

## WILTSHIRE COUNCIL'S LTP - CONSULTATION UNDERWAY

Wiltshire Council have made an early start on the consultation for the County's 3rd Local Transport Plan. A Consultation Issues Paper is available on the web (at [www.wiltshire.gov.uk/transport/transport-publications](http://www.wiltshire.gov.uk/transport/transport-publications)) or in hard copy at public libraries and responses need to be submitted by **May 29th**.

Salisbury Campaign for Better Transport will be submitting a detailed response, but would urge as many members as possible to use the online consultation option or submit comments by post, since the outcome of this consultation will be used to frame transport policies in Wiltshire for years to come. Under new rules there is greater flexibility in the length of LTPs which were previously for a fixed 5 year period and WC are suggesting that the long-term transport strategy for LTP3 should run from **2011 - 2026** although reviews will be 'considered' every 5 years.

### The LTP Consultation Issues

The response form supplied focuses on 'tick box' options - sadly this is the typical format of consultations these days when ease of processing responses is given precedence over the desire to actually hear points which people want to make. Thus sections 2 & 3 try to establish the extent to which one agrees/disagrees with various 'unsustainable transport issues' and 'strategic transport objectives'.

Perhaps the key question is in Section 4 which asks whether the 'established', 'balanced' or 'radical' approach is preferred. WC's definition of these is as follows:

**Established Approach:** 'Support essential sustainable transport services and measures, but accept that the private motor vehicle will be the predominant mode of transport for the foreseeable future'.

**Balanced Approach:** 'Improve sustainable transport services and measures, and help to reduce reliance on the private motor vehicle in urban areas'.

**Radical Approach:** 'Prioritise sustainable transport services and measures, and discourage the use of the private motor vehicle in urban areas'.

Other comments are invited in section 6 of the response form, and in this section responses can be submitted to the 30 questions which are posed in the 'Consultation Issues' document.

### Salisbury Campaign for Better Transport - AGM

The groups AGM will be held on  
**Tuesday June 23rd at 7:30**  
in the **Battle of Britain Room,**  
**British Legion Club**  
**Endless St, Salisbury**

The British Legion Club is situated opposite the bus station and the Battle of Britain Room is on the 2nd floor (lift available).

The brief AGM will be followed by our normal monthly meeting. Coffee/tea will be provided and all members are very welcome!

### Suggested Responses to the LTP Consultation Issues

**Salisbury CfBT would like to see a big vote for the 'radical' approach, since nothing else will deliver the modal shift and long term CO<sub>2</sub> reductions which are needed and are now required by government policy.**

Other points which can be made about specific questions (in section 6) include the following:

Q1—unsustainable trends include falling cost of motoring in real terms compared to rising cost of public transport.

Q6—regarding the alleged cost of a 'radical' approach, the point should be made that making towns more attractive & easily accessible by foot, cycling & public transport can increase the vibrancy of town centres. And £35 million earmarked for Westbury Bypass could pay for a lot of sustainable transport solutions across the county! Support for rail service improvements should be added to the 'radical' approach, and demand & traffic management need to be considered county-wide not just in the larger towns.

Q12—rail freight policies need to be more aggressively pursued.

Q15—the 'predominantly rural' nature of Wiltshire is repeatedly emphasised and used as a justification for focusing on a car-based transport system. However Wiltshire is in fact becoming increasingly urbanised - with new housing developments being targeted at the larger urban areas - and the historical car-based emphasis does nothing to help the significant minority who don't have access to a car.

Q16/17—Parking charges should be increased both to encourage the use of alternatives and to help to pay for sustainable transport measures.

Q26—Bicycles & motorcycles need to be considered in separate strategies rather than a combined 'Two-Wheeler' strategy. Whereas cycling is to be encouraged because it is an environmentally friendly & healthy option, motorcycling is the most dangerous mode per km travelled and is also polluting, noisy and poses the greatest danger to other road users.

## NEWS IN BRIEF

The **TransWilts rail** pledge site collected over 500 signatures last year but sadly the proposed improvements to the service floundered. This year there is a fresh pledge—which already has over 650 signatures—which is trying to put pressure on the parties involved to get an improved service added to the Dec 09 timetables. **A leaflet regarding TransWilts is enclosed with this newsletter—if you haven't already done so please sign up before the end of May (the deadline for this current pledge) - and encourage others to do the same - at [www.transwilts.org.uk/pledge.html](http://www.transwilts.org.uk/pledge.html)**

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**Salisbury station's northern entrance** looks set to stay open for the present. South West Trains submitted a planning application which would see this entrance closed as part of the move to introduce ticket barriers. However publicity in the Journal encouraged a large number of objections (55) from users of this entrance, and Wiltshire Council's transportation department also recommended refusal since the closure would be contrary to government policy and WC's own LTP. Furthermore an application by Network Rail to build a further station car park on St Pauls Rd/ Fisherton St has now been allowed by an Inspector following refusal by SDC on the grounds of increased city centre traffic & air pollution. This Network Rail application requires the northern entrance to stay open. In the light of all the above the application has now been withdrawn.

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The new **Wiltshire Council** has got off to a good start by signing the **Nottingham Declaration on Climate Change**. This declaration was launched in October 2000 and recognises the central role of local authorities in leading society's response to the challenge of climate change. By signing the Declaration councils pledge to systematically address the causes of climate change and to prepare their community for its impacts. Over 340 local authorities had already signed the Nottingham Declaration, including Salisbury, Kennet & North Wiltshire District Councils. Until Cllr Jane Scott signed on behalf of the county on 12th May Wiltshire were the only county remaining in the South West region who had **not** signed up to the declaration. We hope that with the appointment of a Climate Change officer for the county this may herald a more positive approach on environmental concerns generally.

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There is still no news on the **Westbury Bypass** decision. Lots has been going on behind the scenes - the Inspectors' report is now with Government, its contents not yet made public, & the case for funding is being considered by the Dept for Transport. The White Horse Alliance is asking people to write to Geoff Hoon (Secretary of State for Transport) to tell him this costly and anachronistic road is not needed—there's an online form on the WHA website where one can do this. <http://www.corridor-alliance.co.uk>.

## SALISBURY VISION Traffic Considerations

The Salisbury Vision encompasses some 24 distinct projects, of which the Market Place project has been the most high profile to date. There is also a Traffic & Movement Strategy which is timetabled to start at a later date (it should be underway by now but we understand it has been put back by delays in finalising the underlying traffic model).

Salisbury CfBT are of the opinion that overall traffic considerations need to be thought through **before** the individual Vision projects are agreed, since traffic considerations need to inform these projects and in many cases cross the boundaries between the separate project areas. A prime example is the intention to close Blue Boar Row and Minster Street to traffic as part of the Market Square project - laudable goals, but consideration needs to be given to bus/taxi access to the City Centre, and Salisbury CfBT feel that the issue needs to be resolved by a route for buses and taxis through the Maltings as part of the redevelopment of that area.

As many in the group will be aware, we have spent some time in putting together a document to consider transport implications of the Vision. This has now been finalised and is being submitted to the Vision steering group for consideration. Suggestions put forward include the obvious (removal of car parking & pedestrianisation of key city centre streets) to the more novel— e.g. to turn the existing bus station through 180o so buses enter the bus station from Endless St & leave via Rollestone St

Full details are in the final version of the traffic paper which is available on the group's website.

Thanks to all who contributed to this useful and wide ranging debate.

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**Membership:** Current membership rates £5 individual, £7.50 family, £3 unwaged per year payable to Salisbury Campaign for Better Transport.