

Salisbury Area Board: Community Transport Group

Update report

The Community Area Transport Group met at Churchfields Dept in Stephenson Road on 18th October 2013 at 10.00am.

The following members and officers were present

CLlr Brian Dalton: Salisbury Area Board (Chair)

Steve Milton: Community Area Manager (Acting)

Peter Durnan: COGS

David Law: Laverstock & Ford Parish Council

Pam Rouquette: Salisbury Walking Forum

Paul Shaddock: Senior Highways Technician

Margaret Willmot: Agenda 21 & SCCAP

Tim Woolford: Area Manager, Highways & Streetscene

CLlr John Collier: Salisbury City Council

CLlr James Robertson: Salisbury City Council

CLlr Mark Timbrell: Salisbury City Council

Helen Rowe: Age UK.

In addition Mr Cadley and Mr Bilt were also in attendance and addressed the meeting on the matter set out under item 10 below.

Following discussions of the items submitted and following advice from the Highway Engineer, Paul Shaddock, the following report was agreed for submission to Salisbury Area Board.

Purpose of the Report

To inform the Salisbury Area Board of the progress with the proposals submitted to the Community Area Transport Group and to seek approval of the recommendations as summarised below and set out in more detail in the report below:

Recommendations

- **Restriction on traffic at school times : Hollows Close, Harnham**
Recommended: *that a TRO is implemented to restrict access to permit holders only in Hollows Close and Folkestone Road - cost £3,000*
- **Request for right turn: Friary Lane**
Recommended: *that Salisbury Area Board refuses this request. Turning right at this junction would cause traffic to move in the wrong direction up a one-way-street and exacerbate rat running through the Eastern Chequers. Recommended: no further action – remove from list.*
- **Request for village gates: Stratford sub Castle**
Recommended: *that this issue is closed and removed from the list.*
- **CATG Budget**
Recommended: *that an additional £15,000 be allocated from the Area Board capital budget in 2013/14 to support additional CATG schemes in Salisbury.*
- **Speed Indicator Device (SID) Programme**
Recommended *that the SID programme is approved*

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Background

In 2013/2014 the 18 Area Boards were allocated a discretionary budget of £250,000 to enable them to implement small scale highways schemes in their community areas. Salisbury Area Board was allocated £14,728. The 18 Area Boards were allocated a further £150k to fund speed limit reviews, with flexibility to choose whether to use the additional funding to do speed limit reviews or use it to fund CATG schemes. Salisbury's additional allocation was £4,500 bringing its total CATG budget to £19,258.

If funding is awarded in line with CATG recommendations outlined in this report, Salisbury Area Board will have a CATG balance of £19,083. This funding allocation is for capital projects and can only be used to provide new and improved infrastructure. It is suitable for schemes that improve safety, increase accessibility and sustainability by promoting walking; cycling and public transport and improve traffic management. It cannot be used to fund maintenance schemes or to pay for revenue functions such as passenger transport.

Salisbury Area Board agreed to the establishment of a Community Area Transport Group (CATG) to consider issues /schemes with the support of highways officers and make recommendations to the Area Board. The public, town and parishand can submit their proposals to Salisbury CATG using the Community Issues system.

Project reports

1. **Coloured surface treatment & bollards : BP Garage, London Road** (*Issue no. 2942*)

Commentary: A scheme similar to that introduced on the A36 Southampton Road at the entrance to the Esso garage would be possible at the entrance to the London Road BP garage and would address the concerns of cyclists using the shared use path running in front of it. If a scheme is introduced at the entrance to the London Road BP garage it may also be worth considering introducing a similar scheme on the shared use path running in front of the BP garage on Downton Road which would address similar concerns at this location.

Latest position: Considered by SAB 12/9/13 – Approved £5,000 for London Rd and Downton Rd

Update: CATG considered on 18/10/13. A preliminary design has been discussed with the garages concerned. An update report will be submitted to the next meeting. In the meantime the draft proposals will be circulated to CATG members.

2. **Dropped kerbs : The Oakbournes, Ash Crescent** (*Issue no. 2950*)

Commentary: At the junction of the The Oakbournes and Ash Crescent on Hampton Park there are no dropped kerbs. Technically it would be possible to introduce a dropped kerb across the junction of The Oakbournes and Ash Crescent. The group needs to decide where exactly the dropped to be located - either straight across the junction or slightly set back from the junction (as per Oldfield Road and Poplar Way)

Latest position: Considered by SAB 12/9/13 – Approved £2,000.

Update: CATG considered on 18/10/13. Awaiting further details from contractor.

3. **Bus Shelter : Balmoral Road** (*Issue no. 2969*)

Commentary: A shelter with end panels can be provided. However, in doing so it would require the shelter to be relocated on a grass verge at the junction of Balmoral Road and Downsway. In doing so due to the larger

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footprint of a shelter with end panels it would require part of the grass verge to be removed to provide a hard standing for the shelter, accordingly the cost of relocating this shelter has increased. The position of the new shelter would be directly in front of No. 54 Balmoral Road / No. 1 Downsway who would need to be consulted about the relocation of the shelter. Possible Area Board project to replace bus shelters.

Latest position: Considered by SAB 12/9/13 – Removed from list, to be taken forward as an Area Board project .

Update: CATG considered on 18/10/13. Topographical study has been commissioned and consultations are underway with local residents

4. **Dropped kerbs : Odstock Road near junction of Rowbarrow** (*Issue no. 2480*)

Commentary: Request for dropped kerbs to help improve access to bus stops on Odstock Road is reasonable and the provision of dropped kerbs is technically possible.

Latest position: Considered by SAB 12/9/13 – Approved £2,000.

Update: CATG considered on 18/10/13. Works commissioned

5. **Controlled crossing near bus stop adjacent to Ambulance Station : Odstock Road** (*Issue no. 2684*)

Commentary: This issue should be linked with Issue No. 2900. It is recommended that a pedestrian crossing assessment be undertaken on Odstock Road between its junctions with Coombe Road and Heronswood. This assessment will identify where and what type of crossing facility is suitable based on the pedestrian crossing movements currently taking place. One possible improvement that could be undertaken is the removal of two large bushes at the rear of the Ambulance Station on Odstock Road. Doing so would improve visibility of vehicles travelling down the hill for pedestrians looking to cross from the bus shelter to Ridings Mead.

Latest position: Considered by SAB 12/9/13 – Approved £1,000.

Update: CATG considered on 18/10/13. A survey has been commissioned and will be available in approximately three weeks (mid November). Currently assessing two possible sites - using pedestrian data and traffic speeds. This will be reported back to next CATG meeting

6. **Zebra Crossing : Ridings Mead** (*Issue no. 2900*)

Commentary: Please refer to comments in response to issue 2684.

Latest position: Considered by SAB 12/9/13 – Approved £1,000 (see 2684 above).

Update: CATG considered on 18/10/13. A survey has been commissioned and will be available in approximately three weeks (mid November). Currently assessing two possible sites - using pedestrian data and traffic speeds. This will be reported back to next CATG meeting

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7. **Pedestrian Crossing : Devizes Road, nr Highbury Ave** (*Issue no. 2868*)

Commentary: A pedestrian crossing assessment previously undertaken in relation to this request recommend that there was insufficient demand to provide a formal crossing facility and it was not possible to provide an informal facility. The installation of an additional bus stop on Roman Road is technically possible, subject to confirmation that the bus company are happy for a bus to be stopped at the agreed location without obstructing turning manoeuvres from private driveways. The possible introduction of an additional bus stop on Roman Road has been identified as a possible solution to this issue as it would reduce the number of people who have to cross Devizes Road to access the existing bus stop.

Latest position: Considered by SAB 12/9/13 – Approved £500.

Update: Technical survey has shown the original proposal to be unfeasible because of proximity to private dwelling access. Proposing new site close to original. Wilts and Dorset consulted and happy with proposed site. Residents consultation underway – results to be reported to next meeting of CATG.

8. **Improve the Junction : York Road/Devizes Road** (*Issue no. 2571*)

Commentary: Highways Engineer advised there were very few modifications to enable traffic to exit York Road on to Devizes Road more easily that could take place without major junction realignment and signalling alterations. This would need to be undertaken in collaboration with the Highways Agency as they control the A36. Any solution would be outside the budget of the CATG, and probably outside the budget of Substantive CATG fund. It may be possible to investigate how the one-way system is managed within the York Road area to enable better access to Devizes Road from other streets. This could include, for example, reversing the one-way order on Gas Lane thus enabling vehicles to legally exit at this point rather than at York Road. Any recommendation would require investigation and consultation with residents.

Latest position: Considered by SAB 12/9/13 – Retained on list for future consideration.

Update: No update.

9. **Request for one way system : Macklin Road** (*Issue no. 2819*)

Commentary: Technically a one way system could be introduced but this wouldn't address the problem raised as the introduction of a one way system is likely to result in an increase in the speed of traffic using Macklin Road as motorists would know that they won't meet traffic travelling in the opposite direction. Therefore no road safety benefit would be accrued. I would point out that there is a play area in the centre of Macklin Road which can be used by children playing as opposed to children playing in the road. Recommend that a metro count (possibly two) is undertaken in Macklin Road to determine the volume and speed of traffic using the road to identify if additional traffic calming measures are necessary.

Latest position: Considered by SAB 12/9/13 – Retained on list for future consideration.

Update: No update.

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10. **Restriction on traffic at school times: Hollows Close, Harnham** (Issue no. 3028)

Commentary: Views of City Council awaited. Discussions ongoing with local councillor, residents and school.

Latest position: New request.

Update: CATG considered 18/10/13. **Recommended:** that a TRO is implemented to restrict access to permit holders only in Hollows Close and Folkestone Road - cost £3,000

11. **Request for right turn : Friary Lane** (Issue no. 3050)

Commentary: Views of City Council awaited

Latest position: New request.

Update: CATG considered 18/10/13. Recommended that Salisbury Area Board refuses this request. Turning right at this junction would cause traffic to move in the wrong direction up a one-way-street and exacerbate rat running through the Eastern Chequers. **Recommended:** no further action – remove from list.

12. **Request for village gates : Stratford sub Castle** (Issue no. 2983)

Commentary: Views of City Council awaited

Latest position: New request

Update: The CATG noted that the gateway on Castle Road was to be reinstated and that works would be undertaken in Stratford sub Castle in tandem with the Orchard House scheme. **Recommended:** that this issue is closed and removed from the list.

13. **Bollards : St Edmund's Church Street** (Issue no. 3124)

Commentary: Views of City Council Awaited

Latest position: New request.

Update: CATG considered on 18/10/13 and deferred a decision pending further investigation.

14. **Junction improvements : Roman Road/Pembroke Road** (Issue no. 2652)

Commentary: Considered on 7/8/2013 - Cllr Walsh to arrange residents meeting.

Latest position: New request

Update: CATG considered on 18/10/13 and noted the current situation.

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15. CATG Budget

In view of the number of schemes submitted it was **Recommended**: that an additional £15,000 be allocated from the Area Board capital budget in 2013 to support additional CATG schemes in Salisbury.

16. Speed Indicator Device (SID): Deployment Programme

Recommended that the SID programme (attached) is approved.

Report prepared by: Steve Milton, Community Area Manager (Acting)

Date: 4 November, 2013