

Salisbury Campaign for Better Transport**Matter 3. Core Policy 2. Distribution of Development – Strategic Allocations**

Question 3.2. Strategic Allocations –How and Why Selected? *What criteria were used in selecting the Strategic Allocations? Why were they selected and alternatives rejected? Are these sites in the most sustainable locations; do they respect local character and the local environment; do they have the best access to local services and employment; and are they otherwise suitable when judged against the criteria used for site selection in the CS?*

- 3.2.1 Salisbury Campaign for Better Transport are concerned that the transport implications of the strategic allocations, particularly those which are allocated for employment uses, have not been fully considered prior to site selection.
- 3.2.2 Traffic associated with employment uses is likely to contain a mix of vehicle types, depending on the specific employment usage, and the impact of commercial traffic and HGVs on the existing road network, on residential areas and on sensitive environmentally protected areas is a particular concern. We would make the following points:
- Topic Paper 19 considers landscape impacts in the selection of strategic sites in some detail, but does not give consideration to the traffic impacts.
 - The transport reports provided indicate that there have been some Origin & Destination surveys which included HGVs. However there does not appear to be any reporting on the **direction** of origins or destinations. This is of some importance when considering possible locations for employment sites if the impact on residential areas and particular congestion points on the Salisbury road network is to be minimised.
- 3.2.3 Since actual origins and destinations have been captured this information is presumable available, although not reported in the documents published to date, and this should be used to help inform decisions regarding employment location. A previous transport survey on the Churchfields Industrial showed the origins & destinations for HGVs¹ to be as follows:
- | | | | | | |
|-------------|-------|-------|-------|--------------|-------|
| North/NEast | 37.3% | West | 15.4% | City Centre | 14.5% |
| South East | 18.5% | South | 12.2% | Churchfields | 4.0% |
- 3.2.4 While these figures are of historical interest only, they do show – and it is presumably still the case - that most traffic is approaching/leaving from the north side of the River Avon in Salisbury. This would include some traffic from the south arriving via the A36 from Southampton.
- 3.2.5 Given the congestion already associated with the Harnham gyratory and New Bridge Road this would suggest that it makes sense in transport terms **not** to locate HGV generating business on the south side of the river in Harnham. If HGV business are located in Harnham then traffic congestion on the Salisbury Ring Road and New Bridge Road is likely to lead to an increase in traffic from/to the south taking the route through Downton and the New Forest, with damaging impacts on the New Forest National Park.

¹ Letter from Tim Jones, Highways Network Manager, Wiltshire County Council to Salisbury Transport 2000, 25.7.2001 referring to Sept 1997 traffic count [figures are as given – they do not sum to 100%]