

Area Board Minute Extracts Relating to the A338/A346 Working Group's Report

Tidworth Area Board – 18 January 2010

A338 / A346 Working Group Report

The Chairman invited Councillor Charles Howard to present the report which had been produced by a working group supported by the Tidworth Community Area Partnership, and comprising representatives from the Tidworth, Pewsey, Marlborough and Bourne Valley areas. The full version of the report was available on the Collingbourne Ducis Parish Council website.

The report considered several factors relating to the A338 / A346 corridor from Salisbury to Swindon:

- Volume of traffic – around 7,000 vehicles used the corridor daily, rising to 16,000 between Marlborough and the M4.
- Priority locations – such as bridges and towns, where the road was particularly narrow.
- Future increase in traffic – new Distribution Centres planned for Solstice Park and Andover Airfield were likely to increase Large Goods Vehicle (LGV) usage of the corridor.
- Accidents – The corridor had a higher than average accident rate, with 205 accidents in five years, resulting in 343 casualties (including 8 fatalities and 75 serious injuries).

The report had concluded that the corridor was unsuitable for the volume of traffic it currently sustained, in particular the volume of LGV traffic. This was impacting on the local area in terms of noise pollution, vibrations and air quality.

The Working Group had identified two options to reduce the impact of the volume of LGV traffic:

- Bypasses – Previous attempts to secure bypasses along the corridor had been unsuccessful, and costs were likely to make this option unviable. In addition, bypasses would encourage increased use of the corridor in the long term, which would only exacerbate the existing environmental and social impact.
- “De-priming” – The A338/A346 corridor currently formed part of the National Primary Route Network. As such, it was not possible to impose weight/width/length or night-time restrictions on the roads. If the route were to be removed from the Primary Route Network, then such restrictions would be possible.

Councillor Howard advised that the Working Group's preferred option was to apply to the Department for Transport for the A338/A346 corridor to be de-primed, and that the Area Board's support for this approach was now sought. It was emphasised that further studies/consultation would be required prior to any restrictions being imposed.

The Chairman then invited comments and questions, and the following points were raised:

- Collingbourne Ducis Paris Council supported the proposals to apply for de-priming, commenting that this would have advantages for those who live on the route. It was considered that alternative routes were quicker and safer.
- Concern was expressed that reducing LGV traffic may allow more speeding on the corridor, as fewer lorries would be there to slow down the traffic.
- A representative of Bales Transport business commented that modern lorries were safer, quieter and less harmful to the environment. It was also noted that lorry drivers were restricted to 45 hour weeks, and that the detour around the A34 would take longer, in addition to higher fuel costs.
- Councillor Howard stated that the focus of the proposal was to reduce “through” LGV traffic, rather than lorries which need to make deliveries along the route.

Before putting the matter to the vote, the Chairman asked for a show of hands from those in attendance. 18 people supported the proposals for de-priming, and 6 people opposed the proposals.

Decision

It was agreed that:

- 1. The Tidworth Area Board notes the report and thanks the Working Group for its hard work; and**
- 2. The Tidworth Area Board supports the conclusion of the report and recommends to Cabinet that the Council apply to the Department for Transport for the de-priming of the A338/A346 corridor.**

Pewsey Area Board – 28 January 2010

A338 / A346 Working Group Report

The Chairman invited Councillor Charles Howard to present the report which had been produced by a working group supported by the Tidworth Community Area Partnership, and comprising representatives from the Tidworth, Pewsey, Marlborough and Bourne Valley areas. The full version of the report was available on the Collingbourne Ducis Parish Council website.

The report considered several factors relating to the A338 / A346 corridor from Salisbury to Swindon:

- Volume of traffic – around 7,000 vehicles used the corridor daily, rising to 16,000 between Marlborough and the M4.
- Priority locations – such as bridges and towns, where the road was particularly narrow.
- Future increase in traffic – new Distribution Centres planned for Solstice Park and Andover Airfield were likely to increase Large Goods Vehicle (LGV) usage of the corridor.
- Accidents – The corridor had a higher than average accident rate, with 205 accidents in five years, resulting in 343 casualties (including 8 fatalities and 75 serious injuries).

The report had concluded that the corridor was unsuitable for the volume of traffic it currently sustained, in particular the volume of LGV traffic. This was impacting on the local area in terms of noise pollution, vibrations and air quality.

The Working Group had identified two options to reduce the impact of the volume of LGV traffic:

- Bypasses – Previous attempts to secure bypasses along the corridor had been unsuccessful, and costs were likely to make this option unviable. In addition, bypasses would encourage increased use of the corridor in the long term, which would only exacerbate the existing environmental and social impact.
- “De-priming” – The A338/A346 corridor currently formed part of the National Primary Route Network. As such, it was not possible to impose weight/width/length or night-time restrictions on the roads. If the route were to be removed from the Primary Route Network, then such restrictions would be possible.

Councillor Howard advised that the Working Group’s preferred option was to apply to the Department for Transport for the A338/A346 corridor to be de-primed, and that the Area Board’s support for this approach was now sought. It was emphasised that further studies/consultation would be required prior to any restrictions being imposed.

The Chairman thanked Councillor Howard for his presentation and welcomed to the meeting Allan Creedy, Transport and Development Manager, and Councillor Richard Gamble, who was present in his capacity as Portfolio Holder for Public Transport. At the Chairman’s invitation, comments and questions were raised as follows:

- De-priming was a relatively rare approach, and involved a fairly bureaucratic and resource-intensive process. The (DFT will consider, need reason and alternative route etc).
- Concern was expressed regarding the potential impact that de-priming or alternative measures would have on the A345 and other routes.
- It was suggested that liaison with SatNav developers could be a mechanism to reduce through traffic. Councillor Howard, commented that this had been considered by the working group, and that mapping overlays would take a long time to be updated.

Following discussion, Councillor Stuart Wheeler moved a motion which was seconded by Councillor Jerry Kunkler.

Decision

It was agreed that:

- 1. The report be noted and the Working Group be thanked for their hard work in undertaking the review.**
- 2. Pewsey Area Board acknowledges the problem of the high level of LGV traffic on the A338/A346 corridor and supports the principle of addressing the issue.**
- 3. Pewsey Area Board recommends to Cabinet that a full review of LGV traffic on the corridor be undertaken, to develop a range of solutions to protect the community from the impact of LGVs, which might include de-priming.**
- 4. Any such review should also consider the potential adverse impact of the solutions identified, particularly the risk of increased traffic on the A345.**

The Chairman called for a show of hands on the above motion, and the majority of those in attendance at the meeting supported the Board's decision.

Amesbury Area Board – 11 February 2010

A338 Working Group Report

The Chairman invited Councillor Charles Howard to present the report which had been produced by a working group supported by the Bourne Valley Alliance, and comprising representatives from the Tidworth, Pewsey, Marlborough and Bourne Valley areas.

The report considered several factors relating to the A338 / A346 corridor from Salisbury to Swindon:

- Volume of traffic – around 7,000 vehicles used the corridor daily, rising to 16,000 between Marlborough and the M4.
- Priority locations – such as bridges and towns, where the road was particularly narrow.
- Future increase in traffic – new Distribution Centres planned for Solstice Park and Andover Airfield were likely to increase Large Goods Vehicle (LGV) usage of the corridor.
- Accidents – The corridor had a higher than average accident rate, with 205 accidents in five years, resulting in 343 casualties (including 8 fatalities and 75 serious injuries).

The report had concluded that the corridor was unsuitable for the volume of traffic it currently sustained, in particular the volume of LGV traffic. This was impacting on the local area in terms of noise pollution, vibrations and air quality.

The Working Group had identified two options to reduce the impact of the volume of LGV traffic:

- Bypasses – Previous attempts to secure bypasses along the corridor had been unsuccessful, and costs were likely to make this option unviable. In addition, bypasses would encourage increased use of the corridor in the long term, which would only exacerbate the existing environmental and social impact.
- “De-priming” – The A338/A346 corridor currently formed part of the National Primary Route Network. As such, it was not possible to impose weight/width/length or night-time

restrictions on the roads. If the route were to be removed from the Primary Route Network, then such restrictions would be possible.

Councillor Howard advised that the Working Group's preferred option was to apply to the Department for Transport for the A338/A346 corridor to be de-primed, and that the Area Board's support for this approach was now sought. It was emphasised that further studies/consultation would be required prior to any restrictions being imposed.

The Chairman then invited comments and questions, and the following points were raised:

- Concern from Amesbury Town Councillors that the Working Group's report focused only on the north of the A303, and that a consequence of de-priming could be that traffic would be displaced through Amesbury.
- More work was needed to identify a route which would take lorries on to the A303 without detriment to Amesbury or Durrington.
- That an additional recommendation be included in the report, to change the height restriction on the St Thomas's Bridge, London Road, Salisbury.
- A suggestion that when lorries left the south coast, they could be diverted to the A30, A303, A34 and M40, instead of using the A338.

Allan Creedy (Transport and Development Manager) highlighted that the Amesbury Area Board was the third Board to consider the A338/A346 Working Group Report, and so far each Board had reached a different recommendation. Therefore it would be the job of the Cabinet to consider all recommendations and come to a conclusion.

Decision

(a) Noting the report and presentation from the A338 / A346 Working Group, the Amesbury Area Board considers that further work is needed (including to St Thomas's Bridge in Salisbury) to make the report's conclusions and recommendations a more viable proposition.

(b) Officers should be asked to give support and advice to the Working Group in carrying out the further work required.

(c) Relevant Wiltshire Councillors should be invited to work with the officers and Working Group on the further work requested.

Councillor Fred Westmoreland requested that his abstention from the above vote be recorded in the minutes.

The Chairman indicated that the Board would give this item further consideration.

Amesbury Area Board – 25 March 2010

Further Consideration of the A338 / A346 Working Group's Report

Councillor John Smale introduced the background to this issue, advising that the Working Group's report had recommended the "de-priming" of the A338 / A346 corridor from Laverstock roundabout in Salisbury, to the M4 Junction 15 near Swindon. This would allow for weight/width/length restrictions to be placed on the route, with a view to reducing Large Goods Vehicles (LGV) traffic along the route, in turn reducing the environmental impact of such traffic, and improving general safety at certain priority locations along the route. The decision whether to "de-prime" the route, was one for the Department for Transport (DfT) and the Working Group had sought the support of all four Area Boards along the route to request that Wiltshire Council apply to the DfT on that basis.

The Amesbury Area Board had considered this issue at its previous meeting on 11 February, where concern had been raised that de-priming the A338, would push traffic across onto the

A345 through Amesbury. The Area Board had resolved to give further consideration to the issue in consultation with officers and the Working Group. As a result of these further discussions, Councillor Smale proposed a motion, which was seconded by the Chairman. Comments and questions were then invited from the floor:

- Councillor Smale expressed the view that further consultation should be carried out with affected residents and with the freight industry, prior to any final decision by the Council to apply to the DfT for the corridor to be de-primed.
- It was noted that, at the meeting on 11 February, and following concerns that de-priming the A338 could see increased traffic on the A345 through Amesbury, reference had been made to the roadworks at Cholderton in the past year which had seen the A338 closed for three weeks. In relation to this, the view had been expressed that there had been no evidence, anecdotal or otherwise, to suggest any displacement of traffic onto the A345 as a result of the temporary closure of the A338, and so this could indicate that de-priming the A338 would not have an excessive impact on the A345. However, the contrary view was also expressed, that the A345 had seen increased traffic due to the works at Cholderton.
- In addition, it was also noted that concern had been raised at the meeting on 11 February 2010 regarding the location for the Area Board meeting. It was suggested that it would have been helpful to hold the meeting in a venue on the route in question, to encourage affected residents to attend.
- Councillor Smale explained that if an application were to be made for the de-priming of the route, then an alternative route would be required. The A30 was considered to be the best solution, although this would require works to the St Thomas' Bridge in Salisbury, which currently was not suitable for use by LGVs.
- Councillor Charles Howard, representing the Collingbournes and Netheravon division, and a member of the A338/A346 Working Group, commented that the full report was available on the Collingbourne Ducis Parish Council website.

Decision

- 1. The Amesbury Area Board supports the conclusions and recommendations of the A338 / A346 Working Group report with the following caveats:**
 - a. The report's conclusions relating to the de-priming between Marlborough and Shipton Bellinger be fully supported; and**
 - b. The A30 be proposed as a possible alternative route to the south of the A303, subject to any required works to the St Thomas' Bridge, which could partially be funded by Section 106 monies.**
- 2. The Amesbury Area Board recommends to Cabinet that Wiltshire Council makes an application to the Department for Transport for the corridor road to be de-primed, subject to further work being carried out by officers and full consultation with all relevant stakeholders.**

Marlborough Area Board – 13 April 2010 – DRAFT MINUTE

A338/A346 Working Group

Cllr Charles Howard, presented the findings of the A338/A346 Working Group. The Area Board was asked to consider a recommendation that Wiltshire Council submit an application to the Department for Transport that the A338 / A346 corridor be de-primed and for restrictions then to be placed on the A338 and other north/south roads such as the A345.

Decision

- **The Marlborough Area Board notes the report and thanks the Working Group for its hard work.**
- **The Marlborough Area Board supports the conclusion of the report and recommends that the Council apply to the Department for Transport for the de-priming of the A338/A346 corridor.**