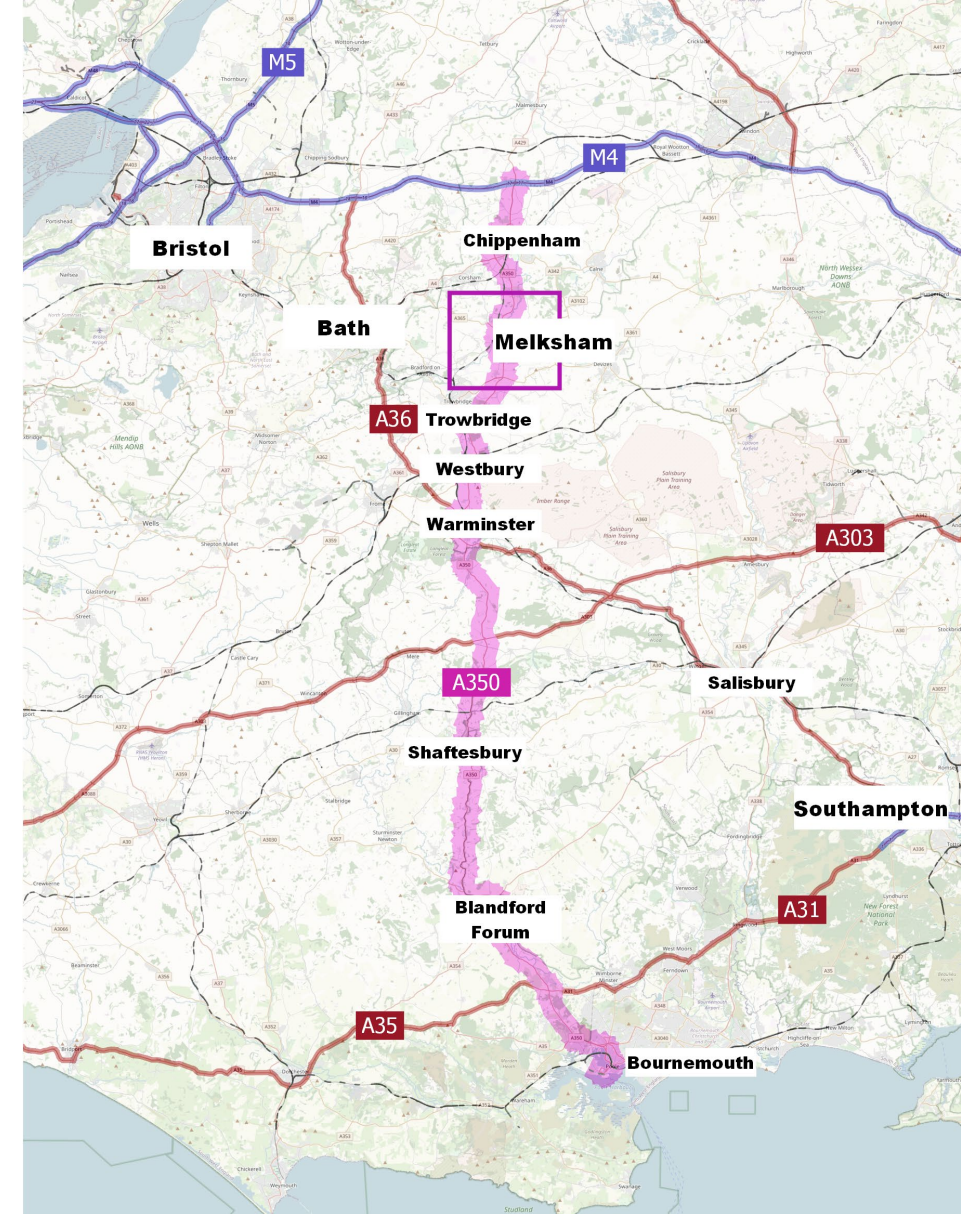


A350 Melksham Bypass

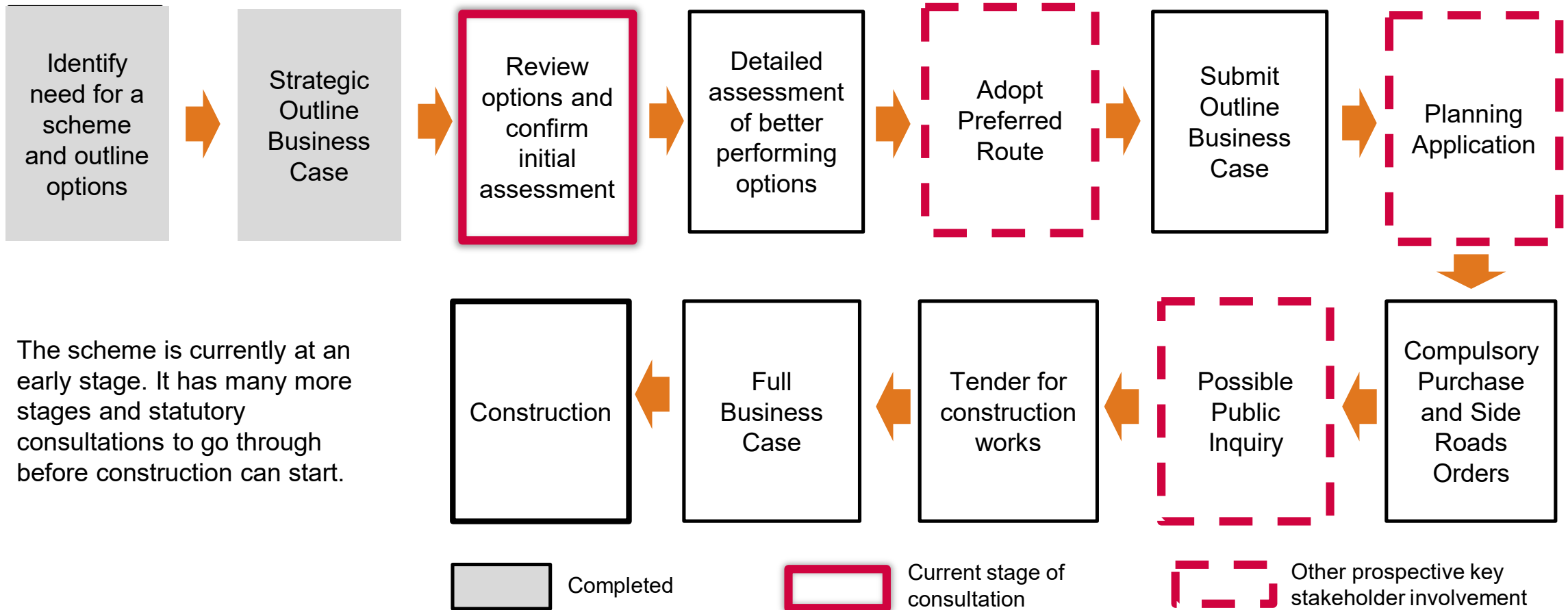
Melksham Town Council
Monday 23rd November 2020

Background

- The importance of the A350 to the local economy has long been recognised by Wiltshire Council
- Primary north-south route between M4 & Dorset Coast
- One of Busiest Routes in Wiltshire connecting principle settlements
- Sections of the A350 are subject to high traffic volumes, congestion and delays
- Funding from DfT to prepare Outline Business Case (OBC)



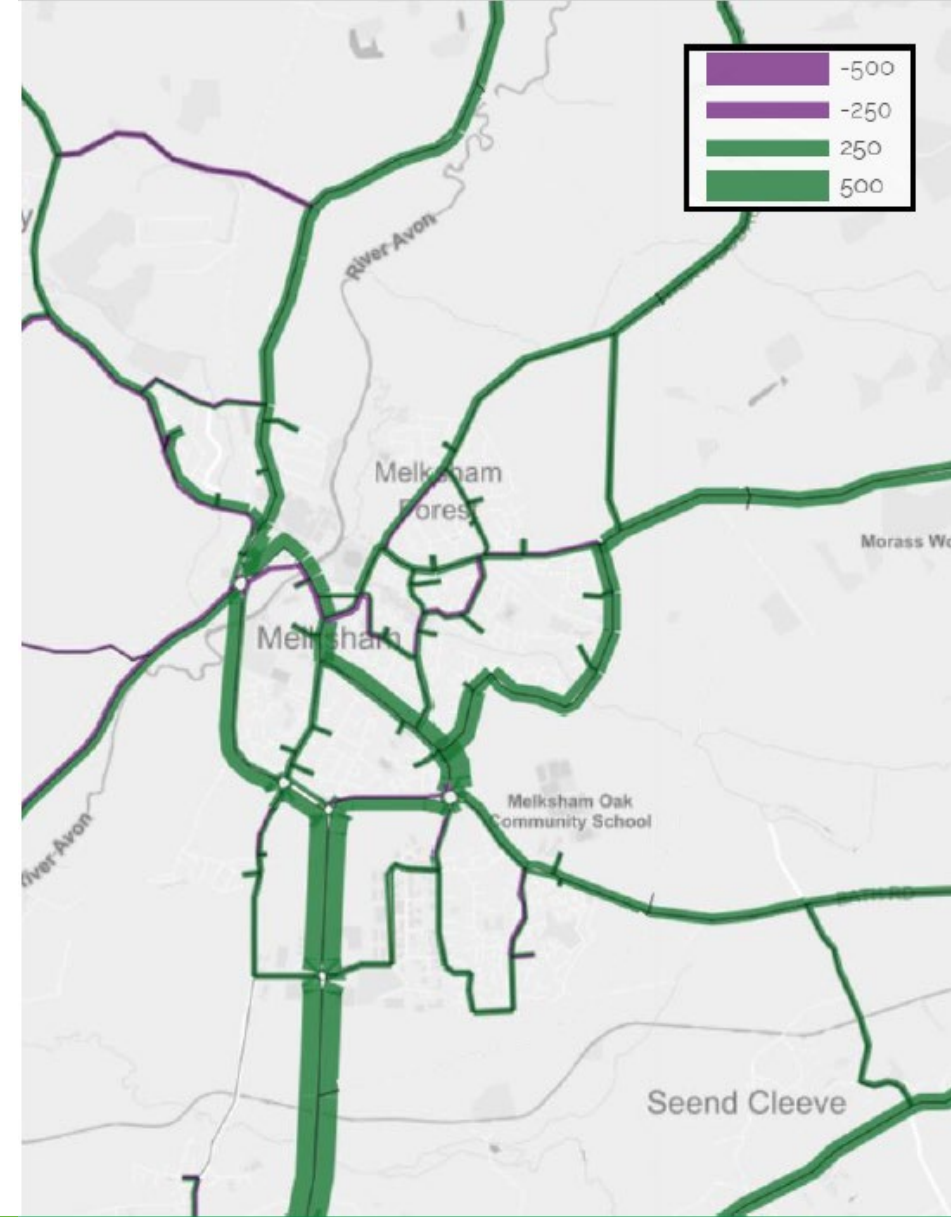
Scheme preparation process



Existing A350 - issues

- Slow moving traffic / variable traffic conditions
- North – south through traffic delays
- Local traffic routing
- Road safety
- Severance
- Noise & air quality
- Future traffic growth

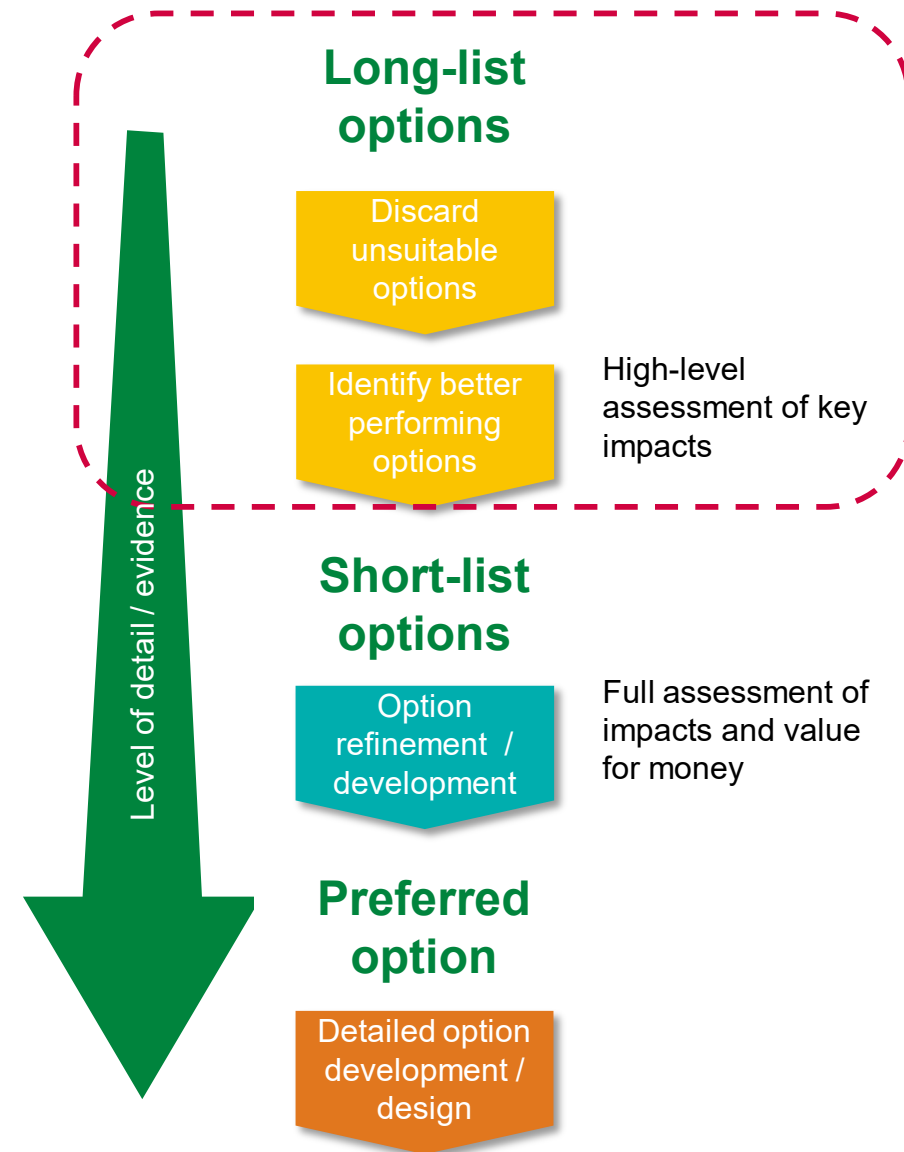
Forecast change in traffic flows, 2018 to 2036 (AM)



The approach to options development

- Logical and robust approach
- In line with government guidance.
- Review all potential options (long-list)
- Identify better performing options (short-list)
- Further investigations.
- Updates previous work at Strategic Outline Business Case stage.

 Current stage













Supporting evidence

Technical exercises are supporting the consideration of options to ensure that an evidence-based approach is followed. The level of detail applied increases as we move through the process and the number of options under consideration reduces.

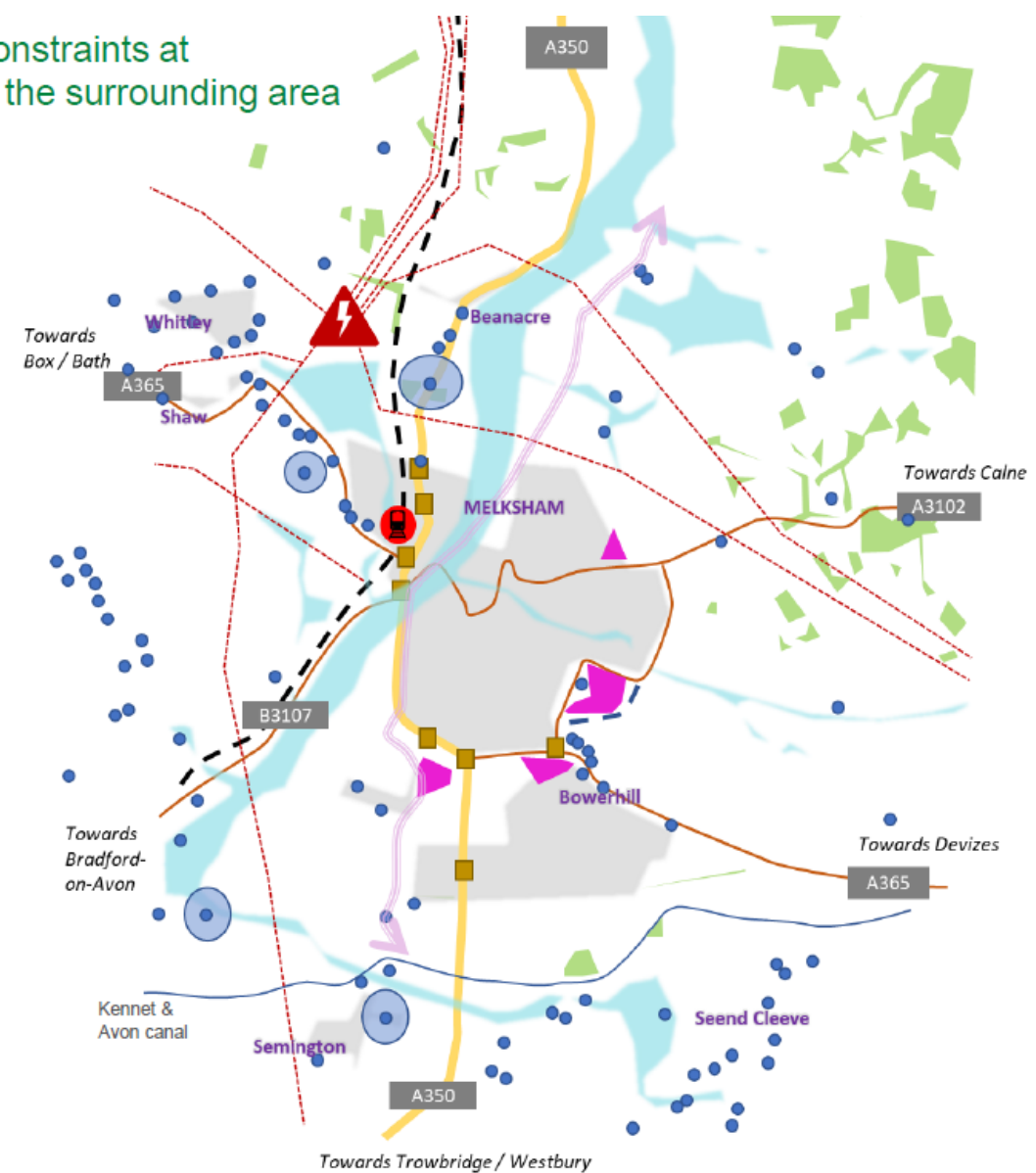
Key inputs at this stage include:

- **Current and historic traffic data**
- **Initial traffic modelling and journey time analysis**
- **High-level engineering feasibility**
- **High-level cost estimates**
- **Initial environmental assessment (desktop)**

Key:

-  Electricity sub-station
-  Power lines
-  Listed buildings
-  Key junctions
-  Railway line
-  Melksham rail station
-  Areas of woodland
-  Melksham Canal Link Project (CP16 Wiltshire Core Strategy)
-  Flood zone
-  Key housing developments

Key physical constraints at Melksham and the surrounding area



Full range of options

Non road-based options (Options 1 to 6)

Demand management and traffic management measures

1, 2, 3 Workplace parking levy / Road user pricing / HGV restrictions

Public transport and active modes

4, 5, 6 Rail, Bus, Walking and cycling improvements

Road based options (Options 7 to 10)

Improvement / upgrade to existing A350 route

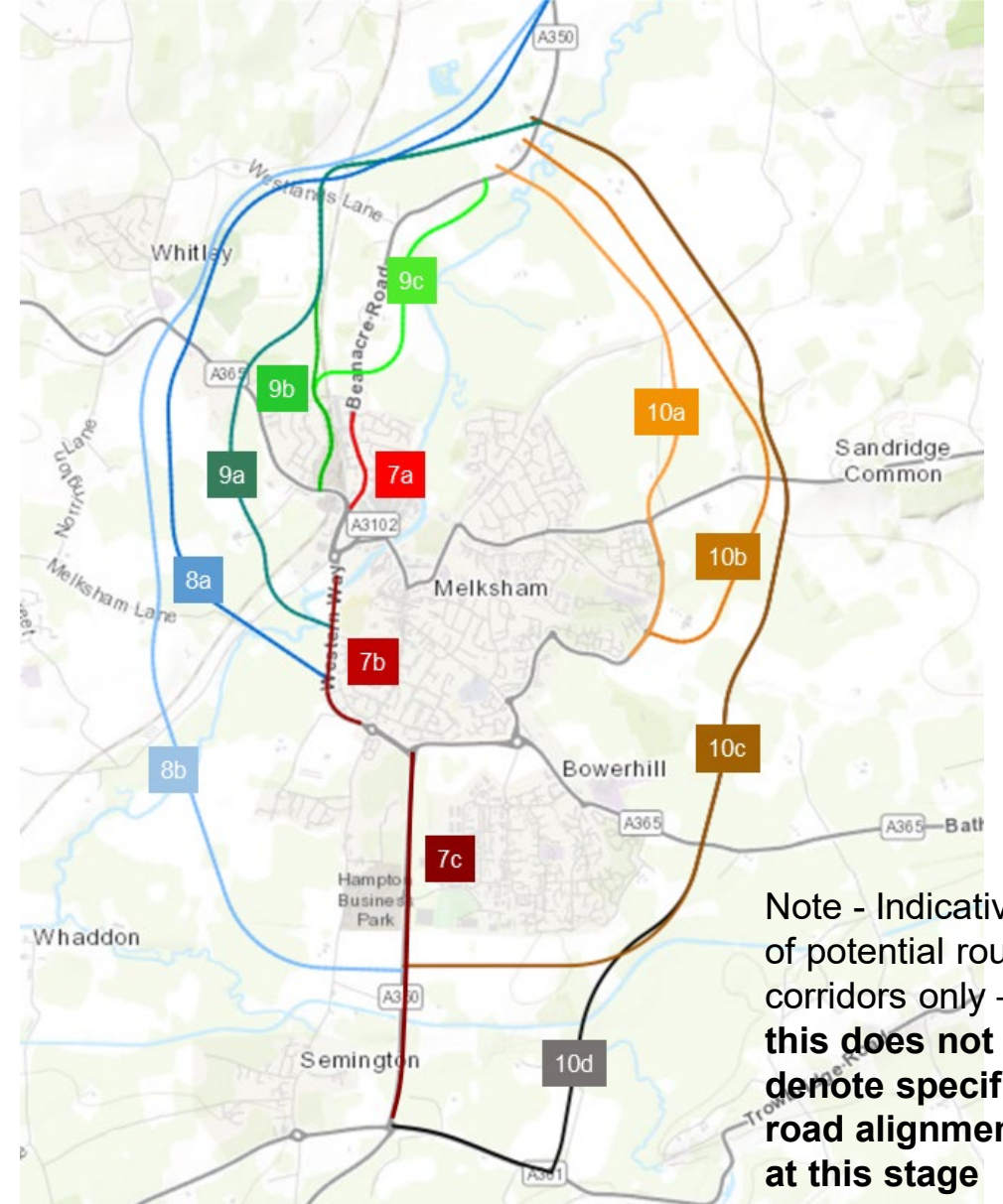
7a, 7b, 7c – Improvements / upgrade to existing A350 route

Western route options

8a, 8b, 9a, 9b, 9c – Short & long; inner & outer western routes

Eastern route options

10a, 10b, 10c, 10d – Short & long; inner & outer eastern routes



Please give us your views by 30 November

A wide range of potential options have been identified, which would all have different impacts and benefits. Information on the options will be available from 5th November 2020 at:

<https://www.wiltshire.gov.uk/highways-a350-melksham-bypass>

Website will include:

- Information pack covering areas such as:
 - A350 route & need for the scheme
 - Objectives & assessment criteria
 - Key physical constraints & full range of options
 - Route information
 - Emerging findings
 - Potential for complementary walk & cycling improvements
- Online questionnaire
- Series FAQs



Options assessment overview – initial sifting

Themes	No.	Strategic Option	Average score	Objective 1 Reduce journey times and delays on the A350 through Melksham and Beaneacre, improving local and regional north-south connectivity, and supporting future housing growth in the A350 corridor	Objective 2 Reduce journey times and delays on the following routes through Melksham, allowing for future growth in demand: - A350 South - A3102 - A365 West - A365 East - A350 South - A365 West	Objective 3 Provide enhanced opportunities for walking and cycling between Melksham town centre and the rail station / Bath Road, and along the existing A350 corridor within Melksham and Beaneacre, through the provision of infrastructure and other measures to encourage active travel and reduce the impact of transport on the environment	Objective 4 Reduce personal injury accident rates and severity for the A350 and Melksham as a whole	Objective 5 Reduce the volume of traffic including HGVs passing along the current A350 route in northern Melksham and Beaneacre to reduce severance, whilst avoiding negative impacts on other existing or potential residential areas
Demand Management	1	Workplace Parking Levy	1.0	1	1	1	1	1
	2	Road user charging	1.2	1	1	1	1	2
	3	HGV restrictions - e.g. lorry ban or peak hour restrictions	1.4	1	1	1	1	3
Public Transport	4	Rail service / infrastructure improvements - i.e. hourly frequency via Melksham and/or additional commuter services in AM/PM peak hours	1.0	2	1	0	1	1
	5	Bus service / infrastructure improvements	1.6	2	2	2	1	1
	6	Improved walking / cycling routes	1.4	0	0	3	2	2
Existing Highway Network	7a	Additional lanes / widening: northern section (Leekes-Bath Rd)	0.6	1	1	0	1	0
	7b	Additional lanes / widening: southern section (Farmers-Semington Rd)	1.0	2	2	0	1	0
	7c	Dualing A350 / Western Way to Littleton Rbt	1.6	3	2	0	1	0
Bypass Outer West	8a	From A350 north of Beaneacre to A365 west of Shaw Farm, then to A350 west of Semington Rd (single carriageway)	3.6	4	4	3	3	4
	8b	From A350 north of Beaneacre to A365 west of Shaw Farm, then to A350 south of Hampton Park West (single carriageway)	4.4	5	4	4	4	5
Bypass or Inner Relief Road - Inner West	9a	Bypass: From A350 north of Beaneacre, west of village/rail line to A365 east of Shaw Farm, then to A350 south of Farmers (single carriageway)	3.0	3	2	3	3	4
	9b	Relief road: from A350 north of Beaneacre, west of village/rail line to A365 west of rail station (single carriageway)	2.2	3	1	2	2	3
	9c	Relief road: from A350 north of Beaneacre, east of village to cross A350 between Beaneacre & Melksham, then west of rail line to A365 west of rail station (single carriageway)	2.2	3	1	2	2	3
Bypass or Distributor - East	10a	Extended distributor: from A350 north of Beaneacre to A3102 junction with Eastern Way, then via Eastern Way to Spe Rdbt (single carriageway)	3.0	3	3	3	3	3
	10b	Bypass: from A350 north of Beaneacre to A3102 east of Eastern Way, then via new road to Eastern Way south of Thyme Road (single carriageway)	3.2	4	3	3	3	3
	10c	Bypass: from A350 north of Beaneacre to A3102 east of Eastern Way, then to A365 east of Bowerhill, then to A350 south of Hampton Park West (single carriageway)	4.2	5	4	4	4	4
	10d	Bypass: from A350 north of Beaneacre to A3102 east of Eastern Way, then to A365 east of Bowerhill, then to A3061 west of Seend Head Lane, reconnecting to the A350 at Littleton rdbt (single carriageway)	4.2	5	4	4	4	4

Ease of delivery (key deliverability, acceptability, affordability issues)
3
2
2
4
4
3
3
3
4
2
2
2
2
3
3
3
3

Higher impact

Lower impact

5
4
3
2
1
0

For further details of additional assessment of options 7 to 10 please refer to the separate document on the consultation website.

<https://www.wiltshire.gov.uk/highways-a350-melksham-bypass>

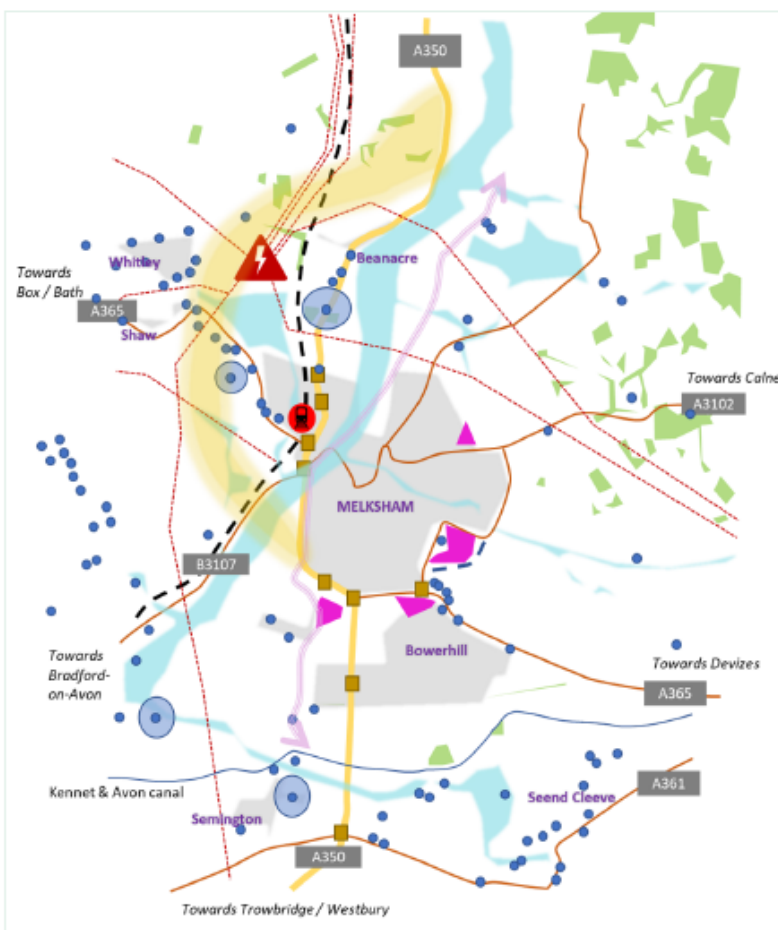
Wiltshire Council

Example of “Road Option on a Page” info.

Option 8a

Description – This option provides a bypass link to the west of Melksham town between the A350 north of Beanacre and the A350 Western Way. From the north it crosses the railway line, passes to the west of the electricity sub-station and through Whitley Golf Course. It intersects the A365 Bath Road and continues south, crossing the railway line again, the River Avon and the B3107 – all in close proximity – and connects to the A350 via a new junction.

Design speed	60 mph
Length	4 miles (approx)
Design area	16 hectares (approx)
Junctions (new)	5 (3 intermediate)
Railway crossings	2
River / canal crossings	1



Emerging assessment findings – Option 8a

- This option performs well against the primary scheme objectives. It provides a complete bypass of Beanacre and most of Melksham, with the potential to reduce north-south journey times by approximately 3 minutes and to also reduce journey times between A350 (south) and A365 (west).
- The route corridor for this option is subject to a number of constraints and this increases the delivery risk and technical complexity. The route would directly impact Whitley Golf Course and Roundponds Farm Solar Park.
- The structures required for rail, road and floodplain crossings would be expected to result in some adverse landscape and visual impacts due to the scale and height of the structures. There are likely to be beneficial and adverse localised noise and air quality impacts. Traffic relief along the A350 would have beneficial impacts for adjacent properties. Some localised adverse impacts are also likely, associated with properties in closer proximity to the route corridor, such as around A365 Bath Road and the village of Shaw. The cost of this bypass option is moderate to high. It is higher than option 10b (short bypass to the east).
- Similar to other shorter bypass options, there would be scope to consider an enhanced version of this option, in conjunction with option 7 (on-line improvements) – in particular option 7c, dualling of the A350 between Littleton Roundabout and Western Way.

Indicative overall Value for Money: **Low to Medium**

Assessment

Journey times – north/south	Strategic
Journey times- other routes	
Accidents	
Walk / cycle opportunities	
Traffic reduction	

Business users	Economic
Reliability	
Wider economic impacts	

Noise	Environment
Air quality	
Greenhouse gases	
Landscape / townscape	
Historic environment	
Biodiversity	
Water environment	

Non-business users	Social
Physical activity	
Journey quality	
Accidents	
Security	
Severance	

£55m to £70m	Affordability - indicative cost (construction only)	Financial
Low / Medium	Affordability - operating and maintenance costs (60yrs)	
Low	Cost certainty (risk)	

Low / Medium	Ease of delivery (complexity)	Management
Medium	Delivery timescales	
Low / Medium	Acceptability (initial – prior to consultation)	

What happens next?

- Ongoing technical investigation and review works
 - Ecology / environment walk over surveys
- Consultation launched at Melksham Area Board Meeting (4th Nov 7pm)
 - Runs to the end November 2020
 - All suggestions and comments will be welcomed and will be considered
 - Responses will feed into option consideration process
- Sifting of options to progress from long list to short list
- Further consultation mid 2021
- Adoption of preferred route & submission of Outline Business Case
 - Say October 2021



How to give your views



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

<https://www.wiltshire.gov.uk/highways-a350-melksham-bypass>



Or by emailing:

MajorHighwayProjects@Wiltshire.gov.uk



Or writing to:

Major Highway Projects,
Wiltshire Council,
Trowbridge,
Wiltshire
BA14 8JN

A350 Melksham Bypass

Thank You