

## **13) Future of A303 Across Wiltshire**

A Presentation to  
South West Wiltshire Area Board

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## **Future of A303 Across Wiltshire**

- Wiltshire Council has been promoting improvements to A 303 in Partnership with Devon and Somerset County Councils since 2012.
- Objective is to encourage economic growth and improve resilience of transport links to South West.
- The initiative is now supported by many Local Authorities and all Local Enterprise Partnerships in the South West

## ***Future of A303 Across Wiltshire***

- Meetings have been held with many stakeholders to raise awareness.
- In 2013 a prospectus was produced by Wiltshire, Somerset and Devon to make the case for improvements to A303.
- In 2013 government announced a feasibility study looking at the whole route.

## **A303 Corridor Improvement Programme** (including the A358 and A30)

### **Outline economic case and proposed next steps**

April 2013



West of the South West  
Local Enterprise Partnership



Wiltshire Council  
Where everybody matters

Devon  
County Council

# Wiltshire Council

Where everybody matters

*This campaign is supported by: Cornwall Council, Plymouth Council, Torbay Council, CBI, Cornwall & Isles of Scilly LEP, Devon and Somerset Fire & Rescue Service,*

## Summary

Somerset County Council and its partners including the Heart of the South West LEP, Devon County Council and Wiltshire Council in consultation with the Highways Agency have been developing an investment case to significantly improve the A303/A358/A30 road corridor between Amesbury, Taunton and Honiton.

### Economic growth

The catalyst for this work has been the national desire to consider infrastructure projects that stimulate local economic growth. The South West economies of Wiltshire, Somerset, Dorset, Devon and Cornwall contribute proportionately less to the UK economy than other regions as measured by GVA per head. Our wages are below the average for the whole South West. South West LEPs and the CBI consider that we have a unique opportunity to contribute more to the national economy by releasing the untapped potential in the South West economy through investment in this vital piece of strategic infrastructure.

### Route importance & resilience

Together with the M3 and A30, the A303 makes up one of the main routes from London to South West England. Despite being a primary route to and from South West England and a European TEN-T route, the corridor is frequently congested and viewed by businesses as highly unreliable. Congestion is frequently reported throughout the year on the route's single carriageway sections. This is undoubtedly a contributory factor to reduced business productivity levels along the route compared to areas along the M4/M5 corridor, which perform notably better in economic terms.

## Our proposal

Our proposal involves improving the route to a dual carriageway standard with early improvements to three single carriageway sections which offer good value for money as stand-alone investments. In the longer term there is a need to deliver capacity improvements to key junctions along the route. The aim being the provision of a consistent standard along the whole route.

### Key outcomes

**The scheme will:**

- Generate 21,400 jobs;
- Generate £41.6bn to the economy (GVA);
- Provide transport benefits of £1.9bn due to a reduction in journey times, congestion and delays;
- Provide good value for money when considering travel time, operating cost and safety benefits compared to scheme costs, with many sections of the scheme providing high value for money as early phases of delivery;
- Generate employment related economic impacts of £7.2bn;
- Increase visitor expenditure by £8.6bn per year;
- Improve transport resilience to cope with incidents and during flooding;
- Save an anticipated 1807 fatal or serious casualties over 60 years;
- Reduce carbon emissions by 9%

*(Parsons Brinckerhoff A303 A358 A30 Corridor Improvement Programme Economic Impact Study)*

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## Scheme plan

Section	Improvement Type	Improvement Length (km)	Cost (£m (2011))	Delivery priority
1	Major on-line dual carriageway improvements including improvements to Southfields Roundabout, Ashby Junction, Broadway Junction, and improvements to M5 Junction	25	£27m	1
2	On-line dual carriageway	12	£10m	2
3	Four on-line dual carriageway and associated junction improvements	13	£15m	3
4	Minor on-line capacity improvements and junction improvements	2	£2m	4
5	Junction improvements	14	£24m	5
6	On-line dual carriageway	8	£3m	6
7	On-line dual carriageway and associated junction improvements	10	£10m	7
8	On-line dual carriageway	12	£8m	8
9	On-line dual carriageway	10	£10m	9
10	On-line dual carriageway	12	£10m	10

**Improvement Sections**

- A303 Amesbury to Devizes (2 lanes)
- A303 Devizes to Devizes Corner
- A303 Devizes (Devizes to M5)
- A303 Devizes to Devizes
- Devizes B junction
- Devizes Roundabout
- A303 Devizes to South West (Devizes to M5)
- A303 Devizes to M5 Junction 20
- A303 Devizes to Honiton
- Devizes to Honiton

**Legend:**  
— Local LEP projects  
— Locally Significant Route  
— Improvement Section  
— Milestone

Devon & Cornwall Police, South Western Ambulance Trust, Eden Project, Agusta Westland, RAC Foundation, SW Chambers of Commerce, Fleet Air Arm Museum

### ***A303 Improvements – 2014 Study***

- Following 2013 Spending Review, Government announced that it will identify and fund solutions to tackle some of the most notorious and long-standing road hot spots in the country by conducting 6 feasibility studies:
  - The A27 corridor (incl. Arundel and Worthing)
  - The A303/A30/A358 corridor
  - The A1 North of Newcastle
  - The A1 Newcastle-Gateshead Western Bypass
  - Trans-Pennine routes
  - The A47 corridor
- Studies progressed alongside the Highways Agency's Route Strategy programme.
- Outcomes inform future roads investment decisions as part of the Roads Investment Strategy development process.

### ***A303 Improvements – 2014 Study***

- **Study Aim:** to identify the opportunities and understand the case for future investment solutions on the A303/A30/A358 corridor that are deliverable, affordable and offer value for money.

## **A303 Improvements – 2014 Study**

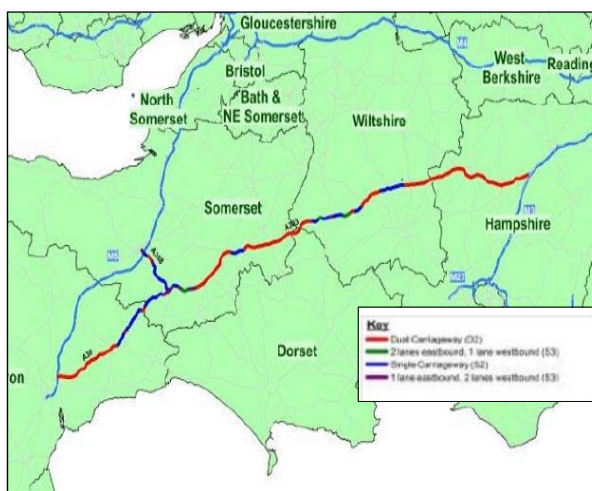
<b>Stage 1</b>	Review of evidence and identification of problems along the corridor	Complete by <b>end of March 2014</b>
<b>Stage 2</b>	Work to finalise the range of infrastructure proposals that could address the problems along the corridor	Complete by <b>end of July 2014</b>
<b>Stage 3</b>	Work to assess the affordability, value for money and deliverability of prioritised infrastructure proposals	Complete by <b>autumn 2014</b>

## **A303 Improvements – 2014 Study**

- Improvements to A303 considered over many decades
- 2002 - London to South West and South Wales Multi-Modal Study (SWARMMS).
- 2007 - The cancellation of the Amesbury to Berwick Down Scheme (Stonehenge) - the SWARMMS strategy could no longer be pursued
- 2011 - A303 Working Group established
- 2013 - A303 Working Group presented findings, resulted in A303 Scoping Study
  - Following the 2013 Spending Review Government announced that it would identify and fund solutions to tackle some of the country's most notorious hotspots.
- 2014 - January: Initial Stakeholder Meeting
  - April: Scope Finalised

## ***A303 Improvements – 2014 Study***

- Part of HA SRN (except A358)
- Part of TEN-T network
- Strategic importance to access South West
- 195 km
- 63% Dualled, 37% Single carriageway
- Speed limits 30 – 70mph
- Strategic and local function
- Route Usage
  - Business
  - commute
  - other
  - leisure
- HGV proportion 8-11%
- High seasonal impact



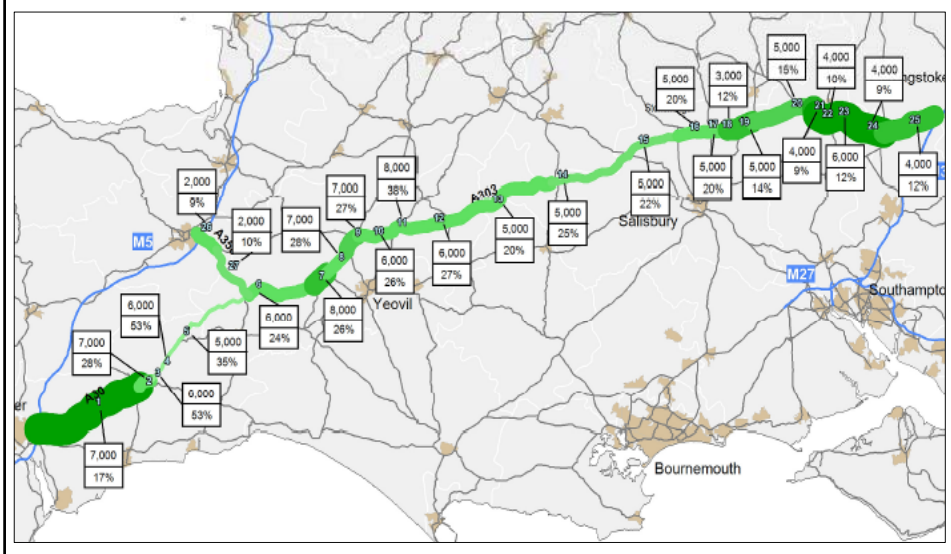
## ***A303 Improvements – 2014 Study***

- Considered following factors/measures of performance
  - Traffic Flow
  - Congestion and “**Stress**”
  - Journey Time Reliability
  - Safety
  - Environmental considerations
- Comprehensive robust and current data used derived from HA, DfT, Defra and Local Authority sources.

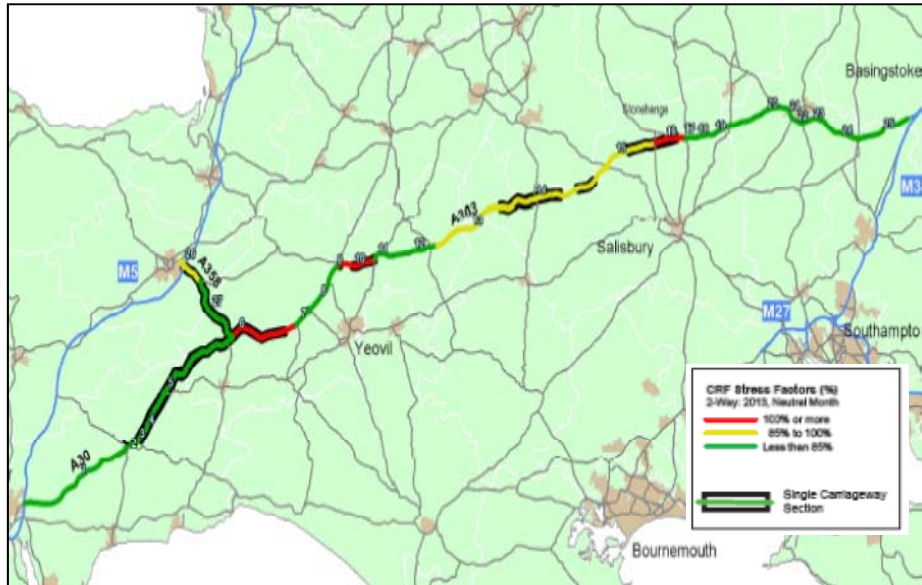
### Current Average Daily Traffic Flows (October 2013)



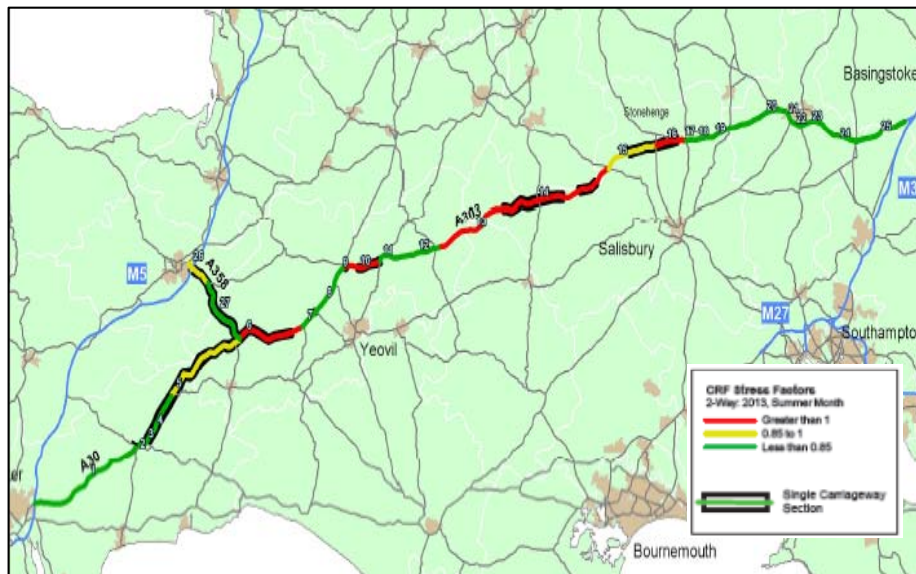
### 2013 Summer Additional Traffic (to October Average)



### Current 2013 Neutral Month Stress



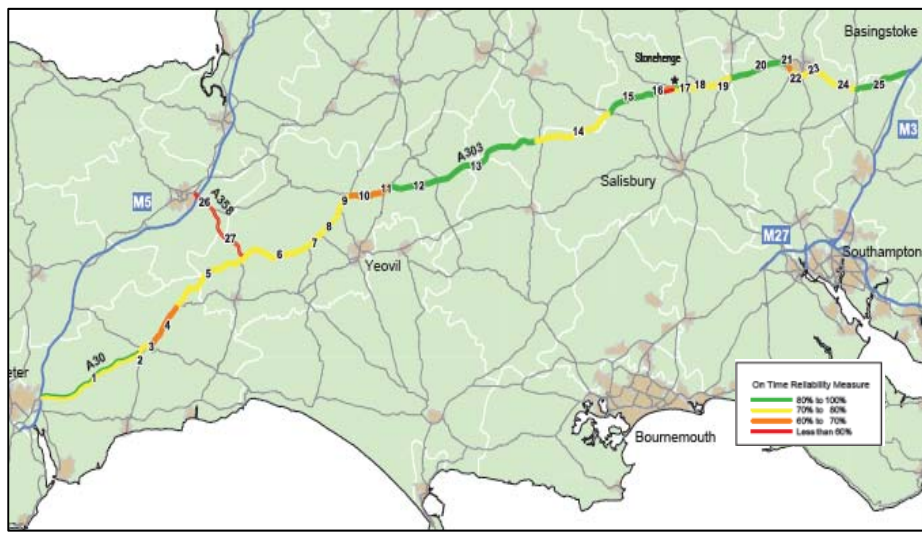
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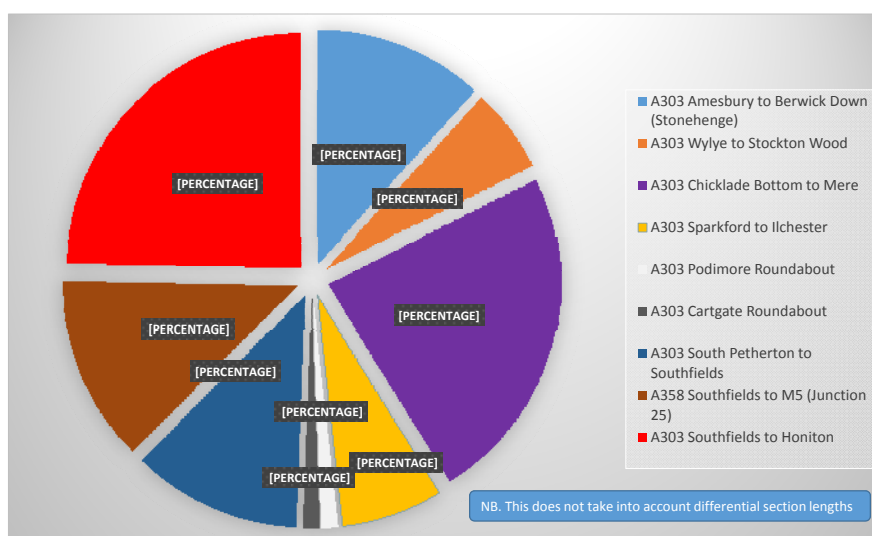


## Journey Time Reliability

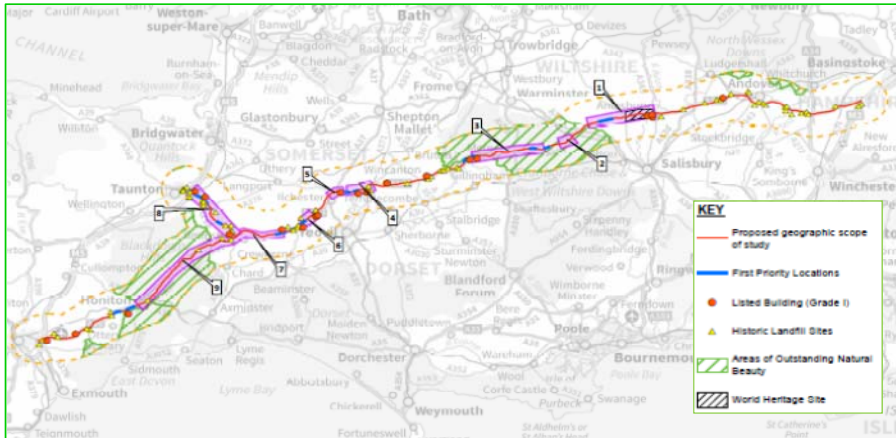
Based on HA On Time Reliability Measure against a historic reference travel time.



## Fatal and Serious Accident Locations: Unimproved Sections



## Environmental Key Considerations



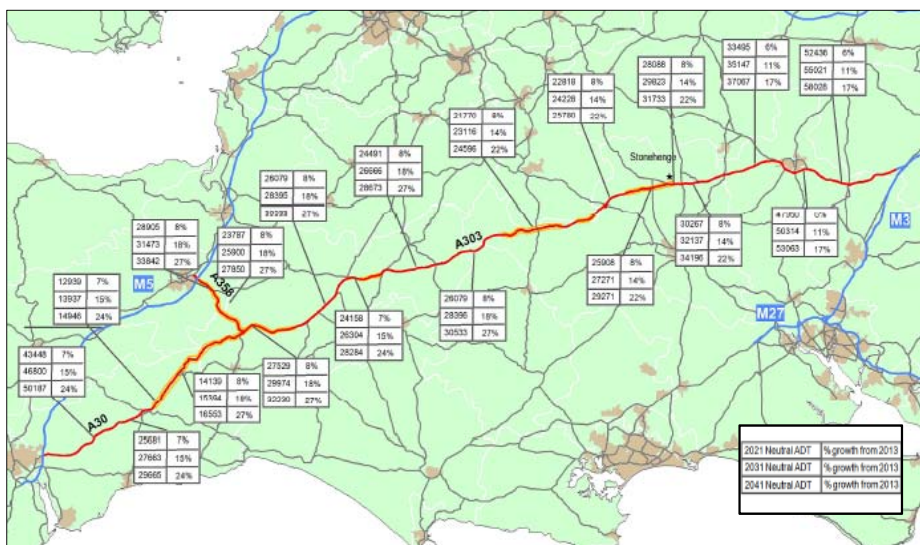
### Cultural Heritage

- Stonehenge WHS
- Noise**
- 23 First Priority Locations

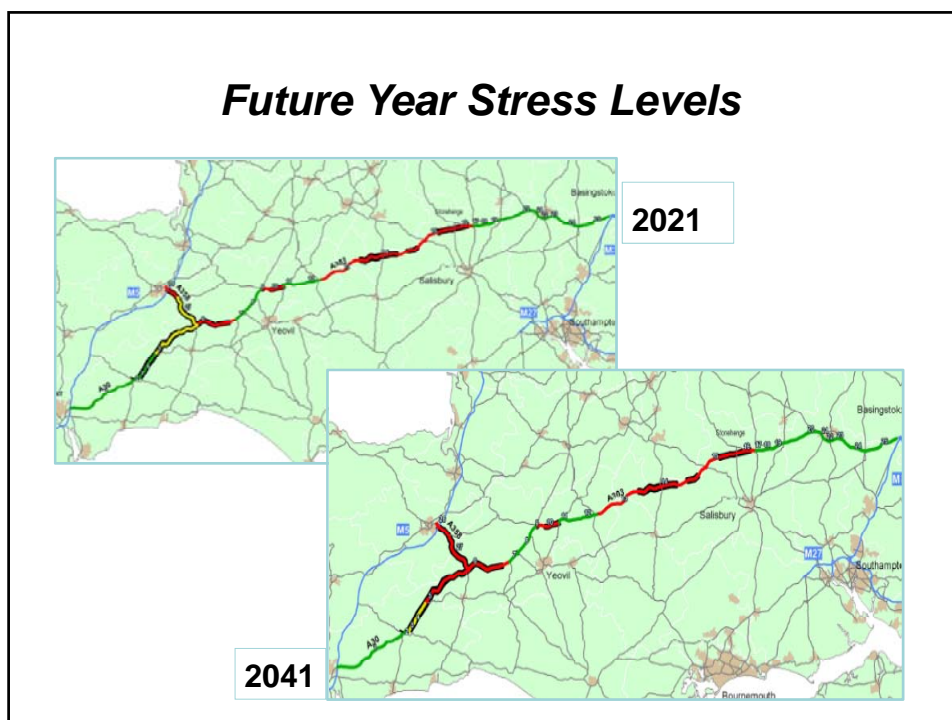
### Landscape and Biodiversity associated with AONBs at

- Cranborne Chase and West Wiltshire Downs
- Blackdown Hills

## Future Traffic Flow Growth



## ***Future Year Stress Levels***



## ***Evidenced Need for Intervention***

- Stage 1 has examined route conditions based on congestion, journey times, safety and environmental considerations.
- Clearly the single carriageway sections experience the worst conditions
- Building on the growth agenda for the region conditions will deteriorate
- The following key sections have initially been identified for further investigation in Stage 2:
  - Amesbury to Berwick Down
  - Chicklade Bottom to Mere
  - Sparkford to Ilchester
  - South Petherton to Southfields
  - Southfields to Honiton
- Traffic modelling will fine tune the assessment of impacts and solutions
- No definitive solution for sections identified