

**Responses to SDC Cabinet Members questions from Dave Thomas (WCC Highways)**  
**Arising from the meeting of 12<sup>th</sup> December 2007**

Q Notification of the appointment of the individual responsible for monitoring & improving RTPI.

**A The post has been advertised internally in accordance with current recruitment protocols but no applications were forthcoming. The post will now be advertised externally in January.**

Q A short briefing note on the situation with HGVs in Dinton and why options are limited.

**A The Planning history of the site(s) is well documented and has been reported to Salisbury Members on several occasions. It is also understood that the aim of the local parishes is to reduce the number of HGV's using the B3089, being those vehicles primarily associated with the premises at Dinton. If we start with the assumption that:**

- a) the premises have a valid planning consent and
- b) that they are not in breach of any planning conditions

then there is no realistic means by which to reduce their activity along the B3089 through the use of traffic orders (ie weight restriction) If either or both of those assumptions are flawed, then clearly there is opportunity for action through the planning system, however for the sake of argument, it is assumed that the planning situation is sound.

Traditionally the control through traffic regulation order could be a road specific or area wide weight restriction - perhaps a 7.5 tonnes gross vehicle weight (gvw) restriction – but always with exemptions for loading, unloading and off-street garaging along or within the defined route/area. The latter exemption is to cover haulage depots or other businesses with legitimate HGV needs that may lie within the restricted area. On that basis, a TRO would leave the Dinton site(s) exempt, and fail to deliver what the local communities wish to see as an outcome.

Q Information from recent pavement surveys & any available information on pavement maintenance and enhancement.

**A Monthly walk through inspections are undertaken by the Wilton Area office. Defects over 20mm trip hazard are dealt with within 24 hours. Other categories of defects are added to the rolling repair programme. The records of the inspections are kept at Wilton Depot but are not in electronic format. They are available for viewing by prior appointment with Depot staff. Budget restrictions mean that no funding is available for wholesale replacement of slabbed areas, rather maintenance monies are used across the County on carriageway repair activities identified and prioritised on an evidence basis.**

Q Information on the list of priorities under the LTP, especially with regard to major projects.

**A In respect of major transport schemes, Government relies on advice from the Regional Assembly to help establish where a regional funding allocation (RFA) should be targeted. This includes capital funding for major schemes (> £5m each) under the Local Transport Plan system, Highways Agency Schemes other than those on routes of greatest strategic national and international importance, and certain rail expenditure. The RFA also covers housing and economic development.**

**To maximise influence on decisions taken, Government wants advice from the regions to be “...evidence-based, agreed within the region, realistic, and consistent with wider national policy objectives, taking into account current regional and local strategies...”.**

**The priorities for investment of the Transport RFA funding are:**

- Promoting more sustainable patterns of transport
- supporting development and economic activity in the strategically significant towns and cities through improved public transport, demand management, and selectively providing for new roads
- improving the reliability and resilience of inter and intra-regional connectivity through a second strategic road route into the region from London (along the A303/A358), on regionally significant transport corridors and on other transport corridors
- tackling access to jobs and delivery of services in rural areas

- **delivering against DFT/ Regional "shared priorities" (Accessibility, safety, Air Quality and Congestion)**

A very brief update on the following specific sites:

**A345:** A feeling the turning onto the A345 from Figheldean is unsafe and traffic calming measures should be introduced.

**This junction is not identified on the County wide accident cluster site list as a location of concern. One recorded personal injury accident has occurred in the last 3 years involving a right turning vehicle from the A345 being struck from behind by a north bound A345 vehicle. The speed limits along the A345 are currently being reviewed and carriageway was resurfaced in the summer of 2007.**

**A345:** Need for a cycle path between the outlying villages and Durrington / Bulford / Amesbury avoiding the A345 and other busy (and dangerous) roads – suggestion that the river bank offers a potential path has been made.

**This is a new request that has not previously been raised with the County Council. There is no local pressure from COGS. If SDC wish WCC to look at this they should do so by formally requesting a study.**

**A345:** Demand for a SE bypass from Solstice Park to Boscombe Down to A345 avoiding Porton Road and Archers Gate.

**A394:** The main A30 being routed along A394 through Harnham is causing very heavy traffic through a residential area.

**Should this road A36 traffic being routed along the A3094 Netherhampton Road?**

**Frances Way, Harnham:** Notorious route for rat-running in the morning. Traffic calming required.

**This request exists on the Countywide request list for funding from the Integrated Transport Block and will be subject to priority assessment shortly.**

**Church Road, Laverstock:** Suffers severe congestion problems related to the school-run. Three major schools on one stretch of road.

**Congestion in this area at school times is not seen as a problem as vehicle speeds are effectively controlled and rat running traffic is dissuaded from using this route. Removal of congestion would increase the routes attractiveness to rat runners seeking to avoid the London Road. Should the schools have concerns over this issue they are able to raise this and any suggested solutions through their school travel plans.**