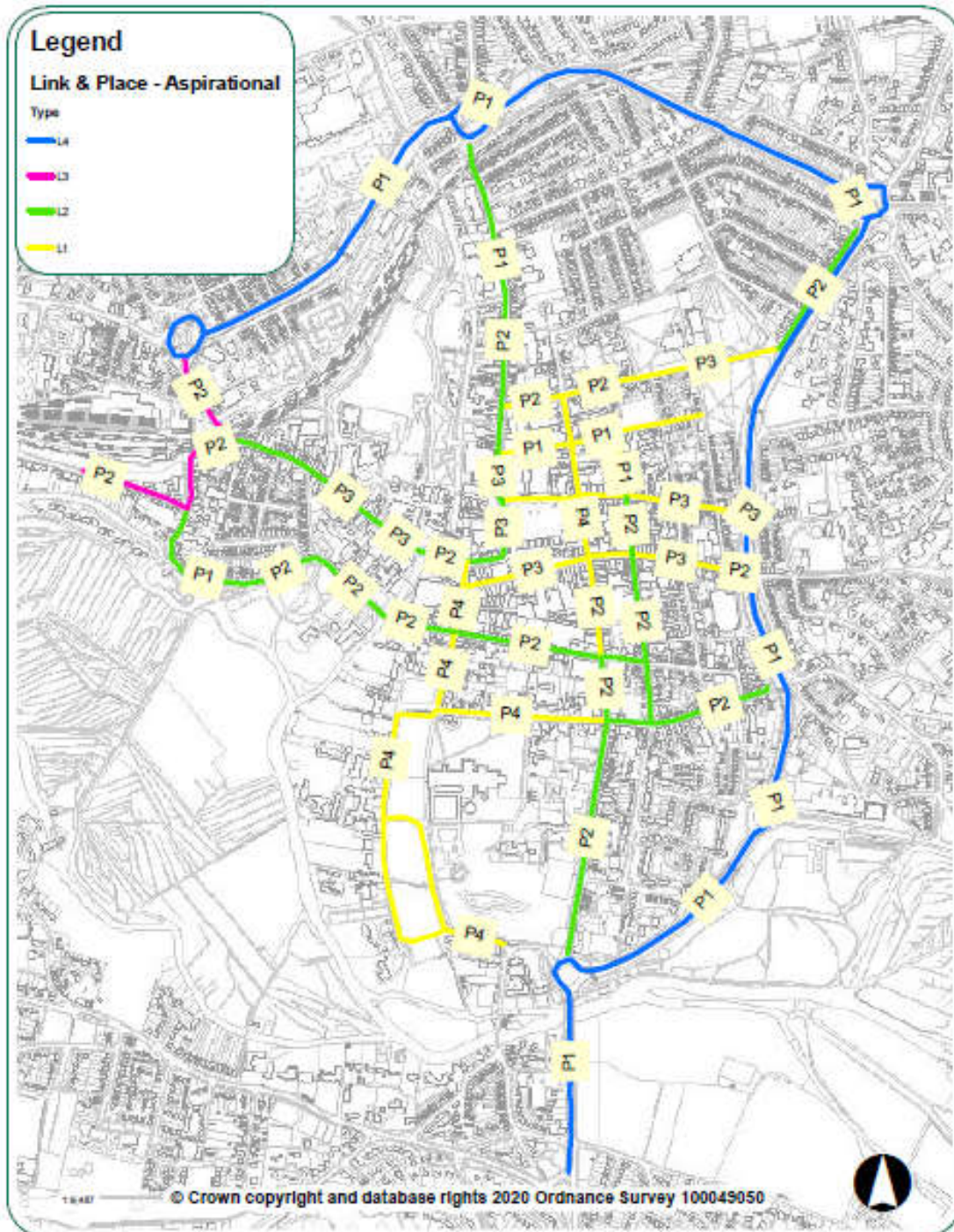
The resulting Link & Place analysis is shown overleaf in *fig. 19* and *fig. 20*.

fig. 19 Link and Place analysis of existing streets



There is a strong place function around the cathedral and the market square, but areas such as the train station and Fisherton Street have a low place function, which is not an attractive reception for visitors to the city.

fig. 20 Link and Place analysis of aspirational routes



The analysis shows that in many of Salisbury's central streets, the place function would be enhanced by reducing the movement function i.e. reducing motor vehicle traffic. A table of existing and aspirational Link and Place scoring is shown in Appendix 1.

4. Network Planning for Walking

Based on the clustering of key destinations, two core walking zones have been identified:

- Salisbury City Centre
- Wilton Town Centre

The extent of these zones is influenced by known areas of high pedestrian usage as well as potential future usage. Evidence to support these zones is set out in the next sections.

4.1. Existing and future demand

4.1.1. Existing demand: high maintenance routes

The Wiltshire Highways Inspection Manual (2018) sets out the following hierarchy for walking infrastructure in Wiltshire:

Footway type	Description
F1	Footways and roads in main shopping areas and town centres with high pedestrian usage
F2	Other urban areas, rural footways, surfaced 'link' footpaths, and shared pedestrian/vehicle areas.

In *fig.s 21 and 22*, the F1 routes for Salisbury and Wilton are shown along with the main distributor and secondary distributor roads. These routes are all inspected regularly on foot for maintenance.

Main Distributor Roads (including adjacent footways) are roads between Strategic Routes which link urban centres to the strategic network, often with limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is often restricted at peak times and there are positive measures for pedestrian safety.

Secondary Distributor Roads (including adjacent footways) are roads which usually have 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. In rural areas these roads link the larger villages, industrial sites and commercial sites to the Strategic and Main Distributor Network.

Note that this may not include routes maintained by other authorities such as National Highways, Salisbury City Council or Salisbury Cathedral.

fig. 21 Monthly walked inspection routes in Salisbury

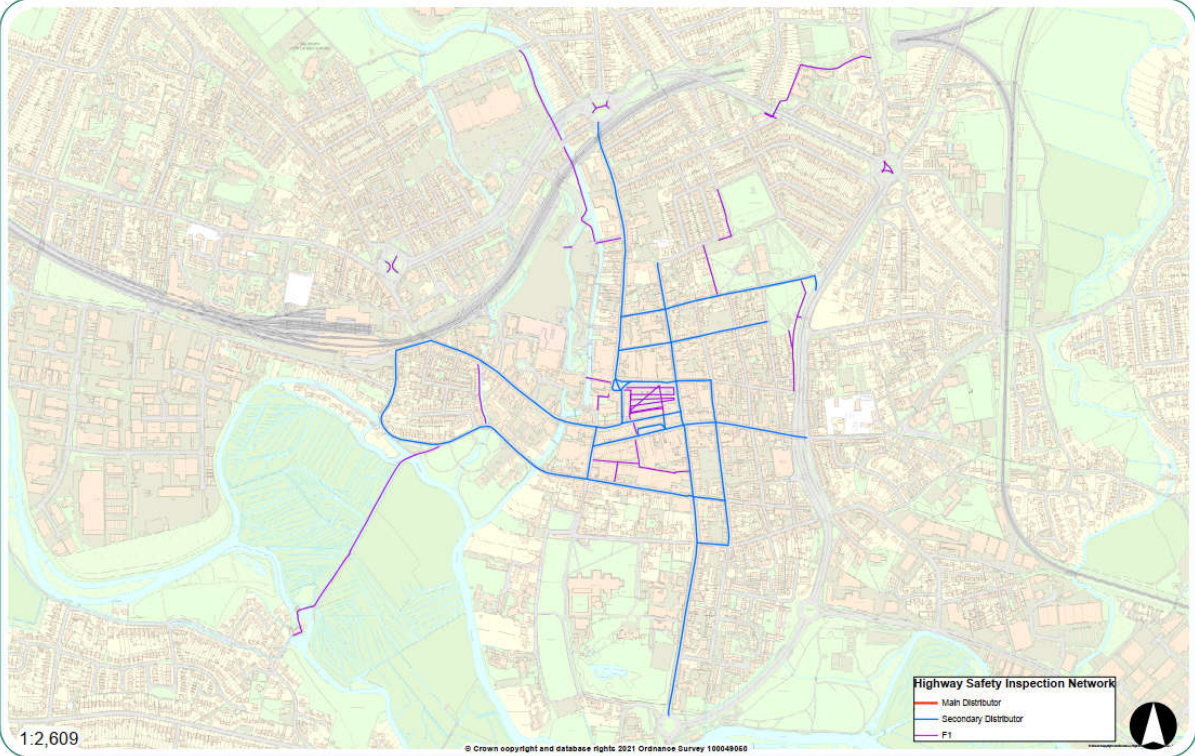
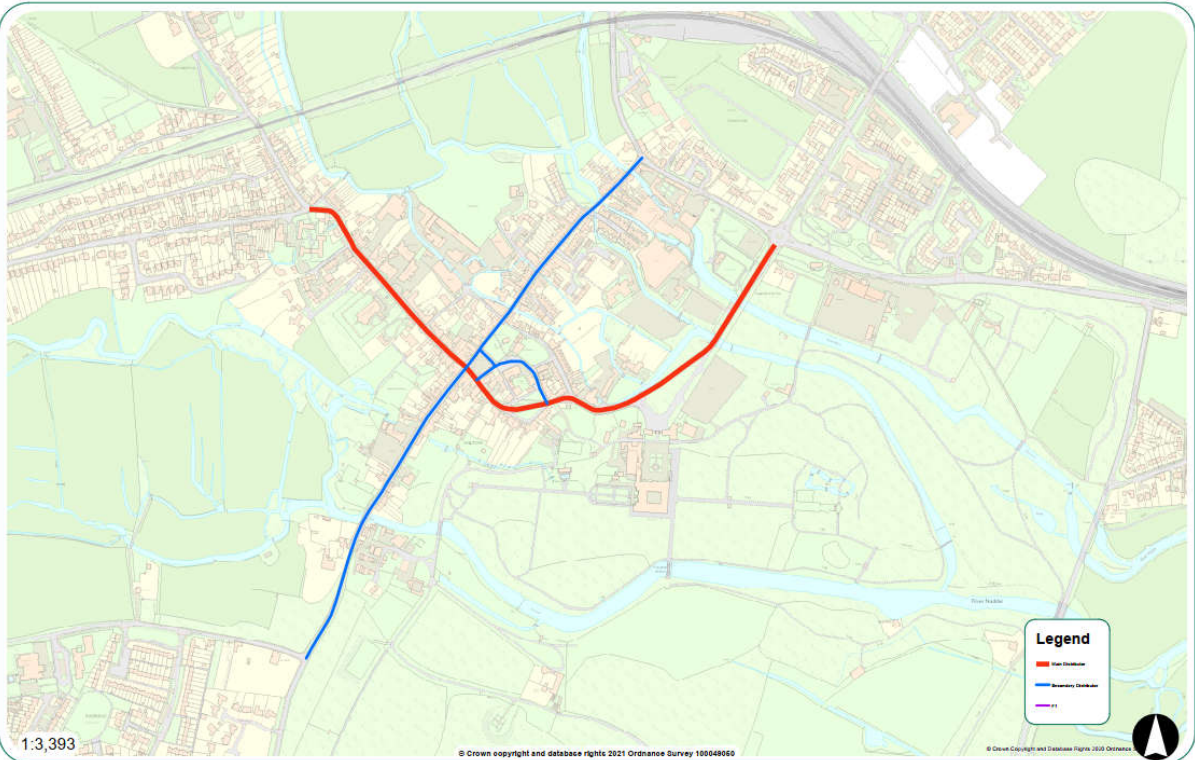


fig. 22 Monthly walked inspection routes in Wilton



4.1.2. Existing and future demand: Urban Realm Strategy (2010)

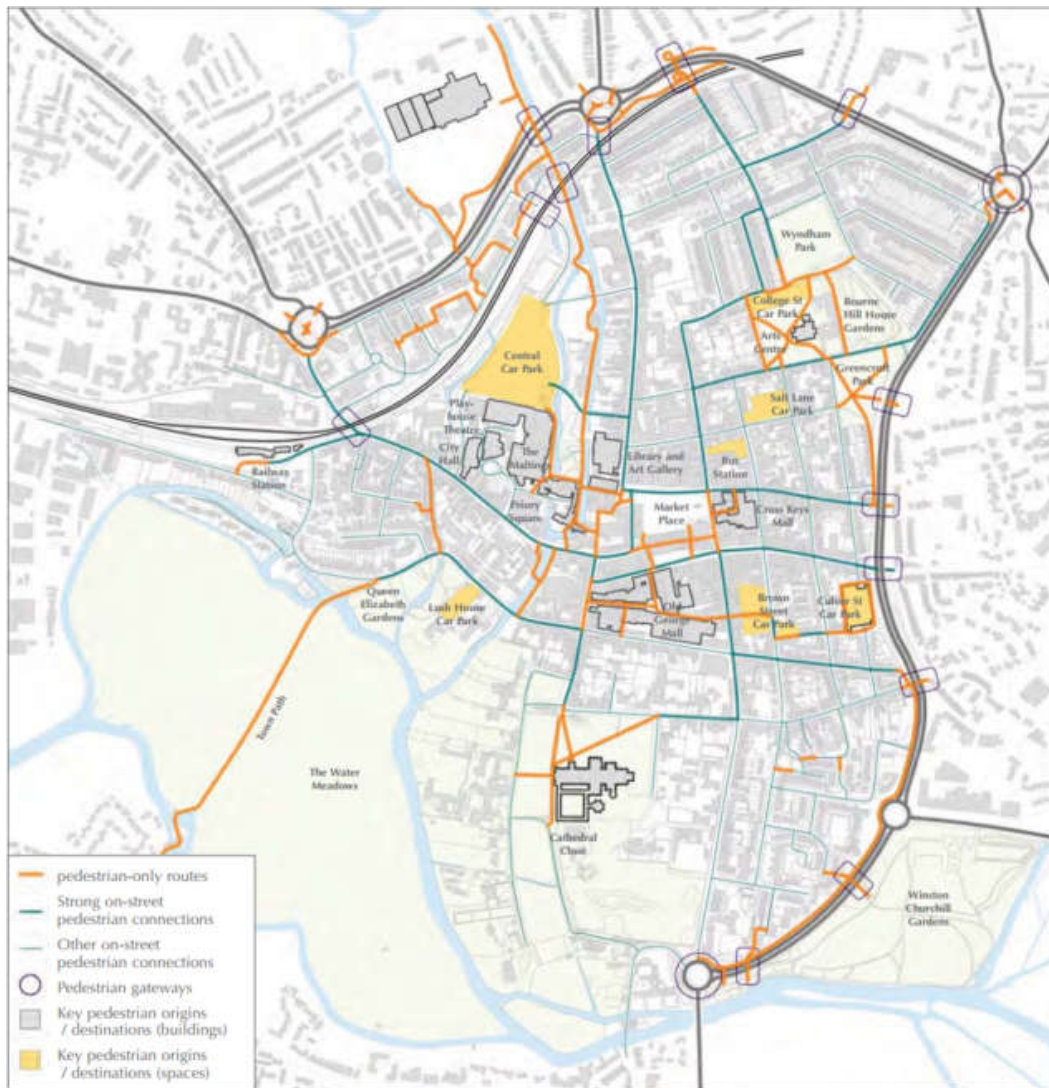


fig. 23 Urban Realm Strategy: Pedestrian routes

The Urban Realm Strategy identified walking routes in the city centre as set out in *fig. 23*. As this strategy sets out, walking contours indicate that all the key retail destinations within the business core can be reached in 6 minutes. The strategy states that:

“Within a 12-minute walking contour, all destinations inside the city centre can be reached. This indicates that all journeys within the city centre are entirely feasible on foot and walking should be encouraged across the core area.

In addition, there are a high number of residential neighbourhoods sited within, and immediately adjacent to, the city core. Many of these can be reached by pedestrians within 15-minutes. Therefore, commuting on foot into the centre from the immediately adjacent suburbs has great potential to be supported. At present these people are confronted with the existing bias of the city centre transport system and are more likely to drive into the city rather than walk or cycle.”

The Strategy also identified routes of high walking activity based on observation, as shown in *fig. 24*.



fig. 24 Urban Realm Strategy: routes with high pedestrian activity

The strategy states that: “experience from other retail centres shows that shoppers, visitors and residents are prepared to walk 6 to 9 minutes from their cars to access high quality shopping, leisure and retail destinations.” The main long-stay car parks (Central Car Park and Culver Street) are within 6 to 9 minutes of most retail locations.

4.1.3. Existing and future demand: bus routes

In addition to walking to key destinations, people also walk regularly to (and dwell at) bus stops. In order to meet the council’s climate change goals and reduce congestion in Salisbury, encouraging more bus usage is vital. Frequent bus services routes are shown in *fig. 25*.

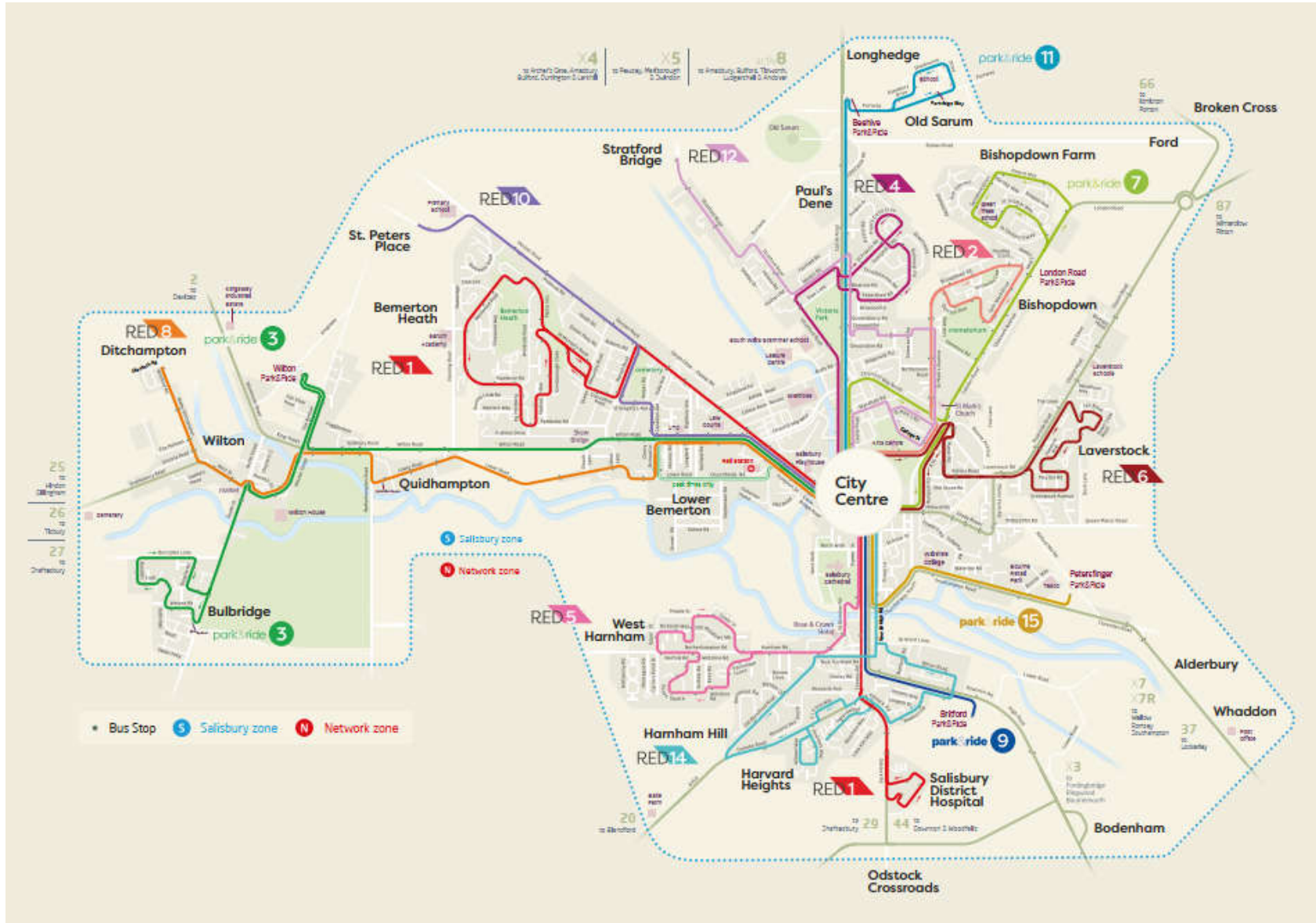


fig. 25
Frequent
bus
services in
Salisbury

Source:
Salisbury
Reds

4.1.4. Existing and future demand: development sites

The Salisbury Transport Strategy identifies key walking and cycling routes (PC01 to PC14) that are necessary to enable new developments. PC02 to PC13 are shown in *fig. 26*. PC01 refers to pedestrian improvements across the city centre, and PC14 refers to improved access to Wiltshire College and University Centre: Salisbury. PC03 refers to wayfinding which forms a part of all routes. It should be noted that this map shows ‘crow flies’ demand requirements rather than preferred alignments e.g. PC13 might include improvements to walking routes along Downton Road and from the Britford Park & Ride site to the hospital.

It is likely that new routes will need to be added depending on which sites in the Salisbury area (and surrounding areas) are selected as suitable to deliver housing or employment sites by 2036 in the updated Local Plan. These are likely to include:

- Walking and cycling routes between any new major trip generators (e.g. employment, retail or leisure sites) to key residential areas within 8 km.
- Walking and cycling routes from any new sites to key destinations, particularly the city centre and the hospital.

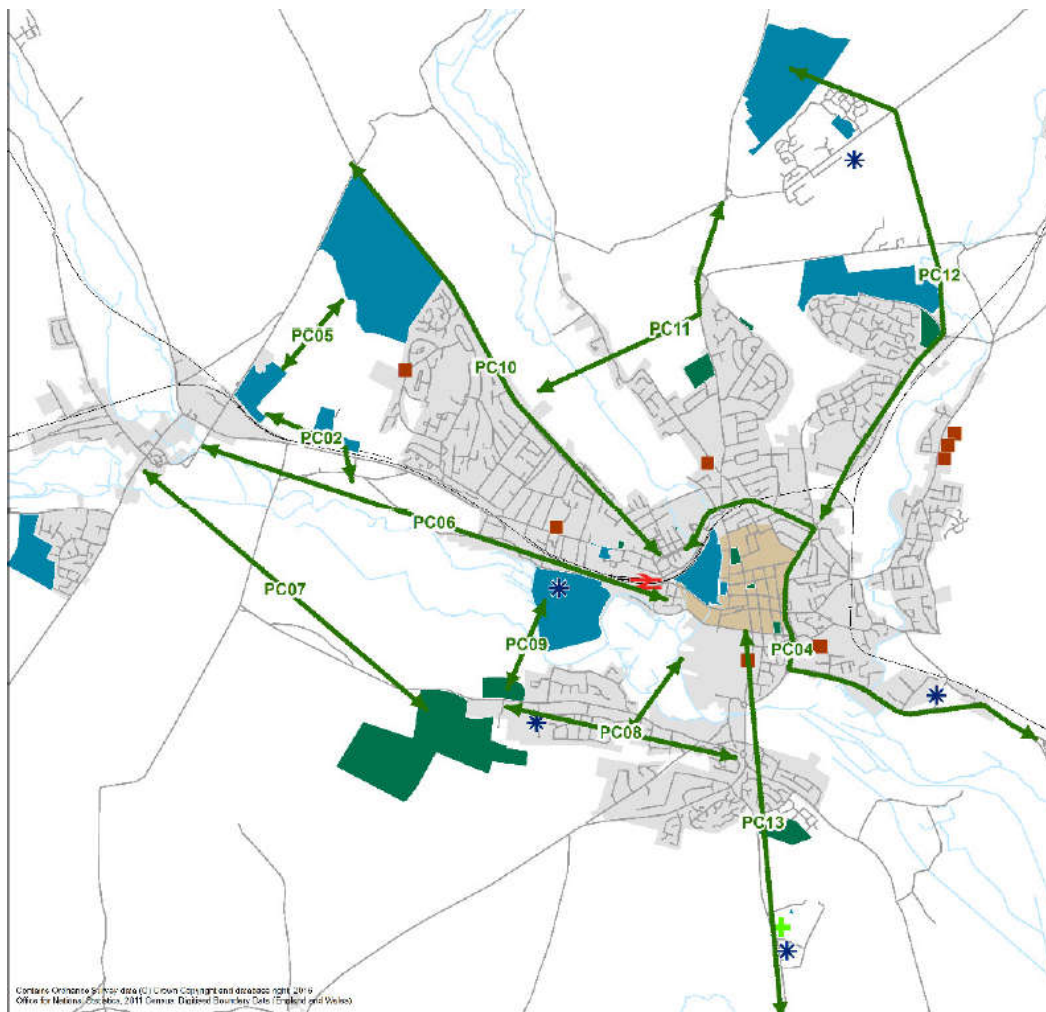


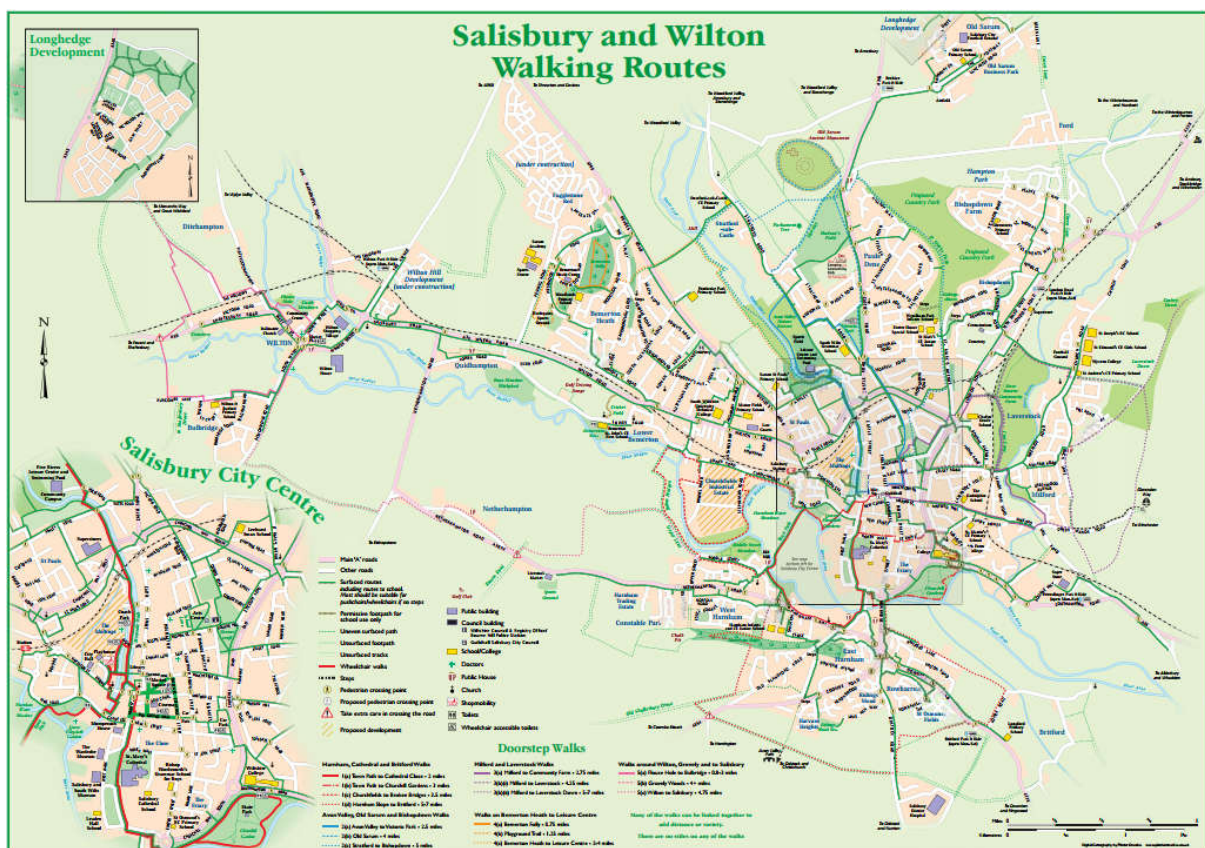
fig. 26 Walking and Cycling routes to enable development at allocated sites.

4.1.5. Existing and future demand: leisure routes and stakeholder feedback

Wiltshire Council has produced a map of walking routes in Salisbury and Wilton in collaboration with the local Walking for Health co-ordinator. This map identifies leisure routes as well as key routes for transport purposes. It shows the main routes on street and via footpaths or permissive paths. This map, shown in fig. 27, can be found at:

<https://www.connectingwiltshire.co.uk/walking-routes>

fig. 27 Walking map for Salisbury



4.1.6. Existing and future demand: rail station

Sustrans carried out audits of walking routes to the rail station as part of the Local Sustainable Transport Fund (LSTF) programme undertaken by the council in 2012 to 2015. This included routes on Devizes Road, Churchfields Road, Fisherton Street and Mill Road/Cranebridge Road.

4.2. 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* 28 to 29. This may also be seen online at:

[Wiltshire Walking and Cycling Infrastructure Routes](#)

This map can also be found on the LCWIP page of Wiltshire Council's website:

<https://www.wiltshire.gov.uk/transport-town-cycle-networks>

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.

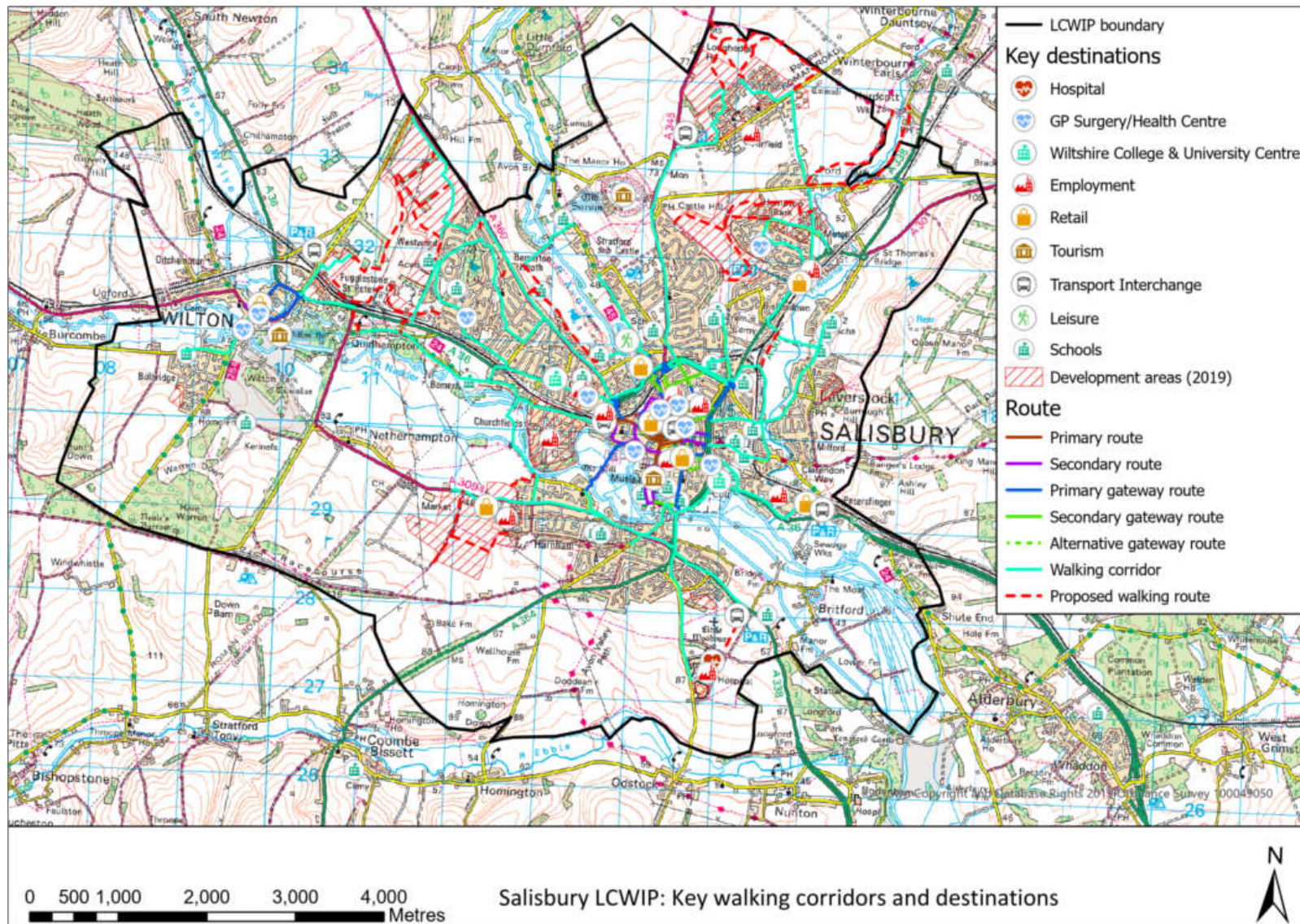


fig. 28 Walking routes and key destinations in Salisbury LCWIP area

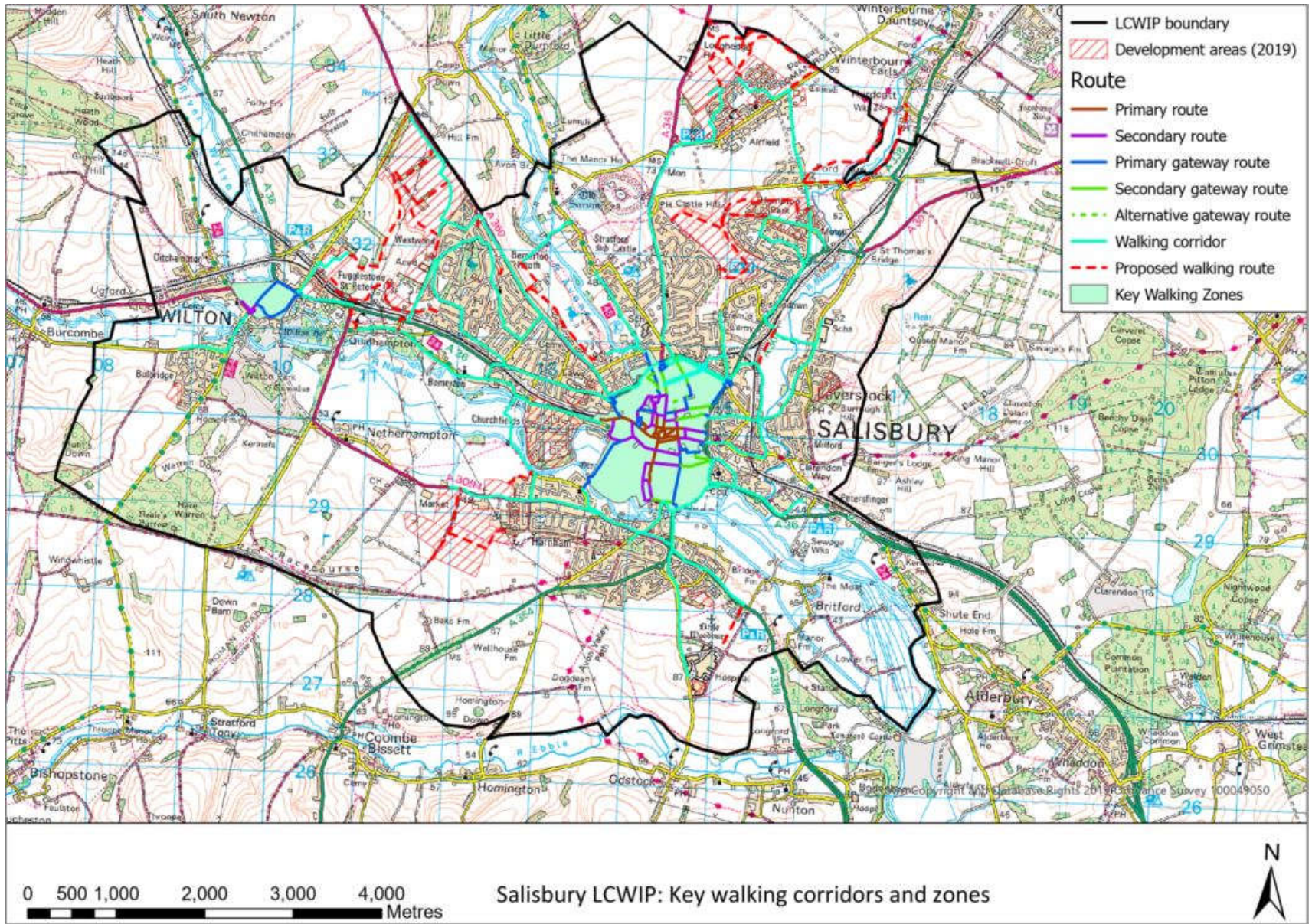
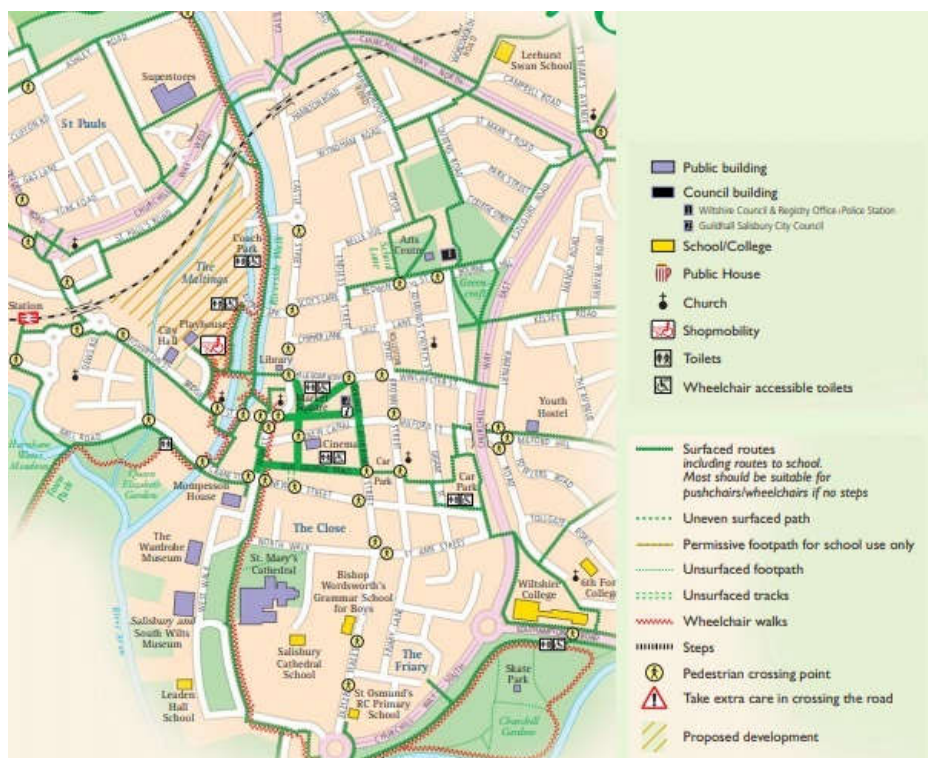


fig. 29 Walking corridors and Key Walking Zones in Salisbury LCWIP area

4.2.1. Salisbury City Centre walking routes

A hierarchy of walking routes has been identified within the Salisbury City Centre Walking Zone. This hierarchy was developed using the sources of evidence mentioned in the previous section, observational site visits, the Salisbury Wayfinding Route Hierarchy (produced by Atkins in 2013) and an analysis of the key destinations set out in *fig. 30*, as well as future aspirations for these destinations, where known. This hierarchy (shown in *fig. 31*) will be used to facilitate the development of a traffic management plan for Salisbury that will be considered as part of the development of the Local Plan and/or LTP4.

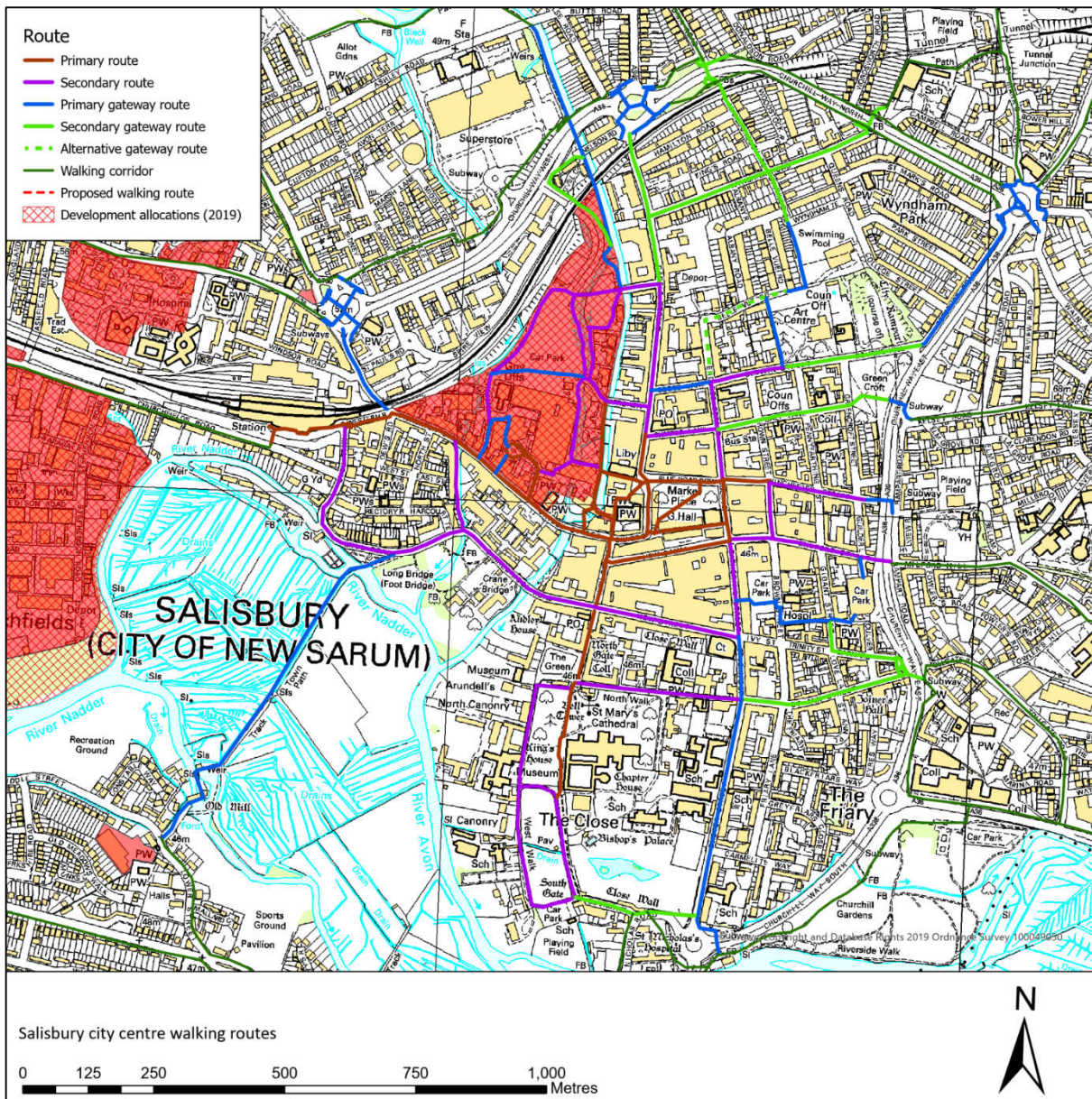
fig. 30 Key destinations and existing walking routes in Salisbury City Centre



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 particularly 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.

fig. 31 Walking routes in Salisbury City Centre



The walking route hierarchy sets out four categories of route:

Walking route type	Description
Primary routes	Where there is a strong place function for people who walk (usually also with a strong link function).
Secondary routes	Where there is a moderate place function for people who walk (usually also with a strong link function).
Primary gateway routes	Where there is a weak place function for people who walk (with a strong link function).
Secondary gateway routes	Where there is a weak place function for people who walk (with a moderate link function).

These routes take account of some potential future movements i.e. the link function of all gateway routes is expected to increase due to demand from new developments and the routes in the Maltings are based on the Maltings and River Park masterplans. However, while we have considered the place function improvements related to the Maltings redevelopment, we have not fully included all potential improvements due to ongoing uncertainty e.g. the northern end of Fisherton Street could become a Primary or Secondary route if land-use changes.

Further information about walking routes in the Maltings development area is set out in section 6.

Routes through the Cathedral Close are the responsibility of Salisbury Cathedral which has its own traffic management plan.

4.3. Walking route audits

DfT's Walking Route Audit Tool (WRAT) was used to audit the routes identified. Routes within the Maltings development area were not audited due to the large-scale redevelopment plans there. Routes within the Cathedral Close which are considered to be Primary Routes, were not audited as these routes are managed by the cathedral and are not highway.

A total score of 70% is considered the minimum provision. Twenty streets (or street sections) failed to meet this score as shown in *fig. 32*.

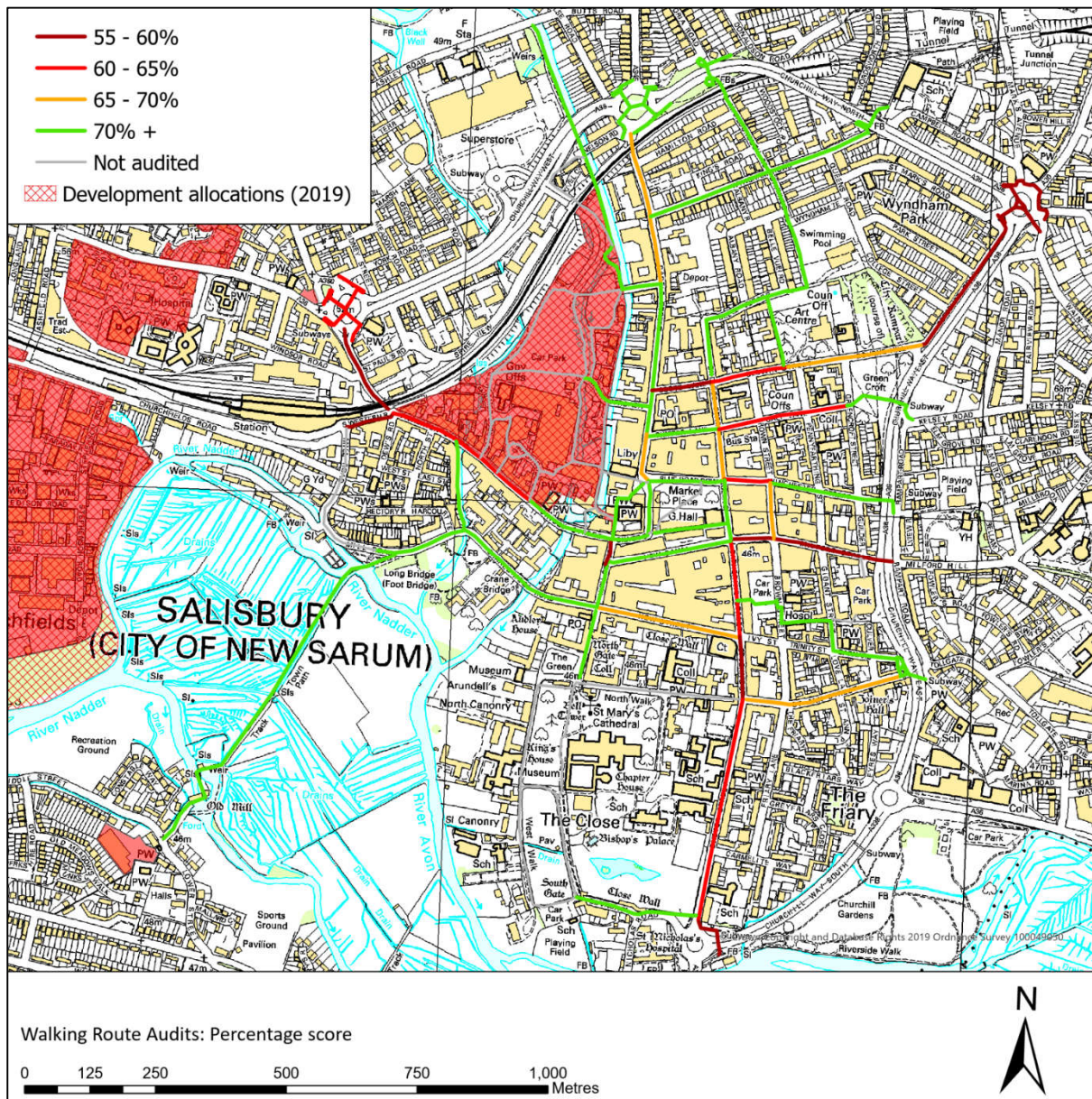


fig. 32 Map of streets scoring below 70%

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. 33*. One third (23) had footway width below the minimum provision of 1.5m as shown in *fig. 34*. 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. 33 Map of streets showing the number of categories scoring zero

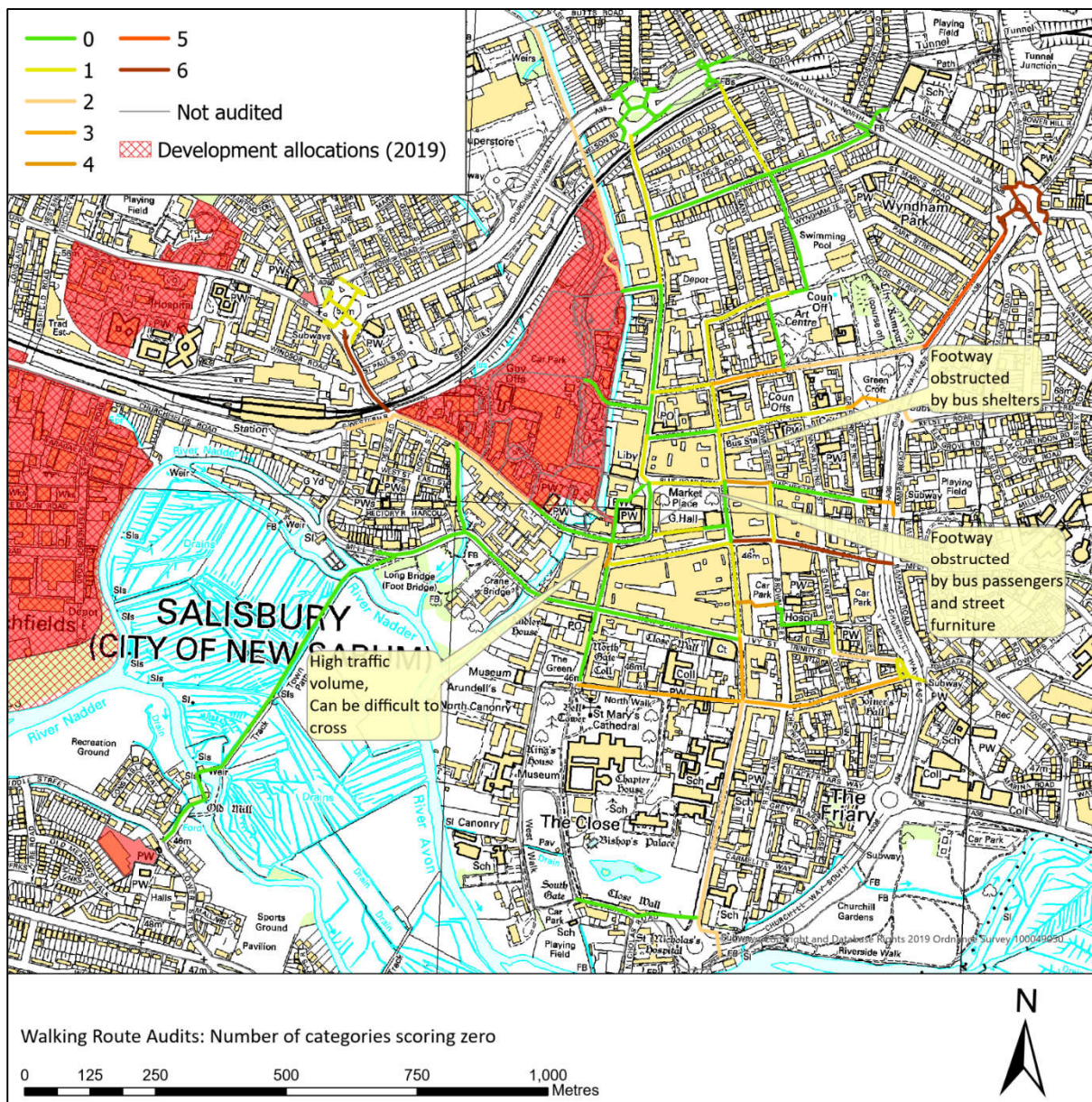
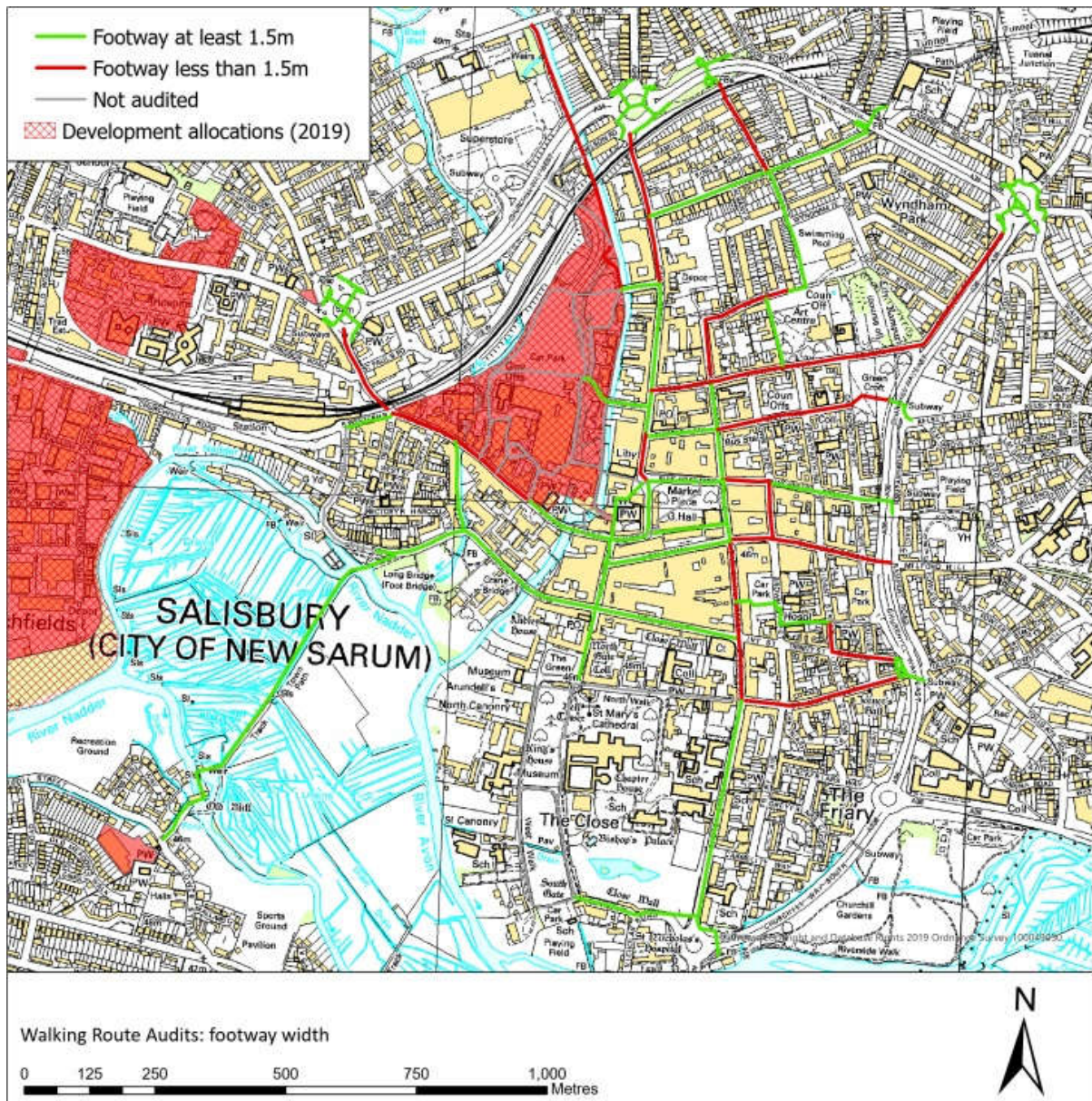


fig. 34 Map of streets where footway width doesn't meet minimum standards



While some routes meet the minimum footway standards, that does not necessarily mean they have sufficient width for the volume of use i.e. routes with higher numbers of users may need more width. Routes such as Town Path and Avon Valley Path are expected to see a large increase in usage due to development, so while their current width is 'acceptable', it may not be desirable, and it may not be acceptable for future usage. It is also desirable to increase the width of these routes to meet LTN 1/20 standards for cycling. Additional factors can also affect the width required e.g. temporary bins on collection day.

In terms of improvements, it is important to balance both the scale of the problem, and the importance of the route i.e. a primary route will be more important than a secondary gateway route. However, gateway routes should not be neglected as they are important to encourage modal shift and to support bus services. A full list of route audit results and potential improvements is shown in Appendix 2.

The Primary routes with the worst scores are:

- High Street (between New Canal and Bridge Street),
- South Western Road,
- Fisherton Street (between South Western Road and Malthouse Lane).

The Secondary routes with the worst scores are:

- Milford Street,
- Catherine Street,
- Winchester Street.

The Primary Gateway routes with the worst scores are:

- St. Mark's Roundabout,
- Fisherton Street (between St Paul's and South Western Road),
- Estcourt Road.

St Mark's Roundabout, Fisherton Street, Milford Street, Estcourt Road, High Street and Winchester Street all score zero in four or more categories.

5. Network planning for cycling

5.1. Cycle travel demand: utility cycling

With funding from DfT, PJA Consultants produced demand maps showing potential demand for cycling based on patterns of travel to work, travel to school and travel to Salisbury Rail Station (*fig.s 35 to 38*). The Travel to Work data is based on the 2011 census (all modes). The Travel to School data is based on the school census data collected by the council in October 2017 (all modes). The rail demand is based on the council's Rail Station surveys from 2005 to 2013. It looks at both existing demand from those cycling to the station and potential demand from those who currently drive to the station. It does not take account of any future increase in rail usage. The analysis used travel by all modes with a 5km route to the respective destination.

These demand maps plot demand lines along the existing highway network regardless of whether these are routes that people actually cycle i.e. in reality there may be a safer, more pleasant route that is preferred for cycling. The demand lines show the approximate corridors where there is demand for cycling.

Demand from future developments was shown earlier in *fig.26*. (repeated below).

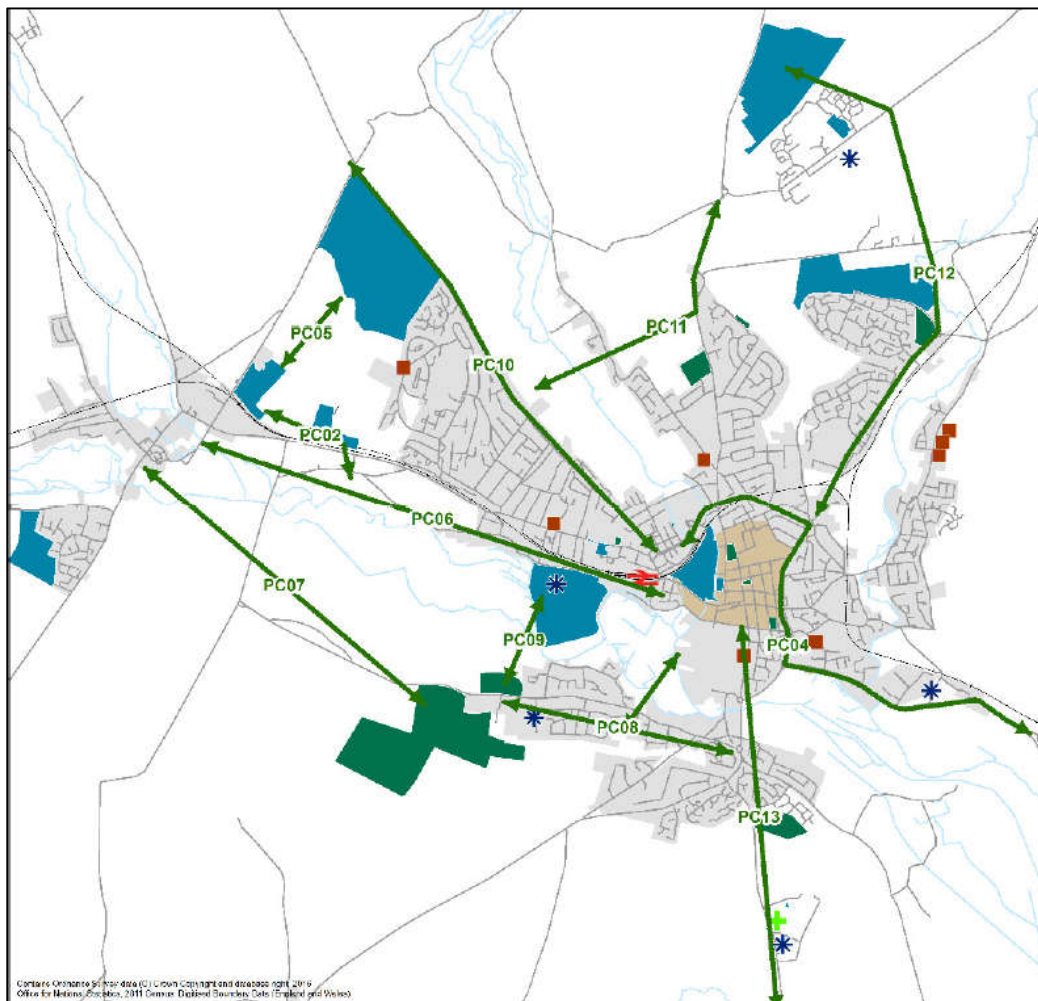


fig. 35 Travel to work cycle demand (Census 2011)

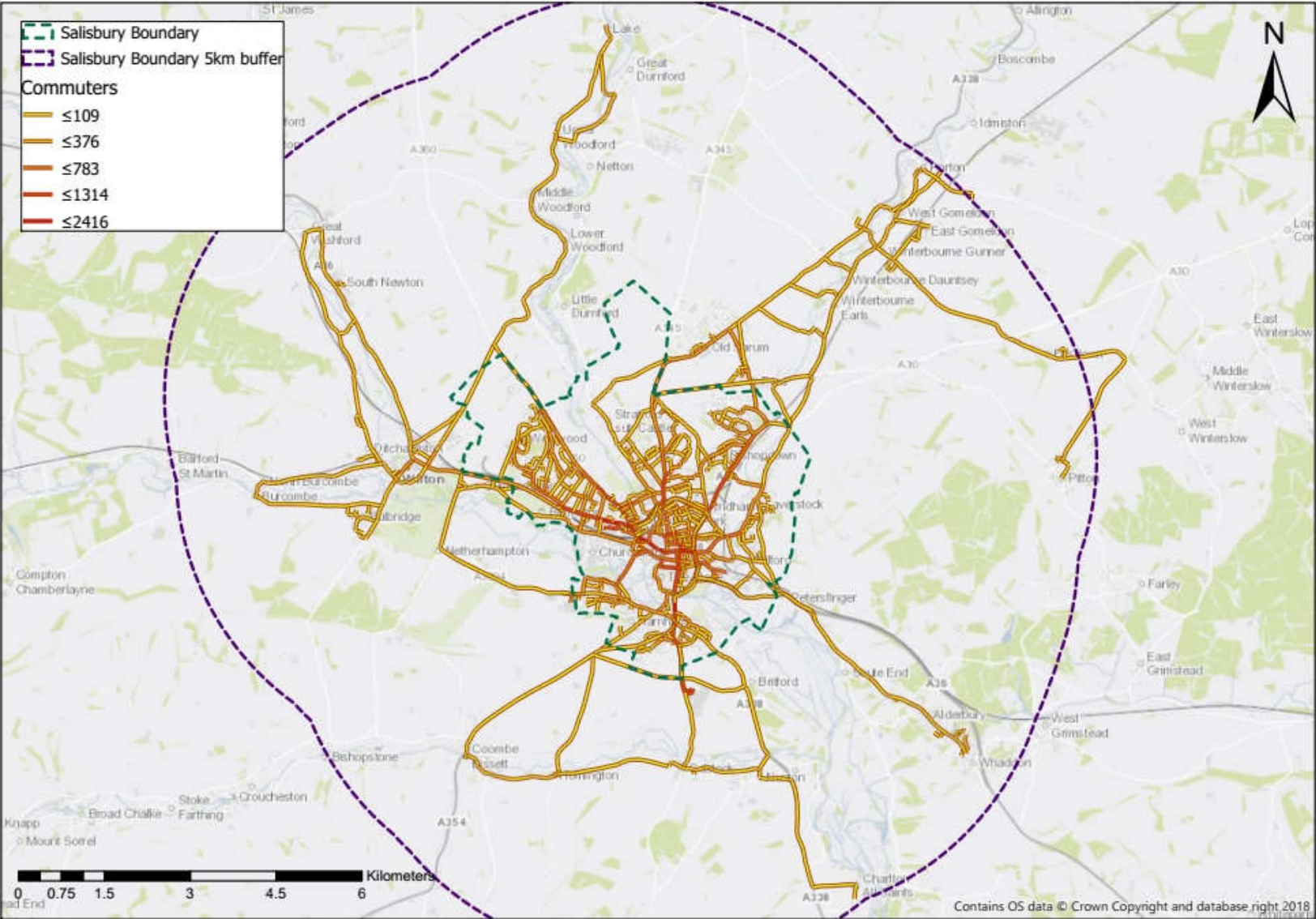


fig. 36 Travel to primary school cycle demand (2017)

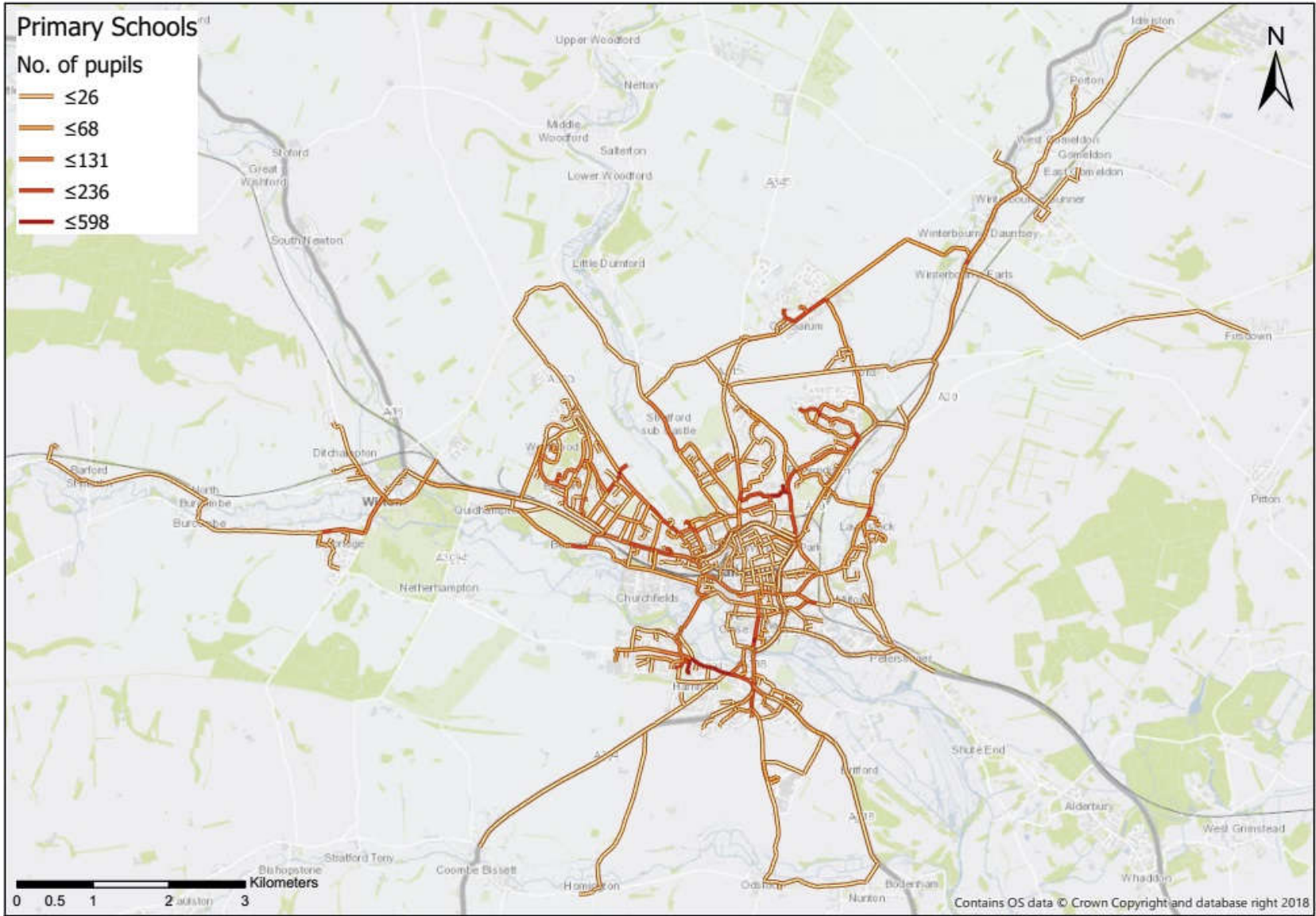


fig. 37 Travel to secondary school cycle demand (2017)

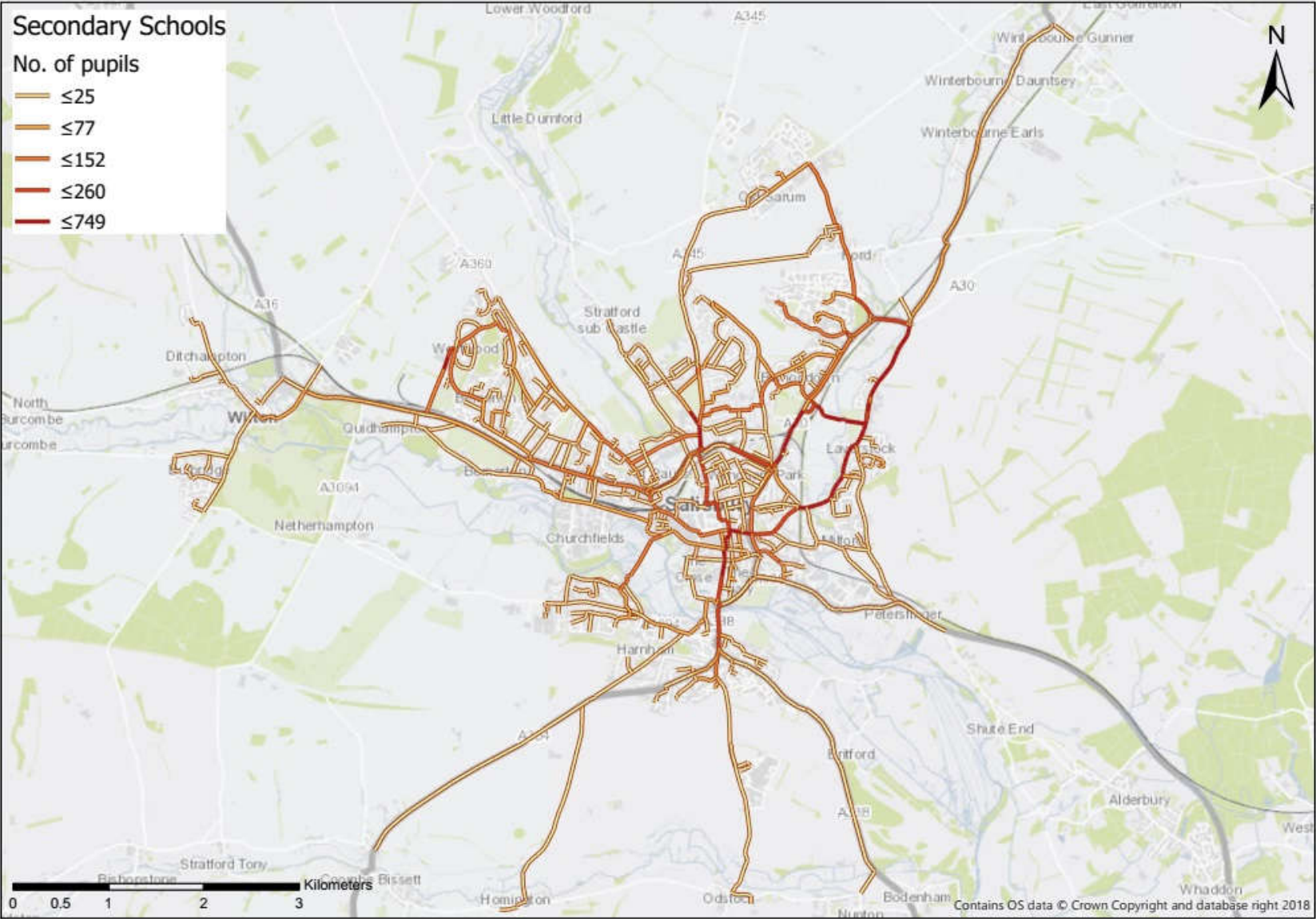
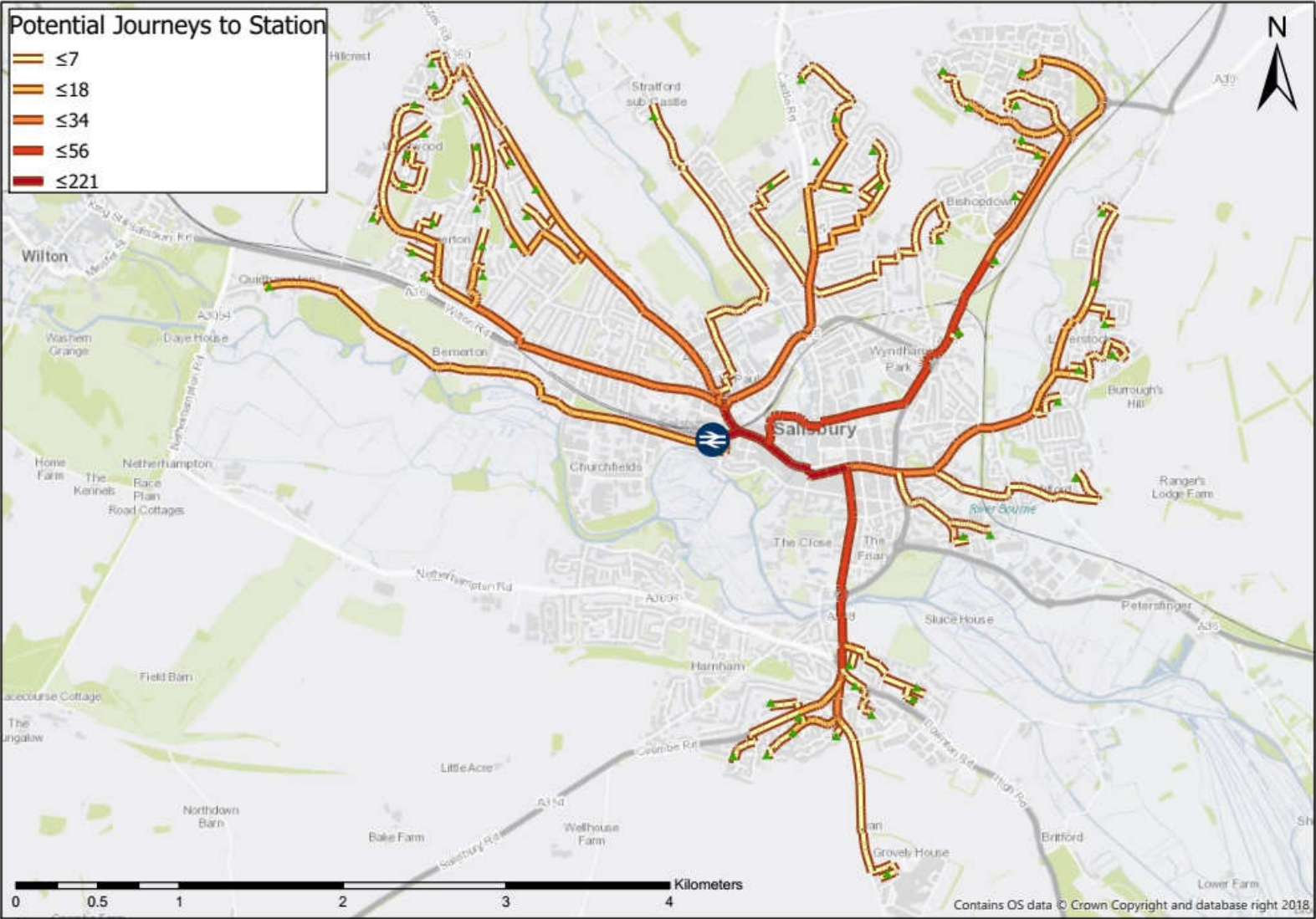


fig. 38 Travel to Rail Station cycle demand (Rail survey 2005-13)

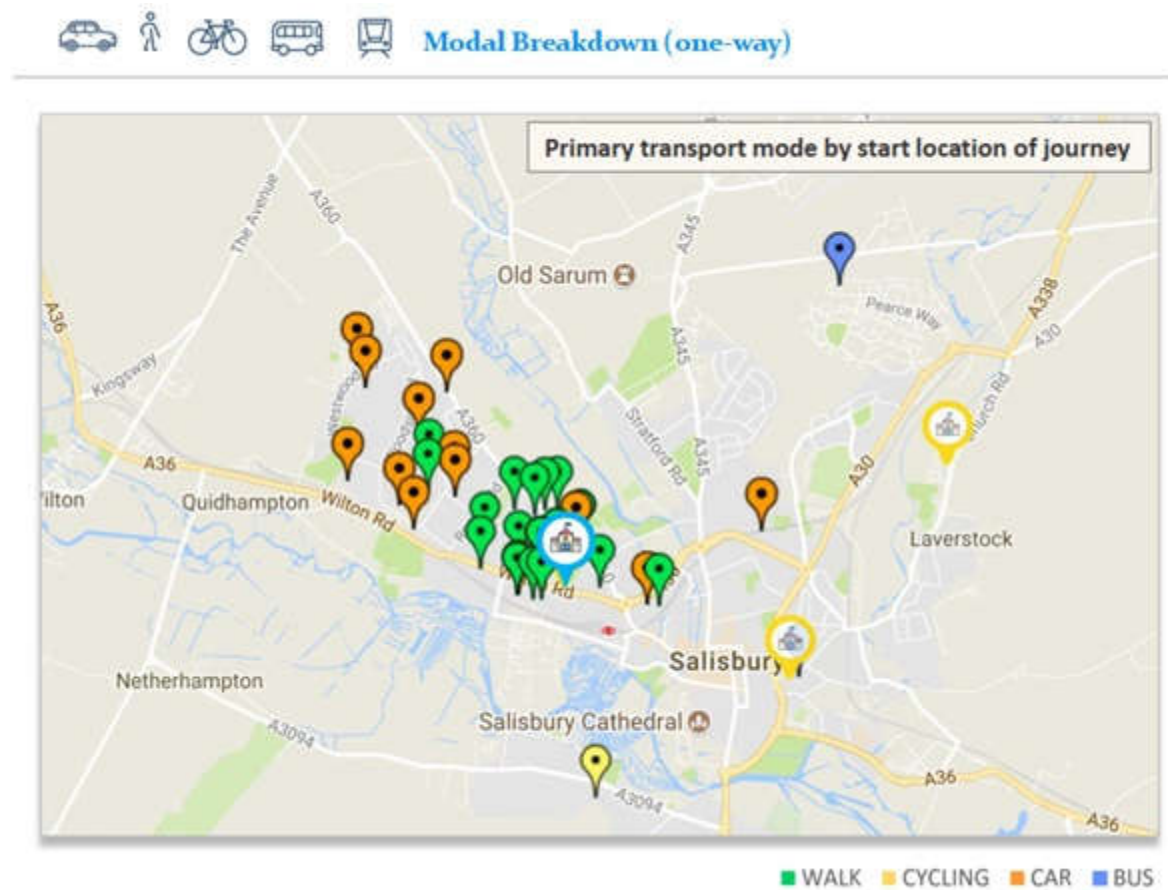


As shown in *fig. 35* there is strong commuting demand along all the arterial routes into Salisbury, particularly the Wilton Road, Devizes Road, London Road and Odstock Road corridors. This is likely due to people commuting into the city centre and to the hospital.

Demand for primary schools is far more dispersed, but demand for secondary schools is more similar to the arterial pattern shown by commuters. As shown in *fig. 37* there is strong demand to the cluster of secondary schools in Laverstock.

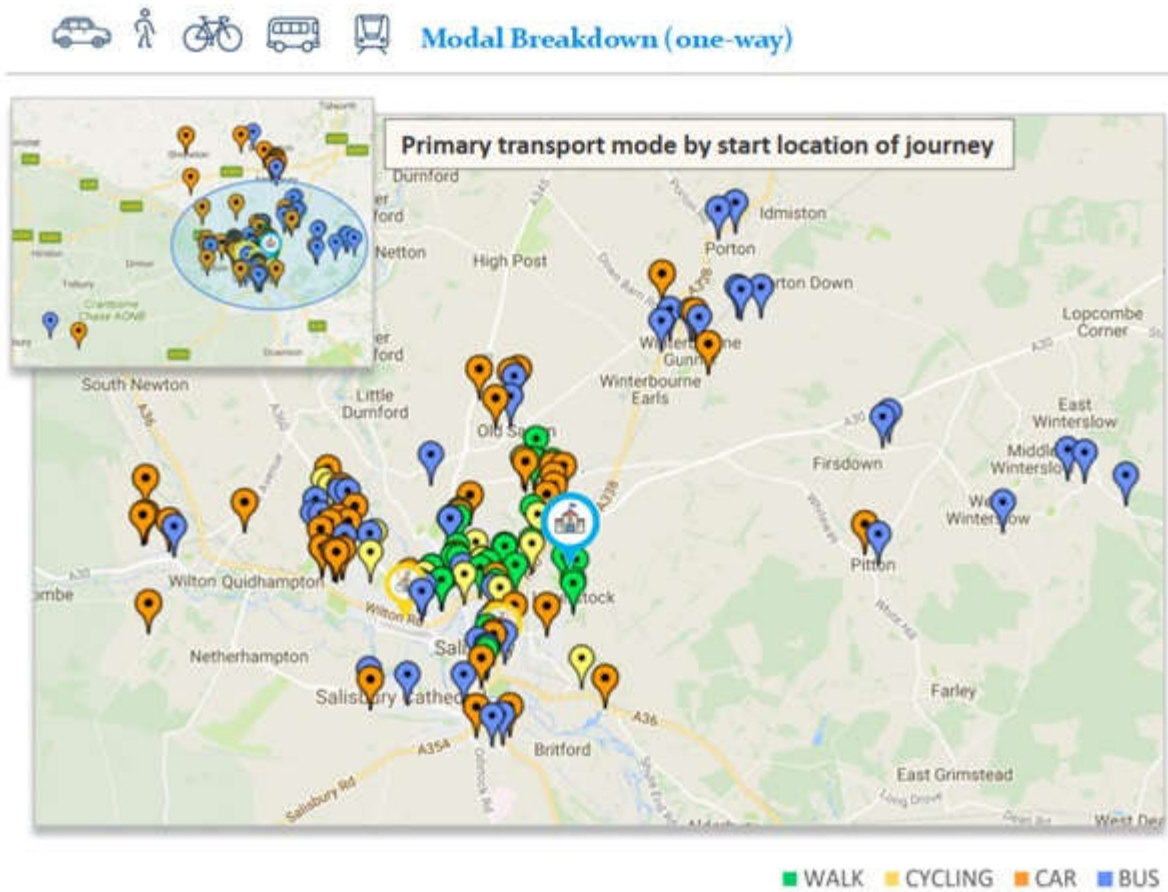
Potential demand can also be demonstrated by looking at individual schools using data collected through the Home Run app. In *fig. 39*, most pupils using the app are walking to school, while only one cycles from Harnham to Manor Fields Primary. There are quite a number of pupils travelling by car who might be able to cycle to school.

fig. 39 Travel to Manor Fields Primary school (HomeRun, 2018)



In *fig. 40*, we can see the catchment area to St Joseph’s Catholic school is much wider. However, there are large numbers of pupils travelling by car who live in similar locations to those that cycle (or travel by bus).

fig. 40 Travel to St Joseph’s Catholic school (HomeRun, 2018)



Data is not available to map the potential for cycling to leisure, retail or other facilities such as GPs. However, these destinations have been considered when creating the cycle network map.

5.2.Cycle travel demand: tourism

In addition to utility cycling, there is strong potential to increase tourist cycling in and around Salisbury. In summer 2022, South Western Railway is due to install an electric cycle hire station operated by Co-bikes at Salisbury Station. The council aims to introduce further e-bike (electric bicycle) hire in the city centre and at locations such as the Fiver Rivers Leisure Centre (on the Avon Valley Cycle Path/NCN 45) and the Beehive Park & Ride site/Old Sarum. This was initially planned as part of the People Friendly Streets scheme in 2020, but funding is currently being sought to allow the scheme to progress. As shown in fig.s 41 and 42, several tourist cycle routes intersect in Salisbury city centre:

- NCN 24 from Warminster to Southampton (also the Cathedrals cycle route)
- The Salisbury to New Forest Cycleway
- Wiltshire Cycleway
- NCN 45 – a quiet road route to Stonehenge
- The potential Salisbury – Porton – Stonehenge route which would be mostly traffic-free.

King Alfred’s Cycleway is an off-road cycle route i.e. suitable for cross-country mountain bike riding or some hybrid bikes. It uses some unsurfaced rights of way which may be difficult to traverse in wet weather. It passes directly through Old Sarum and connects to NCN 45 and to the Salisbury – Porton – Stonehenge route.

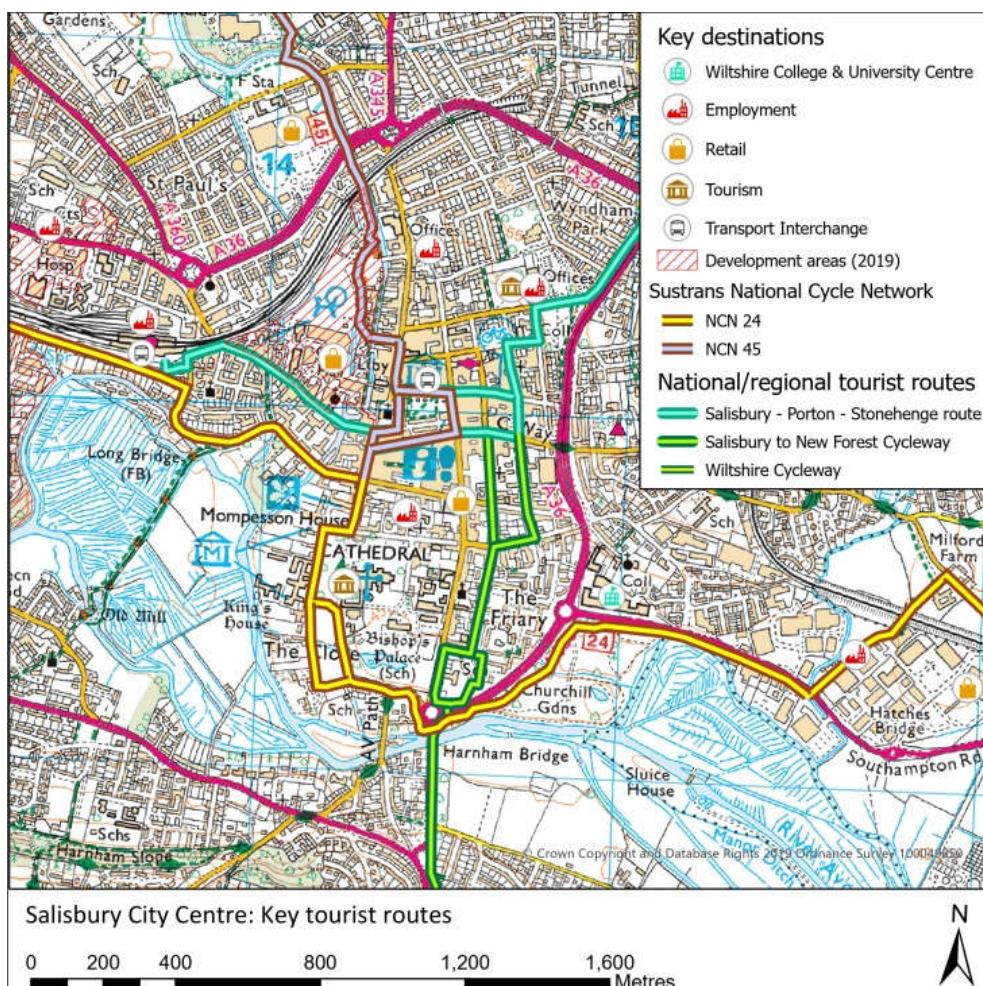


fig. 41
Regional and National Cycle Routes in Salisbury city centre

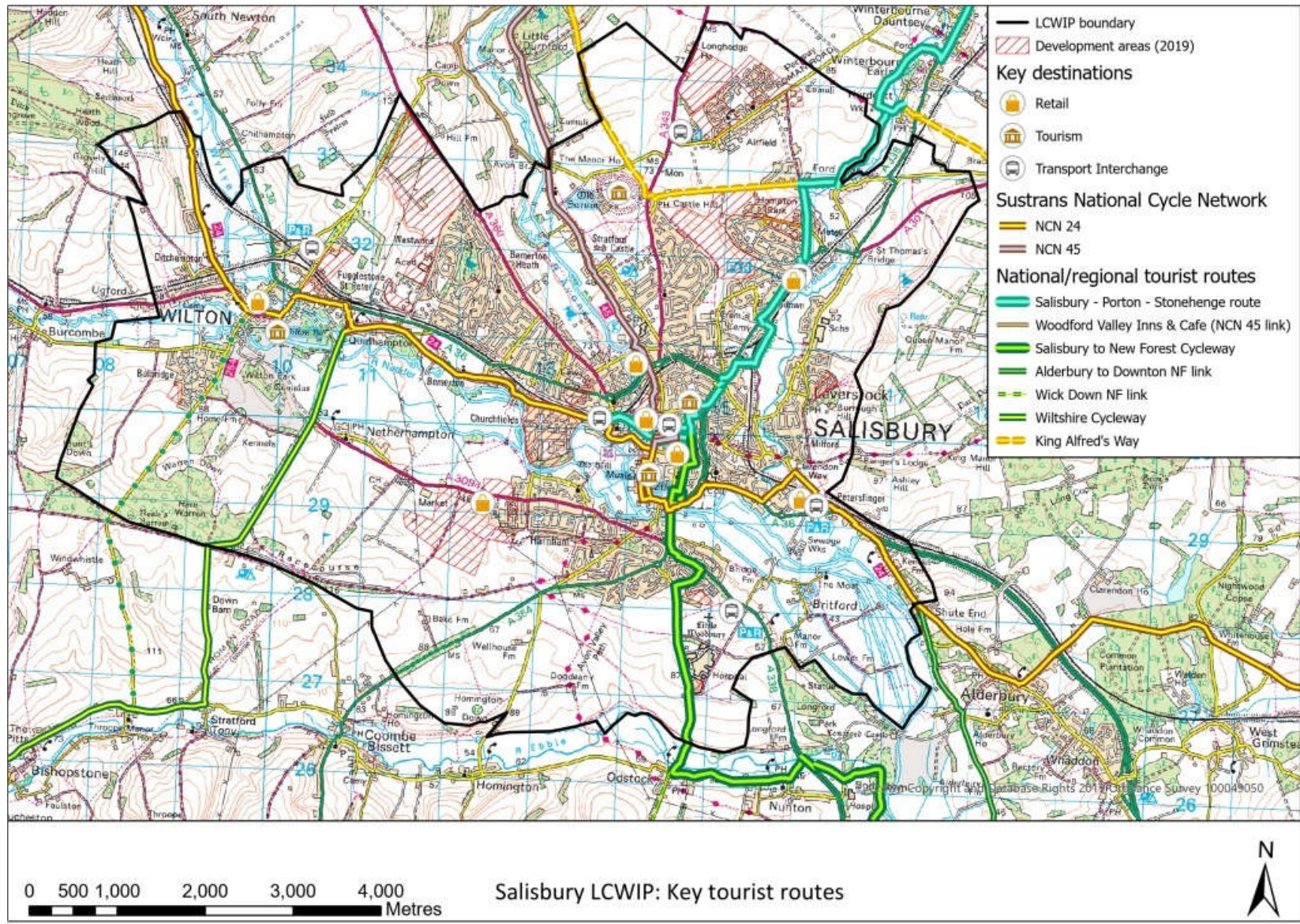


fig. 42 Regional and National Cycle Routes in Salisbury LCWIP area

5.3. 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.

LTN 1/20 sets out standards for infrastructure based on the number of non-motorised users (people who walk and cycle). Wider routes and segregated routes are required where there are higher numbers of people using the routes. Many of the existing cycle facilities in the Salisbury LCWIP area are shared paths that either do not meet LTN 1/20 width standards at the moment, or will not if usage increases. In order to facilitate and encourage increased walking and cycling, it is necessary to provide more space for walking and cycling. In some places there may be sufficient highway land to widen routes without impeding motor traffic. However, in many locations this will not be possible. If cyclists are concentrated on a small number of routes, the number of users will exceed LTN 1/20 standards, so providing more route options for cyclists will allow a lower number of cyclists per route. This will make it more comfortable and attractive for people who walk and cycle. LTN 1/20

sets out that councils should aim for a network mesh density of 250m i.e. the maximum distance between primary/secondary cycle routes. It states that “in a built-up area, the spacing of routes should typically be 250m – 400m, but this will decrease in outer suburbs where the density of development is lower.” It may also be necessary to provide different types of facility for different types of user. In some areas there may be a primary route on street for faster cyclists/e-bike users, and a primary route using shared paths for children, mobility scooters and slower cyclists.

This hierarchy of routes is shown in *fig.s* 43 and 44. This may also be seen online at:

[Wiltshire Walking and Cycling Infrastructure Routes](#)

This map can also be found on the LCWIP page of Wiltshire Council’s website:

<https://www.wiltshire.gov.uk/transport-town-cycle-networks>

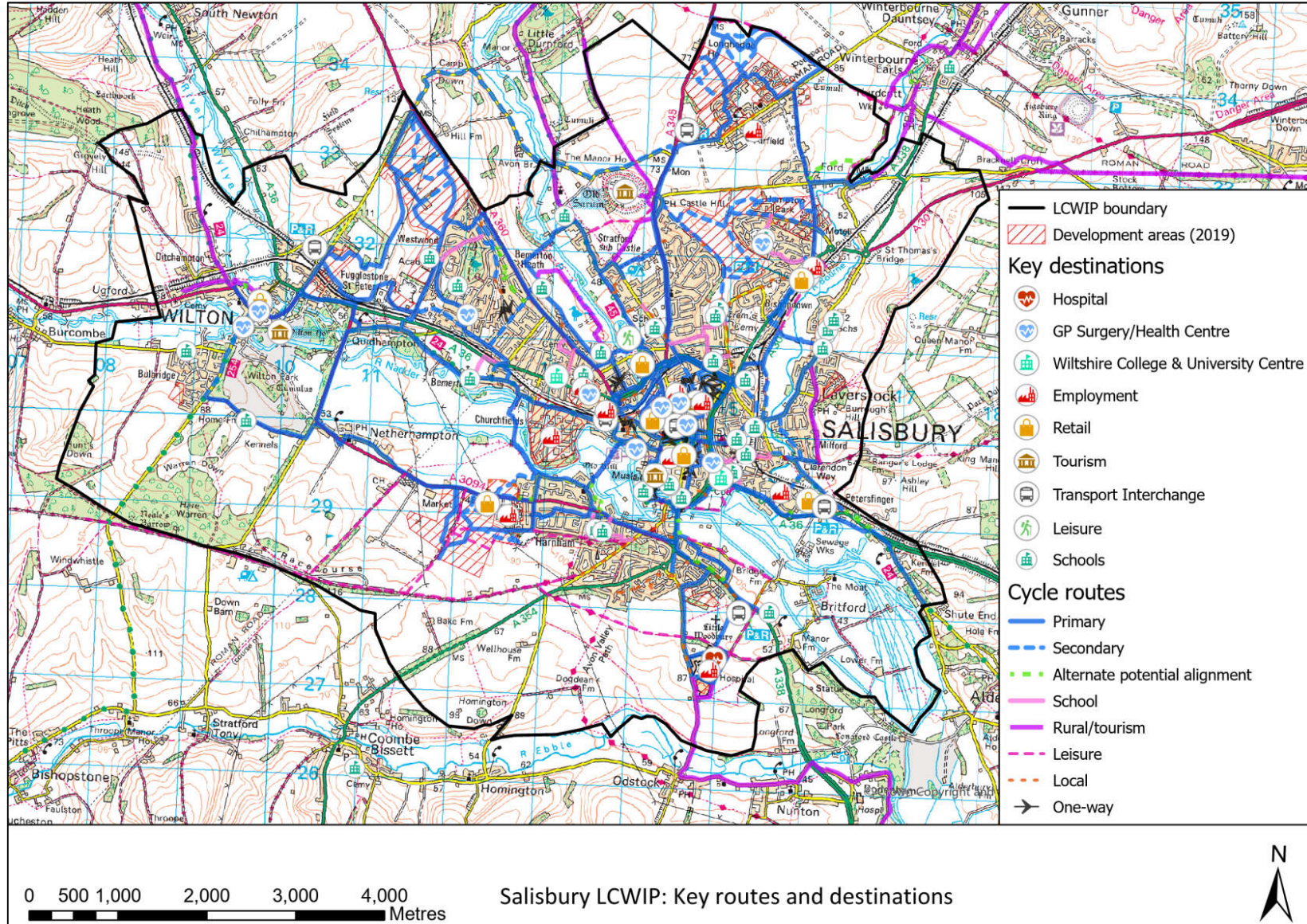
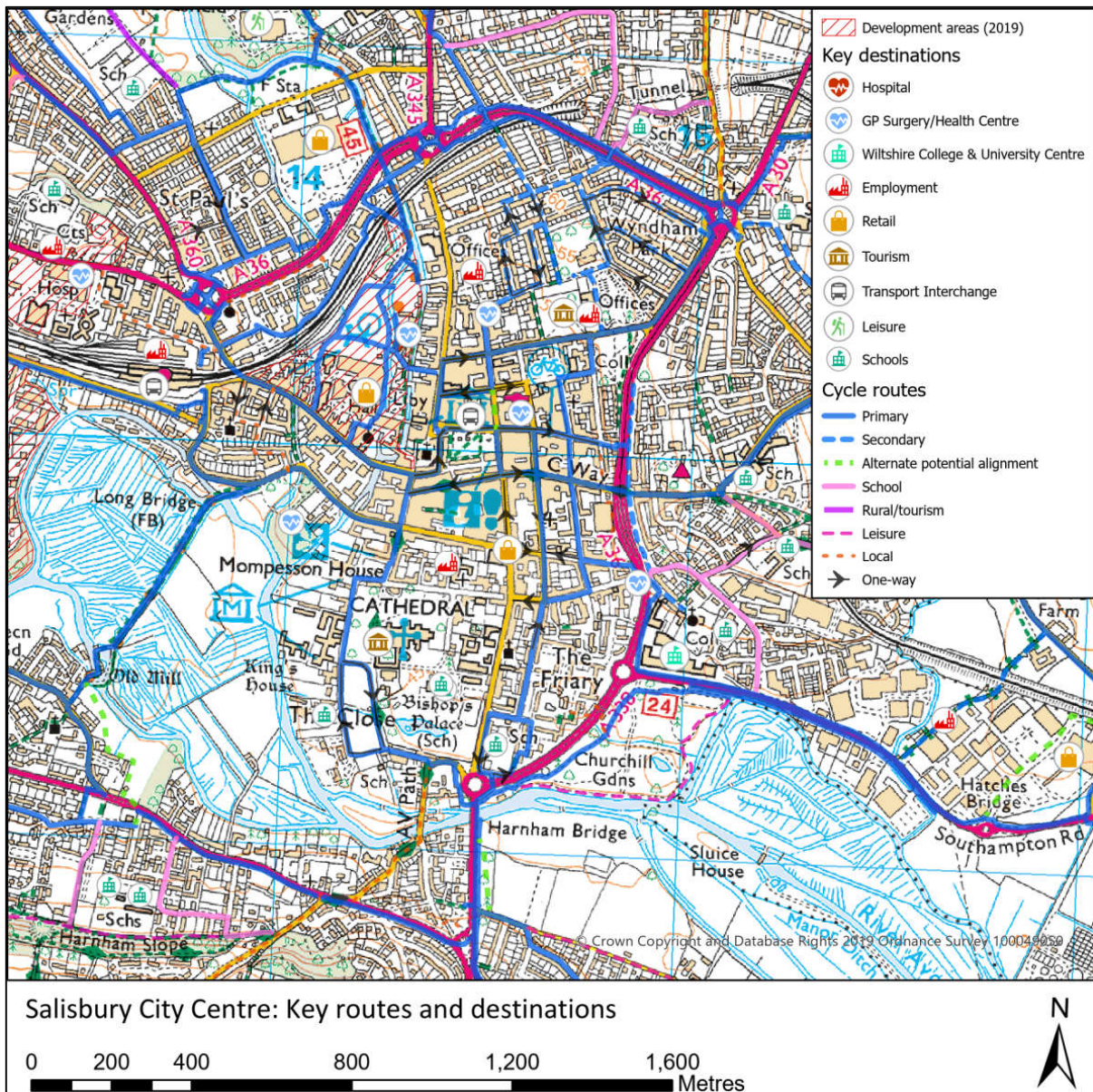


fig. 43 Cycle routes and key destinations

fig. 44 Cycle network and key destinations in Salisbury City Centre



Note that in *fig. 44* 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.

The cycle network is shown in context in *fig. 45*, which sets out how the Salisbury cycle network connects to the interurban routes to Amesbury, Stonehenge, Warminster, Downton and the New Forest. The majority of destinations that generate cycle trips cluster in the central area. Further information about interurban routes can be found in the Framework Wiltshire LCWIP. Many destinations and villages outside the LCWIP area are within comfortable range for e-bikes along these interurban routes. Routes connecting any future development sites in Salisbury will be set out in any updates to the Salisbury LCWIP. Routes connecting any future development sites outside the contiguous urban area of Salisbury may be set out in either the Framework Wiltshire LCWIP or the Amesbury LCWIP.

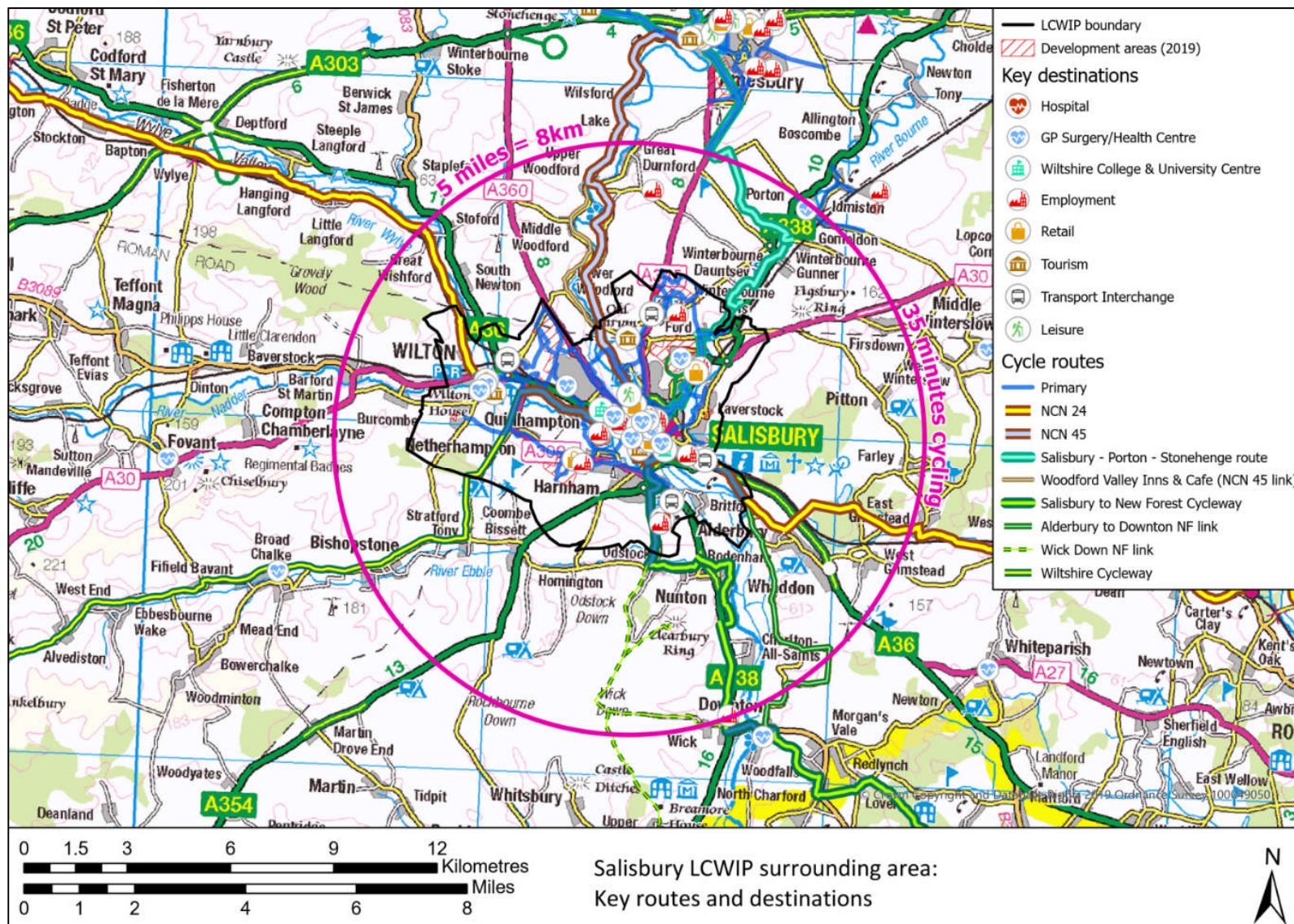


fig. 45 Key destinations and cycle routes: Salisbury LCWIP wider area (5 mile radius)

5.4. Cycle route audits

The Salisbury Town Cycle network was developed by auditing all routes and potential routes. The factors included are set out below.

On street audit	Path audit
Traffic Speed (recorded and/or limit)	Legal status
Traffic flow (peak hour classified count)	Non-motorised user count (peak hour)
Accidents (3yr/5yr)	User conflicts
Road surface	Surface
Obstacles	Obstacles
Side turnings/overtaking	-
On-Street parking	-
Gradient	Gradient
Lighting	Lighting
Traffic calming	Flooding/drainage
Road Width	Path width
Footway width	Scope to widen path
-	Land required for improvements

When auditing existing facilities, it is important to remember that some factors, such as the level of parking or side turnings with high vehicle movements, may be subjective or may only apply at certain times. The council's priority is to improve routes which do not meet the most basic standards i.e. path width and surface, or street traffic and speed, so that the lack of facilities is causing severance or otherwise significantly restricting the uptake of cycling. Many facilities were built when design standards were less rigorous, and the council will take the opportunity to improve these where opportunities arise, but these are unlikely to be the priority for improvement unless they have been identified as a potential scheme as shown in Appendix 3.

On some key routes, improvements are not considered feasible, particularly where there is a river/railway line restricting space or on strategic roads where there is limited opportunity of significant traffic reduction and there is insufficient highway space to create segregated facilities. In these cases, an alternative 'cycle bypass' route has been identified e.g. Lower Road/Churchfields Road has been identified as an alternative route to the A36 Wilton Road, although this route will require significant improvements. These alternative routes have usually been selected in consultation with the Salisbury Cycle Liaison Panel and Sustrans.

On some routes, it is not feasible to provide cycle facilities to LTN 1/20 standards. Where sub-standard routes are currently provided, this is likely to cause user conflicts, particularly as the volume of people who walk, cycle and use mobility scooters increases due to development sites becoming occupied or travel behaviour change. For this reason, the council has aimed to identify a denser network that will allow cyclist and mobility users to use a variety of routes. An example is on Downton Road at Harnham Gyratory where a shared path is currently provided (and there are plans to extend this to the Park & Ride site). An alternative Quiet Street route is also proposed via Britford

Lane. The shared path should provide a facility for slower cyclists and mobility scooters, while the Quiet Street route should provide a facility for faster cyclists and e-bikes.

In new developments or on existing highway where space allows, the council expects routes to be constructed to LTN 1/20 standards. As LTN 1/20 sets out: “Cycle facilities should be regarded as an essential component of the site access and any off-site highway improvements that may be necessary. Developments that do not adequately make provision for cycling provision in their cycling proposals should not be approved. This may include some off-site improvements along existing highways that serve the development.”

Using the audits and the process described above, 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 46 and 47* and may also be viewed on the online interactive map.

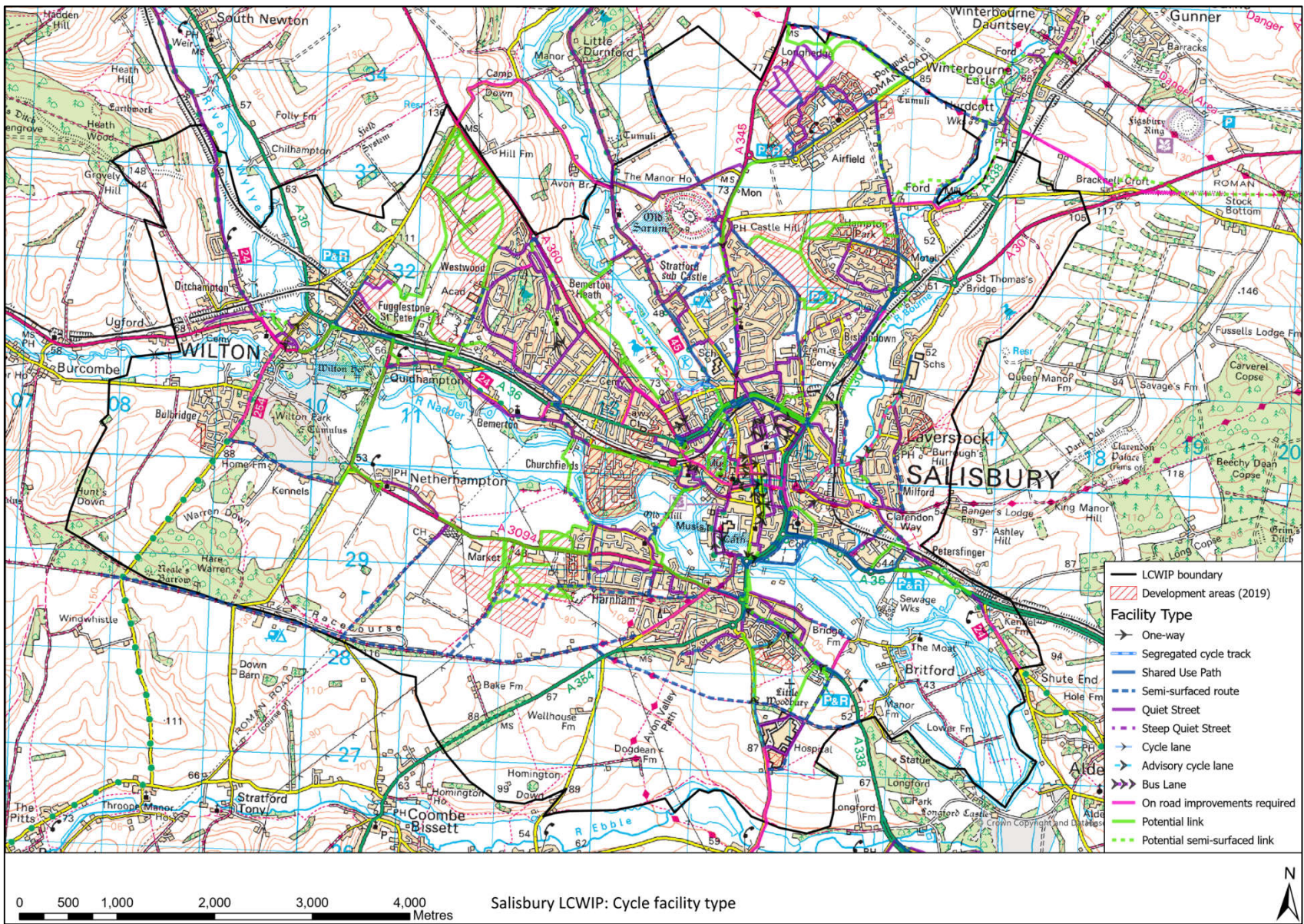
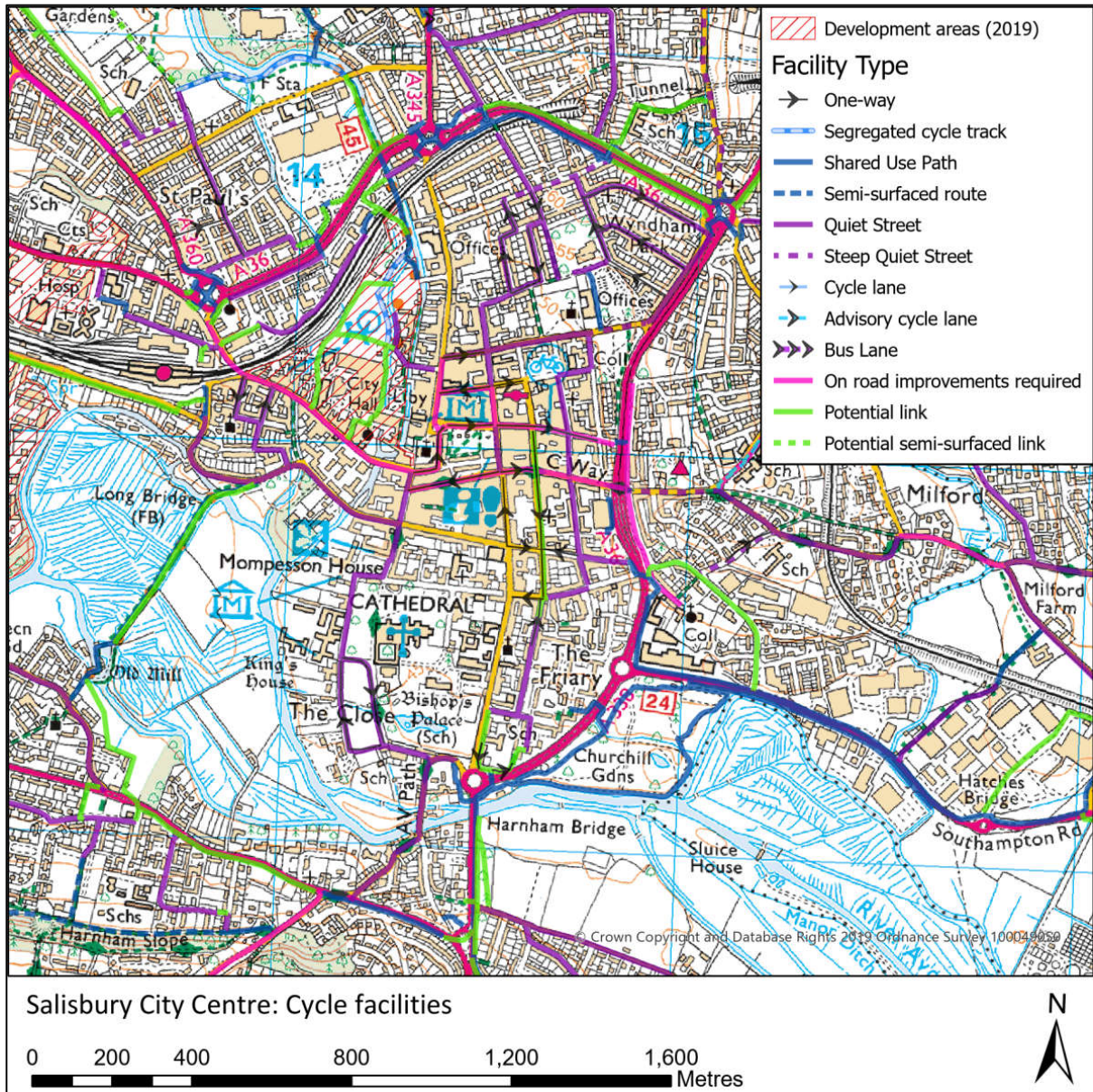


fig. 46 Potential and existing cycle routes

fig. 47 City Centre: potential and existing cycle routes



6. 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.

A full list of proposed walking improvements is set out in Appendix 2. A full list of proposed cycling improvements is set out in Appendix 3. Some schemes combine both cycling and walking improvements.

6.1. Delivery of schemes outside the city centre

The timetable for implementation of schemes is set out below. This shows all potential improvements on primary cycle routes outside the city centre, and key walking links to new developments.

The timing or nature of the scheme proposed may change as funding opportunities become available or constraints apply. Delivery of schemes is subject to funding availability, consultation, planning permission, land negotiations and officer capacity. Initial work on developing options for longer term schemes (such as widening Town Path) may need to start in the short to medium term, depending on funding and available resources. Longer term schemes may also be brought forward if opportunities arise.

This list may not include schemes that are within development site boundaries, necessitated by that specific development and that would be delivered as conditions on the developers e.g. a route to bypass Monarch Way as part of any further development around Longhedge.

The delivery timetable and funding of schemes listed as National Highways' responsibility would be determined by National Highways.

6.1.1. 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

6.1.2. 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

6.1.3. 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

6.2. 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.** The council has put forward a scheme to improve Fisherton Street, South Western Road and the southern forecourt of the rail station through the Future High Streets Fund. The scope of this scheme has been reduced as the government did not allocate the full funding for this scheme. Design for this scheme has commenced and further consultation will take place.
2. **A subway improvement scheme (St. Paul's, Castle Roundabout, St. Mark's).** This will be in partnership with National Highways who are responsible for these roundabouts and subways (see section 6.1). Preliminary feasibility for this scheme is currently being funded by National Highways and commissioned by Wiltshire Council. The council hopes to work with Salisbury City Council on improving art on these routes to create a more pleasant walking environment and attractive gateway for tourists.
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.
4. **Walking and mobility vehicle improvements in the city centre** such as footway widening and traffic reduction through a variety of initiatives (see 6.2.2 to 6.2.5).

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 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 to any routes delivered through the Maltings, 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

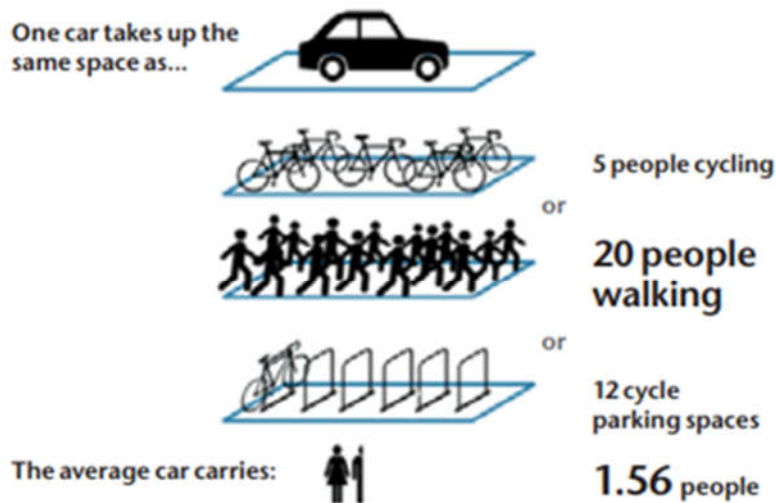
Some smaller scale schemes elsewhere such as improving tactile paving may be taken forward as LHFIF schemes if Salisbury City Council selects them as priorities. The full list of potential improvement schemes in Appendix 2 will be taken forward as opportunities arise subject to feasibility and further consultation. All potential improvement schemes are shown in Appendix 4 with the exception of pedestrian improvements in the city centre which require further feasibility work. Enabling measures to allow pedestrian improvements are set out in the following sections.

6.2.1. Streets that encourage active travel

Rebalancing the movements in the city in favour of people who walk, cycle and use mobility vehicles has many positive benefits for the economic, cultural and environmental vitality of our urban centres:

- Improved air quality
- Improved health and wellbeing
- Improved economics and opportunity to attract business and investment from associated increases in footfall and dwell times
- Reducing the carbon footprint of the city.

High streets and urban centres are more likely to thrive if people find it more attractive to walk and cycle to them. This applies to residents as well as visitors, who are more likely to have a positive experience and return or tell others about it, thereby bringing more people to the city. Public realm improvements which benefit walking and cycling can increase retail sales by up to 30 percent⁵.



Source: Aberdeen Active Travel Action Plan

Improving the walking environment and altering travel behaviour in Salisbury can be achieved over time and in careful consultation with residents and the business community. Introducing these changes needs to be phased, allowing the community, businesses and other stakeholders to adjust and change at a pace that protects the current economy while new infrastructure is delivered

and a change in culture and travel behaviours can take root. The staged evolution of movement in the city centre needs to take careful consideration of the need to maintain access and service requirements, e.g. for buses and shop deliveries, as well as any impacts on the A36 or other through routes.

The overarching theme of encouraging active travel brings together a number of projects and initiatives. These include:

- utilising Park & Ride facilities
- defining a street hierarchy and improving the public realm
- improving walking and cycle routes
- working closely with public transport providers to improve services.

⁵ Transport for London

6.2.2. Park & Ride

Many people are unaware that, prior to the Covid pandemic, three of Salisbury's five Park & ride services operated between approximately 6.30am and 11pm as shown below.

	First bus from site to city		Last bus from city to site	
	Mon-Fri	Sat	Mon-Fri	Sat
PR 3 Wilton P&R	6:27	6:30	23:10 [#]	23:10 [#]
PR 7 London Road P&R	6:19 [^]	6:57 [^]	23:30 [^]	23:30 [^]
PR 9 Britford P&R	6:26 [*]	6:26 [*]	21:45 [*]	21:45 [*]
PR11 Beehive P&R⁺	6:25	7:12	23:35 ^{**}	23:35 ^{**}
PR 15 Petersfinger P&R	07:30	08:00	18:40	18:40

[#] Late buses serve Park & Ride site on request: tell the driver when you board.

[^]Early and late buses will show R2 on the front

^{*}Early and late buses will show X3 on the front. Later buses on Fridays and Saturdays to 00:10

⁺ After 19:00 (Mon-Fri or 18:40 Sat) the return service is provided by the Activ8 and X4 from Blue Boar Row which will divert on request to the Beehive.

Note: Beehive is closed at the time of publication as it is in use as a Covid testing site, but the bus service still operates to Old Sarum.

Late-running and early-morning bus services are more likely to become financially self-sustaining once city centre parking is reduced or other measures taken to encourage modal shift.

6.2.3. Walking routes from car parks



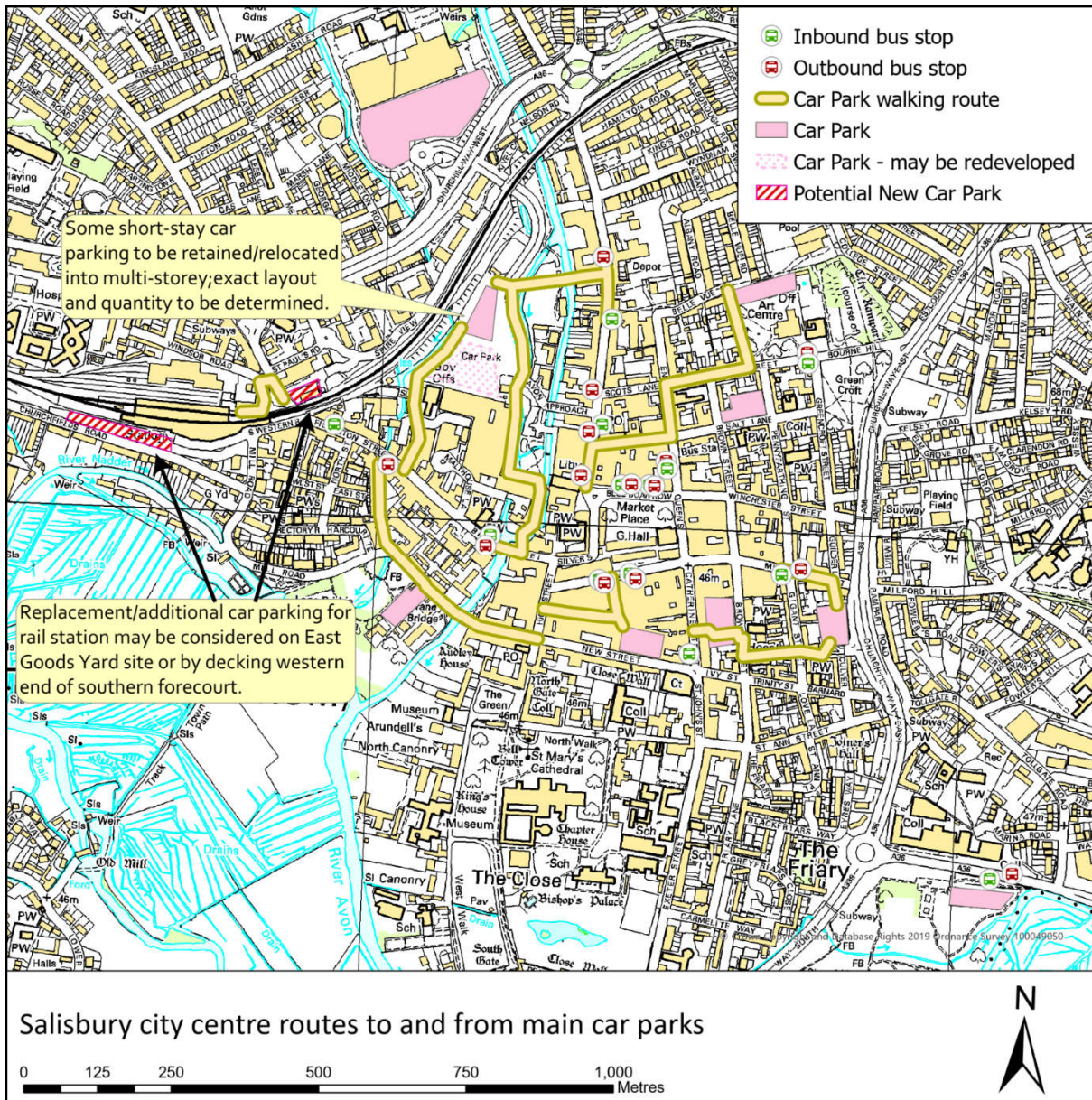
Parklet, Hackney

The CAF recommends improving walking routes from long-stay car parks which are all easily accessible from the A36 and within a 5-8 minute walk to Market Place. It recommends better signposting, wider footways, parklets and benches. Improvements to walking routes from Culver Street and the Maltings area were identified as part of the People Friendly Salisbury scheme including better wayfinding and benches. The council will now look for alternative funding for some of these improvements, taking into

account any changes to development proposals such as the layout of the Maltings. Frequent bus and walking routes from these two car parks are shown in *fig. 48*.

Image Credit: Hackney Council

fig. 48 Walking routes from main car parks



6.2.4. A street hierarchy for the city centre

The key walking routes, cycle routes and Link & Place analysis provide the framework for a street hierarchy in the city centre. Any future traffic management plan for Salisbury would need to take this hierarchy into account and identify where streets should be on the hierarchy:

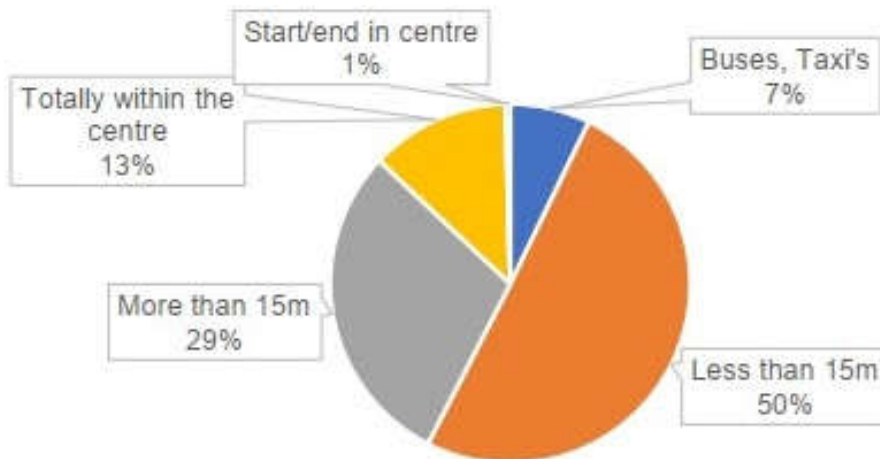
- **Pedestrianised streets** (potentially with the exception of cyclists) e.g. Queen Street, the High Street, Fish Row.
- **Pedestrian prioritised streets** – where people who walk feel that they can move freely and where drivers should feel that they are a guest. This would require much lower numbers of vehicles.
- **Informal streets** – where formal traffic controls are absent or reduced (signs, markings and signals.) There is a footway and a carriageway, but the differentiation between them is typically less than in a conventional street. This also requires a reduction in vehicle numbers.
- **Enhanced streets** – where the public realm has been improved and restrictions on pedestrian movement (e.g. guard rails) have been removed, but conventional traffic controls remain.

To enable significant pedestrian improvements in the city centre would require traffic reduction on some streets, while continuing to allow access for residents, disabled people, buses and loading. Any scheme may need to be refined as trip patterns change, particularly in the light of increased homeworking, a greater share of online retail and potentially higher number of tourists visiting.

6.2.5. Traffic reduction measures

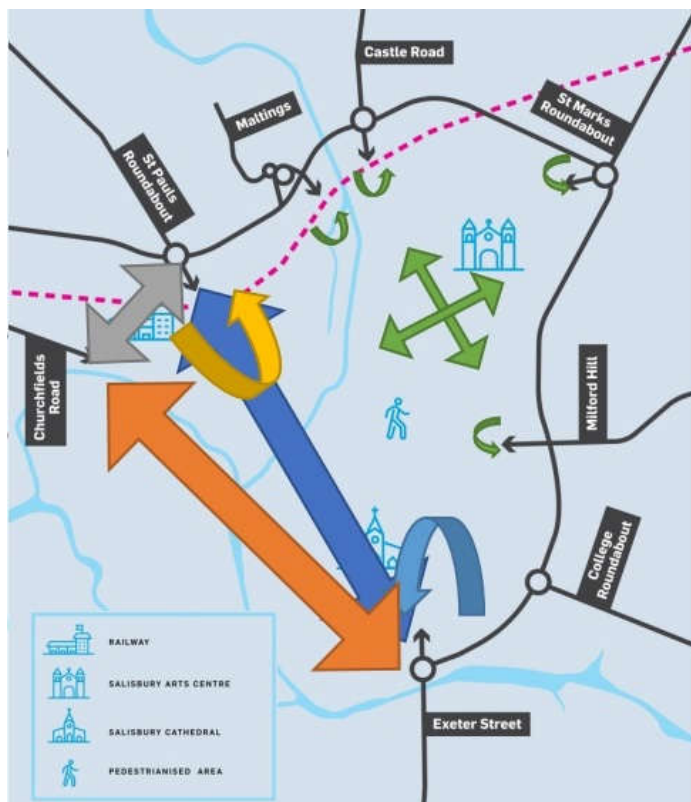
Given the above and in line with the CAF, Wiltshire Council developed the People Friendly Salisbury scheme. Following engagement with local stakeholders and the public, the scheme was implemented in October 2020 as part of the wider implementation of Emergency Active Travel Fund schemes to help address the impacts of the Covid pandemic. The scheme was indefinitely suspended at the end of December, following a meeting with Salisbury City Council where they refused to confirm support for the scheme moving forwards. Salisbury Business Improvement District (BID) had also recently requested the scheme be suspended. A variety of other measures will now be considered to encourage active travel as set out in the CAF.

fig. 49 Length of stay in the city centre



As shown in *fig. 49*, currently a large proportion of traffic in the city centre is through traffic i.e. it is not stopping in the city centre. Only 29% of traffic is spending more than 15 minutes in the city centre. Much of this traffic is travelling between Exeter Street roundabout and St. Paul's Roundabout/ Churchfields Road as shown in *fig. 50*.

fig. 50 Routes taken by city centre traffic



Evidence from elsewhere has shown that when road space for motor vehicle travel is removed, some traffic will divert to other routes, some will divert to other modes, while some trips will simply not be made as shown in *fig. 51*. Looking at sites in the UK and abroad, Cairns *et al* (1998)⁶ found a median traffic reduction of 12-14% (when excluding outliers) while Cairns *et al* (2002)⁷ found the mean reduction in traffic of such schemes is 21.9% while the median is 10.6%, although the range in results was wide. Traffic modelling can test different scenarios, but cannot provide certainty in forecasting the future. Data collected by Hackney Council in 2021⁸ at 24 locations in Homerton showed traffic reduction by 35% within the target area, and a reduction of 5% on boundary roads, while in London Fields a traffic reduction of 44% has been achieved with a 21% reduction of traffic on boundary roads⁹. Data collected by Hammersmith and Fulham Borough Council¹⁰ showed a reduction in the amount of non-borough traffic using streets to the east by 75% and by 12% in Wandsworth Bridge Road, with an overall reduction in traffic of 23% across South Fulham. Further evaluation of recent schemes in England may provide better evidence.

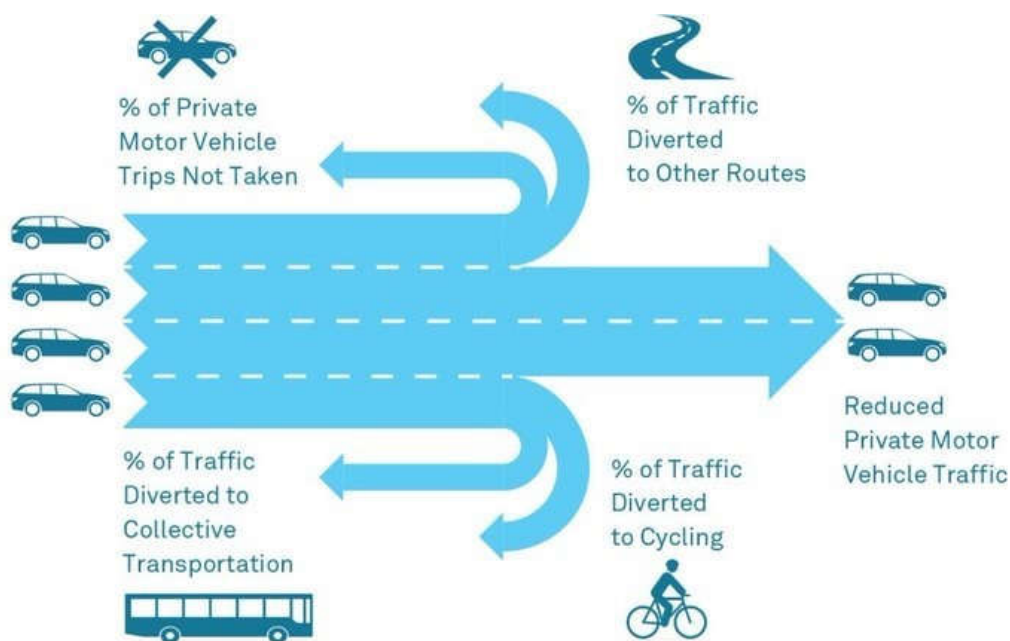


fig. 51
Traffic
diversion
and
evaporation

Source: Oxfordshire Liveable Streets <https://oxlivsts.org.uk/evidence/traffic-evaporation/>

⁶ Cairns S, Hass-Klau C & Goodwin P (1998) *Traffic Impact of Highway Capacity Reductions: Assessment of the Evidence*, Landor Publishing

⁷ Cairns S, Atkins S & Goodwin P (2002) *Disappearing traffic? The story so far*, *Proceedings of the Institution of Civil Engineers*, Municipal Engineer 151 1 13-22

⁸ [Homerton neighbourhood traffic data Hackney](#)

⁹ [London Fields neighbourhood traffic data Hackney](#)

¹⁰ [South Fulham Traffic, Congestion and Pollution Reduction \(TPR\) Scheme](#)

Pedestrianisation

The CAF sets out pedestrianisation as an option to reduce traffic and improve pedestrian facilities. There are already several streets such as Fish Row and the High Street which are fully pedestrianised. Fully pedestrianising a wider part of the city centre area may:

- Cause difficulties for people who live within the area and have a legal right of access to their premises (where off-street parking exists)
- Make bus services unviable leading to the withdrawal of services
- Make deliveries to city centre businesses unviable
- Affect traffic on roads outside the city centre

Full pedestrianisation of certain streets might become viable in the very long term if:

- There is more modal shift to buses, cycling and walking;
- There is reduced car ownership in the area;
- There is a wider range of non-motorised vehicles for use by disabled people;
- There is a wider range of non-motorised vehicles for deliveries or it is more economic to deliver outside the hours of operation of the scheme;
- Bus routes can be diverted i.e. if it becomes more economic to move the routes and if funding is available to reposition bus shelters.

Improving the A36/A3094 ring road to reduce through traffic

National Highways has proposed making improvements to the signals on the A36 ring road roundabouts (upgrading to MOVA). Wiltshire Council is seeking to deliver improvements to the A3094 Exeter Street Roundabout and Harnham Gyratory. It is expected that both of these measures should be delivered in the short term.

National Highways has previously carried out a study on Southampton Road and was not able to identify a feasible improvement scheme. This considered additional traffic lanes, junction improvements and removing the central barrier. Modelling of those options showed that the traffic problems would be moved around, but not resolved or improved. National Highways, in partnership with Wiltshire Council, is now prioritising Southampton Road and College Roundabout, and is currently working on an Option Assessment Report (OAR) for this part of the road, which will look at various solutions to improve traffic flows and reduce congestion.

National Highways has identified a number of improvement options, and is testing these using traffic modelling to identify potential improvement options in the area, and to establish their effectiveness. The two authorities are also undertaking traffic surveys to provide up-to-date traffic flows data. Once the report has been completed, National Highways will report its findings and recommendations to the council, before undertaking further feasibility, value for money and design work before moving the scheme forward. It is recognised that there is a historic and ongoing desire for a Salisbury bypass. The Council supports the principle of a bypass for Salisbury but the strategic need for it will be understood through the Department for Transport /

National Highways M4 to Dorset Coast RIS2 (Road Investment Strategy) study 2020-2025. If identified as a need and a priority, the scheme would be progressed through a subsequent round(s) of the RIS and / or through the DfT's Major Road Network / Large Local Majors process and the Western Gateway Sub-national Transport Body. However, this is unlikely to deliver any improvements in the short to medium term and costs would be well in excess of £100 million.

In order to lock in modal shift benefits, it is vital that appropriate improvements to walking, cycling and public transport are implemented alongside major road capacity improvements. These proposed Active Travel improvements set out in the Salisbury LCWIP will deliver the co-benefits of revitalising the city centre, accommodating new development, helping to meet the council's climate change objectives to make Wiltshire carbon neutral by 2030, and supporting public health objectives to reduce chronic illness and premature deaths associated with air pollution and inactivity.

Reducing traffic through improved public transport options

Improvements to bus services in Salisbury will be facilitated by the Salisbury Rail Station improvement scheme i.e. extending the X3, X4 and X5 bus services (from Amesbury and Ringwood) to the rail station.

The Swindon and Wiltshire Local Economic Partnership developed a Rail Strategy in 2019. This sets out priorities including:

- The extension of the TransWilts service from Swindon, Chippenham and Melksham to Salisbury, linking to the Romsey-Southampton service. This will likely depend on a scheme to upgrade signals and re-open Platform 1 (and the northern entrance) at Salisbury Rail station. The council will be working with SWR to develop a station masterplan to include such a scheme. The walking and cycling impacts of any rail improvements will need to be considered when such schemes are more fully understood.
- Extension of services through Salisbury to Oxford, Cambridge and Birmingham (including new stations at Corsham and Swindon West/Wootton Bassett).
- The opening of stations at Porton and Wilton.
 - A new station at Porton would serve both planned housing and employment development in the Porton area and improve access to the existing high value employment sites in the area. A station located to the east of Salisbury would also be likely to support a wide catchment area providing a more attractive option than Salisbury for access to London.
 - The council submitted six Restoring Your Railway Ideas Fund bids including a bid for Wilton Junction station in March 2021. Unfortunately this bid was not progressed by DfT.

Reducing traffic through car clubs

Car clubs allow people to occasionally travel by car without the costs of car ownership. This reduces parking demand, and also reduces traffic, since people who own cars are more likely to use them for trips that could easily be walked or cycled.

There are currently two car clubs in Salisbury¹¹:

- Co-cars is a social enterprise which has vehicles in Salt Lane car park and York Road. Further electric vehicles are planned at the rail station, in the city centre and in the Wilton area.
- Enterprise offers vehicles at its main car hire site in Churchfields and also supplied vehicles for Salisbury District Hospital.

Reducing traffic through e-bike hire

E-bike hire allows visitors to the city to get around without a car (which international tourists usually do not have access to). It can also make it easier for people to travel to the city by train or coach as on the last leg of their journey they can use an e-bike. Co-bikes will be installing the city's first e-bike self-service hire point at the rail station in 2022. Subject to funding, Wiltshire Council aims to deliver further points in the city centre, at Five Rivers Leisure Centre, at Old Sarum/Beehive and in the Amesbury/Stonehenge area.

Reducing traffic through improved cycle parking

Wiltshire Council is currently investigating the feasibility of providing cycle parking spaces for hire in on-street cycle hangars. A survey will be carried out to see where demand exists.

Wiltshire Council is also working with Salisbury City Council to improve the provision of cycle parking for shoppers in the city centre.



image credit: Falco

¹¹ <https://www.connectingwiltshire.co.uk/car-clubs>

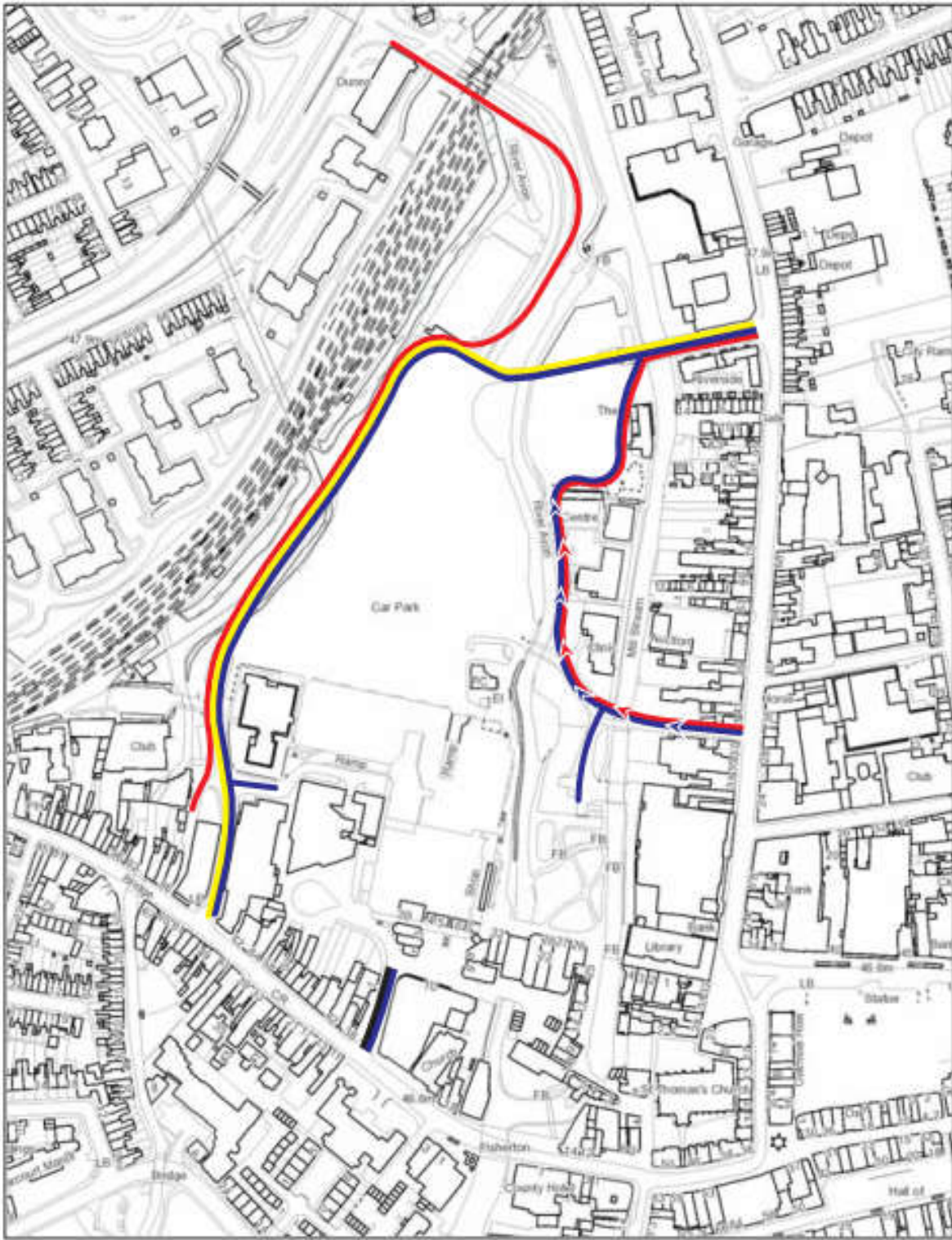
6.2.6. The Maltings and River Park routes

Routes in the Maltings development area and River Park were not audited specifically for the Salisbury LCWIP as they are being comprehensively redeveloped. The overall traffic management plan for the Maltings is set out in *fig.* 52. The exact nature of these routes will be determined by the final land-use plans, but essentially a traffic free and/or quiet street route will be provided from Summerlock Approach to Millstream Approach and Avon Approach. The outline plans for the River Park are shown in *fig.s* 53 to 55.

Construction on the River Park scheme started in winter 2022 and will continue until 2024.

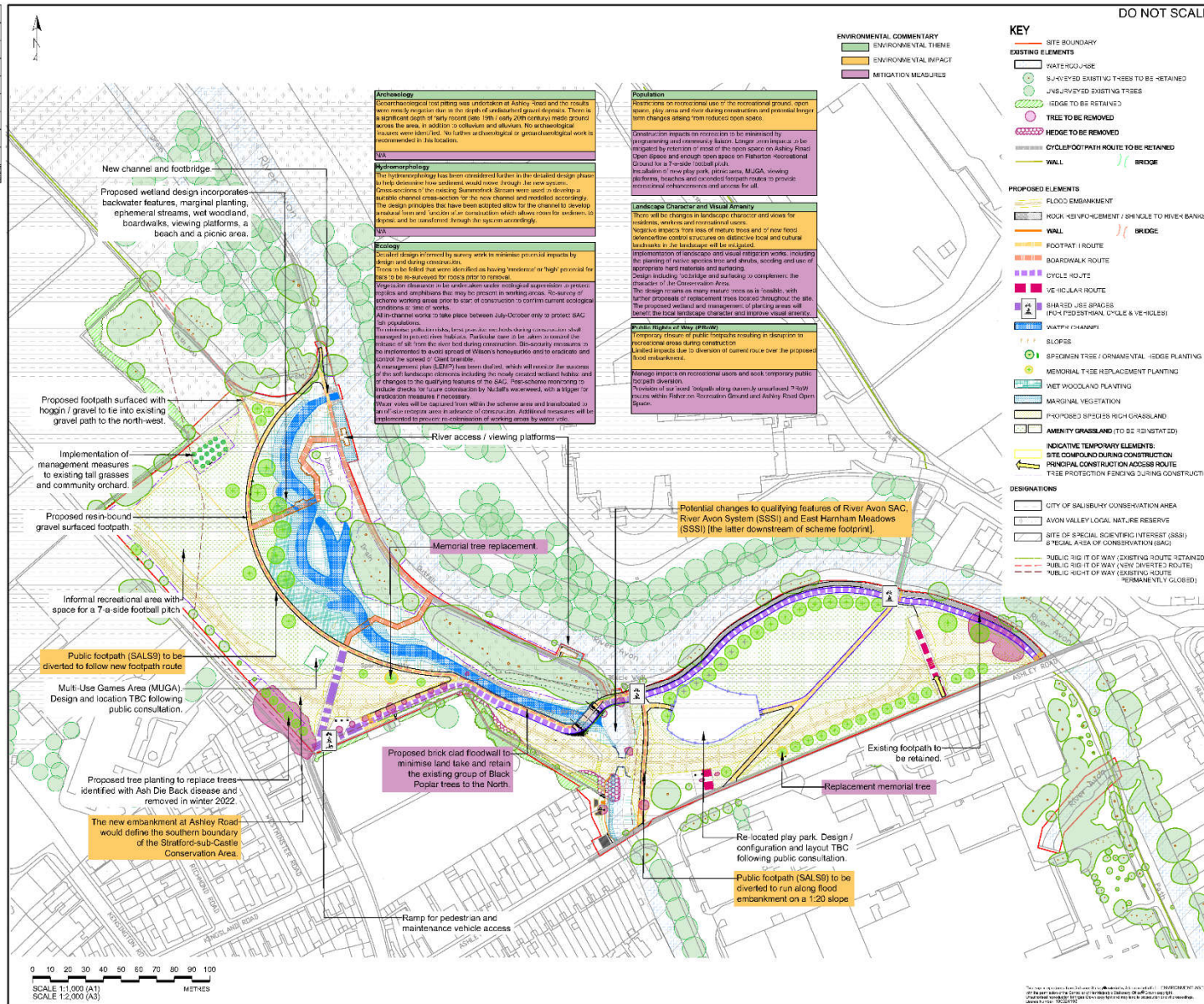
Further information can be found at <https://www.salisburyriverparkphase1.com/>

fig. 52 Maltings Masterplan traffic plan



- Car access
- Service vehicle access (time restricted)
- One way
- Residential access
- Bus access

Metres
0 10 20 30 40 50 60 70 80 90 100



0 10 20 30 40 50 60 70 80 90 100
SCALE 1:1,000 (A1)
SCALE 1:2,000 (A3)
METRES

ENVIRONMENTAL COMMENTARY

- ENVIRONMENTAL THEME
- ENVIRONMENTAL IMPACT
- MITIGATION MEASURES

KEY

EXISTING ELEMENTS

- WATERCOURSE
- SUBSERVED EXISTING TREES TO BE RETAINED
- SUBSERVED EXISTING TREES
- EDGE TO BE RETAINED
- TREE TO BE REMOVED
- HEDGE TO BE REMOVED
- CYCLE/FOOTPATH ROUTE TO BE RETAINED
- WALL
- BRIDGE

PROPOSED ELEMENTS

- FLOOD EMBANKMENT
- NOOK / REINFORCEMENT / SHINGLE TO RIVER BANKS
- WALL
- FOOTPATH / ROUTE
- BOARDWALK ROUTE
- CYCLE ROUTE
- VEHICULAR ROUTE
- SHARED USE SPACES (FOOT/BIKE/STAN, CYCLE & VEHICLES)
- WATTPY / PLAYWAY
- SLOPES
- SPRING TREE / ORNAMENTAL / HEDGE PLANTING
- MEMORIAL TREE REPLACEMENT PLANTING
- WET WOODLAND PLANTING
- MARGINAL VEGETATION
- PROPOSED SPECIES HIGH GRASSLAND
- AMENITY GRASSLAND (TO BE DESIGNATED)

DESIGNATIONS

- CITY OF SALISBURY CONSERVATION AREA
- AVON VALLEY LOCAL NATURE RESERVE
- SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI) SPECIAL AREA OF CONSERVATION (SAC)
- PUBLIC RIGHT OF WAY (EXISTING ROUTE RETAINED)
- PUBLIC RIGHT OF WAY (NEW DEDICATED ROUTE)
- PUBLIC RIGHT OF WAY (EXISTING ROUTE PERMANENTLY CLOSED)

DO NOT SCALE

fig. 53 Ashley Rd Masterplan (River Park)

GENERAL ENVIRONMENTAL REQUIREMENTS

- All works to be undertaken in accordance with the Works Information Document and the Plan (EAP) and Outline Construction Traffic Management Plan (OCTMP), including:
 - Ecological Code of Works will specify vegetation clearance and re-planting requirements.
 - Mitigation measures specific to proposed works will follow those outlined in the EAP and include the requirement to declare 'redwells'.
 - 5 year monitoring plan to be developed with Natural England prior to construction to monitor changes to qualifying features of SAC and habitat reserves.
 - In-channel works to be minimised where water overtopping communities have been recorded to reduce risk of physical damage.
 - Water:
 - Water in SAC to remain in natural construction layout in order quality due to sediment disturbance and risk of reduced oxygen levels.
 - EAP mitigation measures to be confirmed during detailed design, subject to (a) ground investigations and ground water remaining in definitive ground design (b) structure and habitat areas, (c) analysis of structural and ground water remaining in channel for mobilisation potential and chemical quality including phosphorus (d) piling and construction risk assessment.
 - A Surface Water Management Plan and Pollution Response Management Plan will be prepared.
 - Trees:
 - Existing trees and areas to be retained to be protected during construction in accordance with BS 5827:2012 and Tree Protection Plan (TPP) and EAP.
 - Trees recorded on site to be undertaken in accordance with TPP and Arboriculture Method Statement and reported with new tree planting schedule on Final Landscape Masterplan.
 - Soils:
 - Soils to be managed in accordance with the 'Construction Code of Practice for the Sustainable Use of Soils on Construction Sites' (DEFRA 2009) and Contractor's Soil Management Plan.

Item No.	Description	EV	MCB	WRS	
PH1	27/01/22	For Information Only	EV	MCB	WRS
PH2	02/04/22	For Review	MM	MCB	WRS
PH3	15/07/22	For Approval	MM	MCB	WRS

Drawn by: **For Review / Comment** 33

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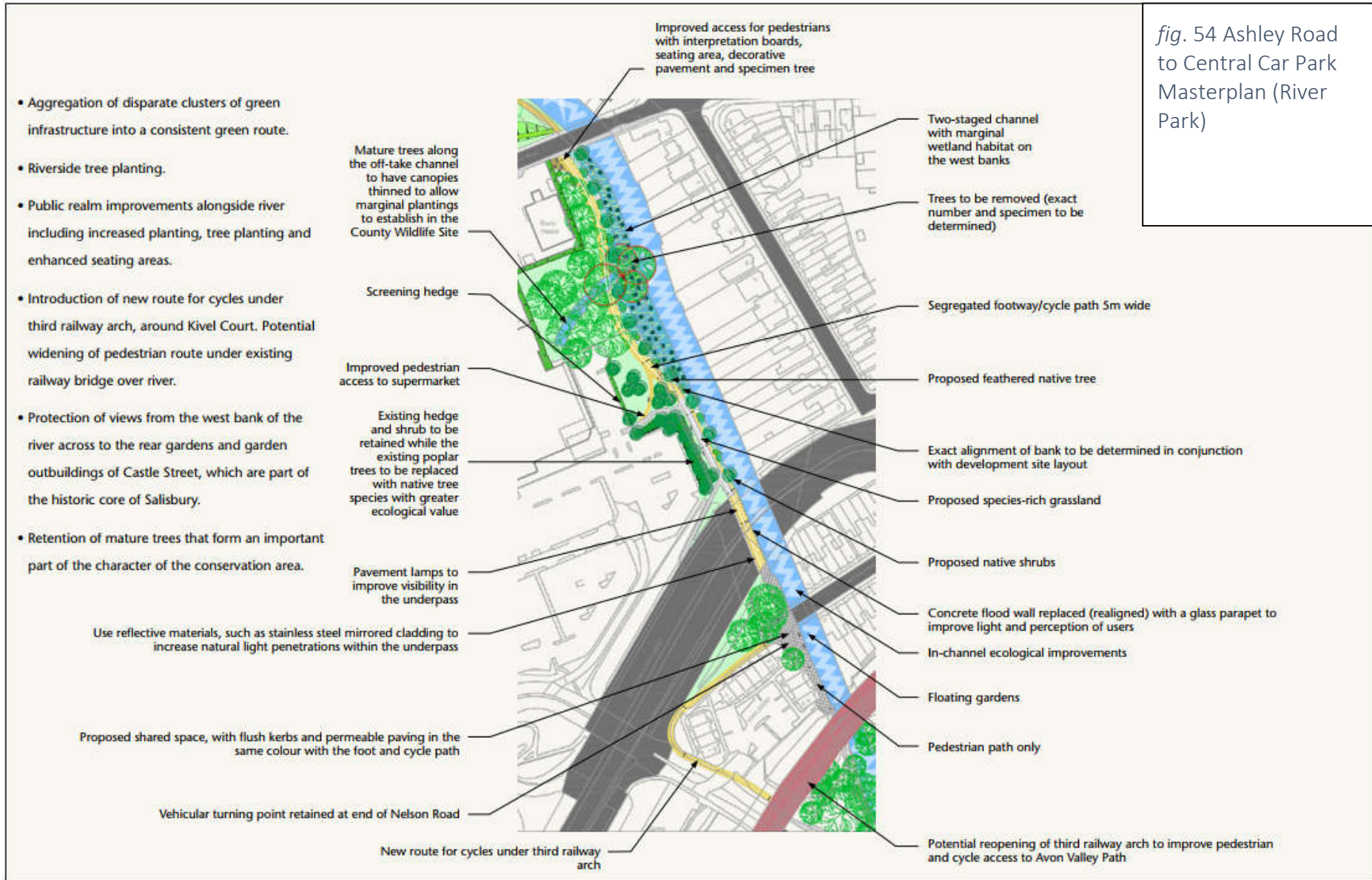
SALISBURY RIVER PARK

Final Landscape Masterplan
Ashley Road

Drawn	Checked	Reviewed	Approved
MM	MCB	WRS	...
Rev	Rev	Rev	Rev
A1	25/03/22	25/03/22	25/03/22

Drawing Title: ENV15W002033-ATK-00-3AR-DR-L-000001
Project: R02

fig. 54 Ashley Road to Central Car Park Masterplan (River Park)



0 10 20 30 40 50 METERS

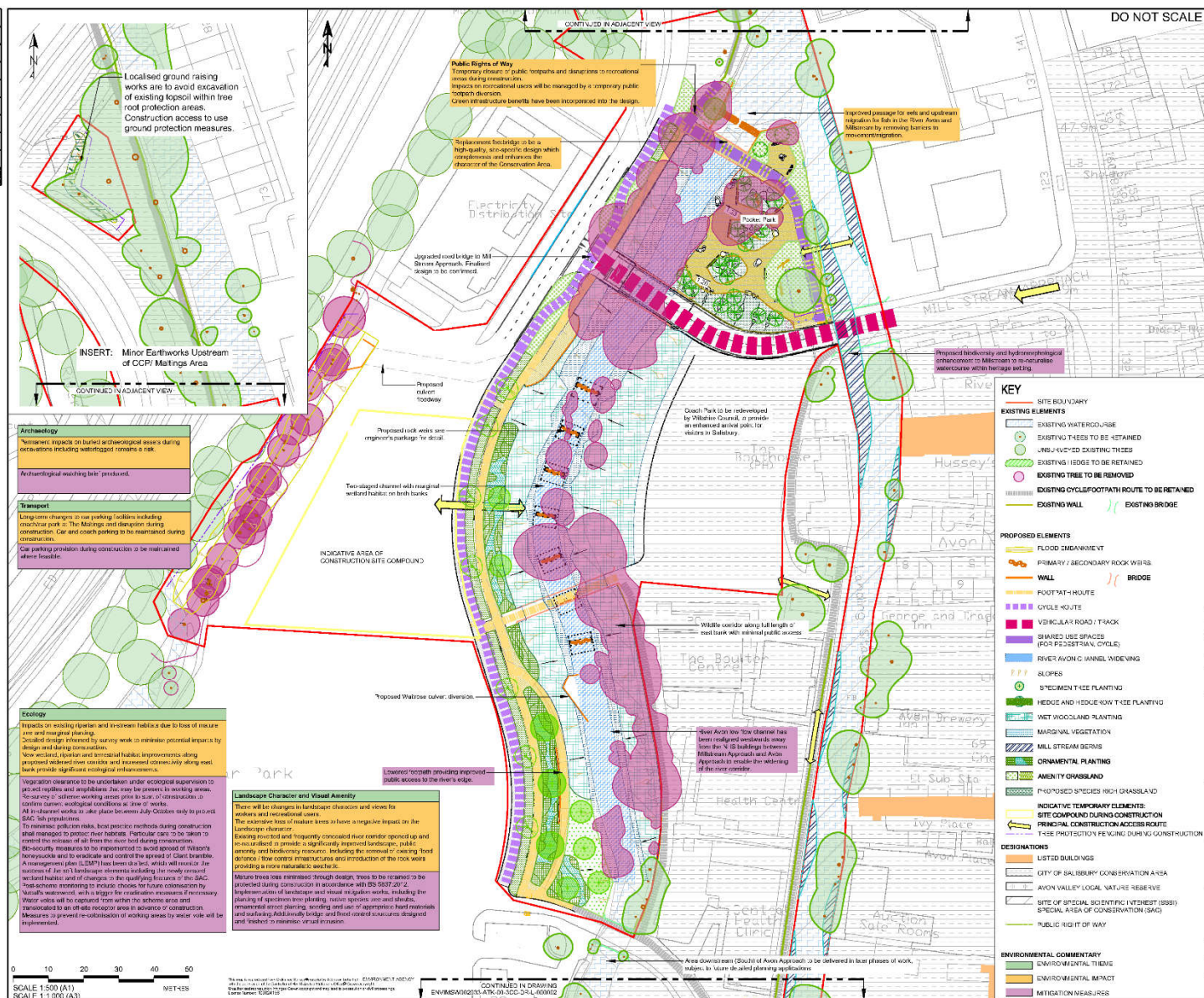


fig. 55 The Maltings and Central Car Park Masterplan (River Park)

Localised ground raising works are to avoid excavation of existing fossils within tree root protection areas. Construction access to use ground protection measures.

Public Rights of Way
Temporary closure of public footpaths and dimensions to recreational areas during construction. Impacts on recreational users will be managed by a temporary public footpath diversion. Green infrastructure benefits have been incorporated into the design.

Proposed hedgerow to be a high-quality, site-specific design which complements and enhances the character of the Conservation Area.

Improved passage for wild and upstream migration for fish in the River Avon and Millstream by removing barriers to re-vegetation.

INSERT: Minor Earthworks Upstream of CCP/ Maltings Area

Archaeology
Assess impacts on buried archaeological assets during excavations including waterlogged remains at risk.
Archaeological watching brief proposed.
Transport
Long-term changes to car parking facilities including mechanical park in The Maltings and temporary parking during construction. Car and coach parking to be maintained during construction.
Car parking provision during construction to be maintained where feasible.

Ecology
Impacts on existing riparian and terrestrial habitats due to loss of mature trees and meadow planting.
Detailed design informed by survey work to minimise potential impacts by design and during construction.
New wetland, riparian and terrestrial habitat improvements along proposed sections from Avon and Millstream channels along west bank provide significant ecological enhancements.
Vegetation clearance to be undertaken under ecological supervision to protect existing and establish new tree species in working areas.
Re-creation of former working areas prior to start of construction to restore natural ecological conditions at time of works.
All in-channel works to take place between July-October only to protect SAC fish populations.
To minimise pollution risks, best practice methods during construction shall manage to protect river habitats. Particular care to be taken to prevent the release of silt from the river bed during construction.
Bio-security measures to be implemented to avoid spread of Woburnia Nomocystis and to eradicate and control the spread of Giant Waterbug. A management plan (LDMPT) has been drafted, which will monitor the location of fish in the landscape elements including the newly created wetland habitats and of changes to the qualifying features of the SAC.
Pollution monitoring to include checks for heavy metal contamination by Avon's wastewater, with a trigger for remediation measures if necessary. Water outlets will be approved from within the scheme area and transported to an off-site receptor area in accordance with construction. Measures to prevent re-contamination of working areas by water will be implemented.

Landscape Character and Visual Amenity
There will be changes in landscape character and views for workers and recreational users.
The extensive loss of mature trees to have a negative impact on the Landscape Character.
Existing protected and frequently concealed river corridor opened up and re-located to provide a significantly improved landscape, public amenity and biodiversity resource. Including the removal of existing 'front domain' slow control infrastructure and introduction of the rock weirs providing a more naturalistic water bar.
Mature trees lost minimised through design, trees to be retained to be protected during construction in accordance with BS 5822:02. Lighter sections of landscape and visual mitigation works, including the planting of riparian tree planting, native species, grass and shrubs, and improved street planting, including use of appropriate hard materials and surfacing. Additionally bridge and foot overland structures designed and located to minimise visual intrusion.

SCALE 1:500 (A1)
SCALE 1:1,000 (A3)

DO NOT SCALE

KEY

EXISTING ELEMENTS

- SITE BOUNDARY
- EXISTING WATERCOURSE
- EXISTING TREES TO BE RETAINED
- UNL-4/5/6/7 EXISTING TREES
- EXISTING HEDGE TO BE RETAINED
- EXISTING TREE TO BE REMOVED
- EXISTING CYCLE/FOOTPATH ROUTE TO BE RETAINED
- EXISTING WALL
- EXISTING BRIDGE

PROPOSED ELEMENTS

- FLOOD EMBANMENT
- PRIMARY / SECONDARY ROCK WEIRS
- WALL
- FOOTPATH ROUTE
- CYCLE ROUTE
- VEHICULAR ROAD / TRACK
- SHARED USE SPACES (FOR PEDESTRIAN, CYCLE)
- RIVERS AVON CHANNEL WIDENING
- SLOPES
- STEMMAGE PLANTING
- HEDGE AND HEDGE-KNOT PLANTING
- WET WOODLAND PLANTING
- MARGINAL VEGETATION
- MILL STREAM BERMS
- ORNAMENTAL PLANTING
- AMENITY GRASSLAND
- PHOTOSYNTHETIC HIGH GRASSLAND

INDICATIVE TEMPORARY ELEMENTS

- SITE COMPOUND DURING CONSTRUCTION
- PRINCIPAL CONSTRUCTION ACCESS ROUTE
- FACE PROTECTION FENCING DURING CONSTRUCTION

DESIGNATIONS

- LISTED BUILDINGS
- CITY OF SALISBURY CONSERVATION AREA
- AVON VALLEY LOCAL NATURE RESERVE
- SITE OF SPECIAL SCIENTIFIC INTEREST (SSSI)
- SPECIAL AREA OF CONSERVATION (SAC)
- PUBLIC RIGHT OF WAY

ENVIRONMENTAL COMMENTARY

- ENVIRONMENTAL TUBE
- ENVIRONMENTAL IMPACT
- MITIGATION MEASURES

- GENERAL ENVIRONMENTAL REQUIREMENTS**
- All works to be undertaken in accordance with the Works Information, Environmental Action Plan (EAP) and Outline CDM, including:
 - FAUNA AND FLORA
 - Ecological Clerk of Works will supervise vegetation clearance and main construction works.
 - Mitigation measures specific to protect species will follow those outlined in the EAP and include the requirement to translocate water voles.
 - Construction site lighting plan to be agreed with an experienced ecologist during detailed design.
 - 5 year monitoring plan to be developed with Natural England prior to construction to monitor changes to qualifying features of SAC and habitat creation.
 - In channel works to be minimised where water overbank communications have been recorded to reduce risk of physical damage.
- WATER**
- Refer to EAP for measures to control construction impacts on water quality due to sediment disturbance and risk of reduced oxygen levels.
 - EAP mitigation measures to be confirmed during detailed design, subject to (a) ground investigations and ground water monitoring to determine optimum design of structures and habitat areas, (b) analysis of accumulated sediment in channel for mobilisation potential and chemical quality including phosphates, (c) piling and contamination risk assessment.
 - A Surface Water Management Plan and Pollution Response Management Plan will be prepared.
- TREES**
- Existing trees and scrub to be retained to be protected during construction in accordance with BS 5822:02 and Tree Protection Plan (TPP) and EAP.
 - Tree removal works to be undertaken in accordance with TPP and Arboriculture Method Statement and replaced with new tree planting as shown on Landscape Masterplans.
- SOILS**
- Soils to be managed in accordance with the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (CEPSA 2008) and Contractors Soil Management Plan.

REV	DATE	DESCRIPTION	BY	CHKD
001	22/01/22	For Information Only	EV	MBJ
002	20/04/22	For Review	NW	MBJ
003	05/05/22	Final	EV	MBJ

Drawn by: [Name]

For Review / Comment

Scale: 1:500

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Environment Agency

Project Title: **SALISBURY RIVER PARK**

Drawing Title: **Final Landscape Masterplan The Maltings, CCP & Upper Mill Stream**

REV	DATE	DESCRIPTION	BY	CHKD
001	01/05/22	Issue for M&P	MBJ	MBJ
002	20/03/22	Issue for M&P	MBJ	MBJ
003	20/03/22	Issue for M&P	MBJ	MBJ

Drawing No: ENVMISW02033-ATK-00-300-DR-L-000001

Project No: PO2

7. 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.

The timetable of scheme delivery will be subject to funding. Schemes may be brought forward where funding opportunities are identified, or they may be delayed if funding is not secured. The council will attempt to deliver improved routes to developments that are funded through S106 by the time the sites become fully occupied. Ideally, to ensure modal shift, routes to new developments would be delivered by first occupation of new development sites. However, delivery may be impeded where schemes require land to be secured, or where the full funding for a scheme has not been secured.

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.

Appendix 1 Link and Place categories by street

Road	Route type	Current	Aspiration
A36 St Paul's Roundabout	Primary Gateway	L4 / P1	L4 / P1
A36 Churchill Way West		L4 / P1	L4 / P1
A36 Castle Roundabout	Primary Gateway	L4 / P1	L4 / P1
A36 Churchill Way North	Walking corridor	L4 / P1	L4 / P1
A36 St Marks Roundabout	Primary Gateway	L4 / P1	L4 / P1
A36 Churchill Way East		L4 / P1	L4 / P1
A36 College Roundabout Roundabout		L4 / P1	L4 / P1
A36 Churchill Way South		L4 / P1	L4 / P1
A338 Exeter Street roundabout	Primary Gateway	L4 / P1	L4 / P1
A338 New Bridge Road	Walking corridor	L4 / P1	L4 / P1
Bedwin Street	Primary	L2 / P2	L1 / P2
Blue Boar Row	Primary	L3 / P4	L1 / P4
Bourne Hill	Secondary Gateway	L2 / P3	L1 / P3
Brown Street	Primary Gateway	L3 / P2	L2 / P1
Castle Street (Chipper Lane to Minster Street)	Primary	L3 / P3	L2 / P3
Castle Street (from subway to Mill Stream Approach)	Secondary Gateway	L3 / P1	L2 / P1
Castle Street (Mill Stream Approach to Chipper Lane)	Secondary	L3 / P2	L2 / P2
Catherine Street	Secondary	L2 / P2	L1 / P2
Chipper Lane	Secondary	L2 / P1	L1 / P1
Churchfields Road	Walking corridor	L3 / P2	L3 / P2
Crane Street	Secondary	L2 / P2	L2 / P2
Cranebridge Road	Secondary	L2 / P2	L2 / P2
De Vaux road/place	Secondary Gateway	L1 / P4	L1 / P4
Endless Street (Bedwin Street to Salt Lane)	Primary	L2 / P1	L1 / P1
Endless Street (Salt Lane to Blue Boar Row)	Primary	L2 / P2	L1 / P2
Estcourt Road	Primary Gateway	L3 / P2	L2 / P2
Exeter Street	Primary Gateway	L3 / P2	L2 / P2
Fisherton Street (Malthouse Lane - High Street)	Primary	L3 / P2	L2 / P3
Fisherton Street (St Pauls RB to SW Road)	Primary Gateway	L3 / P1	L3 / P2
Fisherton Street (SW Road - Malthouse Lane)	Primary	L3 / P1	L2 / P3
High Street (to Cathedral Gate)	Primary	L1 / P4	L1 / P4
High Street to crossroads (near to cathedral)	Primary	L1 / P4	L1 / P4
Ivy Street	Walking Zone	L3 / P2	L2 / P2
Milford Street (To Culver Street / Guilder Lane)	Secondary	L2 / P2	L2 / P2
Milford Street (From Culver Street / Guilder Lane)	Secondary	L2 / P2	L1 / P3
Mill Road (South Western Rd to Churchfields Rd)	Secondary	L3 / P2	L3 / P2
Mill Road (Churchfields Rd to Town Path)	Secondary	L2 / P1	L2 / P1

Mill Road (Town Path to Cranebridge Rd)	Secondary	L2 / P2	L2 / P2
New Canal	Primary	L2 / P3	L2 / P1
New Street	Secondary	L3 / P2	L2 / P1
North Walk	Primary	L1 / P4	L1 / P4
Queens Street	Primary	L1 / P4	L1 / P4
Rollestone Street	Walking Zone	L1 / P1	L1 / P1
South Western Road	Primary	L3 / P1	L3 / P2
Salt Lane	Secondary Gateway	L2 / P1	L1 / P1
Scots Lane	Primary Gateway	L1 / P1	L1 / P2
St Ann Street	Secondary Gateway	L3 / P2	L2 / P2
St John Street	Primary Gateway	L3 / P2	L2 / P2
West Walk	Primary	L1 / P4	L1 / P4
Winchester St	Secondary	L2 / P2	L1 / P3

Appendix 2 City Centre walking route audit results and improvements recommended

This table sets out potential schemes to address the problems identified. Whether or not such schemes are taken forward would be subject to further evaluation and consultation.

Route type	Route	Percentage score	Categories scoring zero	Actions
Primary gateway	St. Mark's Roundabout Subways	42.5	6	Subway improvement scheme with National Highways: submitted to HE designated funds programme. Improve tactile paving on Wain-A-Long Road through Cow Lane to London Road cycle scheme.
Primary gateway	Fisherton Street 1 (St. Pauls Roundabout to South Western Road)	50	6	Traffic reduction required. Develop station masterplan with Network Rail and Train Operating Company to better understand land use changes and opportunities, before developing improvement scheme.
Secondary	Milford Street	50	6	Traffic reduction and footway widening required; Possible traffic reduction through redevelopment of Brown Street/Salt Lane Car Parks.
Primary gateway	Estcourt Road	55	5	Raise maintenance issues. Traffic reduction required. Reduce parking demand through car clubs. Crossing improvement scheme at northern end: submitted to National Highways designated funds programme.
Primary gateway	Scots Lane	55	1	Consider improvement scheme once traffic management plan developed.
Primary gateway	St. John's Street	55	3	Traffic reduction required. Consider scheme to widen footways. Ensure drop off/pick up facility for tourist coaches is retained.

Primary	High Street 3 (New Canal to Silver/Bridge Street)	57.5	4	Traffic reduction required. Consider further improvement scheme.
Primary gateway	Exeter Street Subway	60	2	Improvements through Exeter Street Roundabout junction improvements scheme.
Primary	South Western Road	60	2	To be considered as part of the Future High Streets Fund Fisherton Street improvement scheme.
Secondary	Catherine Street	62.5	1	Traffic reduction required, potentially through redevelopment of Brown Street Car Park. Consider further improvement scheme.
Primary gateway	Exeter Street	62.5	2	Traffic reduction required. Consider further improvement scheme to widen footways.
Primary	Fisherton Street 2 (South Western Road to Malthouse Lane)	62.5	2	To be considered as part of the Future High Streets Fund Fisherton Street improvement scheme. Traffic reduction required.
Primary gateway	St. Paul's Roundabout Subways	62.5	1	Subway improvement scheme with National Highways: submitted to HE designated funds programme.
Secondary	Winchester Street	62.5	4	Traffic reduction required. Consider further improvement scheme.
Primary	Bedwin Street	65	2	Traffic reduction required. Remains key bus route – not clear what further improvements possible. Potential dropped kerb and tactile paving improvements could be raised as a CATG scheme.
Secondary gateway	Salt Lane	65	1	Traffic reduction required possibly through redevelopment of Salt Lane Car Park.

Secondary	Brown Street (Rollestone Street to Milford Street)	67.5	1	Traffic reduction possibly through redevelopment of Brown Street Car Park. Consider further improvement scheme.
Secondary gateway	Castle Street 1 (subway to Mill Stream Approach)	67.5	1	Raise tactile paving at crossing of Wyndham Road as CATG scheme. Tactile paving at Archer's court is on private land. Traffic reduction and other longer term improvements may enable footway widening under bridge in future.
Primary	Endless Street	67.5	1	Traffic reduction required. Adequate footway width would only be possible by relocating bus stops.
Secondary gateway	St. Ann Street	67.5	3	Maintenance. Reduce car parking through car club to increase width of footways. Potential dropped kerb and tactile paving improvements could be raised as a CATG scheme
Secondary gateway	Bourne Hill	70	2	Traffic reduction required. Remains key bus route – not clear what further improvements possible. Potential dropped kerb and tactile paving improvements could be raised as a CATG scheme
Primary	Castle Street 3 (Chipper Lane to Minster Street)	70	1	Traffic reduction required. Widen footways.
Secondary	New Street	70	0	Traffic reduction possibly through redevelopment of Brown Street Car Park.
Secondary	Avon Approach	72.5	0	Consider through Traffic Management Plan for the Maltings redevelopment.
Primary	Blue Boar Row	72.5	1	Traffic reduction required.
Secondary gateway	The Greencroft (path from Greencroft Street to Kelsey Road subway)	72.5	3	Resurface path. Improve barrier arrangement/gradient at southern end.

Primary	New Canal	72.5	1	Traffic reduction required. Consider further improvements.
Primary gateway	Brown Street Car Park path	75	3	Route should be widened and improved as part of redevelopment of car park if this progresses. Short term: improve tactile paving and highlight route through car park with informal 'zebra' where route crosses traffic.
Secondary	Castle Street 2 (Mill Stream Approach to Chipper Lane)	75	0	Traffic reduction required.
Secondary	Chipper Lane	75	0	Traffic reduction required.
Secondary gateway	Gigant Street	75	1	Traffic reduction required. Reduce parking through car club. Raise maintenance issues.
Primary gateway	Kelsey Road Subway	75	2	Potential dropped kerb and tactile paving improvements could be raised as a CATG scheme Consider signposting lower gradient routes.
Primary gateway	Winchester Street Subway	75	2	Potential dropped kerb and tactile paving improvements could be raised as a CATG scheme
Secondary gateway	Barnard Street	77.5	2	Potential dropped kerb and tactile paving improvements could be raised as a CATG scheme. Reduce parking demand through car club.
Primary gateway	Castle Roundabout Subways	77.5	0	Subway improvement scheme with National Highways: submitted to HE designated funds programme.
Primary	Bridge Street/Silver Street	80	0	Traffic reduction required.
Primary gateway	Brown Street	80	0	Traffic reduction potentially through redevelopment of Brown Street Car Park.

Secondary	Crane Street	80	0	Remains route for over-height HGVs unless all of Churchfields industry relocates. Consider pedestrianisation with exception for HGVs at specific times.
Secondary gateway	Marlborough Road	80	1	Reduce car parking through car club.
Secondary	Mill Road	80	0	Consider improved crossing at rail station bus stop or relocation of bus stop as part of rail station improvement scheme. Traffic reduction potentially through Churchfields redevelopment.
Secondary	Mill Stream Approach	80	0	To be considered as part of River Park scheme and Maltings traffic management plan.
Primary	Minster Street	80	0	Traffic reduction required.
Secondary gateway	St. Ann Street Subway	80	1	Improve public art. Consider signposting lower gradient routes. Potential dropped kerb and tactile paving improvements could be raised as a CATG scheme.
Alternative gateway	Trinity Street	80	1	Reduce parking demand through car club.
Secondary	Crane Bridge Road	82.5	0	Reduce HGVs through Churchfields redevelopment.
Primary	Fisherton Street 3 (Malthouse Lane to Bridge Street)	82.5	0	To be considered as part of the Future High Streets Fund Fisherton Street improvement scheme. Traffic reduction required.
Primary	High Street 1 (New Street to Cathedral Gate)	82.5	0	Traffic reduction required.
Primary	High Street 2 (New Canal to New Street)	82.5	0	Traffic reduction required (on crossing of Crane Street).
Secondary gateway	Marlborough Road/Victoria Road Footbridge (Curly Bridge)	82.5	0	

Primary gateway	Avon Valley Path	85	2	Improve route through River Park scheme with Environment Agency and Maltings redevelopment.
Secondary gateway	Marlborough Road Network Rail Bridge	85	1	Raise with Network Rail or Train Operating Company if there is an opportunity to widen bridge.
Secondary gateway	Wyndham Road	85	0	
Secondary gateway	Wyndham Road Footbridge	85	0	
Alternative gateway	Belle Vue Road	87.5	1	Reduce parking demand through car club.
Primary	Butcher Row	87.5	1	Traffic reduction required where route crosses Minster Street: crossing improvement required here.
Secondary gateway	St. Nicholas Road	87.5	0	
Secondary gateway	Swayne's Close	87.5	0	
Secondary	Winchester Street (East of Brown Street)	87.5	0	
Secondary gateway	De Vaux Place	90	0	
Primary gateway	Swayne's Close (south of Wyndham Terrace)	90	0	
Primary gateway	Brewery Lane	92.5	0	
Primary	Fish Row	92.5	0	
Primary	Silver Street	92.5	0	

Primary gateway	Town Path	92.5	0	Some maintenance required where tree roots and subsidence has occurred. Scheme to widen path to cope with demand from new developments is listed as Cycle Network scheme.
Secondary gateway	School Lane	95	0	
Primary	Queen Street	97.5	0	Proposed scheme to fully pedestrianise Queen Street to be taken forward.
Primary	St. Thomas Square	97.5	0	
Secondary	Water Lane	97.5	0	
Primary	Cathedral Close (North Walk to Exeter Street)	Not audited	Not audited	Managed by Salisbury Cathedral
Secondary	Avon Valley Path (west side of Coach Park)	Not audited	Not audited	Improve route through River Park scheme with Environment Agency and Maltings redevelopment.
Secondary	Avon Valley Path (access road to Avon Approach)	Not audited	Not audited	Improve route through River Park scheme with Environment Agency and Maltings redevelopment.

Appendix 3 Proposed cycle improvements

This table sets out potential schemes to address the problems identified in the LCWIP. Whether or not such schemes are taken forward would be subject to further evaluation and consultation.

Route Type	Route	Facility	Scheme Description
Primary	A30 London Road (Cow Lane to St. Mark's Roundabout)	Potential Link	Shared path and upgrade crossing to toucan. May have pinch-points. In design with Atkins.
Primary	A30 London Road route: Cow Lane to Laverstock Path	Potential Link	Shared path, possibly using boardwalk as ecologically sensitive area. Route north of Cow Lane to be delivered by Devonish Bradshaw Trust.
Primary	A3094 (cycle bypass): Montague Road to Essex Square	Potential Link	Segregated or shared path. Existing bridleway.
Primary	A3094 Harnham Gyratory to Harnham Road	Potential Link	Junction to be improved with Harnham gyratory scheme. Shared path on New Harnham Road/Harnham Road to be improved and extended to Saxon Road, subject to feasibility work.
Alternate potential alignment	A3094 Harnham Road: path through cricket field to Town Path	Potential Link	Possible alternative to Lower Street, but does not remove all pinch points on Town Path. Will only be progressed if Salisbury City Council choose to take this forward. May be community opposition so this option is not likely to be chosen.
Primary	A3094 Netherhampton Road cycle bypass: Upper Street to Carrion Pond Drove	Potential Link	Crossing of A3094 to be funded by development. Resurfacing required on Carrion Pond Drove from A3094 to Montague Road/Essex Square link.
Primary	A3094 Netherhampton Road: Carrion Pond Drove to Livestock Market	Potential Link	Widen existing path on south side of road to LTN 1/20 standards. Path on north side of road will require widening to LTN 1/20 between Netherhampton North development site and Upper St, if alternate route cannot be provided between the site and Broken Bridges/Upper St.
Primary	A3094 Netherhampton Road: Livestock Market to Netherhampton	Potential Link	Segregated or shared path. Feasibility study required. May require land negotiations.
Primary	A3094 Netherhampton to Bulbridge route	Potential Link	Modal filter on slip road and crossing over The Strip to Home Farm Road/WILT12 bridleway. Requires land negotiations.
Primary	A3094/A36 Park Wall to Edgam Place, Quidhampton	Potential Link	Shared path in design with Sustrans. May be delivered through National Highways designated funds.

Primary	A3094 Netherhampton to Lower Road	Potential Link	Proposed shared path. Requires feasibility work and land negotiation for route through agricultural subway.
Primary	A3094 Harnham Road: Lower Street to Parsonage Green.	Potential Link	Improve crossing on Harnham Road. Various alignments possible for path across the green.
Primary	A338 Exeter Street Roundabout to Carmelite Way	Potential Link	Widen path from subway – width may only allow northbound cycling (to be confirmed). Aim to deliver through Exeter Street Roundabout improvement scheme. Southbound segregated cycle lane from junction with Carmelite Way to Exeter Street roundabout.
Primary	A338 New Bridge Road: Britford Lane crossing	Potential Link	Connects quiet cycle routes and provides a crossing for pedestrians using the bus stops. May not be feasible without compromising vehicle journey times.
Primary	A338 New Bridge Road	Shared use path	Widen existing path to create segregated path or upgrade path through park to accommodate increased usage from new developments
Alternate potential alignment	A338 Downton Road	Potential Link	Shared path on eastern side to connect existing routes. South of Milton Road, land negotiation required - may be delivered through development.
Primary	A345 Castle Road/Old Castle Road	Shared use path/ potential link	Improvement of existing shared path cycle route in co-ordination with potential improvements to bus lane. Possible extension of cycle route along A345 between Old Castle Rd junction (south) and Old Castle Rd junction (north).
Primary	A345/Portway (Old Sarum estate)	Shared use path	Widening of existing shared use path to LTN 1/20 standards. Likely to require land negotiation.
Secondary	A36 alternative: Football field link to Penning Road, Bemerton	Potential Link	Necessitated by any development at Imerys.
Primary	A36 Churchill Way North	Potential Link	National Highways Road. Scheme proposed to their designated funds scheme. Shared path on northside between St. Mark's Roundabout and Curly Bridge (Victoria Road). Shared path on south side from Marlborough Road to St. Mark's Roundabout, Pinch points and some sub-standard lengths are likely. Potential alternative route via contraflow on St Mark's Road.
Primary	A36 Churchill Way North: Scammells Road to St. Paul's Road	Potential Link	Widen footpath and build out kerb to create shared use path.

Primary	A36 Churchill Way West	Potential Link	National Highways road. Scheme proposed to their designated funds scheme. Shared path from Waitrose to Castle Roundabout. Pinch points and some sub-standard lengths are likely.
Primary	A36 Churchill Way West St Paul's Subway to Waitrose Subway	Potential Link	Shared path proposed. Scheme proposed to National Highways designated funds scheme.
Secondary	A36 Crossing from Roman Road to Skew Bridge	On Street	National Highways road. No scheme identified.
Primary	A36 Salisbury Road	Potential Link/ Shared Use Path	Toucan crossing currently being installed south of Wilton Roundabout by developer of Wilton Hill site. Widening and improvement of shared path to be raised with National Highways.
Primary	A36 Southampton Road (A36 to Shute End Road)	On Street	Consider traffic or speed reduction options. Needs route to be constructed to connect Marshmead Close to Park & Ride. Possible National Highways designated funds scheme in future.
Primary	A36 Southampton Road: Petersfinger Road to Marshmead Close	Potential Link	National Highways road. Scheme is on their list of potential designated funds scheme, but land negotiation is required. Alignments on north or south of road may be considered.
Primary	A36 St. Paul's Roundabout	Potential Link	Subway improvement scheme with National Highways. Improved maintenance, drainage, lighting and wayfinding. Public art. Create cycle access routes from St. Paul's Road, Fisherton Street and Wilton Road.
Alternate potential alignment	A36/Bourne Way to Tesco car park (alternate route)	Potential Link	Potential alternative to route along A36: may be required depending on chosen alignment of route from Marshmead Close to Park & Ride. Would require negotiation with Tesco.
Secondary	A36/Church Lane	On Street/Potential Link	Continuous footway/cycle way across A36 entrance of Church Lane. Consider painted footway or modal filter. Scheme proposed to National Highways National Highways designated funds scheme.
Secondary	A36/Foots Hill	Potential Link	Consider one-way with cycle contraflow or point closure at A36. Crossing to Imerys required. Necessitated by any development at Imerys.
Primary	A360 Devizes Road (Kingsland Road to India Avenue)	On Street	Traffic reduction through modal shift. Consider 20mph limit.
Primary	A360 Devizes Road cycle bypass: Pembroke School to Kensington Road	Potential Link	Would be necessitated by development in this area and should be delivered by any such development.
Local	A360 Devizes Road routes: allotments to Devizes Road	Potential Link	Requires land. Steep gradient and no lighting. Difficult to deliver unless development in this area.

Local	A360 Devizes Road routes: allotments to Sarum Close link	Potential Link	Multiple landowners make this route difficult to deliver. Sarum Close is a steep street, so alternate lower gradient routes are preferred.
Alternate potential alignment	A360 Devizes Road routes: Primrose Road to Heath Road	Potential Link	Requires gap through wall to be created between Primrose Road and Cheshire Close.
Alternate potential alignment	A360 Devizes Road service to Primrose Road	Potential Link	Would require Primrose Road to Cheshire Close to be constructed to be a useful link.
Primary	Ashley Road/Avon Valley Path zebra crossing	Shared Use Path (zebra)	Upgrade zebra crossing to zebra parallel crossing as shared use path is upgraded to segregated use.
Primary	Blue Boar Row	On Street	Traffic reduction required.
Primary	Britford P&R site to Hospital	Potential Link	Segregated or shared path alongside bus lane. May partly be delivered through development. Alternative route alignment would create a new connection to the existing bridleway but an unsurfaced strip would need to be retained for horses.
Primary	Brown Street	Potential Link	Proposed segregated cycle lane one-way southbound.
Primary	Castle Street (Cheese Market to Scots Lane)	On Street	Traffic reduction required.
Primary	Central Car Park entry road	Potential Link	Cycle routes to connect to Spire View and Nelson Road path to be delivered alongside the Maltings redevelopment.
Primary	Chipper Lane	On Street	Traffic reduction required.
Primary	Churchfields Road / Lower Road (Cherry Orchard Lane to station entrance)	Potential Link	Shared or segregated cycle path on south side. Improved pedestrian crossing facilities and bus borders. Should be delivered through redevelopment of Churchfields but uncertainty about delivery. East of Stephenson Road needs retaining wall to build into verge on north side of road, and/or removal/relocation of some on street car parking on the southern side of road. Needs to be considered once station masterplan is developed with Network Rail and Train Operating Company to confirm what land may be available.
Primary	Church Road/Riverside Road, Laverstock	Advisory Cycle Lanes	While cycle lanes have slowed traffic slightly, their positive effect appears limited and the road still suffers from poor driver behaviour particularly

			around school opening and closing times. Consider traffic reduction measures.
Leisure	Duck Lane (southern end)	Potential Link	Improve surface and widen.
Primary	Endless Street	On Street	Traffic reduction required. Key bus route, so difficult to improve.
Primary	Fisherton Street	On Street	Traffic reduction required. Improve footways through Future High Street Fund scheme.
Primary	Friary Lane to St. Ann Street	Quiet Street (one-way)	Essential for access into and out of The Friary (an area of high deprivation and low car ownership). Consider contraflow and/or modal filter. Requires improvement to allow right turn into St. Ann Street.
School	Folkestone Road to Hollows Close	Potential Link	Segregated cycle link.
Primary	Fugglestone Red II (St. Peters Place) to Wilton Hill	Potential Link	Shared path. Provisional terms agreed with landowner. In design with Sustrans.
Secondary	Hampton Park Country Park various routes	Potential Link	Under construction or recently constructed (these routes are the responsibility of Laverstock Parish Council)
School	Highbury Avenue	On Street	Consider modal filter, school street or residents only scheme.
Secondary	London Road P&R Car Park	On Street	No scheme identified
Secondary	Longhedge: route to bypass Monarch Way	Potential Link	Route may be delivered through development if there is further housing in this area, as Monarch's Way is not wide enough to allow a surfaced cycle route and an unsurfaced bridleway. Exact alignment will depend on proposed site layout of new development.
Primary	Lower Road, Quidhampton	On Street	Install lighting and improve pedestrian crossing at junction with Skew Road. Consider traffic calming options
Local	Lower Road, Britford	On Street	Consider reducing speed limit.
Secondary	Milford Mill Road	On Street	Consider traffic reduction options or cycle phase on traffic lights through bridges.
Primary	Milford Street	On Street	Traffic reduction required.
Primary	Mill Lane (Stratford Sub Castle) to A360 Devizes Road	Potential Link	Requires feasibility study and land negotiation. May be partly delivered through development.

Primary	Minster Street/Silver Street, Salisbury	On Street	Traffic reduction required.
Secondary	Netherhampton North development site to Broken Bridges	Potential Link	Route necessitated by Netherhampton North housing development. To be delivered by developers.
Primary	Netherhampton Road development site	Potential Link	Internal routes and links to cycle network to be delivered by developer
Primary	New Canal	On Street	Traffic reduction required.
Primary	Northern entrance to Rail Station	Potential Link	Station Masterplan to be developed with Network Rail and Train Operating Company. Re-opening the northern entrance is likely to be linked to the TransWilts service being extended from Westbury to Salisbury/Southampton with the associated opening of Platform 1.
Local	Odstock Road (Heronswood to Rowbarrow)	Potential Link	Steep gradient and may be technically difficult to deliver. Preferred route to hospital is via Downton Road. A route would be required here if there is any development on the Lime Kiln Way Open Space although this is not a core strategy site.
Rural/tourism	Odstock Road (Hospital to Odstock)	On Street	Consider traffic reduction or calming measures. Consider land negotiation for traffic free path if no other measures are feasible.
Local	Old Blandford Road	On Street	Consider modal filter near to A3094 or similar measures. Must retain bus access.
Primary	Old Sarum to Longhedge (eastern path)	Potential Link	In design.
Primary	Old Sarum to Ford/Salisbury (Green Lane)	Potential Link	Improve and widen surface on byway.
Primary	Pembroke Road	On Street	Consider modal filter or other traffic calming measures. Implement 20mph zone. Must retain bus access.
Primary	Penning Road	Potential Link	Private road. Requires some surface improvements. Necessitated by Imerys development.
Primary	Porton routes: Green Lane to Spire View	On Street	Consider modal filter or other traffic calming measures if route goes via the Laverstock Turn. Must retain bus access.
Primary	Portway to Monarch's Way	Potential Link	Route would be necessitated by any potential development on this site.
Secondary	Rampart Road	On Street	Reduce residential car parking through car club.

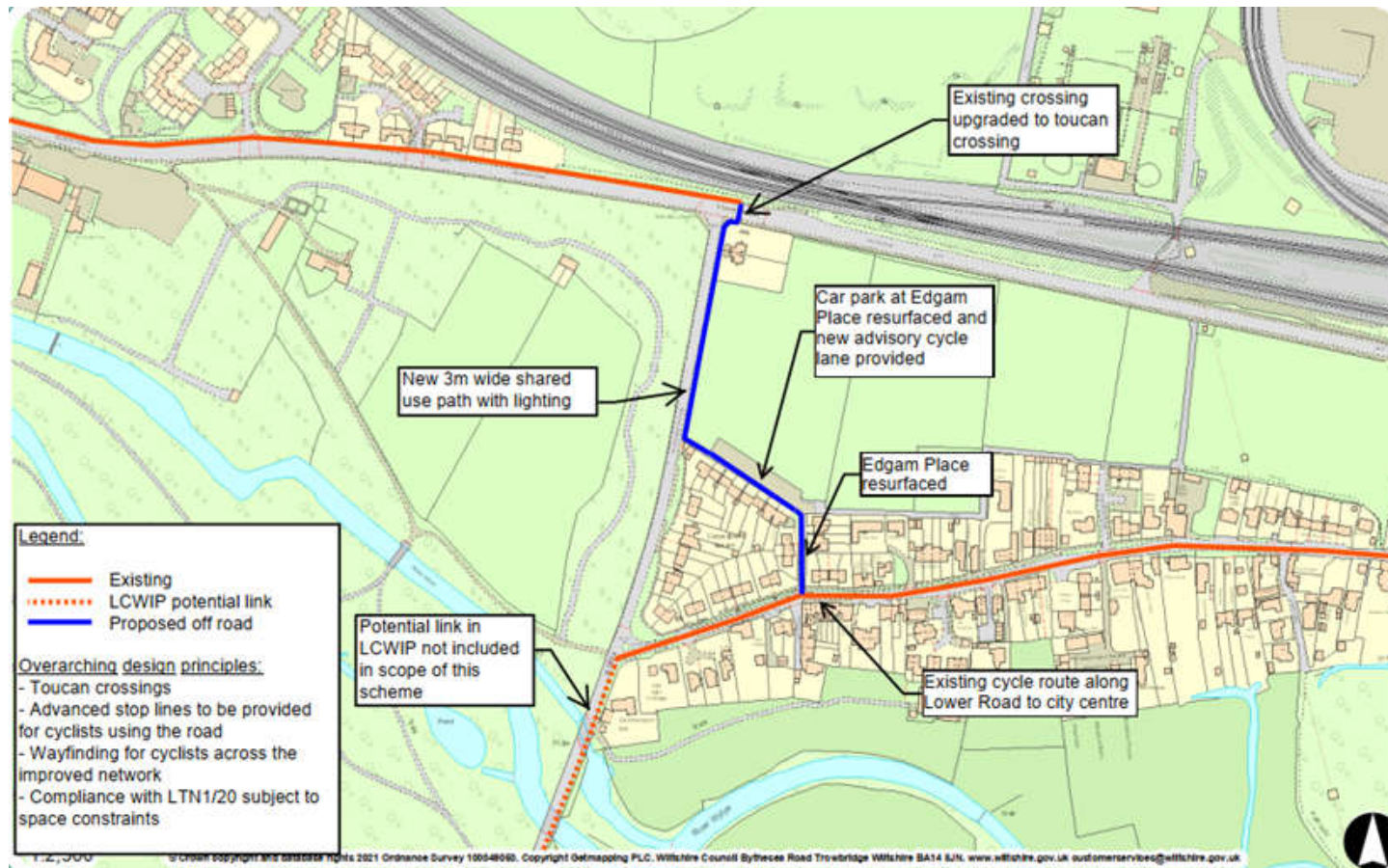
Primary	Salisbury Station routes	Potential Link	Improved routes to be delivered through station forecourt scheme as part of Future High Street Fund bid.
Alternate potential alignment	Saxon Road	Potential Link	Alternate route to Parsonage Green path. Scheme not identified. Technically difficult to improve this route.
Primary	Spire View to Avon Valley Cycle Path via railway arch	Potential Link	Requires land: negotiations commenced. To be delivered as further phase of River Park Project or alongside Maltings redevelopment.
Secondary	St. Clement's Way to London Road P&R Roundabout	Potential Link	Continue existing shared path.
School	St. Marks Avenue to Wyndham Road Bridge	Potential Link	Consider permitting cycling on part or all of this route.
Primary	St. Paul's Road	Potential Link	Shared path to be delivered as part of East Goods Yard station car park scheme that South Western Railways is taking forward.
Local	St. Michael's Road	Potential Link	Consider shared path or modal filter. Must retain bus access.
School	Stratford Road (Victoria Park to Warwick Close)	On Street	No scheme identified.
Primary	Maltings routes	On Street	See Maltings Master Plan and River Park proposals. This site should deliver high quality cycle routes along the Avon Valley Cycle path and from Summerlock Approach to Avon Approach and Millstream Approach. These may be quiet streets or segregated cycle routes depending on the land use in the Maltings.
Local	The Valley to Ramleaze Drive	Potential Link	Shared path proposed
School	Tollgate Road	Potential Link	Feasibility study required. Shared path may be possible.
Primary	Town Path widening	Potential Link	Technically difficult scheme that will require agreement with the Environment Agency and numerous landowners as this is a flood plain.
Primary	Wilton: West Street	On Street	Scheme not currently identified.
School	Westwood Road (north)	On Street	Consider modal filter or other traffic calming measures. Implement 20mph zone. Must retain bus access.
Secondary	Whitebridge Road path	Potential Link	Widen path.

Primary	Wilton Hill to Imerys	Potential Link	Necessitated by Imerys development.
Primary	Wilton Market Square	On Street	No scheme currently identified.
Alternate potential alignment	Wilton: Crow Lane (Felt Factory site)	Potential Link	Quiet street and path connection to Crow Lane through development is required to provide proper walking and cycling access on site. Further link from site to e.g. St John's Square would provide cycle bypass of West Street for some users, and more pleasant tourist route (primary/NCN route)
Primary	Wilton: Minster Street	Potential Link	Shared path proposed. Designs prepared by Sustrans to be discussed with Wilton Town Council.
Secondary	Wilton: South Street	On Street	No scheme currently identified.

Appendix 4 Schemes in development

Please note that the exact design of these schemes is subject to change as design work progresses and consultation takes place.

a) Park Walls to Quidhampton walking and cycling path scheme



b) Wilton Hill to Fugglestone shared walking and cycling path scheme



3m shared path scheme with fencing.

Not feasible to provide a direct route along the avenue without significant mature tree loss.

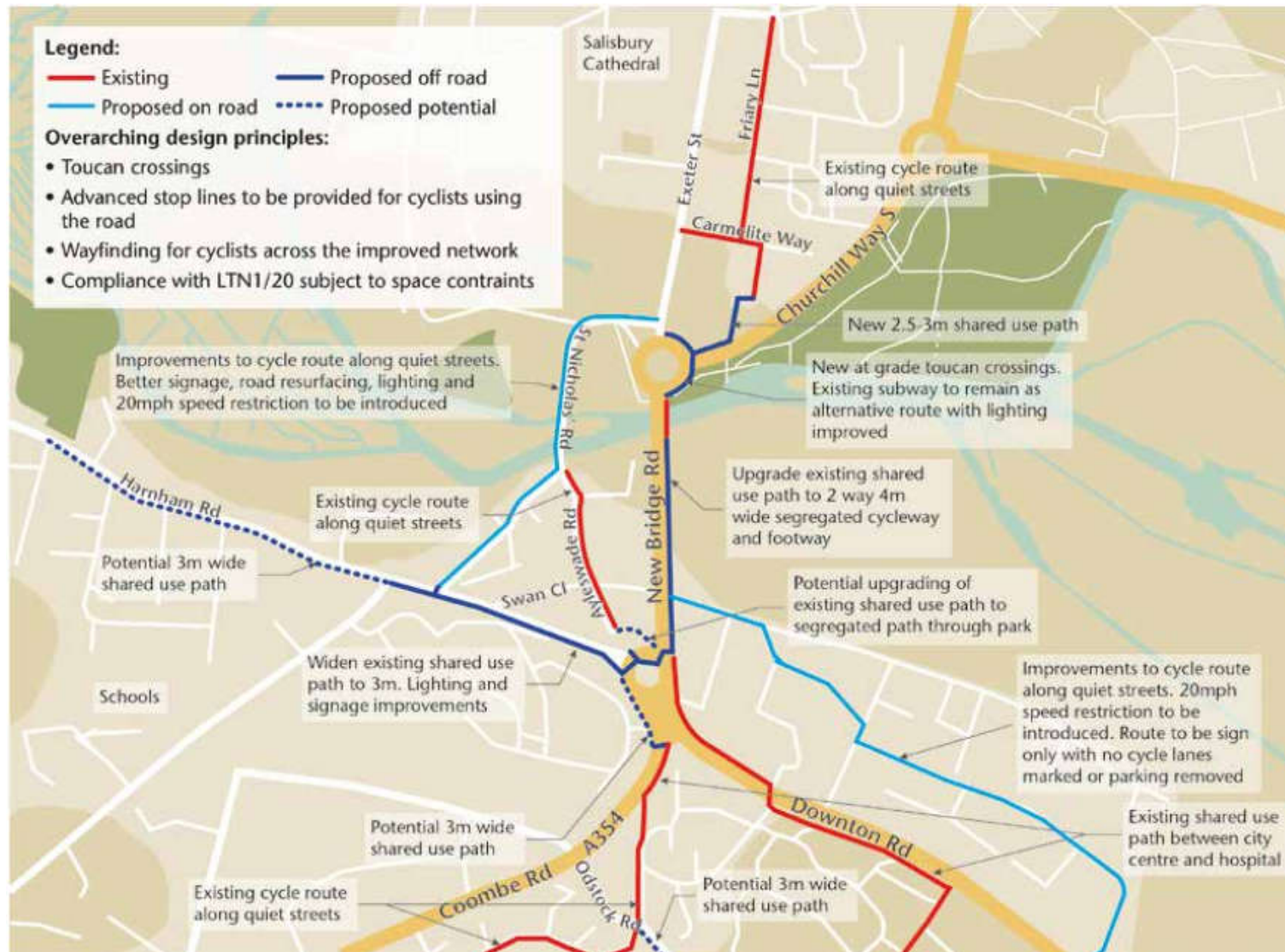
Route is designed to minimise gradient and effect on trees.

c) Green Lane shared walking and cycling path scheme:

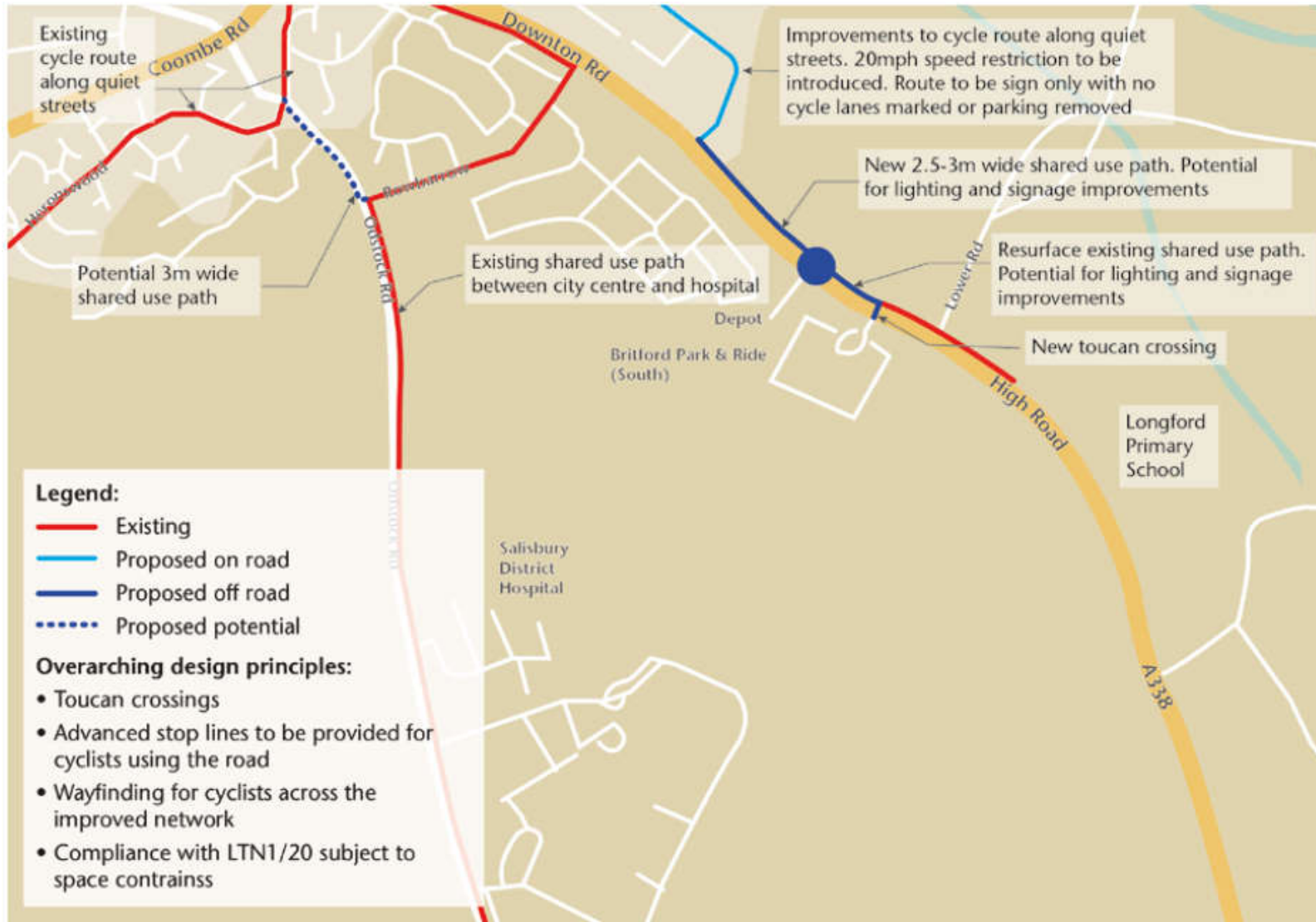
- Surface improvements to be made along the route.
- Informal crossing improvements to be considered at Ford.
- Extension of existing route on right of way.



d) Exeter St Roundabout and Harnham Gyratory improvements



e) Harnham Gyration improvements: Downton Road cycle routes

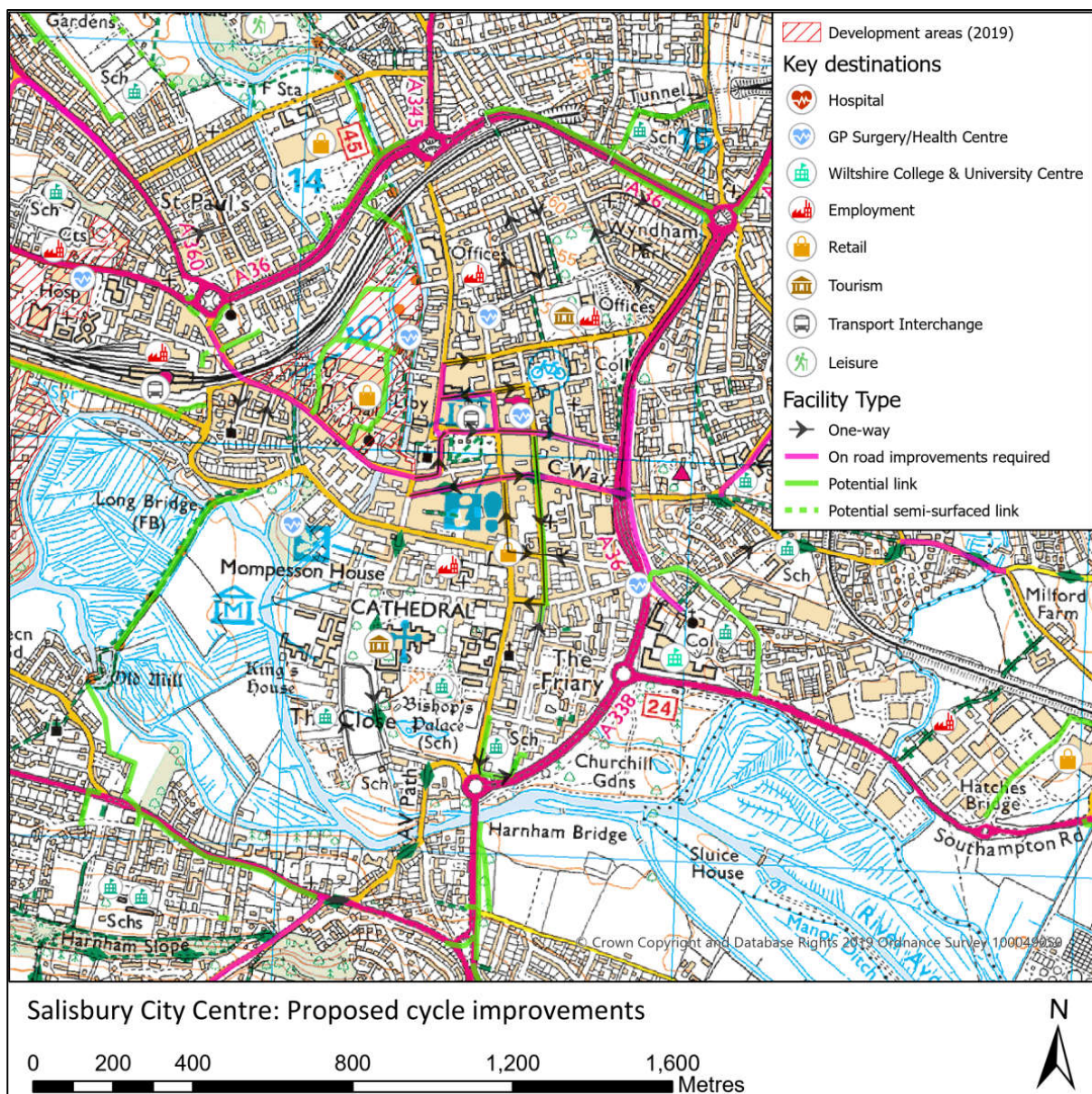


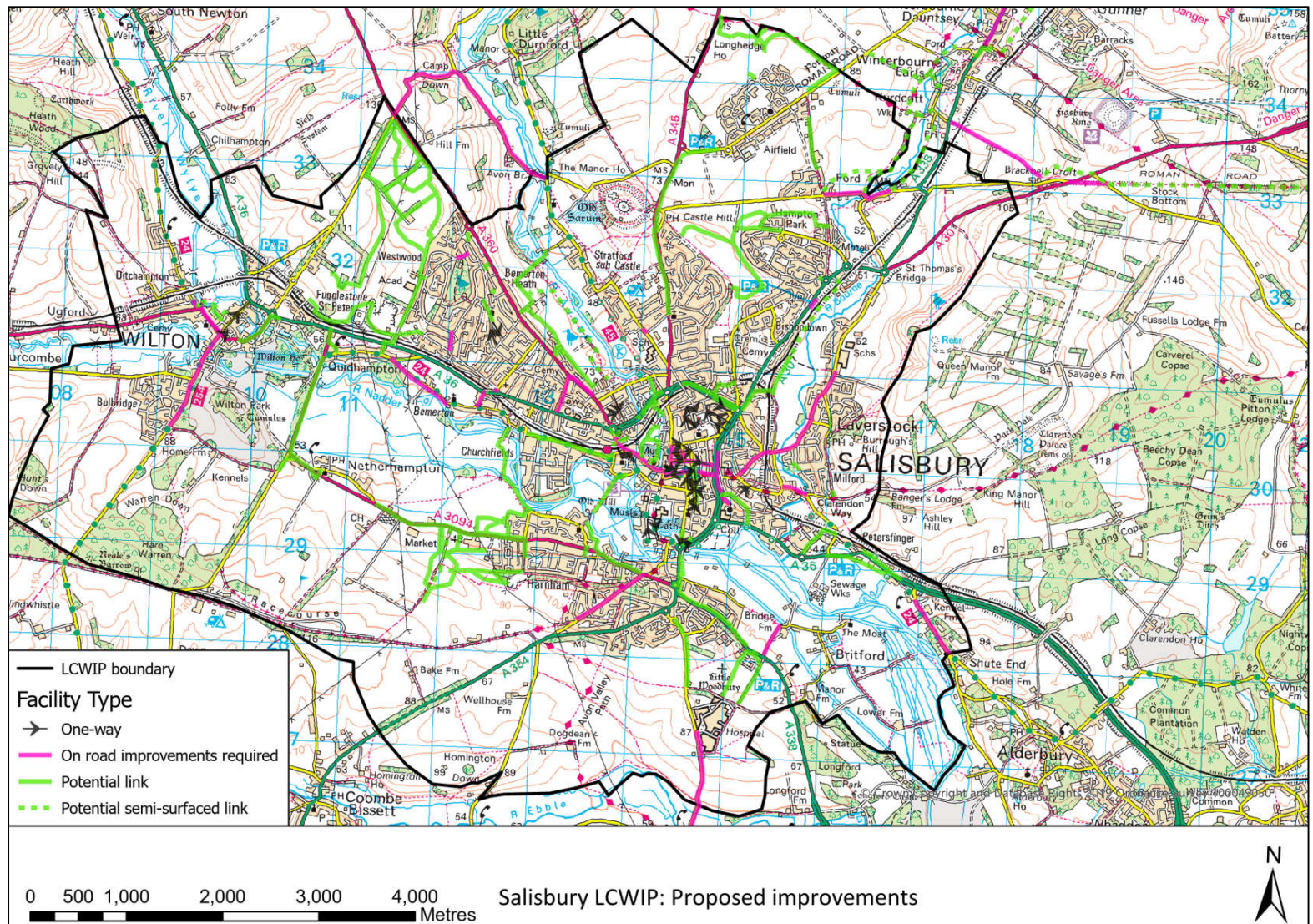
Appendix 4 All potential improvements

Please note that the exact alignment and scope of these schemes is subject to change as design work progresses and consultation takes place. Some improvements may show different alignment options.

a) Potential cycling improvements in Salisbury City Centre

City Centre walking improvements are not shown as this will require further feasibility work and may include multiple small improvements across the city centre walking zone. The proposed Fisherton Street Future High Street Fund scheme is shown as 'on road improvements required'.





b) Cycling and walking improvements in the LCWIP area

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