

SALISBURY DISTRICT COUNCIL

Minutes of the Meeting of the **SALISBURY JOINT TRANSPORTATION COMMITTEE**
held at the Council House, Bourne Hill, Salisbury on Monday, 31 July 2000
commencing at 10.00 a.m.

P R E S E N T

Councillor D W Brown – Chairman
County Councillor J P Johnson – Vice-Chairman

SALISBURY DISTRICT COUNCIL

Councillors J P Abbott, E R Draper, J R L Nettle and K C Wren

WILTSHIRE COUNTY COUNCIL

Councillors Mrs B M Jay, Mrs L P Morris, A Peach (deputy), P W L Sample and I
C West

9. PUBLIC QUESTION TIME – Mr R Bryder of Salt Lane, Salisbury asked the following question:-

“I understand that over 2000 responses were received as a result of the public exhibition of the proposals stemming from the Salisbury Transport Study. Yet the Salisbury Transport Plan in section 6.3 of the final draft, Wiltshire Local Transport Plan, appears to be virtually identical to the exhibition proposals.

Do you have any comment on the fact that not one change of substance has been made as a result of public comment?”

The Chairman replied that a response would be sent to Mr Bryder within ten working days (copy to be sent to all Members of Joint Transportation Committee, attached to these minutes at **Annex A**).

Councillor Nettle asked the following question:-

“In the light of the traffic congestion that was experienced right across the north of the City which was due to temporary traffic lights on Castle Road (A345), will our Transport officers ensure that the proposals for a Bus Gate at Queensbury Road and Traffic lights at the junction of Castle Road and Stratford Road will have been thoroughly tested, and that their implementation has been modelled (perhaps through computer simulation) against current traffic levels using this main arterial route?”

The Chairman replied that a response would be sent to Councillor Nettle within ten working days (copy to be sent to all Members of Joint Transportation Committee, attached to these minutes at **Annex B**).

10. MINUTES OF THE LAST MEETING

RESOLVED – That the minutes of the last meeting held on 19th June 2000 (previously circulated) be approved as a correct record and signed by the Chairman.

11. A PARKING STRATEGY FOR SALISBURY AND SOUTH WILTSHIRE – GETTING THE RIGHT BALANCE

The Committee considered the previously circulated report of the Transportation Officer, together with Parking Strategy for Salisbury and the extract minute from the Transport and Environment Committee meeting held on 31st January 2000

RESOLVED –

- (1) that the report of the Transportation Officer, the Parking Strategy for Salisbury and the resolution of the Transport and Environment Committee be endorsed;
- (2) that a watching brief concerning the effect of the Parking Strategy on the commercial viability of Salisbury City be maintained by Officers; and
- (3) Each step proposed in the Parking Strategy be monitored by Officers and progress updates be brought back to this Committee, in consultation with the Transport and Environment Committee.

12. A COACH ACCESS ACTION PLAN FOR SALISBURY

The Committee considered the previously circulated joint report of the Transportation Officer and the Tourism and Development Officer together with the Coach Access Action Plan for Salisbury and the extract minute from the Transport and Environment Committee meeting held on 13th March 2000.

RESOLVED – that the joint report of the Transportation Officer and the Tourism and Development Officer, the Coach Access Action Plan for Salisbury and the resolution of the Transport and Environment Committee be endorsed.

13. SALISBURY TRANSPORTATION PLAN – PROGRESS UPDATE

The Committee considered the Progress Update on the 2000-2001 programme circulated at the meeting (attached as **Annex C** to these minutes).

RESOLVED –

- (1) that the Progress Update on 2000-2001 Programme be noted;

- (2) that future Progress Update reports include information on costs source of funding and originator of schemes;
- (3) that consideration be given to including information on market days in future signage changes; and
- (4) that the Highway Agency be requested to investigate the synchronisation of traffic lights at St Paul's Roundabout and Castle Street, Salisbury to overcome traffic blocking problems.

14. SALISBURY CITY CENTRE 20 MPH SPEED LIMIT APPRAISAL

The Committee considered the previously circulated joint report of the Special Projects Officer and the Transportation Officer.

RESOLVED –

- (a) that the scheme for a 20mph speed limit zone in Salisbury City Centre be endorsed.
- (b) that the following remedial actions be pursued for the works at Bourne Hill:-
 - (i) the relocation of the existing buildout and the provision of additional speed cushions be implemented on an experimental basis;
 - (ii) the views of the City Area Committee are sought on the relocation of the pedestrian exit from the Greencroft and the footpath crossing of Bourne Hill further downhill to afford a safer crossing point for pedestrians and subject to the outcome of that consultation, officers prepare and implement a scheme of works;
 - (iii) officers investigate the inclusion of additional traffic measures to reduce traffic speeds on Bedwin Street; and
 - (iv) a study is commissioned to identify accident remedial measures at the junction of Bourne Hill, Estcourt Road and the A36 Slip Road,and officers report on their findings and recommendations to the Committee at a future meeting.
- (c) that officers examine the provision of additional temporary and strategically positioned reminder signs within the 20mph zone, that reminder signs be installed in the Salisbury District Council car parks, and operators of private car parks with over 10 spaces be invited to have the signs installed.
- (d) That the use of a vehicle-activated sign that is moved from site to site in the Central area be pursued.
- (e) That Officers investigate the provision of funding from the Salisbury Community Safety Partnership to procure laser speed gun equipment (cost is approximately £2,000 per unit) to assist the Police in undertaking enforcement duties within the zone
- (f) That the Salisbury Joint Transportation Team be requested to consult with DETR officers and the police to devise appropriate measures to support the 20mph speed limit for the long term future.

15. WESTWOOD ROAD SAFETY SCHEME

The Committee considered the previously circulated report of the Traffic Officer.

RESOLVED

- (1) that the Westwood Road Safety Scheme and bus stop enhancements be approved for detailed design and implementation, subject to the consideration of any objections following the advertisement of the appropriate TROs; and
- (2) that local residents be kept informed of the details of the scheme and the timetable for implementation by way of a letter to all residents of the local area.

16. WILTS AND DORSET BUS SERVICES – DETERIORATION IN SERVICE

Mr Bryce, Operations Manager for Wilts and Dorset Bus Company was in attendance and spoke on this matter.

Mr Bryce informed Members that Wilts and Dorset Bus Company was originally launched in 1987 and initially possessed 62 buses and 94 drivers. These figures have now increased to 104 buses with 158 drivers. Over the years there has been an increase in service levels and these figures indicated approximately 6% growth each year. Mr Bryce added that Salisbury, via Wilts and Dorset, was the first city in the United Kingdom to introduce low floor, wheel chair accessible buses.

Mr Bryce went on to explain to members that drivers obviously reflect the “life blood” of any bus company. Each year, usually in April/May, Wilts and Dorset experienced a modest loss in drivers. This was attributable to summer/seasonal jobs. This year Wilts and Dorset faced an unprecedented loss in drivers – 15 in nine weeks.

Mr Bryce informed Committee members that the problems experienced by his company were not unique in Salisbury. Other employers in the city were also suffering staff shortages and as a result had to recruit people from surrounding areas e.g. Gillingham.

In the bus industry, the effects of a shortage of staff are immediately felt. The current decrease in Wilts and Dorset driver numbers by 15 had resulted in necessary alterations to the bus service in the city, despite the fact that Mr Bryce had called upon every possible resource to avoid this situation.

Wilts and Dorset ran three main types of service: rural, inter-urban and city services and decided that those routes within the city were the ones which could sustain a reduction in service – this applied to the frequency of buses and was as follows:-

Bus	Original Frequency	New Frequency
Wilton	10 minutes	15 minutes

Harnham	15 minutes	30 minutes
Bishopdown	10 minutes	20 minutes
Pauls Dene	20 minutes	30 minutes

This change to the frequency of buses was introduced on 10th July and since then Wilts and Dorset had been able to run a reasonably reliable service. At the present time, staffing levels had stabilised but if they began to deteriorate again, any further reductions in service that were required would have to be applied to the rural services (albeit reluctantly) since it would not be possible to reduce the city service further.

Mr Bryce went on to explain that the bus company had faced a 24% increase in fuel prices compared to last year and if driver wages were increased this could only be funded by an increase in fare prices. The Company did not wish to increase fares, especially since they were already perceived as high in Salisbury. Furthermore, Wilts and Dorset is currently paying the highest bus driver salary within a 50 mile radius of Salisbury.

RESOLVED –

- (1) that Mr Bryce be thanked for attending the meeting; and
- (2) that a dialogue be established between the Salisbury Joint Transportation Committee and the Wilts and Dorset Bus Co. to improve understanding and partnership working in the implementation of the Salisbury Transportation Plan.

17. FUTURE MEETING DATE -

RESOLVED – that the next meeting of the Salisbury Joint Transportation Committee be held on Monday 18th September in Committee Room 1 commencing at 10.00am.

18. MATTER OF URGENCY

Kerb at Fisherton Street, Salisbury under the railway bridge

Although this matter did not appear on the previously circulated agenda, the Chairman declared that this matter be taken as a matter of urgency in light of the number of accidents at this location.

Councillor West drew Members attention to the number of accidents (mostly damage to cars) which occurred at the roundabout at the top of Fisherton Street in Salisbury, attributable to the high kerb in this location.

AGREED – that Officers look into this matter as soon as possible, with a view to putting in safety barriers/guidance markers which alert drivers to the existence of the high kerbing.

The meeting concluded at 2.10 p.m.