

NEW NAME FOR ST2000

Salisbury Transport 2000 is no more. Following the re-branding of the national organisation last year we have changed our name to match and we are now called **Salisbury Campaign for Better Transport**.

The aim of the national organisation remains to campaign for transport that improves our quality of life and reduces our impact on the environment. There has been some change of emphasis in that there is no longer a Local Groups Co-ordinator to support the work of local groups. The national organisation is keen to support individual campaigners, as well as local groups, through the resources provided on their website at www.bettertransport.org.uk.

There have been some changes in the local group as well. At our AGM in February, Jackie Peters stepped down as Treasurer of the group having held that post since the formation of the group in 1998 (and, indeed, with the Stop Salisbury Bypass group before that). Our thanks to Jackie for all her sterling work, and welcome to Kathrine Sealey who has taken over as new Treasurer.

NATIONAL RAIL CONFERENCE COMES TO SALISBURY

The 2008 national Rail Users' Conference is being held this year in Salisbury Guildhall on Saturday 5 July 2008.

Guest speakers include:

Peter Rayner Former BR manager & writer on rail matters

Philip Dominey Stakeholder Relations Manager, SW Trains

There will also be "How to succeed" presentations from campaigners, including:

- Bruce Williamson on Using the Media
- Graham Ellis on Trans Wilts
- Campaigners from Severnside, Wessex, Devon & Cornwall and Thames Valley.

The conference must be booked in advance and the cost is £12-50 for non-members of Rail Futures (excluding lunch). For further details and to download a booking form visit the website: www.railfutures.co.uk, or contact:

Graham Ellis, ☎ 01225 708225

Email: graham@wellho.net

See over for one current local rail campaign issue - the ongoing fight to keep open the northern entrance to Salisbury station.

Unfortunately despite strong representations from many, including Robert Key MP, the battle earlier this year to keep Salisbury Travel Centre open was lost.

SUPPORT GROWS FOR TRANS-WILTS RAIL CAMPAIGN

The rail service on the line from Salisbury through to Swindon, and services through the West Wiltshire towns, have been cut drastically. In recent years, since First Great Western took over the franchise. There are now no direct trains at all from Salisbury to Chippenham & Swindon, and only two inconveniently timed direct services a day from Westbury, Trowbridge and Melksham to the same destinations.

There are many reasons to campaign for a better Trans-Wilts rail service. The map below shows the towns served by this service, which include Swindon and the five largest towns in Wiltshire, and connecting services to other destinations. A proper usable service on this line would be a boon to commuters and would help cut congestion on the A36/A350 corridor. It would also facilitate access to the new Wiltshire & Swindon History Centre in Chippenham. And as unitary status gets closer more decisions will inevitably be taken on the other side of the county from Salisbury, and an improved rail link will allow more people to participate in that process.

There is now an active campaign fighting to get the TransWilts service increased to make it a more usable service. **Please visit www.savethetrain.org.uk for more information and to sign up to support this campaign.** Signing up will also generate emails which can be sent to key players involved e.g. the Department for Transport, WCC & First Great Western.

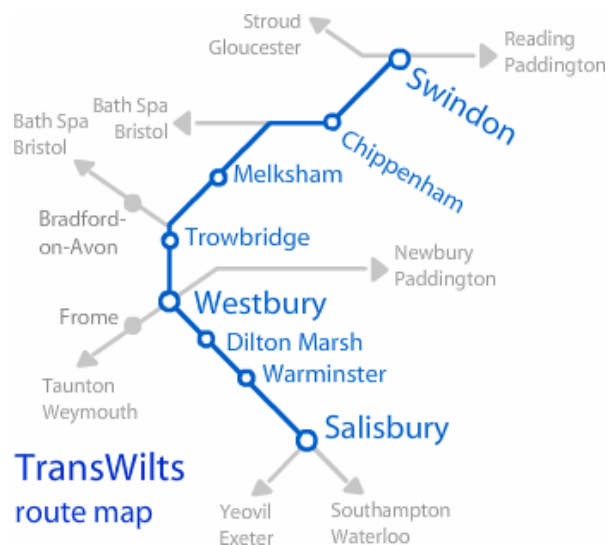


Diagram by Graham Ditte, reproduced by kind permission

NEWS IN BRIEF

The **Local Development Framework** (LDF) consultation process caused something of a stir in Salisbury, as the district woke up to the threat of 12,400 new homes being built in the period to 2026. As a result of vocal opposition from a number of communities who might potentially be affected, the District Council has decided to introduce a further round of consultation later this summer on a document which will incorporate the issues raised in the initial consultation.

Salisbury CfBT submitted comments on the initial consultation and hope to continue to be involved in the process.

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We had hoped that we'd heard the last of the **Brunel Link/Harnham Relief Road** following two unsuccessful planning applications (in both cases 97% of respondents were opposed to the scheme) and the continued strong opposition of the statutory bodies. The scheme did not feature in the draft South West Regional Spatial Strategy (RSS) and was not mentioned in the topics to be covered when that document had its 'Examination in Public' (EiP). However, it was suggested in the debate on housing (**not** transport!) that this road would be useful infrastructure to support the housing allocation for Salisbury (see above) and the EiP Panel have therefore recommended that the scheme be added to the RSS.

Salisbury CfBT have written to the Minister responsible to protest at this nonsensical proposal. The Government Office for the SW have responded to say nothing is yet decided and there will be an opportunity for comment when the RSS is published this summer,

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The public inquiry into the **Westbury Bypass** starts on June 17th & is scheduled to last for 6 weeks. The White Horse Alliance (an umbrella organisation which includes CfBT, CPRE, Friends of the Earth and others including various local parish councils) have put together a formidable team of experts covering ecological and transport/economics issues, and are engaging the services of a solicitor (Charlie Hopkins of Earthrights) to fight this scheme. The White Horse Alliance website explains details of the scheme and the many reasons to oppose it - see www.corridor-alliance.co.uk. Money is urgently needed to help fund the professional presentation of the White Horse Alliance case at the Public Inquiry, and donations can now be made online using Paypal via the WHA website.

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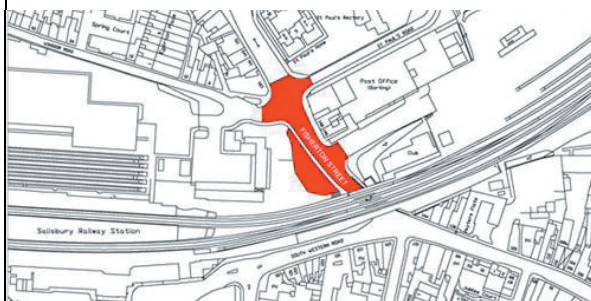
The **Stonehenge/A303** saga continues. Salisbury CfBT have submitted an objection to proposals for a Regional Distribution Centre at Solstice Park on the grounds that this would have unacceptable traffic impacts now there is no A303 capacity increase in prospect. The planning application will be determined shortly.

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FISHERTON STREET INTERCHANGE TAKES A STEP BACKWARDS

The northern entrance to Salisbury station provides a convenient - though unsigned and poorly presented - exit to the bus stops on Fisherton Street. Wiltshire County Council have said they want to work with bus and rail operators to improve the integration between modes and have published a map of the area in their LTP2 (see below).

Meanwhile South West Trains have announced that they plan to close the entrance in October 'following consultation with the county council and passengers'. Sounds rather as if consultation will make no difference - as was the case with the closure of the **Travel Centre** at the station earlier this year. Salisbury CfBT have got coverage for the matter in the Salisbury Journal and are awaiting a response from WCC regarding what steps they will be taking to ensure the 'Fisherton Street interchange' which they support becomes reality rather than history.



Fisherton Street Interchange—Figure 12.4 from Wiltshire County Council's Local Transport Plan 2006/07- 2010/11

SALISBURY T2000 CONTACTS

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Group meetings: Our next meetings are provisionally scheduled for **12th August** and **11th November** at 7:30pm in the lounge/bar area of the Red Lion, Milford Street, Salisbury. Please check with Pam or Margaret (details above) if you plan to come as meetings may be rescheduled to fit in with consultation on the LDF & RSS (see 'News in Brief' on this page).

Membership: Current membership rates £5 individual, £7.50 family, £3 unwaged per year payable to Salisbury Campaign for Better Transport.