

AGENDA

Meeting: Salisbury Area Board
Place: Online meeting
Date: Thursday 30 September 2021
Time: 6.00 pm

Including the parishes of Salisbury.

The Area Board welcomes and invites contributions from members of the public. The chairman will try to ensure that everyone who wishes to speak will have the opportunity to do so.

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Guidance on how to access this meeting online is available [here](#)

Alternatively, anyone who wishes to watch the meeting only, can do so [here](#)

If you have any queries please contact Lisa Moore (Democratic Services Officer), direct line 01722 434560 or lisa.moore@wiltshire.gov.uk

All the papers connected with this meeting are available on the Council's website at www.wiltshire.gov.uk and press enquiries to Communications on direct lines (01225) 713114 / 713115.

Wiltshire Councillors

Cllr Brian Dalton, Salisbury Harnham West (Chairman)
Cllr Sven Hocking, Salisbury Harnham East (Vice-Chairman)
Cllr Caroline Corbin, Salisbury Bemerton Heath
Cllr Dr Mark McClelland, Salisbury St Francis & Stratford
Cllr Charles McGrath, Salisbury Milford
Cllr Ricky Rogers, Salisbury Fisherton and Bemerton Village
Cllr Paul Sample JP, Salisbury St Edmund's
Cllr Mary Webb, Salisbury St Paul's

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Public Participation

Please see the agenda list on following pages for details of deadlines for submission of questions and statements for this meeting.

For extended details on meeting procedure, submission and scope of questions and other matters, please consult [Part 4 of the council's constitution](#).

The full constitution can be found at [this link](#).

For assistance on these and other matters please contact the officer named above for details

	Time
<p>1 Welcome and Introductions</p>	<p>6.00pm</p>
<p>2 Apologies for Absence</p>	
<p>3 Minutes (<i>Pages 7 - 18</i>)</p> <p>To confirm the minutes of the meeting on 17 June 2021.</p>	
<p>4 Declarations of Interest</p> <p>To receive any declarations of disclosable interests or dispensations granted by the Standards Committee.</p>	
<p>5 Chairman's Updates</p> <p>The Chairman will give an update on outcomes and actions arising from previous meetings of the Area Board:</p> <ul style="list-style-type: none"> • Leader Delegated Decision process 	
<p>6 Information items (<i>Pages 19 - 36</i>)</p> <p>Written Updates attached to the agenda:</p> <ol style="list-style-type: none"> a. Healthwatch Wiltshire b. Clinical Commissioning Group c. Wiltshire Council – <ul style="list-style-type: none"> • Ash Dieback – link to video within written paper • Climate Strategy & Natural Environment Plan consultations d. Future High Street Fund e. Salisbury Junction Improvements f. Air Quality Group 	
<p>7 Partner and Community Updates (<i>Pages 37 - 52</i>)</p> <p>To note the written updates attached to the agenda and to receive any verbal updates from representatives present.</p> <ol style="list-style-type: none"> a) Salisbury City Council (SCC) b) Laverstock and Ford Parish Council c) Police & Crime Commissioner d) Police e) Fire f) Salisbury BID g) Older People's Champion <p><i>Note: Speakers are reminded that they each have a 3 minute slot,</i></p>	<p>6.15pm</p>

unless they have previously discussed alternative arrangements with the Chairman.

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|----|---|---------------|
| 8 | Highways Major Works 5 Year Plan (Pages 53 - 82)

Diane Ware, Principal Technical Officer will take us through the proposed draft 5-year work plan followed by an opportunity for questions. The finalised Plan will be brought back to the Board for approval around April 2022. | 6.35pm |
| 9 | River Park Project - Update

Andy Wallace – Salisbury River Park Project Lead – Environment Agency | 6.55pm |
| 10 | The Maltings - Update

An update from Richard Walters, Head of Service, Major Projects. | 7.05pm |
| 11 | Salisbury City Hall

Information from David Redfern, Head of Service, Communities, on the future of Salisbury City Hall. | 7.15pm |
| 12 | Condition and safety of the A36's underpasses.

A discussion on the condition and safety of the A36's underpasses.

<i>Cllr Paul Sample</i> | 7.25pm |
| 13 | Drain Repairs George Street South

Cllr Sample has asked the Board to note that road drains in George Street South are not working and need replacing.

He asks the Board to support a recommendation that Council notes the potential danger to public health in the area and the damage to private properties in George Street South and calls on Wiltshire Council to allocate the budget next year to replace the drains as a matter of priority.

<i>Cllr Paul Sample JP, Salisbury St Edmunds Ward</i> | 7.35pm |
| 14 | Community Area Transport Group (CATG) (Pages 83 - 132)

The Board is asked to note the minutes of the last CATG meeting held on 13 July 2021 and consider any funding recommendations arising from that meeting as set out in the attached report.

Items requiring a funding decision are: | 7.40pm |

- 4a - Request for the introduction of measures to stop fly tipping from occurring in Gradidge Lane, £1,600.00

15 **Area Board Funding** (Pages 133 - 138)

7.45pm

The Board will consider funding bids as set out in the Funding Report attached to the agenda and summarised below:

Reference	Applicant and Project details	Total Project cost	Requested Amount
ABG177	Sarum Rotary Club - Gazebo	£1,200	£600 (CAG)
ABG120	Wiltshire Creative - Window Wanderland Note: AB agreed to allocate funding via CEM delegated Powers	£12,000	£5,000 (CAG) CEM delegated powers
ABG175	Sarum Rotary Club - Hybrid Meetings Equipment	£1,200	£600 (CAG)
ABG208	Alzheimers Support - Salisbury Dementia Centre Fixtures and Fittings	£11,183	£5,000 (CAG)
ABG154	Wiltshire Music Centre - Celebrating Age Wiltshire	£11,000	£1,500 (HW)
ABG170	Wessex Archaeology Ltd - Well City Salisbury Youth courses	£290,000	£4,994 (Youth)
ABG134	Area Board Initiative - Chat Benches Note: AB agreed to allocate funding via CEM delegated Powers	£608	£208 (ABI) CEM delegated powers

16 **Close**

8.00pm

The date of the next meeting is Thursday 2 December 2021 at 6.00pm

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MINUTES

Meeting: Salisbury Area Board
Place: Online
Date: 17 June 2021
Start Time: 6.00 pm
Finish Time: 8.40 pm

Please direct any enquiries on these minutes to:

Lisa Moore (Democratic Services Officer), (Tel): 01722 434560 or (e-mail) lisa.moore@wiltshire.gov.uk

Papers available on the Council's website at www.wiltshire.gov.uk

In Attendance:

Wiltshire Councillors

Cllr Caroline Corbin, Cllr Brian Dalton (Chairman), Cllr Sven Hocking (Vice-Chairman), Cllr Dr Mark McClelland, Cllr Charles McGrath, Cllr Ricky Rogers, Cllr Paul Sample JP and Cllr Mary Webb

Wiltshire Council Officers

Lisa Moore, Democratic Services Officer
Marc Read, Community Engagement Manager

Partners

Wiltshire Police – Inspector Tina Osborn

Total in attendance: 58

<u>Minute No.</u>	<u>Summary of Issues Discussed and Decision</u>
4	<p><u>Welcome and Introductions</u></p> <p>The Chairman, Councillor Brian Dalton, welcomed everyone to the online meeting of the Salisbury Area Board</p> <p>Members of the Board were invited to introduce themselves.</p>
5	<p><u>Apologies for Absence</u></p> <p>There were none.</p>
6	<p><u>Minutes</u></p> <p>Decision The minutes of the meeting held on 4 March and 18 May 2021, were agreed as a correct record and signed by the Chairman.</p>
7	<p><u>Declarations of Interest</u></p> <p>There were none.</p>
8	<p><u>Chairman's Updates</u></p> <p>The Chairman made the following announcements:</p> <p>Extraordinary Meeting:</p> <p>An extra meeting had been scheduled to consider a Community Asset Transfer for the council owned Grosvenor and Riverside House on Churchfields Road.</p> <p>This meeting would seek a decision from the Board on whether the CAT would progress to Cabinet.</p> <p>The meeting would take place online due to the extended Covid-19 restrictions, on 12 July at 4pm. Further information was available by contacting the clerk.</p> <p>Funding Decisions:</p> <p>The legislation which allowed local authorities to take public meetings and decisions online was not extended past May 6th despite national requests for an extension.</p> <p>Therefore, Area Boards held online before Covid-19 restrictions were lifted, would need to have funding decisions confirmed through the Leader Delegated Decision process.</p>

	<p>Any funding that the Board awarded at the meeting would be sent on to the Leader to consider along with any public feedback, before it could be officially approved.</p>
9	<p><u>Information items</u></p> <p>The Board noted the written information items attached to the online agenda, they included:</p> <ul style="list-style-type: none"> a. Wiltshire Council Update – Area Board Operational Model b. Healthwatch Wiltshire updates for May & June c. The consultation Portal
10	<p><u>Appointments to Outside Bodies, Lead Member Theme Areas and Working Groups 2021/22</u></p> <p>The Chairman noted the report and appendices attached to the agenda.</p> <p>The presentation slides included the lists of Outside Bodies (Appendix A) and Lead Areas and working groups (Appendix B).</p> <p>Members were asked whether they would consider taking on any of the still vacant positions.</p> <p>It was also noted that in Salisbury they were fortunate to have both an Older Person’s Champion and a Carers Champion, both of which had kindly agreed to continue for another year.</p> <p>Decision The Salisbury Area Board agreed to:</p> <ul style="list-style-type: none"> a. Appoint Members as Lead representatives to Outside Bodies as set out at Appendix A; b. Agree to reconstitute and appoint to AB Themed Areas and the Working Group(s) as set out in Appendix B; and c. Note the Terms of Reference for the Working Group(s), as set out in Appendix C. d. To appoint a Carer and Older People’s Champion for the Area Board. Irene Kohler & Helen Dowse.
11	<p><u>CEM Delegated Powers</u></p>

	<p>The Board considered the proposal to adopt the revised CEM Delegated Powers as set out in the report.</p> <p>Decision</p> <p>The Salisbury Area Board agreed to adopt the CEM Delegated Powers for 2021/22 as follows:</p> <p>In order to expedite the work of the Area Board and to deal with urgent matters that may arise between meetings, the Community Engagement Manager, following consultation with the Chairman (or in their absence, the Vice-Chairman) of the Area Board, may authorise expenditure to support community projects (including youth, health and wellbeing and community area transport) from the delegated budget of up to £5,000 per application between meetings of the Area Board. The Community Engagement Manager should seek the views of all Area Board members to obtain a majority in support, prior to the expenditure being agreed.</p> <p>Note: Decisions taken between meetings will be reported in the funding report to the next meeting of the Area Board explaining why the matter was considered urgent or necessary to expedite the work of the Board. Where a significant number of urgent matters arise between meetings, a special meeting may be called, following consultation with the Chairman to determine such matters.</p>
12	<p><u>Partner and Community Updates</u></p> <p>The Board noted the following written updates and papers from Partners and Community Groups which were included in the agenda pack:</p> <ul style="list-style-type: none"> • Salisbury Neighbourhood Police Team • Dorset & Wilts Fire Update • Wiltshire Council – The Maltings update <p>Partners present were then invited to present updates, these included:</p> <p><u>Police – Inspector Tina Osborn</u></p> <p>Questions:</p> <ul style="list-style-type: none"> • The issue of skateboarding was not just in the Guildhall square but also in Culver Street carpark, I hope we could find a way to encourage people not to use it as a skate park. • Were there plans to give more publicity to the Online reporting tool on the website? A - Yes we do regularly put it out on Twitter and Facebook and are keen to share that link with as many people as possible, if there was any help we could have in doing this please let us know.

- Had there been any improvements on the catapult front?
A - There were 2 individuals arrested recently and since then there had been less incidents. Legislation around the use of catapults was really difficult.
- Was there a way to see what was included in the Policing areas, on a map?
A – Yes I can provide that.
- There were incidents where people were setting up camp in specific areas around the city, including Elm Grove Road, where residents have complained that they cause a disturbance by playing music at all hours of the day.
A - It would be a partnership approach to issues like that. We would need to know the true picture of what was happening – happy to discuss this out of the meeting.
- Those people were part of Alabare but they don't like to stay in their property. The catapulting on Bemerton Heath was still ongoing at the Folly.
- I have never seen any speed control measures on Harnham Road, could I be assured that we will get a fair share?
A – If there was an issue that we were not aware of then feed it into us so that it could be assess and acted on if necessary.
The Chair also noted that Harnham road would be getting SIDs, he asked the speaker to email him for more details.
- There were incidents of dangerous cycling through library walk and on other pavements in the city. An initiative should be taken by Police.

SCC – Annie Child, Clerk

- Following the election in May, 16 new Councillors were elected. The council was politically without overall control.
- Induction sessions had taken place and the new Mayor was Cllr Caroline Corbin, with Cllr Tom Corbin as deputy Mayor.
- Covid restrictions continued to affect some services
- The next Full Council meeting would be held on 24 June 2021.
- There was a new tenant for the Harnham Bunker
- SCC were key partners in the development of 'Salisbury Experience'.

Salisbury Place Board – Vibrancy Pillar – Susi Mason

The aim was to improve the attractiveness to residents', young and old and to put on events and support the partnerships working in the city.

The group discuss projects and set up joint working groups to look at topics such as the Christmas Experience and next year's Jubilee.

They had worked on the Window Wonderland event planned for November 2021, which would be Covid safe and something quite different.

	<p><u>Safe and Supportive Salisbury</u> – Anne Trevett This was a voluntary group, some of their work had included the formation of the ‘Safe Places’ scheme in the city. The group worked in network with all key players to undertake pieces of work that help to meet their aims.</p> <p>Initiatives included Networking, the production of a newsletter, and the production of an activities list for vulnerable and isolated.</p> <p>Both of the Area Board champions, Irene Kohler and Helen Dowse were also part of the group.</p> <p><u>A303 Stonehenge project</u> – Marcia Daniels We would be happy to come back in the future to deliver a fuller update to the Board on the project.</p> <ul style="list-style-type: none"> • There would be a Judicial review starting the following week, looking at the legality of the decision. • An announcement was expected late July • Archaeology works would start in late summer • 2022 – announcement of the main contractor • 2022/23 – main works would begin <p><u>Questions and comments:</u></p> <ul style="list-style-type: none"> • Could we have an update in September on any progress? • There were significant numbers of people that use that road for their commute daily, nothing is more irritating to see large roads closed off where there are no people actually working on them. A - We won't be working the entire route the whole time, however it was not suitable to do the works in stages. It was felt that a lane closure option would have not been suitable and would have taken 13 months rather than 3. • Was there any consideration to the A36 more generally, and how would you plan to mitigate any congestion that builds up? A - The issue of the A36 more generally has been raised – we are keen to work with the local communities • It was a concern that lorries would not be updated with the weight restrictions, would sat nav apps be updated to advise drivers? A - Lorries now have to dial in the weight of the vehicle so it calculates routes avoiding low bridges.
13	<p><u>Area Board Priorities 2021/22</u></p> <p>Marc Read, Community Engagement Manager gave an update on the Area Board Priorities for 2021/22, since the last meeting, and introduced Sarah</p>

	<p>Gregson, who had been appointed by SCC in a similar role. Marc and Sarah had been working together to tackle some of the priorities they shared in common.</p> <p>Other areas of collaboration were youth provision around the city and the formation of a strategic overview.</p>
14	<p><u>Future High Street Fund - Update</u></p> <p>The Board received an update from Carli van Niekerk, Head of Service Major Projects.</p> <p>The bid for funding had consisted of three projects. The amount awarded was £9,355.73, this would be split between the three:</p> <ul style="list-style-type: none"> • Station Forecourt • Fisherton Gateway • Heritage Living <p><u>Questions and comments:</u></p> <ul style="list-style-type: none"> • Could you ensure that the work on Fisherton Street did not stop at the bridge and instead continued the other side. • The pavements were unfit along many of the smaller off streets and courts from Fisherton street, was there assurance that they would also be looked at? • This shall become a standing item on the agenda for future updates as the projects move forward. • Salisbury is not suitable for disable people. The disabled access around the city is quite bad, when the projects are built and implemented could the needs of the disabled be included please? A - Disabled access will be a key consideration. The focus of the scheme will be the linkage, but we will also look at the junctions. • Would there be a bus interchange on the station forecourt, as at the moment a lot of buses stop on Fisherton street, there are already air quality issues on South Western Road. Has any though been given to opening the north station entrance? A – All of the comments would be fed back for consideration.
15	<p><u>River Park Project - update</u></p> <p>The Board received an update from Carli van Niekerk, Head of Service Major Projects, on River Park, which was one of the Central Area Framework (CAF) projects.</p> <p>The project was at phase 1 of the scheme, where a planning application had been submitted and extensive consultation with the master plans undertaken.</p>

	<p>This had shown 90% of respondents in support.</p> <p>On the Ashley Road site, a new bund was being built to protect against future flooding. Other parts of the project would see a wet woodland area, work to Central Car Park and widening of a river channel.</p> <p><u>Questions and comments:</u></p> <ul style="list-style-type: none"> • If the coach park was done in different stages was there funding to do it all? A – Looking at various funding sources, there was no time line for that at present. • There was a history of consistent low-level flooding, which caused havoc in some areas. Would works mitigate the problems? A - We are aware of the problem, there were different types of flooding, we have applied for grant money form DEFRA and they had given us a grant to look in to surface water flooding in Salisbury.
16	<p><u>A338 Improvements</u></p> <p>The Board received information from Carli van Niekerk, Head of Service Major Projects on the planned improvements to three key junctions around Salisbury, with the aim of reducing conjection.</p> <p>The junctions were:</p> <ul style="list-style-type: none"> • Park Wall Junction – Wilton • Exeter Street Roundabout • Harnham Gyratory <p><u>Questions and comments included:</u></p> <p>There are a couple of errors on road names on the map, New Bridge Road and New Harnham Road stops and joins to Harnham Road.</p> <p>With regards to reduced traffic flow, what was the council using to prove that would be the case? A – We use Traffic Modelling to verify the findings of a reduced delay.</p> <p>The thought of more traffic lights fills me with horror. It's the lights that cause the stopped traffic. When the lights on the gyratory stop working, the traffic flows freely. I would like to see no lights and have pedestrians under or over. A - The work was necessary.</p> <p>A Transport Consultant noted that she had tried on many occasions to engage with the council, she was delighted to see the improvements</p>

	<p>A – We are considering all of the sites that were identified in the Core Strategy and the Local Plan Review.</p> <p>The new development on Netherhampton Road should contribute £1.5m towards these junction improvements, how would that feed in to the process and did the modelling include all of the proposed developments in the area which had not yet started construction?</p> <p>A – I will take that away to ask what happens to the S106 contributions.</p> <p>The Neighbourhood Plan Steering Group was trying to get to the bottom of the S106 agreements. How much of the funding would need to come from the 106 towards this project?</p> <p>A – I am not sure how much of the 106 money would be contributed towards the scheme. DFP would only fund 85% of the scheme.</p> <p>Was Lower Road included in the traffic modelling, as it was omitted from the model completely when the study was carried out for the housing?</p>
17	<p><u>Community Funding</u></p> <p>The Board considered funding applications as set out in the report attached to the agenda. Any applicants present were invited to briefly set out their projects.</p> <p>Youth Funding:</p> <p>Salisbury Rovers Football Club – Application Withdrawn</p> <p>This is Salisbury Music Event The Board was asked to note an award which had been approved under the CEM delegated powers process.</p> <p>My Salisbury – Project Spark media project - £5,000 Applicant, Andy Munns presented the project.</p> <p><u>Decision</u> The Area Board awarded £5,000 to My Salisbury for its media project.</p> <p>Rise 61 – Getting active 1 to 1s - £5,000 Applicant Paul Cable presented the project which aimed to launch new sessions on Bemerton Heath.</p> <p><u>Decision</u> The Area Board awarded £5,000 to Rise 61 towards the Getting Active project.</p>

Health & Wellbeing (HW) Funding:

The HW Panel had met to consider the applications and fed back recommendations for each.

Dance Six-O – requested £1290

Vicky Thornton presented the project which was an initiative for older people to take part in dance activities with health benefits.

Decision

The Area Board awarded £1,000 to Dance Six-O towards the project.

Silver Salisbury Group – requested £1000

Irene Kohler presented the project

Decision

The Area Board awarded £1,000 to Silver Salisbury towards the project.

Community Area Grant Funding:

The Honey Bee Project – Storage shed - £900

Mark Sines presented the project which involved work with people with mental health issues and disabled Ex-serviceman with PTSD

The honey and wax products that were produced would be harvested and those taking part in the project would be taught how to work with the bees and process and jar the honey. Produce would then be sold on a small market stall with all funds to be put back in to the project.

Decision

The Area Board awarded £900 to The Honey Bee Project towards the Storage shed.

Rise 61 - community log cabin – £5000

Robin Imeson presented the project.

Decision

The Area Board awarded £5000 to Rise 61 towards a Community log cabin.

The Pantry Partnership CIC - premises upgrade – £2342

Fiona Ollerhead presented the project.

	<p><u>Decision</u> The Area Board awarded £2342 to The Pantry Partnership CIC towards the premises upgrade.</p> <p>Buzz Action Foundation - big rig outdoor activities with disabled access – £5000 Jonathan Russell presented the project for a 5m aerial rig – for use by disabled participants.</p> <p><u>Decision</u> The Area Board awarded £5000 to Buzz Action Foundation towards the outdoor big rig with disabled access.</p> <p>St Marks Preschool - playground project - £5000 Ben Egan presented the project.</p> <p><u>Decision</u> The Area Board awarded £5000 to St Marks Preschool towards their playground project.</p>
18	<p><u>Close</u></p> <p>The Chair gave a reminder that an online - extraordinary meeting had been set up to discuss the Community Asset Transfer request for Grosvenor & Riverside House. This online meeting would be held on 12 July at 4.00pm.</p> <p>For further information please contact the CEM marc.read@wiltshire.gov.uk</p>

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Children and young people asked for their views on LGBTQ+ support services



Healthwatch Wiltshire would like to hear what children and young people think of local health and support services for young LGBTQ+ people.

We're asking anyone aged 11-25 who identifies as Lesbian, Gay, Bisexual, Transgender, or who is questioning their sexual or gender identity, to share their experiences of support they've received and tell us what support they'd like to see in their school, college or workplace and in their local community.

Our Young Healthwatch Wiltshire volunteers have devised a short, anonymous survey to gather your views which will be shared with NHS leaders and other decision makers to help improve local services.

Young Healthwatch volunteer Robyn Moore said: "We know that people who identify as LGBTQ+ are more likely to experience mental ill health and we are particularly keen to hear what children and young people think of the support available in Wiltshire and what else they would like to see.

"Please take a few minutes to share your views - all feedback is completely anonymous and will be treated in confidence."

Take part in the survey here:
smartsurvey.co.uk/s/LGBTQx

We will also be at Salisbury Pride Festival on Saturday 4 September and at the Be Active 2021 Showcase in Devizes, on the same day.

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Update for Wiltshire Area Boards

August 2021

Coronavirus vaccination

- So far, more than 1.3 million vaccines have been given out across Bath and North East Somerset, Swindon and Wiltshire.
- More than 94 per cent of all people in the top nine most at-risk age groups have been fully vaccinated against coronavirus.
- Approximately 70 per cent of all adults aged between 18 and 29 have now had a first vaccine, with around 20 per cent having had both doses.
- Focus is now on vaccinating 16 and 17 year olds across BSW with 27 per cent having had their first vaccination and 6% having had both doses. Bath Racecourse and Salisbury City Hall, as well as smaller sites in Melksham and Devizes are now offering the vaccine to younger people.
- We have also begun to vaccinate younger children aged between 12 and 15 years old who have a specific underlying health condition or are living in a household where someone has a weakened immune system.
- We remain on track to deliver booster vaccinations throughout September and the autumn, and this will coincide with the annual winter flu programme.
- All vaccination centres, including those that offering walk-ins, are now listed on NHS England's national [Find My Nearest Walk-in Vaccination](#) service
- Those using the online tool will be able to see a list of the vaccination centres closest to them by entering their postcode in the search box

Ways to find out more

- The CCG website has a dedicated Covid-19 vaccination page www.bswccg.nhs.uk/latest-covid-19-updates with all the latest information including a detailed question and answer section which is updated regularly as issues arise.
- CCG social media channels provide lots of information – follow us on Twitter, Facebook and Instagram @NHSBSWCCG
- We have established an email address for any enquires from the public relating to the vaccination programme: bswccg.vaccinequery@nhs.net

Development of new Integrated Care Centres

Devizes Health Centre

A state of the art health and care facility is being built in Devizes after plans for the project were officially given the green light.

The building will be one of the first NHS buildings that is net zero carbon in operation.

Watch the video to hear from some of the people involved: [NHS Property Services | Devizes Health Centre viewing portal](#).

Having been the subject of lengthy discussions for some time, the approval of plans meant that building work for the new Devizes Health Centre on land close to Marshall Road was able to begin in June 2021.

Construction work is expected to last approximately 12 months, with the doors to the new facility scheduled to open to patients in 2022.

The new build will be one of the region's first integrated care centres and will offer a home to a number of different health and care providers, all of whom will provide a variety of services to patients under the same roof.

As well as replacing the existing services at Devizes Community Hospital, the new facility will give local GPs additional clinical space needed for everyday care and also the room to provide a number of enhanced services.

Some of the extra services that will be provided from the site include phlebotomy, physiotherapy, audiology, podiatry, diabetes and mental health.

The building of the new Devizes Health Centre will be overseen by NHS Property Services, which has worked with the CCG over the last few years in getting the £10.9 million project off the ground.

For more information, questions and answers, please visit www.bswccg.nhs.uk/news-events/integrated-care-centres

Trowbridge Integrated Healthcare Centre

The proposed site for the new, purpose built, modern, integrated healthcare centre is on Seymour Road, on land adjacent to the existing Trowbridge Community Hospital.

The new facility will replace existing services in Trowbridge Community Hospital and provide additional primary care capacity and enhanced primary care services alongside acute outreach and community services.

The project was allocated funding, subject to the normal business case process at the end of 2018. An application for outline planning consent was submitted in spring 2020 and outline business case approval was received in November 2020.

Construction will start towards the end of 2021 with the new building opening in 2023. BSW CCG is leading the project in partnership with NHS Property Services who will develop the building.

Local GPs, other service providers, service users and patient groups have been involved with the plans to ensure they meet the needs of the local community.

For more information, questions and answers, please visit www.bswccg.nhs.uk/news-events/integrated-care-centres

Wilton Health Centre consultation

GP-led services that were previously based out of Wilton Health Centre in Salisbury have, for the last 15 months, been provided at other nearby clinical locations.

Services were relocated in March 2020 in order to provide other local NHS providers, including Wiltshire Health and Care, with additional space during the intense first few weeks of the coronavirus pandemic.

Since then, services have remained at nearby GP practices, including Fisherton House, Bemerton Heath Surgery and Bishopdown Surgery, with patients continuing to access the same care and treatment as before, but under a different roof.

Following a successful first year, in which patients have found the new arrangements to be successful, plans are now under way to implement these changes on a permanent basis.

This would mean that GP services would no longer be carried out at Wilton Health Centre, and the site would continue to be used by other NHS providers, offering services such as physiotherapy, dietetics, stroke early supported discharge and more.

A consultation on these proposals began on Wednesday 23 June and ran until Monday 26 July.

Feedback is currently being collated and the outcome of the consultation is expected to be shared with the CCG, as well as patients and other members of the public, in the next few weeks.

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Wiltshire Council Information Item

Subject:	Ash Dieback
Web/ Email contact:	Email queries: Communications@wiltshire.gov.uk

Key messages:

- This is a serious public safety issue and landowners are responsible for dealing with it on their land.
- There is an urgent need for all landowners to identify ash trees growing alongside the highway, public rights of way and in public spaces that are showing signs of this disease and take action.
- Trees on private land away from public access can be left, the resulting dead wood, will continue to provide essential habitat for a range of wildlife including insects, nesting birds, roosting bats and a whole range of other small mammals.
- It is important that we replant our woodlands, hedgerows and parklands
- There is a range of local and national funding opportunities available for replanting
- Our ecologists and landscape officers can offer advice to landowners on tree management and replacement, including replacement funding opportunities.

Video:

The Ash Dieback [video](#) explains why ash dieback is an issue that ALL landowners in Wiltshire need to take action to address. It outlines the help available from Wiltshire Council and signpost to other national organisations that can offer advice and funding to plant replacement trees.

Background:

Ash Dieback or Chalara Dieback of Ash is a disease which is expected to lead to the decline and death of most of the ash trees in Britain. 90% of woodland Ash trees nationwide are likely to be affected over the next five to 15 years.

Ash Dieback is already affecting trees in all parts of Wiltshire, and the council, along with other large landowners is working to address the impacts of the disease.

In trees alongside the highway, rights of way and in public spaces, this can pose a risk of injury to people and damage to property. There is an urgent need for all landowners to identify Ash trees growing alongside the highway, public rights of way and in public spaces that are showing signs of this disease and remove or significantly reduce these trees in order to avoid risks to the public or to property.

Once infected, trees decline quickly, often dying within two growing seasons. Trees rapidly lose timber strength, leading to branches and trees falling.

The loss of so many ash trees will have a dramatic impact on our landscape, both visually and from the numerous benefits they provide. It will affect our carbon cycling and water cycle, will leave crops and housing more exposed to

Wiltshire Council Information Item

the effects of weather and result in a direct loss of wildlife species that rely on trees and woodland areas.

It is important that we replant our woodlands, hedgerows and parklands with the most appropriate, alternative species of native trees and shrubs, in order to maintain the unique landscape character of Wiltshire, and to ensure that sufficient habitat continues to support the varied range of wildlife species that rely on these for food and shelter.

There is a range of local and national funding opportunities available for planting whole woodlands, or just sections of hedgerow with standard trees, or small copses.

Our ecologists can help landowners with land that could accommodate trees, to assess its suitability for planting and the most appropriate tree species.

The council is developing a Green and Blue Infrastructure Strategy for the county as well as a Nature Recovery Strategy. They will identify the existing natural areas of high value for people and wildlife, but also where further planting would be of most additional benefit.

Our ecologists and landscape officers are available to offer advice to landowners on tree management and replacement, including replacement funding opportunities.

Other useful sources of information are available from:
Wiltshire Council, www.wiltshire.gov.uk/recreation-trees-forests
The Tree Council, www.treecouncil.org.uk
Woodland Trust, Woodland Trust www.woodlandtrust.org.uk
Forest Research, www.forestresearch.gov.uk
The Arboricultural Association www.trees.org.uk
The Forestry Commission, particularly their regular blog
www.forestrycommission.blog.gov.uk

All these sites have information on managing the disease and avoiding the risks to people and wildlife.

Wiltshire Council Information Item

Subject:	Wiltshire Council draft Climate Strategy Consultation
Web contact:	www.wiltshire.gov.uk/climate

Consultations on both the draft Wiltshire Climate Strategy and Our Natural Environment Plan start on the 1st of September and run until 23.59 on the 17th of October 2021.

Information on both consultations are available as follows:

- Information about the Climate Strategy and to sign up for the online events see: www.wiltshire.gov.uk/climate
- Information about Our Natural Environment Plan see: www.wiltshire.gov.uk/planning-bio-green-blue-infrastructure

Comments can be submitted through the two online surveys via the above links.

Climate Strategy

This strategy has been developed after Wiltshire Council acknowledged a climate emergency and pledged to become carbon neutral as an organisation by 2030. The document has deliberately been kept simple to encourage a wide readership. The UK Climate Change Committee estimates that local authorities can influence one third of emissions in their area. This makes public engagement and buy-in from organisations and businesses critical to tackling the other two thirds – as well as advocating for strong government action. This high level strategy sets out our objectives and areas of focus while remaining flexible. As the world around us evolves in terms of knowledge, legislation and policy, technology and the market, we will adapt to take advantage of these opportunities. Detailed delivery plans will be developed, and in recognition that we are facing an emergency, we are already taking action on a number of fronts.

Our Natural Environment Plan - Green and Blue Infrastructure (GBI) Strategy

This strategy looks at the future for Wiltshire's natural environmental assets focussing on the need to address climate change adaptation and mitigation, halt and reverse biodiversity loss and contribute to the health and wellbeing of Wiltshire's residents.

'Blue infrastructure' means water courses such as rivers, lakes, canals, ponds and wetlands, while 'green infrastructure' covers plant life such as fields, woodlands, hedgerows and parks, and the GBI Strategy will set a clear vision, goals and principle to guide delivery through partnership working. Having a strong GBI will help mitigate against the effects of climate change through nature-based solutions such as, increased water retention in the land to

Wiltshire Council Information Item

reduce the risk of flooding, maintain and improve biodiversity, and help to provide improved access to the countryside.

A Community Environmental Toolkit is available to support communities wanting to develop local projects and can be downloaded here:
<https://www.wiltshire.gov.uk/article/3854/Community-Environmental-Toolkit>

The GBI strategy will inform the development of new policies in the emerging Local Plan and other council documents such as the Local Transport Plan and set the framework for a new Local Nature Recovery Strategy that will identify biodiversity net gain sites (a new requirement in the Environment Bill).

Consultation events

There will be a series of online and in-person events covering both strategies where people can find out more and ask questions. To join the online events, people must sign up in advance. The full schedule of events is as follows:

- 9 September, 6pm, online launch event with Claire Perry O'Neill.
- 15 September, 10.30am-11.30am, first engagement webinar.
- 30 September, 7pm-8pm, second engagement webinar.

Library drop-in sessions:

- 14 September, 10am-midday, Salisbury Library
- 23 September, 10.30am-midday, Devizes Library
- 27 September, 10am-midday, Chippenham Library
- 7 October, 10am-midday, Trowbridge Library

All Local Councils have been sent a letter and a poster regarding the consultation and events. Please publicise the strategy consultations in your communities and online.

Update on Future High Streets Fund Projects:

Background:

Salisbury's economy is reliant on the retail, leisure and tourist offer within the city, which is responsible for a third of all employment. Salisbury City Centre economy has now experienced two economic shocks, the nerve attack in 2018 and now, COVID-19 in 2020, resulting in a significant decline of the vitality, attractiveness and perception of the city centre.

These shocks are exacerbated by seismic changes taking place in the retail market, as it moves to an on-line marketplace. In Salisbury, persistent structural challenges around transport access and poor linkages, demographic shift and heritage investment significantly threaten long term vitality.

Salisbury needs to restructure its offer to attract residents, visitors and workers to the city. The Future High Streets Fund projects were identified in response to these challenges.

Future High Streets Fund: Strategic Aims

The Future High Streets Programme seeks to deliver the following aims:

Ensure a great experience of the high street: Enable and promote increased vibrancy within the city centre, supporting 'experience' visits, encouraging return visits, increased footfall and expenditure.

Tourist destination: Support and enhance the city's reputation as a destination of choice for the tourism industry by highlighting the city's heritage and making use of its proximity to the Stonehenge World Heritage Site.

Bring young people into the city: Support a diverse city centre economy which draws in young people to live, work and socialise, and encourages them to stay

Support business growth: Enabling existing and new businesses to thrive in the city.

Overall Update:

The Future High Streets programme runs from 2021-2024 with works expected in the latter stages. Detailed design stages have commenced on the projects. The first stages comprise survey work to understand design constraints, including topographic surveys of the area, boundaries and areas of tie-in with adjoining roads and features, utilities searches, drainage search and ground radar search.

1. Station Forecourt:

Scope: A redesign of the station forecourt, first phase delivering, bus interchange, taxi rank, visitor waiting area and information point, bike hub including electric charging, enhanced public realm and improved accessibility for pedestrians.

Update: Work is underway to develop the detailed design of the scheme. Surveying work has now been scheduled to inform the detailed design, and to inform the technical planning once detailed design is complete. Following the technical work, there will be a BAPA (Basic Asset Protection) process with Network Rail and South Western Railway to confirm the design, following which contractors will be appointed for construction. This is a 4-year programme, with construction not expected until the latter-stages.

2. Fisherton Gateway:

Scope: A number of integrated programmes of highways and structural interventions with improvements in the road network and public realm. Invest in Fisherton Street as the gateway from the station to the retail centre, ensuring structural interventions will connect the station to Salisbury's retail core.

Update: Work is underway to progress the detailed design of the scheme which should complete early next year. Similar to the Station Forecourt programme, the detailed design stage will be supported by survey work and followed by a technical stage before construction will commence.

3. Heritage Living:

Creating a number of apartments in a heritage building within the city centre to encourage young people to remain within the city centre.

Update: The Heritage Living project is at an earlier stage than the above two programmes and work is underway to identify the necessary survey requirements to progress to detailed design, recognising the constraints of a heritage building.

Salisbury Junction Improvements

Update to Salisbury Area Board - 30th September 2021

The public consultation on proposals to improve the three junctions at Exeter Street Roundabout, Harnham Gyratory and Park Wall Junction was launched at the Area Board meeting on 17th June 2021.

The report on the public consultation is available on the scheme webpage at:

<https://www.wiltshire.gov.uk/highways/salisbury-junctions>

There were 290 responses to the online questionnaire and 67 emails containing a total of 1,214 comments on various aspects of the scheme, as well as comments from Salisbury City Council, Quidhampton Parish Council and other organisations.

In the response to the consultation Option 1 was preferred at Exeter Street Roundabout. It is not proposed to include Option 2 in the scheme in view of the comments received.

Various comments were received about details of the scheme including questioning the need for a signal-controlled pedestrian and cycling crossing of Churchill Way South. This will be investigated further.

There was some doubt expressed in the consultation responses that the proposals would improve conditions for users of the junctions. However, cyclists were more evenly divided about the potential benefits for them. Opinion was also divided about the additional walking and cycling facilities proposed, but most cyclists thought they were needed.

Further traffic modelling and economic assessments are being undertaken to ensure that there is a robust Outline Business Case, which it is proposed to submit to the Department of Transport in December.

After the business case has been approved the scheme will be designed in more detail and would be the subject of further consultations

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Notes and Action Points from Air Quality Management Group (AQMG)

2 Sept 2021, 14:00, Via Microsoft Teams

Present: Richard Bolton (COGS) Cllr Charles McGrath (WC/SCC)
Mike d'Apice (Salisbury Transition City) Marc Read (CEM, Salisbury: Chair)
Richard Gagg (Salisbury Reds) Pam Rouquette (Walking for Health)
Nicola Lipscombe (SAGP) Margaret Willmot (COGS: Note taker)

Apologies: Heather Blake (WC), Gary Tomsett (WC), Neil Winter (Highways England)

1	Introductions There had been no previous meeting under this administration, and it was agreed this meeting would set the scene and provide an introduction to future meetings. Cllr McGrath would normally chair, but Marc Read would chair this initial meeting which would cover updates from various parties.
2	Latest Air Quality Results Gary was unable to attend the meeting, but sent in a report which contained the following key points: <ul style="list-style-type: none">• The Annual Status Report to DEFRA, has been submitted to DEFRA and is posted on the Wiltshire Air Quality Website (see https://www.wiltshireairquality.org.uk/reports)• Currently the contract for maintaining the real time monitoring stations is out for competitive bids.• WC's Public Health Dept have been very busy over the past year so are somewhat behind with the Air Quality Action Plan review, but there have been meetings with internal stakeholders across the council and progress is being made on modelling work.• The 2020 results were unusual due to the pandemic and periodic lockdowns, shifts in working patterns to home from the office and the rise of online sales deliveries. Trend graphs for 2020 show monthly Nitrogen dioxide levels at various locations around the city below the objective in 2020 at all measured locations other than 17 Wilton Road.• Raw diffusion tube data for 2021 so far was also shared – this needs to be treated with caution as various checks etc are still to be applied – in addition to exceedances on Witon Road this data also showed some monthly exceedances on South Western Road.
3	Report from Salisbury Reds Richard Gagg gave a brief overview of the current situation. Bus services were running largely as pre-pandemic, distancing measures had been removed other than a couple of seats behind the driver, however occupancy was down to around 70% compared to the pre-Covid. Also, in common with other bus companies and industry sectors, it was a problem getting sufficient trained drivers. There were 3 electric buses currently in Salisbury, all had been dependent on DfT subsidies and it seemed unlikely there would be further such investment in the short term.
4	Action Plan Updates Margaret had sent an email in May which suggested that a number of items in the Action Plan would need to be updated as they were dependent on the People Friendly Salisbury (PFS) initiative which had now been cancelled. This included not just PFS itself but also various other projects which relied on complimentary SWLEP funding e.g. ebike

	<p>hire scheme, additional cycle parking, Car Share Club expansion etc.</p> <p>Cllr McGrath explained that as Chair of SCC’s Environmental Working Group he is involved with a review of Salisbury’s Environmental Action Plan (EAP). This would reflect the plans of the new coalition administration at SCC. There was further discussion of this and the Climate Strategy (CS) which WC are currently consulting on:</p> <ul style="list-style-type: none"> • Between them WC’s CS and SCC’s EAP would cover a range of subjects related to AQ – e.g. EV charging strategy • The Greens and Blue Infrastructure (GBI) Strategy is being consulted on by WC in parallel with the CS. • David Bradley has put together a Tree Strategy for the City, which would be discussed at SCC’s next Environmental Working Group meeting. It would be helpful to have this in place e.g. to facilitate bids to external bodies for grant funding.
5	<p>A36 improvements</p> <p>Margaret mentioned that the Salisbury Transport Strategy refresh had indicated that improvements would be needed at all the A36 roundabouts, however these had not been progressed.</p> <p>It was unclear whether National Highways (as Highways England now wish to be called) will be covering these improvements in their A36 study, which in any case will take some years to report. Cllr McGrath felt that the current consultation on major junction improvements in Salisbury could give some leverage, as many responses suggested the root of the problem was College roundabout/Southampton Road.</p> <p style="text-align: center;">Action: Cllr McGrath to liaise with WC colleagues re putting pressure On National Highways to address Salisbury’s A36 problems.</p>
6	<p>Other matters raised by meeting</p> <ul style="list-style-type: none"> • Margaret mentioned that the updated Air Quality Supplementary Planning Guidance was still awaited – this was needed in relation to the emerging Neighbourhood Plan. • Margaret also mentioned the Transport Accessibility Study which had been promised by the CAF (and previously by the Salisbury Vision). Cllr McGrath agreed that this should be a priority, it might now need to wait for the outcome of the Climate Strategy consultation. • Mike expressed support for the Tree Strategy and mentioned the large number of STC/XR funded whips which had been planted in Churchill Gardens and Bemerton Heath as a contribution to biodiversity. He would be interested in whether the Tree Strategy could encourage private landowners and third parties such as Network Rail to plant additional trees. • Mike would be interested to know whether any more raw data could be collected – e.g. continuous monitoring at locations in Salisbury other than Exeter Street. Cllr McGrath will investigate this.
7	<p>Park & Ride</p> <p>Cllr McGrath asked Richard Gagg could offer any insights into how to make P&R work more effectively in Salisbury, and would also be interested in current data on P&R usage (although noting that 2020 was a bit of a dud year).</p> <p>Richard said P&R is run under contract from WC, & he will inquire whether figures could be shared. Passengers from Britford & Southampton Road P&R had been particularly low, services to other sites served residential areas as well and these had done less badly. P&R sites were also looking shabby, which was not helpful.</p> <p style="text-align: center;">Action: Richard will see whether P&R usage data could be passed to Cllr McGrath.</p>

	<p>Richard indicated that the abundance of cheap parking in Salisbury City Centre undermined P&R, as a comparison of quantum and prices of town centre parking with other places with P&R would show. Pam mentioned that this had been a historic issue, dating back to the start of P&R. The original plan had been to remove city centre parking as P&R sites opened and this had not happened, and converting long stay spaces to short stay increased traffic movements and contributed to AQ issues. Signage to encourage the use of P&R rather than City Centre car parks might help.</p> <p>There are plans to redevelop some of the City Centre car parks, starting with the Maltings and Brown Street, which will help to reduce the number of city centre spaces and encourage the use of P&R.</p>
8	<p>Future Plans</p> <p>There are currently a number of documents either out for review, or being developed – this included WC’s Climate Strategy, WC’s Green/Blue Infrastructure, SCC’s Environmental Action Plan and SCC’s Neighbourhood Plan.</p> <p>It was agreed that a future meeting in November would provide an opportunity to review these and make any changes to the AQ Action Plan which might result.</p>
9	<p>Date of Next Meeting</p> <p>Tuesday 23/11/2021, 18:00 via Microsoft Teams</p>

Notes: Margaret Willmot, 7/09/2021

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Salisbury CPT Area Board Update



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Agenda Item 7

August 2021



Your CPT - Salisbury

Inspector: Tina Osborn

Neighbourhood Sergeant: Sgt Tracey Holloway / Sgt Lisa Lovatt

Central – which covers City Centre, The Friary & Southampton Road

PC Jack Billington / PC Caroline Ralph

PCSO Marie Kitt

West – which covers Bemerton Heath, St Paul's & Churchfields

PC Mark Douglas

PCSO Val Brown

PCSO Jo Atkinson

East – which covers Castle Road, Bishopdown, Alderbury, Laverstock & Old Sarum

PC Caroline Ralph

PCSO Jenny Moss

PCSO John Taylor

PCSO Imogen Trevis

South – which covers Harnham, Wilton (Town and Rural), Downton & Redlynch

PC Mark Douglas

PCSO Matt Smith

PCSO Simon Ward

PCSO Matt Murray

WILTSHIRE POLICE

Proud to serve and **protect** our communities



@wiltshirepolice

Performance – 12 months to July 2021

Force

- Wiltshire Police has had a decrease in the volume of recorded crime by 8.0% in the 12 months to July 2021 and continues to have one of the lowest crime rates in the country.
- Wiltshire Police has seen a 20% reduction in vehicle crime and a reduction of 36.4% in residential burglaries in the 12 months to July 2021.
- Our service delivery remains consistently good.
- In July 2021, we received:
 - 10,020 '999' calls, (answered within 11 seconds on average);
 - 11,714 '101' calls, (answered within 16 seconds on average);
 - 12,304 'CRIB' calls, (answered within 2 minute and 14 seconds on average).
- In July 2021, we also attended 1,908 emergency incidents within 10 minutes and 11 seconds on average.

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Crime Type	Crime Volume	% of Crime
Totals	38046	100.0
Violence without injury	6428	16.9
Violence with injury	5834	15.4
Criminal damage	4823	12.7
Stalking and harassment	3363	9.4
Public order offences	3491	9.2
Other crime type	14000	36.5

Salisbury CPT

Crime Type	Crime Volume	% of Crime
Totals	4426	100.0
Violence without injury	673	15.2
Violence with injury	620	14.0
Criminal damage	614	13.9
Public order offences	454	10.3
All other theft offences	353	8.0
Other crime type	1712	38.7

Stop and Search information for Salisbury CPT

During the 12 months leading to June 2021, 225 stop and searches were conducted in the Salisbury area of which 74.7% related to a search for controlled drugs.

During 73.3% of these searches, no object was found. In 26.3% of cases, an object was found. Of these cases 77.8% resulted in a no further action disposal; 21.4% resulted in police action being taken; 8% resulted in an arrest.

Of the stop and search subjects who defined their ethnicity:

- White – 188 stop and searches.
- Black or Black British – 9 stop and searches
- Asian or Asian British – 6 stop and searches
- Mixed Ethnicity – 1 stop and search

Local Priorities & Updates

Priority	Update
Non-dwelling Burglaries & Theft from motor vehicles	There has been an increase in reported non-dwelling burglaries and TFMV within the rural communities. The team have been involved in joint proactive operations with our Rural Crime team and neighbouring forces, to target possible offenders. Targeted patrols are continuing to be conducted.
Speeding	Increased speed checks have been carried out in The Avenue in Wilton and on Netherhampton Rd Harnham. A number of traffic offence reports have been submitted. These areas will continued to be a focus for the team. The team are also supporting CSW volunteers in other areas where possible.
ASB, Fly tipping & drug dealing	ASB, Fly tipping and drug dealing continues to be a problem within the city and the Friary. Significant partnership work is ongoing to reduce these incidents especially whereby repeated offenders are involved. Public consultations have been held within the Friary area in order to build trust within the community and identify any issues which had been previously reported. Several persons have been arrested with regards to drug offences, investigations are continuing. Joint operations are planned with regards to increased reports of fly tipping in the Coombe Bisset area.
Illegal use of E-Scooters	We have seen an increase in the use of e-scooters across many areas but predominately in the city centre. The team have continued to engage and educate people regarding the usage of e-scooters. Targeted patrols in hot spot areas have led to a number of e-scooters being seized from repeat offenders and persons reported for relevant offences,

Local Priorities & Updates Continued

Priority	Update
ASB & Graffiti	During the summer holidays we have received an increase in reports of ASB and graffiti in the New Skate Park in Old Sarum. Additional patrols are ongoing to educate and advise those youths believed to be involved. We did see an increase in ASB in the Downton area which part was associated with criminal damage offences. Targeted patrols and community consultation have taken place and we are pleased to report that criminal damage offences have significantly reduced within the last month.
ASB involving catapults & off road motorbikes	Whilst ASB regarding catapults has reduced, we have still received a couple of reports believed to be linked to the use of catapults in the Bemerton Heath area. There has been an increase in use of e-scooters and off road motor bikes in the area. We have continued to educate users and have seized a number of e-scooters from repeat offenders. We have also seized several off road motorbikes which have been used by juveniles.
Rural Crime	Rural crime continues to be a focus for the team especially during this time of year.. We are likely to see increased reports of poaching / hare coursing in the coming months. We will be conducting proactive operations with our neighbouring forces and our Rural Crime Team in tackling rural crime.

Useful links

For more information on Wiltshire Police's performance please visit:

- PCC's Website - <https://www.wiltshire-pcc.gov.uk/>
- HMICFRS Website - <https://www.justiceinspectors.gov.uk/hmicfrs/police-forces/wiltshire/>
- Police.uk - <https://www.police.uk/pu/your-area/wiltshire-police/>
- For information on what crimes and incidents have been reported in the Salisbury Community Policing Team area, visit <https://www.police.uk/pu/your-area/wiltshire-police/salisbury/> to view a crime and incident map and find links to more detailed data

Get Involved

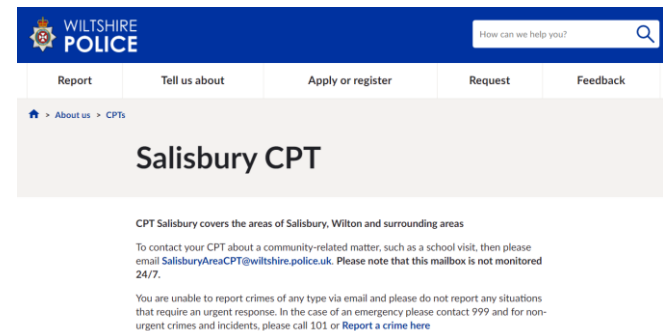
Keep up to date with the latest news and alerts in your area by signing up to our **Community Messaging service** – www.wiltsmessaging.co.uk



Follow your CPT on social media

- [Salisbury Police Facebook](#)
 - [Salisbury Police Twitter](#)
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Find out more information on your CPT area at: www.wiltshire.police.uk and here www.wiltshire-pcc.gov.uk



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**DORSET & WILTSHIRE
FIRE AND RESCUE**

DORSET & WILTSHIRE FIRE & RESCUE SERVICE

AREA BOARD REPORT SEPTEMBER '21

Community Safety Plan

DWFRS Community Safety Plan can be found on the DWFRS website;
<http://www.dwfire.org.uk/community-safety-plan/>

Prevention

We are committed to making a real difference to the lives of people in Dorset and Wiltshire. Our aim is to reduce the level of risk and harm to our communities from fire, targeting those most at risk. We do this primarily through our Safe and Well visits.

A Safe and Well visit is **FREE** and normally lasts about one hour covering topics such as:

- Using electricity safely
- Cooking safely
- Making an escape plan
- What to do if there is a fire
- Keeping children safe
- Good practice – night time routine and other points relevant to you
- Identifying and discussing any further support the occupier may need

Are you or anyone you know:-

- Over the age of 65?
- Need a smoke detector?
- Have a long-term health condition?
- Suffer from poor hearing or sight loss?
- Would you struggle to escape in the event of a fire?

If you can answer yes to more than one of these questions, then please call us on 0800 038 2323 or visit <https://www.dwfire.org.uk/safety/safe-and-well-visits/>



Protection

On-going interaction by Protection Team members with Local Authorities, Private landlords and tenants regarding fire safety-related matters: external cladding systems; fire detection and warning systems; fire resisting doors (& self-closers); combustibility/fire resistance of construction materials; commercial and residential sprinklers systems and water-mist suppression systems

General Enquiries

If you have a general fire safety enquiry regarding commercial property, please email fire.safety@dwfire.org.uk and the Fire Safety Team will respond in office hours.

Fire Safety Complaint

If you wish to tell us about fire safety risks in commercial premises, such as locked or blocked fire exits, you have three options:

- You can email the fire safety department at enforcement@dwfire.org.uk
- Call 01722 69 1717 during office hours (9am-5pm).
- Call our Service Control Centre on 0306 799 0019 out of office hours (5pm-9am)

On Call Recruitment

Have you always wondered if you could join the fire service, but haven't had the opportunity to find out more? Have you found yourself seeking your next challenge, keen to give back to the local community or wanting to learn new skills including leadership and teamwork? Then becoming an on-call firefighter is for you.

As a paid position, on-call firefighters commit anywhere between 40 to 120 hours per week, during which time they must be able to respond to the station immediately.

Many have 'normal' jobs during the day, then upon their return home make themselves available overnight or during the weekends. Some of our crew respond from their workplaces during the day, and we are very grateful to their employers for releasing them to perform their vital duties.

Anyone over 18 years old can apply (although you can also apply once you are 17½) you must be able to respond and attend the fire station within 5-8 minutes, you have a good standard of physical fitness (i.e. you are generally active), and you must have the right to work in the UK.

Further information on becoming an On Call Firefighter can be found at www.dwfire.org.uk/working-for-us/on-call-firefighters/ or should you have any questions, you can call **01722 691444**.



Recent News & Events

Student accommodation



#WelcomeToLifeAtUni

There are things you can do to improve your safety and security as a student, especially if you're moving into new accommodation.

Every year, around 350 18-24 year olds are injured in accidental house fires started by cigarettes, smoking materials and cooking. Therefore, you need to make sure that you're familiar with the basics of fire and gas safety, as well as home and personal security.

By taking a few sensible precautions, you can help protect yourself from injury – or worse:

For more information please visit:-

<https://www.dwfire.org.uk/safer-housing/student-accomodation/>

Get sweeping for Chimney Fire Safety

Dorset & Wiltshire Fire and Rescue Service (DWFRS) again supported the national Chimney Fire Safety Week, which ran this year from 30 August until 5 September.

Organised by HETAS – the Heating Equipment Testing and Approvals Scheme – as part of the Government's Fire Kills campaign, the awareness week calls for homeowners to act responsibly and get their chimneys swept by an approved sweep. This prevents chimney damage, and, in worst cases, household fires.

Due to the increasing trend of installing solid fuel fires, we are seeing our attendance at such incidents start to increase. A few simple steps in preventing the build-up of soot from catching fire will greatly reduce the need for the fire service to attend such incidents

For more top tips for staying fire safe at home, please visit www.dwfire.org.uk/safety-at-home.



**DORSET & WILTSHIRE
FIRE AND RESCUE**

Be one of us



Dorset & Wiltshire Fire and Rescue Service exists to make life safer for people. To do this, we need a dedicated, professional team of Operational and Corporate staff with a diverse range of skills, knowledge and expertise.

We rely on our staff to help us achieve our priorities and objectives, and we aim to develop and maintain a healthy, safe, well-trained workforce which is representative of our community.

We acknowledge that our workforce does not yet represent the communities we serve. In order to broaden our representation, we need to ensure that members of our community have an opportunity to understand our Service, what we do, our values and our culture. We use positive action approaches to help better inform our communities on how we operate and the careers available within the fire Service.

For further explanation on positive action and other aspects of what we do, please visit:-

<https://www.dwfire.org.uk/working-for-us/be-one-of-us/>

Safety outdoors



Fire safety doesn't stop when you leave the house. We want you to keep safe when spending time outside. With more people taking to camping, caravanning, barbecuing and general outdoor leisure, always consider the fire risks.

Why not check out the Fire Kills campaign leaflet on [Fire Safety Outdoors](#) – lots of handy advice!



Demand

Total movements for **Salisbury** Fire Station for period 16th May – 3rd Sept 21:-

Category	Total Incidents
No. of False Alarms	127
No. of Fires	71
No. of Road Traffic Collisions and other Emergencies	103
Total	301

Total movements for **Wilton** Fire Station for period 16th May – 3rd Sept 21:-

Category	Total Incidents
No. of False Alarms	18
No. of Fires	19
No. of Road Traffic Collisions and other Emergencies	36
Total	73

Total movements for **Amesbury** Fire Station for period 16th May – 3rd Sept 21:-

Category	Total Incidents
No. of False Alarms	20
No. of Fires	10
No. of Road Traffic Collisions and other Emergencies	8
Total	*38

* It must be noted that although the figures for Amesbury seem low, at least a further 40 incidents were attended by crews from surrounding stations when Amesbury were not available due to insufficient crew members



Local Incidents of Note *(Images courtesy of Salisbury Journal and Wiltshire Today)*

Since my last report, we have attended a number of fires in properties which have attracted interest from the media. All of these incidents, although stressful to the home owners, were successfully dealt with and no major injuries sustained.

One such incident was a fire in a communal stairwell within a block of residential flats in the Friary and we are working closely with our partners in Wiltshire Council to ensure that these areas which are covered by the Regulatory Reform Order for fire safety are maintained to a high standard and safe to use by those who reside in the properties.

The cause of this incident has been put down to arson and is currently under police investigation.



We have also attended a significant number of agricultural fires due to increased humidity and hot weather. Many of these fires have occurred naturally and are not deemed to be a cause of arson, however these types of fires prove immensely costly for the farmer and also require a large response from the fire service to deal with.






Let's keep life moving.

FRESH AIR TESTING FACE COVERINGS APP HANDWASHING

gov.uk/coronavirus



Matty Maggs
Station Manager

Email: Matthew.maggs@dwfire.org.uk
Tel: 01722 691173.
Mobile: 07959 966708

.....
Station Manager

Email:.....dwfire.org.uk
Tel:
Mobile:

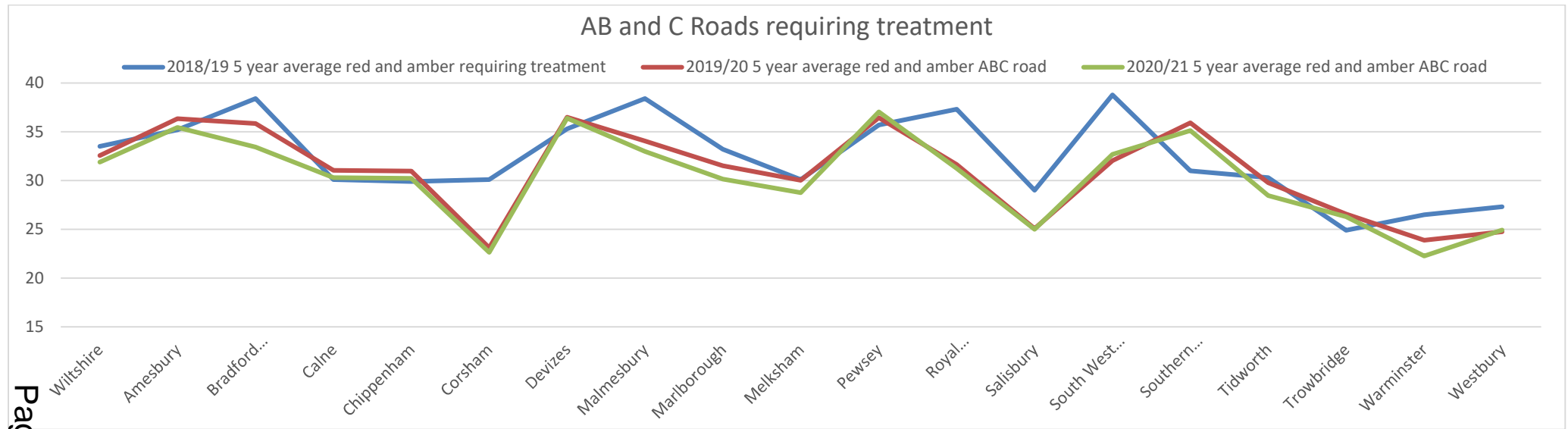
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Wiltshire Highways Maintenance Programme 2022/23 – 2026/27

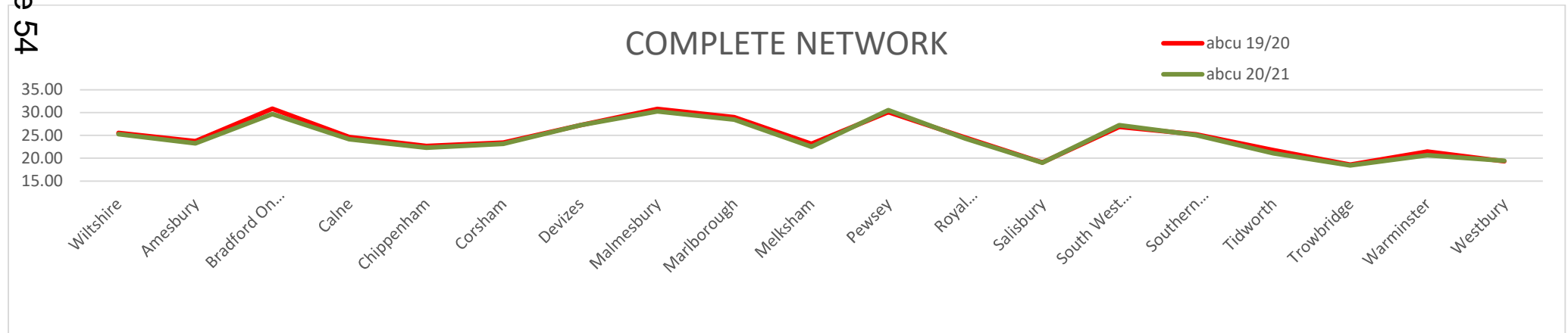
Salisbury Area Board
First rev

CURRENT CONDITION BY AREA BOARD

TOTAL % OF THE ADOPTED NETWORK REQUIRING MAINTENANCE



Page 54



A 5 year average is used to monitor the condition of the network due to the surveying regime of undertaking a 50% network length

The graphs show that even with a deteriorating network the targeted maintenance schemes are generally improving the overall condition of the roads within Wiltshire, a rolling 5 year programme and funding process is designed to allocate resources to those areas with a higher percentage of poor roads based on their network length.

The target is for all area boards to be at the same low level of around 20% of the network requiring some form of maintenance

Spend profile

	Salisbury Annual spend	Salisbury Cumulative Spend 5 years
2022/23	£1,280,932	£1,280,932
2023/24	£861,085	£2,142,017
2024/25	£758,047	£2,900,064
2025/26	£390,000	£3,290,064
2026/27	£477,000	£3,767,064
total	£3,767,064	

£3,376,918 average 5 year Wiltshire area board budget

NOTE THE BUDGETS MAY BE SIGNIFICANTLY ALTERED



CONDITION 5-year average red and amber requiring treatment	Wiltshire	Salisbury
AB and C roads 2018/19	33.5	29
AB and C roads 2019/20	32.57	25.08
AB and C roads 2020/21	31.90	25.00
2019/20 Unclassified	18.50	13.00
2020/21 Unclassified	18.60	13.05

Some schemes have been postponed due to covid issues, i.e. if they are on the route to a vaccination centre or to a key industrial area, these works have been moved to 2022/2023, potential budget issues may mean they are delayed for longer, key sites such as accesses to industrial areas i.e. Churchfields have been postponed due to the detrimental effect that disruption to businesses will create **The condition table is to be updated THE AREA BOARD CHANGES ARE IN PROGRESS**

The following pages detail the schemes that have been considered in the 5year plan,

SALISBURY AREA BOARD

DELAYED WORKS DUE TO COVID or BUDGET ISSUES

FF = Future Funded

Road number	lifecycle number	General description	Description from	Description to	Treatment	Length	Year
C368	SALI_20_0011	C368 CHURCHFIELDS ROAD, SALISBURY Delayed due to covid issues			GROUTED ASPHALT		2020/21
A354	SALI_21_0002	A354 COOMBE RD FM INTERCHANGE TO ROUNDAABOUT ODSTOCK ROAD	LAST LOOP	ROUNDAABOUT ODSTOCK ROAD	SURFACE TREATMENT	150	2021/22
UC132905	SALI_21_0003	FARADAY ROAD, CHURCHFIELDS	CHURCHFIELDS ROAD	END	GROUTED ASPHALT	500	2021/22
UC	SALI_21_0015	HERBERT ROAD SALISBURY	ST MICHAELS HILL	QUEEN ALEXANDRA ROAD	SURFACING		2021/22

A360	SALI_21_0009	DEVIZES ROAD SALISBURY (MAY REQUIRE PHASING DUE TO FUNDING) PH 2	TBC	TBC	SURFACING	2674	2021/22
A360/C	SALI_20_0007	HAMILTON ROAD, SALISBURY	MARLBOROUGH ROAD	TO CASTLE STREET	SURFACING	210	2022/23
A36	SALI_22_0001	PHILIPS LANE/GRADIDGE LANE, SALISBURY	OLD SARUM	A345 BEEHIVE RBT	SURFACE DRESSING	1510	2022/23
UC	SALI_22_0003	ROMER ROAD, HARNHAM			MICRO ASPHALT	100	2022/23
A30	SALI_22_0004	LONDON ROAD INC HAMPTON PARK ROUNDAABOUT AND ST THOMAS ROUNDAABOUT	PEARCE WAY	THREE MILE HILL	SURFACING	646	2022/23
UC	SALI_22_0006	WESTERN WAY	PEMBROKE ROAD	STANLEY LITTLE ROAD	SURFACING	600	2022/23
UC	SALI_22_0007	THE VALLEY	ST MICHAELS ROAD	OLIVIER CLOSE	SURFACING	300	2022/23
UC	SALI_22_0014	WESSEX ROAD SALISBURY	WAIN-A-LONG ROAD	ENS INC SPUR	MICRO ASPHALT	310	2022/23
UC	SALI_22_0015	THE BEECHES SALISBURY	TOLLGATE ROAD	END	MICRO ASPHALT	125	2022/23
UC	SALI_22_0016	BRITFORD LANE WEST	NEW BRIDGE ROAD	END	SURFACING	100	2022/23
UC	SALI_22_0017	WINDSOR STREET AND WINDSOR ROAD	A36	ENDS INC RAILWAY COURT	SURFACING	355	2022/23
A338	SALI_24_0002	ST NICHOLAS / EXETER STREET ROUNDAABOUT			REQUIRES REVIEW	190	2022/23

UC	SALI_25_0001	OLD BLANDFORD ROAD SALISBURY	HARNHAM ROAD	COOMBE ROAD	MICROASPHALT	900	2022/23
UC	SALI_24_0005	RAVENSCROFT	HERONSWOOD	ENDS INC ALL SPURS	SURFACING	300	2022/23

A338	SALI_20_0001	DOWNTON ROAD (BRITFORD RD) PHASED OVER 3 YEARS	COOMBE ROAD	LOWER ROAD	SURFACING	1100	2023/24
U/C	SALI_22_0010	DENISON RISE	BISHOPDOWN ROAD	BARRINGTON ROAD	MICROASPHALT	380	2023/24
C371	SALI_22_0011	RAMPART ROAD	KELSEY HILL	MILFORD HILL	SURFACING	300	2023/24
U/C	SALI_22_0013	OLD HARNHAM ROAD	NEW HARNHAM ROAD	AYLESWADE ROAD	SURFACING		2023/24
UC	SALI_23_0002	HIGHBURY AVENUE, SALISBURY (CARRIAGEWAY REPAIRS)			CARRIAGEWAY REPAIRS	414	2023/24
UC	SALI_23_0003	NORFOLK ROAD, SALISBURY			SURFACING	213	2023/24
UC	SALI_23_0005	HADRIANS CLOSE, SALISBURY			SURFACING	70	2023/24
UC	SALI_23_0007	NORTH STREET	C329 FISHERTON STREET	SOUTH STREET	SURFACING	98	2023/24
UC	SALI_23_0008	SOUTH STREET	NORTH STREET	HARCOURT TERRACE	SURFACING	70	2023/24
UC	SALI_23_0009	EAST STREET	NORTH STREET	END	SURFACING	55	2023/24
UC	SALI_23_0010	WEST STREET AND DEWS ROAD	NORTH STREET	SOUTH WESTERN ROAD	SURFACING	170	2023/24
UC	SALI_23_0011	GREENCROFT STREET	BEDWIN STREET	WINCHESTER ST	SURFACING	270	2023/24
UC	SALI_23_0013	FOLLY LANE SALISBURY	DEVIZES RD	ST GREGORYS RD	Surfacing	390	2023/24

UC	SALI_22_0008	ALEXANDRA CLOSE	ROMAN ROAD	END	SURFACING	80	2024/25
UC	SALI_22_0009	BEATRICE ROAD	CASTLE ROAD	BALMORAL ROAD	MICROASPHALT	340	2024/25
UC	SALI_23_0006	ASHFIELD ROAD, SALISBURY			SURFACING	260	2024/25

A360	SALI_21_0009	DEVIZES ROAD SALISBURY phase 3	TBC	TBC	REQUIRES REVIEW	TBC	2024/25
UC	SALI_24_0003	ST ANNE STREET	FULL EXTENTS		SURFACING	TBC	2024/25
A3094	SALI_24_0004	HARNHAM AND NEW HARNHAM ROAD	END OF DUAL	JUNC A338 RBT	SURFACING	900	2024/25
UC	SALI_24_0006	ELM GROVE ROAD	WESSEX RD WEST	KELSEY RD	MICROASPHALT	320	2024/25
A345	SALI_24_0007	A345 - WATERS RD TO OLD CASTLE ROAD SALISBURY	U/C, WATERS ROAD	C287, OLD CASTLE ROAD	SURFACING	780	2024/25

UC	SALI_25_0002	SKEW BRIDGE ROAD SALISBURY	LOWER ROAD	BRICK LANE	MICROASPHALT	990	2025/26
C369	SALI_25_0003	NEW STREET SALISBURY	HIGH STREET	CATHERINE STREET	SURFACING	270	2025/26
A338	SALI_25_0004	HARNHAM JUNCTION AREA INC NEWBRIDGE ROAD DUAL			SURFACING	400	2025/26
A30	SALI_25_0005	A30 LONDON ROAD SALISBURY POSSIBLY PHASED OVER 2 YEARS	A36	A338	SURFACING	TBC	2025/26
A360	SALI_25_0006	A360 - FUGGLESTONE RBT TO C57 (THE AVENUE)	FUGGLESTONE RBT	TO C57 (THE AVENUE)	SURFACE DRESSING	1020	2025/26
C368	SALI_25_0007	HARCOURT BRIDGE AND CRANEBRIDGE ROAD	CRANE LODGE	HARCOURT TERRACE INC JUNCTION AREA	SURFACING	201	2025/26

UC	SALI_26_0001	MARINA ROAD (OFF TOLLGATE RD) SALISBURY	TOLLGATE RD	END	MICROASPHALT	149	2026/27
UC	SALI_26_0002	WILMAN WAY AND THOMPSON CLOSE SALISBURY	ANDREWS WAY	END	MICROASPHALT	400	2026/27
C57	SALI_26_0003	THE AVENUE)NORTHERN SECTION SALISBURY AND WILTON	WILTON HIGHWAYS DEPOT	NEW CUR ROUNDABOUT	SURFACING	2020	2026/27
UC	SALI_26_0004	CHISELBURY GROVE (OFF OLD BLANDFORD RD) SALISBURY	OLD BLANDFORD RD	ENDS FULL EXTENTS	SURFACING	180	2026/27

A30	SALI_25_0005	A30 LONDON ROAD SALISBURY POSSIBLY PHASED OVER 2 YEARS phase 2	A36	A338	SURFACING	TBC	FF
A345	SALI_FF_0001	A345 CASTLE STREET	A36 CASTLE STREET ROUNDABOUT	BEATRICE ROAD	SURFACING	750	FF

5 year plan

Is continued on the following pages

Note where roads are being surface dressed they will be pre patched in the previous year

OVERVIEW 2021/22

2020/21 Delayed site due to covid

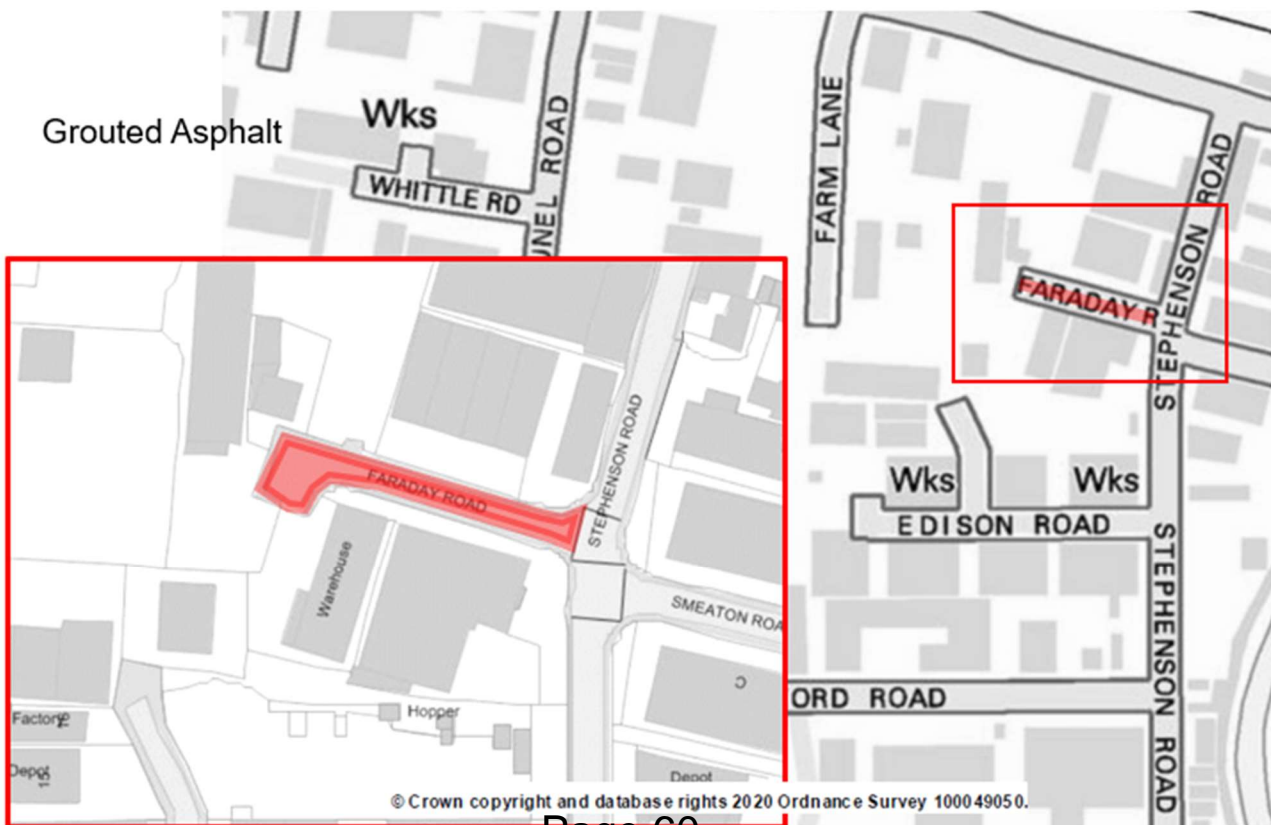
C368 CHURCHFIELDS ROAD, SALISBURY

Length TBC, Surfacing (may require phasing)



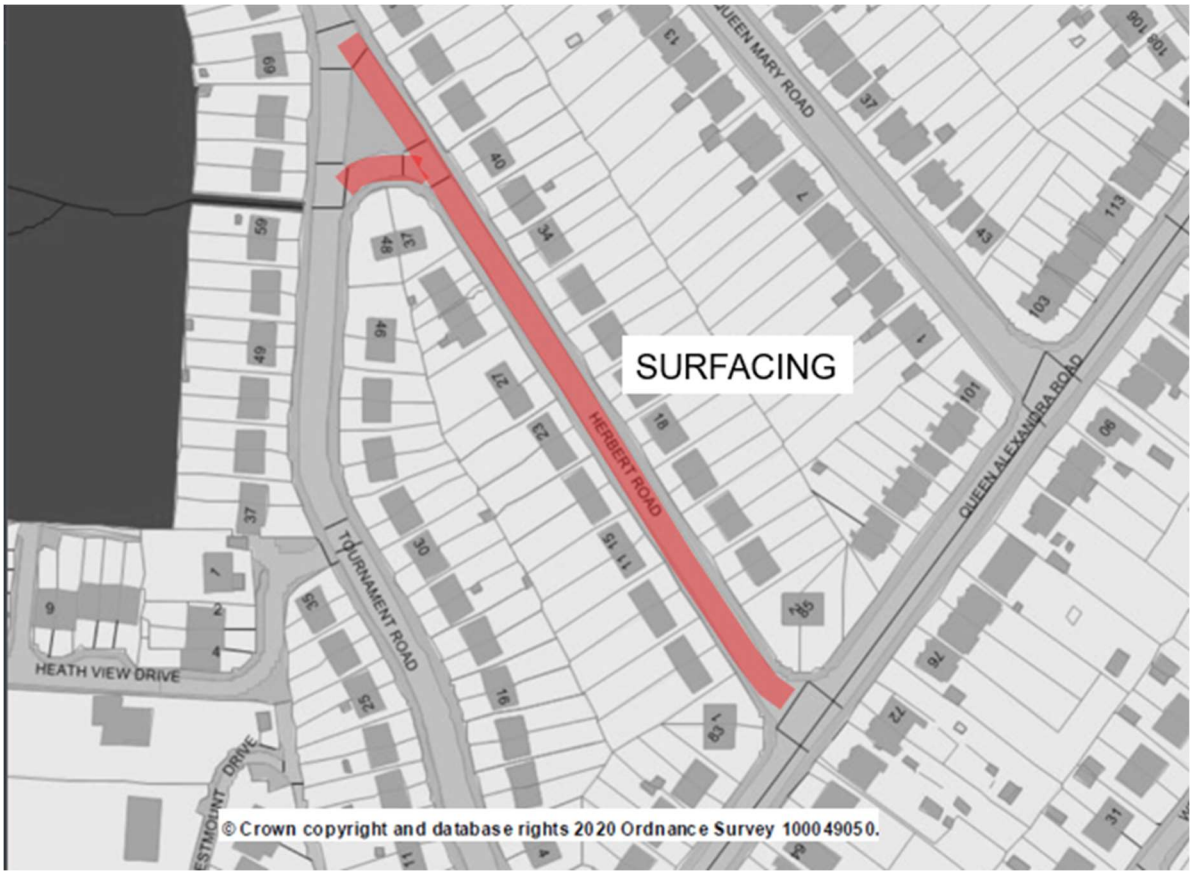
FARADAY ROAD, CHURCHFIELDS

Length 500m, Grouted Asphalt



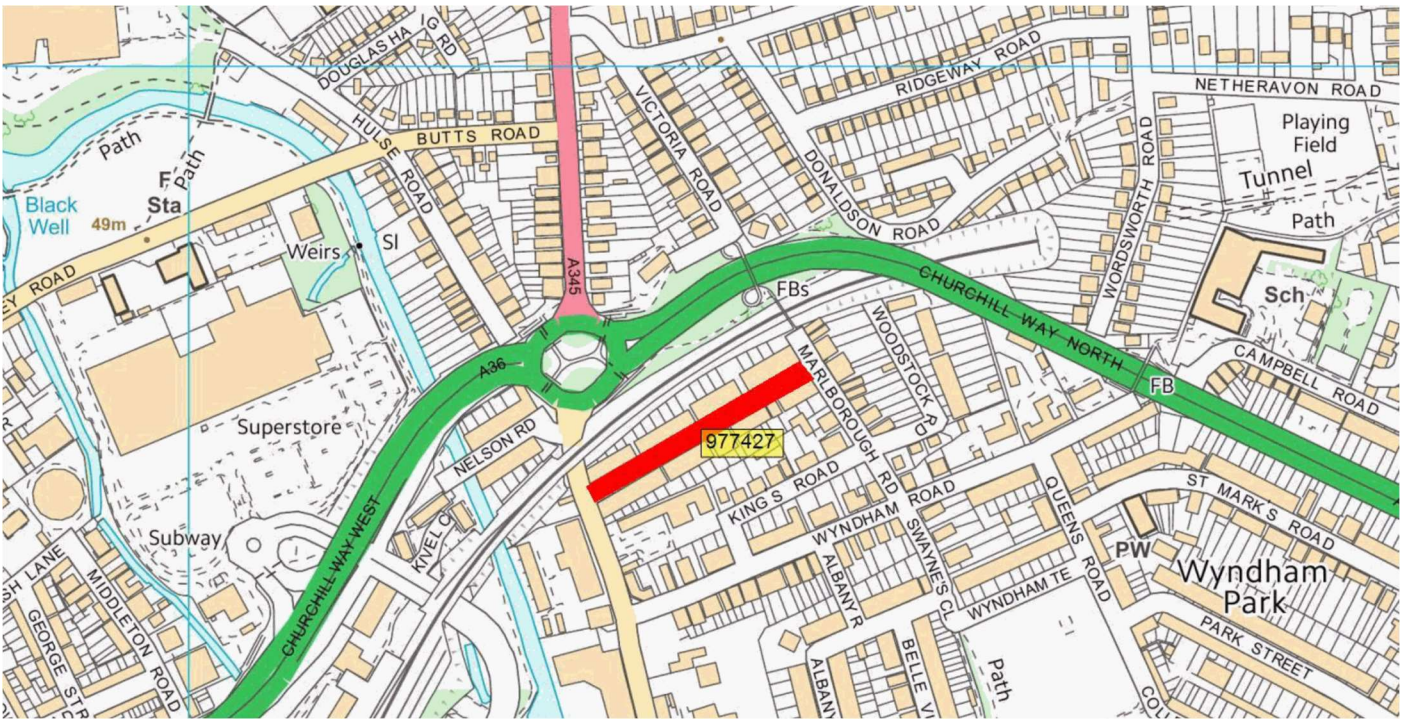
HERBERT ROAD SALISBURY

Length 220m, Surfacing

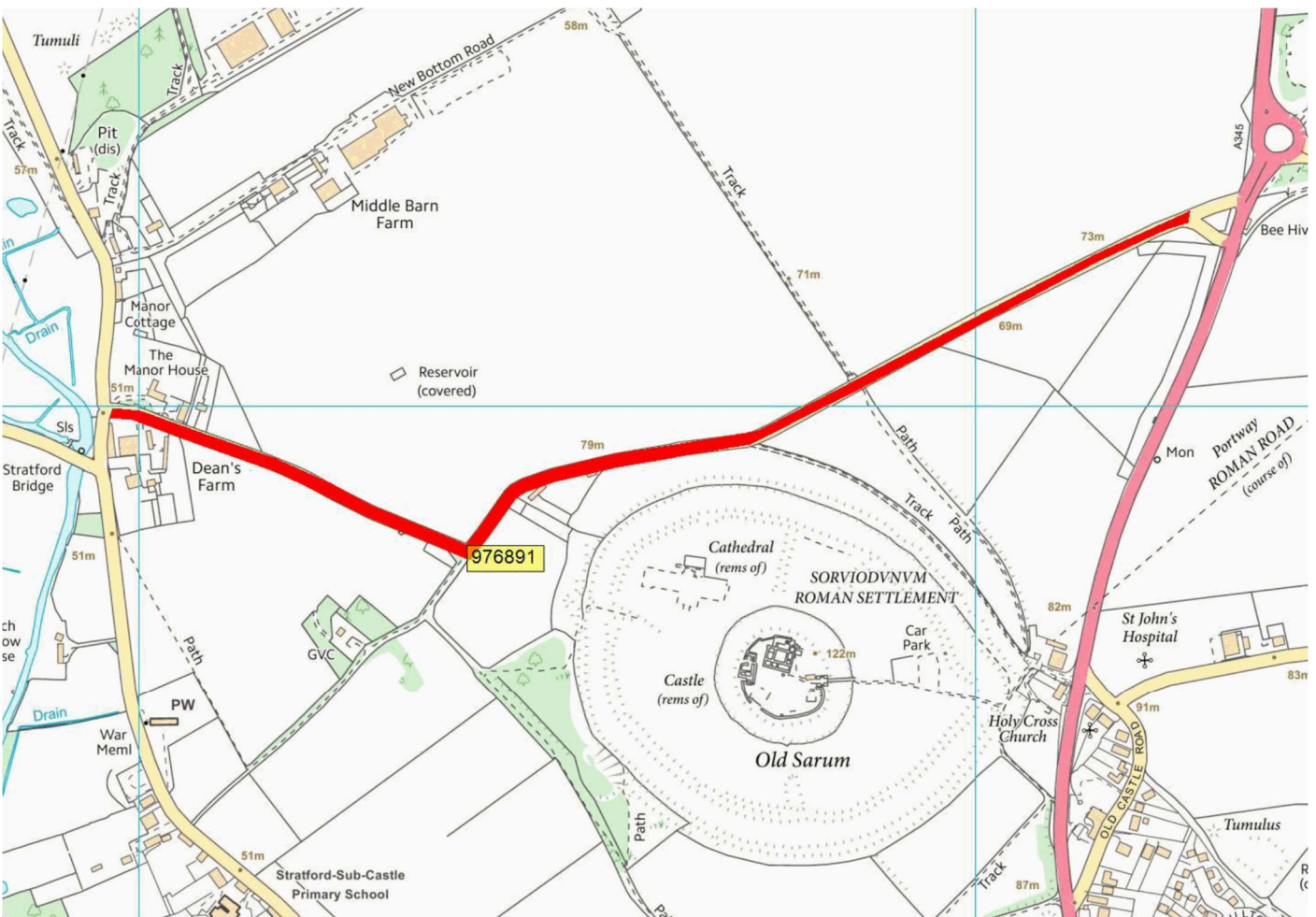


5 year plan 2022/23

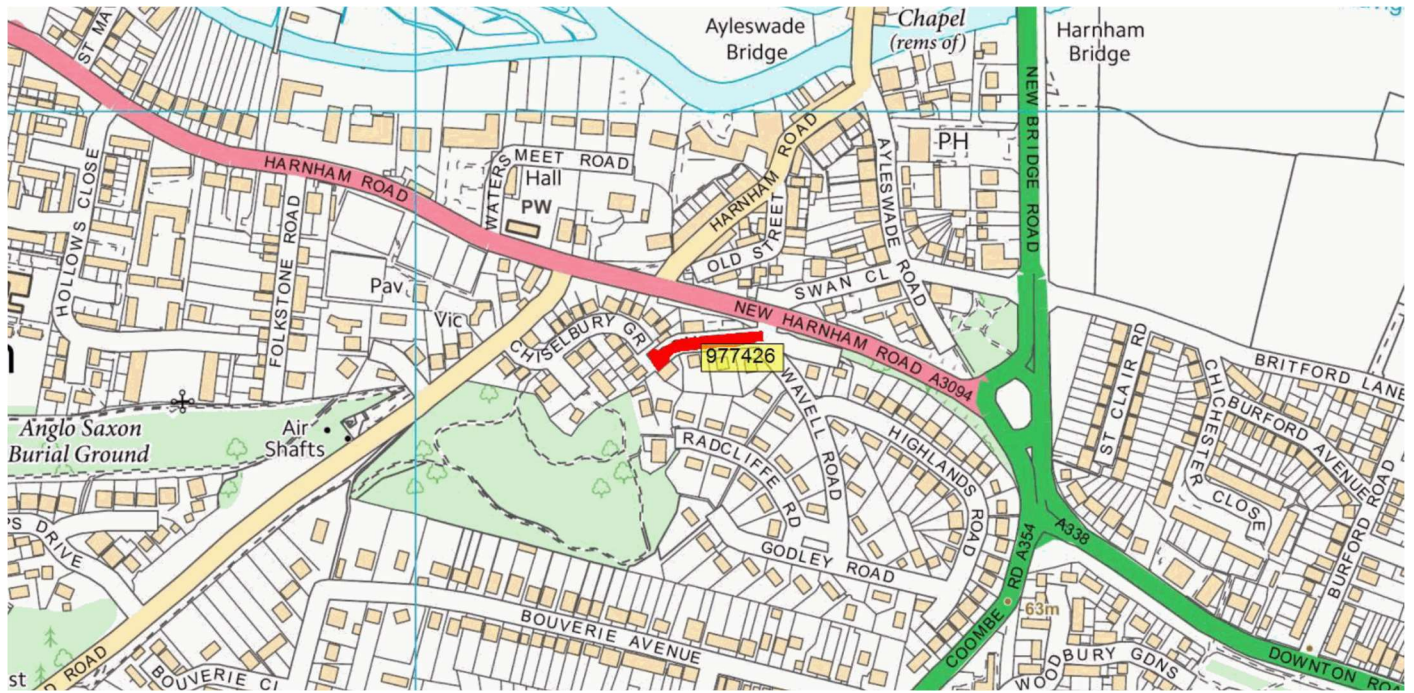
HAMILTON ROAD, SALISBURY SURFACING



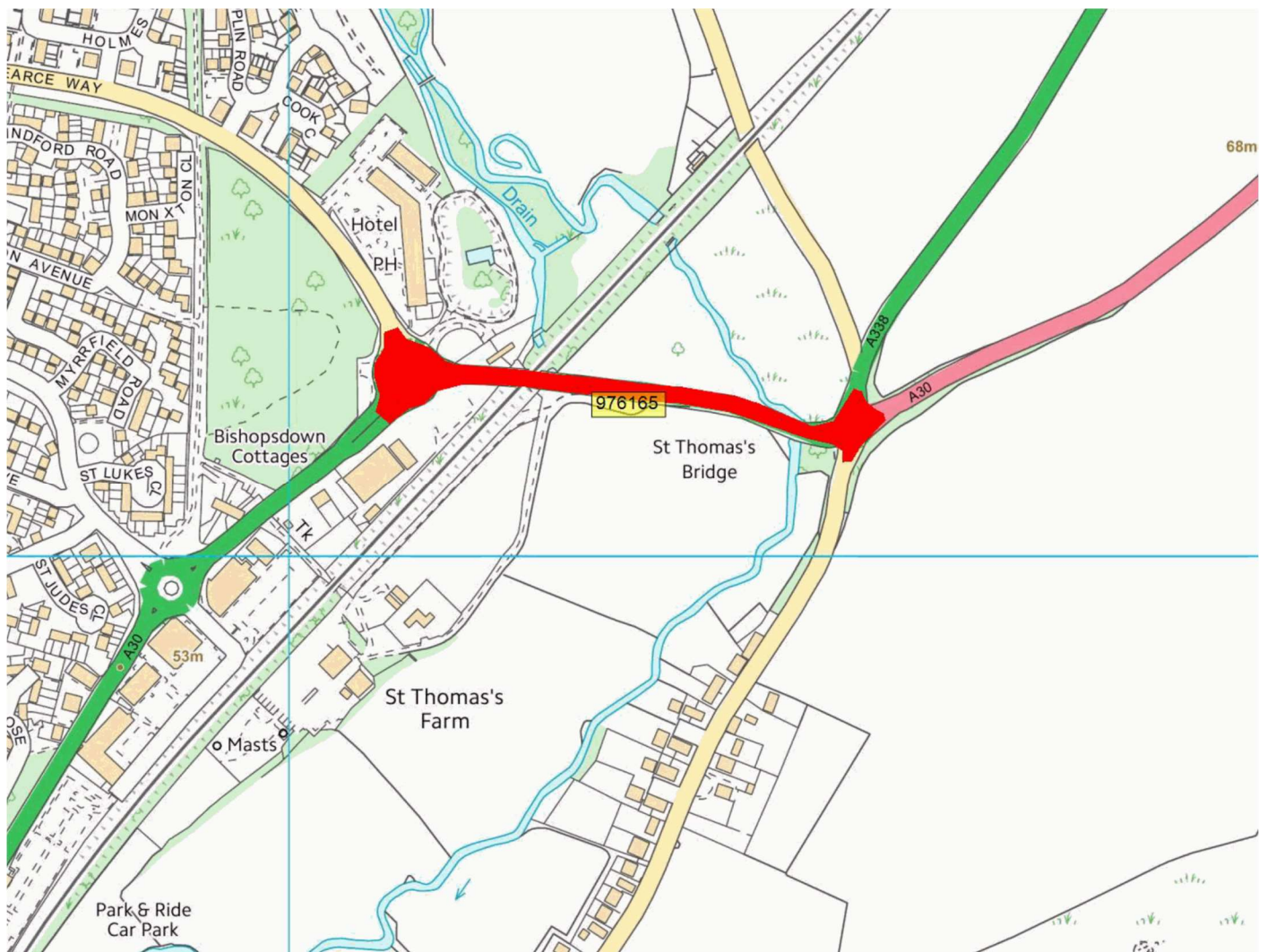
PHILIPS LANE/GRADIDGE LANE, SALISBURY SURFACE DRESSING



ROMER ROAD, HARNHAM MICRO ASPHALT



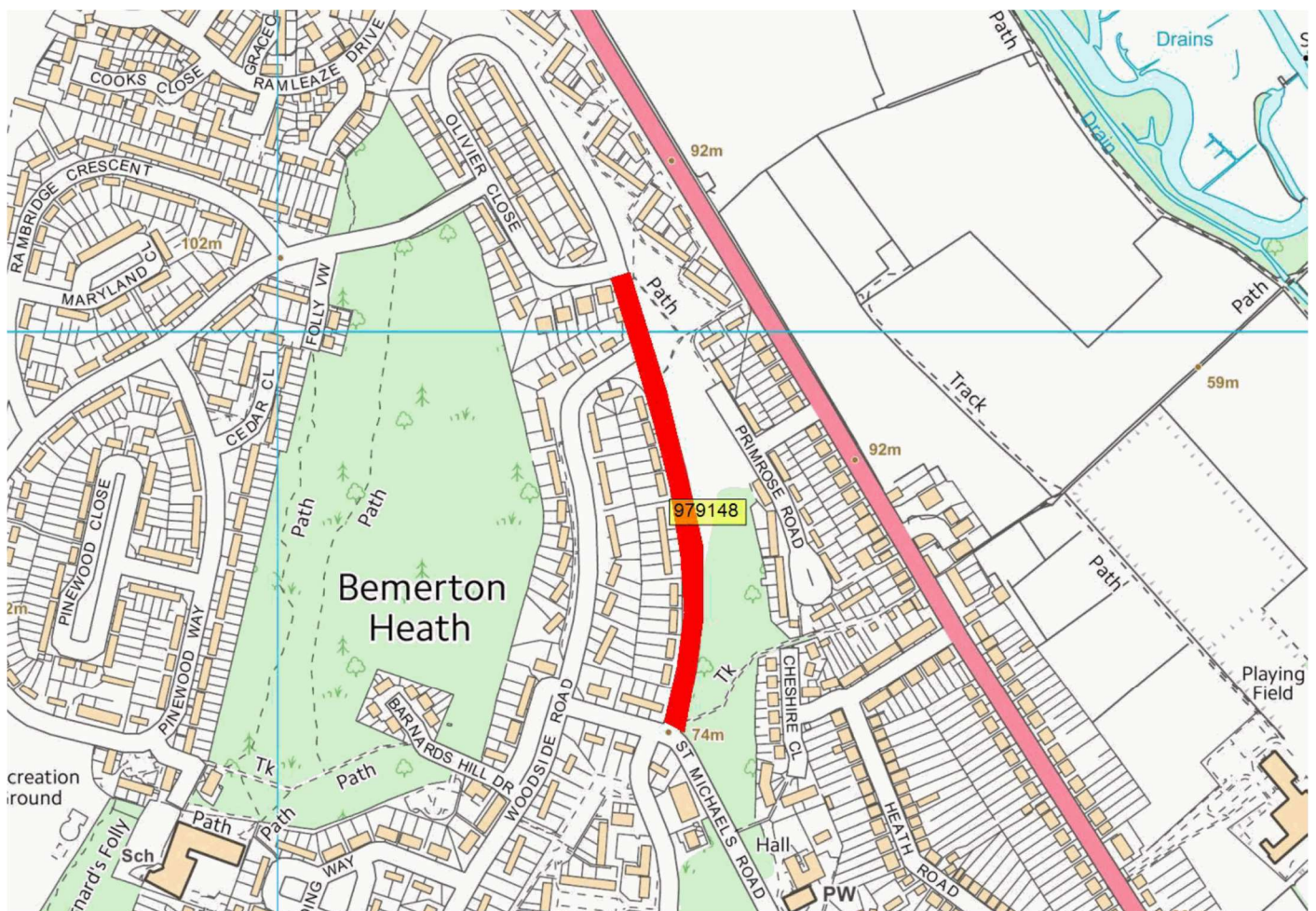
LONDON ROAD INC HAMPTON PARK RBT AND ST THOMAS RBT SURFACING



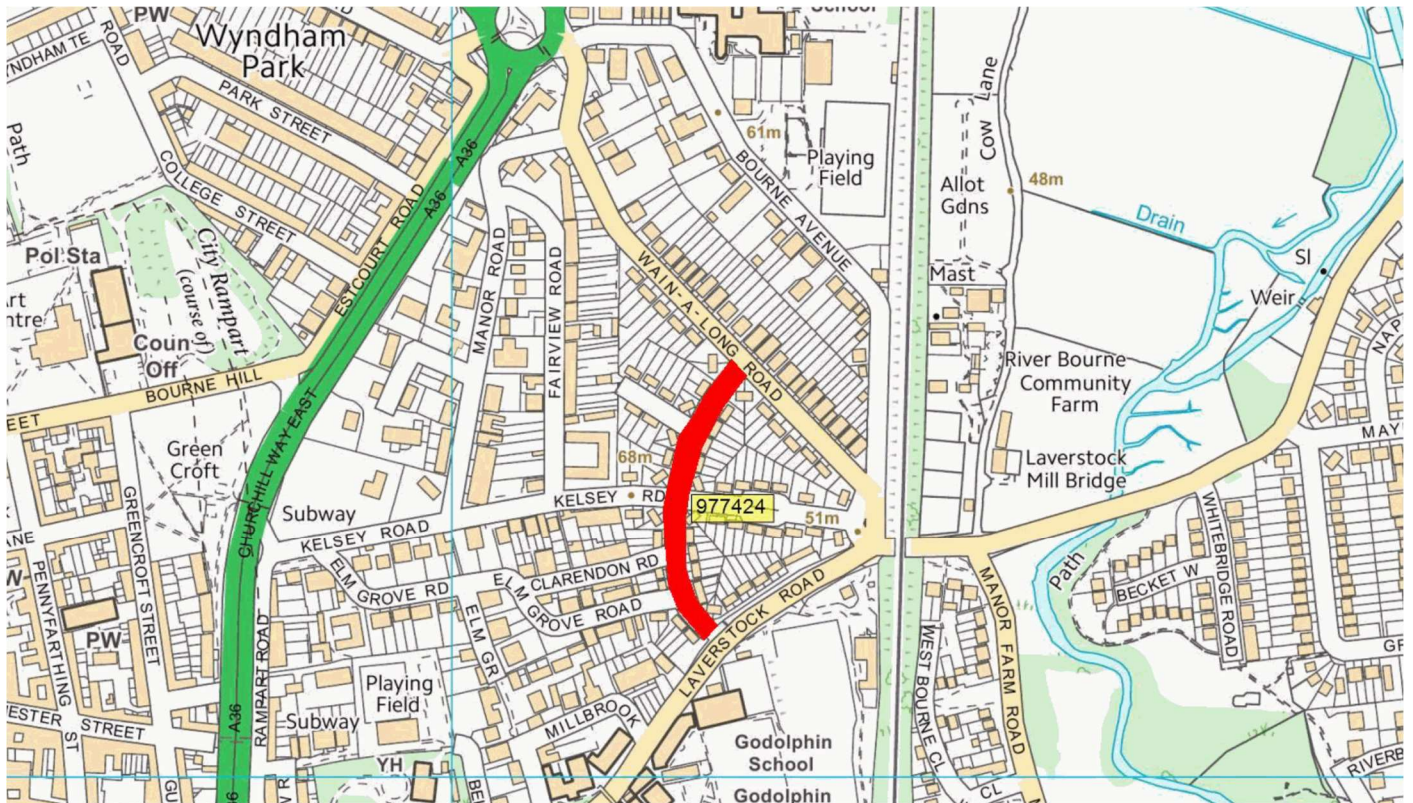
WESTERN WAY SURFACING



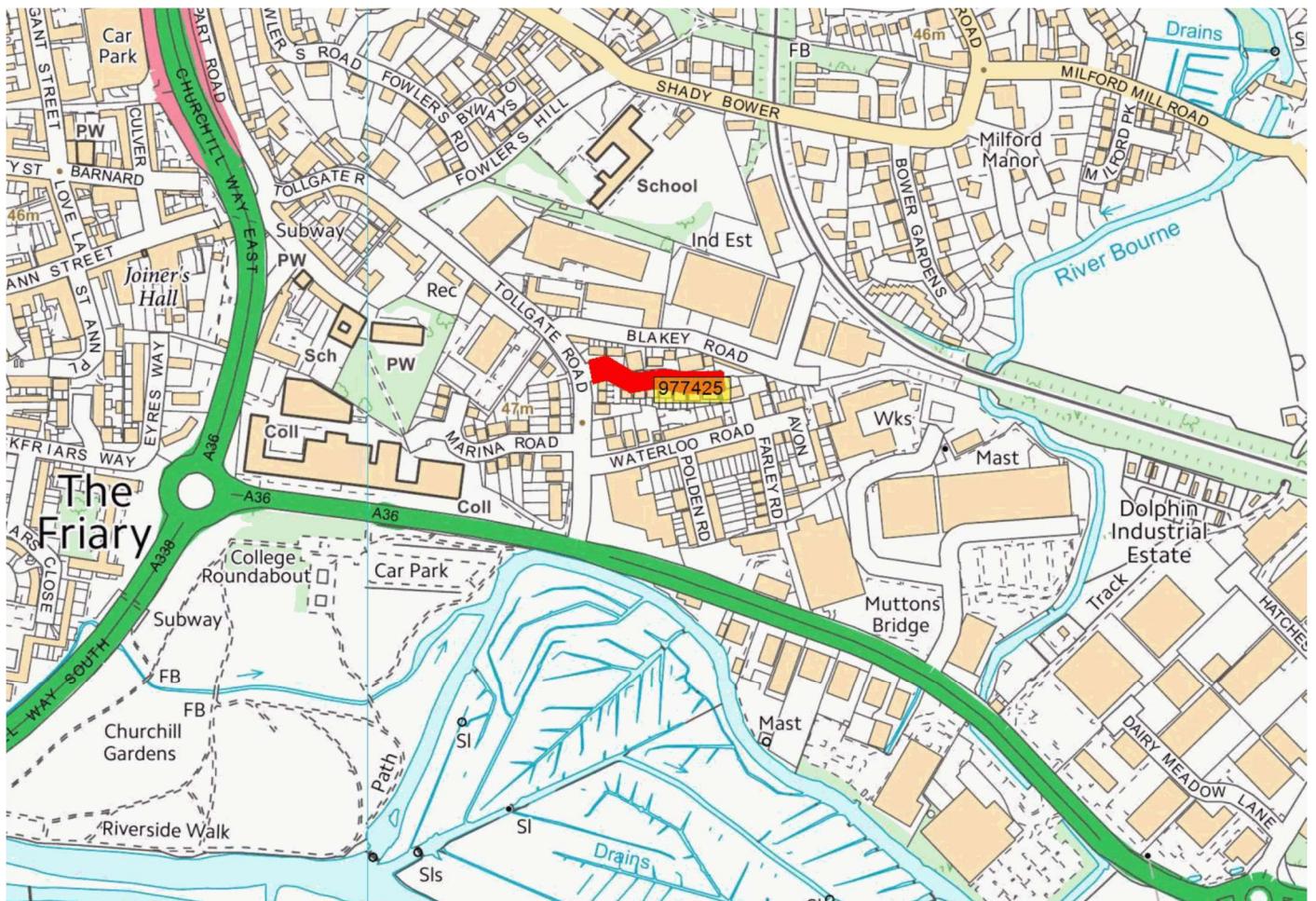
THE VALLEY SURFACING



WESSEX ROAD SALISBURY MICRO ASPHALT

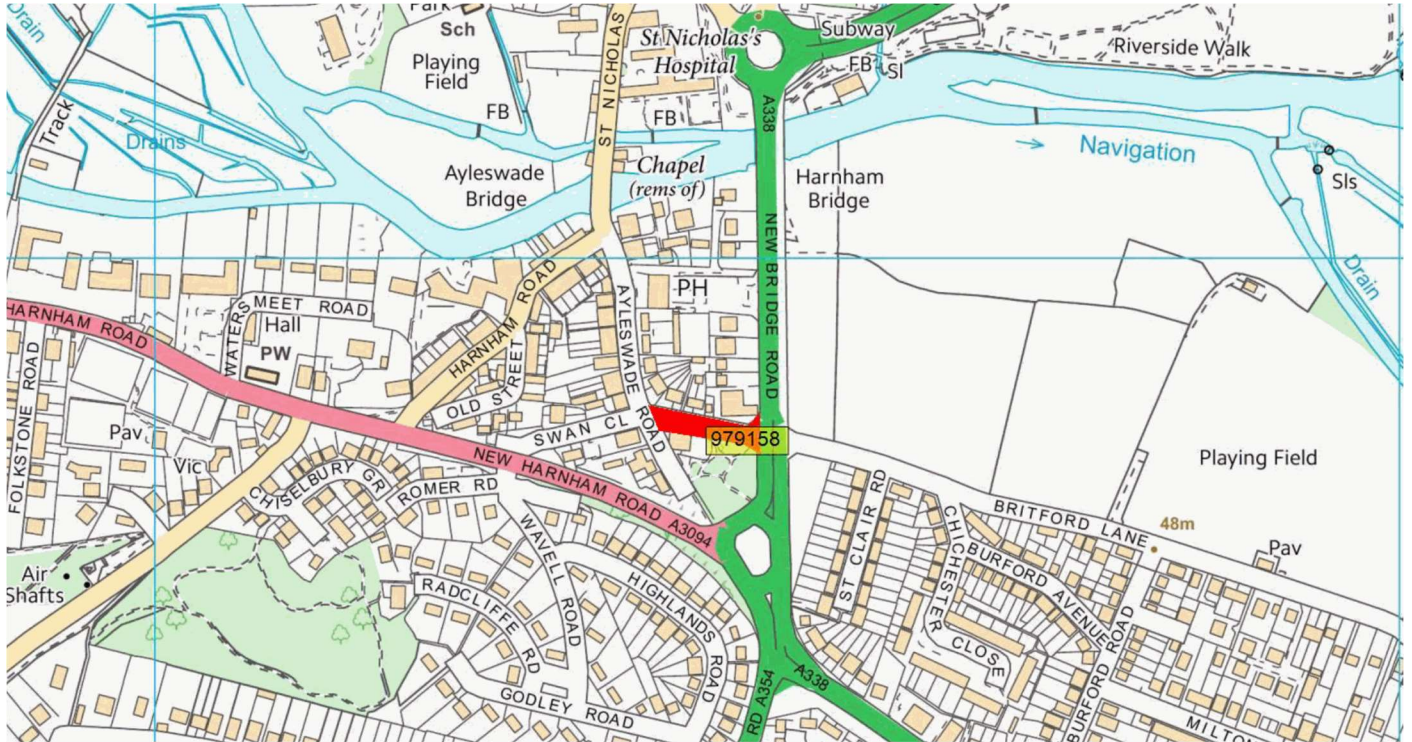


THE BEECHES SALISBURY MICRO ASPHALT

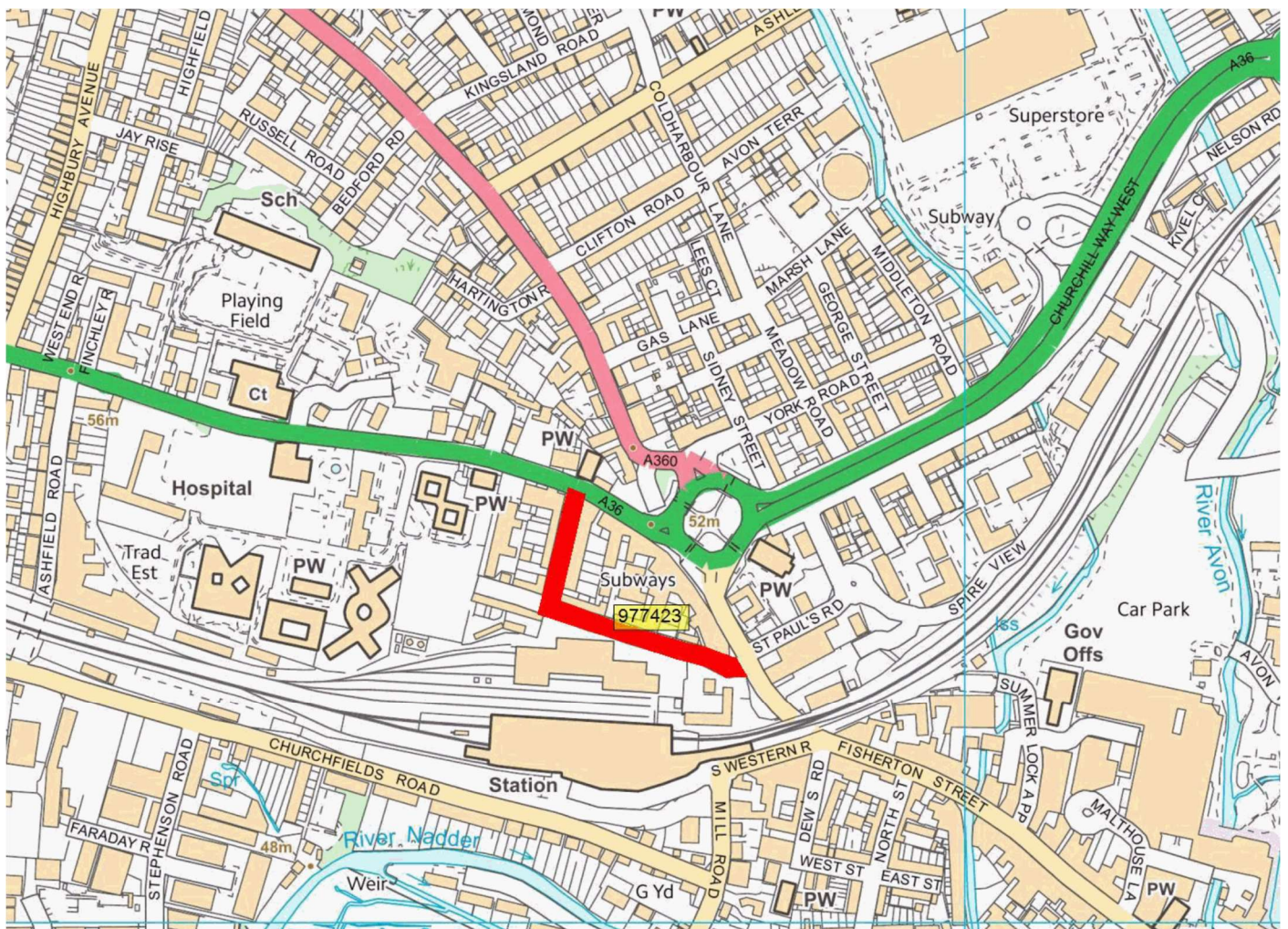


BRITFORD LANE WEST SURFACING

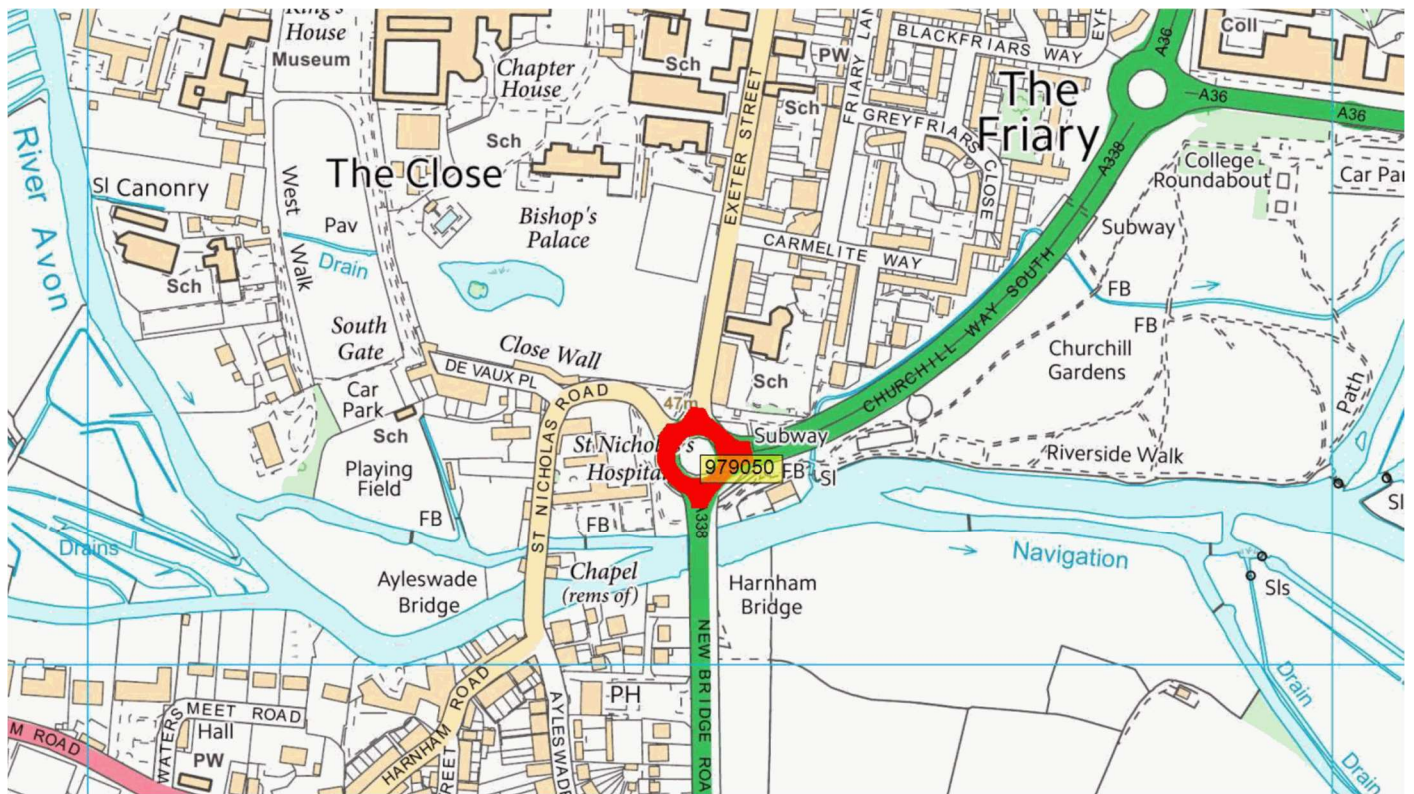
(MAY BE INCLUDED IN HARNHAM GYRATORY WORKS)



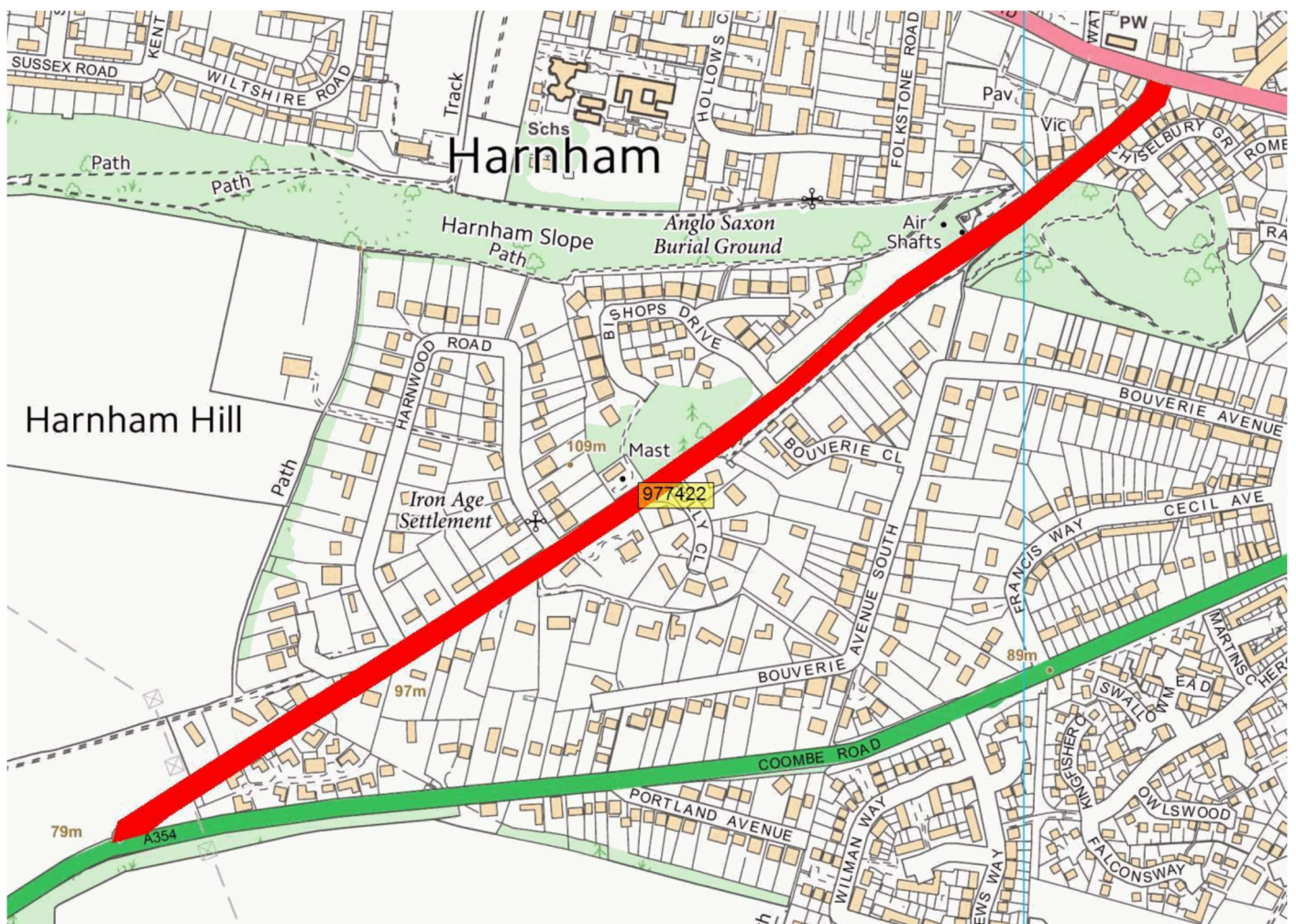
WINDSOR STREET AND WINDSOR ROAD SURFACING



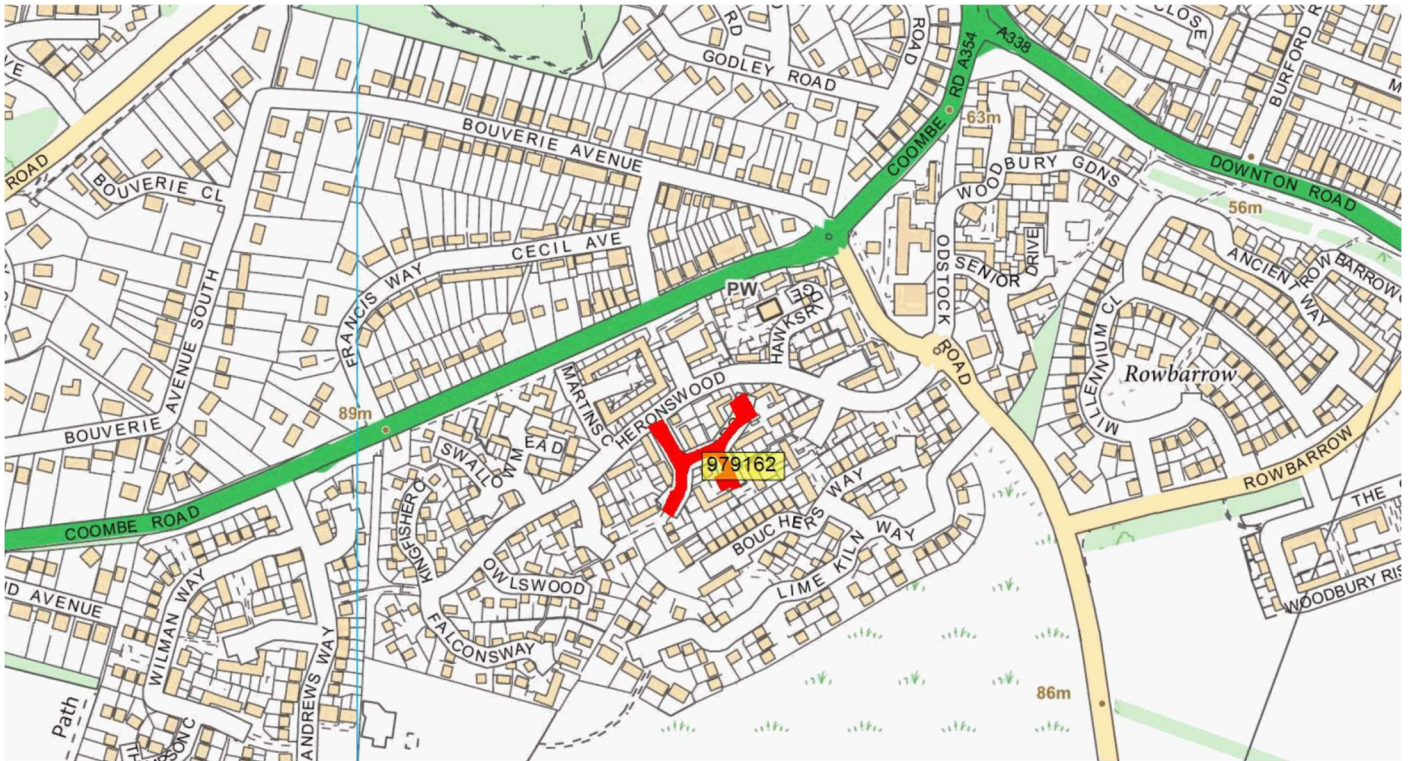
ST NICHOLAS / EXETER STREET ROUNDABOUT REQUIRES REVIEW



OLD BLANDFORD ROAD SALISBURY MICROASPHALT



RAVENSCROFT SURFACING



5 year plan 2023/24

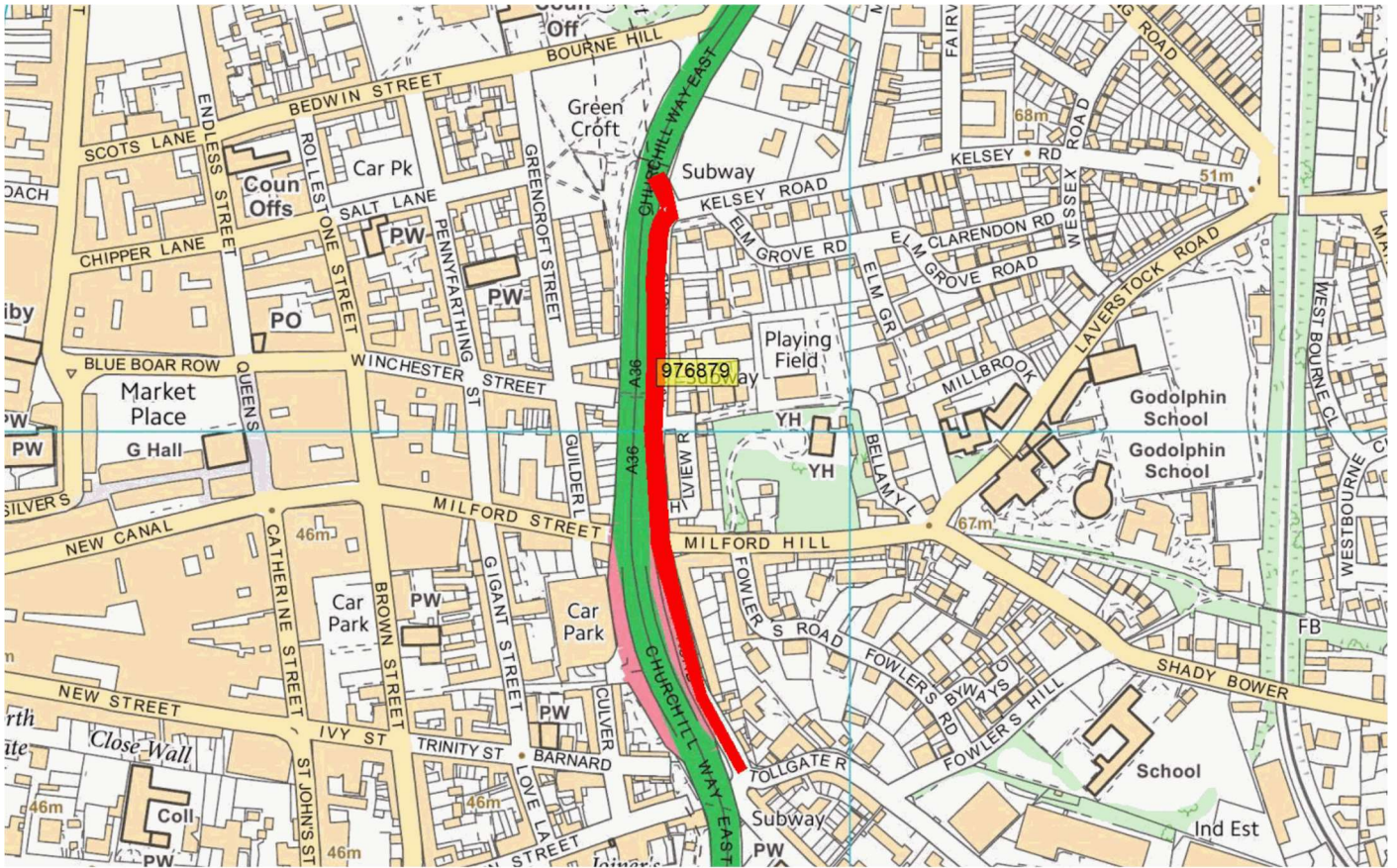
DOWNTON ROAD (BRITFORD RD) PHASED OVER 3 YEARS SURFACING

Extents TBC next phase worst areas

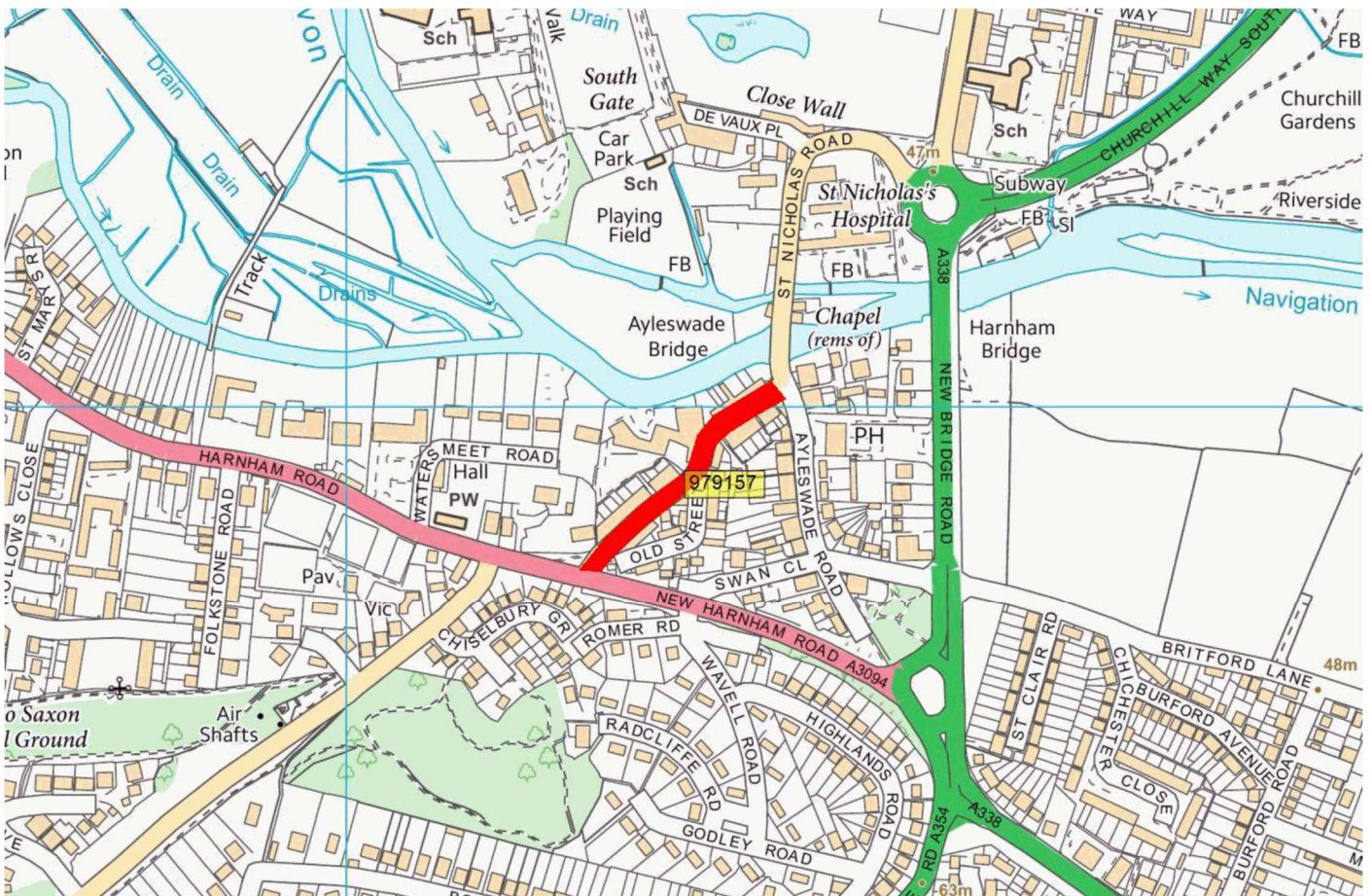
DENISON RISE MICROASPHALT



RAMPART ROAD SURFACING POSSIBLY HE NETWORK

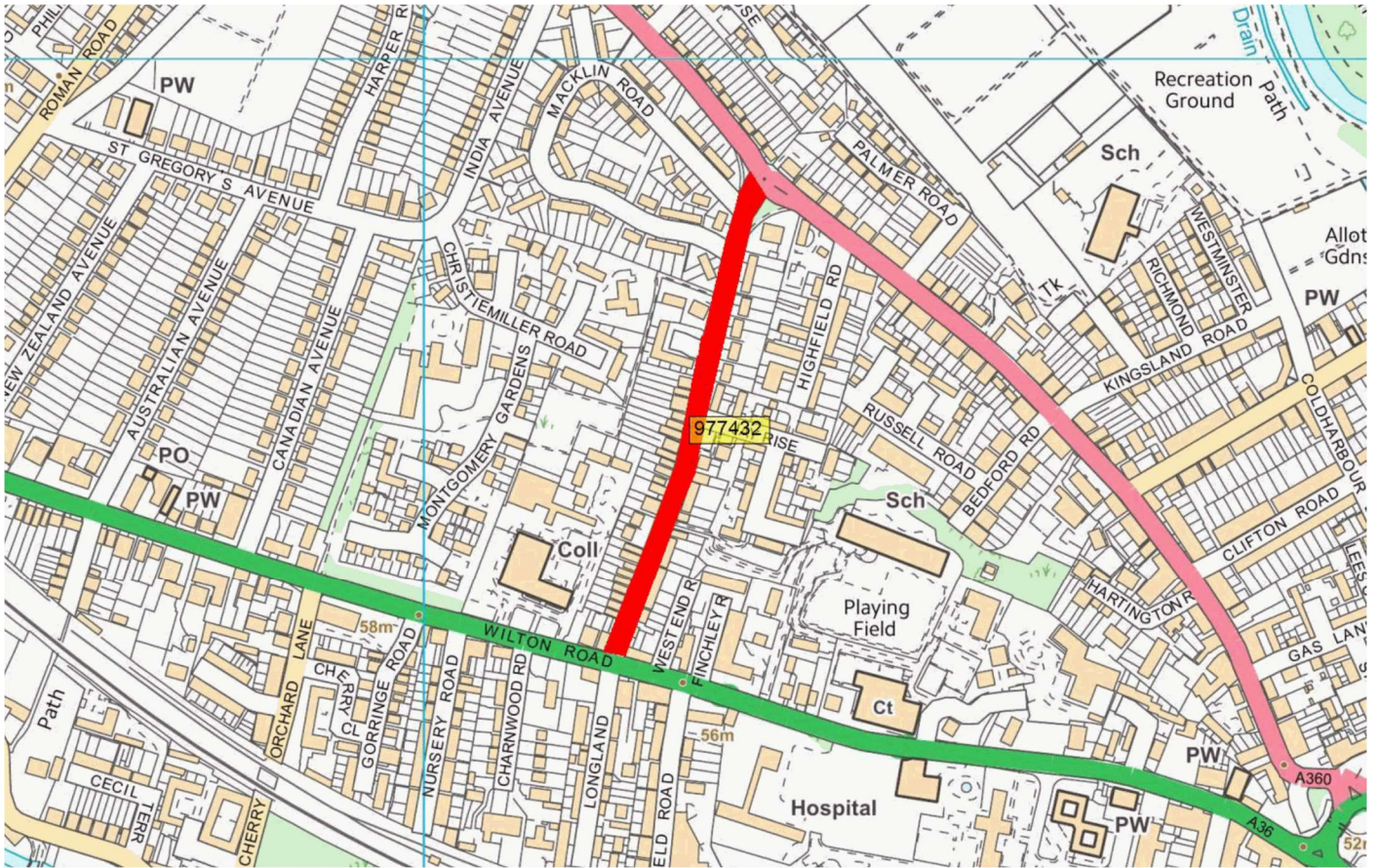


OLD HARNHAM ROAD SURFACING



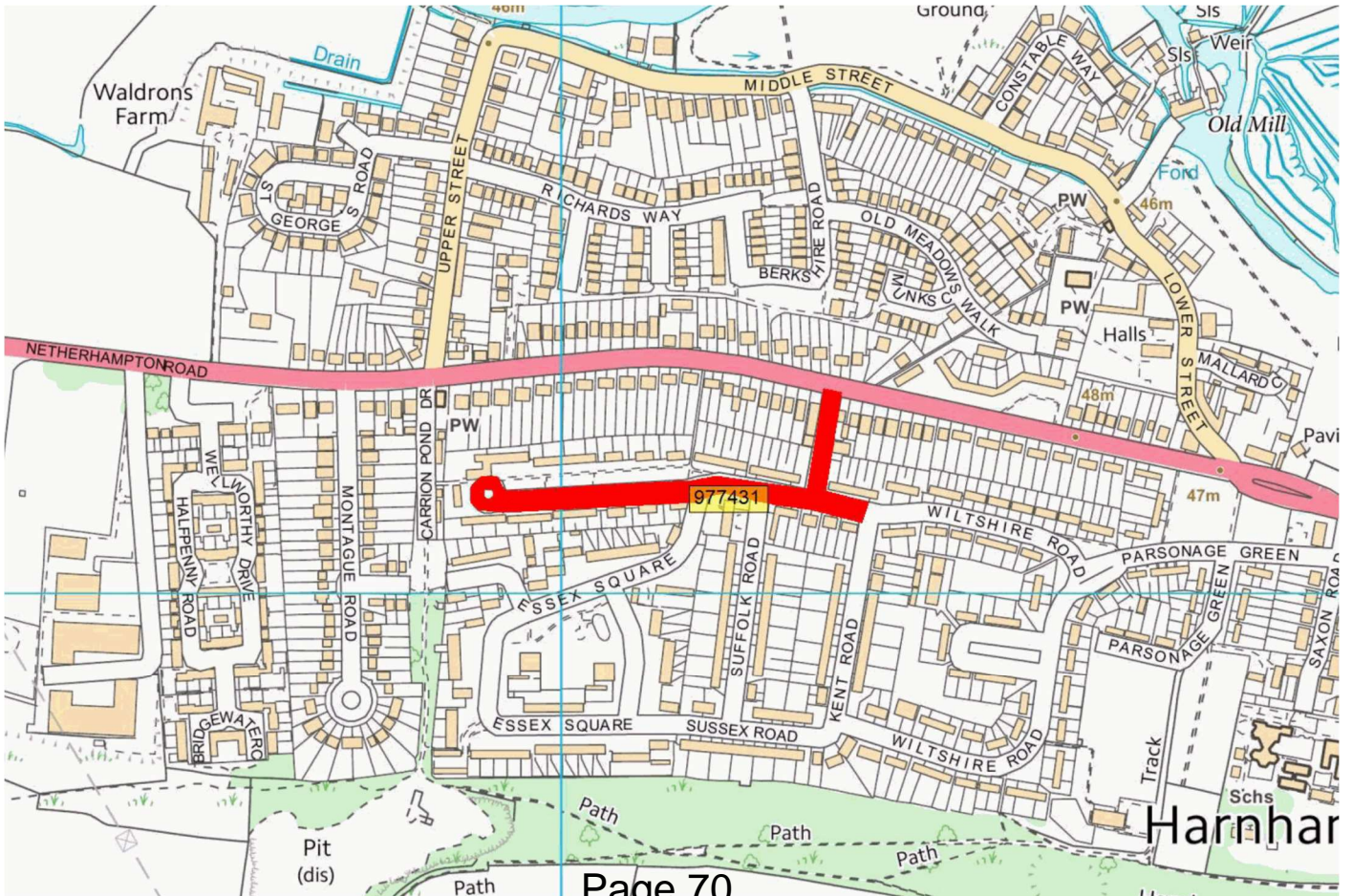
HIGHBURY AVENUE, SALISBURY

CARRIAGEWAY REPAIRS



NORFOLK ROAD, SALISBURY

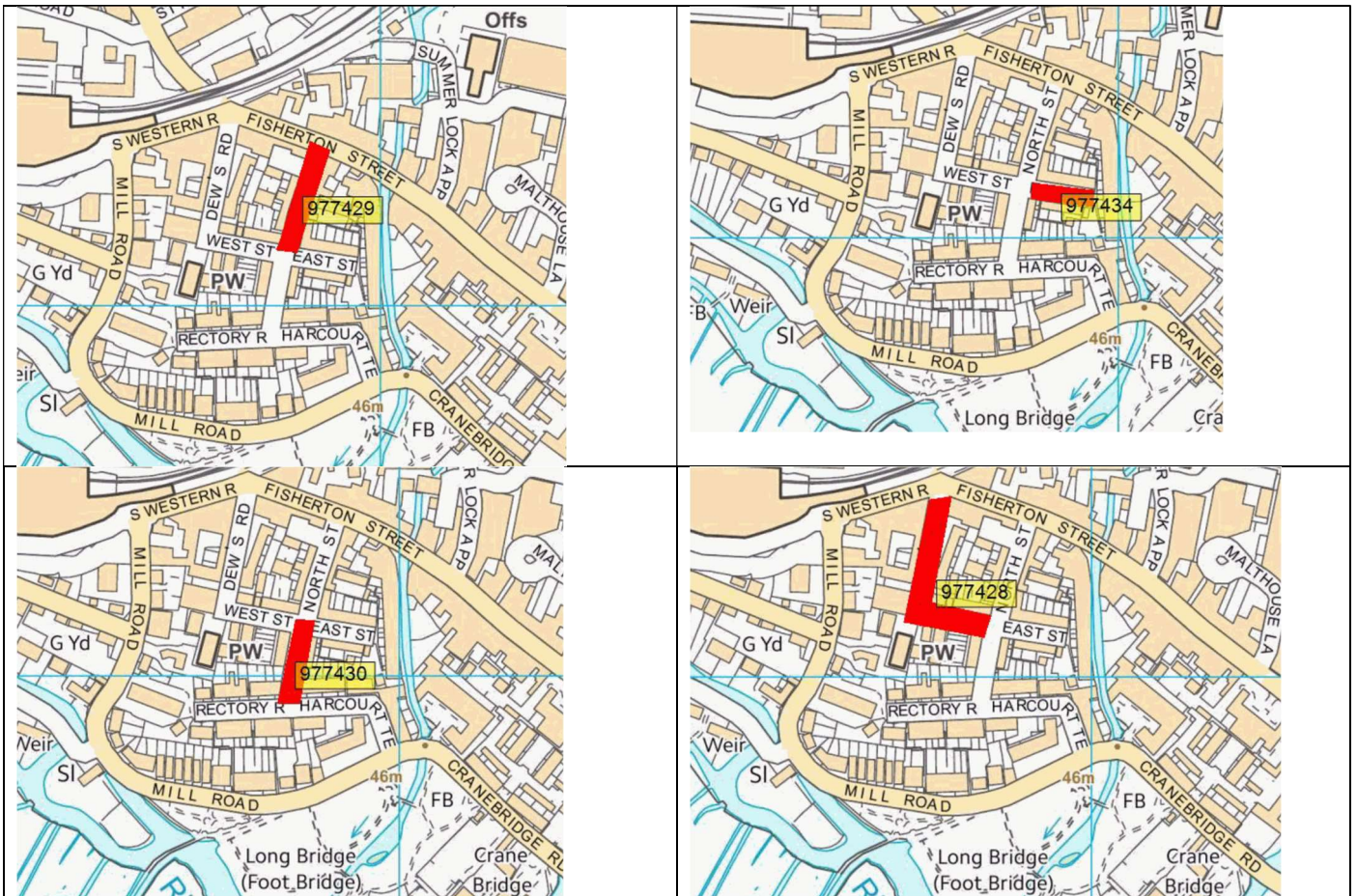
SURFACING



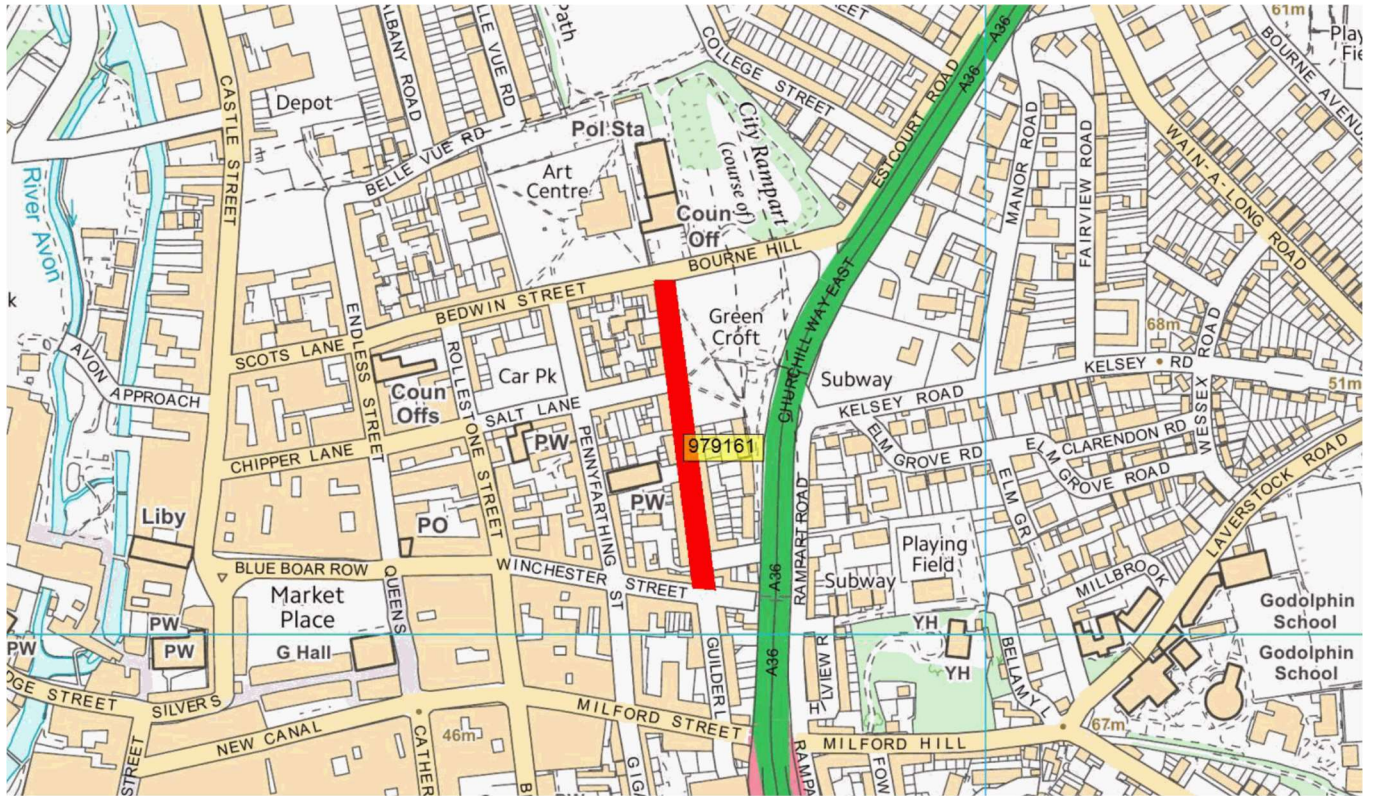
HADRIANS CLOSE, SALISBURY SURFACING



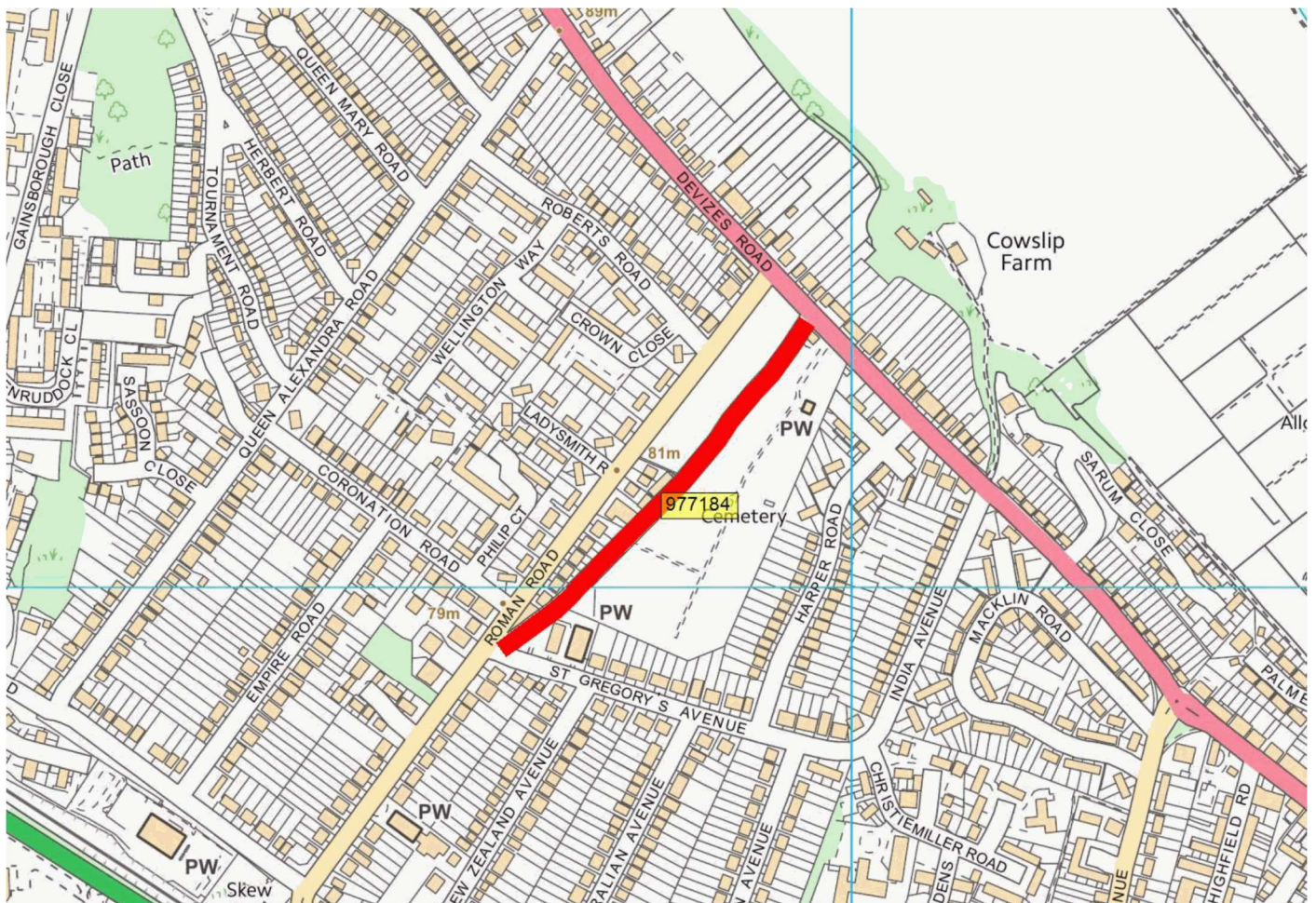
NORTH ST, SOUTH ST, EAST ST, WEST ST AND DEWS ROAD SURFACING



GREENCROFT STREET SURFACING



FOLLY LANE SALISBURY Surfacing



5 year plan 2024/25

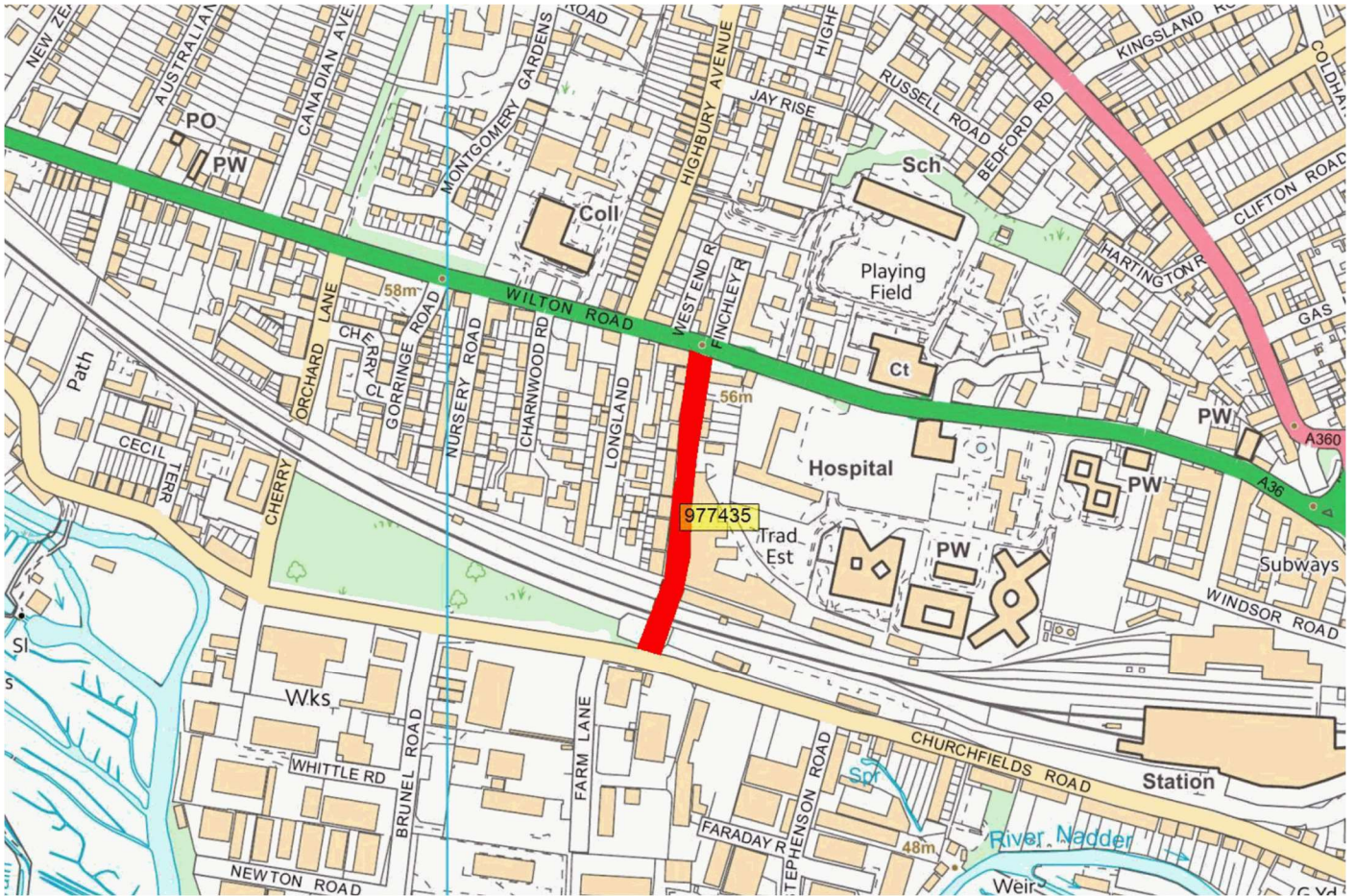
ALEXANDRA CLOSE SURFACING



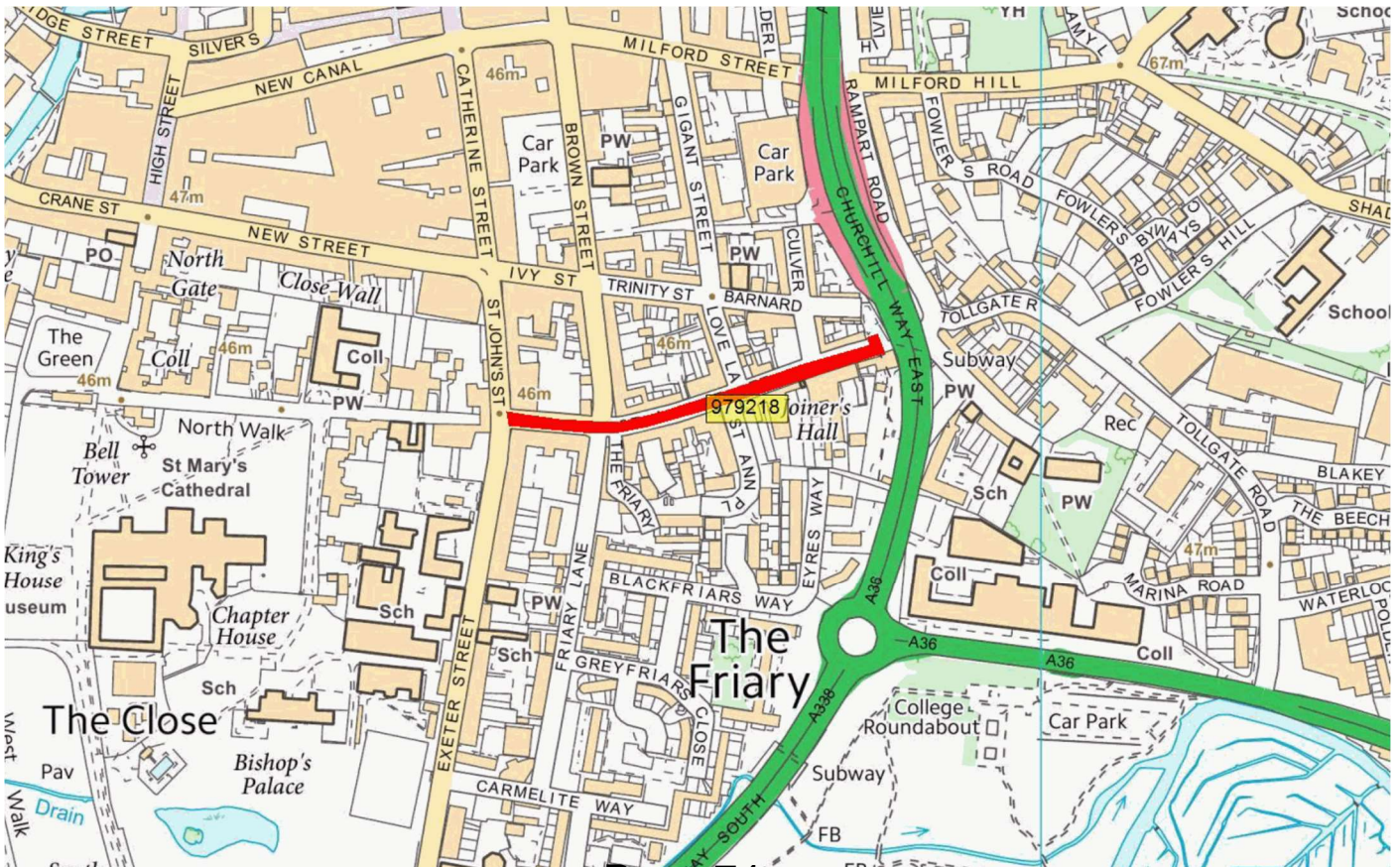
BEATRICE ROAD MICROASPHALT



ASHFIELD ROAD, SALISBURY SURFACING



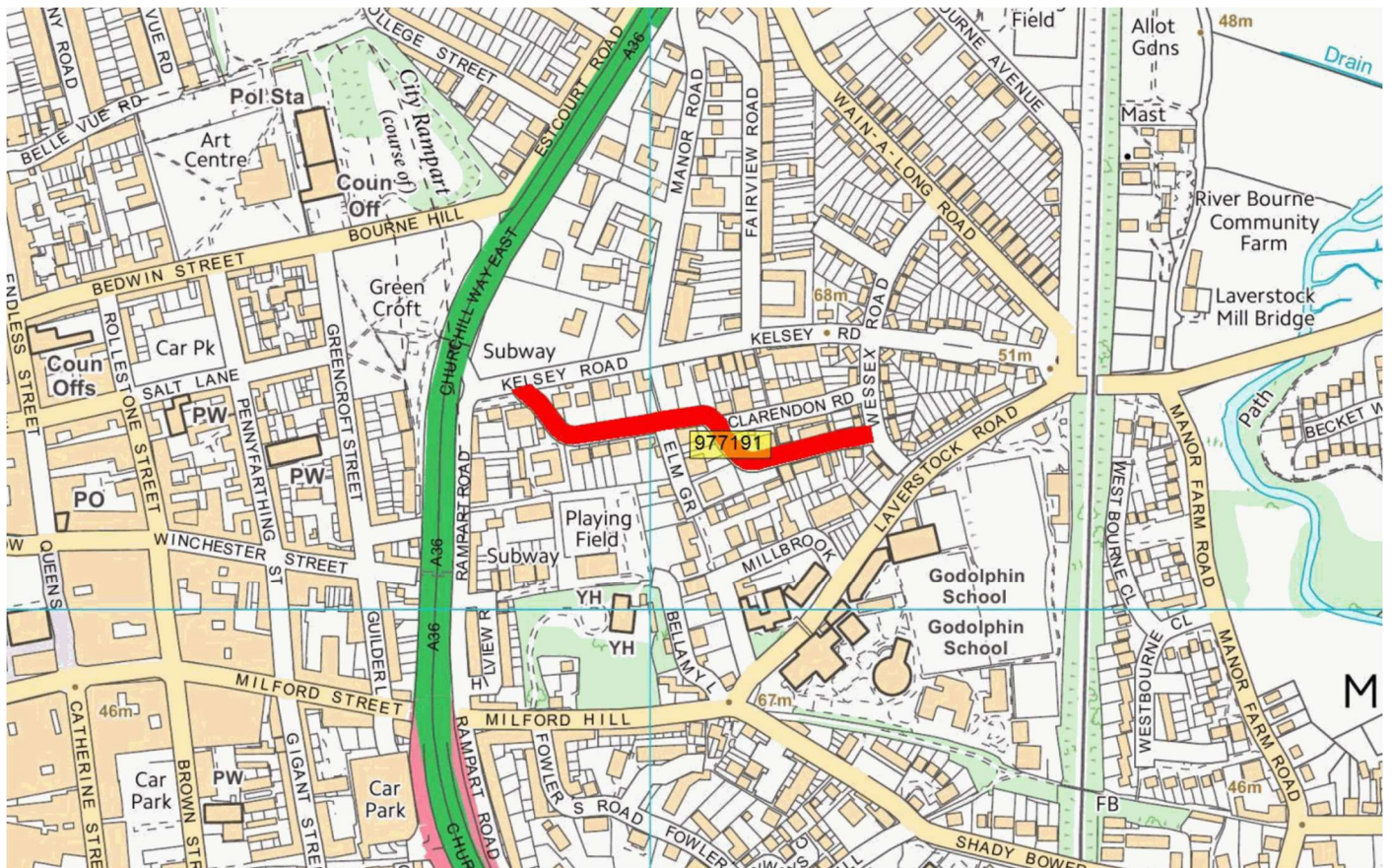
ST ANNE STREETS SURFACING



HARNHAM AND NEW HARNHAM ROAD SURFACING



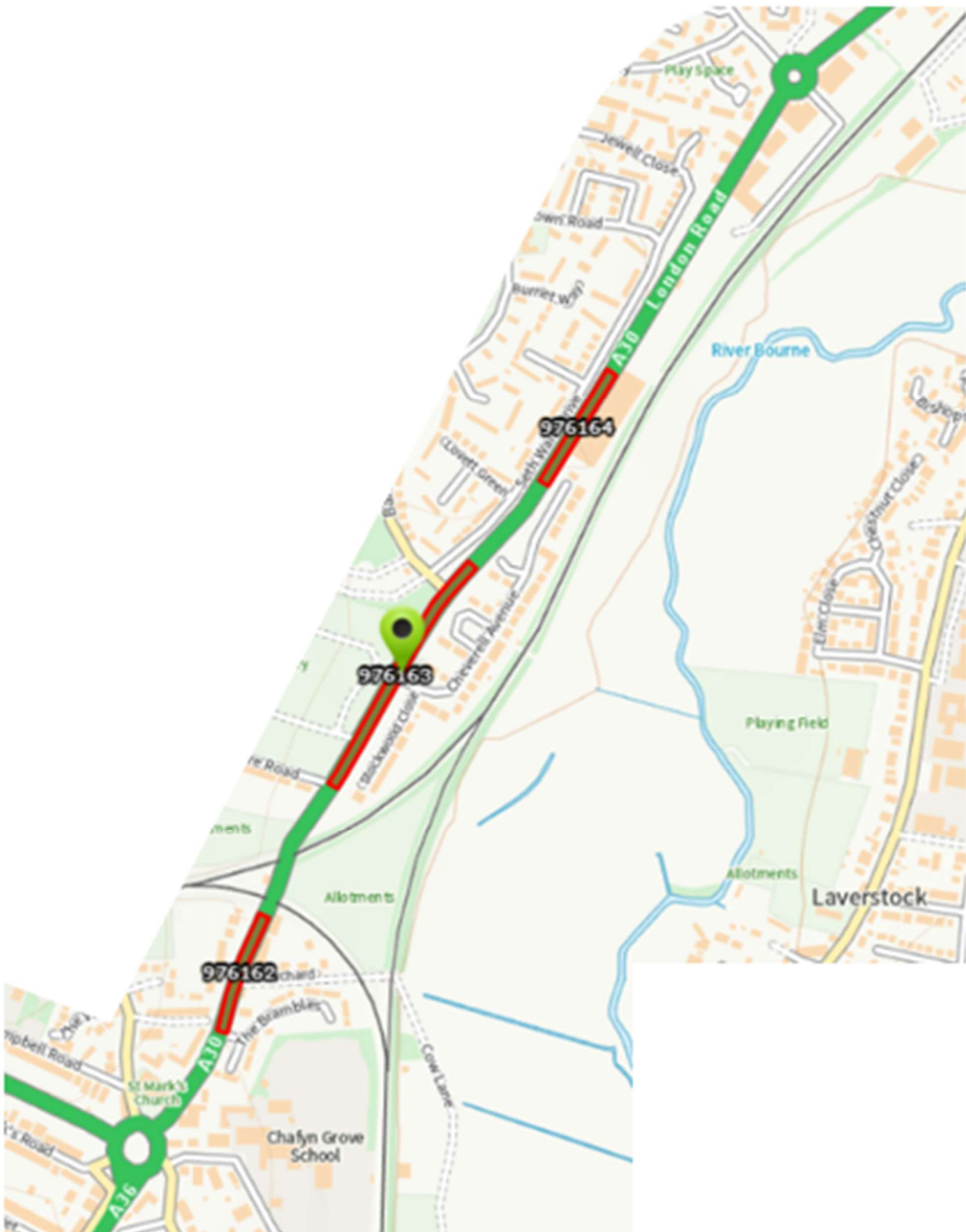
ELM GROVE ROAD MICROASPHALT



A345 - WATERS RD TO OLD CASTLE ROAD SALISBURY SURFACING

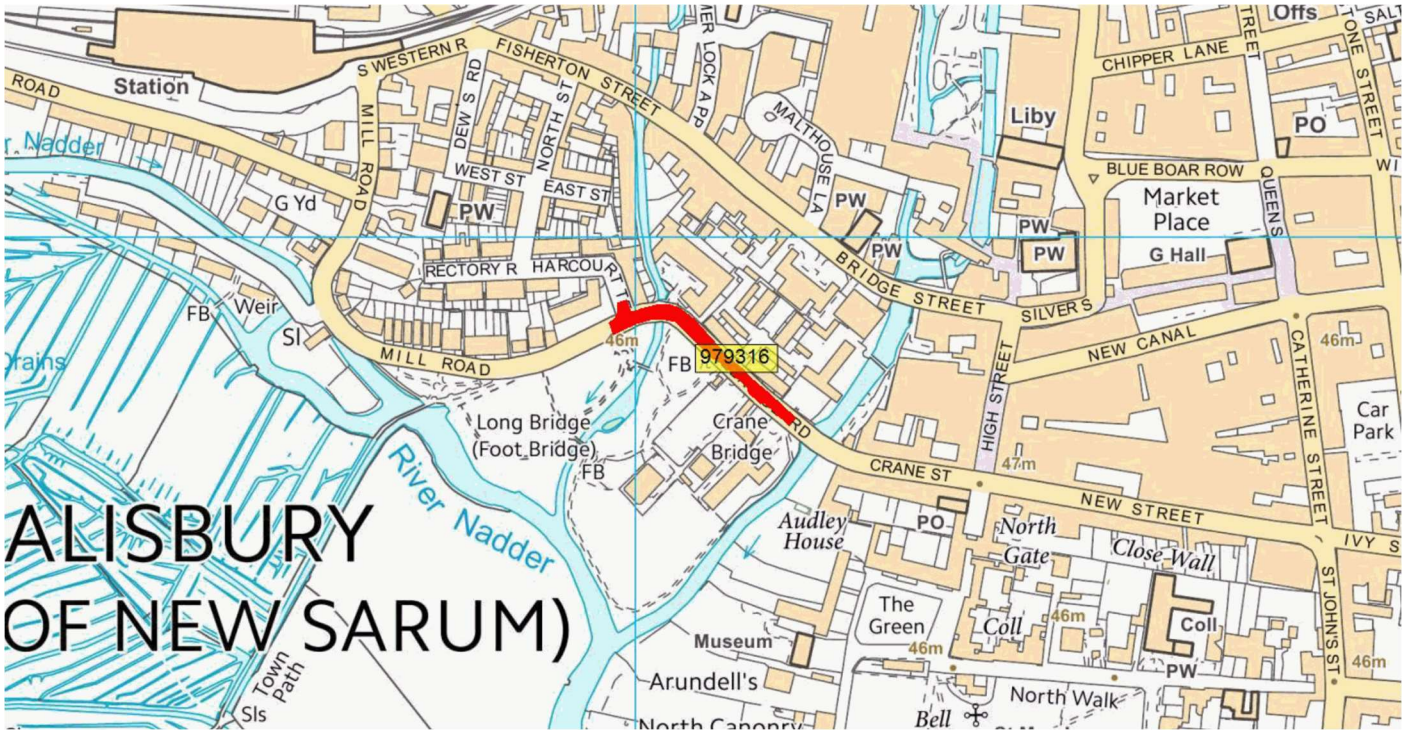


A30 LONDON ROAD SALISBURY POSSIBLY PHASED OVER 2 YEARS SURFACING



HARCOURT BRIDGE AND CRANEBRIDGE ROAD

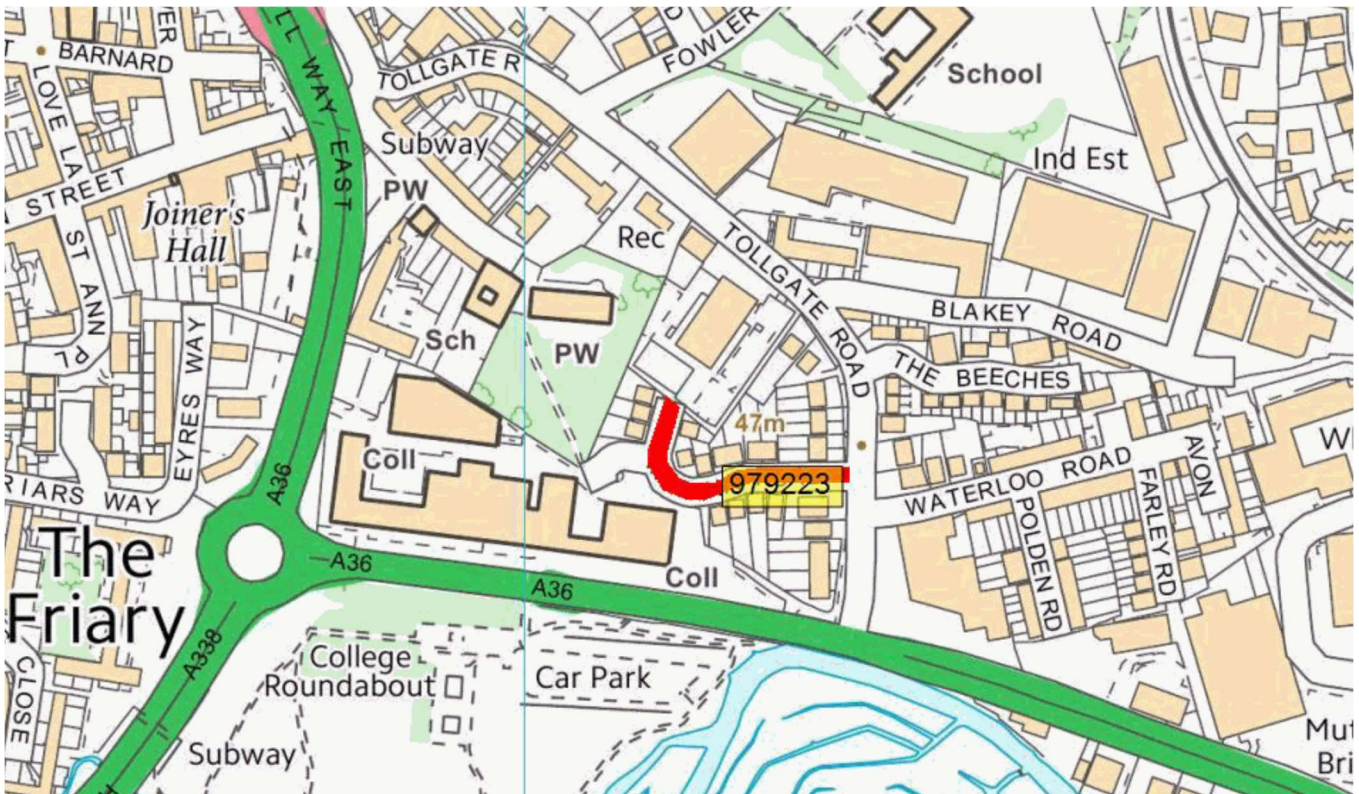
SURFACING



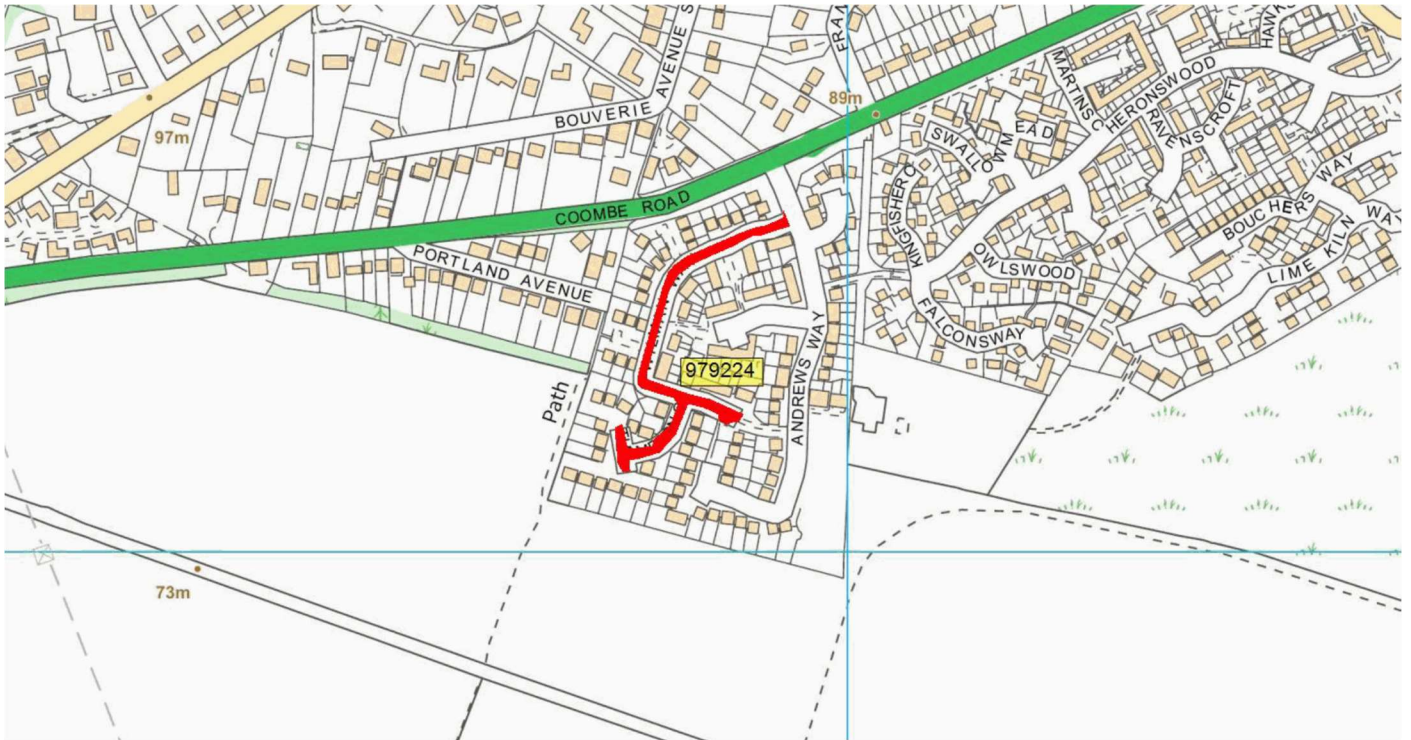
5 year plan 2025/26

MARINA ROAD (OFF TOLLGATE RD) SALISBURY

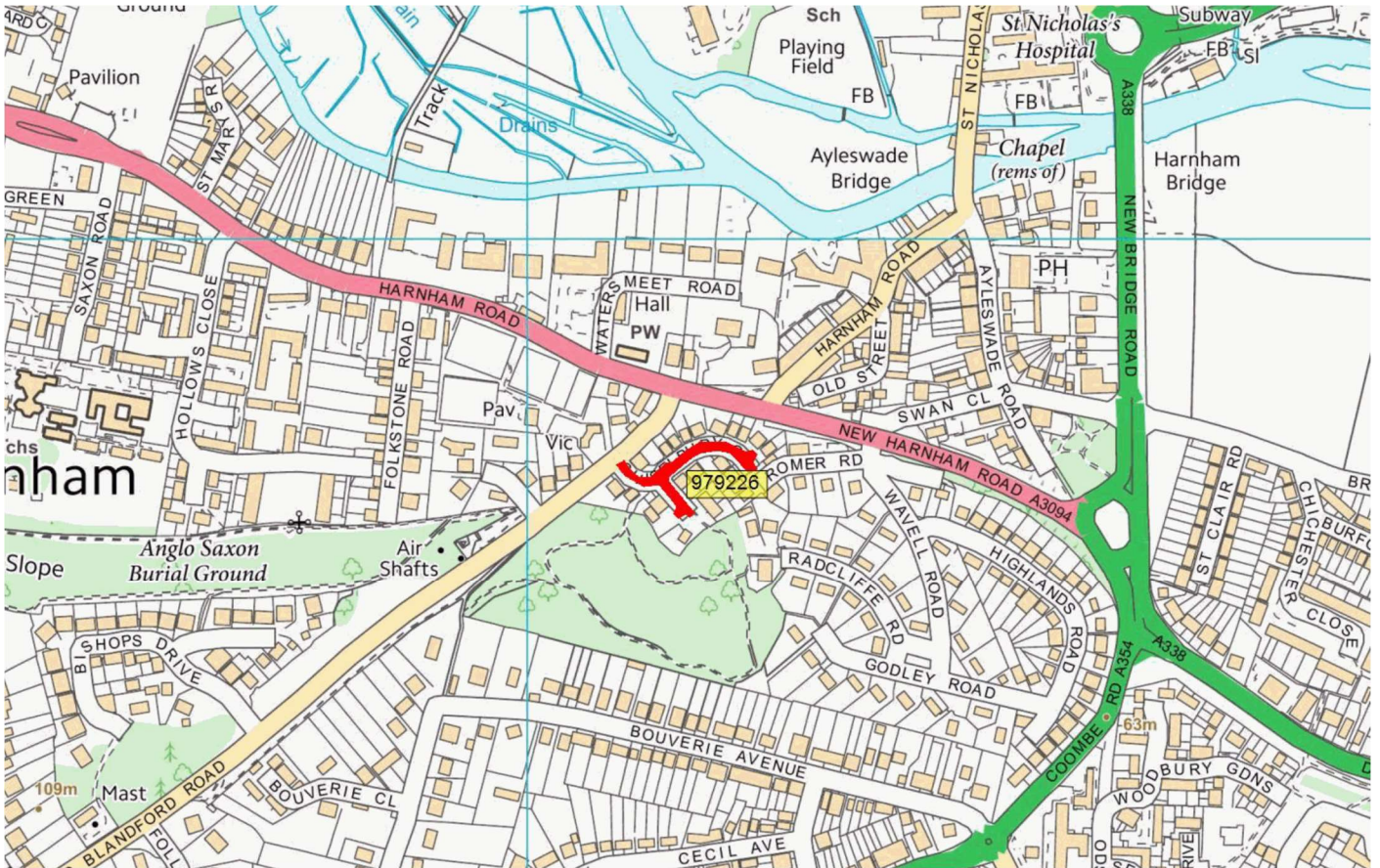
MICROASPHALT



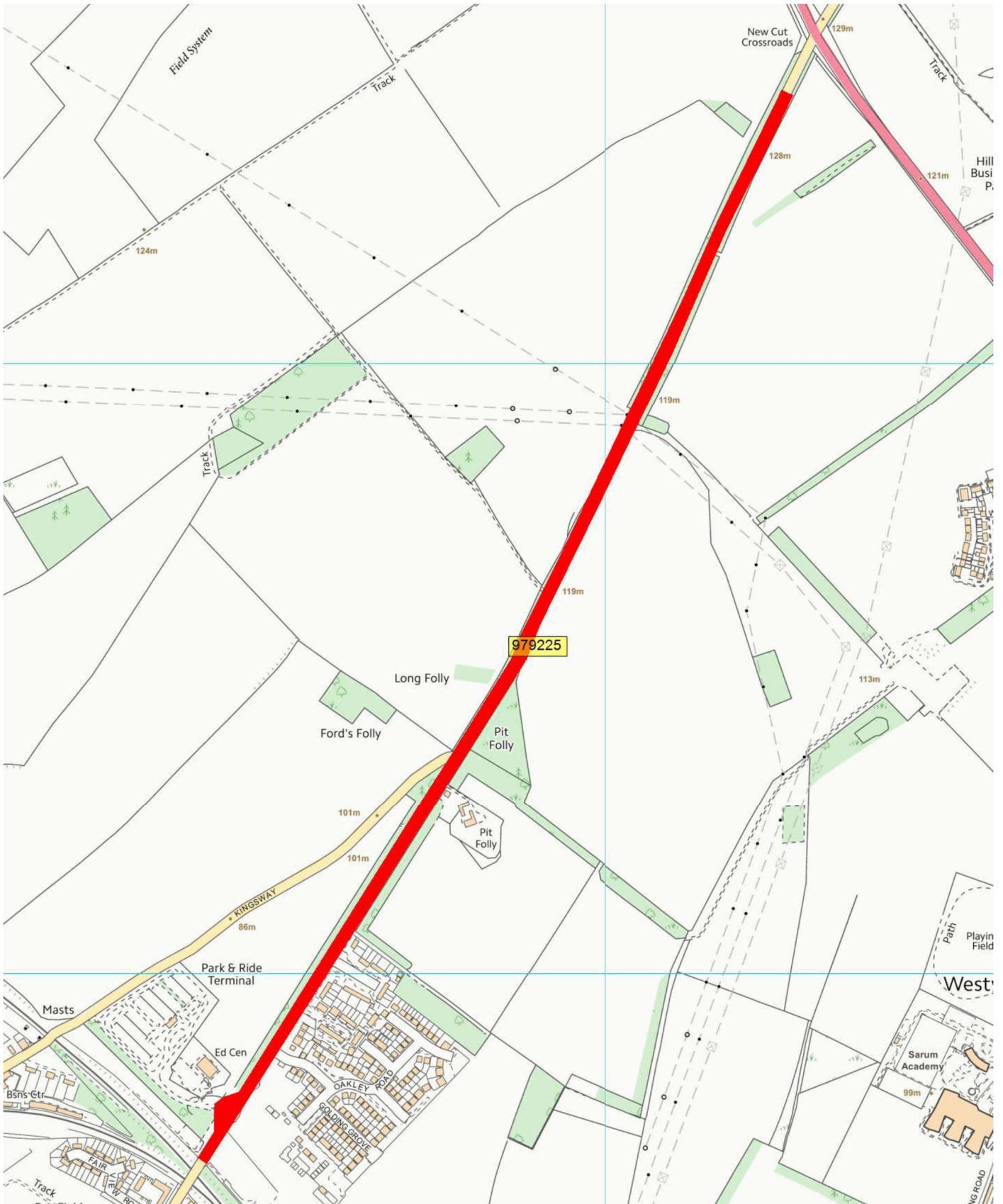
WILMAN WAY AND THOMPSON CLOSE SALISBURY MICROASPHALT



CHISELBURY GROVE (OFF OLD BLANDFORD RD) SALISBURY SURFACING



THE AVENUE NORTHERN SECTION SALISBURY AND WILTON SURFACING



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SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

	Item	Update	Actions and recommendations	Who
	Date of Meeting	13th July 2021		
1.	Attendees and apologies			
	Present:	Councillor Sven Hocking (SH) – Wiltshire Council – Chair Councillor Brian Dalton (BD) – Wiltshire Council Councillor Paul Sample (CPS) – Wiltshire Council Councillor Charles McGrath (CM) – Wiltshire Council Councillor Mary Webb (MW) – Wiltshire Council Councillor Caroline Corbin (CC) – Wiltshire Council Peter Durnan (PD) – Cycle Opportunities Group Salisbury Patricia Podger (PP) – Elizabeth House David Lovibond (DL) – Milford Preservation Group Margaret Willmot (MW) – Salisbury Area Greenspace P/Ship Lynne Davies (LD) – Salisbury City Council Graham Axtell (GX) – Wiltshire Council Marc Read (MR) – Wiltshire Council Paul Shaddock (PS) – Wiltshire Council Louise Pearce (LP) – Resident of Coombe Road		
	Apologies:	Pam Rouquette (PR) – Salisbury Walking Forum David Bradley (DB) – Salisbury City Council		

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

2.	Notes of last meeting			
		<p>The minutes of the previous meeting were agreed at the Salisbury Area Board meeting on the 4th March 2021.</p> <p>The Salisbury Area Board minutes can be found at:</p> <p>https://cms.wiltshire.gov.uk/ieListDocuments.aspx?CId=168&MId=13220&Ver=4</p>	That the update is noted.	Area Board
3.	Financial Position			
		<p>As a result of the administrative boundary review the annual Salisbury CATG budget allocation has received a decrease in funding of £580 per annum. The annual allocation for the group now stands at £14,180.</p> <p>There is currently £15,679.61 still unallocated.</p>	That the update is noted.	Area Board

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

4.	Top 5 Priority Schemes			
a)	<p>Issue No: 6204</p> <p>Request for the introduction of measures to stop fly tipping from occurring in Gradidge Lane</p>	<p>The report dealing with the objections to the Traffic Regulation Order (TRO) proposing the introduction of a Prohibition of Vehicles (Except Motorcycles) restriction on Gradidge Lane has been considered by the Cabinet Member for Highways and they have approved the implementation of the TRO.</p> <p>The estimated cost of installing the regulatory signs associated with the TRO is £1,600. This figure includes the cost of the electrical works to illuminate the signage at the Stratford Road end of Gradidge Lane.</p> <p>PS and LD advised that occurrences of fly tipping at Gradidge Lane had significantly reduced (no instances in the last four months) since the signs advising that the location was under surveillance for fly tipping had been erected.</p> <p>PS asked if in view of this whether the group wish to proceed with the installation of bollards at the Phillips Lane end of the road.</p> <p>The group felt that at this stage that the bollards were not necessarily required but asked that a cost estimate for their provision and a scheme for their installation be prepared.</p>	<p>That the Area Board approves the allocation of £1600 to allow this work to be undertaken.</p> <p>Cost estimate and scheme for the provision of bollards at the Phillips Lane end of Gradidge Lane to be prepared.</p>	<p>Area Board</p> <p>PS</p>

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

b)	<p>Issue No: 12-20-5</p> <p>Request to address local concerns around an increased use of Milford Mill Road by vehicular traffic and its continued use by HGVs.</p>	<p>Notes of a meeting held in November 2020 to discuss ongoing concerns around the increased use of Milford Mill Road by vehicular traffic and HGVs were circulated with the notes for the previous meeting. Updates on the actions identified in those notes are attached at Appendix 1 for information.</p> <p>Scheme added to Top 5 Priority Schemes to enable design work on signage improvements to commence.</p>	That the update is noted.	Area Board
c)	Various improvements to the Bishopdown Estate	<p>Works to provide the driveway protection markings agreed at the February meeting to be undertaken alongside next batch of lining works ordered for the group.</p> <p>A copy of the summary document outlining the issues identified in the Bishopdown Estate is attached at Appendix 2.</p> <p>The next course of action is for a meeting to take place between representatives of the teams identified in the summary document and local elected members to try and determine a way forward to address the issues.</p> <p>Scheme added to Top 5 Priority Schemes to enable scheme to be progressed.</p>	Meeting to be arranged.	PS

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

d)	Maintenance of Street Nameplates	<p>2021/2022 street nameplate repainting works is ongoing.</p> <p>Design work on the replacement street nameplates that the CATG agreed to fund at its February meeting has commenced. Design work to be completed and works order issued in August 2021.</p> <p>SH advised that elected members should send the details of any street nameplates that required attention should be provided to PS who would either add them to the list of street nameplates to be repainted or would add them to file for inclusion in a potential Area Board Grant application to cover the cost of replacing broken/missing signs as in previous financial years.</p> <p>CM asked for damaged/missing signs in Elm Grove Road and Manor Farm Road to be added to file.</p>	That the update is noted.	Area Board
e)	Waiting Restriction Requests	The formal consultation period for the TRO dealing with the waiting restriction requests received during 2018-2020 closes on the 12/07/2021. A report dealing with the objections received to the proposed waiting restriction amendments to be prepared and submitted to the Cabinet Member for Highways for consideration.	That the update is noted.	Area Board

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

5.	Other Priority schemes			
a)	Issue No: 6111 Safety concern regarding cyclists exiting path adjacent to St. George's Church onto Buttercup Close	Ringway have experienced difficulties in sourcing the bollards to be installed as part of this project. Ringway have advised that they hope to have received the bollards to enable the works to be completed by the end of July 2021. Ringway to be chased to complete the works as soon as possible.	That the update is noted.	Area Board
b)	Issue No: 12-20-2 The provision of additional cycle parking stands in Salisbury City Centre.	Works order to install additional cycle parking stands in High Street issued to Ringway in June 2021. Awaiting works to be programmed.	That the update is noted.	Area Board
c)	Amendments to Replacement Bus Shelters	Works to replace the remaining three Shelterstore shelters will be undertaken in July 2021. The shelters will be replaced on the following dates: <ul style="list-style-type: none"> • 26/072021 – Herbert Road, Salisbury • 27/07/2021 – A360 Devizes Road, Salisbury • 28/07/2021 – Balmoral Road, Salisbury Work is being funded from the Integrated Transport budget.	That the update is noted.	Area Board
d)	Issue No: 12-20-4 Request to allow contraflow cycling along Meadow Road and Coldharbour Lane in Salisbury.	Brief for street lighting assessment issued to Atkins in June 2021. Results expected in the autumn. Scheme temporarily removed from Top 5 Priority Schemes until assessment has been undertaken.	That the update is noted.	Area Board

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

6.	New Requests / Issues		
a)	<p>Issue No: 12-21-2</p> <p>Request for the provision of hedgehog warning signs in Waterloo Road</p>	<p>In June 2019 the Department for Transport (DfT) released a new sign that can be erected to alert motorists to small wildlife in the road. A request has been received to erect this type of sign in Waterloo Road to address anecdotal reports of hedgehogs being seen in the road.</p> <p>Wiltshire Council's position is that none of these signs will be erected until the council has adopted a working practice outlining the criteria for their provision.</p> <p>It should also be noted that in addition to the above the erection of these signs also requires authorisation from the DfT.</p> <p>The group noted the advice and acknowledged that it would not be possible to provide a small wildlife sign at this time and asked that this issue be closed at this time and that the originator of this issue be updated accordingly.</p>	<p>Originator to be informed of the CATG's decision.</p> <p>PS</p>

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

<p>b)</p>	<p>Issue No: 12-21-3</p> <p>Request for the provision of a pedestrian crossing point on the A354 Coombe Road in the vicinity of Portland Avenue.</p>	<p>LP addressed the group about the road safety concerns that she and several other residents of Coombe Road had about the length of the road between Portland Avenue and the city boundary. LP advised that there were specific concerns about crossing Coombe Road in the vicinity of Portland Avenue.</p> <p>PS advised that it was unlikely that the location where the pedestrian crossing point has been requested would meet the council's criteria for a formal crossing facility with respect to the number of crossing manoeuvres, and even if it did the footway wouldn't be wide enough to accommodate the associated equipment. Similarly, the carriageway is not wide enough to provide a pedestrian crossing refuge.</p> <p>It would be possible to provide a dropped kerb and section of coloured surfacing to highlight to motorists the point at which to expect to see pedestrians crossing the road. The works could be complemented with pedestrian crossing warning signs. A similar approach to this was funded by the CATG a few years ago on the A354 Coombe Road to highlight the crossing point between the steps leading to Bouverie Avenue and Portland Avenue.</p> <p>The group discussed this issue and felt the proposed option of a dropped kerb, coloured surfacing and associated signage would be beneficial. SH that preliminary design work is commenced as soon as possible and that a cost estimate for the proposed works is presented to the next meeting of the group to enable a funding decision to be prepared.</p>	<p>Preliminary design work to be commenced and cost estimate produced and present to the next meeting of the group.</p>	<p>PS</p>
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SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

<p>c)</p>	<p>Provision of improved access to Middle Street Meadow, Harnham</p>	<p>Several years ago the CATG considered a request to create an improved access to Middle Street Meadow (MSM) in Harnham. The request was supported by the group, but a land ownership issue meant that it couldn't be progressed and resulted in the group putting work around it on hold until such time as the land ownership issue could be resolved.</p> <p>MSM is a public open space owned by Salisbury City Council (SCC). Adjacent to MSM is a property owned by the Environment Agency (EA). There has been a long-standing issue concerning access to MSM. Specifically, the existing access requires pedestrians to walk on the carriageway for a very short distance. The request to the group was to create a new access into MSM that wouldn't require pedestrians to have to walk on the carriageway. The access would be created by removing a panel of chicken wire fencing between the road and the boundary wall of the EA property. This would allow pedestrians to access/egress MSM via the footway in front of the EA property.</p> <p>Attached as Appendix 3 is information concerning the area in question. As can be seen from the enclosed Highway Records plan half of the footway in front of the EA property is already recorded as public highway. However, the specific section of the footway that pedestrians would use to actually access/egress MSM is within the section not recorded as public highway and as such is within the ownership of the EA.</p> <p>There was some correspondence several years ago between the EA and the council when the issue was first raised, the result of which was the tenant of the EA property didn't want the access to be created and the EA, whilst generally supportive of</p>	<p>That the update is noted.</p>	<p>Area Board</p>
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SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

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the idea to create the new access, were not prepared to go against their tenants wishes and the access was never created.

The tenant of the EA property passed away last year, following which the resident who originally raised the issue got in touch with SCC who in turn contacted the EA about creating the new access. The upshot of which was that the EA were prepared to sell the land required to create the access to SCC. SCC declined to pursue purchasing the land. In light of SCC's decision the resident got back in touch with Wiltshire Council and asked if they would be prepared to purchase the land.

The EA have been approached and asked if the land could be transferred to Wiltshire Council's ownership via a free dedication agreement given that the section of land in question is relatively small (approximately 20m²) and has little commercial value. However, the EA have advised that the rules under which they operate prevent them from giving land away for free and they must sell it at market value. The EA's Estates Team are currently working up a valuation for the land.

PS advised that since the publication of the papers for this meeting the wire fencing that can be seen in Appendix 3 that prevents pedestrian access to the area of land in question had been removed by persons unknown and it was now possible for pedestrians to access MSM without having to step into the carriageway.

PS further advised the group although access to MSM was now physically possible for pedestrians without them having to step into the carriageway the under legal issue with the land needed to be resolved.

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

		<p>The group discussed whether it wished to pursue the purchase of the land in question so as to formalise the access arrangements outlined above. The group declined to commit funding to this project at the time but would reconsider the matter when the EA had provided a valuation for the land. The group advised that the matter should not be brought back to the group until the EA's valuation had been received.</p>		
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SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

7.	Closed Items			
a)	Issue No: 7134 Provision of cycle route directional signage from Bishopdown to Old Sarum	Works to provide the cycle route directional signage were completed in March 2021. Issue has been closed.	That the update is noted.	Area Board
b)	Issue No: 12-20-6 Request for the introduction of measures to stop cyclists illegally using Salisbury Footpath 93	Works to provide improved signage of the Prohibition of Cycling restriction covering Salisbury Footpath 93 (which runs between Chichester Close and Downton Road) were completed week commencing 28/06/2021. Issue has been closed.	That the update is noted.	Area Board
c)	Issue No: 12-20-7 Request for the provision of shared use path signs on the section of footway in Odstock Road / Coombe Road running from Woodbury Gardens to Harnham Gytratory	Works to provide the shared use path signage on the section of footway in Odstock Road / Coombe Road running from Woodbury Gardens to Harnham Gytratory were completed week commencing 28/06/2021. Issue has been closed.	That the update is noted.	Area Board
d)	Request for the introduction of a dropped kerb at the Ancient Way end of the footway between Woodbury Gardens and Ancient Way	Dropped kerb and shared use path signage were installed week commencing the 24/05/2021. Issue has been closed.	That the update is noted.	Area Board

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

8.	Other Items			
a)	Highway Maintenance Update	<p>GX advised that the following maintenance scheme are provisionally programmed to take place during the 2021/2022 financial year:</p> <p><u>Carriageway Surfacing Schemes:</u></p> <p>C368 Churchfields Road, New Canal, A354 Coombe Road (Odstock Road to Andrews Way), A354 Coombe Road (Harnham Gyrotory to Odstock Road), Faraday Road, St Francis Road, Longlands, Devizes Road (to be undertaken in phases due to budget availability), Centurion Close, Ivy Street, Endless Street (Outstanding section delayed because of McCarthy & Stone Development).</p> <p><u>Footway Schemes:</u></p> <p>Burford Avenue, Downton Road, Pinewood Way (reactive works) Shakespeare Road, Stratford Road (Slurry Seal), Westwood Road (reactive works).</p>	That the update is noted.	CATG
9.	Date of Next Meeting:		9 th November 2021	

SALISBURY COMMUNITY AREA TRANSPORT GROUP ACTION NOTES

1. Environmental & Community Implications

1.1. Environmental and community implications were considered by the CATG 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 Salisbury Area Board.

2.2. If funding is allocated in line with CATG recommendations outlined in this report, and all relevant 3rd party contributions are confirmed, Salisbury Area Board will have a remaining Highways funding balance of £ 14,079.61 in the CATG allocation available for the 2021/2022 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.

Milford Mill Road Traffic Issues Update on Actions from November 2020 Meeting

The current updates on the actions from the meeting are:

Traffic Survey Request

A traffic survey request form has been submitted for a survey to be undertaken in the vicinity of the junction of Milford Mill Road and The Meadows as requested by the Chair of the Milford Preservation Group. The council has suspended undertaking traffic surveys because of the national lockdown restrictions. Traffic surveys will recommence following lifting of the last remaining lockdown restrictions, currently planned for 19/07/2021. This survey will be part of the first batch of surveys to be undertaken by the council's contractors when such activities recommence.

Yellow Box Marking

A request for a yellow box marking to be provided on the A36 was submitted to Highways England (HE) in November of last year. A response to that request was received at the end of February. HE have stated that they would not support the provision of a yellow box marking at the location requested. HE's view was that the key concern to them was congestion on Southampton Road which blocks up the Strategic Route Network and that any measures they sought to provide on the A36 would be aimed at addressing that problem and the provision of a yellow box would not meet that criteria.

Whilst the issue can be raised again with Highways England their view on this issue is unlikely to change in the near future.

Extension of 20mph Speed Limit

The issue can only be considered once the results of the traffic surveys requested by Laverstock & Ford Parish Council are known. The undertaking of the traffic surveys are subject to the comments provided above.

Signing of 7.5t Weight Limit

The Vivacity sensor in New Petersfinger Road indicates that roughly twice as many HGVs are travelling along Milford Mill Road away from the A36 than are travelling towards it. This disparity is considered to be as a result of substandard advanced warning signs on the A36 of the weight limit. HE have indicated that they would consider allowing the erection of advanced warning signs of the weight limit on the A36 but the provision of the signs would have to be funded by Wiltshire Council (and/or others) and would need to be subject to a HE design check. The cost of which would again need to be funded by Wiltshire Council.

For reference the existing weight limit sign on the A36 Southampton Road can be seen [here](#).

For reference the existing weight limit sign on the A30 London Road can be seen [here](#).

Improving the signage on the A36 would be a reasonable option to take forward and should be the first course of action pursued.

Fowlers Hill One Way

The impact of reversing the one way on Fowlers Hill cannot be modelled within any of the existing Wiltshire Council traffic models. Creating a specific traffic model to model the impact of reversing the one way restriction would not represent value for money.

Technically, the one way system on Fowlers Hill could be reversed. However, doing so is likely to have minimal impact on the volume of traffic using Milford Mill Road. The attraction of using Milford Mill Road is to avoid the length of the A36 between College and Bourne Way roundabouts. Reversing the one way system on Fowlers Hill wouldn't change that. Reversing the one way system would likely only change the routes that people use to get to Milford Mill Road and result in traffic being displaced to other routes (i.e. Milford Hill).

There is only limited anecdotal evidence that traffic currently using Fowlers Hill is then going on to travel along Milford Mill Road. In terms of determining whether or not this is a significant problem the key factor is where vehicles arriving at Fowlers Hill are coming from. The one way restriction in Fowlers Hill starts at its junction with Fowlers Road and ends at its junction with Shady Bower. To get to the start of the one way restriction vehicles must currently travel along:

- Milford Hill > Fowlers Road > Fowlers Hill
- Milford Hill > Rampart Road > Tollgate Road > Fowlers Hill
- A36 Southampton Road > Tollgate Road > Fowlers Hill

Other than to avoid ad-hoc occurrences of localised congestion diverting off of Milford Hill or the A36 Southampton Road to access Fowlers Hill to then in turn access Milford Mill Road would involve an unnecessary detour on motorists journeys. It is unlikely that motorists are undertaking such detours in any significant volume. As above, if the one way restriction was reversed on Fowlers Hill traffic would likely just seek to use Milford Hill to access Shady Bower and then Milford Mill Road.

In the view of officers reversing the one way system on Fowlers Hill wouldn't be of any benefit to addressing traffic issues in Milford Mill Road.

If there was a significant local desire to pursue this issue then seeking to reverse the one way system on a trial basis using an Experimental Traffic Regulation Order would be the proposed way forward.

Tesco Additional Exit

Works to install the additional exit from Tesco onto New Petersfinger Road are ongoing. The works shown on the plan are primarily aimed at stopping vehicles turning left out of the new exit and travelling along Milford Mill Road. The works will provide a significant gateway to Milford Mill Road. The measures provided could be bolstered by additional weight limit signage and HGVs could be directed to use the Park and Ride bus access route to turn around and head back out onto the A36. Additional signage improvements to be considered at this location once works to construct the additional exit have been completed.

Summary Review of Issues Raised in Bishopdown Estate Report

Location	Road Name	Issue(s)	Responsibility	Potential Action Required
1	Bishopdown Road	Trip hazard	Highways Maintenance	Trip hazard created through the provision of the new tarmac footway as part of maintenance resurfacing works. Level difference needs to be removed.
		Overgrown path	Salisbury City Council	Path needs to be cleared.
2	Bishopdown Road	Dirty signs	Highways Maintenance	Signs need to be cleaned
		Pothole		Pothole is a joint in the carriageway surfacing and is a consequence of how the carriageway surfacing was laid. The only way to address it would be for the road to be resurfaced.
3	Bishopdown Road	Dirty signs	Highways Maintenance	Signs need to be cleaned.
		Detritus around splitter island	Salisbury City Council	Area around the splitter island needs to be cleaned.
4	Bishopdown Road	Trenches in road (broken carriageway surface)	Highways Maintenance	Trenches are actually joints in the carriageway surfacing and are a consequence of how the carriageway surfacing was laid. The only way to address them would be for the road to be resurfaced.
5	Bishopdown Road	Dropped kerb is not flush with the road surface	Highways Maintenance	Dropped kerbs don't have to be flush with the road surface and would typically have up to a 6mm upstand but can have up to a 25mm upstand before becoming a significant trip hazard. Existing dropped kerb is within these tolerances. No further action required.
6	Bishopdown Road (Junction with Denison Rise)	Dropped kerb is not flush with the road surface	Highways Maintenance	Dropped kerbs don't have to be flush with the road surface and would typically have up to a 6mm upstand but can have up to a 25mm upstand before becoming a significant trip hazard. Existing dropped kerb is within these tolerances. No further action required.
		Uneven footway surface		The only way to address the issue would be for the footway to be resurfaced.
		Missing street nameplate (Denison Rise)		Street nameplate replaced in 2020. No further action required.

Summary Review of Issues Raised in Bishopdown Estate Report

Location	Road Name	Issue(s)	Responsibility	Potential Action Required
7	Bishopdown Road (Junction with Denison Rise)	Broken carriageway surface	Highways Maintenance	The broken carriageway surface is a consequence of how the carriageway surfacing was laid. The only way to address it would be for the road to be resurfaced.
		Sunken gully		Tarmac around gully frame is slightly cracked. Gully doesn't appear to have sunken significantly. Gully to be monitored as part of regular highways maintenance activities.
8	Bishopdown Road (Junction with Denison Rise)	Broken carriageway surface	Highways Maintenance	The broken carriageway surface is a consequence of how the carriageway surfacing was laid. The only way to address it would be for the road to be resurfaced.
		Gully is in poor condition		Tarmac around gully frame is slightly cracked. Gully hasn't sunken and is satisfactory condition. Gully to be monitored as part of regular highways maintenance activities.
9	Bishopdown Road (Junction with Anderson Road)	Dropped kerb is not flush with the road surface	Highways Maintenance	Dropped kerbs don't have to be flush with the road surface and would typically have up to a 6mm upstand but can have up to a 25mm upstand before becoming a significant trip hazard. Existing dropped kerb is within these tolerances. No further action required.
		Poor carriageway surface		The carriageway surface is not a hazard to users. The only way to address it would be for the road to be resurfaced.
10	Bishopdown Road (Junction with Bingham Road)	Dropped kerb is not flush with the road surface	Highways Maintenance	Dropped kerbs don't have to be flush with the road surface and would typically have up to a 6mm upstand but can have up to a 25mm upstand before becoming a significant trip hazard. Existing dropped kerb is within these tolerances. No further action required.
		Poor carriageway surface		The carriageway surface is not a hazard to users. The only way to address it would be for the road to be resurfaced.

Summary Review of Issues Raised in Bishopdown Estate Report

Location	Road Name	Issue(s)	Responsibility	Potential Action Required
11	Bishopdown Road (Junction with Footpath to Burgess Green)	Dropped kerb is not flush with the road surface	Highways Maintenance	Dropped kerbs don't have to be flush with the road surface and would typically have up to a 6mm upstand but can have up to a 25mm upstand before becoming a significant trip hazard. Existing dropped kerb is within these tolerances. No further action required.
12	Bishopdown Road (In Vicinity of Junction with Barrington Road)	Dropped kerb crossing point by Bishops Court obstructed by parked vehicles	Traffic Engineering CATG	Provide white bar marking in front of dropped kerbs.
		No dropped kerb crossing point across Barrington Road	Traffic Engineering CATG	Provide dropped kerb crossing point.
		No dropped kerb crossing point across Gilbert Way	Traffic Engineering CATG	Dropped kerb crossing point already exists at this location. No further action required.
13	Bishopdown Road (In Vicinity of Junction with Fotherby Crescent)	Dropped kerb is not flush with the road surface	Highways Maintenance	Dropped kerbs don't have to be flush with the road surface and would typically have up to a 6mm upstand but can have up to a 25mm upstand before becoming a significant trip hazard. Existing dropped kerb is generally within these tolerances. However, there is small amount of carriageway delamination which could be fill with tarmac to improve use of the crossing point for wheelchair/mobility scooter users.
		Poor carriageway surface	Highways Maintenance	The carriageway surface is not a hazard to users. The only way to address it would be for the road to be resurfaced.
		Dropped kerb crossing point by Bishops Court obstructed by parked vehicles	Traffic Engineering CATG	Provide white bar marking in front of dropped kerbs.

Summary Review of Issues Raised in Bishopdown Estate Report

Location	Road Name	Issue(s)	Responsibility	Potential Action Required
14	Bishopdown Road (In Vicinity of Junctions with Bingham Road and Hoadley Green)	Bingham Road dropped kerb has been poorly done	Highways Maintenance Traffic Engineering CATG	The existing dropped kerbs have been poorly installed. However, the presence of nearby dropped kerbs driveway accesses which could be used to cross Bingham Road means that they shouldn't be considered a priority for replacing/improving. No further action required.
		Hoadley Green dropped kerb has been poorly done (Top Junction)	Traffic Engineering CATG	The existing dropped kerbs are very narrow. have been poorly installed. Existing dropped kerbs should be improved. However, should be considered a lower priority for action than locations where no dropped kerbs exist.
		Poor carriageway surface (Hoadley Green Top Junction)	Highways Maintenance	The carriageway surface is not a hazard to users. The only way to address it would be for the road to be resurfaced.
15	Bishopdown Road (In Vicinity of Junctions with Hoadley Green and Seth Ward Drive)	Hoadley Green dropped kerb has been poorly done (Bottom Junction)	Traffic Engineering CATG	The existing dropped kerbs are very narrow. have been poorly installed. Existing dropped kerbs should be improved. However, should be considered a lower priority for action than locations where no dropped kerbs exist.
		Poor carriageway and footway surface (Hoadley Green Bottom Junction)	Highways Maintenance	Neither the carriageway nor the footway is a hazard to users. The only way to address this issue would be for the road and footway to be resurfaced.
		Dropped kerb is not flush with the road surface	Highways Maintenance	Dropped kerbs don't have to be flush with the road surface and would typically have up to a 6mm upstand but can have up to a 25mm upstand before becoming a significant trip hazard. Existing dropped kerb is within these tolerances. No further action required.

Summary Review of Issues Raised in Bishopdown Estate Report

Location	Road Name	Issue(s)	Responsibility	Potential Action Required
16	Denison Rise	Street nameplate needs repainting	Highways Maintenance	Street nameplate repainted in 2020. No further action required.
		Issues with the condition of bus shelter (i.e. graffiti)	Highways Maintenance Clear Channel UK	Shelter owned and maintained by Clear Channel UK. Problems with the shelter need to be raised when they occur via MyWiltshire and they will be raised with Clear Channel UK to address. No further action required.
17	Denison Rise (Outside No. 49)	Trench in road (broken carriageway surface)	Highways Maintenance	Trench is a joint in the carriageway surfacing and is a consequence of how the carriageway surfacing was laid. The only way to address it would be for the road to be resurfaced.
		Damaged paving slabs and kerbs	Highways Maintenance	The broken paving slabs and kerbs are as consequence of vehicles driving and parking on the footway. The only way to address it would be for the damaged items to be replaced.
18	Denison Rise	Gap in hedge between Crematorium Grounds and Denison Rise being created by dog walkers	Salisbury City Council	Salisbury City Council to advise on potential remedial actions at this location.
19	Denison Rise	Gully blocked with vegetation	Highways Maintenance	Gully needs to be cleared.
20	Linkway	Missing street nameplate	Highways Maintenance	Street nameplate replaced in 2020. No further action required.
21	Linkway	Dead/dying cherry blossom tree	Salisbury City Council	Salisbury City Council to advise on potential remedial actions at this location.
22	Linkway	Raised slabs on steps/footway leading to Bishopdown Road	Highways Maintenance	No issues that required remedial action were noted with this footway during most recent highway inspection. Footway to be monitored as part of regular highways maintenance activities.

Summary Review of Issues Raised in Bishopdown Estate Report

Location	Road Name	Issue(s)	Responsibility	Potential Action Required
23	Talbot Close	Trench in road (broken carriageway surface)	Housing Department	Trench is a joint in the carriageway surfacing and is a consequence of how the carriageway surfacing was laid. The only way to address it would be for the road to be resurfaced. Housing Department to advise on potential remedial actions at this location.
		Pothole in road		Minor damage to concrete road surface. Damage appears to have been in place for a minimum of 12 years so, whilst needing to be addressed, is a relatively minor issue. Issue could be addressed by filling the pothole or resurfacing the road. Housing Department to advise on potential remedial actions at this location
		Are all the garages used to park cars		Whilst ideally the garages should be used to store vehicles, they can be used to be store anything by the person hiring them. No further action required.
24	Burgess Green	Missing street nameplate	Highways Maintenance	Street nameplate replaced in 2020. No further action required.
		No dropped kerb crossing point across access road to the garages	Traffic Engineering CATG	Provide dropped kerb crossing point.
25	Lovett Green	General condition of lower garage area	Housing Department	Housing Department to advise on potential remedial actions at this location.

Summary Review of Issues Raised in Bishopdown Estate Report

Location	Road Name	Issue(s)	Responsibility	Potential Action Required
26	Lovett Green	General condition of access road to upper garage area	Housing Department	Housing Department to advise on potential remedial actions at this location.
		Damaged footway surface Footway leading to Neville Close		The only way to address it would be for the footway to be resurfaced. Housing Department to advise on potential remedial actions at this location.
		No dropped kerb on footway leading to Neville Close		No specific evidence that dropped kerb is require at this location. Potential to provide a ramp at this location which would address the damaged footway at this location. Housing Department to advise on potential remedial actions at this location.
27	Blyth Way	General condition of access road to garage area	Housing Department	Housing Department to advise on potential remedial actions at this location.
		No dropped kerb crossing point across access road to the garages	Traffic Engineering CATG	Provide dropped kerb crossing point.
28	Burnet Way	No dropped kerb crossing point across Burnet Way	Traffic Engineering CATG	Provide dropped kerb crossing point.
29	Fotherby Crescent	No dropped kerb crossing point across access road to the garages	Traffic Engineering CATG	Provide dropped kerb crossing point.
		No dropped kerb crossing point across access parking layby in front of church	Traffic Engineering CATG	Provide dropped kerb crossing point.
30	Fotherby Crescent	Overgrown foliage outside Nos. 14 to 17	Housing Department	Housing Department to advise on potential remedial actions at this location.
		No dropped kerb crossing point across access parking layby in front of church	Traffic Engineering CATG	Provide dropped kerb crossing point.
31	Garage Area Between Burnett Way and Neville Close	General condition of lower garage area	Housing Department	Housing Department to advise on potential remedial actions at this location.

Summary Review of Issues Raised in Bishopdown Estate Report

Location	Road Name	Issue(s)	Responsibility	Potential Action Required
32	Neville Close	Dead/dying cherry blossom tree	Salisbury City Council	Salisbury City Council to advise on potential remedial actions at this location.
		Uneven footway surface	Highways Maintenance	The only way to address the issue would be for the footway to be resurfaced.
		Overgrown foliage outside Nos. 8 to 10	Housing Department	Housing Department to advise on potential remedial actions at this location.
		Improved dropped kerb required on footway leading to Blyth Way garages	Housing Department	Housing Department to advise on potential remedial actions at this location.
33	Barrington Road	Lack of dropped kerbs crossing points in vicinity of local shop	Traffic Engineering CATG Housing Department	Provide dropped kerb crossing points.
		Uneven footway surface in vicinity of local shop	Highways Maintenance Housing Department	The only way to address the issue would be for the footway to be resurfaced.
34	Barrington Road (In vicinity of No. 19)	Trench in road	Highways Maintenance	The trench is from utility company works previously undertaken in the road and appears to have been in place for a minimum of 12 years so, is a relatively minor issue. Issue could be addressed by filling the pothole or resurfacing the road. The only way to address this issue would be to resurface the road.
		Uneven footway surface	Highways Maintenance	The only way to address the issue would be for the footway to be resurfaced.
35	Barrington Road (Junction with Denison Rise)	Uneven footway surface	Highways Maintenance	The only way to address the issue would be for the footway to be resurfaced.
		Dropped kerb crossing points in vicinity of junction obstructed by parked vehicles	Traffic Engineering CATG	Provide white bar marking in front of dropped kerbs.
		Gully blocked with vegetation (Outside of No. 24).	Highways Maintenance	Gully needs to be cleared.

Summary Review of Issues Raised in Bishopdown Estate Report

Location	Road Name	Issue(s)	Responsibility	Potential Action Required
36	Barrington Road (Junction with Seth Ward Drive)	Missing street nameplate (Barrington Road)	Highways Maintenance	Street nameplate replaced in 2020. No further action required.
		Poor dropped kerb at entrance to crematorium	Highways Maintenance	Dropped kerbs don't have to be flush with the road surface and would typically have up to a 6mm upstand but can have up to a 25mm upstand before becoming a significant trip hazard. Existing dropped kerb is within these tolerances. No further action required.
		Poor dropped kerb across London Road	Highways Maintenance	Existing dropped kerb is generally okay. However, the carriageway surface in front of the dropped kerb on the crematorium side of the road could be improved to improve use of the crossing point for wheelchair/mobility scooter users.
37	Seth Ward Drive	Poor maintenance of briar roses	Salisbury City Council	Salisbury City Council to advise on potential remedial actions at this location.
		Dropped kerb access to existing shared use path is poorly done	Highways Maintenance	Dropped kerbs don't have to be flush with the road surface and would typically have up to a 6mm upstand but can have up to a 25mm upstand before becoming a significant trip hazard. Existing dropped kerb is within these tolerances. No further action required.
38	Seth Ward Drive	Area of shrubbery near bus stop has been poorly maintained	Salisbury City Council	Salisbury City Council to advise on potential remedial actions at this location.
39	Seth Ward Drive	Dropped kerb crossing points in vicinity of both bus stops obstructed by parked vehicles	Traffic Engineering CATG	Dropped kerbs in the vicinity of the bus stop closest to Barrington Road are already covered by a white bar marking. Vehicles obstructing the dropped kerb should be reported to the Police. Provide white bar marking in front of the dropped kerbs closest to the Blyth Way.

Summary Review of Issues Raised in Bishopdown Estate Report

Location	Road Name	Issue(s)	Responsibility	Potential Action Required
40	Jewell Close	Shared use path between Jewell Close and London Road is poorly done and the cycle route along Jewell Close and Seth Ward Drive should be accommodated the grass verge.	Traffic Engineering CATG	The shared use path link has been in place for over 10 years without issue and met the relevant design standards at the time of its installation and remains an acceptable piece of infrastructure. The whole of the Bishopdown Estate is subject to a 20mph speed limit which is considered to be cycle friendly. Therefore, the provision of a cycle route in the grass verge is not necessary. No further action required.
41	Jewell Close (Outside No. 20)	Dead/dying cherry tree	Salisbury City Council	Salisbury City Council to advise on potential remedial actions at this location.
42	Hallum Close (Footway leading to Fison Walk)	Dropped kerb access to path is poorly done	Highways Maintenance	Dropped kerbs don't have to be flush with the road surface and would typically have up to a 6mm upstand but can have up to a 25mm upstand before becoming a significant trip hazard. Existing dropped kerb is within these tolerances. No further action required.
		Uneven footway surface	Highways Maintenance	The only way to address the issue would be for the footway to be resurfaced.
43	Hallum Close / Jewell Close	General weed growth and debris in the kerb channel.	Salisbury City Council	Weed killing and road sweeping required. Salisbury City Council to advise on potential remedial actions at this location.
44	Fison Walk (Area between No. 27 and 29)	Area overgrown and covered in garden waste	Housing Department	Housing Department to advise on potential remedial actions at this location. Salisbury City Council may need to address garden waste issue if this is considered a fly-tipping issue.
45	Fison Walk	Gully blocked with vegetation (Outside of Nos. 31 and 33).	Highways Maintenance	Gully needs to be cleared.

Summary Review of Issues Raised in Bishopdown Estate Report

Location	Road Name	Issue(s)	Responsibility	Comments / Potential Action Required
46	Jewell Close	Poorly installed dropped kerbs on pedestrian route from Bingham Road to Bishopdown Farm	Highways Maintenance Housing Department	Existing dropped kerbs are generally okay and within acceptable tolerances. The only exception being the dropped kerb that provides the access to the off-street parking area in front of Nos. 37-41 Jewell Close where the kerb upstand is on the threshold for intervention. However, this dropped kerb is not essential to the pedestrian route and shouldn't be considered a priority for replacing/improving. No further action required.
47	Fison Walk	Improved street nameplates required	Traffic Engineering CATG	Provided replacement and additional street nameplates. Proposals to provide improved street nameplates in Fison Walk have been designed and costed



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Mary Hillman

Abbot Studio

Holy Redeemer Catholic Church

Bishopdown Evangelical Church

Bishopdown Sports Field

Bishopdown Post Office

The Green

ALDI

Royal Mail post box

Salisbury Crematorium

Google post box

Trethowans Solicitors Salisbury

Laverstock Care Centre

London Road Park & Ride

Wyndham Park Infants School

St Mark's C Of E Junior School

Royal Mail post box

Somerset Rd

Google post box

Bishopdown Residents Association

Survey of Bishopdown Estate – 2019

As an initial project for a Residents Association for Bishopdown Estate, the volunteer Committee members decided to undertake a survey of Bishopdown Estate to identify problems of infrastructure, of dead trees, overgrown areas, broken things and areas for improvement.

General Comments

Bishopdown Estate was built 1957-60 when current car usage was not envisaged. As such, the Estate has suffered from the needs of car owners, both in movements making a more dangerous environment for children, and in pressures of parking and storage. The comparative narrowness of the roads encourages many to park on the kerbs, impeding pedestrians and particularly wheelchair users.

Wheelchair users are particularly hard hit by poor provision of accessible infrastructure, in many places drop kerbs do not exist, and those that do exist are poorly executed and needing repair. In almost every case the stones are NOT flush to the road surface. In parts of the Estate the less able are forced to use the road.

As a Council housing estate Bishopdown residents had as an original condition of their tenancy a requirement to keep their properties clean and tidy, including the front lawns, which were not to be enclosed. The Estate was meant to be open and free-flowing. A number of front lawns on the Estate have in recent years been enclosed by low fencing, or have gardens grown on them, or have car-parking patios built on them. Question – did the original requirements upon the Council tenants die when the properties were bought as private properties, or is it a case that the current council, Wiltshire Council, has failed to enforce this requirement?

Wiltshire Council owns and rents out approx. 130 garages on the Estate. We would encourage WC to engage on a survey of the garage-use on this Estate, as we suggest at least of third of the garages are used for other-storage and not for car-storage. Is it a condition of renting a garage that the tenant keeps their car in it and not other goods? Parking problems on the estate might be significantly eased if all garages were actually used for parking cars, and not just rented as a local storage facility.

Trees were originally planted on the Estate, but often too close to properties causing problems in later life – many have been destroyed, some illicitly. Can WC engage with residents on the Estate to find places, greens in the closes primarily, where new trees can be planted, such as Cherry Blossom, Magnolia, or Fruit Trees.

Bishopdown Estate walkabouts

Walk 01- Bishopdown Road- from hill-top to lower end of estate.

1-



Where cycleway over hill meets Bishopdown Rd by school, the contractors who tarmac-surfaced the footway left their framing timber all the way up the road. For most of the way there is a gap between the timber and the grass beyond, which acts as a litter trap. Here, the timber stands proud by 2inches, impeding cycle and wheelchair access to the cycleway over Bishopdown Hill.

2-



Entry of 20mph zone, top of Bishopdown Hill. The 20mph sign is filthy, mostly due to being close to tree overhang. Adjacent to it a trench in the road needs filling again.

3



Entry of 20mph zone, top of Bishopdown Hill. Cycle bypass is filthy, the signs are filthy, the island is surrounded by scree which has vegetation growing in it.

4
Bishopdown Hill, two trenches that require filling, both overlooking houses below Bishopdown Road. They both held water when I was there.



5



Entry road of houses below Bishopdown Road. This drop-kerb is steep and angled and the kerb-stones are not flush with the road.

6a



Junction of Bishopdown Road and Denison Rise (right). This steep section of footway is bumpy and degraded, especially where the inspection cover is, part of the inspection cover frame stands clear and is a tripping hazard. This whole section needs relaying.

6b Crossing point of Denison Rise, drop-kerbs are not flush – which must exacerbate the steep slope for wheelchair users. Road surface is somewhat degraded too at this point. The street sign for Denison Rise is missing.



7



Broken road surfaces above, and below, the roundabout junction of Bishopdown Road and Denison Rise. Below the junction, this drain has sunken hazardously.

8



Trench opposite 32 Bishopdown Road. Further down the road a poor Drain Cover.

9



Footway crossing entrance from Bishopdown Road from Anderson Road. The road surface is poor, and the drop kerb is not flush with the road surface.

10



Entry of Bingham Road from Bishopdown Road. Poor road surface and drop kerbs not flush with road surface.

11



Junction of Bishopdown Road with lane/garages to Burgess Green. The drop kerb here is again poor and not flush with the road surface.

12



Drop-kerb crossing point of Bishopdown Road by Bishop's Court flats – a car is impeding the crossing point, therefore thought should be given to marking this as a proper crossing point. Similarly, at the junction of Barrington Road with Bishopdown Road there is no crossing point at all for wheelchair and other less able users. Thirdly, the entrance of Gilbert Way has no drop kerb crossing point at all.

13



Drop-kerb at entrance of Fotherby Crescent from Bishopdown Road, surface missing and drop-kerb is raised, very difficult for a wheelchair. Poor road surface on Bishopdown Road by Catholic Church. Drop-kerb crossing point of Bishopdown Road by Catholic Church – a vehicle parked on it, thought should be given to designating such crossing places against parking.

14



Drop-kerbs. First image is Bingham Road and Bishopdown Road by Catholic Church, very poorly done. Second & Third are upper entry of Hoadley Green, the drop-kerb is only applied to one-third width of the pavement, it stands proud of the road, the surface of which is poor.

15



Drop-kerbs. First is lower entry to Hoadley Green, again really poorly done with degraded road surface, proud stones and uneven and narrow paving. Second and Third are drop-kerb crossing point at bottom of Bishopdown Road, the kerb stones again proud.

Hoadley Green has uncleaned gutters with some grass growing in places.

Bishopdown Estate walkabouts

Walk 02- *Denison Rise – from Barrington Road up the hill to Bishopdown Road, including Link Way. Talbot Close and Burgess Green.*

Denison Rise

16- At junction with Barrington Road, the Denison Road sign is dirty and faded, new paint is needed on the lettering.

16a- Bus Stop in Denison Rise by entry to Burgess Green. This bus stop, placed on a narrow green verge, has its back to the road, and is often daubed with graffiti. The enclosed nature of it, often with overhanging greenery, makes it a potentially threatening environment.



17 - Outside No.49 Denison Rise a join in the road becoming a trench. And, a kerb stone and paving which has dropped.



18



Further up Denison Rise a gap in the hedge forming the boundary of the Crematorium Garden of Remembrance, has been repeatedly forced by a local dog-walker. A recent repair with wire fencing and a pile of logs and brushwood was taken apart within a day by the offending person.

19- This drain, just above the junction of Denison Rise and Link Way, and outside No. 16 Denison Rise, is blocked with grass.



19a- Garages in Talbot Close – are they all used for parking cars?

The top bus-stop of Denison Rise faces the road and is clean and tidy.

The pavements are mostly fair.

Link Way

20- Link Way road sign – at junction with Denison Rise - on the Crematorium side, was knocked off by Council grounds contractors.

21- Link Way- where the road bears right up the slope, a cherry blossom tree is nearly dead.

Pavements mostly good, a bit untidy at the top end of the road.

22- The paved footway up Link Way to climb to Bishopdown Road by steps, has the risers and some slabs lifted and slanted. This has been so for many years.

Talbot Close

23-



A trench left across the road at entry to garages. A hole left at entry of garages - a child on a scooter caught a wheel on it and fell as I crossed the road.

Pavements and drains OK.

Burgess Green

24-



Sign for Burgess Green missing between Burgess Green and Talbot Close. Drop-kerbs are required at the entrance of the garages in Burgess Green.

Pavements and drains OK.

Bishopdown Estate walkabouts

Walk 03- Lovett Green, Blyth Way/Burnett Way, Fotherby Crescent and Neville Close.

Lovett Green

25- The lower garages in Lovett Green, being close to the main entry to the Estate, is often a dumping ground of litter.



There is a spread of scree/litter dropped from the fir trees.

How many of these garages have cars kept in them?

26-



Tenant at 30 Lovett Green has allowed a buddleia to get out of hand on front steps of property. Also the garden is so overgrown that it impinges the access road to the upper garages of Lovett Green. Can WC assist tenant with this problem? Pathway from upper garages of Lovett Green to Neville Close – drop kerb needed here and correction of dip in road surface.

Drop-kerbs need improvement over entrance of upper garages in Lovett Green.

Blyth Way

27a- Blyth Way garage space entrance, sapling and brambles growing along verge need removing.

27b- Drop-kerb needed outside 2 Blyth Way to match the one outside 3 Blyth Way.



Parts of Blyth Way/Burnett Close are kept particularly neat and tidy by residents.

Burnett Way

28-



There are no drop-kerbs at entrance of Burnett Way on Fotherby Crescent.

28a- Also, there are only one or two partly-usable entries on to the main Green of Bishopdown, one at corner of Barrington Road/Fotherby Crescent, one at corner of Bishopdown Road/Fotherby Crescent – both of which are really continuations of accessible paving on those two main roads. There is one by the children's play area in Fotherby Crescent, using a traffic calming hump. However, most of the Green remains completely inaccessible to those in wheelchairs.

Fotherby Crescent

29-



There are no drop-kerbs across the entrance of the garages by the Catholic Church, and, indeed, crossing the forecourt of the Catholic Church. Wheelchair users are forced currently to go on the roads here, which is unacceptable.

30 -

Flats 16-19 Fotherby Crescent have overgrown elder and other shrubs along the side wall, which clearly should not be there and must be removed.





Garage Space between Burnett Way and Neville Close. We have had recent trouble here with youths climbing across the garage buildings, using the fence-bar seen on the right to mount on to the roofs. They are clearly into par-cours and have trespassed in several properties local to these garages, causing damage to one resident's garden shed. The garage space has a spread of mud and debris, suggestive that the garages have few if any cars within them.



Within the garage spaces is a former Council yard and workshop buildings, sixty years ago it was a local base for maintenance men on the new estate, until recently British Gas operated an office from here. Now, it is defunct and has been abandoned with an open gate – an open invitation to troublesome youth.



Youth have been drinking, smoking, and generally gathered here on recent summer evenings. The three *rooms* at the left have, debris which has clearly been lit and burnt, wooden pallets asking to be burnt, and various debris. This neighbours directly the bungalows at Nos. 8 & 9 Blyth Way, and must be a concern to both them and other neighbouring properties.

2019 07 12 Update – the gate of the yard has now been secured by padlock.

Can Wiltshire Council take responsibility for the security and safety of this property please.

Neville Close

32-



This cherry blossom tree is virtually dead and may need removal at 34-37 Neville Close.

The footway needs correction, much of it has sunk against the kerb-stones.

And, outside the flats at 8 and 10 Neville Close are a couple of overgrown shrubs which may need removal.

A drop-kerb on the footway leading from Neville Close into Blyth Way garages space requires improvement.

Bishopdown Estate walkabouts

Walk 4 – From Barrington Road down to London Road, and up Seth Ward Drive, including Jewell Close, Hallum Close, Woodvill Rd and Fison Walk.

33-



The shop in Barrington Road. There is no drop-kerb anywhere in the vicinity to allow wheelchair users to cross Barrington Road close to the shop. The corner nearest the shop has no drop-kerb, and the pavement is much degraded, both by tree disruption and by delivery vehicles turning on the corner. The shop forecourt may be accessed in wheelchair by a poor degraded drop-kerb just beyond the left front corner of the shop, but the forecourt of the shop has degraded paving, and wheelchair users are forced to travel along the road to get there. This is unacceptable.

34-



Opposite the Vicarage, possibly the most avoided trench in the roads of the estate. Poor paving in front of the Vicarage. Opposite 13 Barrington Road, poor road surface.

35-



Poor paving by entrance of Denison Rise, the drop-kerb crossing is often impeded here by parked cars. Blocked drain by 24 Barrington Road. Lower end of Barrington Road another drop-kerb crossing, this time to the bus-stop, here blocked. Again, can some scheme to enforce these points be worked up?

Crack Willow, corner of Barrington and Seth Ward, drops branches after high winds.

36-



Barrington Road road-sign completely missing, apart from one post. Drop-kerb to access London Road pavement is very poor. Drop kerb from London Road crossing the entrance of Barrington Road is also very poor for wheelchair users.

Seth Ward Drive

37-



Junction of Seth Ward Drive and Barrington Road – the semi-circle of briar-roses has been poorly maintained in recent years to the detriment of its performance. Layby and entrance from Seth Ward Drive to Bishopdown-Laverstock Cycleway, this has been poorly done using two successive drop-kerbs, neither of which is flush to the road surface. This should be improved.

38-



Bus Stop bottom of Seth Ward Drive – this shrubbery has not been maintained, and has been infiltrated by tree-saplings, blackthorn, thistles etc. Can someone who understands gardening – ie: NOT idverde who are completely incompetent – please maintain this shrubbery properly.

39-

Lower bus-stop in Seth Ward Drive, again the drop-kerb crossing point impeded by parked vehicle...

The same also applies to the crossing point at the bus stop near the entrance of Blyth Way.



Jewell Close, leading to Hallum Close, Woodvill Rd and Fison Walk.

The latter three were added in the mid-1980s and, unlike the rest of the 1950s estate, are not open-plan. Much of the car-parking is by gravel frontages, which is unsightly, though this has happened to parts of the original estate as well. As with elsewhere drop-kerbs are poorly done, litter and leaf-debris have been allowed to collect in gutters, which allows grass and weeds to grow.

40- The signed cycle-route from the traffic-light crossing at Barrington Road, to Jewell Close, here crosses the grass verge to meet the footway of London Rd by the M&S Garage. It is on a blind corner, and is not well done – in fact the entire section of cycle-route is not well done and might well be accommodated on the grass verge which runs the length of Seth Ward Drive.

41- A cherry tree by 20 Jewell Close is suffering die-back and needs attention.

42



Footway in Hallum Close leading to Fison Walk. Many of the residents of Fison Walk are elderly and less-abled, several appear to use wheelchairs. This drop-kerb and footway are alike in poor condition, and are representative of general conditions.

It leads initially to this corner of land at the lower end of Fison Walk. This was a planning anomaly and has just been left blank and untended, it is not overlooked by the front of any property and often becomes a dumping ground.

43- General state of kerbs and gutters – debris and weeds.

Sign for lower part of Fison Walk needs reinstating.



44



Between Nos. 29 & 31 Fison Walk an access path was left when built to allow residents to get to and from rear gardens. This has now become overgrown with trees and shrubs and a haven for litter and overflow of people's gardens. The elderly residents are unable to bring bins out from the rear – this has apparently been seen by Mostyn Coombes in June 27th 2019. What is being done?

45- Following a cloudburst in 1989 and flood-water running over the frontages of 31 & 33 Fison Walk, a land-drainage gully was installed with metal grids. However, this has not been maintained, and consequently the grids have lifted and weeds have grown – can this be remedied please.

46-

A main route from Bingham Road (and the rest of the Estate) to Jewell Close, and thereby on to Bishopdown Farm Estate, this garage space and parking place is used by many walkers, cyclists and the less able. The drop-kerbs and bollards are a problem to this, and should be improved.



Drop-kerb from Jewell Close into footpath through to Bishopdown Farm estate. The kerbs here are typical of the area generally.

47 Signage for Fison Walk - How do emergency vehicles and delivery vehicles locate properties in Fison Walk? From a moving vehicle the only visible sign is at the beginning of Woodvill Road (No.1 Fison Walk) so that emergency response vehicles inevitably come to that point, and often are forced to walk all the way down Fison Walk to those properties which are actually closer to Hallum Close. Additional signs to the area were agreed following a tenant panel in November 2013, but nothing has been done.

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Middle Street Meadow
owned by Salisbury
City Council

Property
owned by EA

Existing access to
the meadow



21 Middle St
Salisbury, England

Google

Street View

Part 30

Existing access to the meadow

Proposed access to the meadow

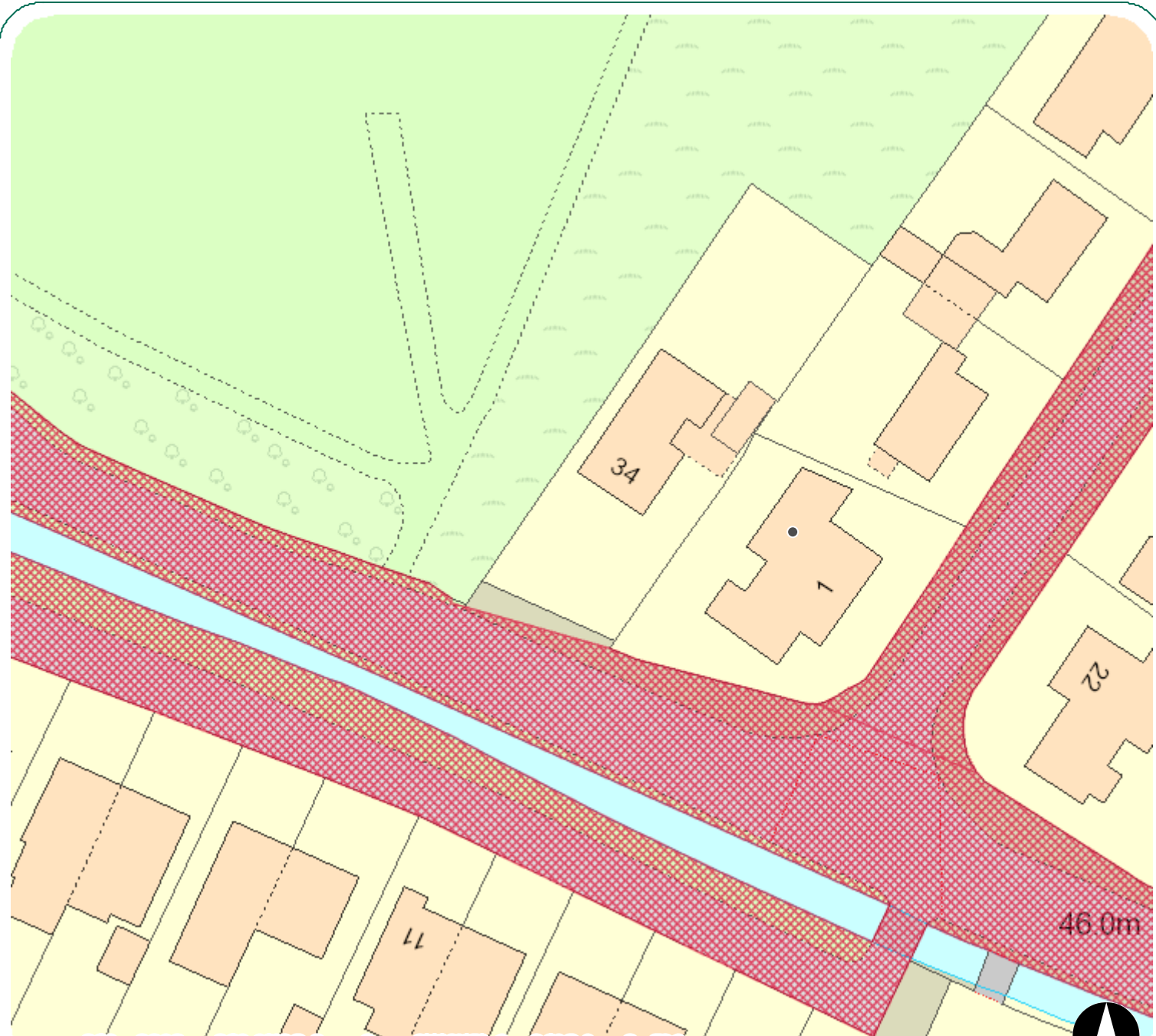
Property owned by EA

EA Land



Public Highway



Google



Legend

-  Read Terms and Conditions before use
-  MaintainableHighways



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Report To	Salisbury Area Board
Date of Meeting	Thursday, 30 September 2021
Title of Report	Salisbury Area Grant Report

Purpose of the Report

- To provide detail of the grant applications made to the Salisbury Area Board. These could include; community area grants, health and wellbeing, young persons grants and Area Board initiatives.
- To document any recommendations provided through sub groups.

Area Board Current Financial Position

	Community Area Grants	Young People	Health and Wellbeing
Opening Balance For <u>2021/22</u>	£ 63,306.00	£ 24,422.00	£ 7,700.00
Awarded To Date	£ 24,482.00	£ 7283.97	£ 2,290.00
Current Balance	£ 39,824.00	£ 17,138.03	£ 5,410.00
Balance if all grants are agreed based on recommendations	£ 33,624.00	£ 12,144.03	£ 3,910.00

Grant Funding Application Summary

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
ABG177	Community Area Grant	Sarum Rotary Club	Sarum Rotary Club Gazebo	£1200.00	£600.00
<p>Project Summary: Sarum Rotary has a requirement to purchase and use a gazebo in order to service as base at events or outdoor gatherings. We are currently looking at running stall on the market place to provide support in these post-covid times to members of the general public - a gazebo to help facilitate that aim.</p>					
ABG120	Community Area Grant	Wiltshire Creative	Window Wanderland	£12000.00	£5000.00

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: Wiltshire Creative would like to bring Window Wanderland to Salisbury www.windowwanderland.com Window Wanderland is a national project which brings communities together reducing social isolation and inspiring creativity by transforming streets into magical outdoor galleries, this project has the opportunity to bring light and hope to the streets of Salisbury in the Autumn as the weather turns and daylight fades. Salisbury's popular lantern parade was unable to proceed in 2020 due to the COVID-19 pandemic and planning for 2021 remains uncertain, Window Wanderland can be delivered to be COVID safe and adapt to any changing restrictions. Window Wanderland provides the opportunity to fill the gap left by the lantern parade and explore the opportunity to develop it's potential for the future. Working with Salisbury Bid we identified the the opportunity to celebrate the city's diversity by drawing on the themes of Diwali to inspire the artwork displayed, the triumph of light over darkness, happiness and positivity. Collaborating with the Napalese Society of Salisbury and a professional artist we will develop a toolkit to support schools and community groups to create a paper display for a window on the route, there will be an opportunity for a number of groups to receive workshops directly with the artist to support their creations. The toolkit will include resources about Diwali as well as practical tips on how to create the displays guiding the opportunity for this creative activity to support learning and awareness of diversity and inclusion. The paper displays will be installed in windows across the city between 1st November and 7th November 2021, with a live celebration featuring music, food and dancing from local people celebrating Diwali in the City Centre on 4th November 2021. We are seeking funding to support the development and delivery of this project, it is supported in kind by Wiltshire Creative, Salisbury Bid, Salisbury City Council and the Nepali Society of Salisbury in project management, and guidance. With financial contribution from Wiltshire Creative, Salisbury BID and a pending application with Salisbury City Council. This project provides a foundation for the development of a programme of cultural events celebrating the diversity across our city.</p>					
ABG175	Community Area Grant	Sarum Rotary Club	Sarum Rotary Hybrid Meetings Equipment	£1200.00	£600.00
<p>Project Summary: Sarum Rotary has a requirement to procure Video- conferencing equipment into order to be able to host hybrid meetings (both in person at a meeting venue and virtually). As the club does not have a fixed and permanent meeting venue the equipment needs to be easy to set up and portable. We are specifically looking to purchase a system that incorporates moveable cameras, microphones and speakers suitable for small/ medium size meeting rooms. In addition to a small very portable projector.</p>					
ABG208	Community Area Grant	Alzheimers Support	Salisbury Dementia Centre Fixtures and Fittings	£11183.00	£5000.00

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: We propose to develop a new Dementia Centre based in central Salisbury to serve the whole of South Wiltshire (including Southern Wiltshire and South West Wiltshire areas). This new, purpose-designed space will provide a high quality, engaging environment. It will be the “one-stop-shop” for all dementia services across St Francis & Stratford, Bemerton Heath ED, Fisherton & Bemerton Village, St Paul’s, St Edmund’s ED, Milford, Harnham West and Harnham East (hereafter “Salisbury”). The plans include a spacious Day Club at the rear for up to 10 people per day, 4 days a week with an open plan kitchen, indoor garden, quiet memory lounge and office. The lay-out and running of the Salisbury Day Club will follow our award-winning formula for success. All of our clubs are run by specialist staff and trained volunteers who focus on the person rather than the dementia. Each of our clubs has its own 'personality' but each follows our award-winning format of a relaxed, informal atmosphere, small group sizes with the same people each day of the week, and high staff and volunteer ratios to allow members real choice in how they spend their time. Club members can join in small group activities, pursue hobbies that they enjoy, or just enjoy their own time in the company of others - all in a safe, friendly and unpressured environment. Boosting confidence, building relationships and opportunities for meaningful social engagement are critical. A wide range of activities are offered, and our excellent links with our local communities mean there is always a steady stream of visitors of all ages and walks of life. A full day out in a supportive, stimulating environment is hugely beneficial to people living with dementia and provides a real break for family carers. “Alzheimer's Support came into our lives at just the right time and the club has been the highlight of Mum's week ever since. The atmosphere is amazing and the care and support you and your team give to the members is inspirational” Our Day Care programme is closely monitored through our evaluation framework, which gathers qualitative data and anecdotal evidence to help inform and improve of our offer and ensures service users’ voices are heard. Sources include Annual surveys, staff observations, client feedback and external activities/gatherings plus our internal Quality Assurance Framework. “I am in awe of the loving support extended to us at Old Silk Works. My deepest thanks go to all the staff and all the amazing volunteers who support this incredible dementia service everyone diligently provides.” - Hilary, wife and carer. “I have missed this place: the laughs, the fun and the cake!” – Trevor, club member At the front of the building there will be a reception area, a storeroom and three offices that will form the backbone of a One-Stop-Shop” for dementia in Salisbury and the surrounding area of South Wiltshire. These offices will provide spaces for: • 2 dementia advisers who will provide support to people living with dementia and their carers Salisbury & beyond • “Creating Connections Activities groups co-ordinators who will oversee a whole range of our activities, incl. Music and Movement for the Mind sessions, Gardening Café, and our Muddy Boots outdoor exploratory events • Home Support Service providing critically-needed help to people in their own homes across South Wiltshire Other groups and services, such as our highly successful Memory Café and our Dementia advisory service will attract and support even more people. Additionally, the centre will offer volunteering opportunities to help with the Day Centre and other activities, incl. the memory Café, training space for both Alzheimer’s Support staff and volunteers and also open to other local community groups and employment opportunities at the Day Club and with our other services based in Salisbury. There would undoubtedly be further community benefits. CEO Babs Harris said: “There is no specialist dementia day care in Salisbury and we know the difference that having a supportive, engaging club environment can make to people living with dementia and to family carers. We are thrilled to have found these premises in a quiet location in the heart of the city. We have already had great support from many people in Salisbury, and are looking forward to working with the community to create something really special.”</p>					
ABG154	Health and Wellbeing Grant	Wiltshire Music Centre	Celebrating Age Wiltshire	£11000.00	£1500.00
<p>Project Summary: Celebrating Age Wiltshire (CAW) will use arts & heritage activities to reach the most isolated older people in the Salisbury area, helping to tackle loneliness and aiming to improve their health and wellbeing through creative and artistic engagement. In particular CAW will target those people who are vulnerable and socially isolated due to frailty, ill health, dementia, poor mobility or caring responsibilities. Responding to the Covid 19 crisis, our programme has developed four different strands of both live and online activity to meet the needs of this group. CAW is a partnership of community organisations across the county with Wiltshire Music Centre as lead organisation.</p>					
ABG170	Youth Grant	Wessex Archaeology Ltd	Well City Salisbury Youth courses	£290000.00	£4994.00

Application Reference	Grant Type	Applicant	Project	Total Cost	Requested
<p>Project Summary: Well-City Salisbury is a three-year partnership project supporting people with mental health needs on their wellbeing journey through creative courses and opportunities. The project is about connection – to the arts, to heritage, to our locality, to the landscape and to each other – and will create moments of learning, discovery and curiosity which will impact positively on participants’ mental health and the wider community. The project has been funded by the National Lottery Community Fund (£260,000) with a requirement of £30,000 match funding. Well- City Salisbury brings together the combined experience and unique skills of four partner organisations across Salisbury: ArtCare at Salisbury Hospital, The Salisbury Museum, Wessex Archaeology and Wiltshire Creative and is supported by The National Lottery Community Fund. The project uses a referring model that will see us working with primary care providers, third sector organisations, and other referring partners to offer a menu of creative and cultural engagement opportunities delivered by local artists and creative practitioners. Each partner organisation will deliver two 8-week courses per year, beginning in autumn 2021 and finishing in summer 2024. There will be a maximum of 12 participants on each course. In Years 2 and 3 of the project, we will also offer mentored volunteering pathways for participants who have taken part in a course and would like to continue engaging with the project. There will also be an annual project exhibition. Young people are one of the target audiences for the project identified as a real need through consultation with local authority supervised teams, third sector organisations, and primary care providers. Within the project we will be reserving specific closed courses for the young people, providing a safe, secure environment designed for this particular age group. This is the area we are applying to the Area Board for, it aligns with the Wiltshire Council priority for young people. We are passionate about listening to their voices and supporting them in the best way possible. Wiltshire Creative, who regularly work with children, young people and vulnerable adults including schools and colleges, older people, people living with Dementia, people with learning difficulties, and those facing socio-economic disadvantage, will be leading on the Youth courses. They will draw on their expertise and dialogue with this specific demographic. Work with young people includes; Youth Theatre programme ‘Stage 65’ for people aged 4-21 first established in 1965; schools programmes; post 16 Further Education course in Performing and Production Arts in partnership with Wiltshire College; Young Ambassadors scheme to give young people aged 14-21 a say in how Wiltshire Creative operates; and co-hosting a Youth Mental Health Symposium in 2019 with Salisbury District Hospital. During the first half of 2021 Wiltshire Creative embarked on a programme of work called SHIFT, this project was designed to amplify young voices through the arts and was led by 2 young artists. The project gathered the thoughts and feelings of local young people and highlighted them through a range of events and exhibitions, overwhelmingly issues contributing to and the lack of support for those with poor Mental Health came through. The SHIFT Youth Arts Network Film created through a collaboration of Youth Organisations from the South West endorses this further. The courses dedicated for young people as part of Well-City Salisbury are welcomed by our local young people. The courses themselves will feature performing arts and ceramics with the participants given a voice in how they express themselves through these artforms, ownership in a world where decisions are so often made for them is crucial.</p>					

1. Background

Area Boards have authority to approve funding under powers delegated to them. Under the Scheme of Delegation Area Boards must adhere to the Area Board Funding and Grants Criteria. This document is available on the council’s website.

Three funding streams are available to the Area Board, each with an annually awarded amount. These funding streams are as follows:

- Community Area Grants (capital)
- Young People (revenue)
- Health and Wellbeing (revenue)

The Area Board will be advised of the funding available prior to their first meeting of each financial year.

2. Main Considerations

2.1. Councillors need to be satisfied that the applications meet the requirements as set out in the Area Board Funding and Grants Criteria and that the health and wellbeing and young persons funding guidelines have been adhered to.

2.2. Councillors must ensure that the distribution of funding is in accordance with the Scheme of Delegation to Area Boards.

2.3. Councillors need to consider any recommendations made by sub groups of the Area Boards.

3. Environmental & Community Implications

Grant funding will contribute to the continuance and/or improvement of cultural, social and community activity and wellbeing in the community area, the extent of which will be dependent upon the individual project.

4. Financial Implications

Councillors must ensure that the Area Board has sufficient funding available to cover the grants awarded.

5. Legal Implications

There are no specific legal implications related to this report.

6. Human Resources Implications

There are no specific human resources implications related to this report.

7. Equality and Inclusion Implications

Community Area Boards must fully consider the equality impacts of their decisions in order to meet the Council's Public Sector Equality Duty.

Community Area Grants will give local community and voluntary groups, Town and Parish Council's equal opportunity to receive funding towards community based projects and schemes where they meet the funding criteria.

8. Safeguarding Implications

The Area Board has ensured that the necessary policies and procedures are in place to safeguard children, young people and vulnerable adults.

No unpublished documents have been relied upon in the preparation of this report.

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