

**Environmental Services**  
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# Report

**Subject:** Revised Air Quality Management Area- Central Salisbury, London Road & Wilton Road.

**Report to:** City Area Committee

**Date:** 2<sup>nd</sup> October 2007

**Author:** Gary Tomsett, Environmental Health Officer.

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## 1. Report Summary:

1.1. Five Air Quality management Areas were declared in 2001 in the city centre in respect of failures to meet the annual mean objective for nitrogen dioxide set out in the national air quality strategy and associated air quality regulations. The focus of concern was private car transport and an Air Quality Action Plan was formulated based upon the Salisbury Transport Plan. Initially levels of nitrogen dioxide fell. However following the excessively hot summer in 2003 levels began to rise and air quality has continued to deteriorate in the city centre. Emissions from HGVs are of particular concern at present. The council is obliged to declare AQMA(s) where an objective is or is likely to be exceeded in December 2010. This report recommends the expansion of the Air Quality Management Areas into one large area covering the city centre and two smaller ones covering London road at St Marks roundabout and Wilton road at St Paul's roundabout. A draft Air Quality Action Plan will be presented to committee in due course.

## 2. Background:

2.1. The Environment Act 1995 placed a duty on Local authorities to carry out an annual review and assessment of local air quality. Section 82(3) of the Act requires local authorities to identify those parts of its area where prescribed air quality objectives will not be met by the relevant year and by order to designate these areas Air Quality Management Areas. (AQMA's).

2.2. To date five Air Quality Management Areas have been declared in Salisbury. These are

- Brown Street
- Milford Street
- Minster Street
- Exeter Street
- Upper end of Fisherton Street.



Awarded in:  
Housing Services  
Waste and Recycling Services



- 2.3 The cause of the exceedance in nitrogen dioxide in 2000 was identified as road traffic and an Air Quality Action Plan was formulated based upon the Salisbury Transport Plan as the major transport initiative already in place at the time. Initially trends in nitrogen dioxide were downward however, in recent years an upward trend has been established. Levels have been particularly high during hotter dryer summers and mild winters. In addition there appears to be an impact on levels caused by changes in emissions from HGV's. Changes to Euro III specification for engines have resolved problems with emissions of fine particulates but at the same time increased direct emissions of nitrogen dioxide. (Air Quality Expert Group, Trends in Primary nitrogen Dioxide in the UK DEFRA 2006).
- 2.4 Salisbury is not the only city to find itself in this position. Many of the historic cities including Oxford, York, Cambridge and Winchester are experiencing similar problems.
- 2.5 The latest report on Air Quality in Salisbury was published at the end of April 2007. It recommended extending the areas covered by the exiting Air Quality Management Areas. The exceedences are on the main traffic routes through the city. There are two other exceedences on London Road/ St Marks Road where they meet St Marks Roundabout and Wilton Road.

### **3. Nitrogen Dioxide: :**

- 3.1 Nitrogen dioxide is a product of the combustion of fossil fuels. The primary source in Salisbury is from Vehicle exhausts.
- 3.2 Nitrogen dioxide has been linked with the aggravation of respiratory illness in vulnerable people. Incidents of mortality have been noted as increasing during periods of poor air quality.

### **4. Air Quality Management Area Options.**

- 4.1 There are three main options for the physical boundaries of the Air Quality Management Areas in central Salisbury. These are:
- The smallest possible area, i.e. only the area where the standard fails.
  - A slightly larger area, following physical boundaries such as property or fence lines.
  - A much larger area, e.g. the whole of the city centre inside the ring road.
- 4.2 The thought process when the first AQMAs were initially recommended was to define them over a small area and discharge them individually as levels of nitrogen dioxide in each area fell. However levels have risen and this has resulted in an increasing number of hot spots of elevated nitrogen dioxide requiring attention. A co-ordinated approach is needed. It is recommended that an order be made for the whole of the city centre inside the ring road to promote a consistent approach. This was supported by the results of the public consultation.
- 4.3 Separate orders are recommended for London Road/ St Marks Road and Wilton Road as these form the A30 and A36 primary routes and may require separate measures. Any Action Plan will also have to involve the Highways Agency.

### **5. Consultation Undertaken:**

- 5.1 A public consultation exercise was undertaken. The full report has been placed on the Air Quality page of the council's website. The report in full was sent to partners such as Wiltshire County Council Transport Planning Department, major employers such as Friends Provident and local interest groups such as Friends of the Earth.
- 5.2 A leaflet with short questionnaire and prepaid tear off section was designed and sent out to all residents and businesses. The Leaflets were also distributed to area offices local libraries and parish councils. The public consultation closed on the 31<sup>st</sup> August 2007

5.3. The results are attached.

## 6. Air Quality Action Plan.

6.1. An Air Quality Action Plan which must be drawn up within approximately 12 months period. The date for compliance is drawing near and therefore partners including officers from the Joint Transportation Section, Wiltshire County Council Transport Planning and the City Centre Manager have already met to be briefed on the report and to begin considering potential measures. Further traffic data is required and modelling is being carried out to quantify the actual reduction in traffic required to bring about compliance with the objective. The draft Air Quality Action Plan will be subject to consultation and a report to a future committee.

## 7. The Orders.

7.1. Draft orders for the city centre, Wilton Road and London Road/ St Marks Road areas are attached.

## 8. Recommendation(s):

8.1. It is recommended that, subject to the agreement of the City Area Committee, the committee exercises its power conferred by the Environment Act Section 83(1) to make the orders designating air quality management areas in the following areas and as defined in the attached draft orders and revoke the existing orders for the city centre which are superseded by the new order for the city centre.

## 9. Background Papers:

Detailed Assessment of Air Quality in Salisbury April 2007,

(available on the council website via, Living in south Wiltshire/ Your Environment/ Air Quality/ How We Monitor Air Quality)

Air Quality Expert Panel report on Trends in Nitrogen in Primary Nitrogen Dioxide in The UK, Draft report August 2006  
DEFRA, Scottish Executive, Welsh Assembly and DoE N Ireland.

(available via [www.defra.gov.uk/environment](http://www.defra.gov.uk/environment))

## 10. Implications:

You must complete the following:

- **Financial:** : There are no financial implications for making an order. Environmental Services have no legal powers to bring about changes in the road network. We will be working with our partners at the Highways Agency and Wiltshire County Council Transport Planners in order to develop an action plan. Costs to date for transport schemes have been funded by WCC or through Government initiated schemes.
- **Legal:** The Environment Act 1995 Section 83 places a duty on local authorities to designate as air quality management areas those parts of its district identified as failing air quality objectives. The power to make the order is conferred on Salisbury District Council and has not been delegated to the Head of Environmental Services
- **Human Rights:** None
- **Personnel:** None.
- **Community Safety:** None.
- **Environmental:** Air Quality is a key indicator of sustainability and quality of life. Air Quality in Salisbury is affected primarily by road traffic.

- **ICT:** None.
- **Council's Core Values:** Reducing traffic congestion in Salisbury and improving public transport, Creating a better place to live. Excellent Service, A thriving Economy.
- **Wards Affected:** All city wards are potentially affected.

**SALISBURY DISTRICT COUNCIL.**

**THE SALISBURY DISTRICT AIR QUALITY MANAGEMENT  
AREA ORDER 2007-XX-XX**

**SECTION 83(1) ENVIRONMENT ACT 1995**

**ORDER DESIGNATING AN AIR QUALITY MANAGEMENT AREA**

Whereas the Salisbury District Council (“the Council”) is satisfied that as a result of its air quality review and assessment dated **xx October 2007** the air quality objective for nitrogen dioxide (annual mean) is not likely to be achieved by the relevant dates prescribed by the Air Quality (England) Regulations 2000 as amended in the area described below.

The Council, in exercise of the powers conferred on it by section 83 (1) of the Environment Act 1995 HEREBY ORDERS THAT:

- 1 The area edged in blue on the attached map shall be designated as an Air Quality Management Area, to be known as **Salisbury Air Quality Management Area (City Centre)**.
- 2 The Air Quality Management Area will be an air quality management area in relation to nitrogen dioxide only
- 3 The order may be cited as Salisbury Air Quality Management Area (City Centre).
- 4 The order shall come into force on **XX October 2007** and shall remain in force until varied or revoked by a subsequent Order in accordance with section 83(2) of the Environment Act 1995.

**THE COMMON SEAL OF SALISBURY**

DISTRICT COUNCIL WAS HERETO  
AFFIXED ON THE.....  
2007 IN THE PRESENCE OF:

Solicitor to the Council.

**SALISBURY DISTRICT COUNCIL.**

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The Council, in exercise of the powers conferred on it by section 83 (1) of the Environment Act 1995 HEREBY ORDERS THAT:

- 1 The area edged in blue on the attached map shall be designated as an Air Quality Management Area, to be known as **Salisbury Air Quality Management Area (London Road)**.
- 2 The Air Quality Management Area will be an air quality management area in relation to nitrogen dioxide only
- 3 The order may be cited as Salisbury Air Quality Management Area (London Road).
- 4 The order shall come into force on **XX October 2007** and shall remain in force until varied or revoked by a subsequent Order in accordance with section 83(2) of the Environment Act 1995.

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The Council, in exercise of the powers conferred on it by section 83 (1) of the Environment Act 1995 HEREBY ORDERS THAT:

- 1 The area edged in blue on the attached map shall be designated as an Air Quality Management Area, to be known as **Salisbury Air Quality Management Area (Wilton Road)**.
- 2 The Air Quality Management Area will be an air quality management area in relation to nitrogen dioxide only
- 3 The order may be cited as Salisbury Air Quality Management Area (Wilton Road).
- 4 The order shall come into force on **XX October 2007** and shall remain in force until varied or revoked by a subsequent Order in accordance with section 83(2) of the Environment Act 1995.

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## Results of Air Quality Review & Assessment Public consultation.

**Q: Do you think the council should give a high priority to improving local air quality?**

Yes	No	Don't Know
80.1%	16.6%	3.3%

**Q: Do you think the following measures should be included in the council's air quality action plan?**

Measures to be included in action plan?	Yes %	No %	Don't Know %
Road user charging	17.90	69.10	13.00
Improved Public Transport	83.60	11.4	5
Low Emission Zones	67.80	25.6	6.6
Roadside emission testing	71.10	21.4	7.5%
More pedestrianisation	72.70	23	4.3
Improved walking/ cycling networks	85.30	10.5	4.2
Permanent parking restrictions	47.10	38.9	14

**Q: Where do you think and Air Quality management Area should be declared?**

An AQMA should be declared?	Yes %	No %
Central Salisbury	88.1	11.9
Salisbury ring road	78.4	21.6
Wilton Road	70.3	29.7
London Road	63.6	36.4

**Q: Would you prefer to see the AQMA to cover the:**

Boundaries of the AQMA?	%
Smallest possible area	21.5
Slightly larger area	16.1
large area, whole of city centre	62.4



## **Summary of written comments.**

### **Road related comments**

- Stop "rat runs" e.g. along Gigant Street!
- Prohibit HGV's from using 'city' centre roads as short cuts
- One way in one way out of city i.e. in Castle Street out Fisherton Street
- Ban heavy vehicles within central Salisbury (except into ring road), in conjunction with change of use of Churchfield's.
- No Vehicles! Improve traffic flow on ring road; abolish all city centre car parks except central, construct ring road.
- The reason for any pollution is because most of the time driving through Salisbury is spent stationary without anyone going anywhere. Get traffic moving. Get rid of most traffic lights and get competent people to organise the road system
- Remove traffic lights at roundabout Wilton Rd & London Rd would sort 2/3 of the problem
- Remove traffic lights at roundabouts
- Stop new housing development adjacent to ring road or roundabouts
- Do away with the traffic lights on Bridge street it just cause congestion
- New St Mill road. Crane Bridge road, Churchfield's road, should be monitored. Heavy polluted by HGV's

### **Parking related comments**

- Clear cars out of the market place.
- Subsidised park & ride tickets for all workers within "green" area on map
- Free park & ride and reduce parking spaces in city
- More park & ride facilities
- Make zone A parking for residents only
- Greatly reduce park & ride charges, increase city parking fees
- Electric buses - park & ride
- Put up parking charge
- Parking restrictions should EXCLUDE residents and business owners. SDC staff should use park and ride to set example.
- Don't charge low emission vehicles.
- Make park & ride more desirable - or compulsory. More traffic free areas.
- Reduce park & ride buses into centre and allow traffic to flow
- Compulsory park & ride for able bodied city workers & students / schoolchildren
- Stop advertising parking space availability alongside park & ride!
- Improve access to car parks & signage
- I think you should make parking easier & cheaper & bring business back to Salisbury

### **Emission & Fuel.**

- Green - fuel council vehicles of all varieties
- Do something soon. When I walk home from Blue Boar St to top Winchester St I am choked with fumes.
- Reducing speed heightens pollution

- Pay attention to emissions from the railway (diesel & coal smoke) between Castle
- Low emission zones - Good idea but impractical as to how to enforce it?!
- Council's own vehicles to be run on fully 'environmentally friendly' fuels.
- Trade will low emission zones stop traders from having deliveries? Salisbury must trade.
- Switch off engines of stationary buses
- Buses with low emissions & switch off engines when not going anywhere
- Reduce speed limits in stages until national pollutant level is met
- A smoking free area within the city centre.
- Extend speed limit reduction progressively until national nitrogen dioxide standard is met
- Coaches must not stop or leave their engines running in St John Street.

### **Enforcement related**

- Compulsory shutting off of engines when vehicle stationary for more than 1/2 minutes
- Prosecute infringement of traffic speed limits.
- Better monitoring of traffic speed on Churchill Way
- Ban unloading in Central Salisbury between 7.00am & 7.00pm
- Enforce 20mph speed limit
- Speed cameras in city centre - even buses do 40mph
- Vehicles without road fund tax should be taken off the road
- Impose 20mph limits- speeds in some areas (Brown Street) reach 60-70mph
- Road user charging discriminates against poorer people - start banning all cars in city centre
- Prohibiting heavy lorries - 40 tonnes and car transporters from entering the city at all
- FULLY implementing 20 MPH speed limit & coaches switching off engines
- Ban HGV / Commercial vehicles from city between 7am & 6pm
- Zero tolerance campaign for car & cycle regulation e.g., 20mph speed limit, parking on pavements, cycling on pavements.
- Enforce 20mph speed limit & improve cycle facilities (e.g., Southampton & Wilton road).
- We live in SP2 - Parking zone b & would plead for 24/7 parking restriction.
- 'Ambassadors' to be more helpful & intelligent
- Ring road way outside Salisbury for heavy vehicles to divert city. Keep trees & green spaces to help natural clean air.
- Prohibit coaches leaving engines running (for heating / air conditioning purposes). Severely restrict use of patio heaters
- Random stop / check of city centre purpose of journey
- 25 mph limit on the ring road
- Banning all lorries / except delivering from town centre
- Enforce!! 20 Mph in city centre - present situation a joke.
- Lower any speed limits e.g. on ring road etc in stages to meet national emissions standard
- Ban private vehicles in city centre (except for residents only).
- HGV restrictions- weight restriction to city centre. more speed traps-20mph
- Brown St needs enforcement of speed limit (20mph!!!) a joke: Abuse of signs & traffic lights / hatched area at Ivy street / Trinity Street.

### **Churchfield's Industrial Estate.**

- Close the Churchfield's Industrial Estate and it will cut traffic going through city considerably
- Stopping commercial traffic for Churchfield's coming through city centre.
- Crane Bridge road and car park get bad from cars & lorries - Churchfield's industrial estate.
- Re-locate Churchfield's so that lorries are not in the city centre.
- Close Churchill estate lorries out of the centre & the nut is cracked.
- Stop large lorries from using the city centre as through way from Churchfield's
- A new road into Churchfield's so that large vehicles do not come into city centre.

### **By pass/ road schemes.**

- By pass for Salisbury would solve this and other problems
- Build a by-pass and use the Churchill Way as the City relief road as originally intended
- Build the Salisbury By-pass
- Build a by-pass and get rid of all polluting transport
- Churchfield's relief road so goods traffic stays out of centre
- Build a proper ring road
- Build the By-pass, it is the only way to tackle the problem and get results
- Get the traffic out of town by building a bypass.
- New ring road diverting through traffic
- Build bypass & electric tram network. Council continues to allow residential building in centre & therefore actively encourages more cars!! Build bypass and tram network. Stop wasting money on glossy leaflets & improve public transport.
- A bypass to remove traffic from city centre.
- Many more speed bumps '20mph' painted on roads
- Remove speed bumps but enforce 20mph speed limit in city centre
- Salisbury bypass to greatly reduce traffic into the city
- The ultimate solution is a bypass for Salisbury - Work towards it!
- Bypass keeping transport lorries and heavy traffic away from the city
- Centrally controlled traffic lights to speed up jams.
- Traffic light sequencing. When lights out on bypass traffic is free - (no jams) eg, Wilton rd & St Marks and Castle street
- New ring road
- Build the bypass!!!
- What about a bypass?
- Regular affordable public transport and a Salisbury by-pass
- A bypass would solve a lot of the problems.
- Build the bypass
- Churchfield's bridge bypass to take through traffic out of town
- Bypass
- We need a proper by-pass & the Stonehenge tunnel! (To stop A303 blockage)
- Consider the London relief ring road, which has been talked about for over 50 years!
- Through traffic via Churchill way causes the air pollution and should be diverted to a Salisbury by-pass

- We need a bypass to stop pollution in city centre
- Build a bypass and solve the problem
- 1) Bypass! 2) Improve traffic flow, better layout of one ways round city centre
- A new ring road. City streets should be for resident parking only

#### **Modal.**

- Replace city centre traffic with a tram system - clean & tourists will love it.
- Get rid of all diesel buses and ring up Auckland city council in New Zealand and ask about their electric buses
- 'Clean' public transport in city
- Cyclists & motorised wheelchairs' are a danger to pedestrians on narrow footpaths and should be restricted.
- Free loan bicycles
- Make public transport affordable
- Proper cycle routes to Wilton & Alderbury
- I think there should be a continual tram (electric) service every 10 mins from the p & ride around town. Something that is not a coach but quicker & easier to get on & off.
- Bus & taxi access only to new canal. Pedestrian area
- The city is the perfect size for pedestrians & cyclists You have to let (essential) traffic round the edge of the city
- More pedestrianisation - a whole system, not half

#### **Council Offices**

- Build council offices at a park and ride and keep all staff and visitors out of the town
- Relocate council out of centre.

#### **Public transport.**

- Removal of buses / coaches from city centre - use old coach station as a bus / coach station.
- Subsidise public transport
- Cheaper public transport.
- Cheaper / improved / more frequent public transport especially rural areas. More bus lanes
- Cheaper public transport. Improve traffic flow by reducing available roads in central area.

#### **Miscellaneous.**

- Before restricting motorists further you need to implement alternative measures first otherwise business will suffer even more than it has done already
- Street cleaning: hosing down pavements regularly
- Do all you can to protect our health and the Cathedral stonework
- Go for the whole larger area and enforce it. Doing part only is a waste of time and money
- Out of town delivering depots for large vehicles. Council run delivery from there to either shops or buyer's houses.

- Improve public transport - Good already! Spend money on noise pollution, resurfacing ring road & others in red on map { on leaflet} with Low noise tarmac.
- Churchfield's road and top end of Mill road should also be included
- Waste of the time the council will do what it wants & ignore what the public suggest. If the bypass had been built years ago this would not be such a problem now.
- Recognition that traffic in 2007 is the lifeblood of the city for personal & business reasons
- More restrictions on later - night drinking to improve visual, noise and sensory quality
- Please take this issue seriously and do not be put off by the motor lobby!. Salisbury's environment would be infinitely improved if fewer cars were allowed to come to the city centre
- Stop household burning of coal & wood on fires & stop bonfires
- Please leave all the trees at roadsides they clean the air for you for free
- Why not implement pp110 & 111 of the first Salisbury transport plan?