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Report

Subject: Salisbury Vision Integrated Transport Scrutiny Review

Report to: Environment and Transport Overview and Scrutiny Panel

Date: 7 May 2008

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1. Purpose:

- 1.1. The purpose of the report is to present the conclusions and recommendations of the Salisbury Vision Integrated Transport Scrutiny Review Group.

2. Introduction and Background:

- 2.1. At the last meeting of the Environment and Transport Overview and Scrutiny Panel held on 3 March 2008, Members agreed that a review be undertaken into the provisions for integrated transport contained within the Salisbury Vision (Minute 57).
- 2.2. Councillors Clewer and Hill, and Pam Rouquette and Susan Sampson (Agenda 21) were appointed to form the 'Salisbury Vision Integrated Transport Strategy Review Group'. Following the meeting on 3 March, it was agreed that Ralph Bryder be appointed to the review group in place of Pam Rouquette and Susan Sampson as the Local Agenda 21 representative, and that Councillor John English also be appointed to the group.
- 2.3. The review group held its first meeting on Wednesday 19 March 2008, with Graham Gould (Salisbury Vision Project Director) also in attendance. Councillor English was appointed to Chair the review group. The notes of this meeting are attached as Appendix 1 to this report. Prior to the meeting on 19 March the group had agreed a list of questions to ask the Salisbury Vision Project Director, who then tabled his responses at the meeting. The questions and answers are attached at Appendix 2.
- 2.4. A second meeting of the review group was held on Wednesday 9 April 2008. Andrew Wickham (Operations Director, Wilts and Dorset), Jim Bell (Salisbury Depot Manager, Wilts and Dorset), and Alan Feist (Passenger Transport Unit, Wiltshire County Council) were in attendance. The review group circulated questions in advance of the meeting to Andrew Wickham and Alan Feist. The questions, together with the responses provided at the meeting, are attached at Appendix 3.



Awarded in:
Housing Services
Waste and Recycling Services



3. Conclusions and Recommendations:

- 3.1 The review group met a third time on Monday 14 April 2008 to agree a set of conclusions and recommendations to put forward to Cabinet. Members are requested to note that due to the time constraints of completing this report in time for Cabinet's meeting on 28 April, it was not possible to meet officers in connection with the parking and traffic management aspects of the Salisbury Vision final document. Nonetheless, the review group has prepared a number of questions that it feels need to be considered by Members and officers. These are attached at Appendix 4.
- 3.2 Normally, a review group would research its recommendations and present them with a solid evidence base. Given the time constraint, this has not been possible, but the panel cannot urge Cabinet strongly enough to give detailed, sympathetic considerations to the suggestions and the points raised.
- 3.3 The review group would also like to draw Members' attention to the transport related recommendations of the recently published climate change scrutiny review. These are attached at Appendix 5.
- 3.4 The review group has organised its recommendations under three main headings: parking, road layout, and increasing the use of public transport.

4. Parking:

- 4.1 The review group recommends to Cabinet that it increase city centre car parking charges and reduce the number of parking spaces in accordance with the first Salisbury Transport Plan.
- 4.2 The review group recommends that a greater proportion of parking revenue should be spent on non-car modes of transport than is currently the case.
- 4.3 The review group recommends the removal of all on street parking in the city centre to free-up space for buses and that steps should be taken to discourage car movements through the city centre. Park and ride car parks could be used overnight for residents to park their cars. "Red Route" designating zero tolerance for parking on key buses routes should also be created.
- 4.4 The review group recommends that the Council introduce a levy on private non-residential (PNR) car parking spaces (e.g. for office and shop workers) in the city centre.
- 4.5 The review group recommends the provision of parking at the North East end of the railway property, with a foot bridge attached to the West side of the Fisherton Bridge for convenient and safe pedestrian crossings.

5. Road Layout:

- 5.1 The review group recommends that regard be had to the Salisbury and Wilton traffic model (due to be complete by the end of 2008) prior to any firm decisions being made regarding changes to the existing road layout in the city centre. Improving air quality should also be a key objective of any proposed changes.
- 5.2 The review group recommends that the Council pedestrianise Blue Boar Row, and explore the possibility of either pedestrianising Catherine Street, or restricting access to it to buses, taxis and delivery vehicles. The effect of closing Millstream Approach and Summerlock Approach to cars should also be evaluated. The review group also recommends that the possibility of extending Endless Street northward to join Castle Street be explored.
- 5.3 The review group recommends that the whole one-way system in the city centre be reviewed, and that serious consideration be given to the concept of removing all traffic signage and pavements from the city centre, as has already been implemented in some European cities. An additional measure to consider is the possibility of allowing cyclists to travel on cycle lanes against the flow of traffic on one-way streets. The possibility of turning off traffic lights at certain times of day to improve traffic flow/ease congestion should also be explored.

- 5.4 The review group notes that the provision of an HGV goods transfer point, as proposed by Gillespies, has been removed from the Salisbury District Council version of the Vision. The review group recommends that the evidence for the decision not to pursue this proposal be made available.

6. Increasing the Use of Public Transport

- 6.1 The review group recommends that Wiltshire County Council liaise with Wilts and Dorset to develop publicity campaigns to increase use of public transport, particularly among sectors of the community that use buses relatively infrequently. Other joint initiatives could include the provision of new bus routes to cater for tourists wishing to visit local attractions.
- 6.2 The review group recommends that a survey be carried out to establish the demand of railway station users to be able to arrive at and depart from the station by bus. If there is a demonstrable demand for additional bus services to the station, this evidence should be used to encourage Wilts and Dorset to provide new services to/through the railway station forecourt. Similarly, the review group recommends that Wiltshire County Council and Wilts and Dorset work together to explore the feasibility of introducing bus access to the north of the train station.
- 6.3 The review group recommends that Wiltshire County Council and Wilts and Dorset work together to explore the possibility of removing the bus station in exchange for greater provision of on-street bus stops. Similarly, the County Council and Wilts and Dorset should work together to identify alternative sites to the current bus depot.
- 6.4 The review group recommends that Wiltshire County Council and Wilts and Dorset work together to produce a route planning system, similar to the National Rail Enquiries system, allowing passengers easily to identify times and routes for their journey.
- 6.5 The review group recommends that the council consider extending the hours of operation of Park and Ride services better to meet the needs of rail users, especially commuters.
- 6.6 The review group recommends that the council explore the possibility of providing enhanced facilities for coach drivers at the Britford Park and Ride site, in order to encourage more visitors to Salisbury.

7. **Background Papers:** Salisbury Vision Final Report (April 2007), Climate Change scrutiny review (January 2008)

8. Implications:

- **Financial:**
- **Legal:** None
- **Human Rights:** None
- **Climate Change:** If approved, the recommendations would have a positive impact in terms of mitigating and adapting to climate change and air quality
- **Personnel (POD):** None
- **Community Safety:** None
- **Environmental:** None
- **ICT:** None
- **Equality and Diversity:** None
- **Council's Core Values:** protecting the environment
- **Wards Affected:** All

Notes of the Salisbury Vision Integrated Transport Scrutiny Review meeting held on Wednesday 19 March 2008

Present: Graham Gould (Salisbury Vision Project Director), James Chamberlain (Democratic Services), Cllr Cheryl Hill, Cllr John English, and Ralph Bryder (Local Agenda 21)

- Cllr English was appointed Chair of the Review Group
- Graham Gould tabled his responses to the previously circulated questions prepared by the review group
- It was considered that the review is timely given the programme the Vision has to follow, particularly with regard to transport. On 25 March the City Area Members have a special session to consider the Vision before it is referred to Cabinet for adoption.
- A future meeting with transport officers, including a representative of Wilts & Dorset would be worthwhile – POSSIBLE DATES: 7 APRIL (2-5pm), 8 APRIL (2-5pm), 9 APRIL (9-11.30am) – **JAMES TO CONFIRM**
- Wiltshire County Council (WCC) are in the process of developing a transport model to test proposals for transport in Wiltshire. This will be complete by the end of 2008. In the meantime it may be possible for the review group to comment **GRAHAM GOULD TO CONFIRM**
- Given Local Government Reorganisation, it was felt that SDC should continue to play a leading role in the development of the Vision
- Alder King are due to report the final results of their feasibility study at the end of May, with an early draft expected at the beginning of May. As the Vision is designed to be self-financing, this study will focus on the economics of various options for the Central Car Park/Maltings.
- Alan Feist (WCC) and colleagues have come to the conclusion that HGV off-loading points out of the town centre would be unviable. Members queried this conclusion. **GRAHAM TO FIND OUT WHAT EVIDENCE LED TO THIS CONCLUSION.**
- It was felt that it was important to offer parking for just enough time to load goods into shoppers' cars – possibly only five minutes
- Many issues such as the forty foot rule and reducing the number of car parking spaces are political issues, but they nonetheless require consideration
- Ideally the site of the railway station would be moved to a straight section of track as this would allow trains to pass through the station more quick
- Wilts and Dorset should be encouraged to re-route their buses to avoid criss-crossing the city – this would help with pedestrianisation and air quality.
- The provision of electric vehicles from the bus station to various locations in the city centre would allow for a reduction in the number of buses passing through the city
- Platform 6 of the train station could be connected to the central car park with a pedestrian bridge.
- The coach park is unlikely to remain in its present location but relocating would depend on finding an alternative site. Only the Britford Park and Ride site has adequate space.
- The facilities provided for coach drivers can be highly influential in their decision as to which city to visit. The highest possible standard of facilities should therefore be provided to attract tourism to the city
- There should be two shop-mobility sites – one at the bus depot and one at the existing site
- An additional footbridge could be built to cross the river from the second arch at the Library. This would allow a greater connection between the Maltings and the Market Square while retaining the library building
- The level of parking spaces required needs to be established before it is possible to make any decision regarding the possible redevelopment of the Brown Street and Salt Lane car parks.
- The Hour Cars scheme needs to be brought into the Twenty First Century to reduce dependence on the private car. New York has a particularly effective and convenient system of car hire where users can swipe their card to pay for car hire
- There should be a sign post for the Cheese Market, and also for the walkway between the Poultry Cross and New Canal (past the jewellers). This could be called "Poultry Cross Walk".

- The idea of reducing the number of traffic signs and traffic lights in the city centre should be seriously considered. The Market Square has a considerable number of bollards which could also be removed.
- Blue Boar Row should be pedestrianised with service vehicles only accessing the market square. There are various options for the re-routing of buses, including travelling in the opposite direction along Chipper Lane and extending Endless Street to meet Castle Street at the existing bus depot.
- The bus station could be relocated at the Central Car Park, allowing for greater connectivity to the train station.
- Given the improvements to the Market Square, it would make sense to consider New Canal Street too. The Weighbridge could be made into an historic feature. Coach parking is a related issue. Any alterations would need to ensure that the market is able to remain economically viable
- Is it necessary for every junction at the eastern chequers to have extensive signage?
- Southampton Road could have a contra flow system with a cycle lane on one side and a pedestrian and cycle bridge to cross it
- Thought needs to be given to providing improved facilities for cyclists, particularly in the market square

SALISBURY VISION INTEGRATED TRANSPORT REVIEW

ANSWERS TO QUESTIONS PREPARED BY THE REVIEW GROUP, SUBMITTED BY THE SALISBURY VISION PROJECT DIRECTOR ON 19 MARCH 2008

GENERAL QUESTIONS

General comment:

The Salisbury Vision is a plan which outlines a long-term programme of change and gradual development aimed at improving the lives of everyone that lives in, works in or visits Salisbury. The Vision is, in many ways, a set of aspirations and as such it sets out the principle of what we believe needs to happen to achieve the Vision for Salisbury.

The Vision document is still going through the district council's development and approval process and it is not scheduled to receive formal Cabinet approval until May 2008. It will then be presented to the Implementation Executive.

Work is progressing on a number of projects but work on implementing the Vision in its entirety and on developing the proposals further will only commence once the Vision has received formal approval.

1. What plans are in place for the transport impact of each part of the Vision?

WCC are developing a transport model. This will be used to test future scenarios including the proposals in the Vision. The results of the scenario testing will be available from January 2009.

2. What, if any, are the specific transport issues of each project?

A detailed study has not yet been carried out on the Vision's specific transport issues. This work will begin as soon as the Vision document has been approved by the district council and by the Implementation Executive.

3. How do the specific transport issues of each project tie in with each other?

There is undoubtedly a considerable inter-relationship and inter-dependency between some Vision projects. This will be determined in detail when the specific transport issues of each project are considered (see 2 above).

4. What are the key limiters on the transport front for the Vision projects?

Difficult to say at this stage; this will be one of the things tested by the transport model. Likely to include: provision of an adequate level of car parking of the right type in the right place; success of the park and ride service; reduction of car movements in the city centre v need/desire to retain car parking spaces (i.e. political); ability for buses to drop-off and pick up (and national express coaches) if bus station is redeveloped, i.e. limitations of historic city streets.

5. What are the main existing transport problems for Salisbury?

- A36 Wilton and Southampton roads
- Dominance of private cars in the city centre
- High volumes of traffic simply traveling around the city
- The streets are more car rather than pedestrian focused
- Majority of car parks are nearer to the city centre rather than to the ring road (such as Culver Street)
- Shortage of car parking at the railway station
- Not enough bus priority measures

- Bus station location means high levels of bus movements through narrow city streets
- Air quality

6. Is there a logical sequence of transport initiatives to allow the Vision projects to proceed?

This still needs to be determined; it will come from the Traffic and Movement strategy which will be developed once the transport model is working.

7. Are there any other transport initiatives that you think we should undertake not covered in the Vision process?

No consideration given to this at the moment but could include:
Alternative fuel buses; increase long-stay car parking charges in the city centre and improve park and ride service

THE MALTINGS AND CENTRAL CAR PARK

1. Is it not so that, whereas Traffic Management and Parking Management are addressed in general terms as particular Vision projects, these two topics are of vital relevance to this development and deserve special mention? Alder King seem to think so. See SDC's press release of 27 February.

These two issues are very important to the success of the Vision. This is recognised in the Gillespies final Vision document. In the revised final draft of the district council's Vision document car parking and public transport will be identified as key issues.

2. Is it agreed that this project in particular, with its threat of large retail units, will highlight the need for HGV off-loading points outside the city centre?

This suggestion was included in the Gillespies final Vision document; not specifically in relation to the Maltings and central car park development but generally. It has been removed from the council's final Vision document because it is not considered feasible or realistically achievable. The servicing of any new development at the Maltings and central car park site will, therefore, be an issue for the architects and master-planners to consider.

3. Is it accepted that, in the interests of reduced city centre traffic circulation, vehicular access to this site should be only via the direct link to the ring road? Summerlock Approach and Millstream Approach should be closed in order to reduce traffic on Fisherton Street and Castle Street, and rat-running between the two.

Access to the site is a crucial issue and, again, this will be considered later at the design stage. There is an argument which says that two principal access points will be better from a city centre traffic circulation point of view but this is still to be tested.

4. In the interests of reduced traffic circulation within the site, shouldn't all car parking provision, whether associated with retail, leisure or residential uses, be concentrated close to the link to the ring road?

This is certainly a key recommendation within the Gillespies final Vision document. But again this cannot be determined until the master-planning is completed and design has started.

5. Have the lessons of the past been learned to the extent that any new car parking provision will be in a "stack" up to the (somewhat arbitrary) 40 foot limit? Nevertheless, a tight restriction on the availability of city centre car parking spaces remains vital, both to aid the viability of P&R and to minimise city centre car movements.

The layout and operation of this site, including the incorporation of car parking and servicing arrangements will be carried out at the master-planning and design stages. Inevitably car parking will need to be provided on a number of levels. The number of car parking spaces provided on site will be determined following consideration of what level of parking is required to make the development work and following the completion of an overall city car parking strategy. The current feasibility study is being carried out on the understanding that there is a 40' development rule. This will undoubtedly restrict what can be achieved on this site and it may well affect the overall feasibility of the scheme.

6. Could the crude and arbitrary "40 foot rule" be relaxed in the area near Dunn's House, the railway embankment and the ring road?

The 40' rule is being reviewed as part of the review of all Local Plan policies. This will determine whether it could or should be revised. The review will look at:

- What evidence there is for a retention of the policy
- Where are the key views (either within or around the city) of the Cathedral
- If the policy is justified, is 40' the appropriate height
- Should the boundary within which the policy applies be reduced, extended or altered
- Are there any alternative approaches that could be used to protect views of the Cathedral
- What is the impact on the economy and wellbeing of the city and its residents of the 40' rule

The 40' rule is council policy and ultimately the authority to change or relax it lies with the Cabinet

7. Does the inability of double-decker buses to pass under the railway bridge (and indeed the ring road) to the north of the site rule out the possibility of a bus station being located within this new development, desirable as it may be?

The restricted access at the north of the site is undoubtedly a major problem. This will be examined as part of the feasibility study but initial indications are that the cost of improving this access would be prohibitive.

8. Or should a new bus station be located in the corner of the development nearest to the railway station, with bus access via Summerlock Approach? There could be a footway linking it with platform 6.

The Vision proposes a public transport interchange at the railway station. This and other options will be examined as part of the overall work on the transport and traffic issues of the Vision. The feasibility study currently being carried out will look at access to the site from this location.

9. If "Confluence Park" is built on the site of the coach park, will coaches be expected to stop-over in the P&R sites? Where will the set-down/pick-up point be for the city centre? Also in St John Street? Or should a set-down/pick-up point be retained in part of the existing coach park? After all the riverside walk is quite attractive and could be made more so.

The proposal to establish 'Confluence Park' has been removed from the final district council Vision document. It is likely, however, that the redevelopment of the Maltings and central car park will include the area currently used as a coach park. The coach business is very important to the economy of Salisbury and if the coach park is to be redeveloped, suitable alternative arrangements must be in place. The details of any such arrangements will come later.

10. Is it agreed that the future of Salisbury lies in tourism at least as much as in retail and that facilities for coach travellers need to have a much higher planning priority?

Tourism is a key part of the Salisbury economy and coaches play an important part in it. Facilities for coaches and their customers are therefore important. In the longer term it is likely that the coach market will fall (this is certainly the trend) and its importance may diminish.

11. Where will Shopmobility be moved to? In the light of its unquestionable popularity, perhaps there should be more than one site.

Detail such as this will only be available at the master-planning and design stages. Shopmobility is funded and managed by the district council and any decision to establish a second Shopmobility point would be one for councillors to make.

12. Will adequate consideration be given to the provision of dedicated cycleways through the site, so that cyclists don't get mixed up with pedestrians and traffic.

A key element of the Salisbury Vision is to provide better facilities for cyclists and pedestrians. This will be considered as part of the design stage for the project. There is an argument that it is much safer NOT to separate cyclists from pedestrians.

13. Has SDC given Alder King more detailed guidance than appears in the Vision document on its aspirations for this site? If so, may we see it?

Yes. Please see below.

Maltings and central car park:

Strategic objective:

Develop a major retail-led mixed use scheme to greatly enhance Salisbury's position as a sub-regional shopping and cultural centre

- a) Include within a redeveloped Maltings and central car park area:
 - An opened up Market Walk creating a strong link between the new development and the Market Place.
 - A high quality landscape setting for the new development with enhancement of the River Avon and Millstream edges.
- b) The establishment of a cultural hub by:
 - Improving or replacing the City Hall.
 - Improving the setting, appearance of and access to the Playhouse.
 - Providing an associated outdoor performance area.
 - Relocating the library.
- c) Improve and develop Fisherton Mill to add to the development of a cultural focus and identity in this area

Detailed development and social objectives:

In relation to the regeneration of the city centre this is our most important development opportunity and we believe that it:

- must include a national household name, new to Salisbury, as an anchor store
- should try to accommodate Sainsbury's ambitions for a larger store
- should include a significant number of additional smaller retail units for other High Street (vertically integrated) shopping names, again new to Salisbury; aim to provide capacity to meet needs identified in the Retail Needs Study
- should include associated uses; cafes, bars and restaurants
- should provide enhanced leisure and cultural facilities including an enhanced setting for the Salisbury Playhouse and City Hall (but see above); also see project 20 Fisherton Square

- must form an integral part of an expanded city centre in terms of the retail and associated offer it provides, i.e. it should not be a destination in its own right and it should therefore have good physical links to the existing city centre (see bullet below)
- should incorporate an opened up and enhanced Market Walk
- should include a relocated library
- should be active outside of normal opening hours, i.e. that it is not 'locked down' in the evening
- should include housing, ideally with 40% affordable
- could include other uses such as offices and a hotel
- should be designed to minimise the volume of traffic circulating within the city centre that is associated with its operation
- should bring about general environmental improvements to this part of the city centre; the development should include significant areas of high quality public realm
- aim for construction to be the highest sustainability/environmental standards
- consider the need for flexibility to allow for future changes

Additionally:

- Coach parking: This is important to the city but we would consider proposals for the redevelopment of the existing coach park providing that alternative suitable arrangements could be introduced
- Parking: The volume of parking provided within the development must take into account the present and predicted needs of the city overall as well as just those of the development itself

Detailed financial objectives:

The Salisbury Vision has been designed to be largely self-financing. Early on in the project the district council agreed in principle that income generated by Vision projects should be ring-fenced to fund other projects which have no commercial value of their own, such as public realm and highways improvements. It should be noted that this principle has not been considered by the Implementation Executive (the body established to manage the transition to a single council by April 2009). Our detailed financial objectives are, therefore, still to be agreed. Our initial thoughts, however, are:

- There is a balance to be agreed between the level of capital receipt required and ongoing revenue income and we would like to consider what options might be available
- Notwithstanding the need to agree this balance between capital receipt and revenue income we would nominally expect to maximise our capital receipt, subject to the type and scale of the final development
- We would want to minimise the future council's exposure to any ongoing revenue costs
- At worst we would expect to maintain the council's current level of revenue income

Site boundary

Based on the objectives above we have determined a site boundary, shown in red on the attached map. It should be stressed that this is simply a notional boundary and it does not necessarily mean that everything within the red line should be included in any new development. Similarly it does not mean that land outside of the red line should necessarily

be excluded from the development. It is intended that the feasibility study will determine the exact development site boundary.

THE MARKET PLACE

1. Whereas the removal of all car parking from the Market Square and Guildhall Square is a strongly supported aim, will SDC be able to hold out against the "disabled lobby" and those commercial interests who will want to offer car parking as part of a Guildhall hire "package"?

This is a decision for councillors. Obviously an overall parking strategy for the city will need to consider the needs of disabled drivers and businesses alongside the needs of all other users.

2. Has the pedestrianisation of Blue Boar Row, at least to the same extent as Queen Street, with the bus stops being moved to a radically re-designed New Canal, been considered? Is it agreed that this, the most attractive, side of the Market Square, for the promotion of a "cafe culture" for example, has better potential uses than for bus stops?

The Vision proposes that Blue Boar Row should be a pedestrian focused street; it would be used by buses, taxis, cyclists, servicing and existing residents – enforced by access restrictions. The plan for the renaissance of the Market Place includes Blue Boar Row.

3. Is it not self-evident that the "obvious pedestrian link" to Fisherton Square (via the Cheesemarket) crosses a near-continuous traffic stream from Minster Street (a pollution black spot) to Castle Street and Blue Boar Row?

4. Questions 2 and 3 are intended to highlight two difficulties. Firstly, those engaged to "create a public square of the highest quality" must not ignore the fact that it is cut off on two sides by unrelenting traffic and that further pedestrianisation is unavoidable. Secondly, that such pedestrianisation will have a knock-on effect on the one-way system, which it turn will affect other Vision projects. There is very real danger in adopting a piece-meal approach.

Ideally the renaissance of the Market Place would be carried out in parallel with improvements to traffic flow and routing within the city centre, i.e. through the establishment of a hierarchy of routes as proposed in the Vision. There is, however, a compelling argument for taking the Market Place project forward as a priority (if we were to wait until the traffic and movement strategy was in place and funding for any associated works there would be a delay of several years).

Notes of the Salisbury Vision Integrated Transport Scrutiny Review meeting held on Wednesday 9 April 2008

Present: Andrew Wickham (Operations Director, Wilts and Dorset), Jim Bell (Salisbury Depot Manager, Wilts and Dorset), Alan Feist (Assistant Director of Planning and Development, Wiltshire County Council), James Chamberlain (Democratic Services), Cllr Cheryl Hill, Cllr John English, and Ralph Bryder (Local Agenda 21)

General Points:

- Alan Feist advised that WCC are doing a transport model for Salisbury, which should be ready by the end of 2008.
- Andrew Wickham summarised the main challenges Wilts and Dorset currently faces:
 - Subsidised transport – all over 60 year olds are entitled to free bus travel, but W&D only receive payment from SDC for half of these passengers. As this group accounts for one third of all its passengers, W&D therefore have to subsidise the travel of one sixth of all its passengers by increased fares for paying passengers. This has the knock-on effect of discouraging bus use, and in some areas outside SDC companies have had to cut bus services. W&D have appealed against the Department for Transport's decision on the amount local authorities have to reimburse them, but are still awaiting a decision.
 - The price of fuel has risen significantly
 - Illegally and inconsiderately parked cars cause significant delays that not only reduce customer satisfaction but also cost the company money. In addition, wheelchair and buggy users may not be able to get on or off the bus if it is unable to park in the bus stop. One solution would be to have "red" routes where there is zero tolerance for parking. Better priority measures would also reduce journey times when congestion is high.
- Andrew Wickham explained that industrial estates such as Churchfields were typically difficult to run bus services to, as people tend to come from different directions and start and finish work at different times. Moreover, industrial estates tend to be 'car friendly' so it is difficult to encourage people to use buses instead. A lunchtime bus between the city centre and Churchfields was piloted four years ago but patronage was low. Twenty years ago the X20 was diverted through Churchfields (giving an hourly service between Churchfields and the city centre) but again, take-up was limited.
- Alan Feist noted that the new transport model could be used to predict the viability of various potential routes.

Previously circulated questions:

1. *Sulphur dioxide and particulate emissions from buses in the narrow city centre streets are a major problem. A move to LPG/electric/hydrogen power would alleviate this problem, as has already happened in various other cities. What obstacles are there to making this happen in Salisbury?*

Andrew Wickham - Buses are less polluting now than in the past, and the majority of the park and ride fleet has Euro 3 engines. W&D have a rolling scheme to replace old buses. Normal life of a bus is 10 - 15 years although they do have some 20 years old. It is worth noting that although newer vehicles are less polluting in terms of particulates, and nitrogen oxide, they are also less fuel-efficient than older vehicles.

It is no longer possible to purchase LPG vehicles. Hydrogen powered buses are extremely expensive (around £1,000,000 per bus). Electric vehicles may not be suitable for Salisbury due to their relatively small size, but the emerging hybrid technology could be more appropriate. At the moment these vehicles are more expensive than conventional buses (£200,000 for a single-decker hybrid compared with £115,000 for a conventional bus, and £300,000 for a double-decker hybrid compared with £170,000 for a conventional double-

decker) although the prices may come down in the future. Nonetheless, it would still take 2 to 3 years to change the entire fleet even if W&D had the resources.

- 2. There is an urgent need to increase the use of service buses. How can we dispel the ridiculous English prejudice that public transport, especially buses, is for "losers"?*

Andrew Wickham – buses need to be made competitive with the private car, both in terms of speed of journey time, overall convenience, and cost. The more mainstream bus travel becomes, the more socially acceptable it is and the more diverse the profile of passengers becomes. In Oxford, Brighton and London the demographic of bus passengers is different than in Salisbury because bus travel is able to compete with car travel. Marketing is key to this, and W&D have recently recruited a new marketing manager and has previously worked with local authorities to target particular potential passengers. W&D would be happy to explore working on similar campaigns with SDC/Wiltshire Council.

Accurate real time passenger information (RTPI) also makes bus travel more appealing, but does require a lot of attention to ensure it runs smoothly.

Alan Feist – Wiltshire County Council have information on the relative costs of traveling by car and by bus, factoring in the capital outlay of the car, insurance, tax, maintenance etc, which they would be happy to make available to the review group. **Alan Feist to provide this information.**

Salisbury's RTPI performance is actually very good compared with other areas. Even London does not have 100% accuracy with a significant budget for public transport. We need to agree on the level of performance we want to aim for. The traffic control centre Wiltshire County Council is proposing could incorporate a route planning system similar to that used by National Rail, but this is at least five years away as it would be a significant project.

The patronage of park and ride services needs to be improved, by opening the fifth site, reducing the number of car parking spaces in city centre, and increasing the cost of parking. Residents' parking is also significantly cheaper in Salisbury than in other cities, such as Bristol (£35 per year compared with up to around £1,000 per year). This has led to a deficit in the residents' parking account.

- 3. The root of the problem is that the car is, or is perceived to be, a cheaper and more convenient option than public transport. Is it agreed that, until this situation is changed, by whatever means, use of public transport will not significantly increase?*

See responses to question 2 above.

- 4. Would you entertain the possibility of relocating the bus station?*

Andrew Wickham – yes, as long as significantly more on-street bus stops are made available. London, Oxford and Brighton don't have bus stations, but buses are hugely popular so there's no reason to think bus stations are necessary, provided alternative arrangements are made for bus stops. In fact, bus stations can be the site of anti-social behaviour which can deter people from using buses. In this way, not using stations can make bus travel more mainstream and appealing. If the bus station was moved, W&D would require alternative office accommodation, but this would not need to be in any particular location within the city.

- 5. Would you view the possible extension of Endless Street to join Castle Street as a positive development in terms of bus routes? How would this impact on the bus depot?*

See responses below.

- 6. It could be argued that the current bus depot is a waste of a prime site. Couldn't it largely be relocated to a number of smaller sites, in Wilton, Downton etc (as already exists in*

Amesbury), where many first buses need to start from and an equal number of last buses need to end up?

Andrew Wickham - the current depot site is convenient for W&D staff as it is in the city centre. This also helps to keep operational costs down, and minimizes unproductive travel time. On the other hand, W&D have outgrown the site, and any increases in the size of the fleet would put even more pressure on it. The problem would be finding an alternative site(s) and the additional costs of running the operation from a location further from the city centre. Currently half the fleet is parked over night in the Castle Street depot, with the other half stored at around ten locations in the area. This arrangement can make mechanical problems or absent bus drivers problematic, so it is preferable to have one central depot (which is also required for the purposes of maintenance). An assessment would need to be made of the size of site required, especially given that 12,000 new homes will be built in the district. **Andrew Wickham to provide this information**

7. *If Blue Boar Row and Catherine Street were to be pedestrianised, what would be your suggestion for re-routing the buses that currently use these streets? Silver Street and Minster Street are pollution black spots but their pedestrianisation would no doubt pose significant problems for bus circulation. Any ideas?*

Andrew Wickham – pedestrianising the city centre would be disastrous for bus services in Salisbury as it would prevent buses from being able to get to places people want to go. It would be better to make this area for buses only, as this would reduce congestion/pollution, speed up bus journey times, and allow bus routes to remain convenient for passengers. If all bus movements could be accommodated in New Canal this could be an alternative. Requiring passengers to transfer from conventional buses to electric ones on the outskirts of the city centre would prove extremely unpopular.

8. *Couldn't the existing Bemerton Heath – Odstock Hospital bus service also serve as a shuttle bus to and from the city centre?*

Effectively it does.

9. *Public transport interchanges are flavour of the month, and it has been suggested in the Salisbury Vision that one should be located at the train station. How would you react to this proposal? Are you aware of any statistics on how many train users actually want to arrive at or leave the station forecourt by bus (except to go to and from the city centre), were other choices to be available?*

Andrew Wickham – not aware of any statistics on the number of train users who want to arrive or leave the station by bus. Not keen on diverting buses to the train station – improved signage to the train station from various bus stops in the vicinity would be preferable from the perspective of W&D.

10. *Could the Britford/ Wilton Park and Ride bus services be diverted to serve the station forecourt and their hours of operation extended better to meet the needs of rail commuters?*

See above.

11. *Do you agree that, whatever the future of Churchfields, it needs a good bus service?*

See above

12. *Can you confirm that, in broad terms, bus services are offered on routes, which can be operated at a profit, and on other routes on receipt of a subsidy.*

Andrew Wickham - yes

13. *Do you agree that, while good bus services are essential for residents, they are also vital in the promotion of tourism? There are many attractions for visitors, not only within Salisbury but also in its surrounding area. The only problem is lack of buses and few evening services in the summer.*

Andrew Wickham – agreed. The new Stonehenge Tour service launched on Good Friday is a good example of this. Joint work with the county council in this area could be very effective.

14. *Has any thought been given to gaining bus access to the north side of the railway station, if only to ease the pressure on the south side?*

Andrew Wickham – would not want to divert buses to the railway station

15. *Would Wilts and Dorset consider changing its routes so that they do not crisscross the City Centre but come in and then go round and back e.g. Harnham/South of City in along Catherine St, turn right and Stop outside Red Lion then right again and along Brown Street and back to Harnham?*

See above

TRAFFIC MANAGEMENT (Vision Project No.1)

1. May we have definitions of the terms "city centre", "central city core" and "core of the city"? Presumably they all mean something, albeit slightly, different.
2. Whereas a "hierarchy of routes" is a useful concept, perhaps more appropriate to designing a new urban area, isn't a more ad hoc approach more useful when trying to restrict traffic movement in a medieval city?
3. Gillespies included a proposal for "the creation of an HGV goods delivery depot outside the city centre which would allow smaller vehicles to enter the centre for servicing retail units etc." Why hasn't SDC adopted this idea?
4. Why can't SDC accept that greater utilisation of the P&R service will follow **only** if city centre car parking is made relatively more expensive and less available? Longer operating hours would boost its appeal.
5. Is it agreed that a major reduction in city centre traffic circulation would result from the closure of Salt Lane and Brown Street car parks and the removal of all metered on-street parking spaces?
6. Is it accepted that there is a need, not only to "reduce traffic entering and circulating within", but also to reduce opportunities to rat-run through the city centre? The pedestrianisation of Blue Boar Row and Catherine Street would be a good start. Followed by Silver Street and Minster Street, both pollution black spots.
7. Surely there should be no coach traffic **through** the city?
8. Is it planned to retain the St John Street coach set-down/pick-up point for visitors to the Cathedral (maximum stay 15 minutes with the engine switched off) with stop-overs in the Britford P&R site? With the proposed redevelopment of the Millstream coach park, what similar facilities do SDC have in mind for coach-borne visitors to the city centre?
9. Will improvements to ring road crossing facilities for pedestrians and cyclists begin by concentrating on lighting and flood prevention? Are additional crossing points planned, at College roundabout for example? Do planned junction improvements include a slip road onto the ring road from the A30 at St Marks roundabout and another from the ring road onto the A36 at College roundabout? Will the slip road from the ring road into New Bridge road be reinstated?
10. Shouldn't cycle routes, upgraded or otherwise, **avoid** major thoroughfares? Cyclists need neither the fumes nor the risk of injury.
11. In a further effort to reduce the amount of traffic in the city centre, would SDC introduce a levy on private (mostly office) car parking spaces? The legislation to allow this is already in place.
12. Isn't it self-evident that, if all major places of employment in the city centre were made to produce a Green Travel Plan, the likely result would be a reduction in car movements? This should not apply (as at present) only to those organisations moving into new buildings.
13. If the Salisbury campus of Wiltshire College moves into the city centre, will it be allowed to bring its extensive car park with it?
14. Pedestrian controlled crossings, at present, have excessive time delays in favour of the motorist. Can't these be shortened? Long delays may (just) be OK on the Southampton Road (although the crossing is from the College to Churchill Gardens), but surely not between the Market Place and the Cheesemarket (a "simple, direct and obvious pedestrian link to Fisherton Square". Remember?).

PARKING MANAGEMENT (Vision Project No.5)

1. Why not : "Make able-bodied motorists park on the outskirts of the city centre"?
2. Agreed, but why not : "a) Retain Culver Street car stack and ensure that any new car parks, such as in the redeveloped Maltings area, are accessed **only** from the ring road, while closing "?
3. Agreed, but doesn't the removal of on-street public car parking from the city centre also offer a unique opportunity to widen the pavements? Shouldn't the reference in b) to "... disabled people, cyclists" be to "... disabled drivers' cars, cycle parking"? Do we need more loading/unloading bays? Gillespies didn't seem to think so.
4. Isn't the fundamental need to actually **implement** the Salisbury section (p.101) of the first Wiltshire Local Transport Plan 2001/02 - 2005/06? For **seven years** now it has called for an end to public on-street car parking, the closure of Market Place, Salt Lane and Brown Street car parks and the progressive reduction of Central car park spaces as P&R is introduced. **None** of these measures has yet been taken.
5. Isn't the northern end of Castle Street / Millstream Approach quite close enough to the city centre for a coach set-down/pick-up point? I agree with Gillespies.
6. Is it planned to continue to direct car drivers to the BHS car park on New Street (a major cause of congestion in St John Street)? Shouldn't all visiting motorists be directed **only** to P&R sites, Culver Street car stack or Central car park?
7. Surely reduction in private (e.g. office and retail) car parking spaces can be achieved through planning policy only in relation to new buildings? In any case, existing car parking provision guidelines are much too generous.
8. For existing commercial buildings, why not introduce a levy on private car parking spaces? The legislation to allow this is already in place.
9. Why not make **all** major places of employment produce Green Travel Plans, not just those associated with current planning applications?
10. What form of "access control system", for residents and essential users, does SDC have in mind?
11. In the interests of maximising the use of brown field sites, shouldn't **all** "new car parking arrangements", both within and near the city centre, be multi-storey? Not that we are advocating any increase in city centre car parking provision, rather the reverse. The viability of P&R is frail enough as it is.
12. Why not clamp down on "blue badge" fraud? It is endemic at present.
13. Is it agreed that off-street car parks within the ring road accessed along narrow city streets, are major contributors to traffic circulation and pollution?
14. Is it further agreed that on-street city centre car parking spaces are unsightly, interrupt the smooth flow of traffic (and hence increase pollution), are a hazard to cyclists using the street and for pedestrians trying to cross it?

	Recommendations	Timescale¹	Authority²	Responsible Service Unit
35.	Raise awareness of green travel plans among the local community, for example through the work of the South Wiltshire Economic Partnership and the South Wiltshire Strategic Alliance	Medium term	SDC	Forward Planning & Transportation/Joint Transportation Unit
36.	Set up bus lanes to make services (particularly park and ride) into the city centre faster	Medium - long term	WCC	Highways
37.	Reduce the number of long stay car parking spaces in the city centre once the fifth park and ride site is launched, to ensure maximum usage	Medium- long term	WC	
38.	Require the most stringent emissions standards for the park and ride buses when the tender comes up for renewal	Medium - long term	WCC	Highways
39.	Promote the use of park and ride sites by schools	Short term	SDC	Forward Planning & Transportation/Joint Transportation Unit
40.	Encourage tourist coaches to use park and ride	Short term	SDC	Forward Planning & Transportation/Joint Transportation Unit
41.	Extend the existing cycle network to make Salisbury more cycle friendly	Medium-long term	WC	Joint Transportation Unit
42.	Increase the number of bicycle racks in the city centre	Short term	SDC	Forward Planning & Transportation/Joint Transportation Unit
43.	Explore the possibility of establishing a 'city bike' programme	Medium term	SDC	Forward Planning & Transportation/Joint Transportation Unit

¹ Short term = achievable within 6 months. Medium Term = achievable before April 2009. Long Term = Unlikely to be implemented before April 2009

² SDC = Salisbury District Council. WCC = Wiltshire County Council. WC = Wiltshire Council (new unitary authority)

Climate Change Review Transport Recommendations

44.	Explore ways to increase the number of children who cycle or walk to school	Medium term	WCC	
45.	Provide secure bike shelters at park and ride sites and allow walkers and cyclists to use park and ride for free or at reduced cost	Short term	SDC	Forward Planning & Transportation
46.	Explore the legal issues around licensing bicycle taxis and promote their use in Salisbury	Medium term	SDC	Environmental Services
47.	Make sustainable transportation a key consideration in long term plans for Salisbury through the Salisbury Vision	Short term	SDC	Salisbury Vision
48.	Provide incentives to use more sustainable vehicles, such as reduced rate parking for hybrids and electric cars, and the provision of free recharging facilities	Long term	WC	