

## SALISBURY LOCAL HIGHWAYS & FOOTWAYS IMPROVEMENT GROUP ACTION NOTES

	Item	Update	Actions and recommendations	Who
	<b>Date of Meeting</b>	<b>7<sup>th</sup> September 2023</b>		
<b>1.</b>	<b>Attendees and apologies</b>			
	Present:	Councillor Sam Charleston (SC) – Wiltshire Council - Chair Councillor Brian Dalton (BD) – Wiltshire Council Councillor Sven Hocking (SH) – Wiltshire Council Councillor Charles McGrath (CM) – Wiltshire Council Councillor Ricky Rogers (RR) – Wiltshire Council Councillor Paul Sample (CPS) – Wiltshire Council Councillor Alan Bayliss (AB) – Salisbury City Council Councillor John Wells (JW) – Salisbury City Council Marc Read (MR) – Salisbury City Council Peter Durnan (PD) – Cycle Opportunities Group Salisbury Pam Rouquette (PR) – Salisbury Walking Forum Graham Axtell (GX) – Wiltshire Council Paul Shaddock (PS) – Wiltshire Council		
	Apologies:	Councillor Caroline Corbin (CC) – Wiltshire Council Councillor Mark McClelland (MM) – Wiltshire Council Patricia Podger (PP) – Elizabeth House Annie Child (AC) – Salisbury City Council Lynne Davies (LD) – Salisbury City Council Margaret Willmot (MW) – Salisbury Area Greenspace P/Ship		

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<b>2.</b>	<b>Notes of last meeting</b>			
		<p>The minutes of the previous meeting were agreed at the Salisbury Area Board meeting on the 15<sup>th</sup> June 2023.</p> <p>The Salisbury Area Board minutes can be found at:</p> <p><a href="https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=168&amp;MId=15009&amp;Ver=4">https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=168&amp;MId=15009&amp;Ver=4</a></p>	That the update is noted.	Area Board
<b>3.</b>	<b>Financial Position</b>			
		There is currently £7,300.62 still unallocated.	That the update is noted.	Area Board

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4.	New Issues / Issues Requiring A Decision			
a)	<p>Issue No: <a href="#">12-21-5</a></p> <p>Request for the provision of an improved pedestrian crossing facility at the junction of Stratford Road and Waters Road.</p>	<p>Outline designs of three potential options have been prepared. A copy of the designs are attached as <b>Appendix 1</b>. The estimated costs of the options are:</p> <ul style="list-style-type: none"> <li>• Option 1 – £34,700</li> <li>• Option 2 – £48,430</li> <li>• Option 3 – £38,850</li> </ul> <p>The group are to discuss the options and if they wish to progress any as a bid to the Substantive LHFIG fund. A bid to the Substantive LHFIG fund would require the group to commit a funding allocation equivalent to a minimum of a third of its annual allocation. However, it should be noted that in the event of a successful bid the funding allocation from the group would come out of its allocation for the 2024/2025 financial year.</p>	<p>SC advised the group that MM had asked if he could advise the group that in his six years representing this part of Salisbury on SCC and WC not a single person has ever raised this issue as a problem to be fixed and that he did not support pursuing a bid to the Substantive LHFIG fund. JW commented that a local resident had directly raised this issue with him and felt there was a problem that needed addressing.</p> <p>RR suggested drawing up a further option of providing a single larger refuge which would be cheaper than the options put forward. SH also put forward drawing up an option to just provide dropped kerbs further into Waters Road where the road was narrower.</p> <p>The group asked that the above options be drawn up and brought back to the next meeting of the group for consideration.</p>	PS

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<p>b)</p>	<p>Issue No: <a href="#">12-22-10</a></p> <p>Request for the installation of ANPR cameras to enforce School Keep Clear markings at the Somerset Road School Campus</p>	<p>The consultation period for the TRO amendment required to allow ANPR camera enforcement of School Keep Clear (SKC) markings to be undertaken in Salisbury will commence on the 30/09/2023. The cost of the TRO work will be undertaken at no cost to the group and the previous funding allocation for this work will be returned to the group for reallocating to other projects.</p> <p>The cost of providing the power supplies, new poles to mount the ANPR cameras and the installation of the ANPR cameras is estimated to £8,500.</p>	<p>SH asked if the school were contributing any funding to this scheme and if they weren't could they be. JW commented that the school were not contributing any funding to this scheme, and it is unlikely that they would have any specific budget availability that could be used for this purpose.</p> <p>PS advised that if the school had an active travel plan they could make a bid to the Taking Action On School Journeys (TAOSJ) programme run by the Council. The TAOSJ programme is used to fund on/off site improvements in support of sustainable travel to schools. A bid to contribute funding towards the installation of the ANPR cameras could be submitted to the TAOSJ programme.</p> <p>The group decided to wait for the outcome of the TRO consultation before seeking to commit funding to the installation of the ANPR cameras.</p> <p>That the update is noted.</p>	<p>Area Board</p>
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c)	<p>Issue No: <a href="#">12-23-01</a></p> <p>Request for the installation of a bus shelter in Castle Road</p>	<p>Following the discussion about alternative sources of funding for bus shelter improvement works the Area Board have raised this issue with the Transport Planning Team. Allan Creedy the Head of Sustainable Transport (and Head of Service for the Transport Planning Team) provided an update on the Salisbury Transport Strategy (STS) at the Area Board Meeting in June 2023, although no specific way of the LHFIG using STS funding for bus shelter improvement works was identified. [WC Members to advise if this is not the case].</p> <p>The group previously decided that they did not wish to fund the provision of a bus shelter at this location until the wider discussion around alternative sources of funding had taken place.</p> <p>If the group now wish to pursue this matter then the estimated cost of providing a Bus Shelters Ltd 'Transit' shelter (current model of shelter used in Salisbury - see <a href="#">here</a> for example) is £7,000.</p>	<p>SH advised the group that a meeting was being held during week commencing 11/09/2023 to determine how bids for STS funding could be made and that this was the sort of scheme he hoped could be funded via this route.</p> <p>The group agreed to not fund the provision of the shelter at this location pending the outcome of the meeting around STS funding. Issue to be considered further at the next meeting of the group.</p> <p>That the update is noted.</p>	Area Board
d)	<p>Issue No: <a href="#">12-23-07</a></p> <p>Improved crossing facilities in the vicinity of No. 18 Devizes Road</p>	<p>Cllr Blackwood (SCC) has raised that pedestrians with mobility issues and users of wheelchairs and mobility scooters are experiencing difficulties in using the existing zebra crossing at the bottom of Devizes Road. In the main the issues concern the narrowness of the footways on either side of the existing crossing. Cllr Blackwood has asked that consideration be given to relocating the existing crossing closer to The Harding's where the footway is wider. There are various possible options for relocating the crossing that could be considered, each of which have advantages and disadvantages. The group are to discuss the various options and determine if there are any options they wish to be taken forward to a design stage.</p>	<p>The group asked that officers start investigating potential options for the relocation of the zebra crossing.</p>	PS

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e)	<p>Issue No: <a href="#">12-23-08</a></p> <p>Improved dropped kerb provision in the York Road / Sidney Street area</p>	<p>Cllr Blackwood (SCC) has raised issues regarding the existing dropped kerb access to St. Paul's Roundabout from York Road and in response has requested that a new dropped kerb is provided outside of Belgrave Terrace to allow pedestrians to cross and make use of the existing dropped kerb access to the private parking area, a resurfaced footway from this point leading to the ramped access to the underpass and the installation of a new dropped kerb at the junction of York Road and Sidney Street.</p> <p>Whilst a dropped kerb could be provided in the vicinity of Belgrave Terrace there are significant issues with tree roots on the section of path that requires resurfacing that would make the resultant slope (and potential camber) on the footway difficult for people with mobility difficulties to negotiate. The provision of a dropped kerb at York Road and Sidney Street would potentially be possible, subject to utilities and the concrete foundation of an adjacent telegraph pole not being affected by the installation of a dropped kerb. The group are to discuss the various options and determine if there are any they wish to be taken forward to a design stage.</p>	<p>SH asked if any trial holes had been dug to see if the roots were actually under the surface or if the surface had just been disrupted. GA advised that Upton's (the Council's highways tree contractor) had inspected the area and indicated that roots were present, but no trial holes had been dug to the best of his knowledge, GA advised that he was also going to see if there was an option to remove a small proportion of the roots without harming the tree. This could then allow existing dropped kerbs to be improved or new ones provided.</p> <p>Results of investigations to be reported to the next meeting of the group.</p>	GA
f)	<p>Issue No: <a href="#">12-23-09</a></p> <p>Request for additional No Waiting At Any Time Restrictions at Town Path</p>	<p>A local resident has asked for the provision of additional No Waiting At Any Time (NWAAT) restrictions at Town Path to prevent parking at its junction with Middle Street. If the group support the request for the provision of NWAAT restrictions at this location then this request could be added into Issue 12-23-02 and taken forward as part of this work at no additional cost.</p>	<p>The group supported this issued and asked that it be taken forward as part of Issue No. 12-23-02.</p> <p>That the update is noted.</p>	<p>PS</p> <p>Area Board</p>

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g)	<p>Issue No: <a href="#">12-23-10</a></p> <p>Request to enforce prohibited right turn from Friary Lane into St. Ann Street.</p>	<p>A resident of St. Ann Street has requested that enforcement of the prohibited right-hand turn from Friary Lane into St. Ann Street is undertaken to address safety and congestion concerns in the road. They have suggested the erection of an ANPR camera to undertake enforcement activities. The provision of an ANPR camera at this location is not currently possible. Wiltshire Council is in the process of applying for powers from the DfT to be able to undertake enforcement of moving traffic offences (such as prohibited turns), however, it is unlikely that the Council will have those powers until some point in 2024. Until then only the Police would be able to undertake enforcement action against vehicles turning right out of Friary Lane. The provision of an ANPR camera could be reconsidered in the future, subject to the Council receiving the powers to perform such enforcement activities.</p> <p>An alternative option that would prevent vehicles turning right into St. Ann Street would be to close off the northern end of Friary Lane to motor vehicles via a Traffic Regulation Order and the installation of bollards. The group are to discuss this option.</p>	<p>The group discussed this issue in detail and acknowledged that ANPR enforcement could not be considered at this time.</p> <p>The option of closing the Friary Lane junction to vehicular traffic was discussed but the group expressed a preference for the use of an ANPR camera.</p> <p>SH asked that this issue be kept open and brought back to the group if and when the Council had received the powers to undertake enforcement action against moving traffic offences.</p> <p>That the update is noted.</p>	Area Board
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<p>h)</p>	<p>Issue No: <a href="#">12-23-11</a></p> <p>Request for pedestrian guardrail to be installed to at Harnham Gyratory to improve pedestrian safety.</p>	<p>A resident of Bouverie Avenue has raised safety concerns on the section of footway at Harnham Gyratory running between Coombe Road and Harnham Road. The originator of the request has cited an (unsubstantiated) increase in the instances of vehicles mounting the footway resulting in near misses with pedestrians using the footway. In support of the issue raised the originator has included a photo showing damage to the wooden sleepers (that retain the bank) which they state shows recent damage caused by a vehicle mounting the footway. The originator has specifically requested the following measures.</p> <ul style="list-style-type: none"> <li>• New railings (pedestrian guardrail) to be introduced on the pavement heading into the city centre.</li> <li>• If that is not possible, then “No Cycling” signage to be erected on the pavement near the Harnham Gyratory.</li> </ul> <p>It should be noted that the sleepers in question have been damaged since at least <a href="#">2018</a> and it is believed that they were damaged when part of a tree collapsed on them.</p> <p>The width of the footway in question varies between 1.3 and 1.5 metres. Pedestrian guardrail should be installed a minimum of 300mm (ideally 450mm) from the front edge of a kerb to reduce the risk of it being struck and damaged by overhanging wing mirrors. A minimum footway width of 1.2 metres is required for wheelchair / mobility scooter users. The provision of pedestrian guardrail would reduce the remaining footway width below 1.2 metres and therefore it cannot be provided at the location requested.</p> <p>The provision of “No Cycling” signs is only possible where a formal prohibition of cycling has been introduced by a Traffic</p>	<p>The group discussed this issue in detail and whilst acknowledging the safety concerns that had been raised accepted the officer’s advice around the inability to provide pedestrian guard railing at this location.</p> <p>CPS and SH asked that the officers developing the proposals for improvements to Harnham Gyratory do all they can to make the footway at this location wider to make it easier and safer for pedestrians to use.</p> <p>The group asked that this issue be closed.</p> <p>That the update is noted.</p>	<p>Area Board</p>
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		<p>Regulation Order, no such order currently exists at Harnham Gyrotory. Cycling on footways is already prohibited by the Highway Code (which all users of the public highway are required to adhere to) with the Police able to undertake enforcement against cyclists riding on them. Whilst the introduction of a formal prohibition of cycling on the footway in question would allow 'No Cycling' signs to be erected, enforcement of the prohibition would remain the responsibility of the Police. As such the introduction of a formal prohibition of cycling would be an unnecessary expense for the group.</p> <p>It is recommended that no further action is undertaken and that this issue is closed.</p>		
i)	<p>Issue No: 12-23-12</p> <p>Request for accessibility improvements to Pinewood Way (Bemerton Folly), Victoria Park and the Bishopdown Sports Field</p>	<p>SCC have had accessibility audits undertaken to public open spaces that they own/manage at <a href="#">Pinewood Way (Bemerton Folly)</a>, <a href="#">Victoria Park</a> and the <a href="#">Bishopdown Sports Field</a>. The audits have made several recommendations about potential improvements within the public highway, most focus on the potential provision of tactile paving at existing dropped kerb crossing points. Details of the audits were only supplied to Wiltshire Council in August, so it is proposed that the issues raised be investigated and potential options brought back to the next meeting of the group for consideration.</p>	That the update is noted.	Area Board

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<b>5.</b>	<b>Other Issues</b>			
a)	Issue No: <a href="#">12-20-2</a>  The provision of additional cycle parking stands in Salisbury City Centre.	Proposals to provide three parking stands in Pepys Walk were submitted to the Old George Mall Manager. The proposals are still being considered by the Old George Mall landlords. The Old George Mall Manager has indicated he is expecting a decision on whether the cycle parking stands can be installed in October 2023.	That the update is noted.	Area Board
b)	Issue No: <a href="#">12-20-5</a>  Request to address local concerns around an increased use of Milford Mill Road by vehicular traffic and its continued use by HGVs.	To reduce the costs of these works to the group the works will be undertaken alongside the works detailed at <b>Item 5I</b> . All signing and lining works will be completed by the 02/10/2023.	That the update is noted.	Area Board
c)	Issue No: <a href="#">12-21-3</a>  Request for the provision of a pedestrian crossing point on the A354 Coombe Road in the vicinity of Portland Avenue.	Works programmed to be completed during week commencing 25/09/2023.	That the update is noted.	Area Board

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d)	<p>Issue No: <a href="#">12-22-05</a></p> <p>Request to provide upgrade the Zebra crossing equipment on the A3094 Netherhampton Road to improve its conspicuity and address safety concerns around its visibility.</p>	<p>At its previous meeting members of the group discussed this request to improve the Zebra crossing on Netherhampton Road alongside the alternative suggestion at <b>Item 5j</b> to upgrade the Zebra crossing to a signal-controlled facility.</p> <p>The group discussed this issue at length and agreed to wait for the results of a traffic survey recording the approach speeds to the existing crossing to determine whether they wished to support this request or the request at <b>Item 5j</b>.</p> <p>The traffic survey has been ordered but has not yet been undertaken by Tracsis (the Council's traffic survey contractor). Item to be considered at the next meeting of the group when the results of the traffic survey will be known, and a decision can be made.</p>	That the update is noted.	Area Board
e)	<p>Issue No: <a href="#">12-22-07</a></p> <p>Request to provide a bus stop hardstanding in Stratford Road</p>	<p>Works commenced onsite in July 2023 but had to be suspended due to the discovery of a previously unrecorded street lighting power cable. The lighting column needs to be relocated by the Street Lighting Team to enable the new kerb line to be installed. Column is scheduled to be relocated in September 2023. Milestone to programme remaining works to be completed as soon as possible after the relocation of the lighting column.</p>	That the update is noted	Area Board
f)	<p>Issue No: <a href="#">12-22-09</a></p> <p>Request for the installation of buildouts on Milford Mill Road</p>	<p>At its September 2022 meeting the group decided not to support the request to provide buildouts in Milford Mill Road. However, the group committed £3,000 to provide improved signing and lining in the area. To reduce the costs of these works to the group the works will be undertaken alongside the works detailed at <b>Item 5i</b>. All signing and lining works will be completed by the 02/10/2023.</p>	That the update is noted.	Area Board

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g)	Issue No: <a href="#">12-22-11</a> Installation of Street Nameplate in Downton Road, Salisbury	PS advised the group that the street nameplate had been installed and that the issue will be closed.	That the update is noted	Area Board
h)	Issue No: <a href="#">12-22-12</a> Accessibility improvements to Winchester Street Underpass	At the request of the group the proposals will be presented to the Salisbury City Council DIGS meeting. Proposals are to be presented to the group at its September meeting.	That the update is noted	Area Board
i)	Issue No: 12-23-02 Waiting Restriction Requests (2022)	Design work commenced. Draft proposals to be circulated to local members for comment in October 2023. Subject to the proposals being supported draft TRO schedules will be passed to the TRO Team to process.	That the update is noted.	Area Board
j)	Issue No: <a href="#">12-23-03</a> Request to upgrade the existing Zebra crossing on Netherhampton Road to a traffic signalled controlled facility.	Please refer to the update for <b>Item 5d</b> .	That the update is noted.	Area Board
k)	Issue No: <a href="#">12-23-05</a> Request to upgrade the section of St. Mark's Path between St. Francis Road and Wessex Water Site	Design work to commence in September 2023.	That the update is noted.	Area Board
l)	Request for the extension of the existing 20mph speed limit along Milford Mill Road	No comments were received in response to the TRO consultation. Works pack issued to Milestone in July 2023. 20mph speed limit to become operational on the 02/10/2023. All signing and lining works will be completed by that date.	That the update is noted.	Area Board

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m)	Waiting Restriction Requests (2021)  Requests for new or amendments to existing waiting restrictions.	Proposals with the TRO Team to undertake the necessary legal work. Formal TRO Consultation period expected to take place in October 2023.	That the update is noted.	Area Board
n)	Provision of improved access to <a href="#">Middle Street Meadow</a> , Harnham	Land purchase at this location ongoing between Wiltshire Council and the Environment Agency.	That the update is noted.	Area Board
o)	Safer Salisbury Street Lighting Improvements	Atkins still undertaking formal street lighting assessments at the locations identified. Results of the assessments expected in October 2023. Results of the assessments and proposed improvements to be circulated once available.	That the update is noted.	Area Board
p)	Various improvements to the Bishopdown Estate	Graham Axtell to provide verbal update on the works to improve the five dropped kerbs that he previously identified as being able to be improved using existing highways maintenance budgets.	That the update is noted.	Area Board

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<b>6.</b>	<b>Closed Issues</b>			
a)	Issue No: <a href="#">12-23-06</a>  Request for a dropped kerb in Glyndebourne Close	Works completed in July 2023. Issue has been closed.	That the update is noted.	Area Board
<b>7.</b>	<b>Other Items</b>			
a)	Highway Maintenance Update	<p>GX advised the group of the following:</p> <p><u>Planned Carriageway Schemes:</u></p> <p><u>Surfacing/Reconstruction:</u></p> <p>Works in Cherry Orchard Lane (part of) and Old Blandford Road were completed in April 2023. Works in Devizes Road (part of) were completed in May 2023. Windsor Road, Windsor Street and Hamilton Road – Start dates not yet known.</p> <p><u>Micro Asphaltting:</u></p> <p>Works in Denison Rise and Beatrice Road programmed for October 2023 Works for Wessex Road (part of) not currently programmed.</p>	That the update is noted.	Area Board

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		<p><u>Reactive Patching (Sites Submitted To Date):</u></p> <p>Milford Mill Road (near Milford Gardens) programmed for October 2023.          Castle Street (near junction with Blue Boar Row) not currently programmed.</p> <p><u>Additional Funding Sites:</u></p> <p>Castle Road (part of) and Pembroke Road (part of) not currently programmed.</p> <p><u>Planned Footways Schemes:</u></p> <p><u>Resurfacing:</u></p> <p>Assisi Road not currently programmed.</p>		
8.	<b>Date of Next Meeting:</b>	7 <sup>th</sup> November 2023		

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### **1. Environmental & Community Implications**

1.1. Environmental and community implications were considered by the LHFIG during their deliberations. The funding of projects will contribute to the continuance and/or improvement of environmental, social and community wellbeing in the community area, the extent, and specifics of which will be dependent upon the individual project.

### **2. Financial Implications**

2.1. All decisions must fall within the Highways funding allocated to the Salisbury Area Board.

2.2. If funding is allocated in line with LHFIG recommendations outlined in this report, and all relevant 3<sup>rd</sup> party contributions are confirmed, Salisbury Area Board will have a remaining highways funding balance of £7,300.62 in the LHFIG allocation available for the 2023/2024 financial year.

### **3. Legal Implications**

3.1. There are no specific legal implications related to this report.

### **4. HR Implications**

4.1. There are no specific HR implications related to this report.

### **5. Equality and Inclusion Implications**

5.1 The schemes recommended to the Area Board will improve road safety for all users of the highway.

### **6. Safeguarding implications**

There are no specific safeguarding implications related to this report.