

BRIEFING NOTE FOR SALISBURY TRANSPORT MODEL

| | Evidence Reference |
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| <p>Background</p> <p>The South Wiltshire Core Strategy proposes that Salisbury City will have 8,700 new homes and 13,500 new jobs by 2026. It identifies land in and around Salisbury, including the redevelopment of Churchfields and new strategic sites to the north-west and south of the City.</p> | <p>South Wiltshire Core Strategy</p> |
| <p>The Transport Model</p> <p>A transport model is required in order to assess the transport impacts of this growth. In 2009 a transport model was developed which shows how and when people travel by car, bus and train in Salisbury. The movement of goods by HGVs are also included in the transport model. When the model is run, the results show how much traffic there is on the roads, how many people use public transport. The model also tells us how congested the roads are. The model has then been used to test the transport impact of building more houses and providing more jobs for the year 2026. The changes can then be compared to the situation in 2008</p> <p>The modelling gives us the assurance that there are a range of improvements and changes which could be developed that would allow Salisbury's growth to take place.</p> | <p>PD1.3 Data Collection report</p> <p>PD2.1 Model Specification Report</p> <p>PD2.2 Highway Local Model Validation Report</p> <p>PD2.3 Public Transport Model Validation Report</p> <p>PD2.4 Demand Model Report</p> <p>PD2.5 Salisbury Micro-Simulation Model Validation Report</p> |

Forecasting A – ‘Do Nothing’

The model has been built to show the transport conditions in 2008 and checks show the model to be accurate. The model has then been used to test the transport impact of building more houses and providing more jobs for the year 2026. The changes can then be compared to the situation in 2008.

The results show that by 2026, if we do nothing, we would expect to see car trips in the morning rush hour increase by an average of 33% compared to 2008. This increase in trips is mainly due to the increase in trips from or to the new houses or new jobs. It is predicted more people will have a car in the future which will also increase traffic. In the morning rush hour we would also expect to see an increase in bus trips (including Park and Ride) of 38% by 2026 compared to 2008. This increase is likely to be because of increased congestion and as a result of the changes in land use.

The model results show that there would be an increase in congestion across the whole of Salisbury, (except within the ring road where the model predicts little growth). The predicted increase in congestion could cause rat running to take place, particularly in the evening rush hour.

By 2026 there are a number of congestion hotspots on the roads, including

- A36 Wilton Roundabout
- A36 Park Wall Junction
- Harnham Gyratory
- A36 Exeter Street Roundabout
- A36 Roundabouts along Churchill Way and
- Sections along the A36.

The junctions with the worst congestion in 2026 experience at least a doubling of delay. These are:

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- A36 Bourne Way
- A36 College Roundabout
- Exeter Street Roundabout
- A36 Park Wall Junction.

The remainder experience an increase in delay and capacity problems but to a lesser degree.

This forecast does not include any changes to the roads, except the Petersfinger Park and Ride. This makes the model run close to a 'do-nothing' run. In reality, there would be a number of changes to the roads and buses which would improve transport conditions, therefore this is very much a "worst case".

Forecasting B – 'Do Minimum'

A model run that looked at no more than improving the efficiency of all of the traffic signals for 2026 showed:

- traffic flow got better through the Harnham Gyratory.
- rat-running on the Old Blandford Road to avoid the gyratory stopped
- traffic conditions along the A36 between St Paul's and St Mark's Roundabouts got better

This shows the impact that no more than simple changes to traffic signals could have. There are many other 'within highway boundary' changes that could be made to reduce the traffic congestion at some of the key junctions in Salisbury. As a result of this model run, the Council is confident that in terms of transport there are no major barriers to the delivery of the Core Strategy.

Forecasting C –Transport Strategy for Salisbury

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| apportion costs equitably across the new development. | |
| Strategic Allocations The modelling work currently underway does not provide an assessment of each individual strategic allocation. However, the modelling work does look at the cumulative impact of these sites and the traffic associated with the remainder of the growth across the entire road network and will assess transport choices to deal with the impacts of growth. | |