

## Salisbury Highways Matters event – 25 January 2024

### Highway Maintenance, Improvements and Repairs

1	<p>Why hasn't there been adequate maintenance of the road and pavement surface in Castle Street, Salisbury, which lead to it becoming dangerous to users in December 2023 opposite Zizzi's Restaurant? What is the cost to the Council for a resident being injured or going to A&amp;E?</p> <p><b>ANSWER:</b></p> <p>This location has been identified for patching treatment but due to the need for a road closure and overnight working is now included in the 2024/25 programme. In the meantime, reactive repairs are being undertaken to keep the area safe. Safety of pedestrians and drivers is the first the priority for determining all interventions; we do have limited resources, however we continue to prioritise those on the higher safety concerns.</p>
2	<p>When is the pedestrian crossing in Netherhampton Road, between its junction with Upper St and its junction with Montague Road to be completed?</p> <p><b>ANSWER:</b></p> <p>The provision of a crossing at this location is being funded via the S106 agreement from the Netherhampton North development. The funding in the S106 agreement for this development only becomes available to the Council following occupation of the 50 properties at the site. As such it will be some time before the crossing is provided.</p>
3	<p>When are the arrows to be correctly marked in the right-hand lane from the College roundabout to the Exeter Street roundabout so that drivers (who are not local) can use this lane to turn left (it is already marked A354) and reduce the queues in the left-hand lane?</p> <p><b>ANSWER:</b></p> <p>All of the road marking in the vicinity of Exeter Street Roundabout will be updated at part of the proposed improvements being developed for Exeter Street Roundabout and Harnham Gytratory.</p>
4	<p>When will the council complete satisfactory repairs or better still, resurface work to roads that have faced delamination? I have pressed highways for a very long time to repair Wiltshire Rd (a bus route) which had very large ruts in the road. I was then promised repairs, but when contractors turned up to do the work, advance signs had not been placed to warn residents to move their vehicles and the work was aborted.</p> <p>The repairs were rescheduled for some weeks later, but this time, bollards were not put out and just dumped in a pile. There was also an issue with the machine that day and the job was not completed. I lobbied again to get the works done and was given another date and asked to alert residents. It was just as well that I did not, as they failed to turn up. Residents are now fed up and have asked if the work will in fact ever get done? Need further clarity on budgets for 2024/25 and what is going to be spent on Salisbury, not Wiltshire.</p> <p><b>ANSWER:</b></p> <p>Delamination typically occurs where veneer surfacing strips away? from the underlying carriageway. Defects are generally shallow and present issues regarding ride quality rather than safety. It follows that roads with deterioration to a greater extent will take priority when being considered for maintenance schemes.</p> <p>The Wiltshire Highways Maintenance Programme 2023/24 – 2029/30, which is published on the council website, includes a section that details proposed works for the Salisbury Area Board. Currently Wiltshire Rd does not feature on this, however, there are periodic reviews to make sure that the sites identified for works reflect the correct priority.</p>

5	<p>Walking around the city centre is an increasingly challenging experience for anyone with a mobility issue and particularly for those with rollators or other mobility aids. The poor state of pavements and dropped kerbs can be hazardous and in key shopping streets and pedestrian thoroughfares such as Catherine Street, Winchester Street and Fisherton Street in particular, the footways are so narrow in places that it is impossible for a rollator or a mobility scooter to pass a pedestrian, let alone another scooter or rollator, without one of them having to take to the road. Does Wiltshire Highways have plans to improve the level of maintenance on footways and to widen them sufficiently to improve accessibility, even at the expense of on street parking? It is disappointing that the opportunity to widen footways has largely been ignored in the current Fisherton Street improvement scheme where the priority appears to be in favour of motorists rather than pedestrians on this key pedestrian thoroughfare between the station and city centre.</p> <p><b>ANSWER:</b></p> <p>The footways in Fisherton Street are being widened where possible and continuous footways are being provided across the side road junctions to give pedestrians greater priority and make the routes along Fisherton Street easier to traverse. However, the Council still needs to ensure that suitable vehicle movements can take place along Fisherton Street as it is the main vehicular access/egress route to the west of the city. More generally, the Council's ambitions for providing an improved network for pedestrians (and cyclists) can be view in its Local Cycling and Walking Infrastructure Plans (LCWIP) for Salisbury which can be viewed here <a href="https://www.wiltshire.gov.uk/article/1723/Local-Cycling-and-Walking-Infrastructure-Plans-LCWIPs">https://www.wiltshire.gov.uk/article/1723/Local-Cycling-and-Walking-Infrastructure-Plans-LCWIPs</a></p>
6	<p>In June 2023 the Highways Capital program was presented to the AB along with the future maintenance / works program to 2030. At that meeting it was suggested that if Cllrs had a different view then they should provide any amendments, which they did. Can Highways please advise whether those suggestion have been taken into consideration?</p> <p>As part of the above I requested that forecast dates for commencement of works would be included rather than a listing in priority order, is this possible and if not why not?</p> <p><b>ANSWER:</b></p> <p>The updated proposed maintenance programme for 2024/25 onwards has been circulated to Area Boards for local comment and feedback. We will look to accommodate minor changes requested by Area Boards using the £10m additional budget allocated by cabinet for 2024/25 and 2024/26. The forward programme is broken down into financial years. The detailed in year programme will be available once discussion with Contractors has taken place and road space booking has been agreed.</p>
7	<p>Within LHFIG there has been significant discussion on pedestrian crossings, specifically, outside the One-Stop shop on the Netherhampton Road in Harnham. One of the issues around a request to upgrade the crossing to a "Pelican" is the cost, somewhere between £100K and £150K. Given the site is already in use and has power, please detail and justify the expense?</p> <p><b>ANSWER:</b></p> <p>Whilst there is a power supply at the site the provision of a signal-controlled crossing would require significant changes at the site in question. Cost would be incurred around the TRO process to change the type of crossing, the provision of the traffic signals poles and traffic signal heads, the traffic signal controller (which controls the operation of the signals), the need to install new ducting across the road (required to ensure that the signals operate correctly), the need to relocate existing lighting columns as traffic signal heads cannot legally be co-located on a street light in the way that Belisha Beacon can, and the need to resurface the road to ensure the complete removal of the existing zebra crossing markings. So, although there is a power supply at the site every other aspect of providing a signalled controlled facility needs to be put in place.</p>
9	<p>When is Downton Road footway to be resurfaced?</p> <p><b>ANSWER:</b></p> <p>The works will be undertaken once the Coach Park refurbishment works have been completed. Coaches are currently using the Downton Road P&amp;R site and this area is required for the compound to support the footway works.</p>

10	<p>Gullies across the city have been blocked for a number of years, causing flooding in the city. The gullies need more than a cycle of cleaning. Can we have a commitment that the gullies that are silted up will be cleaned in next years budget?</p> <p><b>ANSWER:</b></p> <p>Gullies are cleaned on a regular cycle with priority given to A roads and known 'hot spots' for carriageway flooding. There is a commitment by Wiltshire Council with an additional £1m investment awarded by cabinet to invest in machinery to enhance gully cleaning in terms of need. The teams will look into preventative work and further communication with land owners to make sure they meet their responsibilities.</p>
11	<p>Can blocked storm drains be emptied as part of a regular maintenance else there will be a major flood event?</p> <p><b>ANSWER:</b> Reports should be submitted via the MyWilts app when anyone sees a blocked storm drain. This will trigger an inspection and appropriate remedial action. A comprehensive review of all gullies is currently underway to review their condition and how often they are emptied. This review will help us to ensure a more targeted approach to gully emptying in the future.</p>

## **Congestion and speeding**

1	<p>It is a fact that Salisbury roads regularly suffer gridlock when one of the arteries (A30, A36, A345, A354) is blocked (accident, traffic lights, train derail etc). One road blocks and inevitably the blockages spread; at the wrong time of day the gridlock across the City is formed rapidly. Accidents have blocked the roads because of poor Highways planning decisions eg the access for Aldi on the A30. Roadworks have also blocked the A30 due a repeated lack of consideration of sequencing traffic lights placed close to another set of permanent lights (eg A30 Crematorium lights). Planning applications with a Highways impact are invariably cleared by Highways before the local council with local knowledge is able to raise an objection – by which time it is too late. I have asked on many occasions why there is a lack of joined up thinking with WC Highways but nobody wants to answer. Road condition, traffic flow, road safety and air quality are inextricably linked but this appears to be ignored. The residents know the budget is limited, can we please have someone looking at the bigger picture to reduce these continuing problems – and perhaps save money in the long term?</p> <p><b>ANSWER:</b></p> <p>The local highway authority has a statutory duty to respond to consultations on planning applications within a prescribed period. The extent to which applications can be conditioned or refused is also prescribed by statute.</p> <p>'Local knowledge' can contribute significantly to the highway authority's understanding of context when considering specific proposals, and regularly has a material influence on how applications are determined.</p>
2	<p>I live in New Street (right in the centre of Salisbury) where the high volume of traffic in rush hours has increased significantly since the one-way system in Fisherton Street came into effect to allow the road development works there to commence. The result in New Street has been stationary traffic in both directions in rush hours with all the air pollution which the running engines cause. I wipe my front door every week and will send you the paper towels used so that you can analyse the amount of pollutants - petrol, diesel, oil and rubber that now fills the air. The traffic runs more smoothly the rest of the time with the exception of the regular jams caused by people without disabled permits parking on the double yellow lines with impunity.</p> <p>~ When will the traffic problems of New Street be improved?</p> <p>~ Also, when will the Police do something about the many vehicles (mostly 4x4s, BMWs and transit vans from my visual survey) which break the city centre zone 20ph speed restriction which obviously applies to New Street?</p> <p>~ Regarding the 20mph limit which applies to all roads bounded by the three stretches of the Ring Road and Crane Bridge Road:</p> <p>a) when will Wiltshire Council paint more repeater 20mph signs on the roads to remind motorists that it applies? Most people are still driving at 30mph on Castle Street and Brown Street which is</p>

	<p>risky because pedestrians, bikes etc are often only visible at the last minute due to the many areas of parallel parking blocking drivers' sightlines and</p> <p>b) when will the Police deter cars and motorbikes ( mostly driven by young men when I see them) going down Brown Street in the evenings at speeds in excess of 40mph, despite the traffic lights? I've seen some of them go around the inner city centre loop and do it several times within 10 minutes! It's not a racetrack.</p> <p><b>ANSWER:</b> Traffic movements along New Street will return to more typical levels upon completion of the Fisherton Gateway works in the summer of this year and two traffic flow returns to Fisherton Street.</p> <p>Blue Badge Holders are legally permitted to park on double yellows for up to three hours by displaying their Blue Badge. If Blue Badge Holders are parking for longer than this, please raise this matter with Parking Services (parking@wiltshire.gov.uk) who will arrange targeted enforcement of the double yellow lines to address this matter.</p> <p>With respect to Point A of the 20mph speed limit query, as per the Traffic Sign Regulations and General Directions 2016 (which governs the provision of signs and road markings in England and in what situations they may be used) 20mph speed restrictions are introduced in two ways. The first is a 20mph speed <b>limit</b>. With this approach repeater signs should be provided every 200 metres. The second is a 20mph <b>zone</b>. With this approach repeater signs are not permitted to be provided because the zone should control traffic speed through the provision of traffic calming features, the physical layout of the road network, the volume of traffic or a combination of all three.</p> <p>Within the ring road, a 20mph zone approach was taken in November 1999 so there aren't 20mph repeater signs present within the city centre. It might be possible to provide some additional carriageway roundels at targeted locations where there is a recorded speeding problem. To ascertain if a speeding problem exists a traffic survey will need to be undertaken; to progress this an application form available here (<a href="https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups">https://www.wiltshire.gov.uk/article/6149/Local-Highway-and-Footway-Improvement-Groups</a>) should be submitted to Salisbury CC for initial consideration.</p> <p>In addition, if there are locations within the city centre 20mph zone limit where there is a recorded speeding problem It would also be possible for Salisbury City Council to deploy their Speed Indicator Devices to highlight to motorists where they are travelling in excess of the speed limit.</p> <p>Speeding enforcement is a matter for the police who will typically act if speeds are 10% + 2mph over the limit. The traffic survey will help understand this. With respect to Point B of the 20mph speed limit query, this is a matter for the Police to address and as such the originator of the query should raise the matter directly with them.</p>
3	<p>Rampart Road congestion: there have been numerous incidents of parked vehicles on Rampart Road being damaged by passing traffic. A one-way system has been proposed by residents but rejected by Wiltshire Highways. As this issue has become more severe in light of increasing traffic volumes on the A36, can Wiltshire Highways outline viable solutions to avoid more damage/potential collisions on Rampart Road?</p> <p><b>ANSWER:</b> Please refer to the Southampton Rd Study</p>
4	<p>There's a lot of apathy in Salisbury about these meetings because we're constantly ignored by Our Wiltshire and Highways and feel very much the poor relation compared to everywhere else in the county, so what's the point in attending.</p> <p>We've needed a bypass/relief road for years yet you keep building on (inappropriate flood plain!) land that could have been used for a bypass. It needs resurrecting NOW!</p> <p>Until the bypass is delivered, Salisbury is increasingly a no go area of constant gridlock, notably College Roundabout (give us a flyover or underpass for traffic going to Bournemouth and give back the missing box junction- not that it helped much!), Castle Road and the roundabout are a disaster,</p>

	<p>Harnham gyratory is a mess, St Paul's right hand lane is a mess, you can't even repair the broken traffic light on Castle Road roundabout, it's been smashed for weeks! We're sick to the back teeth of inaction or lack of care/interest in the south of the county. The queues through the city are getting worse and worse and the action from Wiltshire and Highways is less and less. Deeply despondent!!</p> <p><b>ANSWER:</b></p> <p>The Strategic Road network (A303/A36) is managed by National Highways not Wiltshire Council. There are no current plans for a Salisbury bypass, however National Highways have just completed a strategic study acknowledging poor connectivity between the M4 and the Dorset Coast, which will be influential in determining future investment priorities. We expect to learn more shortly and will share any implications for Salisbury.</p>
5	<p>How are we going to work better together, including Wiltshire Council, City Council, National Highways and utility companies to make sure we mitigate any roadworks/utility works/3rd party works that cause gridlock in the city?</p> <p><b>ANSWER:</b></p> <p>Wiltshire Council is a permitting authority, which means that anyone occupying the highway has to apply for a permit from the Network Management Team. Charges are levied at those occupying the highway without a permit or in breach of the permit.</p>

## **Flooding**

1	<p>Road flooding is an increasing problem as we have more periods of concentrated rain. Flooding not only causes delays but also increases the number of potholes due to the hydraulic action of passing vehicles. However, there is a WC policy NOT to clear drains that are not in flood areas. This is false logic as can be seen by the number of road drain covers which are completely blocked resulting in the water that should be draining going down the road to the lowest point, where it does cause flooding. I have tried reporting blocked drains and been rebuffed because of this policy. A proper view must be taken of clearing all drains. This winter the A30 Wilton road has had several deep floods within a short section of road – difficult to see, but the root cause is probably blocked drains. Will WC clear all road drains?</p> <p><b>ANSWER:</b></p> <p>Wiltshire Council does not have such a policy and drains on A roads and hot spots are cleaned on a maintenance schedule. When there are blockages, the council responds on a priority basis so where there is internal flooding to property or ponding on a high-speed road this will take precedence. Wiltshire Council has significantly increased the funding for drainage clearance enabling a wider reactive approach to drainage issues using an additional high pressure jetting tanker. This funding has now been baked into revenue budgets enabling us to maintain an improved reactive and maintenance service.</p>
2	<p>Flooding: in light of recent flooding in Salisbury, can we have a firm commitment from Wiltshire Highways to implement the flooding mitigation works at the junction between Milford Mill Road and Queen Manor Road?</p> <p><b>ANSWER:</b></p> <p>Work has been undertaken at this location to mitigate some of the issues by clearing the ditch line. There is an undertaking to carry out further substantive works on neighbouring land with permission of the landowners that should improve the discharge of water into the river. It should, however, be appreciated that the relatively low carriageway levels at the location means that, while there will be an improvement, it will not prevent the road from flooding when river and groundwater levels are high.</p>

## Air Quality/Climate Strategy

1	<p>Given Salisbury's local issues such as traffic congestion, poor air quality, &amp; the sensitive nature of the city's landscape setting, as well as the very significant broader issues of climate change, biodiversity loss &amp; increasingly poor (public) health, why have we yet to see any focus on developing dedicated, well-designed &amp; cost effective multifunctional networks &amp; corridors for more sustainable and active modes of travel such as walking &amp; cycling as part of the community's green infrastructure, in line with Wiltshire's Green &amp; Blue Infrastructure Strategy which was adopted in 2022 as a sister document to the Wiltshire's Climate Strategy?</p> <p><b>ANSWER:</b></p> <p>The council has produced and consulted on a Local Cycling and Walking Infrastructure Plan (LCWIP) for Salisbury as well as a Countywide LCWIP which covers the more rural areas of the county. It is the intention that the draft plans and consultation reports will be presented to the Cabinet Member for Highways, Transport, Street Scene and Flooding by the end of the current financial year. Salisbury has had a huge amount of investment and we are committed to make interventions where we can, to add value using a partnership approach and supporting opportunities available through funding. New developments will also need to make sure that Active Travel is considered as part of the development.</p>
2	<p>Could I please ask 'What monitoring of the air pollution being generated by the ring road (Churchill Way) is done beside the Greencroft where the playground is?</p> <p><b>ANSWER:</b></p> <p>Air Quality Monitoring in this location was discontinued in 2010 when the data showed no exceedances anywhere near approaching legal objectives for air quality.</p>

## Salisbury Transportation Strategy/ Active Travel

1	<p>City bus stops – following the loss of the bus station new locations were agreed for the bus terminals in the City. The PR7 is a well-used bus which used to pick up at one of the many stops in Endless St. Last year this stop was moved to in front of Tesco in Castle St (not sure if this was to do with Fisherton St going one way). This is a very poor site for bus stops due to the taxi rank, the number of bus stops and traffic parked across the road. Busses frequently hold on these stops as they are the terminus for the route. As a result there are frequent holdups – especially when other buses are trying to get past. On the pavement the problem is just as bad with passengers for different buses crowded together on the pavement at the same time as other pedestrians are trying to get through. There is no passenger queuing system which is a particular problem for those with mobility issues and pushchairs etc. At school time the students just push on regardless. This situation is unworkable and unacceptable. There is plenty of room in Endless St. Please can we have a proper review of the City bus stops – in particular for the PR7?</p> <p><b>ANSWER:</b></p> <p>The decision to move the PR7 stop to the Tesco stop was made by Salisbury Reds to reduce the amount of time it takes for buses to transfer from one service to another in the City Centre (running via Endless Street adds a extra 3 mins per trip, which soon adds up and can ultimately make the difference to the number of buses required).</p> <p>It is agreed however that there is a need to review the location of bus stops in the City Centre once Fisherton Street re-opens and also reconsider the way that buses interwork between services in the City Centre - working with the bus company on this during the Spring.</p>
2	<p>A key aim of the Salisbury Transport Strategy [STS] is to achieve modal shift from private vehicles towards more sustainable modes of transport, such as walking and cycling [STS July 2018, para 2.38]. Fifteen pedestrian and cycle schemes were proposed to link Salisbury to new housing developments at Wilton, Fugglestone, Netherhampton &amp; Harnham etc [STS July 2018 Table 4-2 and Figure 4-1 - this figure is copied in below for ease of reference]. So far none of these have been delivered and yet housing developments have proceeded apace.</p>

	<p>Does Wiltshire Council still intend to link all new housing developments around Salisbury to the city centre via safe cycling routes and when can we expect to see any progress on these routes?</p> <p>If there is no longer an intention to provide safe cycling routes how is it intended to achieve the shift to sustainable transport modes proposed in the Salisbury Transport Strategy?</p> <p><b>ANSWER:</b></p> <p>The council still intends to link Salisbury to new housing developments and development work is ongoing to do that. However, a number of the proposed routes are on third party land and permissions have to be sought. In some cases, the routes are partly to be provided by developers who have yet to build out their sites. In addition, not all of the routes have sufficient funding to develop and implement them and council is endeavouring to secure grant funding to deliver them.</p>
3	<p>In answer to a question submitted to Wiltshire Council's Cabinet on 2nd May 2023 we were told that the accumulated value of Section 106 monies collected to contribute to the Salisbury Transport Strategy was £7,045,970. It would seem that approximately £2.5 million of this is earmarked for the Harnham Gyratory proposals (see <a href="https://www.wiltshire.gov.uk/highways/salisbury-junctions">https://www.wiltshire.gov.uk/highways/salisbury-junctions</a>).</p> <p>How is it intended to allocate the remaining amount (approx. £4.5 million)?</p> <p><b>ANSWER:</b></p> <p>The Salisbury Transport Plan identifies a range of required outcomes to support growth and sets out 4 broad themes encompassing a range of projects and interventions. Those themes are:</p> <ul style="list-style-type: none"> <li>- Smarter choices – encouraging use of sustainable modes and changes in travel habits;</li> <li>- Pedestrian and cycle network improvements;</li> <li>- Public transport network improvements; and</li> <li>- Highways Schemes.</li> </ul> <p>Estimated costs are attributed to each theme.</p> <p>Whilst individual scheme costs and details will have changed to some degree, it is proposed to adhere to the proportional value of each theme and apply it to the sum available.</p> <p>More work is being carried out to determine which schemes carry the best value and highest priority.</p> <p>The Council's Head of Sustainable Transport will update the Area Board in due course regarding their previous discussions on this issue.</p>
4	<p>A year has now passed since the Wiltshire-wide and Salisbury Local Cycling and Walking Infrastructure Plans were consulted on. Volunteers from the community put in many hours to comment in detail on these plans, but so far they remain in draft form and a consultation report has not been issued. Please could you let us know what revisions to the Plans will be made as a result of the consultations, what is the timetable for the adoption of revised Plans, when will the consultation report be issued and what steps are being taken to obtain funding for implementing the Plans?</p> <p><b>ANSWER:</b></p> <p>The Salisbury and Countywide LCWIPs are currently being updated following the representations made during the public consultation with the intention that the draft plan and consultation report will be presented to the Cabinet Member for Highways, Transport, Street Scene and Flooding by the end of the current financial year. In terms of funding, the council plans to allocate Salisbury Transport Strategy S106 funding to develop and implement priority elements of the LCWIP infrastructure and will also bid for funding from Active Travel England's Active Travel Fund when the next funding tranche is launched.</p>
5	<p>We are pleased to see the progress that has been made in constructing the River Park even though the work has resulted in the closure of National Cycle Network (NCN) route 24 to both pedestrians and cyclists where it passes under the ring road near Waitrose. No suitable alternative route was identified for cyclists. The latest phase of the river park scheme involves the coach park where the cycle route around the edge has now closed. Plans for a replacement cycleway on the west side of</p>

	<p>the river have been discussed, but no detailed design has been available so far. On 28 March 2023, I wrote to the River Park project manager seeking assurance that the new cycleway on the west side of the river would be open before the closure of the coach park. His reply the same day was "The cycle path will be finished on the west side of the river prior to the coach park works starting." Sadly, this is not the case. Please could you let us know what are the detailed plans for the replacement cycleway, and a timetable for both implementation and reopening of NCN route 24?</p> <p><b>ANSWER:</b></p> <p>The original intention was to get the cycle path open on the west side of the river prior to starting the coach park works, but this is one of the elements of work that has had to go back in the programme due to the challenging weather over the past year. Work has started on the cycleway, and we hope to have it open by the end of March, although initially it may be opened as a shared use path for the first month whilst other footpaths are completed.</p>
6	<p>Can we please have an update on the use of STS funding to address the list of projects identifies through LHFIG and presented to the AB on 28th November?</p> <p><b>ANSWER:</b></p> <p>Please refer to the response to question 3 above.</p>
7	<p>Costings for electric buses, concerns about why we are paying money for a commercial operator?</p> <p><b>ANSWER:</b></p> <p>We have made a bid to the government's ZEBRA 2 (Zero Emission Bus Regional Areas) fund for 23 ZEBs in Salisbury; the outcome of the bid will be known in March 2024. If successful, WC have agreed a contribution towards the scheme which is funded via The Salisbury Transport Strategy, which commits to investing in electric buses in the city. The bid provides an opportunity to bring ZEBs to Salisbury which the bus operator would not be able to afford at the current time, without the grant funding being offered from Department for Transport (DfT) and WC. The potential benefits to Salisbury are numerous, particularly in terms of improving air quality and carbon emissions.</p> <p>In terms of context, in March 2021, the government published 'Bus Back Better', its national bus strategy for England, which set out a vision for the future of buses across the country. The strategy set out a roadmap to transition towards a fully zero emission bus fleet. Since then, an estimated 4,200 zero emission buses (ZEBs) have been funded across the United Kingdom in a partnership approach between various bus operators, the Department for Transport and local authorities. This supports the Government's long-term goal to decarbonise the whole bus fleet.</p> <p>The ZEBRA scheme supports the rollout of ZEBs, the development of ZEB technology and provided learning on the challenges of introducing ZEBs and their supporting infrastructure. Government have clearly set out to us the importance of local transport authorities (LTAs) having the right knowledge and experience to deliver large ZEB projects and the importance of partnership working between LTAs and bus operators. They have also highlighted the additional challenges faced by rural LTAs seeking to introduce ZEBs, both technological and financial. In order to decarbonise the whole bus fleet, government are asking that all LTAs and all bus operators take the first step towards decarbonising buses. This is why we have submitted this ZEBRA partnership bid with the bus operator, Salisbury Reds.</p>

### **A36 Southampton Road**

1	<p>When are the Highways Committee going to persuade the Highways Agency that Southampton Rd between the College and the 'TESCO' roundabouts should be returned to 2 lanes to speed up traffic in and out of the city. At the same time, make the College roundabout a conventional roundabout, not with 2 lanes which go straight on, to allow easier access to the A36 rather than contributing to traffic on the Exeter Street and Harnham roundabouts.</p>
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	<p><b>ANSWER:</b> National Highways (formerly Highways Agency) are currently developing proposals to improve capacity on the A36 Southampton Road. As such any changes to the layout would be for them to consider as part of this work.</p>
2	<p>The collage roundabout is a huge traffic mess in Salisbury particularly at peak times and weekend traffic. I suspect that many consultations have taken place concerning this traffic mess. As a local resident (40 years) and car driver I have often thought about why is the traffic so bad at this roundabout. The main problem appears to be the volume of traffic wanting to go down the Southampton Road (A36). I have observed that that the traffic suddenly moves quite freely once past Tollgate road.</p> <p>The main problem appears to be the unnecessary volume of traffic emerging from Tollgate road onto Southampton road, which cause the roundabout traffic to slow and stop with people being kind and letting traffic emerge from Tollgate road.</p> <p>So why is the volume of traffic “unnecessary”, this is because the locals (including me) know that if the traffic is heavy down Churchill way towards the College roundabout, we come off the A36 at Kelsey hill road and filter down Rampart road and onto Tollgate road. Rampart road is dangerous with many parked cars, so really it is one way traffic at best.</p> <p>My suggestion would be to make Rampart road one way for north traffic only from St Martin’s Church Street to Milford Street. This would prevent the “cut-through” traffic and significantly reduce the emerging traffic from Tollgate road onto the A36. The resulting effect should improve the traffic flow.</p> <p>1) Would Wiltshire highways consider a setting up a trial to test this? The alternative solution, and I suspect more expensive, would be to install traffic lights at the Tollgate road / A36 junction, with a long delay for the Tollgate road emerging traffic.</p> <p>2) Would Highways Wiltshire consider installing traffic lights at this junction.</p> <p><b>ANSWER:</b> Please refer to the Southampton Rd Study</p>
3	<p>Tollgate Road junction with Southampton Road: can Wiltshire Highways comment on the proposal to close the Tollgate Road exit onto Southampton Road? Would this be viable and if so, can this be introduced to help ease congestion on Southampton Road?</p> <p><b>ANSWER:</b> Please refer to the Southampton Rd Study</p>

### **Harnham Gyratory and Exeter St Roundabout improvement scheme**

1	<p>Harnham roundabout - rather than produce an expensive scheme - why not move the bus lane on the Downton Road back to the bus stop so that more cars can go through this junction when the lights change and the road will be safer because currently many cars cut in and there will also be more room for overtaking stationary vehicles on the other side</p> <p><b>ANSWER:</b> Shortening the bus lane as suggested would marginally increase vehicle stacking capacity on this arm of the junction but would make little difference in increasing the overall traffic capacity at Harnham Gyratory. Shortening the bus lane would also be contrary to the Council's Bus Service Improvement Plan. As such the Council would not support this suggestion.</p>
2	<p>Exeter Street roundabout - rather than produce an expensive scheme - please cut down all the bushes completely but leave the trees and flower beds so that traffic (especially buses) can see across the roundabout and join the roundabout more quickly, more safely and enable decisions re which exit to take (instead of blocking the roundabout)</p> <p><b>ANSWER:</b></p>

	<p>Removing the shrubs as suggested will make no difference to traffic capacity at the roundabout. Removal of the shrubs would also be contrary to the Council's carbon reduction and biodiversity net gain ambitions. As such the Council would not support this suggestion.</p>
3	<p>What are your current proposals for both the Exeter and Gyratory roundabouts and the connection between. It should be noted this is the major emergency route to A &amp; E from the North and serving all of S. Wiltshire and beyond? <b>ANSWER:</b> The council's current proposals can be viewed on its website here <a href="https://www.wiltshire.gov.uk/article/4007/Salisbury-junction-improvements">https://www.wiltshire.gov.uk/article/4007/Salisbury-junction-improvements</a></p> <p>However, it is noted that the originator of this comment is well aware of the Council's proposals as they have been in correspondence with the Council since they were made public at a presentation given to Salisbury City Council in September 2023.</p>
4	<p>The Transport Evidence Base (Atkins Report May 2023) that underpins the Local Plan states that the Harnham Gyratory is currently at 85% capacity and the additional housing associated with planned developments in Harnham, Britford and the already underway development in Netherhampton Road, would increase this figure to 97%. This means that the Gyratory will be over-capacity, and hence not be able to cope with the additional traffic associated with these housing developments.</p> <p>The early plans seen before Christmas for road improvements to the Harnham Gyratory and the Exeter Street Roundabout (known as the "Salisbury Transport Strategy Refresh") will not deliver the improvements necessary to accommodate the increase traffic resultant from the housing developments. This was confirmed in an email from Wiltshire Council to Cllr Annie Riddle. Moreover, these improvement are not funded and only covered the period to 2026 and not the full Local Plan period to 2038.</p> <p>So, please can Wiltshire Council confirm whether there are any funded plans to address the projected 97% over capacity of the Harnham Gyratory in order to accommodate the housing developments planned for Harnham, Britford and Netherhampton Road? <b>ANSWER:</b> The Council intends to carry out capacity improvements at Harnham Gyratory and Exeter street roundabouts. Full and comprehensive details can be found on the website at <a href="#">Salisbury junction improvements - Wiltshire Council</a></p>

## **Fisherton Gateway**

1	<p>New Paving in Fisherton Street - The Salisbury Civic Society would like to ask why the material for new pavements as part of the Fisherton Gateway project has been changed from natural York stone, as proposed in February 2023, to concrete, as is now evident from the work already carried out. It would also like to ask why, if concrete had to be used for cost reasons for this very important feature of the work, there was no consultation on the type and colour of the slabs, given the great range available of non-natural stone paving. Something more suited to the original aspirations of this project could surely have been found. <b>ANSWER:</b> Our intention was to provide natural stone paving materials, if we could afford it. However, when the construction price was submitted we had to make some difficult value based engineering decisions to stay within the budget. The funding was awarded in 2021 and since then we've had significant inflation, but no adjustment in the funding provided. We could either use cheaper materials or do less, and we chose the former.</p> <p>The paving materials is the biggest cost item for the project. The alternative that has been selected, AG's plaza range, is a third of the cost of natural stone, which represents a significant saving. But we</p>
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didn't just look at cost during the value engineering exercise; we also considered appearance, lead in times and carbon impacts.

The attached materials palette shows the natural stone at the bottom and the AG paving at the top. We believe it's a good match across all three materials, although we acknowledge that the finish will be more uniform without the variability found in natural stone. The AG paving has a much shorter lead in time of 6-8 weeks, compared to the 12-14 weeks for natural stone. This enabled an earlier start on site. It also offers 70% carbon savings over other equivalent paving materials.

The AG paving was shown at the Meet the Contractor event that was held before construction commenced. Once the project is finished with the full materials palette, buildout, raised tables, street furniture and soft landscaping the effect will be softened. Over time the paving will also weather and look more natural. Our aim was to bring out the unique and independent character of Fisherton Street. This different yet complimentary materials palette to what is used elsewhere in the city centre should reinforce that.

I can further confirm that the same materials palette will be continued in South Western Road and at the Station Forecourt. It is in fact not a concrete product, but a composite product consisting of concrete at the bottom with natural stone on top. So the concrete side would be hidden and the natural stone side would be visible.

We have tried to adhere to the materials palette shared during the public consultation phase as far as possible. We did caveat it by saying "It should be noted that the final selection of materials and street furniture will be based on the budget available and will be undertaken in consultation with key stakeholders who will also be responsible for the ongoing maintenance." We therefore consulted the City Council as part of the value engineering exercise. Unfortunately the programme did not allow for more extensive consultation. We had to make a decision in a timely manner so that the order could be placed and the materials delivered to site when needed.

If they raise the issue of grouting, this is our response:

- We are looking into options for improving the grouting. The grouting is not complete yet and some remedial work is ongoing.
- The natural grout colour, FJM Eco Natural, was selected to match the entire materials palette that ranges from buff coloured to grey and white. The attached photo shows an area that is finished where the grout blends well with the buff coloured paving slabs and the granite kerbs.
- In the photos that the civic society shared the grout does look dark. This is because it hasn't cured yet; the colder temperatures has delayed curing. The finished product should look like the attached photo.
- The civic society is of course welcome to suggest a grout that we could consider for use in South Western Road and the forecourt. This would have to blend in with the full materials palette and have the same carbon saving credentials as the product currently specified - Flowable Jointing Mortar FJM Eco Smooth - Larsen Building Products.

**2** When the pavement widening scheme in Fisherton Street is complete, will the remaining carriageway be wide enough to both support two-way traffic and allow loading bays?

**ANSWER:**

The carriageway will be wide enough to support two way working and loading activities. Most of the loading activities along Fisherton Street are undertaken by motorists stopping on the existing double yellow lines. There are currently no plans to stop motorists from being able to do so as motorists are legally permitted to stop on double yellow lines (where no loading restrictions are not present) to load or unload a vehicle. However, motorists are only permitted to do so for as long as it takes to complete the loading activity and as long as they don't cause an obstruction of the highway. Additionally, loading bays will be made available in the vicinity of number 33 Fisherton Street, between the Malthouse Lane and Summerlock Approach junctions. Details of the scheme including an overview drawing can be found at <https://www.wiltshire.gov.uk/salisbury-traffic-management>

## **My Wilts**

**1** MyWilts – I have been using the WC reporting system since it started and have provided feedback. Highways reporting has proved problematic as the reports are CLOSED by passing them on – presumably to someone who is supposed to deal with it. Nothing happens and the report has to be repeated. I have wasted quite some time queuing on the telephone trying to get through to Customer Services (who are excellent) because of the faulty way the reporting is set up. Customer Services tried to help by giving me a number for Highways – unfortunately Highways had diverted their number back to Customer Services so I had to wait another 15 minutes to ask Customer Services to deal with the problem (in all it took 45 minutes which, while a waste of my time, unnecessarily blocked the Customer Services number). Other areas of WC take action then put the action on the report before closing it. Having an ‘open loop’ reporting system is doomed to failure because there is never any check to see if the problem has been dealt with. MyWilts has also been ‘updated’ to remove the opportunity for the report to be updated by the reporter – this dialogue did prove very useful so why was it removed? I would be happy to include my mobile number in the report in case clarification was required. Will you please fix these problems with MyWilts?

**ANSWER:**

The Council acknowledges that the performance of the MyWilts App is below what we would aspire to. Improvements went live before Christmas on the feedback loop and will continue through this year to provide more significant improvements by the end of August. We encourage residents to continue to use the My Wilts app, as it's the fastest way to raise an issue/defect and for the item to be recorded to be assessed. The team will discuss adding the comments section back to the bottom of the app.