

Further Statement for the South Wiltshire Local Development Framework Core Strategy Examination

March 2010

Matter 13 - Other Policies

Representative Reference: 2773

Statement
submitted on behalf of
The Highways Agency

1. **Context**

- 1.1 This statement seeks to build upon the previous representations submitted by the Highways Agency in relation to the Core Strategy and outlines the Highways Agency's concerns with the likely impact of the spatial strategy on the A36 and A303.
- 1.2 The Agency has been involved in the progress of the South Wiltshire Core Strategy since 2007 and has made a series of representations to the Issues and Options document (September 2007), Preferred Options document (March 2008) and more recently the Submission Stage document (September 2009).
- 1.3 The Agency has also given further consideration to the details of the evidence base, relating to transport and subsequent new evidence in the form of the 'Salisbury Transport Strategy: Options Assessment Report' published in January 2010.
- 1.4 The Agency needs to be satisfied that the emerging spatial strategy takes account of the impact of development on the A36 and the A303. We therefore re-emphasise our commitment to greater integration between transport and land use planning with a focus on strategically located mixed use developments designed to facilitate self containment of communities and consequently trip internalisation, in addition to the prioritisation of investment in sustainable transport options.
- 1.5 The statement should be considered as evidence at the sessions relating to Matter 13 relating to Development Management Policies, in particular the issue of Air Quality.

2. **Performance and Issues facing the A303/A36**

- 2.1 As outlined at the beginning of this statement the Agency is responsible for maintaining and managing the Strategic Road Network (SRN), which in this instance relates to the A36 and A303. The A303 runs across the breadth of

- South Wiltshire providing a link to the South West and London. The A36 links South Wiltshire to Southampton and the West of England.
- 2.2 Current traffic volumes on the A36 average per day at approximately 16,500 vehicles two way, with flow variations of between 10,000 and 34,000 at various locations along the route. The route is mainly comprised of single two-way carriageway, although there are a number of dual sections situated in areas of particularly heavy flow. Typically these are close to the intersections with other major routes, for instance the A361 and the A303.
- 2.3 Sections along the A36 experience high levels of congestion in the morning and evening peak hours as well as during the weekend peak periods. This congestion results in significant queuing and delays for vehicles using this route.
- 2.4 The A303 is a mixture of single and dual carriageway road which runs through South Wiltshire. It is subject to peak hour congestion at various points during the weekday peak periods in addition to some limited weekend congestion. This results in queuing and delays at some points, particularly at junctions along the route.

3. Matter Specific Responses – Air Quality

- 3.1 The Agency is aware that the whole of Salisbury City Centre is within an Air Quality Management Area (AQMA) and acknowledges the statement within the Core Strategy Submission Document that controlling the impact of development on Air Quality Indicators will be a tough challenge for South Wiltshire over the next 20 years.
- 3.2 The Agency therefore considers it essential that the LPA and applicants become committed to the delivery of more sustainable transport choices, particularly within Salisbury City Centre in order to reduce the reliance on the private car thereby reducing future carbon emissions in the AQMA.
- 3.3 The Agency also supports the recommendation by the LPA that planning applications for new development within an AQMA should only be permitted if they are able to demonstrate that there will be no significant increase in air

pollution emissions, or that measures can be secured to improve air quality and mitigate against the impact of the development. As previously advised there are key roles for intelligent travel behaviour measures and travel plans in achieving this objective. These measures should not be related solely to individual sites but should require promoters of site to sign up to a Transport Demand Management Area Strategy covering area based measures. This should be made much more explicit within Core Policy 25 of the Core Strategy Submission Document.

- 3.4 The Agency is concerned that evidence provided to date by Wiltshire Council does not demonstrate the impact on Air Quality that the delivery of the Core Strategy will have during the life of the plan. It is imperative that the Council demonstrate that the delivery of the Core Strategy over the plan period will not result in breaches of air quality levels at any time.