

REGULATORY COMMITTEE
5th DECEMBER 2001

**SALISBURY: HARNHAM ROAD, SAXON ROAD
AND MONTAGUE ROAD - OBJECTIONS TO
WAITING RESTRICTION AMENDMENTS**

Purpose of Report

1. To consider objections to amendments to waiting restrictions and to recommend implementation of the proposals.

Background

2. Over many years traffic levels on the A3094 Harnham and Netherhampton Road have built up steadily. As traffic levels have increased so has local concern over road safety. In July 2000 an exhibition and public meeting was organised by the Harnham Neighbourhood Council to identify the main areas of concern for local people by way of a questionnaire.
3. The results of the questionnaire showed that the main concerns related to the need for a pedestrian crossing at the Harnham Road/Saxon Road junction, and the need for waiting restrictions around the Netherhampton Road/Montague Road junction.
4. The Harnham Road/Saxon Road junction currently experiences visibility problems and has a right turn ban for vehicles emerging from Saxon Road. A proposal was therefore put forward at a second public meeting in February 2001 to install a set of traffic signals at the junction to provide a pedestrian crossing facility and also to allow the reinstatement of the right turn movement from Saxon Road into Harnham Road. One of the main aims of this proposal is to encourage children to walk to school by providing a safe and convenient crossing location. This in turn, would reduce the congestion currently experienced in Saxon Road during school arrival and departure times. This proposal met with general support and it was agreed to proceed with the design of this junction.
5. In order to ensure that vehicles are able to turn in and out of Saxon Road safely and that the loops that activate the signals are able to function properly, a proposal to extend the the existing double yellow lines on the south side of Harnham Road to a point 30m west of Saxon Road, and to install double yellow lines on Saxon Road from its junction with Harnham Road to its junction with Parsonage Green, has been advertised. The proposals are shown in **Appendix 1**.
6. The opportunity has also been taken to advertise double yellow lines around the Netherhampton Road/Montague Road junction. A petition was presented to the Salisbury District Council's City Area Committee on the 24 June 1999 from residents of Montague Road. Petitioners were concerned that parked cars on Netherhampton

Road were obstructing visibility for drivers emerging from Montague Road causing a road safety hazard to themselves and to passing motorists.

The City Area Committee resolved that solutions for this problem should be incorporated into overall proposals for Harnham. The need for parking restrictions in this area was reinforced in the public consultation carried out. The proposals are shown on the plan in **Appendix 2**, whilst the petition is available for inspection in the **Members' Room**.

Objections

7. As a result of the advertisement of the proposal six objections have been received. The points of objection together with officer comments are summarised in **Appendices 3 and 4**. Full copies are available in the **Members' Room**, and from the Environmental Services Department prior to the meeting.

Considerations

Harnham Road/Saxon Road

8. The objector's main concerns relate to the fact that removing the ability to park in the area of Saxon Road between Parsonage Green and Harnham Road will create pressure on the already heavily used space in Saxon Road and will lead residents and their visitors to have to park in Parsonage Green. Mr. Cook's objections would seem to relate to the scheme in principle which has come about through public consultation and has the approval and backing of the local district councillors.
9. The decision to implement traffic signals at the location in question was one that was taken following considerable public consultation and discussions with district councillors. It is anticipated that the installation of a pedestrian crossing facility as part of the signals will encourage children to walk to Harnham Church of England Junior and Primary School's located at the top of Saxon Road. It is hoped that this will go some way to reducing the current levels of vehicular congestion experienced in the area during school registration and home times.
10. The double yellow lines around the junction will ensure that the area does not become impassable. Saxon Road is only wide enough to cater for a single lane approach to the signals. If parking should be allowed in the vicinity of the signals there is a strong possibility that this could cause congestion with cars being unable to enter Saxon Road from Harnham Road whilst vehicles are queuing to get out. Should they decide to wait behind the parked vehicles then the signals will be unable to detect that there are any cars waiting to exit from Saxon Road.

Netherhampton Road/Montague Road

11. Two objections have been received in relation to this proposal. One is concerned that the double yellow lines will prevent parking outside their house, however the proposal does not involve taking the restrictions this far along the Netherhampton Road. The other objection is that the restrictions will still allow parking outside the houses between Montague Road and the In-Excess store. However the intention of the restrictions is to ensure that sufficient visibility is maintained to allow drivers to

emerge safely from Montague Road, and not to prevent all on street parking in the area.

Conclusion: Options Considered

12. Abandon the proposal to install traffic signals at the Harnham Road/Saxon Road junction. However this will mean that no crossing facility will be provided for residents or school children, making it more difficult to encourage walking to school as a means of travel and road safety education.
13. Abandon the proposal to implement waiting restrictions around the Harnham Road/Saxon Road junction. However, failure to implement these restrictions would increase the likelihood of on street parking causing congestion at the Saxon Road junction when the signals are implemented.
14. Abandon the proposal to implement parking restrictions at the Netherhampton Road/Montague Road junction. However failure to implement these restrictions will leave the junction with continuing visibility problems.

Recommendation

15. That:-
 - (i) The proposals be implemented as proposed
 - (ii) The objectors be informed accordingly

Reasons for Recommendation

16. The installation of the traffic signals is the direct result of public consultation. The implementation of waiting restrictions ensures that the junction will be able to function efficiently and effectively.
17. The request for waiting restrictions at the Netherhampton Road/Montague Road junction is a direct result of a petition from residents of Montague Road and public consultation. The implementation of the restrictions addresses the road safety implications of on street parking near to junctions.

RICHARD J. LANDER

Director of Environmental Services

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

Letters of objection.
Salisbury District Council City Area Committee Report of 24th June 1999.

Environmental impact of the Recommendations contained in this Report:

Traffic signals could be considered an intrusion into the environment, but the crossing facilities may encourage additional walking as a mode of transport, which is environmentally beneficial.