

REP/384/001

From: Creedy, Allan [REDACTED]
Sent: 17 February 2012 11:47
To: chris.banks@zen.co.uk
Cc: Tonge, Richard
Subject: BANES Core Strategy - Lorry Ban - CD6/E2.2 - Representation obo Wiltshire Council as Transport Authority.

To:
 Chris Banks
 Programme Officer
 Bath & N.E. Somerset Core Strategy
 C/O Banks Solutions
 21 Glendale Close
 Horsham, West Sussex
 RH12 4GR.

Dear Chris

Following our earlier conversation, I would be obliged if the Inspector's attention is drawn to the following.

Wiltshire Council has been independently supplied with documents that have been presented to the Inspector during the examination hearings.

Wiltshire's attention has been specifically drawn to document CD6/E2.2 "Schedule of Rolling Changes to the Draft Core Strategy for consideration by the Inspector"

On pages 10 - 12, the Inspector is advised of changes to Policy PC51, which outlines, inter alia, proposals to reduce nitrogen dioxide levels in Bath by reducing the level of heavy goods vehicle (HGV) traffic in the city:

ii) by implementing an experimental weight restriction to remove through HGV traffic (of greater than 18 tonnes) from London Road.

The Inspector is requested to note that despite the affirming manner of that statement, Wiltshire Council as Local Transport Authority (along with the Highways Agency and others) remains strongly opposed to the proposal.

In short, Wiltshire Council contends that:

- the proposal to introduce a weight restriction on the Primary Route A36 is contrary to EU Directive 89/460/EC, which is widely interpreted to mean that the route must provide unrestricted access to 40 tonne vehicles. It is understood that BaNES have obtained legal advice which suggests that this presumption can be set aside. Wiltshire have asked for sight of that advice, initially via informal request and subsequently through a Freedom of Information request. On both occasions, release of the information has been denied.
- BaNES' estimate of the likely quantity and impact of diverted HGV's is unrealistic (predicting that the vast majority of re-routing will take place around the east Bristol fringe). Past evidence shows that a significant proportion will in fact divert through Wiltshire's communities, with consequent adverse environmental and amenity impacts.

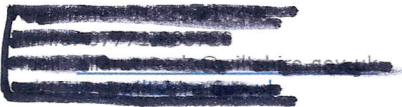
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The Inspector is asked to acknowledge that the proposal remains strongly contested. Wiltshire Council also notes that a session in March has been set to consider submissions on the Duty to Co-operate. Although the Council has no wish to appear and give evidence, the Inspector is asked to consider the above in that context.

Regards

Allan Creedy
Head of Service : Sustainable Transport
Wiltshire Council



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