

AGENDA

Meeting: Salisbury Community Area Transport Group (CATG)
Place: St Barbe Meeting Room - Council Offices, Bourne Hill, Salisbury, SP1 3UZ
Date: Tuesday 14 February 2017
Time: 2.00 pm

Please direct any enquiries on this Agenda to Paul Shaddock (Senior Traffic Technician), direct line 01722 434671 or email paul.shaddock@wiltshire.gov.uk

AGENDA

Membership of the CATG

For membership please click on the link below:

<http://modern.gov.wiltshire.council/mgCommitteeDetails.aspx?ID=1322>

1 **Note Tracker** (*Pages 3 - 22*)

The following information is included in the attached Note Tracker:

- Attendees and Apologies
- Approval of notes of the previous meeting
- Financial Position
- Top 5 Priority Schemes
- Other Priority Schemes
- New Requests/Issues
- Current / ongoing schemes
- Other items

2 **Date of Next Meeting**

20th June 2017

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

	Item	Update	Actions and recommendations	Who
	Date of Meeting	14th February 2017		
1.	Attendees and apologies			
	Present:			
	Apologies:			
2.	Notes of last meeting			
		<p>The minutes of the previous meeting held were agreed at the Salisbury Area Board meeting on the 10th November 2016.</p> <p>The Salisbury Area Board minutes can be found at:</p> <p>http://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=168&MIId=10151&Ver=4</p>		
3.	Financial Position			
		The finance sheet is appended. Current financial position - £6,647 still unallocated.		

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4.	Top 5 Priority Schemes			
a)	Issue No: 2114 Request for a 20mph Speed Limit on Lower Road	Works order issued to introduce the 20mph speed limit have commenced but have been delayed whilst an issue with the ownership of signs at the junction of the A36 Wilton Road and Church Lane between Wiltshire Council and Highways England is resolved.	That the Area Board notes the update.	PS
b)	Issue No: 3222 Request for improved pedestrian facilities on Old Blandford Road between Lywood Close (recent development) and where the existing footway begins at the northern junction of Old Blandford Road and Harnwood Road	Design work for the provision of advisory footpath between Lywood Close and the northern junction of Old Blandford Road and Harnwood Road commenced. Design work to be completed and works order issued.	That the Area Board notes the update.	PS
c)	Issue No: 4000 Request for improved cycle route signage on Avon Valley Shared Use Path	Design work for the provision of improved signage along the Avon Valley Shared Use Path commenced. Design work to be completed and works order issued.	That the Area Board notes the update.	PS
d)	Issue No: 4246 Request for additional sign to inform cyclists that they can travel along South Street against the 'One Way' TRO	Design work for the provision of an additional sign at the junction of Mill Road and Harcourt Terrace advising cyclists that they can travel along South Street against the 'One Way' TRO commenced. Design work to be completed and works order issued.	That the Area Board notes the update.	PS

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e)	Issue No: 4869 Request for improved signage to stop HGVs travelling along Albany Road and Wyndham Road	Design work for the provision of improved signage to stop HGVs travelling along Albany Road and Wyndham Road commenced. Design work to be completed and works order issued.	That the Area Board notes the update.	PS
5.	Other Priority schemes			
a)	Issue No: 3347 Request for a 20mph Speed Limit on Shady Bower / Manor Farm Road.	All sign erecting and carriageway marking works are complete. 20mph speed limit in the Shady Bower area became active on the 7 th November 2016.	Chase Ringway to complete remedial electrical works.	PS
b)	Issue No: 3710 Improvements to the visibility of the traffic signal pole as you turn right out of Stratford Road into Castle Road	Detailed design work complete and works order issued to Ringway in September 2016.	Chase Ringway to undertake works.	PS
c)	Issue No: 4239 Request for Brown Tourism Sign for St. Martin's Church	Detailed design work complete and works order issued to Ringway in September 2016.	Chase Ringway to undertake works.	PS
d)	Issue No: 4503 Issue with Gradidge Lane Prohibition of Motor Vehicles TRO	Works order to remove the existing Prohibition of Motor Vehicles signing from Gradidge Lane was issued to Ringway in September 2016.	Chase Ringway to undertake works.	PS

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e)	Issue No: 4514 Request for a bus stop clearway to be marked in the bus stop layby on London Road adjacent to the rear of St. Mark's House	Works to lay the bus stop clearway marking in the layby were undertaken on the 29 th September 2016. Signing works still to be undertaken.	Chase Ringway to undertake works.	PS
f)	Issue No: 4544 Request for 'No Through Road' Sign in Myrrfield Road	Works order to replace the existing Myrrfield Road street nameplates with street nameplates including 'No Through Road' symbols was issued to Ringway in September 2016.	Chase Ringway to undertake works.	PS
g)	Issue No: 4583 Request for the installation of dropped kerbs in the vicinity of the junction of Laverstock Road and Manor Farm Road	Works to install dropped kerbs due to take place during week beginning 23 rd January 2017.	That the Area Board notes the update.	PS
h)	Issue No: 4647 Request for improved cycle facilities on Devizes Road	Brief to be issued to the council's term consultants, Atkins, to undertake an evening parking survey along Devizes Road in the vicinity of Primrose Road. Work not yet started.	That the Area Board notes the update.	PS
i)	Issue No: 4695 Request for improved dropped kerbs in front of PamPurredPets and Pembroke House, Fisherton Street	The CATG and Area Board agreed to fund the costs of marking the additional waiting restrictions on the ground subject to the costs associated with processing the necessary TRO work being met through adding the changes required in the vicinity of PamPurredPets and Pembroke House into the next TRO that is processed for Salisbury. Changes to be added into the next TRO processed for Salisbury.	That the Area Board notes the update.	PS
j)	Issue No: 4710 Request for improved signage to Nos. 22-26 Jewell Close	A street nameplate directing people to Nos. 22-26 Jewell Close to be erected. Works to order the sign not yet started.	That the Area Board notes the update.	

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k)	<p>Issue No: 4734</p> <p>Request for a dropped kerb in Pinewood Way</p>	<p>Salisbury City Council have confirmed that they will match fund the installation of dropped kerbs in Pinewood Way to improve access to the Bemerton Heath Centre.</p> <p>Works to install dropped kerbs due to take place during week beginning 23rd January 2017.</p>	<p>That the Area Board notes the update.</p>	<p>PS</p>
l)	<p>Issue No: 4759</p> <p>Request for a footway to be constructed on Downton Road between the bus shelter opposite the BP filling station and Harnham Gyratory</p>	<p>The group felt the provision of a footway at this location potentially had merit but before any work is undertaken to develop a proposal the originator of the issue should be asked to supply evidence of local demand for the footway to be provided.</p> <p>No further information has been received to date.</p>	<p>That the Area Board notes the update.</p>	<p>PS</p>
m)	<p>Issue No: 4841</p> <p>Request for directional signage to the University Technical College (UTC) on Wilton Road.</p>	<p>In line with the councils practice on minimising sign clutter the CATG were required to determine whether or not they supported the UTC's request for directional signage. The CATG supported the request.</p> <p>The UTC have been advised that the CATG supported their request for directional signage. The UTC have been asked to supply information on the type of signage required and where they feel it is needed. No further information has been received to date.</p>	<p>That the Area Board notes the update.</p>	<p>PS</p>
n)	<p>Area Board Grant Application No: 2037</p>	<p>The CATG were asked to consider funding Area Board Grant Application No: 2037, submitted by the Salisbury Area Greenspace Partnership, which sought funding to make improvements to the Bishops Walk Footpath which forms part of the Rights of Way network in Harnham.</p> <p>The group wished to support the application and felt that a total of £3,000 should be allocated to the project with any funding unspent from this allocation being returned to the CATG.</p>	<p>That the Area Board notes the update.</p>	<p>PS</p>

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		Funding to be paid to the Salisbury Area Greenspace Partnership		
o)	Stratford Road Crossing Point	Ancillary works to provide coloured surfacing, bollards and road markings at the buildout completed in October 2016. Traffic Regulation Order (TRO) required to alter the layout of the waiting restrictions to aid the provision of the crossing point advertised for public comment in November 2016. No objections received to the advertised proposals. Works order to be issued to amend waiting restrictions on the ground.	That the Area Board notes the update.	PS
6.	New Requests / Issues			
oa)	Issue No: 4935 Request for improved street lighting along the footway running from Middleton Road to the Waitrose Underpass	There is currently no direct street lighting of the footway running between Middleton Road to the Waitrose Underpass. A street lighting assessment could be arranged through the council's consultants to determine what improvements are necessary to bring the street lighting up to required standards. The cost of undertaking an assessment would be approximately £1,500. The recommendations of the assessment would then need to be brought back to the group for the consideration of funding. It should be noted that there is uncertainty as to who is responsible for the footway with both Wiltshire Council and Highways England potentially responsible for different sections of it.		
b)	Issue No: 5011 Request for speed limit review on A30 London Road and installation of second pedestrian crossing	<u>Speed Limit Review</u> In 2006 the Department for Transport issued new guidance about the setting of speed limits and required that all highway authorities undertake a review of speed limits on all A & B roads under its jurisdiction. Wiltshire Council duly undertook this review and the results were published in 2009. All of the		

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		<p>information relating to the review can be accessed on the council's website.</p> <p>Following the completion of the aforementioned review process it was agreed by the Cabinet Member for Highways that speed limits on A and B class roads would not be subject to re-review unless substantive changes to the layout of the road had occurred. This stance remains the council's current position. Given that there have been no substantive changes to the section of the A30 London Road since the previous review was undertaken, the council will not be seeking to review the speed limits in place on this road. For the purpose of clarity the opening of the Aldi store is not considered a substantive change in the context of amending the speed limit in place as prior to its opening as there was already a building and access in situ in the shape of the former car salesroom, albeit that it had been unused for a number of years.</p> <p>More generally, one of the key factors in determining whether or not an urban road should have a 30mph or 40mph speed limit is if there is frontage development on both sides of the road. Where there is development on both sides of the road a 30mph is considered appropriate. This is not the case on London Road once you have passed Glenmore Road. Although there is development it is not continuous and the vast majority of it is set back from the edge of London Road</p> <p><u>Crossing Point</u></p> <p>It may be possible to introduce an additional pedestrian crossing facility on the A30 London Road. Any request for a pedestrian crossing facility to be introduced is first assessed in accordance with Wiltshire Council best practice. The cost of undertaking</p>		
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		<p>such an assessment is approximately £1,000. The originator of this request has been asked to clarify where they feel a further crossing point is then needed. The CATG would then need to determine if they wished to fund a crossing assessment at the location identified.</p> <p>No further information has been received from the originator of the issue.</p>		
c)	<p>Issue No: 5011</p> <p>Request for a driveway protection (white bar) marking to be installed outside No. 11 Roman Road.</p>	<p>In this instance the laying of a driveway protection (white bar) marking would not stop the driveway from becoming obstructed because the width of the dropped kerb at the property is shorter than the width of the driveway. The originator of this issue should be advised that the need to extend the width of their dropped kerb and directed to following the council's procedure for dropped kerb applications – more information about this procedure can be found on the following webpage:</p> <p>http://www.wiltshire.gov.uk/parkingtransportandstreets/roadshighwaysstreetcare/roadsandtraffic/droppedkerbs.htm</p> <p>At this time there is no further action for the CATG.</p>		
d)	<p>Issue No: 5068</p> <p>Request for a directional sign on Devizes Road in advance of the Highbury Avenue mini roundabout to address confusion as to the alignment of the route of the A360.</p>	<p>The originator of this issue has indicated that traffic heading north along Devizes Road is experiencing some confusion at the Highbury Avenue mini-roundabout as to which of the roads at that junction is the main A360. This has resulted in some vehicles turning into Highbury Avenue and then finding they need to do a U-turn to re-join the A360.</p> <p>Whilst it would be possible to erect a sign of the type requested the need to do so has to be considered from a general street clutter perspective and how much of a problem this reported manoeuvre is.</p>		

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e)	<p>Issue No: 5071</p> <p>Request for a mirror to be erected opposite No. 5 Tollgate Road to improve visibility for motorists egressing the driveway of the aforementioned property.</p>	<p>It's Wiltshire Council practice not to install mirrors on the public highway. Adjacent to No. 5 Tollgate Road there is a piece of land which has a number of shrubs planted in it. Removing or cutting back some of the shrubs would improve visibility of vehicles as they come around the bend from Rampart Road into Tollgate Road for motorists egressing the driveway residents of No. 5 Tollgate Road. However, it should be noted that the presence of the shrubs is not the only contributory factor to the aforementioned visibility problems.</p> <p>The land in question is owned by Wiltshire Council and as such responsibility for maintaining its rests with the council. However, limited maintenance of the land over the past five years or so has meant the shrubs are now causing a problem. Whilst it may be possible to get the shrubs cut back in the short term the pressure on the council's maintenance budgets would mean that in the long term the problem would reoccur.</p> <p>Removing the shrubs and turfing the area would cost approximately £1,000 and would obviously stop the shrubs from becoming a problem in the future.</p>		
f)	<p>Issue No: 5072</p> <p>Request for improved street lighting in the vicinity of Prebendal House, Stratford Road.</p>	<p>The originator of the issue has requested that either an additional lamp column is erected in the vicinity of Prebendal House where there is a short section of footway missing or that Gradidge Lane is made a restricted byway and an illuminated sign is erected on the existing wide base post which would help illuminate the area where the short section of footway is missing. Additionally fly tipping is a common occurrence in Gradidge Lane and legally restricting access might act as a deterrent.</p> <p>The issue of legally restricting access to Gradidge Lane has previously been considered and not pursued by the group.</p>		

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		<p>There is currently street lighting either side of Prebendal House. A street lighting assessment could be arranged through the council's consultants to determine what, if any, improvements could be made to the existing street lighting. The cost of undertaking an assessment would be approximately £1,000. The recommendations of the assessment would then need to be brought back to the group for the consideration of funding.</p>		
g)	<p>Issue No: 5073</p> <p>Request to improve safety on Milford Mill Road between its junction with Manor Farm Road and Milford Mill Bridge.</p>	<p>The originator of this issue has requested that either speed bumps (cushions) or road narrowing barriers (priority working systems) as used in Shady Bower and Quidhampton be introduced in Milford Mill Road to help protect residents of the northern side of the road where there is no footway present. As of the 7th November 2016 a 20mph speed limit has been in place on the section of Milford Mill Road in question. Such a speed limit can only be introduced where the average speed of vehicles using a road is 24mph or below. There have been no recorded collision resulting in personal injury on the section of road in question during the preceding five year period. In view of there being no recorded collisions the road being subject to the lowest speed limit it is possible to introduce on the public highway and there being a footway present on the southern side of Milford Mill Road there is no obvious need to introduce speed cushions or priority working systems into the area.</p> <p>It would not be possible to construct a footway to recognised standard on the northern side of Milford Mill Road between its junction with Manor Farm Road and Milford Mill Bridge and retain two way traffic flow along the road.</p> <p>A metro count survey could be undertaken in the road to check if vehicles are adhering to the 20mph speed limit and determine whether or not enforcement activities are needed.</p>		

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7.	Closed Items			
a)	Issue No: 2983 Installation of village gateway in Stratford-Sub-Castle	Works to install the village gateway in Stratford-Sub-Castle are complete and the issue has been closed.	That the Area Board notes the update.	PS
b)	Issue No: 3896 Speeding vehicles in Beatrice Road	A metro count survey was undertaken in Beatrice Road between the 29 th September 2016 and 13 th October 2016. The recorded speed of traffic using Beatrice Road was below the threshold for further action and as such this issue has been closed.	That the Area Board notes the update.	PS
c)	Issue No: 4690 Speeding vehicles in Netherhampton Road	Metro count surveys were undertaken in Netherhampton Road between the 25 th September 2016 and the 7 th October 2016. The recorded speed of traffic using Netherhampton Road was below the threshold for further action and as such this issue has been closed.	That the Area Board notes the update.	PS
d)	Issue No: 4706 Speeding vehicles in Wyndham Road	Metro count surveys were undertaken in Wyndham Road between the 25 th September 2016 and the 7 th October 2016. The recorded speed of traffic using Wyndham Road showed the road was eligible for Community Speedwatch. Police to contact the originator of the issue in respect of setting up a Community Speedwatch scheme. There is no further action for the CATG or Salisbury Area Board and as such this issue has been closed.	That the Area Board notes the update.	PS

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e)	<p>Issue No: 4711</p> <p>Speeding vehicles in Old Blandford Road</p>	<p>A metro count survey was undertaken in Old Blandford Road between the 11th July 2016 and 29th July 2016. The recorded speed of traffic using Old Blandford Road was below the threshold for further action. However, the recorded speed of vehicles was only 0.3mph below the threshold where a Community Speedwatch scheme could be considered. As Community Speedwatch already operates in the Harnham area, and as the issue was raised by the Community Speedwatch Co-ordinator, the originator of this issue has been advised that they can operate Community Speedwatch in Old Blandford Road. There is no further action for the CATG or Salisbury Area Board and as such this issue has been closed.</p>	<p>That the Area Board notes the update.</p>	<p>PS</p>
f)	<p>Issue No: 4736</p> <p>Speeding vehicles at the junction of Netherhampton Road and Norfolk Road</p>	<p>Metro count surveys were undertaken in Netherhampton Road between the 25th September 2016 and the 7th October 2016. The recorded speed of traffic using Netherhampton Road was below the threshold for further action and as such this issue has been closed.</p> <p>The group discussed the reported congestion problem at the junction of Netherhampton Road and Norfolk Road and the need to relocate the Zebra crossing at this location which was identified as the cause of the congestion by originator of this issue. The group felt that the Zebras crossing shouldn't be relocated and that the issue should be closed. This decision was ratified by the Salisbury Area Board at its meeting on the 10th November 2016 and as such the issue has been closed.</p>	<p>That the Area Board notes the update.</p>	<p>PS</p>

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g)	<p>Issue No: 4847</p> <p>Request for improved signage of the 'One Way' restriction in Gorringe Road to tackle motorists travelling in contravention of the restriction</p>	<p>Works to lay a 'No Entry' marking in Gorringe Road are complete and the issue has been closed.</p>	<p>That the Area Board notes the update.</p>	<p>PS</p>
h)	<p>Issue No: 5012</p> <p>Request for a mirror to be erected opposite the southern junction of Rampart Road and Hill View Road to improve visibility for motorists Rampart Road from Hill View Road.</p>	<p>It's Wiltshire Council practice not to install mirrors on the public highway. The originator of this issue has been advised that to improve visibility for motorists entering Rampart Road from Hill View Road an amendment to the waiting restrictions at this location to replace a length of parking bay with a length of double yellow line would be required. The originator of the issue has been advised that any change to the waiting restrictions needs to be made via Salisbury City Council in the first instance in line with the council's Waiting Restriction Request policy. There is no further action for the CATG or Salisbury Area Board and as such this issue has been closed.</p>	<p>That the Area Board notes the update.</p>	<p>PS</p>
i)	<p>Issue No: 5029</p> <p>Request for bollard to be installed in Barrow Close to prevent travellers from Oak Tree Field driving motor vehicles along a footway adjacent to Barrow Close.</p>	<p>Barrow Close is part of the Rowbarrow Phase 2 Development which has not yet been adopted as public highway and as such the responsibility for the development, and any issues occurring within it, remains with the developer to address. The originator of the issue has been advised to raise the matter directly with the developer (Persimmons).</p> <p>The council's Highways Development Control Team have also been made aware of the issue as they work with the developer to adopt the development as public highway. There is no further action for the CATG or Salisbury Area Board and as such this issue has been closed.</p>	<p>That the Area Board notes the update.</p>	<p>PS</p>

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8.	Other Items		
a)	Highway Maintenance Update	A verbal update is to be provided the on proposed highway maintenance schemes in the Salisbury Community Area for the 2017/2018 financial year.	
b)	Freight Assessment and Prioritisation Mechanism	<p>At this time of year each CATG is asked to select two priority freight issues. These are then assessed, along with all of the other Area Boards' priorities, using the council's Freight Assessment and Prioritisation Mechanism (FAPM) to identify the top two priority schemes in the County that will be studied in order to identify appropriate freight management interventions.</p> <p>However, we are not aware of any freight management requests in Salisbury so this item is merely for information.</p>	
c)	Waiting Restriction Requests	<p>Attached as Appendix 2 is a list of waiting restriction requests that have been received between 2012 and 2015 in accordance with the council's Waiting Restriction Request policy.</p> <p>Previously CATG's were not permitted to fund the introduction of new or amendments to existing waiting restrictions. However, in 2016 it was agreed that CATG's could use their funding for such matters.</p> <p>The group needs to consider whether or not they wish to fund any of the waiting restriction requests that have been received.</p>	
9.	Date of Next Meeting:	20 th June 2017	

Salisbury CATG Financial Summary - As of end of January 2017

BUDGET 2016-17

	£14,758.00	CATG ALLOCATION 2016-17
	£40,238.00	2015-16 underspend
Contributions	£3,000.00	Developer contribution to Hollows Close
	£2,250.00	Salisbury City Council for Pinewood Way Dropped Kerbs
Total Budget 2016-17	£60,246.00	

Commitments from previous years

Salisbury Stratford Road Pedestrian Crossing & tree bypasses	16,000.00	Estimate
Stratford Sub Castle Village Gates	£6,500.00	Estimate
Salisbury Churchfields Weight Limit Signs	£969.00	Works complete
Salisbury Castle Rd / Stratford Rd Road Markings	£750.00	Estimate
Lower Bemerton 20mph Speed Limit	£8,000.00	Estimate
Shady Bower 20mph Speed Limit	£5,000.00	Estimate
Avon Valley Path Improved Signage	£1,450.00	Estimate
Culver Street Car Park Cycle Route Signage	£200.00	Works complete
Harcourt Terrace / Mill Road Cycle Sign	£125.00	Estimate
Charnwood Road Private Road Sign	£250.00	Complete
Winchester Street Relocation of Sign Post	£200.00	Complete

New Schemes

Salisbury Old Blandford Road advisory on carriageway footway	2500	Estimate
Salisbury Gradidge Lane sign removals	100	Estimate
Salisbury London road bus stop clearway	305	Estimate
Salisbury Myrrfield Road street nameplates	600	Estimate
Salisbury Laverstock road drop kerbs	2500	Estimate
Salisbury Jewell close Street nameplates	£450	Estimate
Salisbury Devizes Road parking survey	£1,500	Estimate
Salisbury Endless Street HGV signs	£850	Estimate
Salisbury Pinewood Way drop kerbs	£2,250	Estimate
Salisbury Gorrington Road no entry marking	£100	Complete
Salisbury Area Greenspace Partnership Contribution	£3,000	Estimate

Total commitment 2016-17 **53,599.00**

Amount left to spend **£6,647.00**

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Year Received	Location	Request	Supported by SCC	SCC Priority	Comments
2012 Page 19	Fisherton Street	Remove waiting restrictions after 6pm	No	N/A	Was not supported by Salisbury City Council so cannot be progressed further.
	Junction of Laverstock Road & The Avenue	Introduction of No Waiting At Any Time restrictions	Yes	=1	The introduction of No Waiting At Any Time restrictions at this location could be taken forward as part of the request for residents parking scheme in Elm Grove Place or processed standalone if the group felt it is necessary.
	Ventry Close	Introduction of No Waiting At Any Time restrictions	Yes	5	
	Lower Road	Introduction of No Waiting At Any Time restrictions	No	N/A	Was not supported by Salisbury City Council so cannot be progressed further.
	Heronswood, Ridings Mead	Introduction of No Waiting At Any Time restrictions	Yes	2	The introduction of No Waiting At Any Time restrictions at this location could be taken forward however it may displace parking problems further into the Ridings Mead estate.
	Elm Grove Place	Request for residents parking	Yes	=1	Will be added into future residents parking work programme. (The residents parking work programme sits outside of the CATG's remit).
	Bouverie Avenue	Extend existing double yellow lines extended	Yes	3	The double yellow lines could be extended. However, even with a car parked adjacent to the driveway at the rear of No. 122 Coombe Road it is still possible for a vehicle to access / egress the driveway albeit that the turning manoeuvre is more difficult. If the parking prevents access or egress to the driveway at No. 122 Coombe Road the resident has the ability to report such matters to the Police who would be able to undertake enforcement action.
	Netherhampton Road	Introduction of No Waiting At Any Time restrictions in the vicinity of No. 114 Netherhampton Road to improve visibility for residents egressing driveway	Yes	4	The introduction of No Waiting At Any Time restrictions at this location could be taken forward however it may displace parking problems along the road. The recent removal of the Pelican crossing from Netherhampton Road may help address the problem.

Ivy Street	That the shorter of the two Pay & Display parking bays in Ivy Street is converted to a residents parking bay	Yes	2	This request is currently being processed as part of other TRO work being undertaken by Wiltshire Council and does not need to be considered by the CATG.
Junction of Mill Lane and Stratford Road	Introduction of No Waiting At Any Time restrictions	Yes	8	No recorded collisions at this location. Problem only seems to occur at school drop off / pick up times.
Junction of Westminster Road and Kingsland Road	Introduction of No Waiting At Any Time restrictions	Yes	3	No Waiting At Any Time restrictions were introduced at this location in 2015.
Junction of Russell Road and second spur road	Introduction of No Waiting At Any Time restrictions	Yes	4	
Junction of Devizes Road and Roman Road	Extend existing No Waiting At Any Time restrictions	Yes	6	Location already meets minimum visibility requirements as per the Highway Code. However, the introduction of No Waiting At Any Time restrictions at this location could be taken forward.
Junction of Victoria Road and Moberly Road	Remove a residents parking bay and provide additional No Waiting At Any Time restrictions.	Yes	5	This location was reviewed as part of a Review of Residents Parking Zone H in 2013 and it was determined no changes were required at this location. This issue has also previously been considered by the CATG (Issue 3610) in 2014 and the CATG didn't support the request for further action at this location. No further action.
Highbury Avenue and Macklin Road junctions	Introduction of No Waiting At Any Time restrictions	Yes	7	
Brunel Road	Extend existing No Waiting At Any Time restrictions	No	N/A	Was not supported by Salisbury City Council so cannot be progressed further.
Junction of Bower Gardens and Shady Bower	Introduction of No Waiting At Any Time restrictions	Yes	1	
Outside No. 36 Cornwall Road	Remove No Waiting At Any Time restrictions to provide an additional residents parking bay.	Yes	9	This location was reviewed as part of a Review of Residents Parking Zone H in 2013. No Waiting At Any time Restrictions were provided at this location to maintain turning manoeuvres at a bend in the road outside of No. 36 Cornwall Road. There is a parking bay and white bar marking present outside the eastern boundary wall of No. 36 Cornwall Road. No further action to be undertaken.

<p>Outside No. 57 Cornwall Road</p>	<p>Remove double yellow lines and issues with general layout of waiting restriction in the vicinity of No. 57 Cornwall Road, including a parking bay being introduced in front of a bus stop outside of No. 57.</p>	<p>Yes</p>	<p>=5</p>	<p>This location was reviewed as part of a Review of Residents Parking Zone H in 2013. No Waiting At Any time Restrictions were provided at this location to maintain turning manoeuvres at traffic flow at the junction of Cornwall Road and the eastern spur of Cornwall Road and to stop commuter parking being placed into the eastern spur of Cornwall Road. No further action to be undertaken.</p> <p>The bus stop was introduced after the parking bay was introduced on the ground. The bus stop consists of nothing more than a timetable case. The timetable case has been erected on a lamp column behind the parking bay. It appears to have been erected on the lamp column to avoid incurring the cost of erecting a bus stop flag pole. The CATG could fund the erection of a bus stop flag pole elsewhere within Cornwall Road.</p> <p>The originator of the issue also raises concerns that the layout of waiting restrictions has resulted in problems with vehicles speeding around the junction of Cornwall Road and the eastern spur of Cornwall Road. Recommend that a metro count survey is undertaken to determine if speeding vehicles are a problem.</p>
<p>Outside No. 57 Cornwall Road</p>	<p>Amendments to position of parking bays</p>	<p>Yes</p>	<p>=5</p>	<p>The parking bay outside of No. 41 Cornwall Road ends in line with the top of the dropped kerb access to the driveway of No. 41 in accordance with the council's standard practice. If the resident needs additional space to access / egress their driveway they need to make their driveway wider.</p>
<p>St Edmund Church Street</p>	<p>Lack of parking bays</p>	<p>Yes</p>	<p>=5</p>	<p>It would only be possible to provide additional parking spaces in St. Edmund's Church Street by converting the existing No Waiting Monday – Saturday 8.00am – 6.00pm restrictions to residents parking bays. Doing so would impact on servicing of the street. Location is within Residents Parking Zone E (RPZE). A review of RPZE currently sits on the council's future residents parking work programme (the residents parking work programme sits outside of the CATG's remit). Any changes as this location would be taken forward as part of the review. No further action at this time.</p>
<p>Jewell Close</p>	<p>Introduction of No Waiting At Any Time restrictions to address safety concerns</p>	<p>Yes</p>	<p>4</p>	

2014	Beatrice Road	Installation of disabled parking bays outside St. Francis Church	Yes	2	
	Lime Kiln Way	Introduction of No Waiting At Any Time restrictions to remove commuter and shopper parking.	Yes	1	The introduction of No Waiting At Any Time restrictions at this location could be taken forward however it may displace parking problems further into the Lime Kiln Way estate.
	St Marks Avenue	Speed bumps (cushions) in the vicinity of its junction with the A36 Churchill Way.	Yes	3	Uncertain why Salisbury City Council have assessed this as a waiting restriction request when the originator of the request has asked for speed cushions to be installed. Recommend that a metro count survey is undertaken to determine if speeding vehicles are a problem.
2015	Chichester Close	Parking bay obstructing dropped kerb access to No. 44 Chichester Close	Yes	2	Since request was submitted a white bar marking has been laid in front of the property. Sign posts that housed residents parking sign needs to be removed and the TRO needs to be amended for administrative purposes.
	Outside Orchard House, Stratford Road	Introduction of No Waiting At Any Time restrictions to aid visibility of pedestrians walking in the road because of a lack of a footway.	Yes	1	The requested use of No Waiting At Any Time restrictions is inappropriate particularly as there are no particular parking problems observed at the location. The CATG could consider the introduction of a virtual footway. However it should be noted that there is a kerbed footway on the opposite side of the road.
	Endless Street	Convert existing Pay and Display Shared use bay in zone E	Yes	3	This request is currently being processed as part of other TRO work being undertaken by Wiltshire Council and does not need to be considered by the CATG.