

**Summary Review of Issues Raised in Bishopdown Estate Report**

Location	Road Name	Issue(s)	Responsibility	Potential Action Required
1	<a href="#">Bishopdown Road</a>	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	<a href="#">Bishopdown Road</a>	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	<a href="#">Bishopdown Road</a>	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	<a href="#">Bishopdown Road</a>	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	<a href="#">Bishopdown Road</a>	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	<a href="#">Bishopdown Road (Junction with Denison Rise)</a>	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.

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7	<a href="#">Bishopdown Road (Junction with Denison Rise)</a>	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	<a href="#">Bishopdown Road (Junction with Denison Rise)</a>	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	<a href="#">Bishopdown Road (Junction with Anderson Road)</a>	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	<a href="#">Bishopdown Road (Junction with Bingham Road)</a>	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.

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11	<a href="#">Bishopdown Road (Junction with Footpath to Burgess Green)</a>	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	<a href="#">Bishopdown Road (In Vicinity of Junction with Barrington Road)</a>	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	<a href="#">Bishopdown Road (In Vicinity of Junction with Fotherby Crescent)</a>	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.

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14	<a href="#">Bishopdown Road (In Vicinity of Junctions with Bingham Road and Hoadley Green)</a>	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	<a href="#">Bishopdown Road (In Vicinity of Junctions with Hoadley Green and Seth Ward Drive)</a>	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.

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Location	Road Name	Issue(s)	Responsibility	Potential Action Required
16	<a href="#">Denison Rise</a>	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	<a href="#">Denison Rise (Outside No. 49)</a>	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	<a href="#">Denison Rise</a>	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	<a href="#">Denison Rise</a>	Gully blocked with vegetation	Highways Maintenance	Gully needs to be cleared.
20	<a href="#">Linkway</a>	Missing street nameplate	Highways Maintenance	Street nameplate replaced in 2020. No further action required.
21	<a href="#">Linkway</a>	Dead/dying cherry blossom tree	Salisbury City Council	Salisbury City Council to advise on potential remedial actions at this location.
22	<a href="#">Linkway</a>	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.

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Location	Road Name	Issue(s)	Responsibility	Potential Action Required
23	<a href="#">Talbot Close</a>	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	<a href="#">Burgess Green</a>	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	<a href="#">Lovett Green</a>	General condition of lower garage area	Housing Department	Housing Department to advise on potential remedial actions at this location.

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26	<a href="#">Lovett Green</a>	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	<a href="#">Blyth Way</a>	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	<a href="#">Burnet Way</a>	No dropped kerb crossing point across Burnet Way	Traffic Engineering CATG	Provide dropped kerb crossing point.
29	<a href="#">Fotherby Crescent</a>	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	<a href="#">Fotherby Crescent</a>	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	<a href="#">Garage Area Between Burnett Way and Neville Close</a>	General condition of lower garage area	Housing Department	Housing Department to advise on potential remedial actions at this location.

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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	<a href="#">Barrington Road</a>	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	<a href="#">Barrington Road (In vicinity of No. 19)</a>	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	<a href="#">Barrington Road (Junction with Denison Rise)</a>	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.



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36	<a href="#">Barrington Road (Junction with Seth Ward Drive)</a>	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	<a href="#">Seth Ward Drive</a>	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	<a href="#">Seth Ward Drive</a>	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	<a href="#">Seth Ward Drive</a>	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.

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Location	Road Name	Issue(s)	Responsibility	Potential Action Required
40	<a href="#">Jewell Close</a>	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	<a href="#">Jewell Close (Outside No. 20)</a>	Dead/dying cherry tree	Salisbury City Council	Salisbury City Council to advise on potential remedial actions at this location.
42	<a href="#">Hallum Close (Footway leading to Fison Walk)</a>	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	<a href="#">Hallum Close / Jewell Close</a>	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	<a href="#">Fison Walk (Area between No. 27 and 29)</a>	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	<a href="#">Fison Walk</a>	Gully blocked with vegetation (Outside of Nos. 31 and 33).	Highways Maintenance	Gully needs to be cleared.

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46	<a href="#">Jewell Close</a>	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	<a href="#">Fison Walk</a>	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.

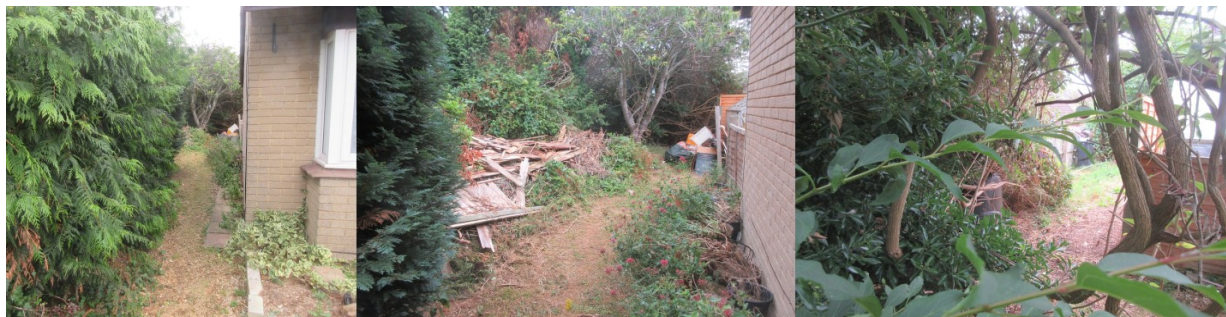
It leads initially to this corner of land at the lower end of Fison Walk. This was a planning anomaly and has just been left blank and untended, it is not overlooked by the front of any property and often becomes a dumping ground.

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 27<sup>th</sup> 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.