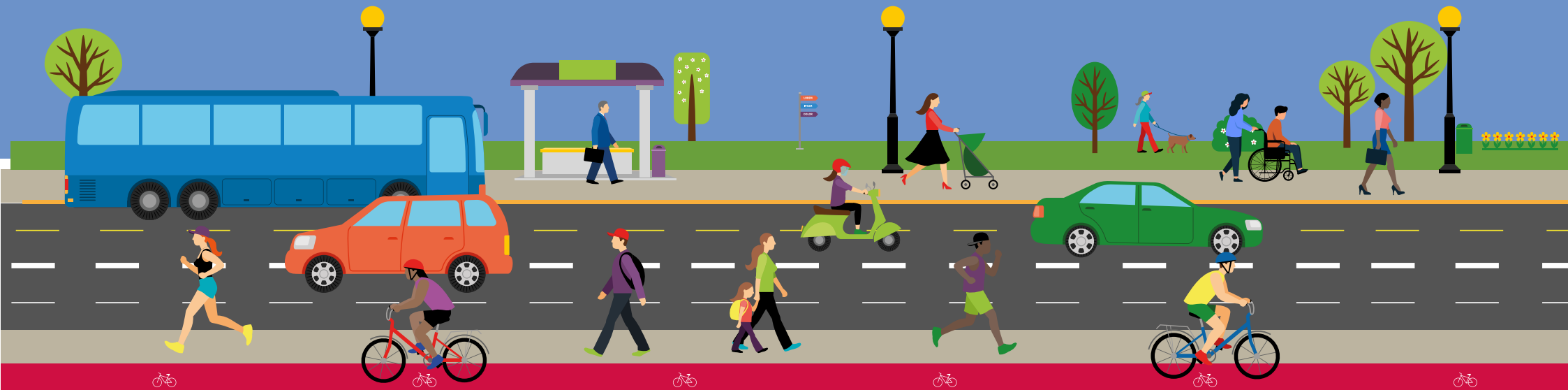


# Salisbury junction improvements

## Public consultation

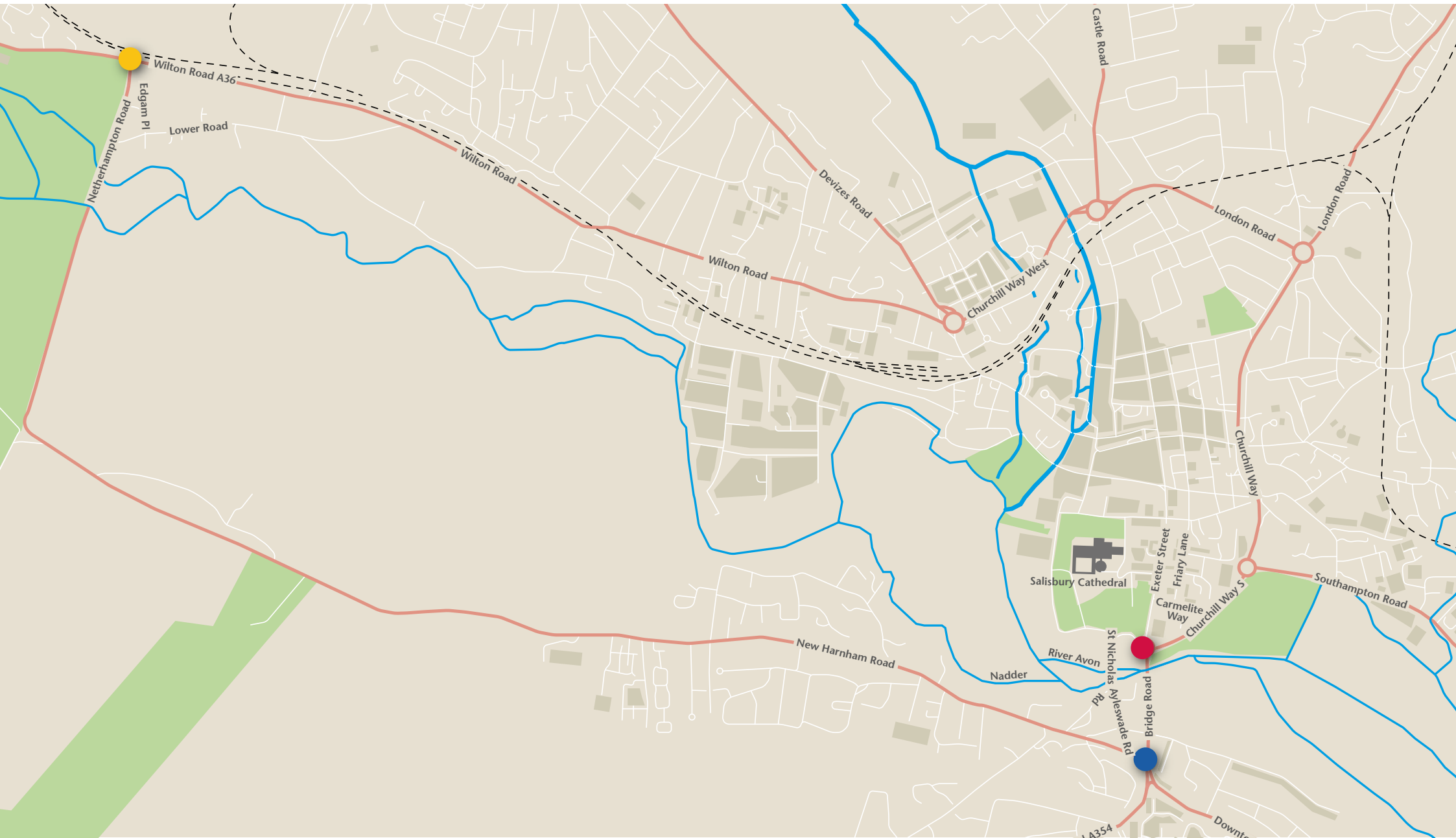


*Keeping Salisbury moving safely*

● Exeter Street roundabout

● Harnham Gyratry

● Park Wall junction



## 1. Introduction

Wiltshire Council is proposing to improve three key junctions around Salisbury – Exeter Street Roundabout, Harnham Gyratory and Park Wall Junction – for cyclists, pedestrians and motor vehicles.

All three junctions are on the Major Road Network, which are major roads that are managed and maintained by Wiltshire Council. Park Wall Junction is also on the Strategic Road Network, which is managed by Highways England. All three are key junctions on the route from the A36 and Salisbury to Bournemouth, Poole and the south coast.

The junctions are also important for local movements into and around the city, especially for trips between Harnham, Wilton, Salisbury District Hospital and the city centre.

The project aims to improve journey times and reduce queues for motor vehicles, while at the same time improving cycling and walking facilities on key routes to and from the city centre.





## 2. WHY improve the junctions?

All three junctions frequently experience traffic congestion and delays at peak times, and this will only get worse with future traffic growth. The routes suffer from slow moving traffic and are sensitive to disruption and incidents. There are often journey time delays and poor reliability.

The junctions are all on key walking and cycling routes, including between the city and the hospital and residential areas, but facilities for walking and cycling at the junctions are poor at present.



Park Wall Junction



Harnham Gyratory

The council has secured funding from the Department for Transport (DfT) for the development of proposals to improve these junctions on the Major Road Network and to prepare an Outline Business Case (OBC) for the scheme. DfT requires Wiltshire Council to not only provide improvements for motor vehicles and buses, but also pedestrians and cyclists, in order to qualify for funding.

The OBC will set out the justification of a scheme, presenting its cost to deliver and the benefits it will deliver to the community and the local economy. It will also present the views of the public and local stakeholders including Salisbury City Council, interested organisations and specialist bodies. Once the OBC is submitted, it will be reviewed by DfT, who will decide whether to approve the scheme. The improvements are expected to cost in the region of £15 million.”



Exeter Street Roundabout

### 3. The BENEFITS of the scheme

The improvements to the junctions will reduce traffic congestion and delays, and improve air quality overall, especially in the peak hours. The scheme will also reduce journey times on the Strategic and Major Road Network, as well as on local roads.

There will also be many benefits for active travel in Salisbury; the scheme will improve safety for walking and cycling, helping to provide a viable alternative for the many short trips to the city centre currently made by car.

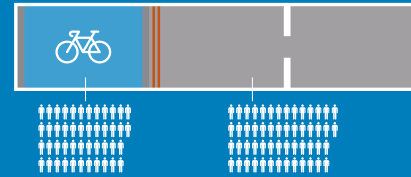
There will be better walking and cycling routes from the city centre to residential areas and the hospital, as well as to the Britford Park and Ride for the potential to park and cycle.

The limited road space available means that it will not be feasible to provide additional bus lanes, but the reduced delays will also benefit public transport and help improve service reliability.



#### Congestion

Improved junction layouts will reduce congestion and delays. Better walking and cycling facilities will encourage more people to travel on foot or by bike and free up road space.



#### Climate change

Better used walking and cycling facilities will reduce transport emissions.



#### Health and Wellbeing

Improved junctions and better walking and cycling facilities will improve safety for all road users and increase exercise.



#### Buses

Reduced delays will benefit buses and help improve service reliability.



#### Air quality and environmental

Salisbury is one of eight air quality management areas in Wiltshire for exceedances of nitrogen oxide. Reduced traffic congestion will improve air quality.



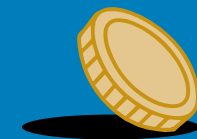
#### Growth

The improvements will support planned development growth at key locations.



#### Economy

Reduced congestion will support the city's economy and the movement of freight.





## 4. WHAT are we proposing?

### 4.1 Exeter Street Roundabout

It is proposed to increase traffic capacity at the junction by altering the layout of the roundabout and introducing traffic signals.

Other junction layouts were investigated but the current proposals would be more effective in reducing delays. There are sensitive environmental areas (the River Avon Special Area of Conservation and Site of Special Scientific Interest) and other heritage constraints close to the scheme, and the proposals are being designed to minimise or avoid impacts on these, including the Cathedral Close Wall, the River Avon, Churchill Gardens, St Nicholas Hospital, and other residential properties.

A signal-controlled crossing for pedestrians and cyclists will be provided across Churchill Way South to link south to the walking and cycling route on the east side of New Bridge Road and north to Carmelite Way. While many cyclists currently use the existing subway and this remain available as an alternative route, it does not have adequate height for all cyclists to use it safely.

#### Option 1



#### Option 2



Two options are being consulted on for exiting and entering Exeter Street roundabout via St Nicholas' Road.

**Option 1** involves exiting and entering the junction as per the existing layout.

**Option 2** involves a new arm next to the cathedral wall and is a slightly more effective layout, however it requires the removal of up to three trees.



#### Description of proposed improvements:

- New layout for the roundabout.
- Introduction of traffic signals.
- New signalised pedestrian/cyclist crossings on Churchill Way South.
- Improvements to subway lighting.
- Connections and upgrades to existing pedestrian and cycle routes linked to the roundabout.
- Advanced stop lines for cyclists.

## 4.2 Harnham Gyratory

It is proposed to increase traffic capacity at the junction by altering the layout of the gyratory and renewing traffic signals. The use of a staggered T-junctions and other layouts were considered, but this would have less capacity for motor vehicles and would increase delays. There is a need to accommodate U-turns at the junction for some movements.

There are residential properties close to the road that constrain the site, and there are some mature trees and other vegetation nearby.

The signals will incorporate pedestrian and cyclist phases and there will also be improvements to walking and cycling facilities around the gyratory.



### Description of proposed improvements:

- New layout for the gyratory.
- Renewal of traffic signals.
- Upgraded signalised pedestrian/cyclist crossings on all approaching roads.
- Connections and upgrades to existing pedestrian and cycle routes linked to the gyratory.
- Advanced stop lines for cyclists.





### 4.3 Park Wall Junction

The road layout at this junction will not be changed significantly because of the limited space available, but changes will be made to the traffic signals to reduce delays. The site is constrained by the wall of Wilton House, residential properties and the railway.

Walking and cycling facilities at the junction will be improved, with a new cycle link next to Netherhampton Road to link to Lower Road. This will provide an improved route for cyclists between Wilton and the city centre.



#### Description of proposed improvements:

- Minor adjustments to kerb lines and road markings.
- Changes to traffic signals.
- New shared use path to Lower Road.
- Advanced stop lines for cyclists.
- Upgraded signalised pedestrian/cyclist crossing.





## 4.4 Improvements to the Local Walking and Cycling Network

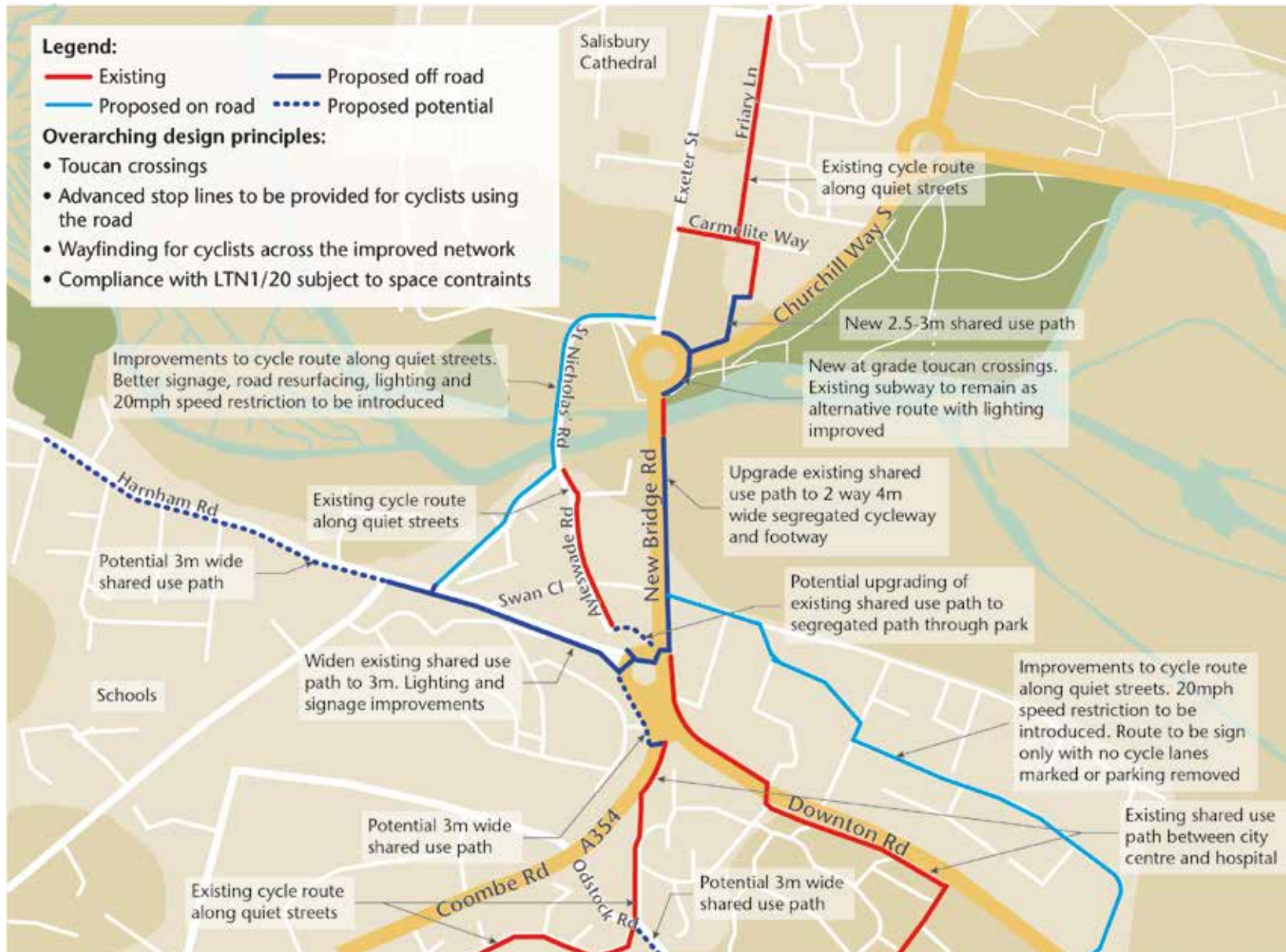
The changes at the junctions offer the opportunity to link together existing routes and improve them to make it easier for people to get around the city on foot or by bicycle. The improvements will link to the wider walking and cycling network that is being identified through the emerging Wiltshire Local Cycling and Walking Implementation Plan (LCWIP). Many of the improvements involve shared use paths (SUPs), which are traffic-free routes for walking, cycling and wheelchair use.

The plans in this section show the extent of active travel improvements proposed. These include the following:

- New 2.5 - 3m wide shared use path (SUP) from Exeter Street roundabout to the existing cycle route along Carmelite Way.
- New signalised crossing for pedestrians and cyclists at Exeter Street roundabout.
- Upgrade the existing shared use path along New Bridge Road to a two way 4m wide segregated cycleway and footway.
- Potential upgrading of the existing SUP through the park north of Harnham gyratory to a segregated path.
- Improvements to the existing cycle route along quiet streets via Milton Road, Burford Road, Burford Avenue and Britford Lane. 20mph speed restriction to be introduced. Route to be sign only with no cycle lanes marked or parking removed.
- Improvements to existing cycle route along quiet streets via Harnham Road and St Nicholas' Road with 20mph speed restriction to be introduced. Better signage, road resurfacing and lighting.
- Potential new 3m wide SUP down Harnham Road from the junction with Saxon Road to the junction with Old Blandford Road.
- Widen the existing SUP along New Harnham Road from the junction with Old Blandford Road to Harnham Gyratory to 3m.
- Upgrade the existing signalised crossings at Harnham gyratory and New Harnham road to be suitable for both pedestrians and cyclists.
- Potential new 3m wide SUP along the west side of Harnham gyratory.
- Potential new SUP and crossings along Odstock Road from the junction with Heronswood to the junction with Rowbarrow.
- New 2.5 - 3m wide shared use path along Downton Road from the junction with the depot to the junction with Milton Road.
- Resurface the existing SUP along Downton Road. Potential for lighting and signage improvements.
- Upgrade the existing signalised crossings at Britford Park & Ride to be suitable for both pedestrians and cyclists.
- New cycleway from Park Wall junction to Lower Road which will include an upgraded crossing suitable for both pedestrians and cyclists, a new 3m wide SUP along an advisory cycle lane through the car park and resurfacing.

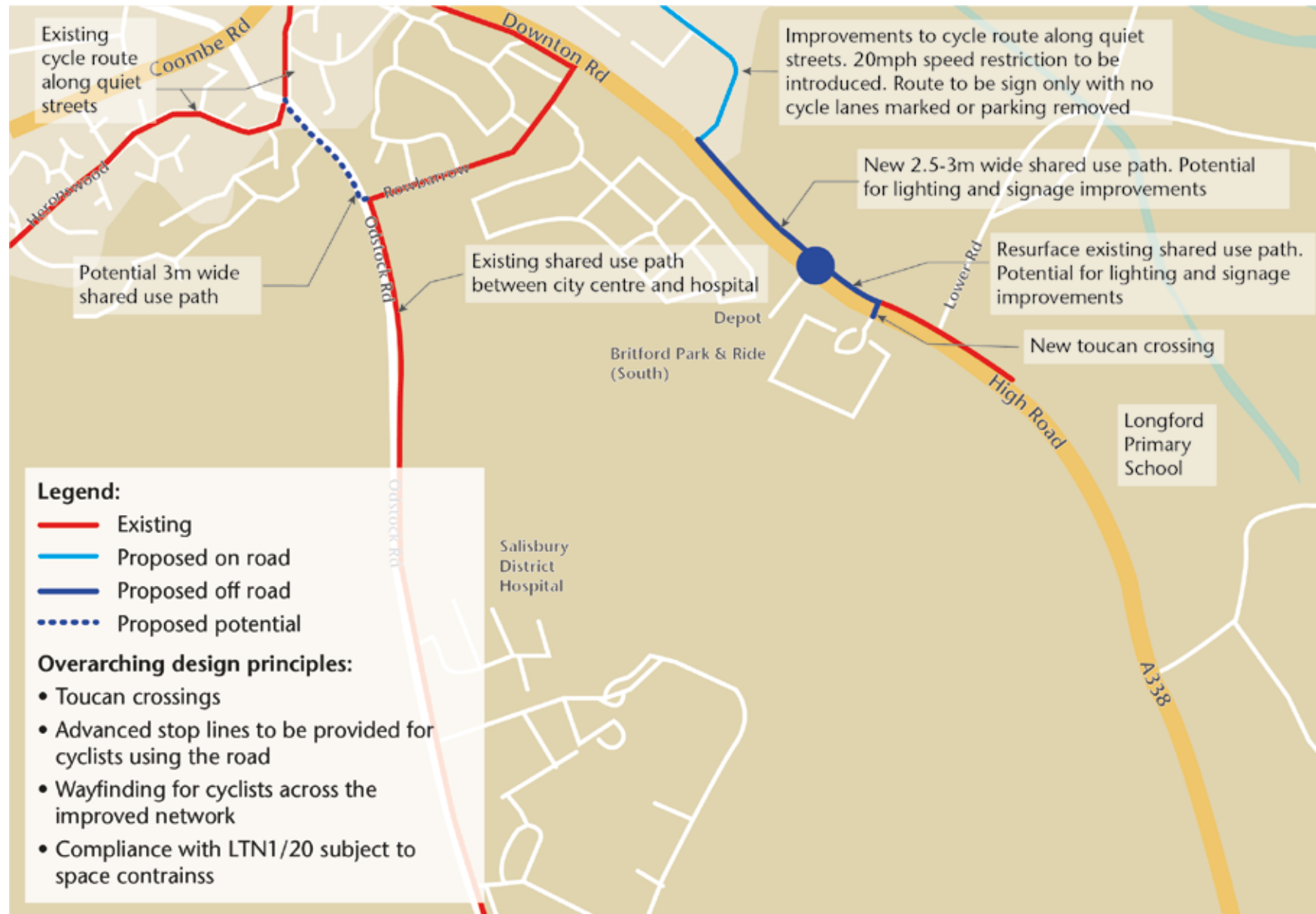
# Active Travel Scope

## Exeter Street Roundabout & Harnham Gyratory



# Active Travel Scope

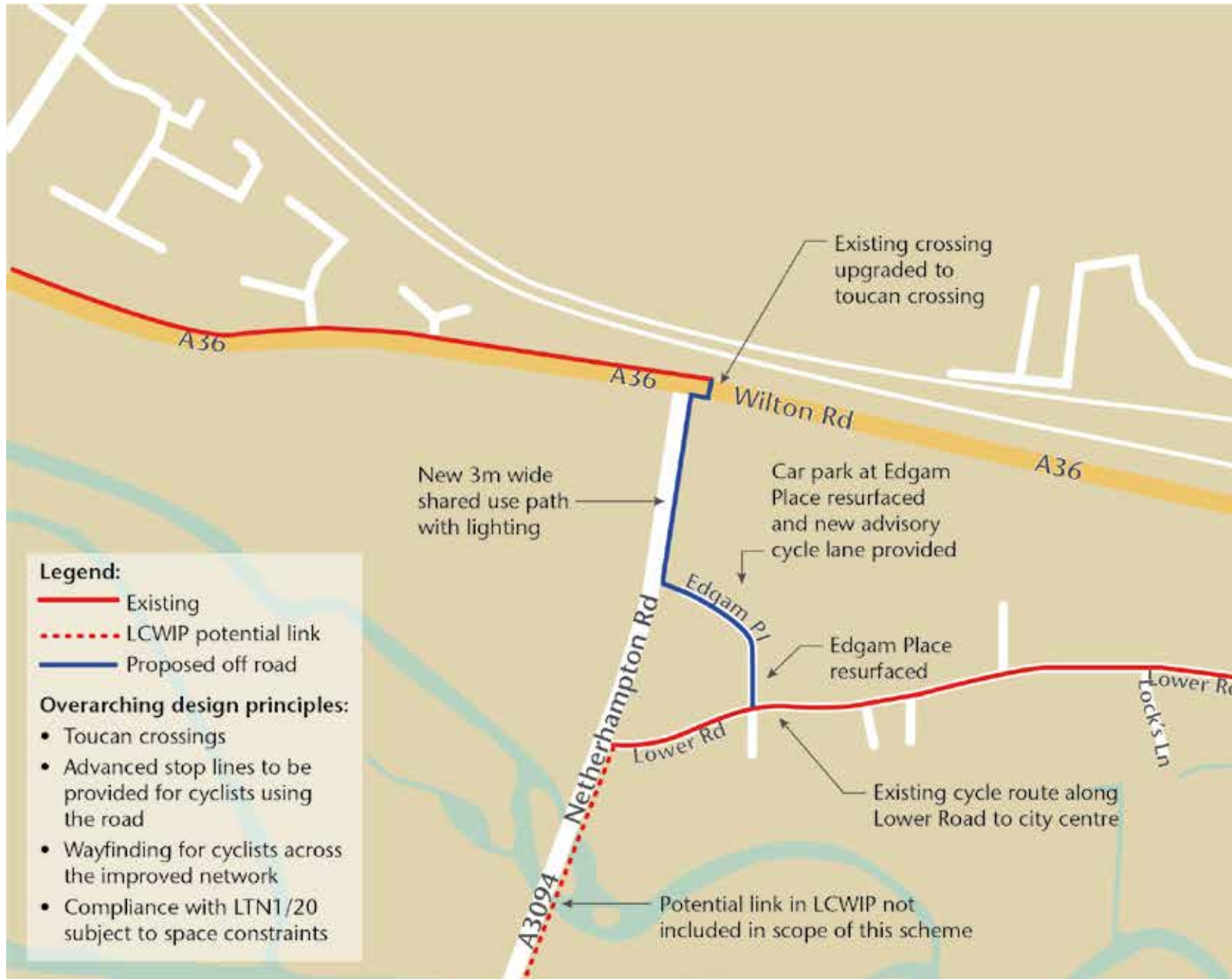
## Downton Road





# Active Travel Scope

## Park Wall Junction



## 5. Next stages

The responses to the scheme from the public and interested organisations will be considered as the proposals are developed further.

This information and feedback, together with the assessment work currently being undertaken, will be used to prepare the Outline Business Case which will be submitted to the Department for Transport in summer 2021.

If the business case is approved, the scheme would be designed in detail and a Full Business Case submitted to DfT after another consultation and engagement exercise. Construction would be likely to start in autumn/winter 2023 and expected take about a year. It should be noted that the dates are subject to approvals by DfT and may change if these take longer than anticipated.



## **How to give your views**

You can give your views by visiting the Wiltshire Council website and completing the questionnaire at:

<https://www.wiltshire.gov.uk/highways/salisbury-junctions>

**Or by emailing:**

MajorHighwayProjects@Wiltshire.gov.uk

**Or writing to:**

Major Highway Projects,

Wiltshire Council,

Trowbridge,

Wiltshire

BA14 8JN