

7th JANUARY 2009

SALISBURY CITY CENTRE
OBJECTIONS TO THE IMPLEMENTATION OF AMENDMENTS
TO WAITING RESTRICTIONS

Purpose of Report

1. To:
 - (i) Consider the objections to the advertised Traffic Regulation Orders (TROs).
 - (ii) Recommend implementation of the proposals as advertised.

Background

2. The last review of waiting restrictions in the city centre took place in 2004. Since then a number of requests for changes to the waiting restrictions in the city centre have been received by the Joint Transportation Team (JTT). In addition to these requests the need has also arisen to make a number of changes to the waiting restrictions in the city centre for operational reasons.

Summary of Scheme Proposals

3. A total of five TROs were advertised as part of this scheme. The advertised TROs proposed:
 - (i) The removal of two Bus Stop Clearways, one from the north side of Fisherton Street and one from the north side of Bridge Street, and their replacement with a new Bus Stop Clearway outside the United Reformed Church (URC) in Fisherton Street. The bus stop which is proposed to be removed from Fisherton Street would be replaced by a 'No Waiting At Any Time' restriction and the bus stop which is proposed to be removed from Bridge Street would be replaced by a 'No Waiting' and 'No Loading At Any Time' restriction.
 - (ii) The removal of the Disabled Parking Bay from the west side of Endless Street and the relocation (in a southerly direction) of the Loading Bay on the west side of Endless Street to accommodate an extended Bus Stop Clearway.
 - (iii) The removal of the westernmost Pay and Display Parking Bay from the north side of Chipper Lane to accommodate an extension to the existing Disabled Parking Bay. This is to replace the spaces lost by the proposed removal of the Disabled Parking Bay from Endless Street. The introduction of a new and the extension of an existing Pay and Display Parking Bay on the north side of Chipper Lane to replace the spaces lost by the proposed extension of the Disabled Parking Bay in Chipper Lane. The extension of the existing 'No Waiting' and 'No Loading At Any Time' restriction on the southern side of the western end of Chipper Lane.

- (iv) The removal of the Motorcycle Parking Bays in Catherine Street and Milford Street. The Motorcycle Parking which is proposed to be removed from Catherine Street would be replaced by a 'No Waiting' and 'No Loading At Any Time' restriction. It should be noted that in effect this is only a paper change as the Motorcycle Parking Bay in Catherine Street is not currently marked on the ground. The Motorcycle Parking Bay which is proposed to be removed from Milford Street will be replaced by an extended Pay and Display Parking Bay.
 - (v) The relocation (in a westerly direction) of the existing Loading Bay and Pay and Display Parking Bay in the western lay-by in Winchester Street to accommodate an extension to the existing 'No Waiting At Any Time' restriction in front of the dropped kerb access to Hayballs Cycles.
4. A full copy of the TROs advertised as part of this scheme are available in the Salisbury District Council and Wiltshire County Council **Members' Rooms**.

Representations

5. No objections or other representations have been received in relation to the proposals for Endless Street, Chipper Lane, Catherine Street, Milford Street or Winchester Street.

Support

6. One email of support has been received in relation to the proposals for Fisherton Street from the Fisherton Street Traders Association.

Objections

7. Two letters objecting to the proposals for Fisherton Street have been received. One letter was sent on behalf of the Elders of the URC. The second letter was sent by a patron of the URC.
8. Both letters of objection oppose the proposed introduction of a Bus Stop Clearway outside the URC on the basis that it would reduce access to a place of public worship and restrict the activities listed below from continuing to take place:
- Wedding cars waiting in the road whilst a wedding service is in progress.
 - Funeral hearses waiting in the road whilst a funeral service is in progress.
 - Blue badge holders parking to attend Sunday worship.
 - Blue badge holders parking to attend other church functions during the week.
 - Blue badge holders parking to attend the weekly Wednesday Pensioners' Lunch Club.
 - Parents or helpers of disabled scouts dropping off and picking up their children attending the regular weekly meetings of the 2nd Salisbury Scout Troop (Wiltshire's only disabled Scout Troop).

- Stall holders stopping to deliver and collect goods for the weekly Tuesday antiques market.
 - Stall holders stopping to deliver and collect goods for the regular Saturday stamp or record fairs.
9. Copies of the representatives are available in the Salisbury District Council and Wiltshire County Council **Members' Rooms**.

Consideration of Substantive Objections

10. The aim of the proposed TRO amendments in Bridge Street and Fisherton Street is to resolve problems with traffic queuing along these roads, in particular between the junction of Malthouse Lane with Fisherton Street and the junction of Bridge Street with High Street. Current problems with queuing traffic at this location are caused in part by the lack of underground detection loops associated with the traffic signals at the junction of Bridge Street and High Street and in part by the location of the bus stop in Bridge Street.
11. The location of the existing bus stop in Bridge Street causes a problem. When a bus is using it no vehicles can overtake and pass through the traffic signals. As a result traffic is forced to queue back along Bridge Street and Fisherton Street. Relocating the bus stop from its current location to outside the URC would alleviate this problem. Additionally, the relocation of the bus stop would allow for underground traffic detection loops to be installed which in turn would help make the traffic signals at the junction of Bridge Street and High Street operate more efficiently.
12. Currently, all of the parking activities listed in paragraph 8 take place on 'No Waiting At Any Time' restrictions. If implemented, the proposals would mean that the closest section of 'No Waiting At Any Time' restrictions would only be 11 metres further away from the front of the church. This is not considered to be overly onerous for patrons of the church.

Options Considered

13. The following options have been considered:
- (i) Implementation of the proposals as advertised.
 - (ii) Modification of the proposals in light of the objections received.
 - (iii) Abandonment of the proposals.

Reasons for Recommendation

14. The implementation of the proposals as advertised is recommended for the following reasons:
- (i) It would help to alleviate problems with traffic queuing in Bridge Street and Fisherton Street.
 - (ii) Whilst it is acknowledged that the proposed amendments to the waiting restrictions in Fisherton Street would mean that patrons of the URC would not be able to park directly outside of the church, they would not prevent any of the parking activities listed above from continuing within a short distance of the church entrance.

Recommendation

15. That:

- (i) The proposals be implemented as advertised.
- (ii) Objectors be informed accordingly.

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The following unpublished documents have been relied on in the preparation of this Report:

None.