

MINUTES

Meeting: SALISBURY AREA BOARD

Place: South Wilts Grammar School for Girls, Stratford Road, Salisbury SP1 3JJ

Date: 22 March 2012

Start Time: 7.00 pm

Finish Time: 9.03 pm

Please direct any enquiries on these minutes to:

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Papers available on the Council's website at www.wiltshire.gov.uk

In Attendance:

Wiltshire Councillors

Cllr Richard Clewer (Chairman), Cllr Bill Moss (Vice Chairman), Cllr John Brady, Cllr Christopher Cochrane, Cllr Brian Dalton, Cllr Mary Douglas and Cllr Ricky Rogers

Cllr Richard Gamble (Portfolio Holder for Public Transport)

Wiltshire Council Officers

Marianna Dodd, Salisbury Community Area Manager
Allan Creedy, Head of Service - Sustainable Transport
David Milton, Team Leader Spatial Planning
James Hazlewood, Senior Democratic Services Officer

Town and Parish Councils

Salisbury City Council – Cllr Cheryl Hill, Cllr John Lindley, Reg Williams
Laverstock and Ford Parish Council – Cllr David Law

Partners

“Our Salisbury” – Salisbury City Community Area Partnership (SCCAP) – Margaret Willmot, Debrah Biggs, Richard Spears
Salisbury Civic Society – Ralph Bryder
Salisbury Tenants Panel – Colin Duller

Salisbury Journal – Morwenna Blake
Salisbury Wheelchair Awareness Group – Helen Farmer, Jennifer Bolwell, D Wright
South Wilts MENCAP – Mike Claydon
Milford Preservation Group – Alan Hotchkiss
Wilts & Dorset Bus Company – Vicky Williams
COGS (Cycling Opportunities Group Salisbury) – Gill Anlezark, Jeff Scholefield
South Wilts Agenda 21 – Peter Durnan, Pam Rouquette
Harnham Neighbourhood Association – John McGarry

Total in attendance: 61

<u>Agenda Item No.</u>	<u>Summary of Issues Discussed and Decision</u>
1.	<p><u>Welcome and Introductions</u></p> <p>The Chairman welcomed everyone to the meeting of the Salisbury Area Board and invited the members of the Board to introduce themselves.</p>
2.	<p><u>Apologies for Absence</u></p> <p>Apologies for absence had been received from Councillor Paul Sample.</p>
3.	<p><u>Declarations of Interest</u></p> <p>There were no declarations of interest.</p>
4.	<p><u>Chairman's Announcements</u></p> <p>The Chairman noted the on-going review of polling stations, details of which were available from the back of the room.</p>
5.	<p><u>Transport in Salisbury</u></p>
5.1.	<p><u>Implications of the Core Strategy</u></p> <p>At the Chairman's invitation, David Milton (Team Leader, Spatial Planning, Wiltshire Council) gave a presentation on the implications of the Wiltshire Core Strategy and how this would impact on Salisbury, in terms of future housing and commercial development.</p> <p>The South Wiltshire Core Strategy had been adopted by the Council and had been incorporated into the Wiltshire Core Strategy, which was currently out for consultation on the soundness of the document prior to submission to the Secretary of State. The document set out the settlement strategy for South Wiltshire, including 9,900 new homes (of which 6,000 would be in the Salisbury and Wilton area) and around 10,400 new jobs (including 29 ha of employment land in Salisbury and Wilton).</p> <p>David referred to each major site identified for development in the Salisbury area in the Core Strategy:</p> <ul style="list-style-type: none"> • Churchfields – mixed use: 1100 dwellings, plus leisure and business. • Former UK Land Forces HQ – mixed use: 450 dwellings and 3 ha employment land. • Former Imerys Quarry – 4 ha employment land.

	<ul style="list-style-type: none"> • Fugglestone Red – mixed use: 1250 dwellings and 8 ha employment land. • Longhedge – mixed use – 450 dwellings and 8 ha employment land. • Hampton Park – 500 dwellings. • The Maltings and Central Car Park – Regeneration Programme. • Kings Gate, Amesbury – 1300 dwellings. <p>David also noted the importance of managing the impact of each development, and referred to the Inspector’s view that the Core Strategy should make reference to the Transport Strategy’s conclusion that the “Radical Option” would best enable Salisbury to address future growth in travel demand.</p> <p>The Chairman thanked David for the presentation and invited questions and comments:</p> <ul style="list-style-type: none"> • David undertook to ensure that the “Radical Option” reference was included in the final version of the Wiltshire Core Strategy. • It was noted that, until the Community Infrastructure Levy was in place, the Council would continue to negotiate developer contributions on a case-by-case basis. • Concern was raised that the residential development was mainly on the West of the City, with the majority of the larger shops on the East. • David commented on the opportunity for communities to shape their futures through Neighbourhood Plans. These could be developed and become part of the Core Strategy, subject to consultation and tests of soundness. • Reference was made to the Inspector’s decision to include Hampton Park in the Core Strategy, against the wishes of the community and the local authority. • In response to a question, David, noted that the Council was still in negotiation with Wiltshire College over potential relocation in the future. This would release land for residential development, but was a long-term objective.
5.2.	<p><u>Local Transport Plan (LTP3)</u></p> <p>The Chairman introduced Councillor Richard Gamble, Portfolio Holder for Public Transport and Allan Creedy, Head of Sustainable Transport.</p> <p>Councillor Gamble explained that the Local Transport Plan 3 (LTP3) set out the Council’s approach to transport planning and had been adopted in early 2011.</p>

Most bus services in Salisbury were commercial, with a few subsidised services on Sundays and in evenings. These had been reviewed and retendered in 2011 as part of the LTP3. The Council had also recently entered into a Quality Bus Partnership with Wilts & Dorset, Stagecoach, and Hatts. This special arrangement would facilitate the delivery of real benefits for Salisbury bus users, including improvements to routes, network marketing, and multi-operator tickets.

Work was also on-going with Wilts & Dorset towards a bid for government "Better Bus Area" funding. This would also draw in additional investment from the company, and could lead to a number of improvements, including upgrading and extending the realtime information service, removal of hazards, improvements to waiting facilities at the bus station, and new buses. (**Note:** *Subsequent to the meeting, Councillor Gamble confirmed that this bid had been successful, with nearly £385,000 being awarded, and a further £1 million investment proposed by Wilts and Dorset*).

The realtime passenger information service had been in place for a while, with bus stops showing expected times of buses. However, the accuracy of this had been improved over the past year, with GPRS mobile phone technology being used in place of radio signals.

Another recent development was the Harnham Bus Lane, which had reduced bus journey times in from the Britford Park and Ride. The Park and Ride service itself had seen use grow, now resulting in 1100 cars per day taken off roads in the city centre.

An ambition for the future was to develop a bus/rail interchange, possibly by improving access from the North side of the railway station. Another future project would be to develop cycle hire schemes for the city.

Allan Creedy explained that the LTP3 had been developed in a similar way to the Core Strategy, with future projections based on evidence and a central policy document supported by separate, daughter documents. In total the plan was responsible for around £17 million of annual capital spending in 2011/12 with around £14.5 million spent on structural maintenance, and £2.5 million invested in integrated transport improvements.

In relation to Salisbury, a range of options had been considered to deliver growth in sustainable transport for the city. The proposed package of improvements sought to providing promote and support sustainable transport, with economy and environment as the drivers.

It was noted that the economic situation had a huge impact on transport schemes, with the ambitious projects of 10 years ago being scaled down and/or delivered through other mechanisms. The Government had also proposed a new funding model whereby funding would be delegated to Local Economical Partnerships (LEPs). For Salisbury, this would be the Wiltshire and Swindon LEP.

The Chairman thanked Councillor Gamble and Allan for the presentation, and invited questions and comments:

- In response to a comment regarding opening a new railway station at the former UKLF site, Councillor Gamble reported that this was still on the list of proposed new stations, although was a lower priority than other sites, especially towns where there was currently no station (Devizes, Royal Wootton Bassett, and Corsham).
- In relation to extending bus services to Five Rivers Leisure Centre, Councillor Gamble commented that this diversion was not commercial for operators, but that other options would be considered, particularly in view of the proposed community campus at the site.
- The suggestion was raised of relocating the bus station to nearer the railway station, Vicky Williams of Wilts & Dorset buses commented that this was one of several options being considered and that suggestions were welcomed.
- It was noted that there remained barriers of access for disabled people using public transport. Although the majority of buses were wheelchair friendly, wheelchair users were often reliant on the drivers to interpret the rules in terms of number of wheelchairs, use of the wheelchair/buggy space, and to ask other bus users to move if necessary. Vicky reported that all buses would have wheelchair access by 2016, and that signage was being reviewed to clarify the preference for use of the space by wheelchair users. Wilts & Dorset was also mindful of not putting its drivers in conflict situations, as not all customers were reasonable when asked to move their belongings. It was suggested that a dialogue between wheelchair user groups and mums & toddler groups might help address this.
- The LTP3 supported the principle of promoting powered bikes as an alternative to cars. One of the ideas to improve the railway station would be to provide more secure motorbike and moped storage, possibly on the North side of the station.
- In relation to a question on the A36 Wilton roundabout, Allan commented that the site was primarily the concern of the Highways Agency, but that this was being considered. It was also anticipated that the UKLF site redevelopment would have little net change in terms of traffic generated.
- It was requested that the realtime bus information system could be extended to Fugglestone Red and to West Harnham. Councillor Gamble undertook to provide a note on this.
- Responding to concern over vehicular access to the former Imreys

	<p>Quarry site, David Milton noted that work was on-going with the Highways Agency on this. It was possible that an alternative access could be provided.</p> <ul style="list-style-type: none"> • In response to a question on the timescale for projects in LTP3, Allan explained that delivery of many projects would depend on growth and the timing of new developments. • In relation to the possibility of dualling the A36, it was noted that this was a Highways Agency issue. It was also noted that it was more likely that smaller projects would be undertaken to improve individual junctions. <p>Following discussion, a motion was moved and seconded requiring officers to produce a timetable for the remaining minimum LTP3 documents to be produced. It was noted that the officers had given an undertaking for the documents to be available by the end of the summer 2012. Upon being put to the vote, the motion was LOST.</p>
5.3.	<p><u>Community Plan - Transport</u></p> <p>Margaret Willmot gave a presentation on the Transport element of the Community plan, in her role as Transport Theme lead for SCCAP.</p> <p>The community plan process had identified a number of issues and solutions for Salisbury residents, including the following:</p> <ul style="list-style-type: none"> • Condition of roads and pavements • Traffic • Accessibility • Air Quality • Lack of cycle routes • “Scruffy” train and bus stations. <p>Nearly a third of respondents to the community plan consultation had suggested a bypass. However, it was acknowledged that the cost of this would be prohibitive in the current financial climate. In addition, surveys showed that the congestion was mainly caused by local traffic during peak hours in termtime.</p> <p>Another suggestion was to increase use of Park & Ride, by keeping prices low, extending opening hours, advertising widely, and promoting use by non-car users.</p> <p>A few steps had already been taken towards pedestrianisation, with Blue Bow row being narrowed to make crossing safer for pedestrians, and the central section of the High Street being fully pedestrianised.</p> <p>Other ideas to manage traffic in the city included removal of city centre car parking spaces, introduction of 20mph limits in residential zones, and the</p>

	<p>development of car sharing. In addition, the Civic Society had proposed closing Minster Street and Silver Street, rerouting traffic through the Maltings.</p> <p>It was noted that 57% of Salisbury's working population lived within 5km / 3 miles of work, but only 16.6% walked or cycled. The Community Plan sought to increase this number by promoting walking routes to school, and by developing a network of safe cycling routes. Other ideas for this included provision of cycle parking, and introduction of Bikeability training.</p> <p>The percentage of people without access to a car was higher in Salisbury than elsewhere in the county. As such, public transport needed to be supported and improved. The survey had also shown strong support for a better Trans Wiltshire railway service.</p> <p>In terms of public transport hubs, it was hoped that the appearance of the train and bus stations could be improved, to develop many visitors' first impressions of the city. Other suggestions had included a new bus station in the Maltings and re-opening the railway station's North entrance.</p> <p>15% of respondents to the survey had an illness of disability which limited their activities. It was noted that accessibility should be a key factor in developing transport options for the future.</p> <p>Margaret concluded by summarising the transport actions as set out in the draft Community Plan.</p> <p>The Chairman thanked Margaret for the presentation, and also thanked all those involved in producing the Community Plan.</p>
5.4.	<p><u>Discussion</u></p> <p>General questions and comments were made, including:</p> <ul style="list-style-type: none"> • It was agreed that the impact of the school run on traffic was huge, and that addressing this should be a key action in the plan. • Concern was raised regarding the impact of the proposed new development at Fugglestone Red on the Devizes Road, from the outskirts to the St Paul's Roundabout.. • Ralph Bryder, of the Civic Society, invited comments on the proposals to close Minster Street and Silver Street to traffic, details of which were set out at the back of the room. Comments could be set to Ralph.bryder@btinternet.com
5.5.	<p><u>Conclusion</u></p>

	<p>The Chairman thanked everyone for attending, and for their contributions to the discussion.</p> <p>It was acknowledged that many of these strategic issues could not be resolved at a single meeting, but rather over a period of time. A number of useful ideas had been raised and these would be captured for further consideration, possibly through a Salisbury Transport Plan.</p>
6.	<p><u>Any other Business</u></p> <p>None.</p>
7.	<p><u>Future Meeting Dates and Close</u></p> <p>The next meeting of the Salisbury Area Board would be held on 17 May 2012, 7pm in The Alamein Suite, City Hall, Malthouse Lane, Salisbury SP2 7TU.</p> <p>In addition, an event on the Joint Strategic Assessment was being held at 7pm, in the Guildhall on Thursday 29 March. All were welcome to attend and contribute to this event which would feed in to the Community Plan.</p>