

Salisbury Area Board: Community Transport Group

Update report

NOTES OF A MEETING HELD AT CHURCHFIELDS DEPOT ON 7TH FEBRUARY 2014

Present: Cllr Brian Dalton (Chair), Paul Shaddock (Highway Engineer), Steve Milton (CAM), Cllr Ricky Rogers, Cllr Matthew Dean (SCC), Pam Rouquette, Cllr John Walsh, Helen Rowe, Eric Cleaver, David Laws, Graham Axtell, David Brown.

Apolgies: Cllr Wilmott (SCC), Cllr Clewer.

CATG SCHEMES: PROGRESS AND RECOMMENDATIONS

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

Assessment: 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.,

Progress: Considered by SAB 12/9/13 – Approved £5,000 for London Rd and Downton Rd. CATG considered on 18/10/13. A preliminary design has been discussed with the garages concerned. An update report was submitted to CATG 7/2/14.

CATG update: CATG noted that confirmation had been sought from the Garage owners and that subject to this the scheme will be implemented as recommended. Update on progress to next CATG meeting.

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

Assessment: 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)

Progress: Considered by SAB 12/9/13 – Approved £2,000. Reconsidered on 18/10/13.

CATG recommendation: Works scheduled, close issue.

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

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

Progress: Considered by SAB 12/9/13, to be taken forward as an Area Board project . CATG reconsidered on 18/10/13. Topographical study has been commissioned and consultations had been undertaken with local residents

CATG recommendation: that this scheme is taken forward as part of the bus shelter replacement programme and is afforded top priority.

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

Assessment: 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.

Progress: Considered by SAB 12/9/13 – Approved £2,000. CATG considered on 18/10/13.

CATG recommendation: Works commissioned, close issue and remove from list.

5. **Controlled crossing near bus stop adjacent to Ambulance Station: Odstock Road** (*Issue no. 2684*) and **Zebra Crossing : Ridings Mead** (*Issue no. 2900*)

Assessment: 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.

Progress: Considered by SAB 12/9/13 – Approved £1,000. CATG considered on 18/10/13. A survey has been undertaken and was reported back to CATG 7/2/14. CATG considered the various locations available and the constraints associated with each.

CATG recommendation: that subject to the removal of branches that obstruct visibility from the south and the provision of appropriate signage, the option of introducing two crossing points at the top and bottom of the road be approved and £5,500 be allocated to enable the scheme to be implemented.

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6. **Pedestrian Crossing : Roman Road, Bus Stop** (*Issue no. 2868*)

Assessment: 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 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 stop 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.

Progress: Considered by SAB 12/9/13 – Approved £500. A technical survey was undertaken showing the original proposal to be unfeasible because of proximity to private dwelling access. A new location was proposed close to original site. Wilts and Dorset had been consulted and were happy with proposed site. Residents consultation had been undertaken and no objections raised to the amended proposal. Considered by CATG 7/2/14.

CATG update: Works scheduled, close issue and remove from list.

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

Assessment: Tom Gardner, Highways 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.

Progress: Considered by SAB 12/9/13 – Retained on list for future consideration. Reconsidered by CATG 7/2/14. Cllr Dean (SCC) indicated that there was no significant problem except at peak times. CATG considered that were relatively few options available unless there is local demand for a one-way scheme.

CATG recommendation: Retain on list and notify residents that it may be considered if there is substantial support – with a request for ideas from local residents.

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

Assessment: 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.

Progress: Considered by SAB 12/9/13. Considered by CATG 7/2/14.

CATG recommendation: Close issue and remove from list indicating that it may be reopened if the residents wish to have a Metrocount survey.

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

Assessment: Proposal submitted by local residents to address congestion and hazards caused by school drop-off parking in Hollows Close.

Progress: CATG considered 18/10/13. Recommended to Salisbury Area Board that a TRO is implemented to restrict access to permit holders only in Hollows Close and Folkestone Road - cost £3,000 SAB adopted the proposal and it will proceed to the next stage. Considered by CATG 7/2/14.

CATG update: Traffic orders drafted by the legal team, anticipated they would be advertised at the end of February or beginning of March.

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

Assessment: Request submitted by Cllr Mrs Douglas following consultation with local residents. This proposal would create a conspicuous entrance to Stratford sub Castle and reinforce local speed limits.

Progress: Raised by Cllr Douglas at SAB and agreed that CATG would take another look at this proposal. The local residents rejected the substantive highway bid project following public consultation. Substantive bid grant returned to central fund. Subsequently, local Councillor, Mary Douglas had discussed the issue with local residents and has subsequently requested the installation of painted wooden 'village' gates adjacent to the 30mph signs at the entrance to Stratford Sub Castle from the North.

CATG recommendation: that £5,000 be allocated from the CATG budget to facilitate the installation of white painted 'village gates' at the northern end of Stratford Sub Castle adjacent to the 30mph signs.

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

Assessment: Local residents and local Councillor, Helena McKeown submitted this request to address problems of cars mounting the pavement in St Edmund's Church Street.

Progress: CATG considered on 18/10/13 and deferred a decision pending further investigation. Subsequently SAB supported this idea in principle and asked CATG to consider the feasibility of the introduction of bollards in this location. Reconsidered on 7/2/14.

CATG recommendation: that £1,800 be allocated for a feasibility assessment including test drillings to find the location of underground utility channels

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

Assessment: Introduction of traffic island had restricted access at this location due to vehicles parking to access the local shop. Considered on 7/8/2013 and it was agreed that Cllr Walsh would discuss possible solutions with local residents.

Progress: A site visit was undertaken with Cllr Wilmott, Walsh, Rogers, Brown and Shaddock to assess possible solutions.

CATG recommendation: that £1,000 be allocated from the CATG budget to support a bid to the substantive highways budget for a further £7,000 to remove the area of traffic island south of the refuge to widen access at the junction. However, if the substantive bid fails this matter be referred back to CATG later in the summer/autumn for further consideration.

13. **Replacement of the Bus Shelter Pembroke Road/Pulman Drive**

Request from Cllr Ricky Rogers on behalf of the Bemerton Heath Residents Association. The established bus shelter was demolished by a car accident a few years ago and never reinstated, so we have a well used bus stop with no shelter.

CATG recommendation: that this scheme be included in the bus shelter replacement programme and afforded high priority.

14. **Request for 2 "Slow children at play" signs in Pinewood Way**

Request from Cllr Ricky Rogers on behalf of the Bemerton Heath Residents Association. Request received following a serious accident involving a child/car last year and a survey of local residents.

Assessment: Local consultations and revealed substantial support for the scheme.

CATG recommendation: that £500 be allocated from the CATG budget to provide the signs as requested.

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15. Pedestrian Crossing at Bottom of Devizes Road

Councillor Clewer submitted the following request for consideration by CATG.

“ I have interrogated the database maintained by the Police which records the details of all collisions on the highway that result in personal injury. I can confirm that in the preceding five year period (to the end of September 2013 as the most recent data available) there have been two collisions recorded involving the zebra crossing which have resulted in personal injury. The first of which, dated 22nd May 2012, didn't actually result in anybody using the crossing itself being injured. The details of this particular incident are that a driver of a bus travelling south (towards the city centre) thought that a child was about to step onto the zebra crossing so braked sharply and in doing so caused a child sat in a pushchair on the bus to fall out of the pushchair and become injured. The second collision took place on 17th September 2013 and involved a car travelling south striking a pedestrian (travelling east to west) as they stepped out onto the zebra crossing. The severity of both collisions are recorded as slight on the Police database. What is of particular noteworthiness with the recorded collisions is that both involved vehicles travelling south whereas the concern outlined in Mr. Gordon's email is visibility of the crossing to vehicles coming off of St. Paul's Roundabout and travelling north along Devizes Road.

I undertook a site visit to view the crossing on the morning of the 30th December 2013 and can confirm that both the belisha beacons were working correctly at that time. I noted during my site visit both of the beacons had hoods on them to reduce the impact of the blinking light on adjoining properties. Whilst technically there is nothing to prevent the council removing the existing beacons and replacing them with Zebrites (<http://www.zebrite.co.uk/products/zebrite-pt.htm>) the impact of doing so on adjoining properties needs to be considered. Hoods cannot be fitted to Zebrites specifically because the purpose of Zebrites is to improve the conspicuity of a zebra crossing which means that the blinking beacon may become more of an issue for adjacent properties. For information Zebrites are dimmable with the general idea being to retain an appropriate level of contrast of the beacon when it is and isn't illuminated. Previously where we have used them (Netherhampton Road by the One Stop Shop) the adjacent properties have been set back further from the road than is the case with the crossing at the bottom of Devizes Road.

An alternative to the use of Zebrites would be to erect two number signs (one for vehicles travelling north and one for vehicles travelling south) on existing street lighting columns providing advanced warning of the zebra crossing. This approach would warn of the upcoming crossing and wouldn't have any impact on the properties in the immediate vicinity of the crossing point. I'm happy that either approach to be suggested to the CATG but, in view of the above information, wondered if you had a preference as to which solution to move forward with.”

Assessment: The Zebrite option would be approximately £4,500 for the beacons to be supplied by Zebrite Ltd and installed by BBLP. The sign option would be approximately £1200 with all the works being undertaken by BBLP. Zebrite have confirmed that they have recently started supplying hoods to go over the Zebrites which would obviously be of benefit of to residents in the adjacent properties. To have Zebrites with hood would push the cost up by £300 to £4,800.

As it stands there is enough CATG budget available to fund either option (or indeed both). I would suggest asking for funding to do both options (£6,000) with a fallback position of going for one or other of the options individually should the CATG not to wish fund the both options as a complete package. The options could be explained on this basis to the CATG.

These improvements aside there is not a great deal that can be done to improve this crossing. There is no

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real scope for carriageway or footway alterations at this location and finding an alternative site for the crossing nearby would be difficult and obviously there is a proven desire to cross the road where the crossing is currently situated otherwise it would not have been placed here in the first case. Therefore relocating the crossing might just result in people crossing the road at the current location without any of the protection offered by the crossing which if obviously not a desirable situation.

Paul explained, cost of zebrite £4,800 and warning signs £1,200 Both would cost £6,000
Is s106 funding available from the Brandon Tool Hire Site development? Paul would check but felt not.

CATG recommendation: that £1,200 be allocated from the CATG budget for new signs and the issue be closed and removed from the list, recognising that this may be reconsidered should problems persist.

16. **Middle Street, Harham** (*Issue no. 3131*) Vehicle parking in Middle Street, Harnham

Assessment: The Salisbury Highway Engineer undertook a site visit to Middle Street in Harnham on the morning of the 5th December 2013 to assess the problems raised by Pam Rouquette in Area Board Issue 3131. The issue raised highlights two distinct problems.

The first problem being the parking that takes place along Middle Street between Constable Way and Berkshire Road. Having been on-site between 8.00am and 9.00am it is clear that the vast majority of the parking taking place at this location is commuters heading off into the city centre. The Engineer witnessed motorists parking at this location then walking along to Town Path and then heading in the direction of the city centre. He also witnessed one motorist taking a bicycle out of their car and then cycle off in the direction of Town Path. The parking that is taking place is having two effects. The first being that it is making access to Middle Street Meadow difficult. The second being that the parking is making it difficult for vehicles (in particular larger vehicles such as buses) and pedestrians to travel along this section of Middle Street.

There are already double yellow lines in the area. The double yellow lines run along Lower Street (from its junction with Harnham Road) into Middle Street as far its junction with Constable Way. Extending the double yellow lines along Middle Street as far its junction with Berkshire Road would address the parking problems. The option of using single yellow lines over this length of road is also available and would allow the no parking restrictions to be tailored to specific days and times. Given there are commuters parking at this location the possible introduction of a residents parking scheme could be considered. Although, there is probably not enough commuters causing problems at this time to warrant the introduction of residents parking. All requests for new waiting restrictions must be made via Salisbury City Council in the first instance.

The second problem is the eastern access to Middle Street Meadow. This is a longstanding problem that has previously been raised with both Wiltshire Council and Salisbury City Council through the Salisbury Walking Forum. The eastern access brings you out onto the main carriageway of Middle Street. Although the introduction parking restrictions would address the problems raised with regards to use of this access the fact that it come out directly onto the carriageway is not ideal. However, there is a minor improvement that could be made to remove a section of fencing outside No. 34 Middle Street which would then provide access to/from Middle Street Meadow directly from a nearby footway. The existing eastern access could then be closed off. Irrespective of the introduction of waiting restrictions at this location it would be sensible for the improvement outlined above to be introduced.

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As mentioned above, this issue has been raised before and ultimately it was decided that it was a matter for Salisbury City Council to progress in terms of improving access to Middle Street Meadow for which they are responsible. Initially, there were some land ownership issues to be addressed with regard to this matter which have been resolved and it should just be a case of the works being undertaken. Technically CATG monies can't be spent on making improvements that aren't on the public highway. However, as the area board has given some of their grant money to the CATG then this could be used to fund these improvements.

CATG recommendation: that further confirmation is sought from the Environment Agency about the disposal of land necessary to achieve the required improvements and that Salisbury City Council be approached and asked to consider making a contribution toward the cost of acquiring the small piece of land concerned.

17. RTPI sign Manor Farm Road

Assessment: Cllr Tomes had requested the provision of real time passenger information displays to be installed at this site. This was considered by CATG 7/2/14. The Highway Engineer reported that costs would be in the region of £10,000.

CATG recommendation: retain on list, and request that Wilts & Dorset bus company carry out an assessment of usage of the bus stop and report back to next CATG meeting.

18. 20 mph Speed Limits

Salisbury Area Board considered the Council's new policy on 20 mph speed limits at its meeting in January and asked this Group to bring forward proposals for the introduction of targeted schemes. In summary, the policy enables the Area Board to evaluate and introduce up to two schemes in any financial year (subject to detailed costs being prepared). It does not accommodate blanket designations and must be considered as a measure that will effectively target a substantiated need. In considering an approach, it is suggested that the Group:

- Advertises the scheme and invites bids from the community, Salisbury City Council and Laverstock and Ford Parish Council.
- Refers all proposals to the appropriate parish council for comments (removing any schemes that are not supported).
- Considers proposals and recommends priority schemes for full assessment and implementation (recognising that this will be restricted to 2 in any financial year).

19. Bus Shelter Refurbishment programme

The group considered a number of bus shelters in the City that are in a poor state of repair. The Area Highway Engineer has produced a report outlining proposals to refurbish the bus shelters utilising the additional £15,000 funding awarded to the Group by Salisbury Area Board. A programme of works will be developed for consideration by the Board in due course.

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20. Illuminated traffic island signs

At the request of Councillor John Collier of Salisbury City Council, the group considered the condition of illuminated traffic island signs at a number of locations in the City. Although not eligible for funding from the CATG budget, these concerns were recorded by the Traffic Engineer to take up with the Street Scene Team.