

REGULATORY COMMITTEE

9<sup>th</sup> JANUARY 2002

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**SALISBURY: HARNHAM ROAD AND SAXON ROAD -**  
**OBJECTIONS TO WAITING RESTRICTIONS**  
**AND TRAFFIC SIGNALS**

**Purpose of Report**

1. To give further consideration to the objections to traffic proposals in Harnham Road and Saxon Road, Salisbury, and to recommend their installation as proposed.

**Background**

2. The report presented to the December meeting was deferred to this meeting of the Committee to enable further discussions to take place with the Local Member. The report is attached at **Appendix A**.

**Consideration**

3. The introduction of traffic signals and the associated minor changes to the waiting restrictions are designed to improve the situation at the junction and assist pedestrian movements across Netherhampton Road. The proposals are not intended to solve the problems at the school at the southern end of Saxon Road which have prompted objection to this scheme.
4. There is no "highway" solution to parental parking at schools. This has been recognised both nationally and locally by the County Council. Improvements at schools can only be achieved by working on a broad spectrum of measures which include Green Travel Plans, incorporating cycling, walking, public transport etc. The Road Safety Officers and the School Travel Plan Advisor are actively working with the school on reducing the need for reliance on the car for journeys to and from school.
5. The installation of the pedestrian facility within the signals is to assist with parental walking between the cricket pitch car park and the school, for those parents who will continue to need to use this form of transport.
6. The capacity calculations for the traffic signals indicate that there is more than adequate capacity. The timings of the various stages will be organised so that traffic approaching on Saxon Road will not receive an immediate green signal. This "delay" will be a discouragement to attracting drivers from the western end of the estate using Parsonage Green and Saxon Road as an exit route.



7. There was also concern that the proposed waiting restrictions do not extend sufficiently into Parsonage Green to cater for the extra traffic likely to exit via Parsonage Green and Saxon Road. However, the more parking that is removed, the easier it will be to use the route as a through route, and the more traffic will be attracted to it. The intention is not to encourage extra traffic to this route, as mentioned in paragraph 6, and thus the proposed restrictions are considered to be an appropriate balance.
8. Fully signalling the junction has advantages in improving vehicle safety as well as assisting pedestrian movements, whereas a Pelican Crossing would not assist with exiting from Saxon Road.
9. The Road Safety Officer will discuss with the school the appropriate way of pupils using the pedestrian facility in the signals when classes at the school walk "en bloc" to sites north of Netherhampton Road.

### **Conclusion: Options Considered**

10. The options specified in paragraphs 12 and 13 of the original report are those to be considered.

### **Recommendation**

11. That the recommendation in paragraph 15 of the original report (**Appendix A**) is appropriate.

### **Reason for Recommendation**

12. Paragraph 16 of the original report remains relevant.

**RICHARD J. LANDER**

Director of Environmental Services

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

See original report.

**Environmental impact of the Recommendations contained in this Report:**

See original report.



