

# A303 Amesbury to Berwick Down

TR010025

**Deadline 6**

**8.37.2 - Responses to the ExA's Written Questions  
- Air quality and emissions (AQ.2)**

APFP Regulation 5(2)(q)

Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

July 2019



## Infrastructure Planning

### Planning Act 2008

## The Infrastructure Planning (Examination Procedure)

### Rules 2010

## A303 Amesbury to Berwick Down

### Development Consent Order 20[\*\*]

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### Responses to the ExA's Written Questions

#### - Air quality and emissions (AQ.2)

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## 2 Air quality and emissions (AQ.2)

### Question AQ.2.1

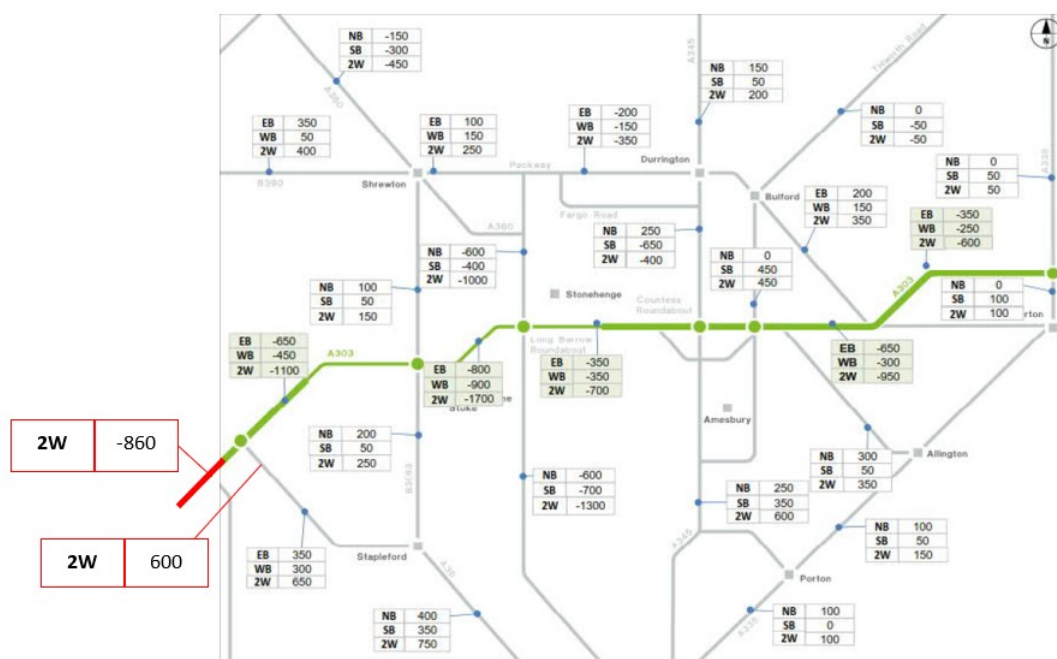
The Applicant's response to First Written Question (ExQ1) AQ.1.16 states that the correct figure for the predicted decrease in vehicles AADT on the A36 (860) has been used in the traffic modelling.

Please point to where this can be found in the TA and clarify how this has been transposed for the purposes of the traffic data used in the air quality assessment.

### Highway England response

1. As noted in our response to AQ.1.16 at the 1st round of written questions, the correct change in annual average daily traffic (AADT) flows forecast during construction phase 2 of the Scheme is a decrease of 860 vehicles on the A303 to the west of the A36 and an increase of 600 vehicles on the A36 south of the A303.
2. Figure 9.4 in the Transport Assessment (TA) [APP-297] indicates the flow changes predicted on the local network at selected locations during construction phase 2. Figure 9.4 from the Transport Assessment has been extended below to indicate the links where the decreases and increases are forecast on the A303 and A36 respectively. The two links were not presented in the original Figure 9.4 as the TA figure illustrated the immediate area around the scheme. Please note that the figure shows a simplified traffic network and that further south along the A36 the change in traffic increases slightly from 600 to 650 reflecting local access.

**Figure 1: Updated Figure 9.4 from the Transport Assessment**



3. Flows are predicted to increase on the A36 and decrease on the A303 at these locations as traffic re-routes to avoid increased journey times on the A303 during construction (para 9.5.4 of the TA [APP-297]).
4. It is important to note that the traffic model represents a wider area, and hence data from the full transport model (including data for individual time periods) was used in informing the air quality assessment [APP-043].
5. The Combined Modelling and Appraisal Report Appendix C: Transport Forecasting Package [APP-301] Section 4.14 explains the process used to convert the modelling hourly flows (morning (AM), interpeak (IP), evening peak (PM) and busy period) into AADT format for presentation in the TA and ES. This process makes use of factors derived from WebTRIS permanent traffic counters on the A303. WebTRIS is a Highways England web-based source of traffic count data (<http://webtris.highwaysengland.co.uk/>).
6. In addition to the AADT the air quality assessment makes use of AM, IP, PM, off peak (OP) overnight and busy period flows in the detailed modelling undertaken for the Scheme. These flows are calculated by multiplying the model average hourly flow by the number of hours in the period to get to a period flow. The OP flows are calculated from the modelled daytime period using factors derived from WebTRIS permanent traffic counters on the A303 as with the AADT calculations.

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